

WEST MIDLANDS REGIONAL ASSEMBLY

08 July 2009

Delivering a Sustainable Transport System (DaSTS)

1. **Purpose**

- 1.1 To advise the Assembly of the region's response to Department for Transport's (DfT) 'Delivering a Sustainable Transport System' (DaSTS) process.

2. **Recommendation**

- 2.1 It is recommended that the Assembly notes the details of the process.

3 **Background**

- 3.1 The over arching aim of DaSTS is to identify the transport priorities that are needed from 2014 onwards, specifically 2014-2019 through a 4 stage process:

***Stage 1:** Agree a short suite of priorities and develop a work programme (by end of June 2009).

Stage 2: Generate a set of realistic options (by December 2010).

Stage 3: Devise a methodology, prioritise and package options (by December 2011).

Stage 4: Publish an overall programme of investment (the first half of 2012).

- 3.2 In April 2009 the DfT provided guidance for regions on how to develop their DaSTS responses. The shadow Joint Strategy and Investment Board (JSIB) has responsibility for providing the West Midlands' response, and (given that the response has to with the DfT by the end of June 2009) has agreed that the response will be signed-off by the co-chairs. This was endorsed by the Assembly Board at their meeting on 10 June 2009.

3.3 The Regional Advisory Group (RAG) is working with the DfT to complete Stage 1 (30th June 2009). JSIB have made it clear that the Stage 1 response – identifying a small number of priorities and associated work programme - will be founded on the strategic priorities set out in the region's strategies. The DaSTS process benefits from the positive working relationship established with the DfT through the development of the Regional Transport Priorities Action Plan (RTPAP) and Regional Funding Advice (RFA).

3.4 In parallel with the work on City and Regional network, the DfT is progressing projects for the National and International networks. Our Stage 1 work takes account of the "hotspots" the DfT has identified. Several "hotspots" are consistent with our regional priorities and we intend to work with the DfT on a number of joint studies.

4. **Stage 1 Response**

4.1 The Stage 1 response has been produced in line with the DfT guidance. It builds on the evidence and stakeholder engagement that supports the Regional Spatial Strategy (RSS) Regional Economic Strategy (RES), RTPAP and RFA2.

****NOTE – the Stage 1 document will be circulated in advance of the 8th July 2009 meeting.***

4.2 It is important to note that for the period between July 2009 and March 2011 the DfT has allocated up to £2m for each region to support the DaSTS work programme. The potential areas where the DfT suggests this funding could be utilised are:

- Improving modelling capability;
- Employing consultants for strategic work;
- Training existing staff to improve analysis and modelling capability and/or ability to act as intelligent client;
- Employing additional personnel to support the DaSTS workstream;
- Funding partners to consider options; or
- Supporting consultation within the region.

4.3 To unlock the DfT's funding they require a contribution of some 25% from the region, this is an important element of DaSTS process. Regional partners have identified how they can provide support, mainly in-kind, through a combination of staff input and relevant on-going studies, with some financial contributions.

4.4 It is important that the DaSTS process attempts to take account of uncertainty – including the current economic climate and the unknown outcome of the RSS Phase 2 revision. With such critical uncertainties in mind it is envisaged that the DaSTS work programme will produce evidence that will be subject to sensitivity testing to consider different outcomes e.g. different levels/distribution of housing growth.

5. **Next Steps**

5.1 Further DfT guidance is expected in July 2009 which is likely to indicate key milestones over the next two years with the DaSTS process to be complete in 2011.

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