

WMCA Board Meeting

Date	12 January 2018
Report title	WMCA Borrowing Powers and Amendments to Key Route Network
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Report to be/has been considered by	WMCA Programme Board - 15 December 2017

Recommendations for approval

The WMCA Board is recommended to:

- (1) Give delegated authority to the WMCA Section 151 officer together with the WMCA Monitoring Officer to approve the amendment to statutory regulations which amend the WMCA borrowing powers as set out in this report, subject to:
 - (a) The additional borrowing powers sought being fully aligned to the WMCA's statutory functions as detailed within the West Midlands Combined Authority Orders.
 - (b) Each Constituent Authority approving a complementary paper through their Cabinet to provide approval to the WMCA for these new borrowing powers; and

(c) The two WMCA officers detailed above to enter into the agreement with HM Treasury based on confirmation of b) from each of the seven Constituent Local Authorities.

(2) Approve the WMCA borrowing cap as agreed with HM Treasury as follows:

2018/19	£487.5 million
2019/20	£662.9 million
2020/21	£867.3 million

(3) Give delegated authority to the WMCA Section 151 officer together with the WMCA Monitoring Officer to approve the amendment to the Key Route Network as detailed within this report.

2.0 Purpose

2.1 The report is required to ensure WMCA is able to enter into the necessary agreements with Government to amend existing statute, enabling WMCA to borrow for all of the functions attributable to it and also endorse the proposed changes to the Key Route Network.

3.0 Background

3.1 West Midlands Combined Authority (WMCA) was established in June 2016 following a Parliamentary Order which effectively dissolved the West Midlands Passenger Transport Executive (WMPTE) and the West Midlands Integrated Transport Authority (WMITA), both of which were replaced by the newly established West Midlands Combined Authority.

3.2 Upon establishing the WMCA, specific powers were granted to this new organisation, which include but are not limited to Housing, Economic Regeneration, Public Sector Reform and Air Quality.

3.3 The two statutory bodies which preceded the Combined Authority (WMPTE and WMITA) existed to promote and deliver public transport. As such, those entities held the necessary powers to undertake borrowing for transport related purposes (i.e. to fund the Metro expansion).

3.4 When WMCA was established (and subsequently acquired the broader range of powers / functions), the borrowing powers were not extended to align with the newly acquired functions.

3.5 In short, whilst currently WMCA has powers across a broad range of areas, it only has the legal ability to borrow in relation to transport related expenditure.

3.6 Specifically, this issue manifests itself in a number of ways predominantly relating to the investment programme. These being:

- WMCA are currently relying on Birmingham City Council to undertake the commercial borrowing for the Collective Investment Fund.
- WMCA will need to rely on City of Wolverhampton Council undertaking the borrowing for the Land Remediation Fund in advance of WMCA's powers being amended.
- WMCA will be unable to borrow directly to grant fund the Coventry City Centre Regeneration scheme which WMCA Board have approved of c.£99m.

4. Amendments to WMCA Borrowing Powers

4.1 The Cities and Devolution Act 2016 amends previous legislation so that in addition to borrowing for transport functions, a Combined Authority may borrow in relation to "any other functions of the authority that are specified for the purpose of [section 23(5)] in regulations made by the Secretary of State". Such functions include Mayoral and non-Mayoral functions. Such regulations may only provide borrowing powers for a particular function of the Mayoral WMCA if all the Constituent Councils consent.

4.2 In light of the above, WMCA have been in dialogue with HM Treasury and DCLG with a view to commencing the process to obtain the necessary powers and consents WMCA needs to undertake all of its functions; the process for which is broadly as follows:

HMT, DCLG and WMCA agree an annual overall external debt ceiling for WMCA.

4.3 The purpose of the debt cap is to ensure HMT are safeguarded from any fiscal shocks relating to the management of the UK financial deficit.

4.4 WMCA have responded to HMT's request to design an annual cap for WMCA External Debt. The cap calculated by WMCA as presented to HMT was sufficient to:

- Cover the necessary borrowing to fund the investment programme based on recent Local Authority estimates.
- Cover any requirement WMCA may have to manage its 'legacy' debt position including any refinancing of debt which may be required over the period.
- Allow for headroom to cover any acceleration of Investment Programme advancement.

4.5 The value of the borrowing cap proposal submitted to HMT is included as Appendix 1. HMT subsequently accepted the calculations provided by WMCA and provided written confirmation of the provisional deal together with some broad terms.

4.6 This written agreement aligns the cap to the 5 year gateway review which underpins the £36.5m gainshare grant and contains provisions regarding monitoring and review in the event of unforeseen, material events.

4.7 HMT now intend to recommend to the Chief Secretary that she approve the debt agreement and will send a letter to the Section 151 officer for West Midlands Combined Authority. The WMCA will be required to give consent to the debt agreement coming into effect and this report requests approval to this agreement and debt cap being entered into by the WMCA.

4.8 It should be noted that regardless of the borrowing ceiling / cap agreed with HMT, all borrowing ultimately undertaken by WMCA within this limit will be done with due regard to affordability, the WMCA Treasury Management Strategy and the CPIFA Code.

WMCA, HMT and DCLG agree the Borrowing Powers which would be applicable to WMCA

4.9 WMCA, HMT, DCLG and other representatives from the region have been in dialogue regarding the borrowing powers which should be applicable to WMCA. Agreement has been reached whereby WMCA will be able to borrow for all of its functions.

4.10 In essence, following approval of the regulation as proposed, the borrowing powers attributable to WMCA will exactly mirror the legal functions of the organisation as outlined within the West Midlands Combined Authority Orders. This is considered to be a sensible and logical approach and is consistent with borrowing powers given to other Local Authorities.

4.11 It is important to note that despite the broadening of WMCA borrowing powers, the revised powers will remain within the overall remit of WMCA based on its currently approved functions.

WMCA obtain consent to the delegation from the seven Constituent Local Authorities allowing WMCA to enter into the agreement with Government

4.12 Constituent Authorities approved the Mayoral Governance Review in May 2016 and this review made the following observations in relation to WMCA's ability to borrow:

- The Mayoral WMCA is prevented from borrowing for the purposes of its economic development and regeneration functions and as a result one of the Constituent Councils would in effect need to borrow on Mayoral WMCA's behalf.
- The Greater Manchester Combined Authority has found this approach to be unsatisfactory, administratively burdensome and inconvenient. For the West Midlands to also proceed in this way would be extremely unsatisfactory.
- The 2016 Act remedies this difficulty by amending previous legislation so that in addition to borrowing for transport functions, a Combined Authority may borrow in relation to "any other functions of the authority that are specified for the purpose of [section 23(5)] in regulations made by the Secretary of State". Such functions include Mayoral and non-Mayoral functions.
- Such regulations may only provide borrowing powers for a particular function of the Mayoral WMCA if all the Constituent Councils consent. It is proposed that the regulations should provide for the Mayoral WMCA to have borrowing powers in respect of all of its functions.

4.13 The requirement for the approach to obtain a delegation is to ensure that the regulations can be laid before Parliament in early 2018 thereby avoiding a protracted process requiring the regulations to be approved individually by WMCA and the seven Constituent Authorities.

4.14 As detailed in the recommendations to this report, the delegation is expected to be strictly limited to the extension of WMCA Borrowing powers only within the boundaries of the existing functions of WMCA. Should the wording of the actual regulation differ from this principle, the necessary approvals will be requested through this Committee and the seven Constituent Local Authorities.

5 Key Route Network Amendments

5.1 For the purposes of efficiency in terms of the Parliamentary process, the amendment to the regulations as detailed above is also intended to cover some necessary amendments to the WMCA Key Route Network.

5.2 Following the adoption of the WMCA 2017 Order, discussions continued with Local Authorities about whether additional roads should be added into Key Route Network. During the initial development phase of this work in 2015 there was some uncertainty about powers and responsibility which has subsequently been clarified, hence the suggested amendments to the KRN.

- 5.3 In addition, WMCA and the relevant Constituent Authorities have jointly developed a network map outlining the agreed Key Route Network. The Key Route Network amendments attached as Appendix 2 highlight the changes required (being sought through the regulation) which will align the schedule with the map.
- 5.4 To clarify, the suggested amendments to the KRN:
- Have been jointly developed and agreed between WMCA and the relevant Constituent Local Authority Highway Managers.
 - Are required simply to address inconsistencies between the KRN as informally recognised by WMCA / Local Authorities and the strict definitions as contained within the WMCA Orders to date.
- 5.5 It is recommended that the delegation being sought should only be executed if the KRN adjustments in the final regulation are consistent with those included within Appendix 2.

APPENDIX 1 : WMCA Borrowing Cap Provisionally Agreed With HMT

Planned external debt

Body	Function(s)	Project Description	External debt at 31 March					
			2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
WMCA	Transport	Existing WMCA External Debt (Including Deductions for Planned Loan Maturities with PWLB, Legacy WM County Council Maturities and reductions in principal on annuity loans)	£172,078,145	£166,218,464	£160,289,728	£136,283,774	£130,199,122	£124,025,763
WMCA Planned Prudential Borrowing from Table Below	See Below		£0	£0	£78,975,784	£350,296,825	£532,666,835	£743,309,568
Total planned external debt			£172,078,145	£166,218,464	£239,265,512	£486,580,599	£662,865,957	£867,335,331

Planned prudential borrowing

Project	Function(s)	Project Description	Financing Description	Prudential borrowing between 1 April and 31 March						
				2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	
Devo Deal Investment Programme : UKC Interchange	Transport / Economic Regeneration / Highways	UK Central Interchange Package involves delivery of improvements and interchange capability at the HS2 Interchange station hub.	WMCA will borrow from PWLB or an alternative suitable lender, with the repayments secured against income from WMCA Gainshare Grant (as contained within Devo Deal 1), Business Rates Growth and Supplementary Business Rates. This borrowing strategy is consistent with the arrangements discussed with Government when agreeing Devo Deal 1.			£2,172,240	£18,207,390	£16,113,290	£12,303,330	
Devo Deal Investment Programme : UKC Infrastructure	Transport / Economic Regeneration / Highways	UK Central Infrastructure Package involves delivery local network improvements, public realm and town centre enhancements, green infrastructure and digital connectivity. These measures will support connectivity and access to the HS2 Interchange Station and support economic growth in the UK Central growth zones and corridors.		£3,544,890	£10,686,250	£25,866,540	£56,719,160			
Devo Deal Investment Programme : Metro Birmingham Eastside Extension	Transport	Extension of the Metro route to the HS2 site to include track and vehicles.				£20,226,779				
Devo Deal Investment Programme : Bilston Road	Transport	Metro track works in Wolverhampton				£15,699,000				
Devo Deal Investment Programme : Coventry UKC City Centre First	Transport / Highways	Coventry Station Masterplan development plus Ring Road junction improvements.					£10,673,000	£32,396,000	£6,469,000	
Devo Deal Investment Programme : Coventry UKC South	Economic Development & Regeneration / Highways	A46 Link road, Binley & Walsgrave junction improvements, Coventry South park & ride station development.				£250,000	£4,762,000	£14,619,000	£16,115,000	
Devo Deal Investment Programme : Coventry UKC VLR	Transport	Development of a very light rapid transit public transport facility to support HS2 connectivity.				£0	£2,524,000	£1,524,000	£1,044,000	
Devo Deal Investment Programme : HS2CP Centenary Square	Transport	The extension of the Metro Network from New Street Station to Centenary Square and onwards to Edgbaston, including the costs of stat diversions, track and additional vehicles.				£5,088,000	£14,798,000	£12,435,000		
Devo Deal Investment Programme : HS2CP Metro Edgbaston Extension	Transport								£11,794,460	
Devo Deal Investment Programme : HS2CP Rail Schemes	Transport	Rail infrastructure improvement schemes including contributions to new stations.				£768,000	£2,279,000	£11,080,000	£16,820,000	
Devo Deal Investment Programme : HS2CP Wolverhampton Metro	Transport	Delivery of a Metro Extension in Wolverhampton with additional works to encompass Wolverhampton Rail Station and Car Park.				£5,277,792	£2,578,000	£4,544,208		
Devo Deal Investment Programme : HSCP Sprint Programme	Transport	The delivery of a Bus Rapid Transit network to include highway measured and vehicle procurement (with private sector investment assisting with the vehicle acquisition costs).				£965,025	£9,977,931	£18,107,234	£36,437,400	
Devo Deal Investment Programme : HS2 - Brierley Hill Metro Extension	Transport	The extension of the Metro Network to Wednesbury and Brierley Hill				£1,980,000	£13,680,000	£12,598,000		
Devo Deal Investment Programme : Programme Governance	Transport and Economic Regeneration	Costs of programme management in relation to the delivery of the HS2 elements of the Investment Programme.				£505,556	£382,691	£386,517	£390,383	
Devo Deal Investment Programme : Coventry City Centre Regeneration	Economic Development & Regeneration	Coventry City Centre South regeneration. A retail led development scheme to include a new department store, retail units, food and beverage units, a cinema, bowling alley, residential space, a hotel, car park and high quality public realm.				£7,585,281	£85,241,000	£8,252,000	£26,696,000	
Devo Deal Investment Programme : Coventry UK Central	Economic Development & Regeneration/ Highways	A45 to A444 Keresley Link and M6 Junction 3 improvements.				£140,000	£1,230,000	£1,375,000	£1,116,000	
Devo Deal Investment Programme : Land Remediation Fund	Economic Development & Regeneration/ Housing	Pump priming strategic development opportunities to unlock sites, remediate the industrial legacy and bring forward investable propositions				£5,000,000	£25,000,000	£25,000,000	£25,000,000	
Devo Deal Investment Programme : Business Innovation	Economic Development	Development and application of intelligent/smart systems technology and approaches to increase business competitiveness/productivity and to contribute to the reform of public services. Focus will be applications in the Mobility, Health and Energy sectors, reflecting local and regional strengths and priorities as identified in the recent Midlands Engine Science and Innovation Audit.					£1,075,000	£3,300,000	£11,375,000	
Other planned PWLB Debt Repayments	N/A	N/A		N/A					(£20,226,779)	(£26,637,000)
Collective Investment Fund	Economic Development & Regeneration / Housing	Commercial Property Fund accelerates the development of commercial property projects within the West Midlands area. It is a revolving Fund that aims to underpin the region's long term growth and stability.		This is an evergreen fund, paid for by charging a commercial return on monies loaned to business and the repayment of the principal over a relatively short period of time.			£15,000,000	£15,000,000	£15,000,000	£15,000,000
								(£15,000,000)	(£15,000,000)	
WMCA	Transport	Allowance for re-financing loan maturities	N/A			£5,000,000	£23,000,000	£5,000,000	£5,000,000	
WMCA Borrowing Headroom (Agreed verbally with HMT)	N/A	N/A	N/A			£10,000,000	£10,000,000	£10,000,000	£10,000,000	
Total planned prudential borrowing				£0	£0	£78,975,784	£271,321,041	£182,370,010	£210,642,733	

APPENDIX 2 : Key Route Network (Including Amendments as Highlighted)

Proposed Changes to Schedule 1 of the West Midlands Combined Authority (Functions and Amendment) Order 2017

(1) Schedule 1 (meaning of "combined authority roads") to the West Midlands Combined Authority (Functions and Amendment) Order 2017 () is amended as follows.

(2) In paragraph 5, for the opening words substitute-

5. A45 from the Stivichall Interchange roundabout with the A444/A46 in Coventry to the A446/A452 Junction with Stonebridge Island; and from a point immediately east of its junction with the M42 motorway Junction 6 excluding the circulatory carriageway to the Bordesley Circus roundabout with the A4540 Watery Lane Middleway/Bordesley Middleway/B4128 Coventry Road, including its junctions with-

(3) For paragraph 14 substitute-

14. A453 from its junction with the A34 Walsall Road (see paragraph 1(i).) to its junction with the B4138 Kingstanding Road.

(4) For paragraph 17 substitute—

17. A457 from its junction with the A459 Dudley Street/High Holborn to the Spring Hill roundabout with the A4540 Icknield Street/Ladywood Middleway/B4135 Summer Hill Road, including its junctions with—

(a) Turl Street; (b) Setton Drive; (c) High Arcal Drive; (d) Tipton Road; (e) Marlborough Road; (f) Brooke Street; (g) Parkes Lane; (h) A457 Sedgley Road/Parkes Hall Road/Park Road; (i) Claycroft Terrace; (j) Woodsetton Close; (k) Bramford Drive; (l) A457 Sedgley Road/George Street/Vicarage Road West; (m) Fox Street; (n) Dawlish Road; (o) A457 Sedgley Road/A4123 Birmingham New Road; (p) A4037 Hurst Lane/Dudley Road; (q) B4517 Owen Street/High Street roundabout; (r) A461 Dudley Port; (s) A4033 Dudley Road West; (t) Roway Lane/Brades Road roundabout; (u) A4034 Oldbury Ringway/Freeth Street roundabout; (v) Rounds Green Road/Sainsbury's roundabout; (w) A4034 Churchbridge/Halesowen Street roundabout; (x) Rood End roundabout; (y) A4031 Spon Lane South/Mallin Street roundabout; (z) A4252 Telford Way/Fenton Street roundabout; (aa) A4030 High Street; (bb) B4136 Soho Street; (cc) B4135 Cranford Street/B4136 Windmill Lane roundabout; (dd) A4092 Cape Hill/Barrett Street roundabout; (ee) B4129 Rotton Park Road; (ff) A4040 City Road; (gg) A4040 Winson Green Road/B4126 Icknield Port Road; (hh) B4135 Heath Street; and (ii) Western entry to the Spring Hill roundabout with the A4540 Icknield Street/Ladywood Middleway/B4135 Summer Hill Road.

(5) In paragraph 21—

(a) for the opening words substitute—

"21. A461 from the northwestern Walsall Borough boundary just south of Barracks Lane/Cartersfield Lane to the junction of the A461 Stourbridge Road/A4036 Highgate Road, including its junctions with—"

(b) after sub-paragraph (q) add—

(r) A461 Duncan Edwards Way;
(s) Scotts Green roundabout with A4101 Stourbridge Road/A4101 Kingswinford Road/ Scotts Green Close; and
(t) A461 Stourbridge Road."

(6) After paragraph 24 insert—

"24A. A4030 from its junction with the A456 Hagley Road West to its junction with the A457 Tollhouse Way, including its junctions with—

(a) Poplar Road; (b) Anderson Road; (c) Sherwood Road; (d) St. Mary's Road; (e) Rutland Road; (f) Sandon Road/B4182 Three Shires Oak Road; (g) Ethel Street; (h) Merrival Road; (i) Belmont Road; (j) Rawlings Road; (k) Dunsford Road; (l) Reginald Road; (m) Richmond Road; (n) Beakes Road; (o) Linden Road; (p) Talbot Road; (q) Bearwood Road; (r) Marlborough Road; (s) Dawson Street; (t) Vince Street; (u) Pearman Road; (v) Wellington Road; (w) Capethorn Road; (x) Church Road; (y) Grange Road; (z) Millpool Way; (aa) Pens Close; (bb) Norma Rose Close; (cc) Watery Lane; (dd) Firs Lane; (ee) Victoria Avenue; (ff) Brailsford Drive; (gg) Coopers Lane/Crocketts Lane; (hh) Pidcock Road; (ii) Regent Street; and (jj) Roslyn Close."

(7) After paragraph 33 insert—

"33A. A4092 from its junction with the B4125 to its junction with the A457 Grove Lane/Cape Hill/Barrett Street roundabout, including its junctions with—

(a) B4136 Windmill Lane; (b) Salisbury Road; (c) Rosebery Road; (d) Durban Road; (e) Montague Road; (f) Crown Street; and (g) Ragland Road."

APPENDIX 2 Continued: Key Route Network (Including Amendments as Highlighted)

Proposed Changes to Schedule 1 of the West Midlands Combined Authority (Functions and Amendment) Order 2017

(8) For paragraph 36 substitute—

"36. A4101 from the Dudley boundary (see paragraph 12(p.)) to the Scotts Green Island roundabout with the A461 Duncan Edwards Way/Stourbridge Road/Scotts Green Close, including its junctions with—

(a) A449 Kidderminster Road; (b) B4178 Swindon Road/Cot Lane; (c) A491 Moss Grove/Market Street (see paragraph 24(b.)); (d) B4179 Commonsidge; (e) Pensnett Road roundabout; and (f) Scotts Green Island roundabout with the A461 Duncan Edwards Way/Stourbridge Road/Scotts Green Close."

(9) After paragraph 41 insert—

"41A. A4167 from its junction with the A34 Stratford Road, to its junction with the A4540 Haden Circus, including its junction with—

(a) Stoney Lane; (b) Queen Street; (c) Mole Street; (d) Ladypool Road; (e) Kyrwicks Lane; (f) Woodfield Road; and (g) Moseley Road."

(10) After paragraph 54 insert—

"54A. B4125 from its junction with the A4030 to its junction with the A4092 Waterloo Road/Cape Hill, including its junctions with—

(a) Edgbaston Road; (b) Corbett Street; and (c) Claremont Road."

(11) After paragraph 55 insert

B4138 from its junction with the A453 College Road to its junction with the A454 Walsall Road, including its junctions with —

(a) Elmbridge Road; (b) Crossway Lane (c) Tysoe Road (d) Greenholm Road (e) Goodway Road/Melverley Grove junction; (f) Blenheim Way; (g) Westward Close; (h) Hawthorn Road/Dyas Road junction; (i) Hotspur Road; (j) Cranbourne Road; (k) Heather Croft; (l) Old Oscott Hill; (m) Haringay Road; (n) Dunedin Road; (o) B4149 Kings Road/Kettlehouse Road/Rough Road roundabout; (p) Cooksey Lane/Norbury Road junction; (q) Beacon Road; (r) Endhill Road; (s) George Frederick Road; (t) Bakers Lane junction; (u) Sutton Oak Road junction; (v) Sutton Oak Road/A452 Chester Road North junction (w) A452/A4101 roundabout; (x) Oakmount Road; (y) Ryknild Drive; (z) Millcroft Road; (aa) Thornhill Park; (bb) Manor Road; (cc) Foley Road East; (dd) Horsley Road; (ee) Burnett Road; (ff) B4151 Streetly Lane/hardwick Road/Roman Road roundabout; (gg) St. Margaret's (hh) Highbury Road; (ii) Wayside Drive; (jj) Endwood Drive; (kk) Woodstock Drive; (ll) Park Drive;

(12) After paragraph 56 insert—

"56A. B4145 from its junction with the A41 Warwick Road roundabout to its junction with the A45 Poets Corner roundabout, including its junctions with—

(a) Fraser Road; (b) Barrows Road; (c) Gough Road; (d) Ansell Road; (e) Hangleton Drive; (f) Benton Road; (g) Walford Road; (h) Sydenham Road; (i) Armoury Road; and (j) Anderton Road.

56B. B4146 from its junction with the A4040 Stockfield Road to its junction with the A41 Warwick Road, including its junctions with—

(a) Mansfield Road; (b) Wynford Road; (c) Augusta Road; (d) Francis Road; (e) Langworth Avenue; (f) Florence Road; (g) Beeches Avenue; (h) Cottessbrook Road; (i) Douglas Road/Elmdon Road; (j) Malvern Road; (k) Alexander Road; (l) The Avenue; (m) Sherbourne Drive; and (n) Oxford Road/Station Road/Sherbourne Road.

56C. B4148 Kingsbury Road from its junction with the A452 Chester Road roundabout to its junction with the A5127, including its junctions with—

(a) Padstow Road; (b) Eaton Wood/Egerton Road; (c) Pype Hayes Road/Sorrel Grove; (d) Paget Road/Burcote Road; (e) Holly Lane roundabout; (f) Bracken Road; (g) Tolworth Hall Road; (h) Birches Green Road; (i) Whitminster Avenue; (j) Firtree Road; (k) Spring Lane; (l) Ardenleigh Way; (m) Eagle Gardens; (n) Bromford Lane; (o) Arton Croft; (p) Ullrik Green; (q) Wood End Lane; (r) Kingsbury Road; (s) Lyndhurst Road; (t) Kingsmere Close; (u) Marshfield Gardens; and (v) Wheelwright Road."

(13) After paragraph 59 add—

"60. B4179 from its junction with the A4101 to its junction with A461 Ventura Way/Level Street, including its junctions with—

(a) Bradley Street; (b) Victoria Street; (c) Broad Street/Tiled House Lane (d) Birbeck Place; (e) Queen Street; (f) Blewitt Street; (g) Bromley Lane; (h) Bryce Road; (i) Wallows Road; (j) Kerry Close; (k) Pensnett Road; (l) Hickman Road; (m) Pensnett Road; (n) B4180 High Street; (o) B4180 John Street; (p) Bent Street/Adelaide Street; (q) Victoria Street; (r) A461 Dudley Road/High Street; and (s) A461 Ventura Way."