

West Midlands Local Transport Plan

Making the Connections

LTP3
Implementation
Plan for Public
Consultation



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Consultation of draft Implementation Plan

The draft LTP3 consultation documents have been drawn up against a background of considerable change and uncertainty, including the election of Britain's first peacetime Coalition Government, the publication of their Programme for Government, the need to tackle the national fiscal deficit and rebalance the economy, and more recently the publication of the National Infrastructure Plan and the Local Growth White Paper, together with the Transport Secretary's announcement at the end of October on major schemes.

The LTP documents have been revised as far as possible to reflect relevant Government announcements up to 10th November 2010. However further developments are expected in December and January, during the consultation period, in respect of the Local Transport Settlements, Bidding Guidance and further decisions on Major Schemes, all which will be reflected in the final Implementation Plan One.

As well as your comments on the documents themselves, we welcome comments on these further announcements relating to the West Midlands LTP3 and will take these into account in the preparation of the final Plan.

This draft Implementation Plan document is part of a suite of West Midlands Local Transport Plan (2011 – 2026) documents, available at www.westmidlandsltp.gov.uk:

- [Summary](#)
- [Strategy](#)
- [Strategy Appendices](#)
- [Implementation Plan 1](#)
- [Sustainability Appraisal](#)

1. Introduction

The West Midlands Local Transport Plan 3 (LTP3) is a statutory document providing the long term transport strategy and associated policies for the West Midlands Metropolitan Area up to 2026. The Implementation Plan accompanies LTP3 Strategy and outlines how the Strategy and policies will be delivered.

The Metropolitan Area Implementation Plan One sets out two distinct delivery phases:

- **Phase One covering the 5-year period 2011/12- 2015/16 and;**
- **Phase Two outlining the longer term investment required to deliver LTP3 Strategy covering the period 2016/17-2025/26;**

The first phase of LTP3 will be a challenging period. As is well documented, LTP3 has been developed in a period of significant policy transition; the emerging Local Enterprise Partnerships (LEPs) and on-going Review of Transport Governance for the West Midlands.

Similarly, IP One has been developed in a period of funding uncertainty with national level financial resources available for the Department for Transport (DfT), as well as those for delivery partners Highways Agency and Network Rail, only being outlined within the Comprehensive Spending Review in October 2010.

Therefore, the final IP One will include detailed Transport Investment Programmes covering 2011/12, which will reflect the DfT Transport Funding Settlement for the Metropolitan Area expected in December 2010, and allow the Metropolitan Area to respond to any implications arising from the LEPs and the Transport Governance Review. To this end, IP

One will outline an indicative programme for the remainder of the 5-year period to 2015/16.

The draft Transport Investment Programmes will cover capital and revenue based programmes. To further demonstrate the integrated multi body delivery approach of LTP3, IP One also includes the wider transport investment being undertaken by key partners including Network Rail, London-Midland and the Highways Agency.

Consequently, this document outlines draft proposals, for consultation purposes, which begin the task of delivering the LTP3 Strategy through this Implementation Plan, and identifies provisional proposals for further progression through subsequent Implementation Plans.

The Metropolitan Area approach to Implementation Plan Two (IP2) and subsequent Plans beyond that will be informed by the outcome of the above and conclusions from any emerging changes to national transport policy and Governance.

Relationship to the LTP3 Strategy

An LTP3 Implementation Plan has a single purpose: to set out proposals for how, when and where policies of the LTP3 Strategy will be delivered as outlined in the diagram below.

Legend

2 Key Drivers

- Supporting the Economy
- Reducing Carbon

3 Strategic Principles

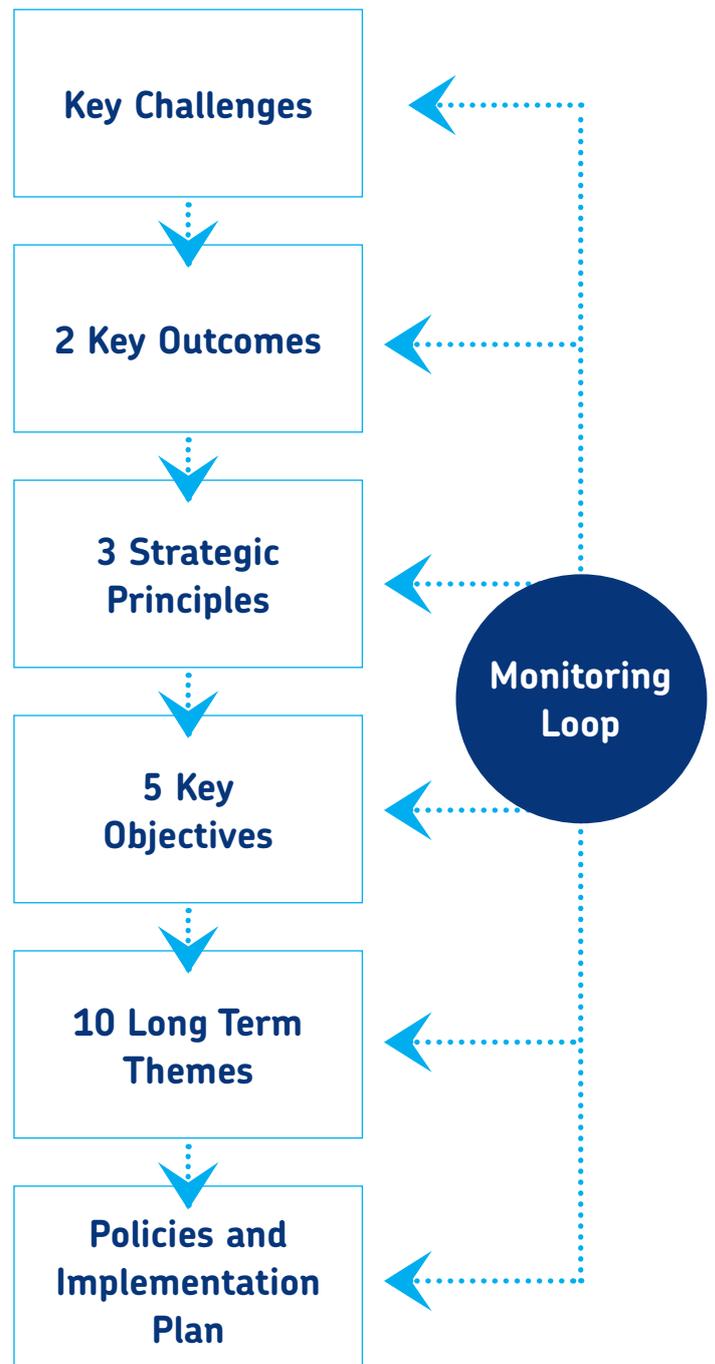
- Smarter Management
- Smarter Choices
- Smarter Investment

5 Key Objectives

- Economy
- Climate Change
- Health, Personal Safety & Security
- Equality of Opportunity
- Quality of Life and Local Environment

10 Long Term Themes

- Transport asset management as a foundation for growth
- Making best use of the highway network
- Modal transfer and the creation of sustainable travel patterns
- Regeneration, thriving centres and gateways
- Rail and rapid transit network as a backbone for development
- Improved local accessibility and connectivity
- Sustainable and efficient freight transport
- Efficient and reliable transport integration
- Improved safety and security
- Reduced carbon through green technologies



2. Local Transport & Travel Related Issues, Challenges & Priorities

The LTP3 Strategy vision is based upon providing a low carbon transport network that supports economic growth as well as improving quality of life for residents. The wider policy challenges and issues facing the West Midlands are outlined in the LTP3 Strategy. However, in order to link LTP3 Strategy to the Transport Investment Programmes outlined in Chapter 4 it is important to outline the principle transport issues and priorities for each Local Authority which are used to inform scheme and initiatives as outlined in the Transport investment Programmes:

THE BLACK COUNTRY

Dudley Metropolitan Borough

Dudley Borough is located to the south of the Black Country and has direct access to local and national transport networks which run through the Borough, including the M5 Motorway and the Snow Hill rail lines. The location of Dudley within the context of the Metropolitan Area leads to significant numbers of commuter travel patterns across the borough from the surrounding shire county areas into the metropolitan area.

Transport Challenges

In 2008 a Transport Strategy for Dudley was developed that focussed on the four LTP3 Transport Shared Priority themes:

- **reducing congestion**
- **improving accessibility**
- **improving air quality**
- **improving road safety**

In particular, the Strategy outlines the following policy objectives:

- **manage demand for travel effectively;**
- **maximise use of the existing transport infrastructure;**
- **support economic development and regeneration by improving access to the strategic centre of Brierley Hill and other key employment areas, and connectivity to regional and international gateways.**

Transport Priorities

i Brierley Hill

The principle objective of the Transport Strategy for Dudley and representing the most important public transport issue for Dudley is delivery of the Brierley Hill Public Transport Strategy.

This is closely aligned to pre-metro/rapid transit along the A461 Stourbridge to Walsall corridor, Black Country Joint Core Strategy (BCJCS) corridor 11, and improved public transport connectivity with the other three main Black Country centres (Black Country Joint Core Strategy) corridors 4,9,8,7 & 16). Delivery of the Brierley Hill Public Transport Strategy will be through a phased approach during and beyond Implementation Plan One.

ii Motorway Access

A key priority for Dudley is to facilitate access to the motorway network from the important industrial/employment areas such as Bennett Trading Estate along the A4101, A461 and A4123 corridor to the M5/M6 motorway (BCJCS corridors 10, 11 & 9).

iii Highway Management

Elsewhere throughout the Borough, Smarter Management of the existing highways will be supported by programmes of quick wins and the expansion of the Smart Routes approach to corridor improvements. The safe operation of the highway network for all users will remain a high priority for Dudley. All these initiatives will assist Dudley in the regeneration of its local and district centres as well as contributing to LTP3 Key Objectives.

iv Public Transport

In relation to public transport, in addition to working with partners to enhance public transport, Dudley MBC will specifically continue to support enhancements to the rail network, in particular improvements to the passenger service on the Jewellery Line, (associated with Black Country Joint Core Strategy corridor 13) and the reintroduction of freight services from Stourbridge to Walsall (affecting Black Country Joint Core Strategy corridor 11).

v Sustainable Travel

Dudley MBC will build on and extend the walk and cycle network improvements that have been developed and delivered through LTP2 such as the Healthy Towns project. Improving active travel infrastructure and hence accessibility, particularly to key local destinations and public transport interchanges is a key driver in reducing the need to travel and fully supports the Borough's drive to improve the health of its residents by encouraging physical activity.

Sandwell Metropolitan Borough

Sandwell, by virtue of its location, has transport networks which support strategic travel movements by either the M5 or M6 or a reflection of travel movements crossing the borough on local roads accessing destination such as Birmingham. Sandwell has West Bromwich as its strategic centre but also has additional centres such as Tipton or Oldbury which attract local journeys. Sandwell's manufacturing base also means there are a significant number of freight related journeys occurring on the local road network.

Transport Challenges

Sandwell has aspirations for major economic regeneration across the Borough, principally focused on West Bromwich town centre. To this end, Sandwell MBC has identified the following transport issues which will influence how LTP3 Key Objectives can be delivered by Sandwell:

- The need to link the centres of Sandwell
- Transforming the urban form of Sandwell
- Improving quality of infrastructure and reliability
- Ensuring that people can access services by a number of modes
- The need for direct routes, especially for pedestrians;

In contributing to these priorities LTP3 transport interventions will:

- Improve road safety,
- Widen travel choice,
- Improve air quality,
- Improve connectivity and access to jobs, housing and facilities,
- Support the economic regeneration of the West Bromwich strategic centre and the Borough as a whole.

The latter is a main priority for Sandwell and supports the growth scenario set out in the emerging West Bromwich Area Action Plan which itself builds on the approach outlined in the Black Country Joint Core Strategy. The AAP includes a transport strategy which seeks to:

- Reduce congestion and improve access to and within the town centre and thus support its economic and physical regeneration.
- To widen travel choice for employees and shoppers travelling to West Bromwich.
- To bring about an improvement in air quality.
- To bring about the use of a more sustainable mix of transport methods.
- To achieve a target for work related single occupancy trips to new developments of 55% and move towards achieving this target for all work related trips into the AAP area.

Transport Priorities

i Sustainable Travel

Encouraging walking and cycling is an integral component of the West Bromwich AWTP as well as being a priority for the Borough as a whole. Sandwell are keen to further enhance the walking and cycle networks building on those projects already delivered through LTP2. This will improve access to jobs and services in key locations by more sustainable modes. In addition this will contribute to improving local air quality and help achieve the Sandwell shared priority of *Active & Well People*.

ii Road Safety

Road safety remains a high priority and the delivery of local and area wide safety schemes, safer routes to school projects and traffic calming proposals throughout the borough will all contribute to Sandwell's shared priorities.

iii Highway Network Management

The location of Sandwell means the local highway network is subject to considerable cross boundary road movements as well as movements accessing the M5. Managing these movements to create efficient, reliable highways is important.

Walsall Metropolitan Borough

Walsall forms the North east of the Black Country sub region in the centre of the UK's Strategic Road and Rail networks. This gives the advantage of ease of access but also brings congestion and the resulting environmental disadvantages.

Transport Challenges

Walsall's location on the national road network is a major advantage for the borough but also leads to congestion problems linked to accessing the M6. This also leads to quality of life impacts and air quality problems.

Walsall has aspirations for major regeneration of Walsall Town Centre which will need to be complemented by improved accessibility to the town centre to support increased numbers of trips that the redevelopments will generate.

Areas to the north of the borough, such as Brownhills or Aldridge are perceived to have low levels of public transport accessibility which results in significant numbers of private car usage to undertake journeys.

Finally, developing transport to support major economic and regeneration developments is a key challenge.

Transport Priorities

Walsall's Transport Vision is "to provide a transport system that focuses on delivering safer roads, with improved journey times, and encourages the use of sustainable travel, in order to improve the Borough's air quality and the health and well-being of our people". To achieve the vision Walsall Council has identified the following five strategic objectives which will influence transport programmes during LTP3 and in IP1:

i Highway Management

Create the conditions within Walsall where public transport and general traffic can flow as safely and effectively as possible, in order to meet the needs of businesses, residents and visitors;

ii Improved Strategic Links

Work with regional/sub-regional partners to create the effective flow of traffic across Walsall's borders. The aim of this will be to maximise the economic benefits that can be drawn from links

between Walsall and the most economically beneficial strategic centres, by facilitating the smooth flow of people and goods between these centres;

iii Improved National Connectivity

Link Walsall with the national rail, road and waterways networks, with the aims of further developing connectivity with the rest of the country, maximising the benefits which can be drawn from initiatives like High Speed Two and the Managed Motorway system on the M6;

iv Sustainable Travel

Promoting sustainable travel and encouraging walking and cycling for shorter journeys, and greater use of public transport;

v Improving Quality of life

To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment whilst making positive contributions towards on-going reductions in carbon emissions.

Wolverhampton City

Wolverhampton is a key strategic transport hub within the Black Country and has good road connections to the national network including the M5, M6 and M54. The City's transportation network is radial in nature with its strategic highways terminating in a high-capacity ring road. The three main centres of the City, Wolverhampton, Wednesfield and Bilston all have good access to the motorway network and national railways. Wolverhampton Rail Stations provides direct access to the national, regional and local rail networks including frequent direct services to London Euston. The Midland Metro system also provides connectivity to communities between Wolverhampton and Birmingham via West Bromwich.

Transport Challenges

The City Centre is a major hub for employment, shopping, education and recreation for its residents with a notable amount of journeys originating from the north and west of the city. The radial nature of the major routes into the city generate a large volume of trips, particularly in the morning and evening peaks, and traffic monitoring shows that about a third of the City's Strategic Highway Network is deemed to be congested at these peak times.

Transport Priorities

Wolverhampton City Council has the following local transport challenges that will also be addressed through LTP3:

i Accommodating Long Term Development

The future role for Wolverhampton in long term planning strategies sees the City as the prime focus for office and retail development to serve the Black Country such as Summer Row. Also anticipated are significant levels of new housing development. The transportation networks therefore needs to support, anticipate and cater for these additional new demands and high quality public transport links will be increasingly important.

ii Highway Management

In order to provide for existing and future growth related trips Wolverhampton has prioritised improving the efficiency and effectiveness of the Ring Road; tackling road traffic congestion during the morning and evening peaks into Wolverhampton city centre and improving air quality.

iii Improving Accessibility

Wolverhampton CC aspires to ensure improved accessibility for all Wolverhampton residents to key services such as employment and education opportunities as well as addressing local problems caused by the school run. Additionally, New Cross Hospital is identified as having poor accessibility.

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BIRMINGHAM & URBAN SOLIHULL

Birmingham City

Birmingham with a population of just over 1 million is the U.K.'s second largest city with an ever-increasing standing as a vibrant and diverse global city and is at the heart of the UK's national rail and motorway networks.

Birmingham's BigCityPlan sets out an ambitious approach for central Birmingham with growth of jobs, homes, shopping, cultural and leisure opportunities. This growth will mean increased demand for access into, out of and around the city centre.

Transport Challenges

The role of Birmingham as the regional economic driver, and as a result of the redevelopment of the city centre, leads to a significant amount of in-commuting from adjoining areas, and in particular South East Staffordshire (Lichfield and Tamworth), Solihull, South Warwickshire (Stratford-on-Avon, Warwick and Leamington Spa) and North Worcestershire (Redditch, Bromsgrove and Worcester). This leads to pressures along the key transport corridors into the city centre, especially during peak times.

The main gateways to Birmingham are Birmingham Airport and Birmingham New Street station. In the longer term there is the potential for a new high speed rail link between the City Centre and other major cities in the UK and Europe (High Speed 2).

Birmingham has a relatively high percentage of households without a car: 38% compared to the English average of 27%. The percentages without a car are high in the inner parts of the city and in some peripheral areas. Just over half of people who both live and work in the City use the car to get to work, about a fifth use the bus, a tenth walk and another tenth work at or from home. In the last 10 years car travel into the city centre has declined by around 1%/year with rail growth above that fuelled by use of park and ride.

The City Council has entered into a 25 year Private Finance Initiative deal with Amey to look after the City's highways. The first 5 years (to 2015) will see a targeted investment programme to bring the condition up to a reasonable standard.

There are close links between the residential areas of East Birmingham and those of North Solihull. Both are regeneration priorities and there is a need to ensure that a consistent approach is taken. Improving access to jobs is important in both these areas.

There are some important cross-boundary links between South West Birmingham and adjoining areas of Bromsgrove District. In particular the former Austin Rover car plant at Longbridge straddles the boundary and is the subject of an adopted Area Action Plan prepared jointly by Birmingham and Bromsgrove Councils.

The City Council supports the ongoing strategy for the regeneration of the Black Country which lies to the west of Birmingham as complementary to the City Council's growth strategy. At a more local level there are important links between the residential areas of North West Birmingham and adjoining areas of Sandwell, which are both within a Housing Pathfinder area.

Local distinctiveness and the importance of local delivery of services and local access to facilities have taken on much greater importance. This has been reflected in the Council's 'localisation' process and is central to the concept of Birmingham as a city of 'vibrant urban villages'. Freight movement and deliveries are areas where there is an impact on the local economy. Trends for eCommerce and home deliveries require coordinated action to minimise unnecessary mileage and waiting times.

Transport Priorities

In order to meet Birmingham's wider policy agenda Birmingham's transport priorities can be summarised as:

i Road Networks and Parking

The city's road system is congested and there is a need to promote greater use of public transport, cycling and walking. The older residential areas have particular problems with on street parking due to the lack of kerb space. Controlled parking zones have a high demand which is growing.

ii Accessibility

Whilst Birmingham has comprehensive public and private transport networks there are still areas of the city with poor accessibility, particularly in the East of the city, which needs to be addressed.

iii Long Term Developments

Birmingham's transport networks currently suffer from significant stress especially during peak times and additional capacity as well as increased network management will be required to handle future city growth.

iv Rail and High Speed Two

The proposed high speed rail network will have significant land use and accessibility demands which will need to be addressed during the period of LTP3 whilst Birmingham CC has outlined the building of the Camp Hill Chords and associated passenger rail service through South Birmingham as a transport priority.

v Global links

Trends within the global economy will continue to have a major influence on Birmingham. There will be competition from the rapidly growing economies of China and India but there are also opportunities to improve trade and economic links with these places.

Solihull Metropolitan Borough

Solihull Borough is located to the south-eastern extent of the West Midlands Metropolitan Area. It shares boundaries with the cities of Birmingham and Coventry as well as the Shire counties of Warwickshire and Worcestershire and forms a progressive link between intensive urban and sparse rural areas. As a result, the Borough is highly diverse in nature. There are areas that are densely populated and provide significant employment opportunity; Solihull is home to Birmingham Airport, the National Exhibition Centre, Land Rover and two major business parks; Blythe Valley and Birmingham Business Park. In the future Solihull may have a HS2 rail line and station within the Borough.

Transport Challenges

Within Solihull there are areas that are sparsely populated where the opportunities for employment are also scarce. The Borough includes pockets of significant wealth as well as areas of severe poverty and deprivation. The inherently diverse nature of the Borough presents a wide range of transport related challenges and issues noticeably public transport accessibility and high levels of private car ownership and usage.

Transport Priorities

The key challenges for transport and accessibility in Solihull are:

i Economic Growth

Supporting economic growth, by ensuring convenient access is provided to major employment sites, the Airport / NEC and the town centres of Solihull, Shirley and Chelmsley Wood by improving transport links to employment and education opportunities.

ii Road Safety

Continuing to improve highway safety in particular for vulnerable road users, including children.

iii Improving Accessibility

Increasing the number of people who can conveniently access employment and local services (food shopping, GP's, primary school) on foot, cycle or public transport.

iv Accommodating Future Growth

Accommodating the increase in travel demand without a similar increase in congestion and a deterioration of the urban environment and ensuring transport infrastructure and future development is compatible.

v Sustainable Travel

Promoting sustainable and active modes of transport (walking, cycling and public transport) to help accommodate increases in travel demand; promote healthy lifestyles and reduce CO2. This will include limiting, and where possible improving, the detrimental impact of transport on communities, people's homes and local streets.

COVENTRY

Coventry City

Generally Coventry is considered to be an accessible city notably through the high volume radial routes into the city centre. The city centre is the focal point of economic regeneration and employment growth plans for Coventry with subsequently future increases in travel demand forecast along key radial corridors into the city centre.

Transport Challenges

The location of Coventry on national transport networks means there are significant numbers of east-west travel flows by road and rail. Coventry is largely surrounded by Warwickshire which is the location of a significant number of commuters who travel into Coventry, notably from Warwick/Leamington and Nuneaton. Due to the nature of existing transport links the majority of travel movements occur via private transport.

Transport Priorities

The following are the transport issues and priorities across Coventry which will need to be addressed in order to meet local and LTP3 Key Objectives:

i Support Coventry Regeneration

The major priority for Coventry is supporting the sustainable growth of Coventry city centre, as well as the wider District, to enable for Coventry to recognise its full potential as the sub regional 'Capital' at the heart of the sub-regional transport networks. Additionally, transport needs to continue to support the sustainable growth of employment opportunities.

ii Road maintenance backlog

Additional emphasis has been placed on improving the overall condition of the road network through a comprehensive road resurfacing programme. This is also in alignment with the LTP3 strategic principle of Smarter Management.

iii Reconciling local north/south movement

Although improvements have been made to some bus services, public transport and cycle links on the north-south corridor are still perceived to be ineffective and less attractive compared to the large number of commuter flows between Coventry and Warwickshire, notably Nuneaton, Warwick and Leamington. Improving the north corridor will also provide businesses with a larger employment pool by providing people with a more attractive travel to work network with an acceptable level of travel time and accessibility. These issues were also the subject of the Coventry North-South DaSTS Study during 2010.

iv Improved Highway Management

The radial city centre focused nature of major roads across Coventry result in a significant number of journeys unnecessarily using the Ring Road leading to unnecessary mileage and congestion as motorists are travelling round the periphery of the city driving into the City Centre to the ring road, and then travelling back out again. Additionally, there are still proportionally high levels of journeys by car into the city centre compared to public transport.

v Car Park Management

Many of the city centre car parks, particularly long-stay, are deteriorating and or located in inappropriate locations whilst parking is also intrinsically linked to new developments. This can take up valuable land which can best be used for more active purposes, and leads to unnecessary congestion in central areas. Car park management is also linked to availability of park and ride across the city.

vi Local Congestion

Whilst the majority of congestion is located on the radial routes across Coventry, especially during peak times, there are also congestion issues located in some business parks and residential areas in the city linked to traffic volumes and also inappropriate obstructions on the highway.

THE RURAL AREA

The main rural area in the sub-region lies between the eastern edge of the urban part of Solihull (broadly defined by the M42) and the western edge of Coventry. It is almost wholly within the Green Belt and is known as the Meriden Gap. There is also a significant area of countryside within the M42 south of Shirley.

Generally it is sparsely populated with many small communities and a few larger settlements such as Hockley Heath, Dorridge, Knowle, Balsall Common and Dickens Heath.

The area lies predominately within Solihull but with a small part within Coventry's boundaries.

Transport Challenges

Much of the rural area is very affluent with high car ownership and significant commuting to Solihull, Birmingham, Coventry and further afield. On the other hand there are significant issues of accessibility to jobs and services for those who do not have access to a car.

Congestion around the M42 junctions, the NEC and the Blythe Valley and Birmingham Business Parks has a knock on effect to roads within the rural area.

The potential route of HS2 crosses the area which raises a number of environmental and community severance issues.

Transport Priorities

- (i) Responding to the consequences of congestion at the M42 junctions on the local road network.
- (ii) Addressing the predominance of car commuting by encouraging a modal shift to more sustainable modes.
- (iii) Improving accessibility to local and village services.
- (iv) Preparing for HS2 and determining appropriate mitigation.

3. LTP3 Strategy Priorities for Action and Implementation Plan One Focus

The primary focus for this Implementation Plan are the Long Term Themes (LTT) outlined in LTP3 Strategy, which define the detailed outcomes and outputs the Metropolitan Area will seek to deliver by 2026.

Each Theme links back to one or more of the Key Objectives, and is consistent with the Strategic Principles. Within each Long Term Theme are the policy statements of intent, which show how each of the Long Term Themes will be delivered through Implementation Plan One, along with a Strategic Priority for Action. The full list of LTP3 Policies is outlined as Appendix 1.

This chapter bridges the LTP3 Strategy and the Transport Investment Programme outlined in Chapter 4. Each LTT within the Strategy outlines the Priorities for Action required to contribute towards delivering each LTT over the Strategy

period up to 2026. The Strategic Priorities for Action includes interventions or actions required by the Metropolitan Area as well as schemes and initiatives.

These Strategic Priorities for Action subsequently provides the transport investment framework outlined as the “Implementation Plan One Focus” which outline the types of schemes and initiatives and other types of interventions required to contribute to delivering each Long Term Theme up to 2026. Finally where a revenue or capital funded scheme or initiative is required during the first 5 years of LTP3; this is outlined as the Transport Investment Programme Focus.

As IP One covers the first 5 years of the Strategy period only, some Strategic Priorities for Action and LTP3 Policies cannot be fully addressed through IP One and will therefore be included within future Implementation Plans.

Long Term Theme 1:

Transport Asset Management – A Foundation For Growth

Strategic Priorities for Action:

1. Implement the policies and measures that will ensure that the highway network is maintained in a safe and serviceable condition, and provide a sound infrastructure for the long term;
2. Create an attractive well-maintained highway environment, which will contribute to an efficient local economy, whilst maximising the return on a given level of investment to reduce the amount of unplanned, reactive maintenance;
3. Implement the principles of the recently published CIPFA Infrastructure Code for asset management and maintain a comprehensive knowledge of transport assets.
4. Prepare for asset valuation in line with Whole Government Accounts and depreciated accounting methods, which will measure the cost of the economic benefits embodied in the assets and quantify the level of asset consumption during an accounting period.
5. Endorsement of finalised AMPs and embedding their recommendations into future capital and revenue programmes.

Implementation Plan One Focus

LTP3 Strategy identifies maintaining existing transport assets to provide a solid foundation for economic and housing growth in later years of LTP3 as a priority. This will occur through an emphasis on proactive asset management of highway and public transport assets which will be informed by individual authority's asset management plans.

Additionally, the Metropolitan Area will progress the two Major Maintenance Schemes with the DfT's "Pre-Qualification Pool" as outlined by the DfT's "Investment in Local Transport Major Schemes"

Transport Investment Programme Focus

Delivery of

- **Asset Management Programmes**
- **A38M Aston Expressway Tame Valley Viaduct (Subject to "Development Pool" progression and DfT Fully Approved status)**
- **A45 Westbound Bridge (Subject to "Development Pool" progression and DfT Fully Approved status)**

Long Term Theme 2:

Making Best Use Of The Highway Network

Strategic Priorities for Action:

1. To develop and maintain systems to manage planned activities on the highways network to minimise disruption to the movement of people and freight;
2. To develop and review with emergency services, adjacent Highways Authorities, the Highways Agency and other appropriate bodies, contingency arrangements for dealing with unplanned incidents on the highways network;
3. To liaise with adjacent Highways Authorities and the Highways Agency to achieve consistency in the journey experience for users of the highway network;
4. Pilot and Phase One implementation of Smart Route corridors as part of a Sustainable Smart Package, with a continual improvement process of lessons learnt and actions for future schemes;
5. Ensuring the effective implementation of the Urban Traffic Control Major Scheme;

6. Keeping the Urban Traffic Control under review once implemented, to ensure it continues to support wider Highways Management objectives, including development of Smart Routes principles
7. Keeping the “Midlands Advanced Transport Telematics Information Services & Strategies in Europe” (MATTISSE) under review to ensure it continues to positively contribute towards meeting LTP3 Key Objectives

Implementation Plan One Focus

Progression and completion of Fully Approved highway Major Schemes as confirmed within the DfT’s “Investment in Local Transport Major Schemes” as well as progressing Chester Road Access Improvements scheme within the DfT’s Pre-Qualification Pool.

The Metropolitan Area will also begin development and delivery of a Metropolitan Area wide Sustainable Smart Package.

Transport Investment Programme Focus

Delivery of:

- Urban Traffic Control Major Scheme
- A41 Expressway/ A4031
- A4123 Burnt Tree Island
- Brierley Hill Sustainable Access Network
- Red Routes Package 1
- Sustainable Smart Package
- Chester Road Access Improvements
- M6 Active Traffic Management J5-8

Long Term Theme 3:

Modal Transfer And The Creation Of Sustainable Travel Patterns

Strategic Priorities for Action:

1. Smarter Choice packages in suitable corridors as part of a Sustainable Smart Package with Smart Route development
2. Activities aimed at encouraging businesses to reduce the need for company travel by greater use of technology, including broadband and video conferencing
3. Cycle route network development with suitable measures appropriate to traffic flows and speeds on priority links
4. Development of a long term sustainable approach to school travel plans;

Implementation Plan One Focus

Metropolitan Authorities are to focus on developing and delivering locally derived Smarter Choice packages comprising revenue and capital interventions; including promotion of Active Travel measures and sustainable travel patterns to schools.

This will be complemented by the development of a Metropolitan Area bid for Local Sustainable Travel Fund resources to deliver and promote additional Smarter Choices interventions including the use of the Local Sustainable Travel Fund's revenue resources.

Transport Investment Programme Focus

Delivery of:

- Smarter Choices
- Active Travel measures such as Walking and Cycling

Long Term Theme 4:

Regeneration, Thriving Centres And Gateways

Strategic Priorities for Action:

1. Alignment of Strategic Transport Corridors with Impact Investment Locations and other key regeneration policy designations
2. Implementation of key transport improvements identified in LDF Core Strategies, Action Area Plans and other relevant documents
3. Active promotion of HS2, with stations at Birmingham International and Birmingham City Centre
4. Ensuring that HS2 will benefit the whole of the Metropolitan Area, and the wider region, through ensuring maximised connectivity and the best use of capacity released from the 'classic' rail network
5. Development of a transport infrastructure that supports access to Birmingham Airport/ NEC.

Implementation Plan One Focus

Metropolitan Authorities and Centro will seek to influence spatial planning issues ensuring sustainable connectivity for new housing and employment sites as well as securing private sector investment in transport schemes.

Additionally the Metropolitan Area will deliver the Fully Approved Major Schemes which support economic regeneration, deliver world class gateways and new public transport interchanges across the Metropolitan Area as well working with the DfT to progress Metropolitan Area Major Scheme outlined through DfT's "Investment in Local Transport Major Schemes".

The Metropolitan Area will work with key stakeholders to maximise the benefits of HS2 to the whole of the metropolitan area.

Finally, the Metropolitan Area will explore the use of Regional Growth Fund, in alignment with LEP priorities, to support economic growth focused Major Schemes

Transport Investment Programme Focus

Delivery of:

- **Birmingham New Street Gateway;**
- **Selly Oak New Road;**
- **Birmingham Airport NEC Integrated Transport Access (ANITA);**
- **Darlaston Strategic Development Area Subject to ("Development Pool" progression and DfT Approval);**
- **Brierley Hill Sustainable Access Network;**
- **Chester Road Access Improvements (Subject to "Development Pool" progression and DfT Approval);**

Long Term Theme 5:

A Rail And Rapid Transit Network “Backbone For Development”

Strategic Priorities for Action:

1. Rail capacity enhancements: rolling stock, suburban station platforms, park and ride
2. Local rail station improvements
3. Birmingham City Centre Metro extension and new Line 1 trams
4. Wolverhampton City Centre Metro extension
5. Black Country Rapid Transit Spine development, linking the main centres of the Black Country and Stourbridge
6. SPRINT Bus Rapid Transit development in regeneration corridors serving significant economic development areas

Implementation Plan One Focus

Delivery of the Fully Approved Midland Metro Birmingham City Centre Extension & Capacity scheme, whilst working with the DfT to further progress the Coventry- Nuneaton Rail Enhancement Scheme both as confirmed in the DfT’s “Investment in Local Transport Major Schemes”.

Recognising the long term planning required to develop and deliver Rail and Rapid Transit schemes, the Metropolitan Area will with rail

industry partners to further enhance and expand the rail network including through Network Rail’s Control Period 5 (CP5) development process (2015-19), notably further developing the Camp Hill Chords scheme. At the same time, the Metropolitan Area will identify opportunities to expand the Rapid Transit network notably the Black Country Rapid Transit Spine.

Transport Investment Programme Focus

Delivery of:

- Birmingham City Centre Metro Extension & Capacity Enhancement Scheme;
- Coventry - Nuneaton Rail Enhancement (Subject to "Development Pool" progression and DfT Approval);
- Targeted rail station enhancements
- Chiltern Railways "Evergreen 3"
- Resignalling Programmes
- Cross City South Enhancements
- Smartcard Ticketing
- Rail Station Enhancements
- Rolling Stock Upgrades

Long Term Theme 6:

Improved Local Accessibility And Local Connectivity

Strategic Priorities for Action:

1. Local bus network reviews, mindful of proposed new development sites and changes in service provision;
2. Ring and Ride business plan implementation;
3. 'Putting People First' agenda to influence the role of community transport in the complementary travel services tier of the Metropolitan Area public transport network;
4. To work with transport operating companies towards provision of 24/7 services where this is economically or socially desirable and where sufficient demand exists;

Implementation Plan One Focus

Progression and delivery of interventions which will improve both local accessibility and local connectivity; providing people with the ability to access employment and education opportunities during the current economic climate.

Proposals include the continuation of the delivery of "Transforming Bus Travel" initiatives such as Bus Network Reviews; enhancing Ring & Ride provision jointly with West Midlands Special Needs Transport as well as focusing on minor schemes and initiatives to enhance or manage access to local centres by all modes.

Transport Investment Programme Focus

Delivery of:

- Continuation of the delivery of “Transforming Bus Travel” initiatives as outlined in the Public Transport Programme;
- The Ring & Ride Business Plan proposals as agreed with West Midlands Special Needs Transport;
- Minor works programmes to improve and / or manage access to local centres.

Long Term Theme 7:

Sustainable And Efficient Freight Transport

Strategic Priorities for Action:

1. Journey time reliability improvements to the Strategic Highway Network, based on Smart Route implementation;
2. Bridge strengthening to improve access to employment areas from the Strategic Highway Network
3. Development of urban freight consolidation centres
4. Enhanced lorry parking facilities
5. Quick Win rail freight improvements, which will also benefit passenger rail services
6. Reopening of Walsall- Stourbridge rail freight route

Implementation Plan One Focus

The Metropolitan Authorities, through the Freight Quality Partnership, will work with the freight industry to secure low-capital, cost-effective freight improvements whilst undertaking development work for longer term or on-going interventions, such as expanded Lorry Parking provision, Freight Consolidation Centres and the re-opening of the Walsall- Stourbridge Freight

Line during Network Rail’s Control Period 5 (2015-19).

The road freight sector will also benefit from improved accessibility and journey reliability as a result of the Sustainable Smart Package and improvements to bridge structures as proposed for LLT1 and LLT2;

Transport Investment Programme Focus

Delivery of:

- Minor Works programmes targeting effective freight improvements, increased HGV parking provisions and; environmental improvements;
- Bridge strengthening programmes linked to asset management programmes;
- Rail Freight Gauge Enhancements

Long Term Theme 8:

Effective And Reliable Transport Integration

Strategic Priorities for Action:

1. Roll out of Smartcard;
2. Programme of bus interchange improvements
3. Rail Park & Ride expansion

Implementation Plan One Focus

Centro will work with partners to further develop or deliver appropriate interventions to improve transport integration between all modes of travel.

In relation to Smartcard, Centro will develop and deliver an Integrated Ticketing Strategy to maximise the integration benefits of Smartcard.

The Metropolitan Area will complete the delivery of the Wolverhampton Interchange (Phase One) Major Scheme as confirmed by the DfT's "Investment in Local Transport Major Schemes"

whilst completing the delivery of Smartcard and developing new and innovative public transport ticketing opportunities making best use of Smartcard. Finally, the Metropolitan Area will expand rail based Park & Ride provisions where opportunities and demand arise.

Transport Investment Programme Focus

Delivery of:

- **Wolverhampton Interchange (Phase 1) Major Scheme**
- **Roll out of Smartcard**
- **Targeted Park & Ride expansion;**

Long Term Theme 9:

Improving Safety And Security

Strategic Priorities for Action:

1. Road safety priority measures
2. Exploring potential for extensive 20 mph area trials
3. Maintain and enhance Safer Travel initiatives
4. Reducing lorry crime

Implementation Plan One Focus

Development and implementation of a comprehensive safety improvement programme, focusing on locally determined safety schemes recognising the reduction in revenue resources to fund the Metropolitan Area wide programmes of the West Midlands Road Safety Partnership as a result of the removal of Road Safety Grant by DfT.

Additionally, Centro will continue to work with Partners to build on the successful Safer Travel initiative to further reduce crime and the fear of crime on public transport.

Transport Investment Programme Focus

Delivery of:

- Targeted Local Road Safety Programmes including 20 mph zones as appropriate
- Safer Travel initiatives;

Long Term Theme 10:

Reduced Carbon Through New Technologies

Strategic Priorities for Action:

1. Clarifying the Metropolitan Area's role within the national policy context of electric vehicle and other low carbon technology roll out;
2. Working with public transport operators to ensure that carbon emissions are minimised;

Implementation Plan One Focus

The Metropolitan Authorities will identify, support and implement practical low-carbon technological solutions, including performing an influencing role in addition to direct intervention.

Transport Investment Programme Focus

Delivery of:

- **Coventry & Birmingham Electric Car Demonstration project (CABLED);**
- **Green Bus Fund vehicles;**

4. Transport Investment Proposals

The transport issues and challenges facing the Metropolitan Area, as previously outlined, vary in scale, reflecting the differing social, economic and physical environment of each sub-Area, whilst some issues and challenges apply across administrative boundaries and therefore require strategic level intervention.

This also means that schemes and initiatives required to tackle such issues and challenges also vary in scale and priority, whilst some challenges can only be tackled by Major Schemes. To that end, an initial Transport Investment Programme is proposed, categorised by size of expenditure and the responsible delivery body.

The final IP One will include Local Transport Investment Programmes, to be developed by each Authority reflecting local needs and priorities, based on the Transport Funding Settlement, which will contain locally determined schemes and initiatives that will contribute to the five Key Objectives of LTP3 Strategy.

At the same time, the Metropolitan Area will continue to fund a Joint Initiatives Programme, which includes strategic cross boundary non-major schemes and initiatives. Whilst a Joint Initiatives Programme, building on the principles of the Low Carbon Corridors bid, will contain proposals to deliver the strategic principles of Smart Routes and Smarter Choices, the exact level of pooled funding required to support such a Programme will be determined by the Metropolitan Area based upon the outcome of the local Transport Funding Settlement in December 2010, and will be reflected in the final IP One.

Funding bids will also be developed for the progression of initiatives through the DfT's Local Sustainable Transport Fund, subject to eligibility criteria when advised, and successful bid outcomes will be progressed. Through Public-Private partnerships, appropriate bids will also be developed for Regional Growth Fund resources.

Whilst the short term focus will be the period up to 2015/16, the economic and environmental needs of the Area in the longer term have also been considered. Some of the measures needed to meet the economic challenge will be large and proportionate to the needs of an urban area of 2.6 m population. Addressing these challenges is a key area of activity and where certain high impact schemes are identified for implementation in the longer term, scheme development will be undertaken in the short term.

Draft IP One therefore sets out principles of measures for Phase 1 (2011/12) and Phase 2 (2012/13 - 2015/16), as well as the identified Major Schemes that align with the overall 15 year Strategy, addressing the five Key Objectives for transport to deliver our Shared Vision for the Metropolitan Area.

The Transport Investment Programme comprises two distinct delivery phases:

Phase One (2011/12–2015/16)

- **Section A:** Existing Transport Commitments, identifying schemes/ initiatives which are Fully Approved and are being delivered in the period 2011/12 – 2015/16.
- **Section B:** New Transport Investment, comprising schemes/ initiatives that are a priority for driving economic growth and reducing carbon in the period 2011/12 – 2015/16. This programme is subdivided by Delivery Sector:

B1 – Metropolitan Area

B2- Rail Industry

B3- Highways Agency

Phase Two (2016/17–2025/26)

- **Section C:** Longer Term Transport Investment, highlighting those schemes and initiatives beyond 2015/16 which can be delivered once further funding sources can be identified up to 2026. This programme is subdivided by Delivery Sector:

B1 – Metropolitan Area

B2- Rail Industry

B3- Highways Agency

Section A:

Committed Transport Investment Programme

During the first period of LTP3, there are a number of previously approved and committed significant schemes and programmes which will be completed and which will make a substantial contribution to delivering the Strategy. These commitments were confirmed in DfT's "Investments in Local Major Transport Schemes":

- **A41 Expressway** – To improve access to West Bromwich Town Centre and to support its regeneration and alleviate traffic congestion, a new road tunnel is being built under the A41 Expressway/ A4031 All Saints Way roundabout.
- **A4123 Burnt Tree Island**- The scheme will see the removal of the five arm roundabout to be replaced by a new signalised junction providing additional traffic flow capacity through the junction, leading to improved journey speeds and reliability as well as improved pedestrian safety;
- **Birmingham New Street Gateway** - a £600m new world class passenger and retail area will be delivered, supporting regeneration and providing a new gateway to the sub-region.
- **Brierley Hill Sustainable Access Network**- this scheme delivers reduced congestion and environmental enhancements along the A461 in Brierley Hill. The scheme will support regeneration of the centre.
- **Chiltern Railways "Evergreen"**
Phase 3 - Chiltern Railways will shortly complete investment work within the Metropolitan Area on the route between Birmingham and London Marylebone, to enable significant timetable improvements to be delivered in May 2011, including considerable speeding up of services between Birmingham and London. Further improvements to complement this investment will also be undertaken by Chiltern during the LTP3 period.
- **M6/M5 Active Traffic Management (J9-11)** - Active Traffic Management (ATM) has two distinct benefits. During peak traffic flow period, ATM allows for the use of variable speed limits optimizing the number of vehicles on the carriageway. Additionally, ATM allows the use of the hard shoulder to provide additional capacity. ATM has been proven to reduce congestion and improve journey reliability, which in turn reduces carbon emissions.

This phase of works will focus on the M6 between J9-11 complementing the previous phases of ATM delivered on the M6.

- **Network Rail Control Period 4 Programme (2009-14)** – enhancement programme for the local rail network to provide additional capacity, improved service times and reliability whilst improving rail service times and reliability. To progress the Barnt Green to Bromsgrove electrification scheme by Network Rail, which will allow the extension of Cross City South services from Longbridge to serve Bromsgrove, Bromsgrove station needs to be relocated from its present position. This scheme has positive impacts for reduced car use within a congested strategic corridor. The Metropolitan Area fully supports cross-city line electrification to enable train path improvements to Bromsgrove in Network Rails CP4 and the former RFA2.
- **Rail Freight Gauge Enhancements** – The West Coast Main Line to Felixstowe and Southampton Deep Sea Ports schemes are enhancing freight gauge to allow movement of standard size international 9'6" (W10) shipping containers by rail which will take more freight off the road and reduce road haulage, improving highway capacity.
- **Red Routes Package One** – Red Routes Package One targets key highway corridors across the Metropolitan Area and aims to deliver improved journey speed and reliability for all road users, making best use of the existing highway network;
- **Selly Oak New Road** – The construction of a new road around Selly Oak centre will open brownfield land for regeneration as well as routing A38 traffic away from the congested Selly Oak centre. The Selly Oak New Road will also provide improved access to Birmingham University and the recently opened Queen Elizabeth Hospital Birmingham.
- **West Midlands Urban Traffic Control** – This Major Scheme enables more efficient use of highways across the Metropolitan Area by allowing Traffic Managers to use Real Time Information (RTI) and to respond to incidents on the network, through additional variable message signs and responsive traffic signal phasing.
- **Wolverhampton Interchange (Phase 1)** - providing a new bus station and interchange together with a mixed use development, aimed at stimulating development in Wolverhampton City Centre.

Section B:

New Transport Investment Programme (2011/12 – 2015/16)

This section sets out the proposed significant transport interventions that reflect Metropolitan Area priorities for delivery during 2011/12 – 2015/16 including those to be delivered by partners such as the Highways Agency or Network Rail. This programme also reflects announcements made by DfT through “Investments in Local Major Transport Schemes” in October 2010.

Specific transport investment programmes will be fully developed jointly with Metropolitan Authorities following the local Transport Funding Settlement in December 2010 and in the light of further advice received on Major Schemes expected in January 2011.

The New Transport Investment Programme is structured to reflect the funding streams available, as set out in the Comprehensive Spending Review, as well as identifying Delivery Partners. The New Transport Investment Programme comprises:

Programme	Section
Highways Agency	B1
Rail Industry	B2
Public/ Private Partnership	B3
Major Schemes	B4
Sustainable Smart Package	B5
Asset Management	B6
Local Investment Programme	B7
Public Transport Programme	B8

B1 Highways Agency (2011/12 – 2015/16)

The Metropolitan Area is at the centre of the UK’s national transport networks, which regularly result in significant levels of strategic through movements by road. This, combined with localised movements on the same Motorway and trunk road network, often results in congested, unreliable or lengthening road journeys. Subsequently, the body responsible for the Motorway and trunk road network, the Highways Agency, has its own investment programmes to help tackle issues and challenges on the Motorway and trunk road network. Highway Agency programmes are anticipated to largely cover the following areas:

- Developing systems and measures to actively manage traffic on the Motorway and Trunk Road networks, including the use of Regional Control Centres and by Traffic Officers who work with the police to clear accidents and incidents, together with improved road works planning.
 - Improving the quality of information provided for drivers about pertaining road conditions.
 - Delivering a small and large programme of Motorway and Trunk Road network improvement measures to tackle congestion hot spots, targeted at road and junction layout improvements, including signalling, and crossings for pedestrians and cyclists.
- **M6 J5-8 Active Traffic Management.** Active Traffic Management (ATM) has two distinct benefits. During peak traffic flow period, ATM allows for the use of variable speed limits optimizing the number of vehicles on the carriageway. Additionally, ATM allows the use of the hard shoulder to provide additional capacity. ATM has been proven to reduce congestion and improve journey reliability, which in turn reduces carbon emissions. Complementing the existing ATM network on the motorway box around the Metropolitan Area, the scheme will provide additional capacity between M6 J5-8.

The final IP One will advise the Highways Agency's final transport investment programme within the Metropolitan Area.

The DfT's "Investments in Local Major Transport Schemes" outlined that the following Highways Agency schemes will be delivered through the CSR period to 2014/15:

B2 Rail Industry Investments – Network Rail and Train Operating Companies (2011/12 – 2015/16)

The rail industry will play a significant role in delivering additional capacity, station and infrastructure enhancements, along with enhanced rolling stock and services.

The nature of the rail network means that delivery of one scheme can lead to impacts and opportunities to other elements of the rail network. As a result, some schemes are dependent on other schemes to ensure maximum benefits can be obtained across the rail network. As a result, Appendix 2 demonstrates the relationship and dependencies between rail schemes across the metropolitan area covering CP4 (up to 2014/15) and CP5 onwards (2015/16 onwards).

During the period 2011/12-2015/16, the rail industry is expected to deliver the following schemes and initiatives, categorised as:

- **Infrastructure** - enhancements to improve rail service reliability or to unlock additional train path capacity;
- **Services** - enhancements to the experience of using the rail network such as Smartcard, new rolling stock or rail station enhancements.

Infrastructure

Network Rail as owner of the railway infrastructure have the following commitments agreed as outputs in Control Period 4 (2009/10 – 2014/15), although they are currently under review. Control Period 5 will begin from 2015 and at the present time the programme contents are not known. Control Period 4 commitments are:

- **Resignalling Programmes (£205M).** Resignalling programmes include area-based schemes at Walsall, Water Orton and Stourbridge-Hartlebury. The programmes will replace and enhance signalling equipment to allow for additional train paths through each area whilst also modifying or realigning track formations to maximize network efficiency for passenger and freight services;

- **Cross City South Enhancements.** The Cross City South enhancements will build on the enhancements made by Network Rail in the corridor during CP4 and will include upgrades to the Barnt Green to Redditch Line allowing three trains per hour to serve the new Bromsgrove Station and Redditch station;
- **Rail Freight Gauge Enhancements** - enhancing freight gauge to allow movement of 9'6" (W10) containers on the railway will take more freight off the road and reduce road haulage, improving highway capacity.

Services

The Train Operating Companies serving the West Midlands rail networks have service and rolling stock enhancement commitments as a result of their franchise awards. These are:

- **Rolling Stock Upgrades (£90M).** Principally focused on the Snow Hill network, London-Midland will introduce new Class 172 rolling stock providing higher passenger capacity as well as faster, more reliable Local Rail Network services.;
- **Rail Station Improvements (£9.9M).** Facility upgrades at selected stations across the Area and the Travel to Work Area, including Northfield, Selly Oak and Sutton Coldfield. This will ensure that investment in the rail network infrastructure is matched by high quality rail stations ensuring passengers receive high quality total journey experiences;
- **Smartcard Ticketing (£3M).** London Midland is to introduce the use of Smartcard ticketing across its network. Centro will be working with London-Midland to ensure compatibility between the London-Midland and Centro Smartcards within the Metropolitan Area.

Metropolitan Area Authorities

B3. Private/ Public Partnership Initiatives

The Metropolitan Area Authorities recognise that certain transport schemes bring critical benefits but often require both the public and private sectors to come together to deliver them most effectively. Where major transport schemes are intrinsically linked to the delivery of major private sector development, there are frequent opportunities to accelerate or facilitate the delivery of the major transport scheme element outside the existing Major Scheme process as outlined in B4.

The Metropolitan Area Authorities will continue to work with the private sector, and subsequently Local Enterprise Partnerships, to identify and deliver such transport schemes in order to support economic growth and regeneration. Where appropriate, funding packages could include the Regional Growth Fund.

- **Birmingham Airport Runway Extension.** The runway extension at Birmingham Airport is a key transport priority for the Metropolitan Area as it will improve international connectivity by forging new links with emerging markets giving the potential to be a major driver of economic growth across the whole Metropolitan Area.

The runway extension will generate employment opportunities not only at the Airport/ National Exhibition Centre but would also act as a catalyst for the development of new businesses who will be attracted to the Metropolitan Area as a result of the vastly improved international connectivity.

Solihull MBC granted planning permission for the runway extension in 2009 and the Metropolitan Area will be working to secure a funding package comprising public and private sector resources for the runway extension scheme. This will include a local contribution from the Metropolitan Area for the transport elements of the scheme.

B4. Major Schemes

Major Schemes provide high impact benefits to transport challenges, although benefits are usually focused upon specific transport users or locations. Such schemes are categorised by DfT as costing £5M+ and are funded through a combination of dedicated DfT funds and appropriate levels of local contribution, following Full Approval status being awarded by DfT. A list of Major Schemes by sub-region is outlined as Appendix 3

Following a “freeze” on Major Schemes being imposed in June 2010 by DfT, advice was received in October 2010 on the national position regarding Major Schemes funding and status. DfT has now advised the categories for local authority Major Schemes for the period up to 2014/15 (inclusive) as being:

- **Schemes with Full Approval.** Those schemes committed prior to June 2010 will continue to be funded to completion as outlined in Section A “Committed Transport Investment Programme”.
- **Schemes with Conditional Approval.** Those schemes which are awaiting Full Approval, subject to cost, scope and local contribution. No Metropolitan Area Major Schemes were identified in this category;
- **Schemes with Programme Entry** status and those with **valid bids for Programme Entry** received by DfT before June 2010 are now sub-categorised into:
 - a) The Supported Pool** – Schemes DfT would be prepared to fund subject to renegotiation of Local Authority funding bids
 - b) The Development Pool** – Schemes requiring further DfT analysis prior to invitation of a Local Authority funding bid. Final decisions are due at the end of 2011.
 - c) Pre-Qualification Pool** – Schemes subject to DfT preliminary approval in January 2011, for determination of suitability for inclusion in the Development Pool;

Those Major Schemes identified through DfT's "Investments in Local Major Transport Schemes" within each sub-category for the spending review period 2011/12-2014/15 are:

a) Supported Pool

- **Birmingham City Centre Midland Metro Extension and Enhancement Package**

The extension of the Midland Metro Line One through Birmingham city centre is a keystone scheme which will support jobs and improve access from the Black Country to employment opportunities in Birmingham city centre. The scheme will also provide the infrastructure to allow the future expansion of the Midland Metro network.

The scheme will increase Midland Metro capacity and play a key role in linking Birmingham City Centre's existing rail stations and the new High Speed rail station. The extension will also provide a link between the Black Country and national and international gateways as well as providing access to employment opportunities. The scheme is forecast to boost the Metropolitan Area economy by £50 million a year and create up to 1,300 sustainable new jobs.

b) Development Pool

The DfT have advised that a total of £600M is available to fund new Major Schemes during the CSR period. The Development Pool contains those schemes which the DfT will analyse further with final decisions due at the end of 2011. No Metropolitan Area Major Schemes are included in the Development Pool at this point, however the final Development Pool will also include schemes from the Pre Qualification Pool as outlined below.

c) Pre-Qualification Pool

The DfT have advised the following 5 Metropolitan Area Major Schemes as having been identified for inclusion in the Pre Qualification Pool. These will undergo assessment and subject to DfT preliminary approval in January 2011 will be submitted for inclusion in the Development Pool. The Metropolitan Area will work with the DfT to reiterate the benefits of each scheme to make the case to DfT for funding through the Development Pool so they can be progressed for approval during 2011.

i) A38M Aston Expressway Tame Valley Viaduct (£40M)

The Tame Valley Viaduct carries the A38 (M) Aston Expressway over the River Tame and Cross City North railway line. The structure has been identified by Birmingham City Council as requiring major maintenance works to avoid the alternative potential introduction of weight restrictions on the most strategically important route into Birmingham City Centre.

Should weight restrictions or lane closures be implemented as a result of the scheme not occurring this would have significant impacts for people's ability to access jobs as well as severely impacting on the ability of business to access markets for the services and goods. The long term attractiveness of Birmingham city centre for inward investment would be heavily reduced.

As with all maintenance schemes, benefits and outcomes need to be judged against traffic conditions should the maintenance of the viaduct structure not be undertaken. To that end, the viaduct scheme will allow private, public and freight transport to continue to access Birmingham city centre without restrictions which would otherwise be needed. Should restrictions be placed on the structure it is likely there would be severe congestion impacts to local roads as well as the M6 of road users attempting to access the city centre via other corridors.

ii) A45 Westbound Bridge (£11M).

The A45 west bound bridge is located approximately 500metres west of M42 J6. The bridge requires a major maintenance upgrade to replace the 19th century brick structure which carries the west bound carriageway over the West Coast main line south of Birmingham International rail station.

The maintenance-led need to replace the bridge means there is an opportunity to provide a new larger bridge with cycle lanes and standard-width dual carriageway lanes as well as improvements to the downstream diverge lane to the B4438 junction; the primary access to Birmingham Airport. At the same time, Network Rail would require the replacement bridge to span four rail lines rather than the existing two, to future proof upgrades to the Coventry- Birmingham rail corridor.

As with all maintenance schemes, failure to undertake the maintenance scheme will eventually lead to access/ weight restrictions or even possible lane reductions or closure of the highway structure. This scheme would also greatly support the expansion of Birmingham Airport including the extension of the runway including construction traffic accessing the Birmingham Airport site from the M42.

The proposed scheme would deliver two major benefits: firstly, addressing maintenance issues by providing a new structure, capable of handling heavier vehicles types, which will otherwise result in weight restrictions being placed on the bridge structure and; secondly provide enhanced access to the airport site.

The proposed cost is additional to the associated A45 Corridor Enhancement scheme. The scheme was listed as a regional maintenance priority within the former RFA2.

iii) Chester Road Access Improvements (£21M)

Chester Road is located in north east Birmingham with the Major Scheme targeting the Chester Road section between M6J5 and the B4148 Tyburn Road. This section of the Chester Road is home to internationally known businesses including Jaguar/ Land Rover whilst also home to employment and industrial parks such as Fort Dunlop and the Castle Bromwich Business Park. The wider Chester Road corridor is also often used as a by-pass to the M6 during congestion periods causing significant local congestion hampering local employment access and impacting upon quality of life for residents. The existing road is largely dual carriageway with roundabout junctions.

Chester Road experiences significant levels of congestion and therefore delays to journeys due to the local and strategic role of the corridor which impacts on the journey reliability for private, public and freight users.

The Chester Road Major Scheme proposes an upgrade to the existing dual carriageway together with enhancement of 4 junctions including those with the A47 and A38. The scheme will also provide sections of bus lane and improved pedestrian/cycling facilities. A MSBC has been prepared for the scheme which has a BCR of 5.3:1.

iv) Coventry to Nuneaton Rail Enhancements (NUCKLE1) (£16M)

The Coventry to Nuneaton Rail Enhancements scheme will provide additional rail services between Nuneaton and Coventry city centre including new stations at Ricoh Arena and Bermuda, platform lengthening at Bedworth and service frequency and rolling stock enhancements.

The scheme would provide improved frequency on the Nuneaton to Coventry line linked to a new bay platform at Coventry station. This would allow Nuneaton to Coventry services to run segregated from, but allow passenger interchange with, the West Coast Main Line services.

The scheme has been developed to support and underpin economic development and housing growth for existing and future commuter flows in the North –South corridor through Coventry and Warwickshire. The Coventry – Nuneaton Rail Upgrade contributes to both Coventry and Camp Hill Impact Investment Locations (IIL). A MSBC was submitted to DfT in May 2010

v) Darlaston Strategic Development Area (SDA) (£28M)

The Darlaston Strategic Development Area (SDA) is a regeneration scheme making use of 54 acres of brownfield land adjacent to M6 J9. The scheme aims to primarily provide freight and logistics employment developments taking advantage of the sites location to the M6.

The SDA contributes to Impact Investment Location (IIL) no. 18 “Walsall Waterfront/Housing Regeneration” by improving access to a number of employment land sites. The scheme has the potential to contribute to the creation of up to 2,800 jobs and remediate and redevelop 21.9 hectares of brownfield land.

The transport Major Scheme will provide new and enhanced access roads to facilitate the remediation works required to the land as well as eventually providing access from the SDA site to both the M6J9 as well as the A454 Black Country Route. A MSBC has been prepared for the scheme which has a BCR of 2.46:1

DfT Decision Making Basis

DfT have outlined their intention to reform the former prioritisation process for Major Schemes. Whilst no new guidance had been issued at the time of IP One development, it is ultimately expected to include the following factors for the basis of Local Authority promoted Major Scheme prioritisation:

- Contribution to Government’s two key transport priorities: Supporting the economy and reducing carbon emissions;
- Value for Money;
- Proportion of non-DfT funding;
- Deliverability;
- Strategic importance (LEP/ Stakeholder);
- Modal and regional balance of the overall DfT funding programme

Preparatory Costs

DfT’s “Investment in Local Major Transport Schemes” indicates an expectation for promoters to bear preparatory/ justification costs as part of the local contribution towards Major Scheme funding, and a need for promoters to be mindful of the risks relevant to such expenditure pending DfT’s assessment of possible funding allocation

Other Major Schemes

In light of advice received from DfT in October 2010 on Major Schemes, including the exclusion of any Metropolitan Area Major Schemes in the “Development Pool” and only a limited number within the “Pre-Qualification Pool,” the Area faces difficult choices as to how to progress proposed Major Schemes not identified within the Pre-Qualification Pool.

Options available could include the use of pooled Integrated Transport Block resources to deliver high impact solutions, but recognising that it would be at the expense of reduced ability to use IT Block resources to address local transport issues across the remainder of Metropolitan Area's transport networks. Conversely, not using some IT Block for Major Schemes would mean that a number of high impact major projects for jobs and growth would not materialise.

The Government have advised that the Regional Growth Fund can be used to support transport schemes. Subject to Government guidance, the Metropolitan Authorities will determine which schemes could be aligned to Regional Growth Fund objectives and through the appropriate mechanisms bid for resources. This may include in partnership with Local Enterprise Partnerships. As to all other Major Schemes, these are assumed to only be deliverable in the longer term and are identified in Section C: Longer Term Transport Investment Programme.

B5. Sustainable Smart Package

Since LTP1 and through LTP2, the Area has successfully worked together to tackle cross boundary issues affecting transport networks. This has been achieved by pooling part of the Integrated Transport Block resources to progress strategic initiatives and projects. This Joint Initiative working approach will be continued for LTP3.

The promotion of sustainable travel and changing travel behaviour is an important element of LTP3 Strategy. To achieve a step change in travel behaviour, a targeted programme has been developed:

- **Sustainable Smart Package:** To make best use of existing assets and improve journey times, reduce congestion, encourage modal shift and tackle congestion, the Metropolitan Area has developed the Sustainable Smart Package, building on the principles outlined by the Low Carbon Corridors concept. Through a combination of Smart Routes, Smarter Choices, Quick Wins and traffic management, the Area has established a programme of priority routes and corridors which can be delivered, subject to funding,

in the first IP period. This package will be complemented by additional Smarter Choices programmes developed locally by Metropolitan Authorities. The provisional schedule of Sustainable Smart Package Smart Routes are outlined in Appendix 4

Given the synergy between this Package and the Government's Local Sustainable Transport Fund (LSTF), the Area will bid for LSTF resources to complement the resources to be allocated, which would enable the accelerated delivery of the Sustainable Smart Package. The LSTF amounts to £560M over the CSR period.

B6. Asset Management Programme

The LTP Strategy suggests that, whilst there are difficult choices in the use of limited funding, priority should be given to effectively maintaining existing transport assets. The Metropolitan Area believes that in order for assets to be maintained in a proactive and cost effective manner, maintenance funding needs to be aligned to the outputs of the Transport Asset Management Plans prepared by the Metropolitan Authorities.

Asset management by public authorities does not in general include non-fixed assets such as buses or railway rolling stock, unless in the ownership of an Authority, such as in the case of Midland Metro. With the exception of the majority of railway assets and motorway and trunk road assets, responsibility for the maintenance and improvement of all other publicly-controlled transport assets rests with the Metropolitan Authorities and Centro.

Metropolitan Area transport asset maintenance responsibilities therefore relate primarily to the following;

- **Highways:** Carriageways, footways, public footpaths, verges, public squares, bridges, surface drainage, street lighting, street furniture, traffic signals and traffic signs (subject to pertaining PFI contractual arrangements).
- **Public Transport:** Bus stations, bus shelters, bus lanes, information systems, security systems, park and ride facilities and Light Rapid Transit track, signalling, stations, information and security systems (subject to pertaining concessionaire contractual arrangements).

Each Metropolitan Authority is formulating an Asset Management Plan (AMP) to establish the condition of their transport assets and the consequent funding requirements to maintain them in a fit and proper state. This will enable appropriate proactive and planned maintenance that can deliver significant benefits, including maximising value for money, as set out in “LTT 1 Transport Asset Management – A Foundation for Growth” Appendix to the draft LTP3 Strategy. Links to the 8 Metropolitan Authority AMP’s will be outlined in the final Implementation Plan document.

Government currently allocates highway maintenance funding to Highway Authorities through a formula-based block allocation. However, until such time that Maintenance Block funding may be aligned to Asset Management Plans, existing formulaic Maintenance Block funding allocations will continue to be received by individual Metropolitan Highway Authorities

for local programme development during LTP3, subject to any statutory changes resulting from the Government's recent local transport funding consultation. As asset management is a high priority for LTP3, Metropolitan Authorities may also elect to allocate their allocation of IT Block resources to asset management to address local needs, following advice contained in CSR 2010.

The final IP One will incorporate the following asset management programme elements:

- **Highway Asset Maintenance** - each Highway Authority will receive Maintenance Block funding which will be used to fund asset management requirements as informed by Asset Management Plans;
- **Public Transport Asset Maintenance** - Centro will undertake public transport asset management through the Public Transport Plan.

B7. Local Transport Investment Programme

This programme of minor works is funded through the IT Block which comprises schemes and initiatives across the transport network. The Metropolitan Area currently receives formula-based IT Block, which is distributed to the Metropolitan Authorities and Centro.

IT Block resources received by each Metropolitan Authority are used to fund locally determined transport programmes, reflecting local priorities and responsibilities as outlined in Chapter Two. The programme of schemes and initiatives will be aligned to the Strategy's five Key Objectives, with particular focus on schemes which demonstrate contribution to the two Key Outcomes of supporting economic growth and reducing carbon.

The current grant nature of the IT Block provides the Metropolitan Area with a flexible source of funding. In addition to local transport programmes, the IT Block can be used by the Authorities to fund the other elements of the Transport Investment Programme. However, the reduced level of IT Block funding anticipated in the December 2010 Transport Funding Settlement would mean that its use for other strategic programmes reduces the ability of Metropolitan Authorities to provide local transport schemes and address local transport challenges.

The balance between tackling strategic issues and providing local transport investment will therefore be determined by the Metropolitan Area, based upon the outcome of the Transport Settlement. The subsequent summary Local Transport Investment Programme will be incorporated in the final IP One.

As well as reflecting local priorities and responsibilities, each Local Transport Investment Programme is likely to include the following as part of a wider programme:

- **Smarter Choices** – a strategic principle of the Metropolitan Area’s approach to addressing transport challenges by encouraging greater levels of sustainable travel patterns through initiatives such as walking, cycling or travel plans as outlined through Long Term Theme 3. Coordination of the Smarter Choices approach will be undertaken jointly by the Metropolitan Authorities and Centro which each Authority funding their own elements of the joint Smarter Choices programmes and initiatives.

This programme of schemes and initiatives is intended to complement those contained within the Integrated Smart Package which will focus on key transport corridors which, as outlined, will be subject to a joint Metropolitan Area bid for Local Sustainable Transport Fund resources to accelerate the delivery of Smarter Choices across the Metropolitan Area.

- **Road Safety** – The safety of people on the Metropolitan Area transport networks is a priority of LTP3 as outlined within Long Term Theme 9. Whilst safety related to public transport is addressed within the Public Transport Programme, the safety of all road users lies with Metropolitan Authorities. During the early years of the Implementation Plan the removal of the revenue based Road Safety Grant places greater emphasis on the need to address Road Safety issues and priorities through Local Safety schemes and initiatives. However, the DfT has outlined through its Annual Business Plan an intention to publish a new Strategic Framework for Road Safety in April 2011 which may address funding issues beyond the CSR period.

Additionally, as Road Safety Grant funding has been consumed in Area Based Grants it will therefore be for Metropolitan Authorities individually to prioritise monies attached to the Road Safety elements of Area Based Grant against other priorities including a collective agreement as to the future of the revenue funded West Midlands Casualty Reduction Partnership.

B8. Public Transport Plan

Centro's 5-Year Public Transport Plan is an integral part of LTP Strategy and includes: Concessionary fares for scholars and the over 60's; Ring and Ride; socially necessary bus services; provision of information for public transport users; customer services; safety and security; and maintenance of bus stations and passenger shelters. Together with the services provided and fares charged by bus, coach, train and tram operators, and the enhanced facilities provided by capital improvements, they provide the quality of service for public transport users which makes up the passenger experience.

This indicates the importance of presenting public transport service delivery alongside the capital programmes in our Implementation Plans. The Public Transport Plan is produced each year on a rolling five year period, together with a one

year annual plan which is funded by the annual Levy from District Councils to the ITA. Centro prepares its Levy submission in the autumn for consideration by West Midlands Joint Committee.

Centro's 5-Year Plan will be developed for integration with IP One by March 2011. The content of the Public Transport Plan will not form part of the draft LTP3 consultation between November 2010 and January 2011, although it will be consistent with the policies of the draft LTP3 strategy and will also contribute to the key aspects of this Implementation Plan, through the alignment of its component parts with LTP3's Key Objectives and Long Term Themes.

In alignment with Transport Asset Management Plans, public transport asset maintenance needs will be incorporated in the Public Transport Plan.

Section C:

Longer Term Transport Investment

Introduction

This section sets out the those Major Schemes and initiatives which remain high priorities for the Metropolitan Area and which may be delivered once resources become available and are therefore set out below. These schemes are presently not listed in priority order, but their implementation is closely aligned to the LTP Strategy as well as the practicality of delivery. They will be prioritised as funding permits.

The Metropolitan Authorities recognise the funding constraints in place during the first phase of IP One. However, for the second phase of the Implementation Plan the Authorities have identified a number of schemes which would help deliver the LTP Key Objectives during the period 2015-2026, subject to funding availability. These schemes accord with the long-term development strategies of the sub-region, as set out in the emerging Local Development Framework Core

Strategies. Each scheme is outlined with its provisional gross cost:

The Longer Term Transport Investment Programme is structured:

Programme	Section
Major Scheme Priorities	C1
Highways Agency	C2
Rail Industry Investments	C3

C1. Major Scheme Priorities

There are a significant number of large scale/ large impact transport interventions that in the longer term are needed if the Metropolitan Area is to achieve its ambition and fulfil its potential for growth. It will be for Metropolitan Authorities and partners to identify and prioritise these for further development during the first phase of the Implementation Plan.

Rapid Transit Connectivity

Centro's Integrated Public Transport Prospectus outlined a long term vision for a Rail & Rapid Transit network across the Metropolitan Area. The network would provide fast, frequent and reliable connectivity across the Metropolitan Area supporting economic and housing growth whilst encouraging sustainable travel patterns leading to a reduction in carbon emissions. Providing such connectivity allows people to access employment or educational opportunities across the Metropolitan Area whilst benefiting business by providing enhanced connectivity to a larger employment pool and to markets for their goods and services.

It is the role of the rail industry, supported by the Metropolitan Area, to deliver the rail elements of the network whilst Centro and the Metropolitan Area will promote and deliver the rapid transit elements of the network. The rapid transit priorities for the Metropolitan Area up to 2026 are:

- **Black Country Rapid Transit Spine Phase One: Wednesbury to Brierley Hill (£268M).** This represents a key element of the wider Black Country Rapid Transit Spine. It will link the existing Metro Line One at Wednesbury, to Brierley Hill via Merry Hill.

The Black Country Joint Core Strategy recognises the significant economic and regeneration value of the scheme as a key element in the wider growth and regeneration aspirations for the Black Country. Additionally, the extension will directly connect key Black Country centres with central Birmingham allowing people and business to access new markets which will attract new investment along the corridor. The Wednesbury to Brierley Hill Metro extension would have economic benefits worth £150m per annum. The scheme requires the Walsall-Stourbridge Freight Line to be completed to allow for infrastructure-sharing Tram-Train technology to be incorporated as demonstrated in Appendix 2;

- **Black Country Rapid Transport Spine Phase Two: 5W's (£419M).** This represents a major transport priority within the Black Country Joint Core Strategy and would provide a major element of the proposed Black Country Rapid Transit Spine. The 5W's scheme would link Wolverhampton, Willenhall, Wednesfield and Walsall before connecting to Metro Line One at Wednesbury. The scheme would provide high quality connectivity for residents to access key services such as employment and educational opportunities both locally, or across the Metropolitan Area, including Birmingham city centre.

The benefits and connectivity opportunities are increased when agglomerated to the additional Black Country Rapid Transit Spine components such as the Wolverhampton City Centre Metro Loop and the Wednesbury-Brierley Hill Metro Extension;

- **Birmingham City Centre – Airport Rapid Transit (£457M).** This will serve the proposed Big City Plan major growth, development and regeneration sites in the City Centre, Eastside, Meadway, Bordesley Park, Birmingham Business Park and the NEC, before connecting to Birmingham Airport. The route would also serve High Speed Rail stations. Whilst providing connectivity between Birmingham city centre and Birmingham Airport, the scheme would provide high levels of accessibility along the eastern corridor of Birmingham. This area of Birmingham is recognised for poor accessibility which inhibits the ability of residents to access employment and educational opportunities across the Metropolitan Area. Provisionally, the Metropolitan Area has highlighted the scheme for potential Tax Incremental Financing funding;

- **Black Country Rapid Transit Spine: Wolverhampton City Centre Loop (£31M).** This scheme will extend the existing Metro Line One through the heart of Wolverhampton City Centre, providing access to the wider regeneration and development opportunities in the City Centre and to the new Wolverhampton Interchange.
- **Coventry Rapid Transit Spine (SPRINT).** The Integrated Public Transport Prospectus identified a rapid transit network for Coventry which will support the economic and housing growth of the City. The first priority, aligned to proposed major developments, of the network will be providing access from Coventry city centre to an expanded Warwick University and the Impact Investment Location at Ansty. In the longer term, aspirations to develop a wider Coventry Rapid Transit Spine will include connections with the wider Metropolitan Area.

Centres and Interchanges

Whilst the Rail & Rapid Transit network focuses on rapid, reliable connectivity between centres across the Metropolitan Area, there is equal need to ensure high quality public transport interchanges at the start and end of those journeys. Therefore, the Metropolitan Area will deliver new high quality public transport interchanges across the Metropolitan Area which not only provide world class facilities for users but also act as a catalyst to attract new investment into the centre. Similarly, at the end of a journey within a centre there is a need to ensure people can move sustainably and easily to their final destination points within centres therefore ensuring people experience easy, sustainable and attractive total journey experiences. The Metropolitan Area priorities for Centres and Interchanges are:

- **Birmingham – Vision for Movement.** The “Birmingham – Vision for Movement” strategy sets out the transport schemes required to support the Big City Plan development of Birmingham City Centre, with additional jobs, retail floorspace and homes creating additional demand for movement which will need to be addressed. Principal schemes include Rapid Transit Vehicle routes. This scheme is recognised as a new emerging Major Scheme.

- **Connecting Coventry (£37M):** To support Coventry's Core Strategy, the Connecting Coventry scheme will provide a new world class rail station, including a new bus interchange facility, enhanced walking and cycling access to the station as well as enhanced connectivity to Coventry city centre. The scheme will be implemented as part of the wider Friargate development which proposes 1m square feet of mixed use development.
- **Longbridge Hub (£20M).** The scheme will provide a world class public transport interchange at Longbridge Rail Station. The transport hub includes a bus interchange, a strategic Park & Ride facility, enhanced walking and cycling access as well as a high quality Longbridge rail station allowing for local and strategic transport access to the wider regeneration area of Longbridge as well as to Birmingham City Centre;
- **Walsall Town Centre Interchange (£29M).** To meet Walsall Town Centre's future growth aspirations and provide the town centre with additional capacity for bus travel, it is proposed to develop a new Town Centre Interchange focused upon the existing bus interchange in Bradford Place.

This will be achieved through the realignment of Bridgeman Street to create space for the new facility which will then be developed into a new public square, extending the pedestrianisation within the town centre. This scheme would contribute to Impact Investment Location (IIL) no. 18 "Walsall Waterfront/Housing Regeneration;

- **West Bromwich Town Centre Regeneration (£14M).** The proposed regeneration of West Bromwich Town Centre as envisaged by the emerging Local Area Action Plan requires significantly enhanced accessibility, including a new link road to the south of the town centre;
- **Wolverhampton Interchange (Phase 2) (£13M).** The Wolverhampton Interchange (Phase 2) will support City Centre regeneration and private sector development in one of the Black Country's four strategic centres. Phase 2 will focus on the development of a new Rail Station providing additional passenger handling capacity to cater for future rail patronage growth whilst acting as a catalyst for attracting new investment into Wolverhampton city centre.

Improved Local Connectivity

The Metropolitan Area has delivered significant investment in the bus network through the Bus Showcase programme which has provided high quality bus services through new infrastructure and bus priority measures. However, there are areas across the Metropolitan Area where addressing poor public transport accessibility requires a major scheme intervention to tackle the scale of the issues.

- **East Birmingham/ North Solihull (£39M).** East Birmingham and North Solihull are recognised as areas suffering extremely poor levels of public transport accessibility, which inhibit people's ability to access employment and other key services. This scheme involves high quality bus priority and infrastructure along with enhanced bus services provisions which will enhance public transport accessibility and connectivity to major destination centres such as Birmingham city centre. The scheme will allow people to have access to key services such as employment and education as well as providing a high quality alternative to the private car.

Renewal and Maintenance Schemes

LTP3 Strategy identifies the need to ensure that transport assets are fit for purpose to support existing and future growth of the Metropolitan Area. Major Maintenance Schemes are fundamentally different from Major Schemes which enhance transport assets whereas Maintenance Schemes ensure existing service levels do not deteriorate and as a result, lead to subsequent result of access restriction or even closure of a Highway structure. Should restrictions or closure be required, there would be major impacts to all types of road users as well as economic and carbon impacts.

At the same time, the Metropolitan Area has identified major schemes that are required to support major new developments and Impact Investment Locations located close to the strategic highway network which subsequently require enhancement to support new public and private access to those developments. The Metropolitan Area priorities for Renewal and Maintenance Schemes are:

- **Aston Road North/ A38M Flyover (£9M).** The Aston Road North flyover takes the A5127 Lichfield Road over the Aston Expressway and provides the strategic link between Sutton Coldfield, Erdington and Birmingham City Centre. Without major works, weight restrictions would be required, severing transport and links between north Birmingham and the city centre. The A38 (M) is not covered by Birmingham's Highway Maintenance Private Finance Initiative.

- **Network Accessibility – Bridge Upgrades (£25M).** The development of the Highway Asset Management Plans has identified a series of bridge structures on the strategic highway network which require strengthening works to modern weight bearing standards. Without the works being undertaken, the bridges may require weight restrictions or other measures to prolong the assets viability leading to significant impacts to congestion, public transport and freight access along the corridors.
- **Dudley Road Improvements (£16M).** The A457 Dudley Road will see significant major development during the LTP3 period, including the Impact Investment Location at Ickneld Port Loop, major housing development at the City Road Hospital site as well transport demand from the new acute Grove Lane Hospital at Cape Hill. This scheme will provide improved access along the corridor to cater for this additional travel demand;
- **Red Routes Package 2 (£20M).** Building on the successes of Red Routes Package 1, this new package will target additional corridors, aligned with Sustainable Smart Routes, to improve journey reliability for all road users, thus making best use of the existing highway network as outlined in LTT2;
- **Wobaston Road Highway and Junction Improvements (£12M).** This will provide improved private and public transport access from A449 Stafford Road to the Impact Investment Location at i54. The i54 development will deliver 6,000 jobs primarily in high value high technology industries by 2020.

C2. Highways Agency

DfT's "Investments in Local Major Transport Schemes" outlines which Highways Agency schemes are to be further developed for possible construction commencing after 2015. Those schemes in and around the Metropolitan Area are:

- **A45/ A46 Tollbar End.** Currently approximately 90,000 vehicles use the A45 / A46 Tollbar End roundabout every day. This level of traffic is significantly greater than the existing junction's design capacity, which results in congestion, significant queuing onto Tollbar End roundabout and long delays. These problems will be compounded by other committed developments in the area. This scheme will improve journey times by improving the capacity of the Tollbar End roundabout and the A45 Stonebridge Highway, benefitting both local and strategic road needs as well as supporting development in the south of Coventry;

- **M54 - M6 Toll Link.** This will address the issues of motorway traffic using the congested A460 between M54 J1 and the M6 Toll at M6 J12;

In addition to the schemes outlined above, and taking account of the growth and regeneration needs of the Area, particularly of the Black Country, LTP3 aspires to deliver a number of schemes and initiatives on the Motorway and trunk road network in and around the Area during the period 2015-2026, recognising that they will be subject to funding availability and appropriate prioritisation by the Highways Agency.

Longer-term improvements to the motorways serving the Area involve further improvement of M5 and M6 junctions, having regard to future growth and regeneration ambitions, particularly in the Black Country. The following are considered to be necessary network improvements in the period 2015-26, or earlier if deliverable through phasing:

- **M5 Junction Improvements.** The local roads around the M5 junctions 2 and 3 regularly suffer from congestion as a result of traffic accessing the M5. Enhancements to the junctions are required to alleviate the traffic congestion on the adjacent roads to the benefit of all road users. Of further concern is the M5J1/M6J8 interchange which is recognised as one of the worst parts of the national road network for congestion leading to significant impacts to the national and Metropolitan Area economy as well as having major impacts to carbon emissions;
- **M6 Junction Improvements.** The local roads around the M6 junctions in the Metropolitan Area regularly suffer from congestion as a result of traffic accessing the M6. Enhancements to the junctions are required to alleviate the traffic congestion on the adjacent roads to the benefit of all road users.
- **Further Active Traffic Management** Active Traffic Management (ATM) has two distinct benefits. During peak traffic flow period, ATM allows for the use of variable speed limits optimizing the number of vehicles on the carriageway. Additionally, ATM allows the use of the hard shoulder to provide additional capacity. ATM has been proven to reduce congestion and improve journey reliability, which in turn reduces carbon emissions. During this phase of the Implementation Plan, the Metropolitan Area aspires to see further ATM schemes delivered on the Motorway and Trunk Road network such as the M5 part of the motorway box;

C3. Rail Industry Investments – Network Rail and Train Operating Companies

The process for developing a business plan for Control Period 5 (2014-19) is currently underway. Essential to the development of the Control Period programme are the Route Utilisation Strategies (RUS), which make recommendations for service and infrastructure changes. The West Midlands and Chilterns RUS has been published for consultation in November 2010. If a proposal does not have the formal endorsement of the RUS, then it is unlikely to be taken forward into the funding process for CP5.

The Control Period process for railway investment means that planning and project development needs to occur during IP One to enable schemes to be deliverable during the period 2015-2026. This also means there is increased certainty as to the rail projects the Metropolitan Area aspires to see delivered during Control Period 5 and beyond.

Rail patronage is projected to continue to grow across the Area's network in the period 2015 to 2026, as a result of economic and housing growth. Whilst previous rail investment targeted increased capacity through making best use of the existing network, this period will instead require a focus on infrastructure investment to achieve further rail capacity expansion:

- **High Speed Rail.** The High Speed Rail network will provide a step change in connectivity between the Metropolitan Area and London, and eventually between the West Midlands and the north of the UK. The first phase, between Birmingham and London (subject to local and regional rail enhancements), is forecast to generate a £1.5bn increase in economic output and 22,000 additional jobs in the Metropolitan Area;
- **Rail Network and Service Expansion (£337M).** Rail Network Expansion schemes such as the **Camp Hill Chords** will provide the opportunity to expand the local rail network to provide access to key centres such as Castle Bromwich, Kings Heath and Moseley. At the same time, High Speed Rail will reallocate national rail services away from the West Coast Main Line network, freeing up capacity on the existing local rail network which will provide a further opportunity to enhance local and regional service provision along all major rail corridors;
- **Area Resignalling (£217M).** Area wide resignalling in and around the Metropolitan Area will provide further opportunity to enhance existing network capacity maximising the efficiency and effectiveness of the rail network as well as ensuring continued high levels of safety. The Area Resignalling programme is proposed to include the central Birmingham rail network focused on New Street Station and the rail network around Wolverhampton rail station;

- **Walsall to Stourbridge Strategic Freight Route (£98M).** The reopening of the Walsall to Stourbridge freight route will provide an opportunity to divert rail freight services away from the busy central Birmingham networks. This scheme would also allow for increased rail freight access between the West Midlands and the proposed new deep sea port at Avonmouth in Bristol, as well as potentially provide for a new Intermodal Rail Freight Terminal along the corridor. The freight route can also be subsequently used to deliver the Wednesbury to Brierley Hill element of the Black Country Rapid Transit Spine, using tram-train technology.
- **Kingsbury Freight Terminal Access (£8M).** Currently Freight Trains accessing Kingsbury from the north must stop and reverse off the Birmingham- Tamworth line and into Kingsbury Freight Terminal which requires considerable time and subsequently impacts on the number of train paths which can run regularly along the corridor. In order to progress the Tamworth to Birmingham Local Services scheme, the Kingsbury Freight Terminal Access proposal is required to take Freight Trains off the main line before undertaking a reverse into Kingsbury. This smaller scale scheme will significantly enhance train path capacity along the corridor which will allow Centro to enhance Birmingham-Tamworth Local Rail services.

The nature of rail schemes means that delivery of a scheme at one location can directly impact or act as a pre-requisite to other rail schemes elsewhere on the network. Appendix 2 outlines the relationships and interdependencies between rail industry schemes across the Local Rail Network.

5. Targets and Trajectories

Target setting has been an integral part of LTP development since the start of the LTP process in 2001. It provides a benchmarking process against which we can monitor our performance in delivering our objectives, thus allowing future programme development to ensure appropriate resources are allocated for each programme. Monitoring will also allow comparison between the Metropolitan Area and other Authorities.

The number of targets within LTP3 has been reduced from the LTP2 total of 26, down to 14. This reflects reduced monitoring requirements by Government and ensures that monitoring activity is closely aligned with the needs of the LTP3 Strategy. In accordance with Key Outcome 2 of LTP3 Strategy, a new target on CO2 reduction has been included. Appendix 5 outlines the alignment of the targets to the LTP3 Key Outcomes and Long Term Themes.

Whilst largely based on the 10 transport-focused National Indicators, SMART and other principles have also guided the choice of targets. In particular:

- **They can be monitored regularly (usually annually);**
- **Performance can be monitored at a District, area or route level, as applicable;**

- **Data to support the targets is robust and is expected to continue to be available for the foreseeable future;**
- **Targets are predominately indicators of an “outcome” (e.g. a change in travel behaviour) rather than “output” (e.g. provision of infrastructure) focused;**
- **Measures are proposed in IP One that would contribute to improved performance.**

The achievement of targets is highly dependent on the provision of adequate funding levels. Until the funding settlement is received in December and targets can be developed based upon resources, the IP One consultation outlines the Target Issue, a proposed Possible Target and Target Justification. As a result, some targets are unspecified as “X” pending determination of specific metrics and these will subsequently be developed for the final IP One. The provisionally proposed targets are:

Target Issue: Road Congestion

Possible Target

On key routes limit any change in average AM peak journey times to no more than X% above the change in vehicle flow between 2010/11 and 2015/16

Target Justification

This target links congestion with the traffic volume. "Key routes" are the 19 routes used for monitoring the LTP2 target and NI167; this maintains consistency for benchmarking and trend analysis. However, the annual surveys to collect bus data for the LTP2 target are no longer required by DfT, so the target now focuses on private vehicle trips contained in the TrafficMaster dataset. Journey Time Reliability may be a measure of congestion that is more relevant to the car user and, although resource intensive to establish, could be an alternative indicator to use.

Target Issue: Total Road Traffic Growth

Possible Target

Annual road traffic to grow less in % terms than the local economy between 2010/11 and 2015/16

Target Justification

It is generally felt that traffic growth is largely generated through economic growth. We will successfully contain road traffic if we can break this link so that traffic grows at a slower rate than the economy. Traffic growth is influenced by a range of measures, including Smarter Choices and Smarter Management. Our performance will be monitored using the 2-yearly 1500-Point survey programme.

Target Issue: Freight Accessibility

Possible Target

Reduce the number of weight-limited bridges on key routes by X% between April 2011 and March 2016

Target Justification

The number of bridges with existing and increasingly restrictive weight limits is potentially a significant accessibility, economic and sustainability issue. An investment programme to strengthen such bridges, if able to be progressed, could have a significant positive impact on performance.

Target Issue: Principal Road Maintenance

Possible Target

Maintain the current condition of the Principal Road Network until 2015/16

Target Justification

LTP2 contained three separate targets for: Principal Roads, Unclassified Roads and high usage footways. However, LTP3 focuses on Principal Roads due to the intensity of their use and their high proportion of HGV usage – the main cause of carriageway defects. This is an output target, rather than outcome, and although performance is largely within our control, it is expected that the condition of the Principal Road Network will worsen in the short-term if funding is reduced, and if problems persist with measuring their condition in a consistent way.

Target Issue: CO₂ Emissions from Transport

Possible Target

Reduce CO₂ emissions from transport by X% between 2008/9 and 2015/16

Target Justification

This was the joint most important issue arising from the LTP3 Vision consultation, and is a new area for LTP target-setting. The 2004 West Midlands Regional Energy Strategy contained a target to reduce CO₂ emissions from transport by 7% between 2010 and 2020. The EU target for all sectors is a 20% reduction 2000-20.

Target Issue: Road Accident Casualties

Possible Target

Reduce annual Killed and Seriously Injured (KSI) casualties by X% between the baseline 2004-08 average and the 2011-15 average

Target Justification

This is based on a combination of NI47 and targets contained in the draft National Road Safety Strategy, "A Safer Way". Child KSIs, slight and P2W casualties, both of which were targets within LTP2, will also continue to be monitored, although the reduction of total KSIs is still the primary focus of spending on road safety. Child and P2W KSIs are contained within this total, while the reduction of slight casualties is currently the only LTP2 accident target "on track" to be met, hence the proposed future target focus on all KSIs.

Target Issue: Travel to School

Possible Target

Increase the proportion of children (aged 5 to 15) travelling to school by non-car modes (which includes car share) by X% between 2010/11 and 2015/16

Target Justification

This is based on the LTP2 target and NI198. This target links to the health agenda, Safer Routes to School, cycling promotion and the LTP principle of Smarter Choices. A 1.2% reduction was achieved in 2007-10 but a substantial cut in funding from April 2011 may mean that up to 50% fewer School Travel Advisors will be available to develop School Travel Plans.

Target Issue: Air Quality

Possible Target

A proportional reduction in those areas where the annual average NO₂ values are predicted to exceed 40ug/m³ and 60ug/m³ between 2008 (baseline) and 2015

Target Justification

This was the joint most important issue arising from the LTP3 Vision consultation. It has strong links both to the health agenda and to Smarter Choices. Target wording has been developed by the Metropolitan Area Air Quality Officers and takes into account currently available monitoring methods and data. NO₂ is the major transport pollutant, with 40ug/m³ and 60ug/m³ thresholds relating to the AQMA declaration and to more serious health concerns.

Target Issue: Safety and Security on Public Transport

Possible Target

Reduce incidents of crime around buses by X% between 2010/11 to 2015/16

Target Justification

This was the second most important issue arising from the LTP3 Vision consultation. Data is available from West Midlands Police on crime at bus stations, bus stops and on-bus by District, but data is not available from the British Transport Police, who police the rail and Metro networks. A more complex target in LTP2 also addressed perception of crime, but data reliability on this issue has been questioned, as there seemed to be no logical link between declining crime figures and an apparent increasing fear of crime.

Target Issue: Accessibility

Possible Target

Improve access to the 13 Metropolitan Area Impact Investment Locations as a whole by X% between 2010/11 and 2015/16

Target Justification

DfT Core Indicator data shows that 99% of the Area's population can get to key services, such as a doctor, primary school and food store, within 15 minutes by cheap and accessible modes like walking or bus. In measurable social exclusion terms, therefore, there is very little scope for improvement. However this target instead links to future land use development and job creation, where accessibility remains an issue. It also therefore creates further links between LTP3, land use policy and regeneration.

Target Issue: Bus Patronage

Possible Target

Retain bus patronage at 2010/11 baseline levels by 2015/16

Target Justification

Over the last 20 years, bus patronage has declined by around a quarter, as increasing personal incomes and more complex lives have led people to choose alternative modes of travel. This target is based on NI177 (i.e. it is Metropolitan Area-wide). Evidence shows that where investment is made, for example through Bus Showcase, local trip numbers do increase. However, bus use is very susceptible to downturns in the economy, and Centro forecasts a further 3% fall, Metropolitan Area-wide, by 2015-16. A target to retain the current level of bus patronage would, therefore, be very challenging but should be politically acceptable.

Target Issue: Bus Reliability

Possible Target

X% increase in key bus services operating between “1 minute early and 5 minutes late” between 2010/11 and 2015/16.

Target Justification

This was the third most important issue coming out of the LTP3 Vision consultation. The target is based on NI178, with reliability seen as key to increasing bus patronage levels. The possible improvement in performance could be related to the Traffic Commissioner’s Standards with regard to reliability at route origin and mid-point.

Target Issue: Cycling

Possible Target

Increase the West Midlands cycling index by X% from the 2010/11 baseline of 100 by 2015/16

Target Justification

This target has strong links to the health agenda and is a key element of Smarter Choices in trying to achieve mode shift from cars. Although not a National Indicator, a target maintains the profile of cycling and helps to justify investment. The Cycling Index used in LTP2 is now capable of utilising over 40 separate data sources to generate a more robust view of levels of cycle use.

Target Issue: Public Transport Trips to Centres

Possible Target

Increase the proportion of trips by public transport into the 9 strategic LTP centres as a whole during the AM peak by X% between 2010/11 and 2015/16

Target Justification

A target on this issue is on track to be achieved in LTP2, where performance has exceeded target by almost 2%. There is still further scope for improvement however with, in particular, rail trips into Birmingham displacing car journeys, helped by a very successful Park & Ride strategy. This target issue supports the Smarter Choices agenda and an improved environment and economy through reduced congestion.

6. Delivery of Implementation Plan One

Introduction

It is essential that the projects and programmes of initiatives delivered through LTP3 Implementation Plans demonstrate effective use of public funding, whether from Government or locally sourced. As outlined in the LTP3 Strategy, this means ensuring an effective monitoring loop with appropriate Member-led governance arrangements. This requires the monitoring of LTP3 investment programmes to show that they are delivered to budget, to the specified programme and to specified quality requirements.

The monitoring arrangements initially proposed for LTP3 are based on the elected Member-led governance arrangements and monitoring methodologies which have been applied successfully to LTP2.

Transport Investment Programme Governance

For LTP2, the West Midlands Planning and Transport Sub-Committee was responsible for its delivery, supported by a Member Monitoring Group comprising Transport Cabinet Members. These were supported by a Transport Delivery Group of officers to provide data and information (in this case via the IMPREST monitoring system).

Subject to the outcome of an on-going governance review and Local Transport Funding Settlement advice from the DfT in December 2010, similar Member-led governance arrangements are proposed for IP One, reflecting the LTP3 responsibilities of the ITA, and are as follows:

- **Monthly monitoring reports scrutinised by a Member-led Working Group, reporting regularly to the Integrated Transport Authority. The reporting process would check compliance with cost profile and approved programme and recommend actions where there is adverse variance. The authority promoting the scheme or programme would be required to manage adverse variance**
- **The Member-led Working Group would be supported by an officer group drawn from all 8 primary LTP Partners, using a financial and programme monitoring system. For LTP2 this is known as IMPREST and is detailed below.**

IP1 Programme Management Support - IMPREST

Historically, the Integrated Transport Block funding settlements to Authorities have been aggregated by DfT and then redistributed on an agreed formulaic basis amongst the seven Metropolitan Authorities and Centro, to deliver initiatives both by individual Authorities and jointly in partnership, to support LTP objectives.

It was recognised for LTP2, that there was a need to deliver the LTP as a single entity, which posed a significant challenge due to also recognising that internally, individual Authorities undertake financial management and progress monitoring in accordance with their own procedures.

This integrated programme management challenge, recognised by DfT as a prerequisite to good delivery performance, resulted in the development of the West Midlands Capital Programme Management System, based upon the IMPREST platform for LTP2. The IMPREST system utilises PRINCE2 methodology to achieve the following;

- **Record projects at a detail level – enabling Project Management.**

This enables either;

- **Aggregation and reporting on system held project data - enabling Programme Management**

Or where local systems are maintained

- **Integration of disparate information sources (being the constituent authorities systems for individual projects) to assimilate projects into the system enabling Programme Management**

Additionally the system;

- **Reports on aggregated outputs and outcomes being delivered by the constituent projects and programmes thereby enabling prioritising of expenditure to deliver LTP3 targets and management of programmes.**
- **Reports on strategic project risk status**

From an integrated LTP perspective the system enables;

- **Resolution of matters associated with coordinating eight authorities' delivery activities enabling ongoing detailed scrutiny through the year of performance.**
- **Timely corrective action to be taken where failing targets become apparent**
- **Analysis in order to achieve better targeted expenditure against outputs that will in turn improve delivery of outcomes.**

DfT have indicated their support for the Metropolitan Area methodology of Programme Management, and further system developments are feasible to enable, for example, automated reporting to a wider audience, such as a strategic body, if appropriate, thereby securing administrative efficiencies.

Transport Investment Programme Management

To ensure that the individual programmes are managed effectively, robust programme management methodologies are required. Individual Projects or Local Investment Programme initiatives will be project managed by Local Authorities/ Centro as appropriate. Whilst detailed proposals are to be agreed, broad principles will include:

- **Gateway Reviews:** Gateway panel reviews will feed into the Programme Management Process by providing assurance that the project can progress successfully to the next stage.

Where a project or programme has specific objectives which have a significant risk of either not being achieved, having a delayed completion or incurring additional cost, these are highlighted to enable appropriate programme management measures to be actioned.

- **IMPREST:** As outlined below, use of IMPREST by all District Partners and Centro allows proactive programme management to occur. Also built into IMPREST is a risk assurance protocol, which enables the reporting of project risk at a strategic level and this is also reconciled with the Gateway Process, to ascertain whether the project is progressing successfully

The aggregation of projects to a strategic programme level enables the efficient and timely management of delivery of outputs and outcomes which will achieve LTP3 Objectives.

IMPREST has been developed to enable;

- Strategic reporting at varying levels of detail, at a Metropolitan Area programme level, an Authority programme level and at an individual project level.
- Financial reporting against baseline forecast and actual expenditure
- Risk reporting, principally associated with Major Projects
- Monitoring of scheduled progress
- Reporting delivered outputs/outcomes for anticipated versus actual
- Management of payment certification associated with projects

Whilst IMPREST can generate a wide range of monitoring reports from its modules, (of which the above is only indicative), successful programme management relies on interpretation and intervention by the appropriate Programme Manager. Insofar as LTP3 is concerned, that overall responsibility rests with Centro as the delivery Executive of the Integrated Transport Authority.

In the current uncertain financial environment, the Metropolitan Area is committed to delivering more for less, and Programme Management is seen as the mechanism for challenging and scrutinising expenditure to ensure maximum benefit is achieved. Projects that are stalled by Gateway Review, or demonstrate a level of risk that will prejudice delivery, will be subject to rigorous scrutiny to ensure that overall LTP3 aims and objectives are not compromised.

It is proposed that there will be greater linkage between resources and programme to ensure that limited resources and skills are used to best effect. This necessitates both an understanding of resource availability and demand - as a Project/ Programme Management tool; this is within the capability of IMPREST. Accordingly, resource utilisation at a major project or key intervention level is proposed to be developed to identify resource requirements, to enable project programming to align with resource availability to ensure effective utilisation.

In terms of managing programmes, a medium term view is however essential and three-year (or greater) Local Transport Funding Settlements by Government are of significant benefit in enabling effective profiling of current and future programmes.

Major Scheme/ Local Transport Investment Programme Management

Each individual scheme within the proposed Transport Investment Programmes will be project managed by Local Authorities/ Centro using effective project management methodologies to ensure that projects deliver their anticipated outputs and outcomes across the range of projects to support delivery of LTP3.

Local Authorities and Centro will use the IMPREST system, which provides capability to enable Project Managers to monitor, control and manage delivery, including establishment of discrete stages for financial and schedule progress monitoring that can be aggregated into programme-level strategic reports.

The focus for project justification in LTP3 will be founded in the Objectives, set out in LTP3 Strategy. For Local Transport Investment Programme schemes and initiatives, delivery would be expected to be managed using techniques appropriate to the type and complexity of the initiative, or programme of initiatives, by the relevant delivery Authority.

However, for programme projects typically in excess of £1.0m, a more rigorous approach would be expected, in line with PRINCE2 methodology, including use of a "Gateway Review" process to scrutinise projects and programmes at key decision points in their lifecycle.

LTP3 Delivery and Responsibilities

The local and strategic nature of the transport networks, as well as the requirements of statutory duties, mean that different Authorities, the private sector, Agencies, infrastructure bodies and operators will be responsible for leading on differing delivery elements of Implementation Plan One, recognising that a significant number will be delivered through the joint working approach that has underpinned the previously successful delivery of previous LTP's. This is demonstrated in the tables below:

Table A. LTP Key Roles and Responsibilities

Responsibilities	Metropolitan Area Authority(s)	Centro / ITA	Private Sector	Public Transport Operators	Highways Agency	Network Rail	Freight Operators
Traffic Management	✓				✓		
Locally Derived Transport Network Enhancements							
Road Safety	✓				✓		
Concessionary Fares		✓					
Subsidised Bus Services		✓					
Public Transport Information		✓		✓			
Parking	✓						
Local Transport Plan Development		✓					
Local Development Frameworks	✓						
Planning Control	✓						
Railway Maintenance						✓	
Highway Maintenance & Development	✓						
Motorway & Trunk Road Management					✓		

Table B. Operation of Transport Modes and Networks

Operations by Transport Network	Metropolitan Area Authority(s)	Centro / ITA	Private Sector	Public Transport Operators	Highways Agency	Network Rail	Freight Operators
Highway							
Traffic Management / Urban Traffic Control	✓				✓		
On street & Authority's off street parking	✓		✓				
Road Maintenance / licensing of utility work	✓				✓		
Emergency Planning							
Public Transport							
Midland Metro Services				✓			
Bus Interchanges		✓					
Park & Ride		✓					
Local Bus Services				✓			
Coach Services				✓			
Local Rail Services				✓			
Freight							
Rail Freight Services			✓				✓
Road Freight Services							✓

Table C. Infrastructure Delivery and Asset Management Responsibilities

Infrastructure Delivery & Asset Management Duty / Responsibility by Transport Network	Metropolitan Area Authority(s)	Centro / ITA	Private Sector	Public Transport Operators	Highways Agency	Network Rail	Freight Operators
Highway							
Highway Asset Management	✓						
Highway Enhancement	✓		✓				
Highway Major Schemes	✓						
Motorway & Trunk Roads					✓		
Active Travel Measures							
Public Transport							
Public Transport Asset Management		✓					
Midland Metro		✓					
Bus Interchange Enhancement		✓					
Park & Ride		✓					
Public Transport Major Scheme	✓	✓					
Rail Network Infrastructure						✓	
Management of Principal Metropolitan Area Rail Stations						✓	
Management of Local Metropolitan Area Rail Stations				✓			
Freight							
Rail Freight Modal Interchange			✓				✓

Table D. Transport Investment Programme – Delivery Partners

Long Term Themes	Metropolitan Area Authority(s)	Centro / ITA	Private Sector	Public Transport Operators	Highways Agency	Network Rail	Freight Operators
LTT 1							
Asset Management Programmes	✓	✓					
A38M Tame Valley Viaduct	✓						
A45 Corridor Enhancement: Westbound Bridge	✓						
LTT 2							
UTMC Major Scheme	✓						
A41 Expressway / A4031	✓						
A4123 Burnt Tree Island	✓						
Red Routes Package 1		✓					
Brierley Hill Sustainable Access Network	✓						
Chester Road Access Improvements	✓						
Sustainable Smart Package	✓	✓					
M6 Active Traffic Management J5-8					✓		
LTT 3							
Smarter Choices	✓	✓					
Active Travel Measures	✓						
LTT 4							
Birmingham New Street Gateway	✓	✓				✓	
Selly Oak New Road	✓						
ANITA		✓	✓	✓			
Darlaston Strategic Development Area (SDA)	✓						
LTT 5							
Birmingham City Centre Metro Extension & Capacity Enhancement Scheme;	✓	✓					
Coventry - Nuneaton Rail Enhancement;	✓	✓				✓	
Targeted rail station enhancements		✓				✓	
Chiltern Railways "Evergreen 3"				✓		✓	
Resignalling Programmes						✓	

Long Term Themes	Metropolitan Area Authority(s)	Centro / ITA	Private Sector	Public Transport Operators	Highways Agency	Network Rail	Freight Operators
LTT 5							
Cross City South Enhancements		✓				✓	
Smartcard Ticketing		✓		✓			
Rail Station Enhancements		✓				✓	
Rolling Stock Upgrades				✓			
LTT 6							
Continuation of the delivery of "Transforming Bus Travel";		✓		✓			
Ring & Ride Business Plan		✓	✓				
Minor works programmes to improve and / or manage access to local centres;	✓						
LTT 7							
Minor Works programmes for effective freight movements and environmental improvements;	✓		✓				✓
Bridge strengthening programmes linked to asset management programmes	✓						
Rail Freight Gauge Enhancements						✓	
LTT 8							
Wolverhampton Interchange (Phase 1) Major Scheme		✓					
Roll out of Smartcard		✓		✓			
Targeted Park & Ride expansion		✓					
LTT 9							
Rail Station Enhancements	✓						
Rolling Stock Upgrades		✓		✓			
LTT 10							
Coventry & Birmingham Electric Car Demonstration project (CABLED);	✓						
Green Bus Fund vehicles;		✓		✓			

7. Project Assessment and Prioritisation

The proposed approach to project evaluation for prioritisation within LTP3 comprises three categories of projects / initiatives, based on estimated capital costs:

- i) Projects and Initiatives £1-5m
- ii) Projects and Initiatives <£1m

A process for appraising £1-5m projects has been developed. This aims to identify projects which best contribute towards delivering the overall strategy of LTP3. In developing this methodology, it was also recognised that a similar approach should be adopted for <£1m minor initiatives, to ensure that all interventions promoted through LTP3 are subject to the appropriate level of appraisal, and that the criteria by which projects are assessed is consistent with the LTP3 Strategy. The following sections outline the proposed approaches towards quantifying and prioritising the impacts of projects and initiatives which are within the £1-5m and <£1m capital cost categories.

i Assessment Methodology for Projects & Initiatives £1-5m

In the light of aspirations to allocate funding on a Metropolitan Area basis to a specific fund for projects of £1-5m capital cost, when sufficient funding through the IT Block permits, it is recognised that there is a need for a means of comparing the performance of all projects which will be competing for funding within this category. Through the application of appraisal criteria, projects can be compared against each other objectively, thereby informing which projects should be afforded the highest priority.

The appraisal framework has made use of previous appraisal tools and criteria used in the Metropolitan Area to prioritise plans, policies and interventions, making full use of established approaches. Information has been collated from Partners on how previous capital programmes have been prioritised, the DaSTS criteria have been considered for inclusion, and relationships with the Key Outcomes and Objectives of the LTP have been taken into account. The approach has also been tested against the LTP3 Sustainability Appraisal to ensure consistency of approach.

The criteria proposed for prioritising £1-5m projects are summarised as follows:

- **Strategic – Fit with planning policy**
- **Value for Money – As defined by DfT for Major Projects**
- **Public Transport Usage – Propensity to encourage mode shift**
- **Active Modes – use of walking and cycling**
- **Partnership working – Appropriate arrangements with partners established**
- **Network Efficiency – Proximity of project to congestion corridor**
- **Accessibility – Impact on access to employment, health, etc**
- **Health – Encouraging walk / cycling**
- **Safety – road / public transport / pedestrian safety**
- **Employment / Housing Impact – Proximity to regeneration proposal**
- **Environment – Impact on greenhouse gases, built and natural environment**
- **Risk – Experience of delivering similar schemes to time and budget**
- **Delivery – Requirement for planning powers / land**
- **Affordability – Scheme within overall budget available**

For the purposes of project appraisal, a project can score between 3 and 0 under each criterion, based on its contribution under that particular heading. Projects are scored against all criteria, with the final score being the total score across all criteria. The scoring ranges under each of the criteria used in the assessment can be found in Appendix 6

The process has been tested using a number of projects, including both public transport and highway-based interventions. The outputs from these tests have confirmed that the process differentiates appropriately between schemes, and that the order in which schemes are prioritised is plausible. A Pro-forma has been created which enables Authorities to score each intervention, an example of which is shown at Appendix 7.

In recognising that in future years, IT block funding may return to previous levels, this process, as supported by Metropolitan Partners, will enable equitable appraisal of projects within this funding category for progression prioritisation.

ii Assessment Criteria for Projects & Initiatives < £1m Value

The proposed approach is based upon the relationship between the Long Term Themes (LTTs) of LTP3 and the specific programmes and initiatives which support each LTT. Programme headings have been identified and these have been allocated to a specific LTT.

Development work on the appraisal of £1-5m projects, which identified criteria by which it is proposed that such schemes should be assessed, has been taken as a starting point for <£1m project appraisal (as outlined in Appendix 8). In developing appropriate criteria for each minor value project, it has been concluded by Metropolitan Partner Authorities that the £1-5m criteria should also be used, but in a simplified form.

The criteria carried forward into assessment of both <£1m and £1-5m projects and programmes of initiatives comprise:

- **Strategic – Contribution towards Core Strategies**
- **VFM – Assessment of Value for Money based on cost per trip**
- **Public Transport Usage – Potential for mode shift to public transport**
- **Active Mode Usage- active mode use increases**
- **Partnership working – Degree of partnership working required/established**
- **Network Efficiency – Fit with Congestion Monitoring Corridor**
- **Accessibility – Impact on accessibility to key services**
- **Health – Potential to improve health**
- **Safety – For all transport users**
- **Employment / Housing Impact – Located within / adjacent to development areas and / or ILLs**
- **Environment – Impact on greenhouse gases**

The tables shown in Appendix 9 present a summary of programme themes contained within each LTT and to which the above appraisal criteria are applied to particular projects / initiatives or programmes of projects / initiatives within that LTT.

The approach taken to allocate criteria by LTT, rather than by individual programme, ensures that as new projects or initiatives are determined and are allocated to an LTT heading, their assessment criteria is established and in place to allow assessment and comparison with all other relevant initiatives.

A summary table, Appendix 10, presents LTT headings and the criteria by which each is proposed to be assessed. This demonstrates ability to use the criteria across a range of possible programmes of initiatives, with particular importance given to value for money, congestion, accessibility and transport usage. It is considered that this reflects the overall objectives of LTP3, in particular, promotion of interventions which can lead to a thriving local economy.

The Metropolitan Authorities support the principle of a common approach for minor project/ initiative appraisal. It is, however, recognised that Partners may also have/wish to utilise their own approach for appraisal of particular initiatives (road safety, for example). Where this is the case, it would be expected that such methodologies will also be capable of demonstrating contributions to LTP3 Key Outcomes and Objectives, and hence their relative performance merits.

Equalities Assessments

The Equality Act 2010 streamlines the discrimination legislative framework and places a New Single Equality Duty on public sector bodies which will replace the current Public Sector Equality Duties covering race, gender and disability and expand them to cover age, sexual orientation, gender reassignment and faith. The Act also places a new Socio Economic Duty on public bodies to consider actions to reduce inequalities when making strategic decisions about spending and service delivery.

The Act also contains provisions and guidance regarding public sector procurement including ensuring that equality factors are considered as part of the process.

Consequently, projects and initiatives being promoted through LTP3 will be subject to the promoting Authority's equality assessment procedures, to ensure compliance with the Act.

8. Finance and Funding

LTP3 delivery will involve a range of funding sources, capital and revenue, including: Major Scheme funding, Integrated Transport Block and Highways Maintenance allocations. There will also be borrowing and other external funding sources.

National transport funding levels for both capital and revenue were outlined in the Comprehensive Spending Review (CSR) announcement, on 20th October 2010. Detailed Metropolitan Area allocations will not be known until the receipt of Local Transport Settlement letters, expected in December 2010.

Following CSR, DfT has indicated its intention to reform local transport Capital funding from the existing 26 grant streams to the following four:

- **Major Schemes**
- **Highway Maintenance**
- **Integrated Transport (for local transport improvements)**
- **Local Sustainable Transport Fund (Capital and Revenue)**

A. Local Transport Funding: Capital

National Funding for Local Major Transport Schemes

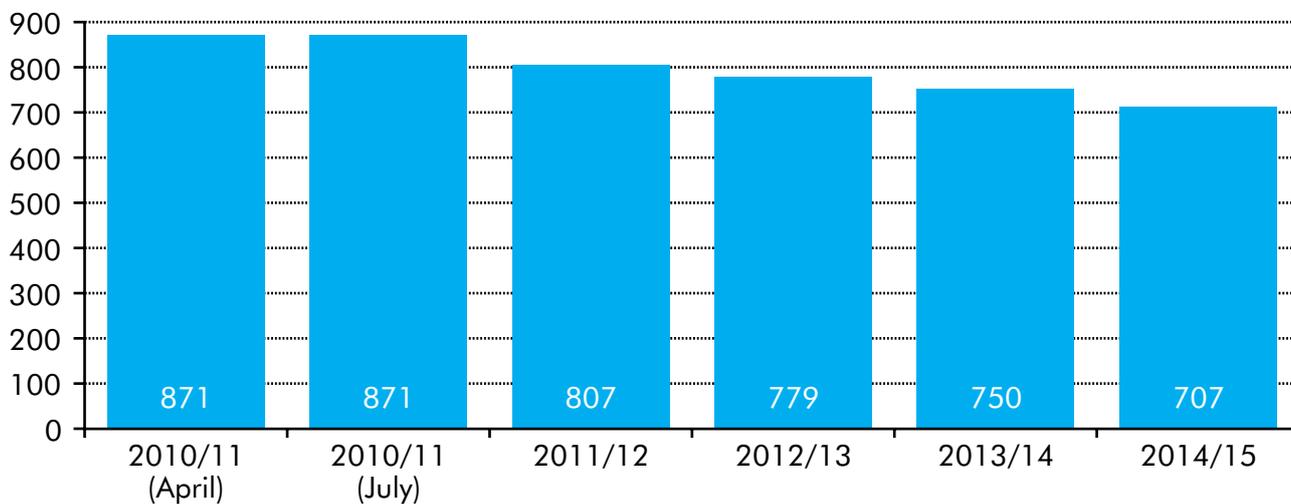
DfT has allocated £1.5 billion nationally for Local Authority Major Schemes for the four year period of CSR up to 2014/15. Of this national total, £600 million is allocated to existing committed Schemes, thus providing a balance of £900 million for new Schemes. The Major Schemes in the Metropolitan Area that are to be considered by DfT for funding have been discussed previously. The total national indicative capital funding allocation for Local Authority Major Schemes that has to be bid for by Schemes subject to detailed DfT approval, for the next four years are:

2011/12	2011/12	2011/12	2011/12	2011/12
£418 million	£364 million	£335 million	£427 million	£1,544 million

National Funding for Local Highways Maintenance

This funding is allocated by Government on a formulaic basis directly to Highway Authorities for the maintenance of public highways. Authorities that have entered into a formal Private Finance Initiative (PFI) are ineligible to receive this funding for those highway maintenance aspects which are subject to the PFI. The following chart shows the national funding announced in the CSR, together with the original (and unchanged in July) 2010/11 allocation.

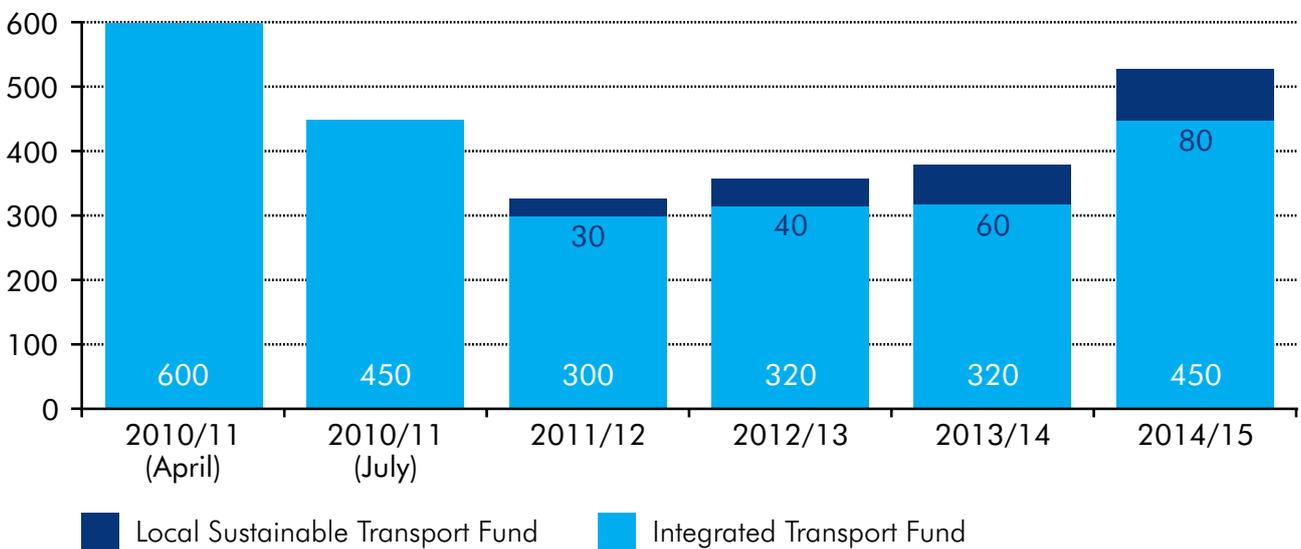
National Funding for Local Maintenance Schemes (£ million)



National Funding for Local Integrated Transport Schemes

This funding is for local transport improvements and is also allocated by Government to Local Transport Authorities on a formulaic basis. The following chart shows the national funding announced in the CSR, together with the original and reduced 2010/11 allocation, to illustrate the scale of change. The capital element of the new national Local Sustainable Transport Fund is also shown, although this funding will not be automatically allocated to Local Transport Authorities but will instead be the subject of bids to DfT.

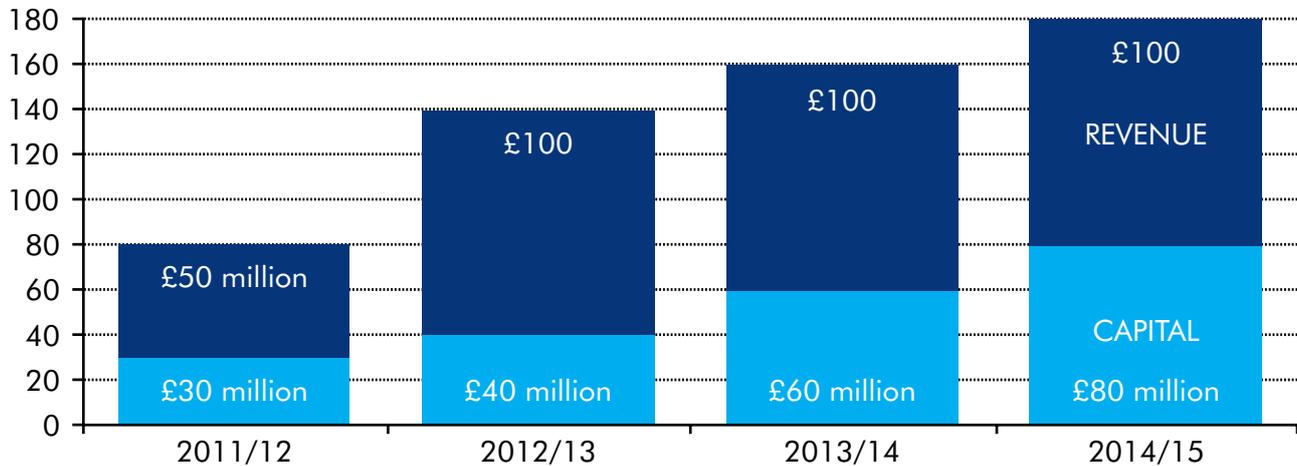
National Funding for Local Integrated Transport Schemes (£ million)



Local Sustainable Transport Fund

DfT are establishing a £560 million Local Sustainable Transport Fund for Local Authorities outside London to bid for funding to support packages of transport interventions that support economic growth and reduce carbon emissions, as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion. The Fund will comprise a mix of £210 million of capital and £350 million revenue funding over the next four years, as shown below.

Local Sustainable Transport Fund



Regional Growth Fund

DfT have outlined the following national allocation to the Regional Growth Fund during the CSR period, which is to be transferred to the Department for Communities & Local Government.

	2011/12 £M	2012/13	2013/14	2014/15	Total
Capital	£165 million	£100 million	-	-	£265 million
Revenue	-	-	£200 million	-	£200 million

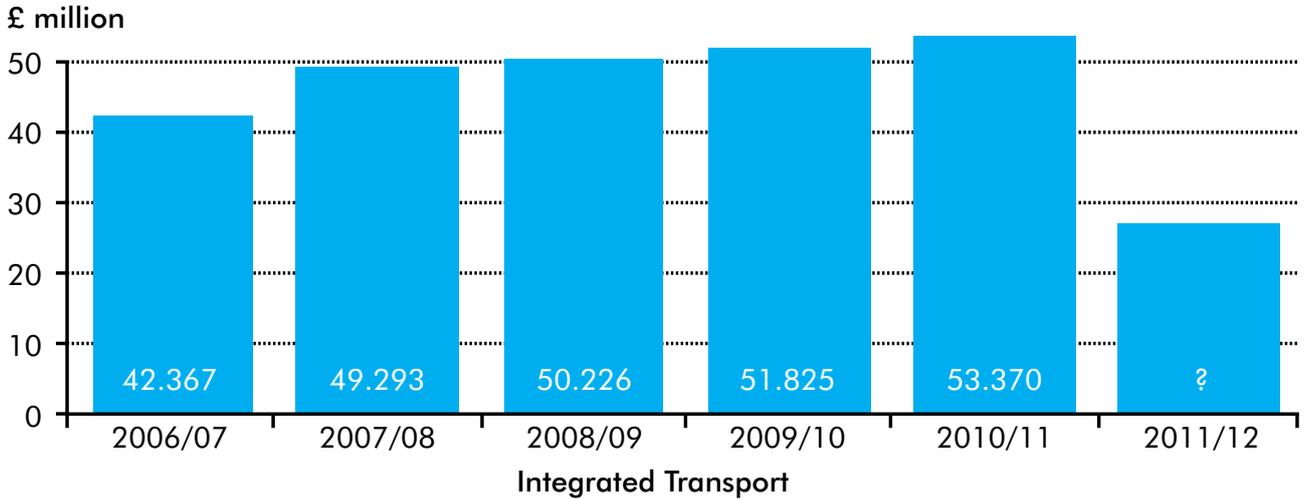
Appropriate local transport schemes that unlock sustainable economic growth will be eligible to bid for use of this fund.

Expected Effect on West Midlands LTP3 Year One Allocations

Integrated Transport

Taking account of the scale of change to the national funding pot, as given in the CSR and the related DfT Press Release, we have attempted to illustrate the possible effect on the first year LTP3 Integrated Transport (IT) funding. The following chart shows the possible scale of funding for LTP3 year one (2011/12), preceded by LTP2 five year's allocations for comparison.

West Midlands LTP2 Actual Allocations & Possible 2011/12 Allocation



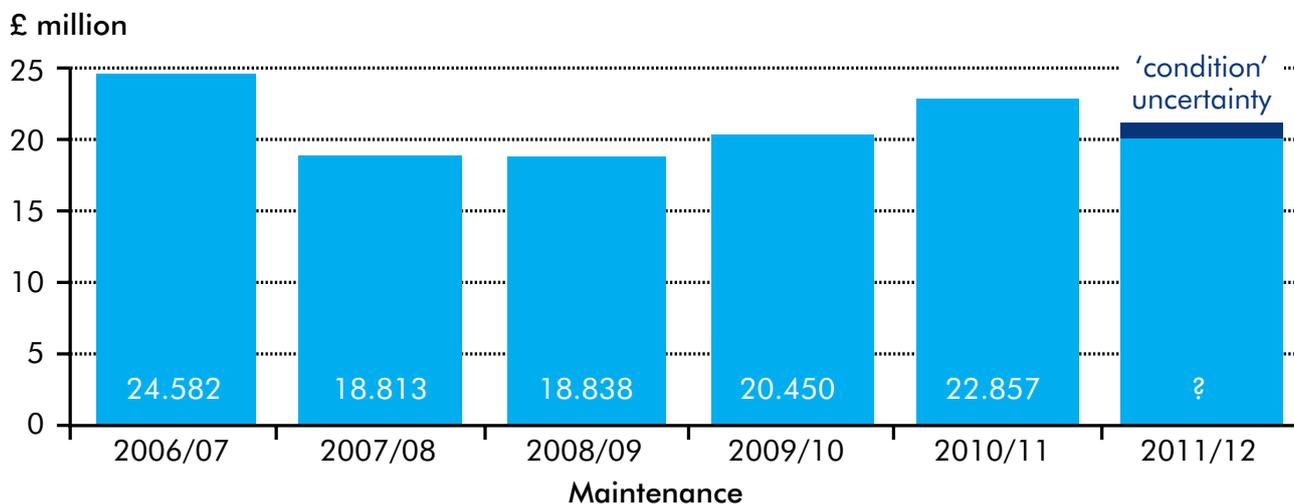
With effect from 2012/13, the refresh of data used for calculating the needs formula for IT allocations may have a negative effect on our allocation, reducing it by a possible further 7%, as indicated in the DfT consultation paper "Consultation on Local Transport Funding" August 2010.

Maintenance

Similarly, taking account of the scale of change to the national funding, as given in the CSR and the related DfT Press Release, we have attempted to illustrate the possible effect on the first year Maintenance funding for the LTP3. However, there cannot be a direct correlation due to the possibility of removal of road condition from the formula. The DfT's consultation paper gives an indicative effect of the proposed change separately for each Local Highway Authority; therefore it is impracticable to assess the effect of these possible changes accurately across the whole Metropolitan Area.

The following chart attempts to illustrate the probable change, using a possible average 6% factor for the funding at risk through the proposed change, for LTP3 year one (2011/12), preceded by LTP2 five year's allocations for comparison.

West Midlands LTP2 Actual Allocations & Possible 2011/12 Allocation



The above chart does not exclude funding that would previously have been allocated to Birmingham City Council which will now not be allocated because of the Council's PFI arrangements. This allows a Metropolitan Area-wide perspective of the scale of funding expected by the other Local Highway Authorities but is arithmetically incorrect in total and thus no indicative figure is shown.

With effect from 2012/13, the refresh of data used for calculating the needs formula for Maintenance allocations may have a negative effect on our allocation, as indicated in the DfT consultation paper "Consultation on Local Transport Funding" August 2010.

B. Local Transport Funding: Revenue

Most revenue funding will continue to be provided as part of the three year Local Government Settlement, some of which makes up the annual revenue grant for Centro to deliver public transport services to the area. Again it will be for individual authorities to decide on actual levels of transport spend. The devolution of funding flows and powers could also have a significant impact on the delivery of transport objectives and the outcomes that have been outlined for the Metropolitan Area.

Area Based Grant

Area Based Grant is a general grant allocated directly to local authorities as additional revenue funding to areas. It is allocated according to specific policy criteria rather than general formulae. Local authorities are free to use all of this non-ring fenced funding as they see fit to support the delivery of local, regional and national priorities in their Metropolitan Areas. Previous ring-fenced grants such as the Road Safety Grant have been subsumed into the Area Based Grant for local priority determination.

Bus Service Operators Grants

In relation to the Bus Service Operators Grants (BSOG), from 2012/13 the rate at which subsidy is paid to operators will be reduced by 20%. Specific Metropolitan Area implications are yet to be determined. The incentives for Smartcards, low carbon buses and automatic vehicle location will be maintained.

C. Other Funding Sources

Borrowing in various forms and a range of other potential funding sources will be explored to support the delivery of this Plan. These include:

- **Accelerated Development Zones/ Tax Increment Financing**
- **Supplementary business rates**
- **EU Grants**
- **Exploiting commercial opportunities that arise from the development of transport infrastructure**
- **Exploring joint funding of transport initiatives/ services with other sectors, e.g. health, education, skills**
- **Capital contributions from public transport operators**
- **Section 106 developer contributions**
- **Community Infrastructure Levy, linked to developments**
- **Green Investment Bank**

Effective Investment

Given the potential economic benefits and existing requirements for investment in transport, the Metropolitan Area will need to face the clear challenges in developing our priorities given the background of the worst financial deficit in decades and the likely levels of budget cuts. It will be essential to ensure that whatever limited funding is available is spent in the most effective manner. It is therefore imperative that we have a clear Strategy that feeds directly into Implementation Plans and supports the development of appropriate initiatives using transparent assessment criteria.

The pace of delivery will be determined by the funding available, with the focus of investment reflecting the need to promote the five Key Objectives and the two Key Outcomes of economic growth and low carbon.

9. Appendices

Appendix 1	LTP3 Policies
Appendix 2	Rail Scheme Relationships and Independency
Appendix 3	Major Schemes by Sub-Region
Appendix 4	Sustainable Smart Routes Provisional Schedule
Appendix 5	Target Alignment to LTP3 Strategy
Appendix 6	Appraisal Scoring Methodology for Projects/ Initiatives £1-5m
Appendix 7	£1-5m Value Project / Initiative Pro forma
Appendix 8	Assessment Criteria by Long Term Outcome for Projects / Initiatives <£1m
Appendix 9	Appraisal Scoring Methodology for Projects/ Initiatives <£1m
Appendix 10	<£1m Project Appraisal Criteria Relationship to Long Term Themes

Appendix 1: LTP3 Policies

LONG TERM THEME 1: TRANSPORT ASSET MANAGEMENT – A FOUNDATION FOR GROWTH

- TAM1** The Metropolitan District Councils will ensure that the transport network is adequately managed through effective Asset Management
- TAM2** The Metropolitan District Councils will seek to improve the performance of the Highway Network
- TAM3** The Metropolitan District Councils will seek to improve the performance of the Footway Network
- TAM4** The ITA will work with the Metropolitan District Councils to ensure that current service levels are maintained in respect of highway structures.
- TAM5** The Metropolitan District Councils will seek to improve the performance of the Street Lighting Network
- TAM6** Legacy Urban Traffic Management and Control Systems will be upgraded and proposals for integrated management of the network will be progressed
- TAM7** Centro and the District Councils will work together to improve the performance of delivered services

LONG TERM THEME 2: MAKING BEST USE OF THE HIGHWAY NETWORK

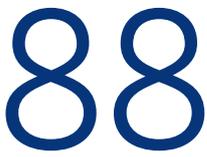
- HN1** Urban Traffic Management and Control will be used to support wider Highways Management objectives
- HN2** The Metropolitan District Councils will review the highway network.
- HN3** District Traffic Managers will co-ordinate expeditious traffic movement within their own area and across Metropolitan District boundaries
- HN4** The LTP3 Partners will provide dynamic travel information
- HN5** Centro and Local Authority Partners will co-ordinate the development and implementation of a Smart Route network, including a common assessment of problems, joint consultation, and common design and procurement activities

LONG TERM THEME 3: MODAL TRANSFER AND THE CREATION OF SUSTAINABLE TRAVEL PATTERNS

- MT1** The ITA will work with Local Authorities to ensure car parking policies and provision support the LTP3 aims of encouraging sustainable transport patterns across the Metropolitan Area and promoting vitality of centres. Such policy interventions may include availability and car park pricing.
- MT2** Centro and its LTP3 Partners will seek to manage travel demand through a mix of hard and soft measures to encourage sustainable travel patterns, including:
- Car parking policies
 - Prioritising the use of the highway network
 - Encouraging Smarter Choices
 - Land use planning policies
 - Encouraging people and business to reduce the need to travel via virtual travel and co-location of facilities through the land use planning process
- MT3** Centro and its LTP3 Partners will promote modal shift towards sustainable travel modes for work, school and leisure journeys through the application of targeted and intensive Smarter Choices measures
- MT4** Centro and its LTP3 Partners will seek to increase levels of cycling in the West Midlands to improve health, the environment, reduce car use and improve the accessibility of people without access to a car.
- MT5** Centro will work with its LTP3 Partners to increase opportunities for cyclists to integrate and interchange with public transport
- MT6** Centro and its LTP3 Partners will seek to improve the attractiveness of walking as a travel choice by creating an environment and culture where walking is actively encouraged for short trips
- MT7** The Metropolitan District Councils will work with British Waterways to ensure that bridges over canals on key routes between employment areas and the motorway junctions are, as far as possible, free of weight restrictions.
- MT8** Centro will work with its LTP3 Partners to ensure that all canals are safeguarded as navigable waterways to support water-based local economic activity and existing wharf facilities are safeguarded and to maximise the potential of canal towpaths as part of a signposted network of pedestrian and cycling green infrastructure.
- MT9** The Metropolitan District Councils as Local Planning Authorities will seek to ensure that access to the canal network, particularly by pedestrians and cyclists is safeguarded and, where possible, enhanced.

LONG TERM THEME 4: REGENERATION, THRIVING CENTRES AND GATEWAYS

- REG1** When preparing Local Development Documents, and their regeneration and investment strategies, District Councils and Regeneration Agencies shall have regard to the provisions of Local Transport Plan 3, to ensure that as far as possible, development and redevelopment proposals make the best use of existing transport infrastructure and services, improve connectivity locally and in the wider area where appropriate and provide high levels of accessibility for all with an emphasis on sustainable modes of travel.
- REG2** The ITA welcomes and supports High Speed Rail and will work with Government and LTP3 Partners to maximise the benefits and opportunities High Speed Rail will bring to the Metropolitan Area, including maximising the benefits of released capacity on the “classic” network
- REG3** The ITA will work with Local Authority partners and public transport operators to promote and deliver high quality sustainable access to High Speed Rail, ensuring that the resultant benefits and opportunities can be accessed by people and businesses across the entire Metropolitan Area
- REG4** Centro will work with the local highway authorities to help overcome deficiencies in on street set-down and pick-up facilities in the vicinity of the Area’s major visitor attractions.
- REG5** Centro will work with local coach operators and/or their trade body to identify adequate long-stay coach parking facilities convenient to town and city centres and near major attractors during daytime and evening hours.
- REG6** Recognising Birmingham International Airport as an international gateway to the region, Centro and Local Authorities will work with Partners to ensure high quality surface access to the Airport to support existing and projected passenger growth
- REG7** Recognising the important role of the National Exhibition Centre in supporting the West Midlands economy, Centro and Local Authorities will work with partners to ensure high quality sustainable surface access to the NEC site



LONG TERM THEME 5: A RAIL AND RAPID TRANSIT NETWORK “BACKBONE FOR DEVELOPMENT”

- RR1** Centro will work with LTP3 Partners to expand local rail network capacity to meet forecasted growth in patronage, delivering the schemes and objectives of the Regional Rail Development Plan. This will include maximising capacity of the ‘classic’ rail network derived from High Speed Rail
- RR2** Centro will work with DfT, ORR, Network Rail, Local Authorities, Train Operating Companies and Rail Freight Operators to identify and develop schemes on the rail network to increase capacity and reliability for both passenger and freight services
- RR3** Centro will work with Local Authorities, Network Rail and Train Operating Companies to deliver high levels of services standards and accessibility which delivers an inclusive network accessible to everyone
- RR4** The ITA will work with LTP3 Partners to expand the rapid transit network
- RR5** Future rapid transit will be ultra low emission at source with an aspiration target for Zero Emission as technology permits
- RR6** The ITA, Birmingham City Council and the Business Improvement Districts will work together to identify rapid transit alignments and develop interim rapid transit to improve access in and around Birmingham City Centre

LONG TERM THEME 6: IMPROVED LOCAL ACCESSIBILITY AND LOCAL CONNECTIVITY

- LA1** Centro will work with the Local Planning Authorities to ensure that Accessibility Planning is embedded within planning and strategy documents and continue to encourage service providers to embed accessibility considerations within their service delivery investment programmes.
- LA2** Centro will continue to work in partnership with relevant organisations to ensure the access needs of groups defined in the Equalities Act 2010 are met as far as practicable.
- LA3** Centro will continue to secure socially necessary local bus services to complement commercially provided services so that residents have the best possible access to local facilities.
- LA4** Centro will keep local bus service networks and provision under review, in partnership with the main operators and the relevant District Authority, with the aim of improving service levels and accessibility, for all, to essential services and facilities.
- LA5** Centro will work with public transport operators to ensure that cost of travel is not a barrier to accessibility to employment opportunities and services.

- LA6** Centro will work with bus operators and Local Authority partners to create a high-quality bus network serving the Metropolitan Area
- LA7** Centro will increase social inclusion in the Metropolitan Area, through a thriving 'Ring and Ride' service to help meet the needs of disabled people for clearly defined markets, as part of the overall public transport system
- LA8** Centro will increase social inclusion in the Metropolitan Area, through a thriving community transport sector to help meet the needs of clearly defined markets, as part of the overall public transport system

LONG TERM THEME 7: SUSTAINABLE AND EFFICIENT FREIGHT TRANSPORT

- SF1** The ITA will seek to increase the availability of HGV parking in appropriate locations across the Metropolitan Area
- SF2** The ITA will work with LTP3 Partners to seek to ensure effective and reliable freight deliveries can occur in all types of centres across the Metropolitan Area
- SF3** The ITA will support national and locally led initiatives to accelerate the introduction of low carbon transport through improving the environmental performance of the freight industry
- SF4** The ITA will work with its LTP3 Partners to develop and enhance the Area's rail network capacity, efficiently and reliability which can meet existing and future rail freight growth demands
- SF5** The ITA will identify and encourage the development of new rail freight terminals to meet future growth requirements, especially intermodal terminals to meet projected container traffic growth
- SF6** The ITA and its LTP3 Partners will work with freight operators and Airport owners to support Air Freight reflecting its role in international markets access, trading high value goods and receiving 'Just in Time' goods whilst taking due regard to associated impacts from air freight to local residents and the environment
- SF7** Local Authorities will work with British Waterways, freight operators and businesses to identify and support new concepts and initiatives in developing further opportunities for water based freight movements

LONG TERM THEME 8: EFFECTIVE AND RELIABLE TRANSPORT INTEGRATION

- TI1** Centro and its LTP3 partners will develop strategic park and ride capacity at appropriate locations to serve strategic movement demands.
- TI2** Centro and its LTP3 partners will develop increased local park and ride capacity appropriate to meeting local demand.
- TI3** Centro will work with Metropolitan District Councils and Public Transport operator partners to ensure high quality information is accessible to all about public transport services covering before, during and after a journey
- TI4** Centro will work with Metropolitan District Councils and Public Transport partners to develop seamless integration between all types of transport modes with focus upon high quality public transport interchanges
- TI5** Centro will work with the Licensing and Local Highway Authorities to help ensure that taxis and PHVs can continue to play a role in an integrated transport offer to residents, visitors and businesses in the Metropolitan Area.
- TI6** The ITA will work with the Planning & Transportation Sub-Committee to develop an integrated approach to restrictions on access to bus lanes across the Metropolitan Area.

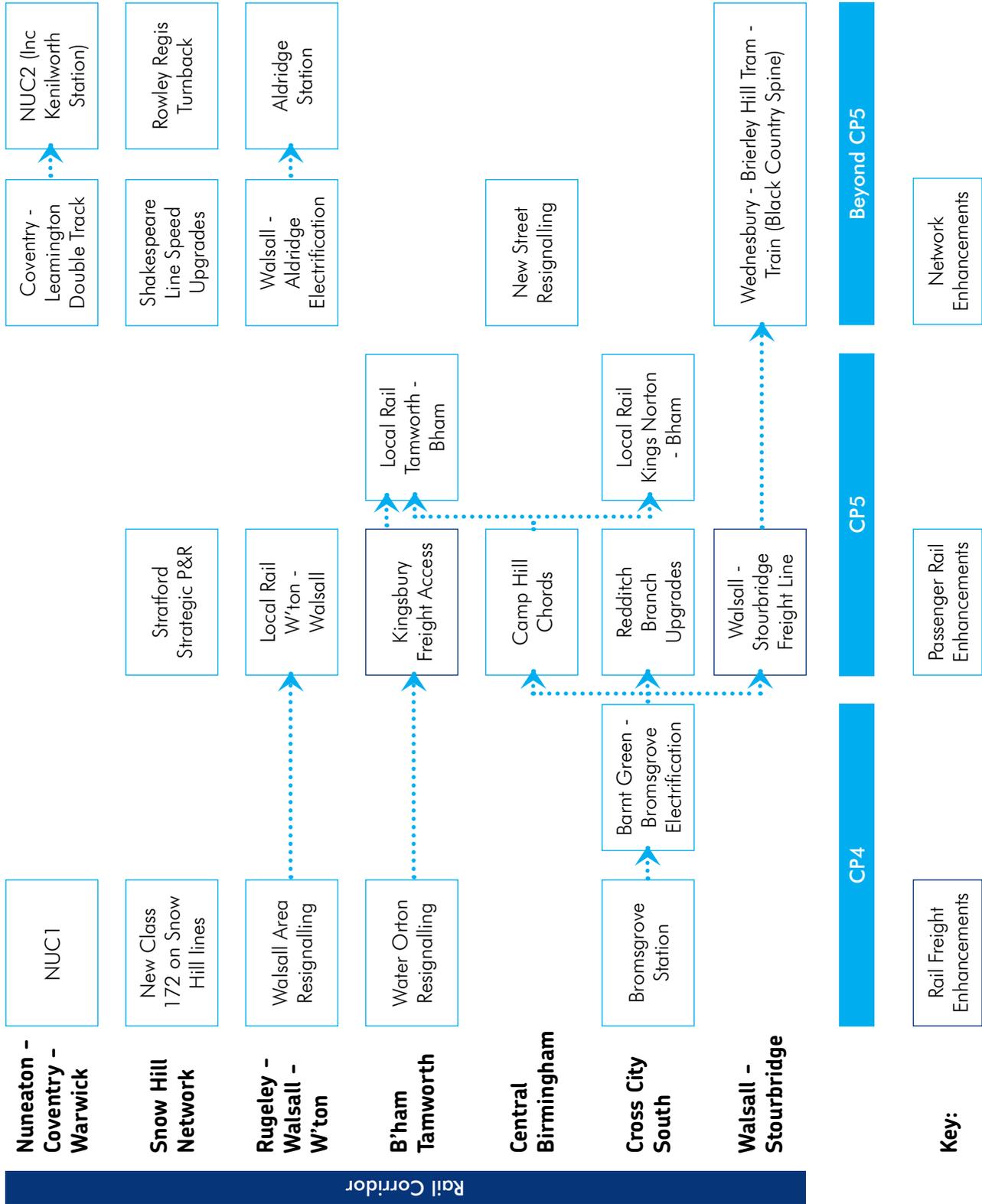
LONG TERM THEME 9: IMPROVING SAFETY AND SECURITY

- SS1** The ITA and its Partners will seek to reduce further casualties resulting from road traffic collisions, including achieving a greater understanding of where and why collisions happen
- SS2** The ITA will seek to achieve greater co-ordination between road safety partners
- SS3** The ITA and its LTP3 Partners will actively take account of the needs of Powered Two-Wheelers and promote their safe use
- SS4** Centro will work with public transport operators, the police, Local Authority partners and Network Rail to reduce actual and perceived safety concerns towards public transport use and to reduce its vulnerability to vandalism and terrorism.

LONG TERM THEME 10: REDUCED CARBON THROUGH NEW TECHNOLOGIES

- GT2** The ITA will work with its LTP3 partners to reduce air pollution emissions from transport;
- GT3** The ITA will work with its LTP3 Partners to improve local air quality in pursuit of UK standards and European Directive limits;
- GT4** The ITA will work with its LTP3 Partners to minimise noise nuisance from the transport network;

Appendix 2: Rail Industry Scheme Relationships and Interdependencies



Appendix 3: Major Schemes by Sub-region

Black Country

2011 – 2015 Pre-Qualification Pool

- Darlaston Strategic Development Area (SDA) (£28m)

2016 – 2026 Major Scheme Priorities

- Rapid Transit Spine Ph1: Wednesbury to Brierley Hill (£ 268m)
- Rapid Transit Spine Ph2: “5W’s” (£419m)
- Rapid Transit Spine: Wolverhampton City Centre Loop (£31m)
- West Bromwich Town Centre Regeneration (£14m)
- Walsall Town Centre Interchange (£29m)
- Wolverhampton Interchange (Phase 2) (£13m)
- Wobaston Road Highway and Junction Improvements (£12m)

Birmingham/Solihull

2011 – 2015 Pre-Qualification Pool

- A38M Aston Expressway Tame Valley Viaduct (£40m)
- A45 West Bound Bridge (£11m).
- Chester Road Access Improvements (£21m)

2016 – 2026 Major Scheme Priorities

- Birmingham City Centre – Airport Rapid Transit (£457m)
- Birmingham – Vision for Movement
- Longbridge Hub (£20m)
- East Birmingham/North Solihull (£39m)
- Aston Road North/A38 Flyover (£9m)
- Dudley Road Improvements (£16m)

Coventry

2011 – 2015 Pre-Qualification Pool

- Coventry to Nuneaton Rail Enhancements (NUCKLE1) (£16m)

2016 – 2026 Major Scheme Priorities

- Coventry Rapid Transit : SPRINT
- Connecting Coventry (£37m)

Metropolitan Area-Wide

2016 – 2026 Major Scheme Priorities

- Network Accessibility – Bridge Upgrades (£25m)
- Red Routes Package 2 (£20m)

Appendix 4: Target Alignment to LTP3 Strategy

Alignment to Key Objectives

	National Indicator	Target Issue	Possible Target	KO1 Economy	KO2 Climate Change	KO3 Health Security & Safety	KO4 Equality of Opportunity	KO5 Quality of Life and Environment
1	NI167	Road Congestion	On key routes limit any change in average AM peak journey times to no more than X% above the change in vehicle flow between 2010/11 and 2015/16	✓	✓			✓
2		Total Road Traffic growth	annual road traffic to grow less in % terms than the local economy between 2010/11 and 2015/16	✓	✓	✓		✓
3		Freight Accessibility	reduce the number of weight-limited bridges on key routes by X% between March 2011 and March 2016	✓		✓		✓
4	NI168	Principal Road Maintenance	maintain the current condition of the Principal Road Network until 2015/16	✓		✓		✓
5	NI186	CO2 Emissions from Transport	reduce CO ₂ emissions from transport by X% between 2008/9 and 2015/16		✓	✓		✓
6	NI47	Road Accident Casualties	reduce annual KSIs by X-X% between the baseline 2004-08 average and the 2011-15 average	✓		✓		✓
7	NI198	Travel to School	increase the proportion of children (aged 5 to 15) travelling to school by non-car modes (which includes car share) by X% between 2010/11 and 2015/16	✓	✓	✓		✓
8		Air Quality	a proportional reduction in those areas where the annual average NO ₂ values are predicted to exceed 40ug/m ³ and 60ug/m ³ between 2008 (baseline) and 2015		✓	✓		✓
9		Safety & Security on Public Transport	reduce incidents of crime around buses by X% between 2010/11 to 2015/16			✓		✓
10	NI175	Accessibilty	improve access to the 13 West Midlands Met Area Impact Investment Locations as a whole by X% between 2010/11 and 2015/16	✓			✓	
11	NI177	Bus Patronage	retain bus patronage at 2010/11 baseline levels by 2015-/16		✓		✓	
12	NI178	Bus Reliability	X% increase in key bus services operating between "1 minute early and 5 minutes late" between 2010/11 and 2015/16	✓			✓	✓
13		Cycling	increase the West Midlands cycling index by X% from the 2010/11 base-line of 100 by 2015/16			✓	✓	✓
14		Public Transport Trips to Centres	increase the proportion of trips by public transport into the 9 LTP strategic centres as a whole during the AM peak by X% between 2010/11 and 2015/16	✓	✓		✓	✓

✓ Direct Impact ✓ Indirect Impact

Alignment to Long Term Themes

	National Indicator	Target Issue	Possible Target	LTT1 Transport Asset Management - a foundation for Growth	LTT2 Making best use of the Strategic Highway Network	LTT3 Modal Transfer and the Creation of Sustainable Travel Patterns	LTT4 Regeneration, Thriving Centres and Gateways	LTT5 A Rail and Rapid Transit Network "Backbone for Development"	LTT6 Improved Local Accessibility and Local Connectivity	LTT7 Sustainable and Efficient Freight Transport	LTT8 Effective and Reliable Transport Integration	LTT9 Improving Health, Safety and Security	LTT10 Reduced Carbon through Green Technologies
1	NI167	Road Congestion	On key routes limit any change in average AM peak journey times to no more than X% above the change in vehicle flow between 2010/11 and 2015/16		✓	✓				✓			
2		Total Road Traffic growth	annual road traffic to grow less in % terms than the local economy between 2010/11 and 2015/16			✓	✓						
3		Freight Accessibility	reduce the number of weight-limited bridges on key routes by X% between March 2011 and March 2016	✓	✓		✓			✓			
4	NI168	Principal Road Maintenance	maintain the current condition of the Principal Road Network until 2015/16	✓						✓			
5	NI186	CO2 Emissions from Transport	reduce CO2 emissions from transport by X% between 2008/9 and 2015/16									✓	✓
6	NI47	Road Accident Casualties	reduce annual KSIs by X-X% between the baseline 2004-08 average and the 2011-15 average									✓	
7	NI198	Travel to School	increase the proportion of children (aged 5 to 15) travelling to school by non-car modes (which includes car share) by X% between 2010/11 and 2015/16			✓			✓			✓	
8		Air Quality	a proportional reduction in those areas where the annual average NO2 values are predicted to exceed 40ug/m3 and 60ug/m3 between 2008 (baseline) and 2015									✓	✓
9		Safety & Security on Public Transport	reduce incidents of crime around buses by X% between 2010/11 to 2015/16									✓	
10	NI175	Accessibility	improve access to the 13 West Midlands Met Area Impact Investment Locations as a whole by X% between 2010/11 and 2015/16				✓	✓	✓				
11	NI177	Bus Patronage	retain bus patronage at 2010/11 baseline levels by 2015-/16			✓			✓				
12	NI178	Bus Reliability	X% increase in key bus services operating between "1 minute early and 5 minutes late" between 2010/11 and 2015/16						✓		✓		
13		Cycling	increase the West Midlands cycling index by X% from the 2010/11 baseline of 100 by 2015/16			✓			✓			✓	
14		Public Transport Trips to Centres	increase the proportion of trips by public transport into the 9 LTP strategic centres as a whole during the AM peak by X% between 2010/11 and 2015/16			✓	✓	✓			✓		

Appendix 5: Sustainable Smart Routes: Provisional Schedule

Route Ref.	Route	Length (miles)	Authority
1	Birmingham to Walsall (A34 Walsall Rd)	7.8	BCC, WMBC
2	Birmingham to Mere Green via Erdington & Sutton Coldfield (A5127)	9.3	BCC
3	Birmingham to Chelmsley Wood (B4114/A452)	8.0	BCC, SoMBC
4	Birmingham to Chelmsley Wood via Bordesley Green (B4128)	6.1	BCC, SoMBC
5	Birmingham to Airport & Coventry (A45 Coventry Road)	12.2	BCC, CCC
6	Birmingham to Solihull (A41 Warwick Road)	12.1	BCC, SoMBC
7	Birmingham to M42 Jct 4 (A34 Stratford Road)	9.8	BCC, SoMBC
8	Birmingham to Maypole (A435 Alcester Road)	4.2	BCC
9	Birmingham to West Heath (A441 Pershore Road)	6.1	BCC
10	Birmingham to Rubery (A38 Bristol Road South)	8.6	BCC
11	Birmingham to Harborne (B4124)	2.0	BCC
12	Birmingham to M5 Jct 3 (A456 Hagley Road & Quinton Expressway)	8.5	BCC, DMBC, SaMBC
13	Birmingham to Oldbury (A457 Dudley Road)	4.8	BCC, SaMBC
14	Birmingham to M5 Jct 1 (A41 Soho Road)	3.9	BCC, SaMBC
15	Perry Barr to Sutton Coldfield (A453 College Road)	4.5	BCC
16	Birmingham to Bassetts Pole and M42 Jct 9 (A38 Tyburn Road)	8.3	BCC
17	Birmingham Inner Ring Road (A4540)	6.7	BCC
18	Birmingham Outer Ring Road (A4040)	25.7	BCC
19	Shirley to Chelmsley Wood (B4102/B425)	8.8	BCC, SoMBC
20	Chelmsley Wood to Solihull boundary (A452 Chester Road)	12.0	SoMBC
21	Castle Bromwich to Brownhills (A452 Chester Road north)	13.5	BCC, WMBC
22	Walsall Ring Road (B4148)	5.3	WMBC
23	Walsall to Bloxwich (A34 Walsall Road north)	3.4	WMBC
24	Walsall to Shire Oak (A461 Lichfield Road)	4.9	WMBC
25	Walsall to Little Aston via Aldridge (A454)	4.1	WMBC
26	Walsall to Merry Hill via Oldbury, Blackheath and Cradley Heath	11.7	DMBC, SaMBC, WMBC
27	Stourbridge to Walsall	15.2	DMBC, SaMBC, WMBC

Route Ref.	Route	Length (miles)	Authority
28	Walsall to Wolverhampton (A454 Black Country Route/Willenhall Road)	5.7	WMBC, WCC
29	Bloxwich to Wolverhampton via Wendnesfield (A4124 Lichfield Road)	5.9	WMBC, WCC
30	A4041 Newton Road/Queslett Road	5.4	BCC, SaMBC, WMBC
31	Wolverhampton to M5 Jct 1 (A41 Black Country Spine Road)	8.9	SaMBC, WCC
32	Wolverhampton to Quinton (A4123 Birmingham New Road)	10.4	SaMBC, WCC
33	Wolverhampton to Stourbridge (A449 Penn Road/Stourbridge Road)	8.0	DMBC, WCC
34	Wolverhampton to Perton (A454)	3.0	WCC
35	Wolverhampton to Tettenhall (A41 Tettenhall Road)	2.9	WCC
36	Wolverhampton to 154 (A449 Stafford Road)	3.4	WCC
37	Wolverhampton to Essington (A460 Cannock Road)	2.7	WCC
38	Wolverhampton Ring Road	6.1	WCC
39	A463 Black Country Route	2.9	WCC
40	Halesowen to Dudley (A459 Halesowen Road)	4.6	DMBC
41	Quinton to Stourbridge A458 Stourbridge Road)	6.5	DMBC
42	Coventry to Allesley (A4114 Holyhead Road)	2.2	CCC
43	Coventry City Centre to Holbrooks (via Jubilee Crescent)	3.2	CCC
44	Coventry City Centre to Holbrooks (via Lockhurst Lane)	1.7	CCC
45	Coventry City Centre to M6 Jct 2 (A4600 Ansty Road)	3.7	CCC
46	Coventry City Centre to A45 Stonebridge Highway (A4114/A444 London Road)	2.0	CCC
47	Coventry City Centre to Gibbet Hill (A429 Kenilworth Road)	3.2	CCC
48	Coventry City Centre to Tile Hill	5.7	CCC
49	B4113 Foleshill Road	3.3	CCC
50	Coventry City Centre to Binley (A428 Binley Road)	3.1	CCC
51	Coventry City Centre to Tile Hill (B4101 Tile Hill Lane)	2.4	CCC
52	Dudley to Wolverhampton via Sedgley (A459)	2.9	DMBC, WCC
53	Brierley Hill to Kingswinford	5.8	DMBC

Appendix 6: Appraisal Scoring Methology for Projects / Initiatives £1-5m

	High		Medium		Low	
Indicator	Description	Score	Description	Score	Description	Score
Strategic	Good alignment with Local and National Planning Policy	3	Broad alignment with Local and National Planning Policy	2	Poor alignment with Local and National Planning Policy	0
VFM			See options below			
Public Transport Usage	Modal shift to public transport	3	More efficient use of existing resources	2	Improvements for existing public transport users	1
Active Mode Usage	Major increase in use of active travel modes	3	Modest increase in use of active travel modes	1	No / reduced use of active travel modes	0
Partnership working	Proposal is linked to a fully funded initiative, delivering additional benefits	3	No Partnership issues / informal partner agreement	1	Proposal is dependant on unfunded initiative	0
Health	Significantly removes sensitive receptors exposure to pollutants – air, noise, vibration, light	3	Neutral impact on sensitive receptors exposure to pollutants – air, noise, vibration	1	Adverse impact on sensitive receptors exposure to pollutants – air, noise, vibration, light	0
Risk Minimisation	Off shelf Proposal with extensive experience in delivering Proposal type	3	Similar Proposals previously delivered	1	Bespoke Proposal, no previous experience of delivery	0
Delivery	Planning powers and land secured or not required	3	Planning powers required	1	Land required / Planning Powers required	0
Affordability	Proposal is within forecast budgets with quantified cost	3	Proposal is assumed to be within forecast budgets	2	Proposal is assumed/costed to be in excessive of forecast budgets	0
Network Efficiency	Proposal is located within congested network	3	Proposal is located parallel to congested corridor	2	Proposal is located outside congested network	0

Indicator	High		Medium		Low	
	Description	Score	Description	Score	Description	Score
Accessibility	Major improvement to access to employment/ education/health/ leisure and shopping destinations	3	Moderate improvement to access to employment/ education/health/ leisure and shopping destinations	2	Improvements for existing public transport users	1
Safety	Significant improvement to road/public transport/pedestrian safety	3	Slight improvement to road/public transport/ pedestrian safety	1	No impact on safety	0
Employment / Housing Impact	Directly linked to regeneration priority area	3	Indirectly linked to regeneration priority area	1	No link to regeneration priority area	0
Environment	Decrease in co2 and other greenhouse gases	3	No changes in emissions	1	Increase in emissions	0
	Positive impact on natural environment, biodiversity / townscape / historical environment	3	No / neutral impact on natural environment/ biodiversity / townscape / historical environment	1	Adverse impact on natural environment / biodiversity townscape / historical environment	0

The table below presents the options for calculating value for money. The preferred approach is to use BCR, with simpler approaches identified where this information is not available for a scheme.

VFM Options

Approach	Calculation	High	Medium	Low
BCR	Assumes external benefit cost ratio is available for all schemes - high >2:1, med >1.5:1, low <1:1	>2:1	<2:1 >1.5:1	<1:1
Cost per trip	Total capital cost divided by total number of users	>10 per trip	<£10 >£5 per trip	<£5 per trip
Authority subjective views	Allow each authority to allocate low, medium or high based on relative performance of comparative schemes			

100

Appendix 7: £1-5m Project / Initiative Prioritisation Pro Forma

Project Name / Title
Description of Intervention including deliverables
Total Capital Cost
Capital Cost Profile
Annual Revenue Cost

Assessment Against Objectives – insert text on how project contributes on each criteria

Criteria (Insert text on how your project contributes under the following headings, based on high, medium and low scores as outlined at the bottom of the note)	Score	Weighted Score (Optional)
Strategic		
Value for Money		
Public Transport Usage		
Active Mode Usage		
Partnership Working		
Network Efficiency		
Accessibility		
Health		
Safety		
Employment / Housing Impact		
Environment		
Risk Minimisations		
Delivery		
Affordability		
Total Project Score		

Appendix 8: Assessment Criteria by Long Term Theme for Projects / Initiatives <£1m

Transport Asset Management - A Foundation for Growth

Initiative Type	Proposed Assessment Criteria
Bridge Assessment & Strengthening	Network Efficiency
Principal Road Maintenance	(Subject to content of Accessibility TAMPS)
Non-principal Road Maintenance	VFM

Making Best Use of the Strategic Highway Network

Initiative Type	Proposed Assessment Criteria	
Bus Showcase	Strategic	Partnership Working
Bus Priority Schemes	Network Efficiency	Housing / Employment
	Accessibility	Environment

Modal Transfer and the Creation of Sustainable Travel Patterns

Initiative Type	Proposed Assessment Criteria	
Local Road Schemes & Junction Improvements	Public Transport Usage	Environment
Demand Management & Traffic Calming	Network Efficiency	Value for Money
Highway Efficiency Measures	Health	
Travel Plans		

Regeneration, Thriving Centres and Gateways

Initiative Type	Proposed Assessment Criteria	
Regeneration & Integration	Strategic	Accessibility
Bus Infrastructure Schemes	Employment / Housing	Environment
Jobs & Prosperity		

A Rail and Rapid Transit Network “Backbone for Development”

Initiative Type	Proposed Assessment Criteria	
Heavy Rail	Strategic	Accessibility
Light Rail	VFM Public Transport Usage Network Efficiency	Partnership Working Network Efficiency

Improved Local Accessibility and Connectivity

Initiative Type	Proposed Assessment Criteria	
Road Crossings	Public Health	
Facilities for the Disabled	Accessibility	
Safe and Healthy Communities	Employment / Housing	
Public Transport		

Sustainable and Efficient Freight Transport

Initiative Type	Proposed Assessment Criteria	
TBC	Strategic Network Efficiency	Environment Value for Money

Improved Safety and Security

Initiative Type	Proposed Assessment Criteria	
Casualty Reduction Schemes	Public Transport Usage	
Local Safety Schemes	Safety	
Safer Routes to Schools	Environment	
Safer Environment Schemes		
Other Safety Schemes		

Reduced Carbon Through Green Technologies

Initiative Type	Proposed Assessment Criteria	
Low Carbon Corridors	Environment Public Transport Usage Network Efficiency	Value for Money Public Health Employment/Housing

Appendix 9: Appraisal Scoring Methodology for Projects / Initiatives £1m

Indicator	High		Medium		Low	
	Description	Score	Description	Score	Description	Score
Strategic	Good alignment with Local and National Planning Policy	3	Broad alignment with Local and National Planning Policy	2	Poor alignment with Local and National Planning Policy	0
VFM			See options below			
Public Transport Usage	Modal shift to public transport	3	More efficient use of existing resources	2	Improvements for existing public transport users	1
Active Mode Usage	Major increase in use of active travel modes	3	Modest increase in use of active travel modes	1	No / reduced use of active travel modes	0
Partnership working	Proposal is linked to a fully funded initiative, delivering additional benefits	3	No Partnership issues / informal partner agreement	1	Proposal is dependant on unfunded initiative	0
Network Efficiency	Proposal is located within congested network	3	Proposal is located parallel to congested corridor	2	Proposal is located outside congested network	0
Accessibility	Major improvement to access to employment/ education/ health/leisure and shopping destinations	3	Moderate improvement to access to employment/ education/health/ leisure and shopping destinations	2	No impact on accessibility	0
Safety	Significant improvement to road/public transport/ pedestrian safety	3	Slight improvement to road/public transport/ pedestrian safety	1	No impact on safety	0
Employment / Housing Impact	Directly linked to regeneration priority area	3	Indirectly linked to regeneration priority area	1	No link to regeneration priority area	0

Indicator	High		Medium		Low	
	Description	Score	Description	Score	Description	Score
Environment	Positive impact on natural environment, biodiversity / townscape / historical environment	3	No / neutral impact on natural environment/ biodiversity / townscape / historical environment	1	Adverse impact on natural environment / biodiversity townscape / historical environment	0
	Decrease in co2 and other greenhouse gases	3	No changes in emissions	1	Increase in emissions	0

The table below presents the options for calculating value for money. The preferred approach is to use BCR, with simpler approaches identified where this information is not available for a scheme.

VFM Options

Approach	Calculation	High	Medium	Low
BCR	Assumes external benefit cost ratio is available for all schemes - high >2:1, med >1.5:1, low <1:1	>2:1	<2:1 >1.5:1	<1:1
Cost per trip	Total capital cost divided by total number of users	>10 per trip	<£10 >£5 per trip	<£5 per trip
Authority subjective views	Allow each authority to allocate low, medium or high based on relative performance of comparative schemes			

Possible Target	Strategic	VFM	Public Transport Usage	Partnership working	Network Efficiency	Accessibility	Public Health	Safety	Employment / Housing Impact	Environment
BETTER MAINTENANCE OF ROADS, BRIDGES AND PUBLIC TRANSPORT ASSETS		✓			✓	✓				
MAKING BEST USE OF THE STRATEGIC HIGHWAY NETWORK	✓				✓	✓			✓	✓
MODAL TRANSFER AND THE CREATION OF SUSTAINABLE TRAVEL PATTERNS			✓				✓			✓
REGENERATION, THRIVING CENTRES AND GATEWAYS	✓					✓		✓	✓	
A RAIL AND RAPID TRANSIT NETWORK "BACKBONE FOR DEVELOPMENT		✓	✓		✓	✓				
IMPROVED LOCAL ACCESSIBILITY AND CONNECTIVITY						✓	✓		✓	
SUSTAINABLE AND EFFICIENT FREIGHT TRANSPORT	✓	✓			✓					✓
EFFECTIVE AND RELIABLE TRANSPORT INTEGRATION		✓	✓			✓			✓	
IMPROVED SAFETY AND SECURITY			✓					✓		✓
REDUCED CARBON THROUGH GREEN TECHNOLOGIES					✓		✓		✓	✓
Count by Criteria	4	6	5	4	5	6	3	2	5	5

If you require this document in
a format more suited to your needs,
please call **0121 214 7214** or email:
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