

Transport and Accessibility

Introduction

The Panel Report into the Regional Planning Guidance for the West Midlands [2002] identified transport as the single greatest challenge for the West Midlands out of all those covered in the draft RSS. Subsequently RSS11 emphasised that better transport was essential for key components of the spatial strategy, viz:

- Concentration of development and investment in the Major Urban Areas (MUAs) particularly with regard to accessibility and mobility.
- Diversifying and modernising the regional economy with regard to access for goods and services within and beyond the Region.
- Urban and rural renaissance.
- Conserving and enhancing the environment requires more sustainable patterns of travel, and reduced need to travel.

To this end, RSS11 identifies a number of indicators related to the 12 transport policies. The majority of these are primarily output indicators identified with one or more specific policies, along with a number of contextual indicators, which relate to all policies. However, the key indicator for the transport strategy is provided by the output indicator which assesses progress towards achievement of policy T12 – the critical priorities for transport investment in the Region. Progress against these investment priorities are set out in the Annex at the end of this chapter. In contrast to other data, which usually is available by calendar or financial years, developments in each of the investment priorities occur continually. Such developments are included here at or about October/November 2005, rather than just for 2004/05, in order to keep the aspect of major investment more current.

As noted in the AMR for 2004 regarding investment in the Region, the Transport Secretary Alistair Darling, announced on the 2 November 2004 that transport schemes in the West Midlands were to benefit from three quarters of a billion pounds over the following three years to fund major investments by local authorities in the Region and schemes by the Highways Agency of regional importance. The Minister noted that total investment through local authorities over the three years was to be more than £650 million, a significant increase on the £550 million spent in the three years to March 2005. In addition to this, the Region has benefited from national transport

schemes including the ongoing modernisation of the West Coast Main Line and parallel private sector investment in new rolling stock; the now completed improvements to Junction 15 on the M40 and deployment of Highways Agency Traffic Officers (HATOs), to help keep traffic moving on the motorway box around the West Midlands.

The transport output indicators provide a basis for an overall transport monitoring framework. They are set out alongside their associated policies together with the data that is currently available for particular indicators, along with analysis and interpretation where appropriate. In accordance with guidance, policies not being implemented are identified, along with an explanation of why, and what actions are being taken to remedy this – in particular where a review is required to amend the policy.

There is a need to develop the monitoring framework by refining/replacing those indicators in the RSS. Three quarters of the output indicators specified in RSS11 are yet to 'be determined' or otherwise defined. RSS 11 states in a footnote to the table "Transport and Accessibility – Monitoring" on pages 126-129 that with regard to the data for seven of the output indicators specified: "Numbers to be included by authorities in Local Transport Plans to be submitted July 2005". In the event, none of these seven indicators were specified as mandatory indicators by DfT. Whilst individual authorities in the West Midlands have included one or more similar indicators, there will be no standard set of data available from this source. Local Transport Plans need to conform to RSS and such anomalies will in any case require resolving.

As part of the RSS review scheduled for autumn 2006, it will therefore be necessary to consider revising some indicators, and identifying additional indicators related to those policies such as T10 Freight, which currently have no associated output indicator.

The specified output indicators are set out in the following sections in the order of the policies to which they particularly relate. There are also a number of contextual indicators specified in the RSS. These are based upon national data sources that are described in RSS11 as being applicable to all policies, and are considered under Policies T1 and T2. Some additional indicators are included from published sources where they can illustrate aspects of particular policies.

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Policy T1 - Developing Accessibility and Mobility within the Region to Support the Spatial Strategy

Policy T2 - Reducing the Need to Travel

Statement of Purpose

T1 provides the overarching framework for the Strategy. It aims to improve accessibility and the performance of the transport system, and to move away from increasing car traffic and trip growth.

With regard to T2 (Reducing the Need to Travel), RSS11 notes in 9.26 that land use changes can have significant implications on the demand for transport, and that the Spatial Strategy aims to develop balanced communities with appropriate levels of housing, jobs and services with a view to reducing the need to travel.

Relevant Indicators

T1 and T2: Percentage of new development (by type of development) on sites complying with public transport accessibility criteria.

T2: Schools with School Travel Plans and Employees in Organisations with Workplace Travel Plans [WTPs].

Key Data

No data is available as yet for the accessibility indicator because the target as currently defined by ODPM requires a considerable amount of development in terms of agreeing definitions and methodology.

Also specified for policy T2 are “Schools with School Travel Plans” (Target 50% by 2006:100% by 2011) and “Employees in Organisations with Workplace Travel Plans” [WTPs] (Target 30% of all employees to work in organisations committed to WTP by 2011). Standards for

School Travel Plans need to be defined, as does the type of schools to which it applies, i.e. whether the indicator is to apply to all schools, or whether it would apply to middle schools, private schools, sixth form colleges etc. With regard to Workplace Travel Plans standards will need to be specified, including minimum size of organisation to which it would apply. These indicators would necessitate a significant additional survey requirement for most authorities, particularly with regard to assuring conformity of workplace plans.

Analysis and Interpretation

Data for the above is not available at present.

The following Contextual Indicators are specified in RSS and are of relevance to these policies:

The average **distance travelled** per person per year continues to increase in the West Midlands, as it has nationally. The RSS target is to effectively stabilise the overall regional mileage at approximately the 1999/01 average level of 6,500 by 2011. There was an increase in mileage of 6% in Metropolitan and 2% in non-Metropolitan areas from 1999/0 to 2002/03. Overall, from 1985/86 to 2003/2004, there has been a fairly steady year on year mileage increase totalling about 30% in non-metropolitan areas, and 32% in metropolitan ones. The overall absolute increase in the West Midlands 1999/2001 to 2003/2004 was from 6,513 to 6,737 miles (+3%), i.e. a movement away from the target*.

The average **number of trips** undertaken per person per year has been relatively stable both nationally and regionally in the last two decades. In the West Midlands Region, there was no more than a five or six percent overall rise in the 1990s from 1985/86 values. The overall West Midlands average for 1985/86 was 981 trips, and was almost the same in 2002/03, at 998 trips, although this rose to 1,019 for 2003/2004. The indicator has apparently moved somewhat away from the RSS target of 1,000 trips by 2011, but this may be a result of statistical variation*. [Comment: This is a rather narrow indicator, as the number of trips relates to quality of life/social inclusion aspects, i.e. an increase in trips is by no means necessarily “bad”, especially if carried out by sustainable modes (N.B. the NTS data includes walking trips of 50 yards or more).]

In the West Midlands Region, the average **commuting trip length** increased from 5.7 miles in 1985/86 for both Metropolitan and non-Metropolitan mileage to 7.3 and 8.6 miles respectively in 2003/04, although most of the increase occurred before the mid-1990s. The RSS target for 2011 is for an average commuting distance of 6 miles both in the Metropolitan area and outside. Whilst there may be some indications that the rate of increase is reducing, it would seem unlikely on present evidence that a 25% reduction in the overall regional commuting mileage of 8 miles (2003/04) can be achieved by 2011.

The average **journey to school trip length** for West Midlands' schoolchildren (aged 5–16) has increased fairly steadily from 1 mile in the Metropolitan area in 1985/1986 to 1.8 miles in 2003/2004. In the non-Metropolitan areas trip length has also increased, albeit with a dip in the late 1990's, from 2.3 to 2.9 miles. These increases are in line with national trends, and reflect greater parental choice and mobility. The RSS 11 target is for an average distance

of 1.5 miles within the metropolitan area and 2.5 outside. These values are quite close to current estimates. However, the targets apparently relate to a reduction in distance travelled from the "NTS" levels quoted in RSS for 1985/1986 and 1991/2001, the latter indicating a distance of 3 miles both inside and outside the Metropolitan area. NTS have indicated that they cannot reconcile the RSS values with their figures for any education based age group. It is therefore suggested that it is necessary to review this target in the light of the revised base data.

*The data for the above four indicators was derived from special tabulations from the National Travel Survey specially provided by the DfT's Statistics Travel 2 Division. As the sample sizes are relatively small, they have been averaged over three years, and more recently two years, as a result of the DfT tripling its sample size in 2002. Results should be seen as indicative only, particularly for short-term comparisons.

Progress Towards Implementation

Although appropriate data is not available for the specified 'relevant indicators', indications from the contextual indicators are that the policies are not being implemented. However, full implementation of the Spatial and Economic Strategies would be likely to have a significant impact in achieving the target as they are specifically related to the reduction in the need to travel. This policy and indicators will be considered as part of the revision of RSS.

Policy T3 - Walking and Cycling

Statement of Purpose

Walking and cycling are the most sustainable modes, and have considerable potential as a substitute for car travel for local journeys. However, RSS11 recognises that they are more influenced by local rather than regional initiatives, albeit that the overall impact of such proposals can be measured regionally.

Relevant Indicators

No indicator is specified in RSS11, however National Travel Survey (NTS) data on walking is available. Data is published by (whole) region for walking, but not cycling due to the low sample capture of this mode.

Key Data

TABLE T1: WALKING MILEAGE AND NUMBER OF TRIPS				
Averaged Years	1998/2000	1999/2001	2002/2003	2003/2004
West Midlands	172 miles: 278 trips	175 miles: 247 trips	172 miles: 227 trips	179 miles: 240 trips
England	186 miles: 269 trips	188 miles: 257 trips	191 miles: 242 trips	195 miles: 246 trips

NB: Short walks believed to have been under-recorded in the 2002/2003 surveys
 Source: NTS in Regional Transport Statistics.

Analysis and Interpretation

Mileage walked has somewhat increased both in the Region and in England. Distance walked in the West Midlands remains some 9% lower than the average for England, and is only fractionally above the Eastern Region

- the lowest at 178 miles. However, the number of walking trips in the West Midlands is similar to that for England, although both have decreased since the period 1998/2000.

Progress Towards Implementation

Although appropriate data is not available for the specified 'relevant indicators', indications from the contextual indicators are that the policies are not being implemented. However, full implementation of the Spatial and Economic

Strategies would be likely to have a significant impact in achieving the targets, as they are designed to facilitate and encourage walking and cycling.

Policy T4 - Promoting Travel Awareness

Statement of Purpose

An important 'soft factor' is the improvement of the general public's and employers' understanding of the sustainable alternatives available to the car, and the personal and social benefits associated with changing travel habits.

Relevant Indicators

- (a) Schools with School Travel Plans
- (b) Employees in Organisations with Workplace Travel Plans (WTPs)

Key Data / Analysis Interpretation etc

See entries for T1 and T2 above.

Policy T5 - Public Transport

Statement of Purpose

Better public transport is of vital importance if everyone is to have real alternative choices to the use of the car. Further, those without access to a car face social exclusion if public transport is inadequate.

Relevant Indicators

Several indicators are put forward in RSS11 relating to bus and metro patronage, rail availability, as well as accessibility to services and metro reliability.

However, with regard to public transport accessibility, further work is needed on indicators/targets. The indicator is outlined as:

"(b) proportion of residents within X minutes of Y frequency bus, Metro or local rail service:

- (i) Major Urban Areas
- (ii) Other Urban Areas
- (iii) Rural"

This is one of the indicators that RSS11 assumes would have relevant data included in LTPs – see Introduction to the Transport and Accessibility Section above.

During the autumn of 2005 the ODPM consulted on a good practice guide for RSS monitoring, and further guidance is awaited particularly with regard to regional accessibility indicators in the context of this policy.

Accessibility assessments are likely to be undertaken in future using software developed by consultants in association with the DfT. The release of accessibility software [Accession] was delayed due to the complexity of both the data and software required, and it was only made available to Local Authorities on the 16 November 2004. For this reason, LAs are not expected to report on any detailed analysis with this software until the final second round LTPs that are submitted in March 2006, nearly a year later than envisaged when RSS11 was published in June 2004. Even then, authorities have a wide discretion as to the nature of the mandatory accessibility indicator used, and therefore comparable LTP data will not be available for regional comparisons from this source.

RSS indicates that rail use is to be determined by proxy, that is the number of "seats arriving Birmingham City centre in the AM peak". The time period is not defined but arguably could be 0700 to 1000, to equate with spreading traffic peak periods. The data source is to be Centro.

However, initial investigations indicated that there may be difficulty in accurately estimating the number of seats over a year. One reason for this is that as the number and

type/capacity of carriages used by operators on particular services varies from day to day according to availability and operational considerations.

Key Data

TABLE T2: BUS JOURNEYS		
Target	Journeys by Bus	Bus Boardings/Person/Year (National Travel Survey)•
By 2011, increase by: (i) 10%#	(i) Metropolitan	1989/1991 130 1999/2001 104 *2002/2003 103
	(ii) Rest of Region	1989/1991 48 1999/2001 39 *2002/2003 35
	(iii) Overall	1989/1991 89 1999/2001 71 *2002/2003 69 (boardings – either main or part mode) *2003/04 estimates not available

• N.B. Values shown in RSS11 against this indicator are not recognised by NTS. They are around three times the accepted value.
The current West Midlands LTP target is to increase patronage by 9.2% from 325million to 355million boardings p.a.

A measure of bus accessibility is provided by National Travel Survey (NTS) data. Regional Transport Statistics (2004 and 2005) shows that the proportion of West Midlands households within 13 minutes walk of a bus stop with a service of at least once an hour, increased from

76% in the period 1992/94 to 92% in 2002/2003 and 2003/2004 (+16%). This was a somewhat larger increase than experienced in England overall, from 77% to 90% to the period 2003/2004 (+13%).

TABLE T3: METRO PERFORMANCE		
Targets		
(a) Reliability	To be determined	To be determined
(b) Light rail journeys	To double usage to 10 million by 2011 (but see text below)	Some 5 million passengers used the Metro 1999/00 (estimate) and 5.5 million in the first full year of operation 2000/01. Numbers fell to 4.8 million in 2001/02 due to infrastructure problems, but rose to 4.9 million in 2002/03 and 5.1 million in 2003/04. The provisional estimates for 2004/05 is 5.0 million, but see below.

Source: Centro.

Analysis and Interpretation

Bus usage both inside and outside the Metropolitan Region continues to suffer a decline, paralleled by that in the rest of the country outside the London/South East area. Metro usage remains relatively static.

Bus patronage - In terms of bus boardings per person per year as recorded by the National Travel Survey, the West Midlands Region showed a fairly steady decline from around 89 trips in the late-1980s, to 75 in the mid-1990s to about 70 in the RSS base years of around 1999/00 – 2001/02. The most recent values of 65 trips at 2002/03 and 2003/04 show a continuation of this trend. This is consistent with the continuing national decline of bus patronage outside London/South-East. Operator returns to the DfT provide an additional data source. In the financial years between 1997/98 and 2003/04 patronage in England outside London fell each year by between 0.7% and, most recently, 2.8%. Between the financial years 2000/01 and 2004/05, patronage in the West Midland Metropolitan area fell fairly steadily by 8% overall from 354 to 324 million. Outside the Metropolitan area patronage fell by the higher level of 14% from 98 to 84 million (NB the DfT have recently revised their patronage data which has changed the previously published series). This overall decline is in spite of the considerable success of individual LA/operator partnerships throughout the Region evidenced in the Local Transport Plans and Annual Progress Reports produced by the strategic transport authorities. For example, in Telford & Wrekin there was a steady increase in patronage of 19% from 1999/00 to 2004/05 from 5.30 million passenger boardings to 6.33 million.

Metro Performance - Whilst a reliability indicator is described in RSS as “To be determined”, Centro’s annual monitoring reports already include a useful indicator. Line One service reliability is quantified by Centro as the percentage of scheduled journeys that run through each month. Overall reliability was 89% in 1999/00 (operating from May 1999); increasing to 94% in 2000/01; falling to 93.1% in 2001/02; and rising again to 98.9% in 2002/03 and 99.0% in 2003/04. Provisional figures for 2004/05 show a further increase to 99.1% reliability despite the incidents noted below, with four months reaching 94% reliability.

The RSS target for Metro patronage is to double usage to 10 million by 2011, from a base of some 5 million at 1999/00. Before 2004/05, we only actually achieved 5.0 million in 1999/2000, and that was a “short” year (June-March). The number of passengers was still at 5.0 million

in 2004/05. Vandalism has played a part in reducing system reliability, so affecting patronage, but recent estimates for a so far problem-free 2005/06 indicate a 3% increase on last year.

In order to achieve the RSS target, a step-change in use would be required. This would be achieved by the opening of the Birmingham City Centre Phase 1 Metro extension (Snow Hill to Five Ways) and the Wednesbury to Brierley Hill Phase 1 Metro extension. The Transport and Works Act (TWA) Orders came into force on 22 July 2005 and 22 March 2005 respectively. Centro plans to submit its post TWA Order Outline Business Case to Government in February 2006.

However, these extensions are not now programmed to open until Summer 2011. The current RSS Metro target is consequently not considered achievable. To place the target in context, the 2006 West Midlands LTP target is to increase patronage from 5.1 million trips per year in 2003/04 to 5.8 million in 2010/11.

For rail travel, the current target is to double the number of rail seats arriving at Birmingham city centre in the morning peak by 2011. As noted above, initial indications are that this target may prove difficult to monitor due to the significant and unpredictable variation in the number and capacity of carriages used by train operators. It may be necessary to reconsider the target in the light of this.

The Audit Commission’s “Delivery Chain Analysis for Bus Services in England” (Dec 2005) provides an additional comprehensive view of past bus and metro patronage growth. It also, to some extent, looks forward. Their analysis shows that between the financial years 2000/01 and 2004/05 bus and light rail passenger numbers combined fell by an average of seven percent in the eight regions outside London. However, growth in London of nearly a third in this period resulted in an overall increase of nearly eight percent nationally. The greatest fall in patronage was seen in the North East and West Midlands with just over and just under 10% respectively. With regard to the national target of achieving a 12% growth rate nationally by 2010, the DfT had forecast that this could largely be achieved through growth in London, assuming that patronage outside London only declined by no more than 0.5% a year. (The associated target of growth in each region was arguably thus considered more problematical). This DfT’s forecast predated two government initiatives, as noted in the Audit Commission’s overall assessment opposite:

“The Department is providing authorities an additional £350 million to fund extension in England of the national minimum for concessionary travel from half to fully free fares from April 2006, as announced by the Government in the 2005 Budget, and estimates this will increase bus passenger numbers by up to 5 per cent. Despite this, on present trends and projections, achieving growth in every region by 2010, and through it achieving progress in the regions towards meeting the underlying objectives to

tackle social exclusion, congestion and vehicle emissions, is unlikely. In our view, more concerted action will need to be taken to gain sufficient assurance that the target of national and regional growth will be achieved. The Department expects the Transport Innovation Fund, which will support innovative local transport measures combining car restraint and enhanced bus services from 2008-09, to help deliver the target.” (para. 16).

Progress Towards Implementation

Overall, the evidence shows that the indicator is not on target, particularly with regard to bus patronage. The continued overall regional decline in bus patronage means that all things being equal more resources per passenger are required to maintain the same level of services, and hence attractiveness. Consequently, a reduction in patronage tends to work against the target of a better public transport network. Full implementation of the Spatial and Economic Strategies, reversing population dispersal, would be likely to have a significant impact in achieving the target. As the local examples of initiatives to achieve behavioural change under T12 demonstrate, authorities

throughout the Region are endeavouring to improve public transport and increase patronage, within the resources and powers available to them. However, it is difficult to see any significant reversal in this region or any other particularly with regard to bus travel. The only region seeing consistent patronage growth is London, where buses operate in very different circumstances to the rest of the country.

As noted above, a significant increase in metro patronage is unlikely before the extensions are implemented.

Policy T6 - Strategic Park and Ride

Statement of Purpose

Strategically sited Park and Ride (P&R) facilities can attract some car-borne traffic off the roads and onto train, metro or bus based public transport, and therefore in certain circumstances can be an integral component of a sustainable transport system.

Relevant Indicators

RSS11 includes four indicators:

- (i) The number of parking places at metropolitan rail stations
- (ii) Parking spaces at rail stations in the rest of the Region
- (iii) P&R for town centre spaces
- (iv) Strategic Park and Ride spaces

Key Data

Only the first of these four indicators currently has data available. The same circumstances that are described for T1/T2 above apply to the remaining three indicators, i.e. RSS11 incorrectly assumes that LTPs in 2005 would contain the relevant data as a basis for the indicator.

The number of parking places at Metropolitan rail stations: In the 5 years to 2003/04, the number of places at the 40 stations with car parking in the former metropolitan county increased by 14.5% to 5,425. Provisional figures for

2003/04 show car park expansions increased the number of parking spaces by 3% to 5,587. Weekday occupancy levels were 80% in 2002/03. Provisional occupancy rates for 2003/04 increased to 82%. Usage of park and ride varies considerably by line. The Birmingham Moor Street – Dorridge car parks regularly exceed their official capacity, whilst the Birmingham New Street – Walsall line car parks have only 38% occupancy levels (provisional figures). [Source: Centro Annual Statistical Reports].

Analysis and Interpretation

Although there has been significant progress in developing Park and Ride at Metropolitan rail stations, the target in RSS11 of increasing the number of spaces by 100% by 2011 will require a somewhat higher rate of increase in spaces over the next six years.

There is no base data as yet with which to assess progress against the RSS11 target of increasing strategic

Park and Ride by 50% by 2011. This also applies to the targets of increasing Park and Ride for town centre spaces by 100% by 2011, and by 2000 Strategic Park and Ride spaces by 2011.

Progress Towards Implementation

Appropriate data is not available for three of the four specified 'relevant indicators'. The target to increase Park and Ride at metropolitan stations would not be fully

achieved on current performance. This policy and target will need to be included in the review of RSS in the latter part of 2006.

Policy T7 - Car Parking Standards and Management

Statement of Purpose

Control of parking is an important mechanism for managing road traffic demand.

Relevant Indicators

Indicators are:

- (i) Central area publicly available spaces. The target to be determined, but in general terms will be to decrease long stay and increase short and medium stay to achieve an overall net reduction in levels of parking.
- (ii) Long stay spaces ('long stay' is not defined). The target is to reduce provision by 1% until 2011.

Key Data

The same circumstances that are described for T1/T2 above apply to these two indicators, i.e. RSS11 incorrectly assumes that LTPs in 2005 would contain the relevant

data as a basis for the indicator. No appropriate regional data is currently available.

Progress Towards Implementation

Appropriate data is not available to assess if the policy is being implemented. The policy and target will need to be included in the review of RSS in the latter part of 2006.

Policy T8 - Demand Management

Statement of Purpose

The object is to manage peak demand on congested parts of the highway network, including motorways and trunk roads, town and city centres in the context of other policies in the RSS.

Relevant Indicators

Indicators have not been identified. However they would first endeavour to reflect the initial policies suggested to local authorities in RSS11 i.e. restriction and management of car parking, including the development of the strategic Park and Ride network, and the management and re-allocation of highway space.

Key Data / Analysis and Interpretation

Data for this indicator is not available at present.

The DfT's Regional Transport Statistics includes a variety of information on traffic volumes and congestion. Whilst comparisons between regions should be made with some care because of the road network conditions and characteristics, the West Midlands does show particular problems in the light of a number of data sets. The West

Midlands, London and the South-East generally experienced the largest decreases in average speeds on trunk roads between 1995 and 2003. The West Midlands Region also demonstrates the highest proportion of vehicles in the lower trunk road speed bands outside London in both morning and evening peaks at 2003. (Data was not published for 2004: 2005 will be the next year for which survey data will be available).

[Comment: At present the DfT, Highways Agency and Local Authorities use a variety of techniques to measure aspects of congestion, but these are not generally compatible, and overall coverage is limited as any reliable method has proved expensive. Appropriate measures of congestion are still being developed by the DfT in partnership with Local Authorities/Highways Agency for both local and regional purposes. It is likely that future congestion monitoring will focus upon vehicle tracking

GPS data, which will provide a uniform and eventually comprehensive basis. The DfT have purchased such data from the specialist firm ITIS. The DfT will itself be reporting on congestion, as well as making the data available to Local Authorities. The data and analysis software is being rolled out by the DfT over a period from summer 2004, the major conurbations taking priority. As with Accessibility, the scale of the task has meant that region wide/sub-regional information will not be available for some time.]

Progress Towards Implementation

Appropriate data is not available to assess if the policy is being implemented. The policy and target will need to be included in the review in the latter part of 2006.

The review will be considering the announcement made by the Transport Secretary Alistair Darling on the 28 November that parts of the WM region were to be given funding to pilot a road pricing scheme, along with other areas in the country. The West Midlands conurbation, including Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall, and Wolverhampton are included along with

Shrewsbury in Shropshire. Authorities were to receive significant funding to help them develop detailed proposals which could involve charging motorists for every journey they make in the Region. The Minister said:

"Although no decisions have yet been taken by any of these authorities to adopt a road pricing solution to their congestion problems, all of them are planning to look at local road pricing as part of their consideration of demand management schemes."

Policy T9 - The Management and Development of National and Regional Transport Networks

Statement of Purpose

The Primary Route Network (PRN) within the Region consists of specified motorways trunk roads and other primary routes. Local authorities and the Highways Agency will give high priority to investment in the maintenance, management and selective improvement of the network in order to maintain accessibility for essential movements including freight within and through the Region. Times/speeds and reliability/punctuality are important in assessment of the efficiency of the infrastructure.

Relevant Indicators

Indicators are:

- (i) Central area publicly available spaces. The target to be determined, but in general terms will be to decrease long stay and increase short and medium stay to achieve an overall net reduction in levels of parking.
- (ii) Long stay spaces ('long stay' is not defined). The target is to reduce provision by 1% until 2011.

Key Data

The DfT provide this information. The indicator is based upon the data from their own survey vehicles. It seeks to represent delay encountered on parts of the road network from the difference between actual speed encountered and a "free-flow" reference speed, the latter based upon

night time urban or otherwise off-peak timings. The indicator is weighted towards the more heavily trafficked roads. This indicator tends to assess congestion in conurbations as being less than in other large urban areas because the former generally have large capacity fast

roads on their outskirts. (Further information can be found at: http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_021863.pdf)

In 2000, 4.4 seconds per vehicle km were lost in the West Midlands. This represented the third greatest loss in England, just behind the North West at 5.0 seconds, and perhaps not surprisingly well behind London at 18.9

Other Targets

The Secretary of State announced the new inter-urban PSA congestion target for the strategic road network target in July 2005.

The Highways Agency's 2005/06 Business Plan specifies a number of 2005/06 targets for HA under the heading of 'reducing congestion', including the number of Targeted Programme of Improvements (TPI) progress points to be achieved, the cumulative total of junction priority action sites to be completed, how quickly Highways Agency Traffic Officers (HATO)s will attend incidents*, how quickly HATOs will clear incidents**, etc.

However, following publication of the Business Plan, a new inter-urban PSA congestion target, based on improving journey time reliability, was developed in consultation with the Department for Transport. The Spending Review 2004 PSA target, which replaces the previous target set in SR 2000, is by 2007-08, to make journeys more reliable on the strategic road network.

The achievement of this target will drive much of HA's investment and effort over the coming years. HA will be

Analysis and Interpretation

As noted above, it is understood that the data set for the specified RSS indicator is not being updated by DfT. However, as noted under T8 above, a number of

Progress Towards Implementation

The specified data is not available to assess if the policy is being implemented. The policy and target will need to be included in the review of RSS in the latter part of 2006.

seconds. The South West, at 1.1 seconds, saw the least delay.

Subsequent data is not available. It is understood that in the light of the availability of GPS based ITIS data, the DfT will not now be updating this set of regional data. (See T8 above).

working to reduce delays caused by incidents, targeting improvements on the worst journeys currently experienced by motorists.

The national motorway and trunk road network has been split into 98 routes, intended to be meaningful to road users, and the target will be achieved if the average vehicle delay on the 10% slowest journeys on these routes is less in 2007-08 than in the baseline period, August 2004 to July 2005. (Baseline data for the entire network, including that in the West Midlands Region, is to be published in December 2005 / early January 2006).

Footnotes:

* For the busiest sections of motorway in the West Midlands, HA Traffic Officers will attend 75% of incidents within 15 minutes of being deployed.

** In the West Midlands, HA Traffic Officers will clear 75% of incidents within 30 minutes of taking full responsibility for re-opening the road to traffic.

indicators are published in Regional Transport Statistics and these will cast some light on progress towards the policy, as will the above mentioned new HA indicator.

Policy T10 - Freight

Statement of Purpose

RSS11 describes the reliable movement of goods and services as being the lifeblood of the regional economy.

Relevant Indicators

No indicators are specified for this policy. Suitable indicators are likely to include those factors identified as being critical to the implementation of the policy, that is:

- The Regional Freight Strategy
- Local freight strategies in Local Transport Plans
- Freight Quality Partnerships

Key Data / Analysis and Interpretation

Agreed data not identified/available at present.

The DfT's annual "Regional Transport Statistics" includes a number of data sets relating to freight transported by road. It notes that in most regions the majority of freight activity is internal to the regions concerned. Data on 'goods lifted'

between 1994 and 2004 shows that there was an overall increase of 9% in the weight of 'goods lifted' in Great Britain, matched by an increase of 10% in the West Midlands, although two thirds of the increase occurred outside the West Midlands former Metropolitan County area.

Progress Towards Implementation

Appropriate data is not available to assess if the policy is being implemented. The policy and target will need to be included in the review of RSS in the latter part of 2006.

Policy T11 - Airports

Statement of Purpose

Birmingham International Airport is a major attractor and generator of trips, and the number is increasing each year. It is important that passengers, employees and visitors are given the opportunity and encouragement to use sustainable modes of transport. [RSS11 states that the policy is to be reviewed following the Air Transport White Paper 2003, as part of a future revision of the RSS.]

Relevant Indicators

The indicator identified is the proportion of people, passengers and others, who use public transport to access Birmingham International Airport (BIA). The target is to have 20% doing so by 2005 or 10 million passengers per annum.

Key Data

BIA Surveys: Overall public transport modal share was:

2000	2001	2002	2003	2004
13.7%	15.1%	13.5%	14.2%	15.6%

Analysis and Interpretation

RSS has a target that 20% of those going to BIA should be using public transport. Most trips to BIA are generated by air passengers and airport employees. In terms of air passengers, 2004 saw a further small rise in the public transport mode share to 12%, with the rail mode share at 9% reaching the highest value since 1996. This continued growth reflects the opening of the Air-Rail Link people-mover between the Passenger Terminals and Birmingham International Rail Station in 2003, funded by the Airport Company, together with the part Airport Company-funded Birmingham International Interchange at the rail station.

The public transport modal share for staff also increased in 2004, from 14% to 19%, contributing to the overall public transport modal share of 15.6%.

The number of air passengers using the Airport declined slightly in 2004 to 8.9 million. However, growth was re-

established in 2005 with passengers for the first time exceeding one million per month for three consecutive months in the summer.

Following the publication of the Government's White Paper on the Future of Aviation in December 2003, the Airport Company published in October 2005 its Draft Master Plan Towards 2030. This includes proposals for an extension to the existing runway and a second runway. Following publication of the Draft Master Plan the Airport Company intends to prepare a revised Surface Access Strategy which will include a review of the indicators used to measure progress and set revised targets for the public transport mode share.

Progress Towards Implementation

In the light of the above, the policy and target will need to be included in the review in the latter part of 2006.

Policy T12 - Priorities for Investment

Statement of Purpose

The core indicator for transport and accessibility is the implementation monitoring of Policy T12: Priorities for Investment. The transport schemes identified are “regionally significant” ones that form essential elements of the step-change in service delivery required to achieve regional policies such as developing accessibility and mobility in the Region to support the Spatial Strategy (T1). As RSS 11 notes in paragraph 9.90: “The delivery of this programme requires funding and action by a wide variety of partners over the period of the RSS. The overall Spatial Strategy relies heavily on the implementation of an integrated investment programme.”

Relevant Indicators

Progress on the schemes identified in the table at the end of this chapter.

Key Data

Progress on the wide range of projects that make up this programme are reported in the Annex and Table at the end of this chapter. As these provide statements relating

to the scheme progress, and not numerical returns by calendar or financial years, the opportunity has been taken to provide updates to October/November 2005.

Progress Towards Implementation

Substantial progress has been made in implementing the priorities for investment.

Conclusions - Transportation

The transport targets largely relate to policies that seek to reverse long established national and local trends. There has been substantial progress in implementing the Priorities for Investment in the last year. However, the overall conclusion to be drawn from the indicators that are currently available is that the region will struggle to meet its

targets. In the majority of cases the achievement of targets will only come from a full implementation and promotion of the developing RSS/Spatial and Economic Strategies by all partners. For example, the planned programme of investment will be vital to achieve such goals as the step changes in Metro and rail usage envisaged in RSS.

Annex to Policy T12: Priorities for Investment

Progress against each of the priorities for investment is noted in Table T12 below.

The first National and Regional Priority listed concerns “a programme of measures aimed at achieving behavioural change including travel awareness, walking/cycling networks, quality public transport, access to regeneration sites”. In the last year, authorities and agencies have implemented many hundreds of schemes large and small to improve public transport and the pedestrian and cycling environment etc. The following briefly highlights a few of

the achievements in this area of work for each of the seven Metropolitan, three Unitary and four County Councils in the Region. The examples chosen are there to reflect the scale and range of activities across the Region, and are not necessarily intended to describe all the relevant work of any particular authority. The individual Local Transport Plan Annual Progress Reports produced by the authorities in the region provide a comprehensive picture of the initiatives taken, as well as outcomes of Quality Bus and Showcase schemes etc.

Metropolitan District Councils

General

In 2004/5 West Midlands Metropolitan Authorities delivered:

33 **Bus Priority** schemes

665 **Bus Infrastructure** schemes (mostly bus stop upgrades)

Two new and 29 improved **Public Transport Interchanges**

13 **cycle tracks / lanes**, 75 **cycle parking** facilities, plus 48 other cycle schemes

283 new or improved **footways**, plus 101 other walking schemes

Two new and five extensions to existing **Park and Ride** schemes

166 School, 64 employer and three other **Travel Plans**

48 **Safer Routes to School** projects

Accessibility Planning pilot projects were undertaken in: East Birmingham / North Solihull **Regeneration Zone**, looking at potential access improvements to employment, health care, education and fresh food; Walsall, looking at **access to employment** around the deprived Blakenall New Deal for Communities area; Walsall investigated borough-wide **access to post-16 education**.

Individual Metropolitan Authorities

Birmingham

68 bus stops on Outer Circle Route upgraded to **Showcase** standard

52 additional **Park & Ride** spaces at Hall Green station
31 additional **Park & Ride** spaces at Blake Street station

Coventry

1.2 km **bus lane** on Binley Road as part of PrimeLines major scheme

0.6 km **bus lane** on Foleshill Road / Lockhurst Lane as part of PrimeLines major scheme

Dudley

57 **Bus Showcase** stops on 311 route.

Updating of Holly Hall (A461) signals to accommodate 311 showcase route.

Sandwell

Wednesbury **Bus Station** completed in Nov 2004

New **Park & Ride** car park opened in Aug 2004 at Galton Bridge station with 80 spaces

Solihull

Completion of **cycle route** between town centre and station

Walsall

48 bus stops upgraded to **Showcase** standard on Walsall to Wolverhampton and Walsall – Stourbridge routes.

Wolverhampton

11 **bus stops** up graded to easy-access standard on 333 route

Old Hall Street **pedestrianised** in City Centre and Chapel Ash footways improved

1st part of Sustrans **cycle route** across Ring Road opened

9 local safety schemes

18 schemes with new **street lighting** and 3 with CCTV
Fordhouses **Home Zone** completed

Centro

WorkWise, a scheme developed by Centro to help people return to work through both journey-planning and targeted free tickets has been highlighted as an example of best practice in public transport.

Ten new **rail carriages** leased to ease overcrowding at peak times.

The country's largest scheme to make travel easier for **blind and partially sighted people** includes improvements at 11 bus stations.

Three **Park and Ride** extensions were completed at Hall Green, Smethwick Galton Bridge and Blake Street.

County Councils

Warwickshire

The County's first two **Quality Bus Initiatives** were introduced, both seeing significant increases in patronage in their first months (Stratford – Henley – Birmingham and Leamington – Southam – Rugby). **A Park-and-Ride** was partly operative by November 2005 to the north of Stratford-upon-Avon.

The Maple Park **footbridge** was opened providing a safer and quicker route across the West Coast Main line for schoolchildren and others.

Three **cycle schemes** were opened: one included removing on-street parking and creating parking bays to form a continuous link between Warwick and Leamington. In Stratford-upon-Avon central hatching and right hand turn lanes were removed, along with a reduction in speed limits, in order to form an attractive route into the town centre and national network.

Worcestershire

The "**Worcester Sustainable Travel Town**" scheme started. This is a five year demonstration project, with £3.5 million funding secured, to increase awareness of sustainable travel options within Worcester. This involves a marketing strategy to increase awareness of sustainable

travel options in Worcester, dedicated travel planning for employers and schools and personalised travel planning for individuals and improved travel information. During 2004/05, the project team was recruited and baseline surveys have been completed. The project was formally launched in September 2005.

In addition, during 2004/05 **Travel Plans** were introduced at nine employers and 51 schools throughout the county. **Road safety** – 21 local safety schemes were completed.

Staffordshire

Bus: new low floor buses have been part-funded on two routes (Lichfield-Brownhills and Lichfield Stafford); and five existing Public Transport Partnership Routes have had facilities enhanced through such means as new shelters, raised kerbs and enhanced information along the routes. Urban bus targets focus on increasing the percentage of the population within 350 metres of a specified level of bus service, and within 200 metres for those of 75 years and over or with a limiting long-term illness.

Walking benefited from 24 individual walking schemes, and cycling from a range of speed reduction measures, nine new cycle tracks and lanes and two footbridges over the newly constructed Burntwood Bypass.

Unitary Authorities

Telford and Wrekin

Bus priority schemes - 2 schemes: at Telford Central Railway Station and in Telford Town Centre to reduce bus journey times and improve journey time reliability between Telford Bus Station and the railway station.

Cycling schemes – 18 schemes comprising 8 improvements to cycle tracks and 10 new parking facilities.

Walking: 17 schemes were specifically introduced to improve accessibility and safety. These included works at Telford Central Railway Station, Dawley Pedestrianisation, 3 light controlled crossings and the provision of dropped crossings at various locations throughout the Borough. In addition a programme of footway maintenance resulted in over 10km of improved footways across the Borough.

Safer Routes to School – 4 schemes where the initiative was introduced for the first time costing over £200,000.

Stoke-on-Trent

1. Active promotion of safer and more sustainable **walking to school** was furthered by introducing 15 new Safer Routes to School schemes during 2004/05. The City Council took part in the May 2004 Walk to School Week which had 75 schools involved and over 18,000 children.
2. Active support given to **cycling** by introducing 7 key schemes (on-road and off-road) some of which link with the National Cycle Network.
3. The journey to work has been improved through the active promotion of **workplace travel plans** and the provision of a **grant scheme** to encourage smaller businesses to provide cycle parking and shower/changing

Other Agencies - Highways Agency

The Highways Agency's Influencing Travel Behaviour (ITB) initiative has continued to progress the use of 'soft' demand management measures in order to manage the demand for private car journeys and reduce congestion.

Measures currently under investigation include:

- allocating lanes to give priority to certain types of vehicle;
- controlling access onto busy sections of road;
- influencing driver behaviour through, for example, promoting the development and implementation of travel plans;
- working with the tourism industry to achieve changes to tourist travel patterns;
- co-operating with public transport operators to improve transport opportunities (such as providing better access to park and ride schemes); and
- collaborating with local authorities to consider the impact

facilities for their staff. Over 50 businesses to date have produced a Travel Plan covering around 13% of the total workforce in Stoke-on-Trent.

Herefordshire

Cycling: New cycle parking facilities have been installed at Leominster Rail Station providing ease of access and greater security for cyclists.

Pedestrian Access Improvements: A number of pedestrian access schemes consisting of new footways and dropped crossings have been completed at various locations in Hereford.

Public Transport and Accessibility: The complete refurbishment of Leominster Rail Station forecourt has improved the safety and quality of the environment. Completion of the innovative Low Floor Bus Project was achieved with the addition of a further 10 new buses. To compliment the investment in vehicles, new wheelchair accessible bus stops were provided at 10 locations around the County. Temporary Park and Ride schemes also operated for the Hereford City over the Christmas period in advance of proposals for developing permanent facilities.

Promoting Sustainable Transport: A further 13 businesses signed up to implementing the Rotherwas Travel Plan, and the Hereford Mini Map was launched which aims to encourage sustainable travel by highlighting 10 minute walking and cycling zones on a map of Hereford City. The continued promotion of the www.twoshare.co.uk website has proved a success with over 250 people now registered.

of major developments on nearby sections of trunk road.

The strategy now being pursued by HA recognises the importance of balancing people's need to travel with the capacity of the transport system.

A national ITB (Influencing Travel Behaviour) delivery plan focusing on eight workstreams: Land Use, Development Control and Policy; Travel to Work; Tourism/Leisure; High Occupancy Vehicles and Car Sharing; Coaches; Liaison with Strategic Partners; Research/Other Opportunities; Planning, Implementation and Monitoring – has been developed, and work has begun to gather pace over the past year.

The programme is seen as a long-term commitment, with implementation being programmed up to 2011.

Policy T12 – Priorities for Investment (list of abbreviations used at end of table)

Scheme	Key Policy Links	Status as of April 2005 (Largely updated to Oct/Nov 2005)	Delivery Mechanism	Key Delivery Role	Support Delivery	2001-2005	Implementation 2006-2010	Period 2011-2015	Post 2015
A programme of measures aimed at achieving behavioural change, including: travel awareness, walking/cycling networks, quality public transport, access to regeneration sites	T1, T2, T3, T4, T5, UFR2, RR2, PA11	Various, co-ordination required See examples above	LTP and operators (mainly)	LA, operators	Other agencies and operators				
	T5, T10	1. Implementation of stage 1 – Autumn 2004. 2. Rugby –Stafford capacity enhancements 2004-2009	West Coast Mainline Strategy	DfT Rail	NFR				
<p>Note: Includes timetable changes and significant infrastructure works in the WM. By April/May 2004 three sections of track had 125mph operation on a daily basis, e.g. Colwich Junction to Cheadle Hume; Norton Bridge to Crewe and electrification of Crewe to Kidsgrove</p>									
Upgrading freight routes to Felixstowe and Southampton	T10	1. Route from Felixstowe via London/Nuneaton being enhanced[a] 2. Felixstowe – Nuneaton via Leicester enhancement subject to port developments [b] 3. Southampton –W. Midlands gauge enhancement – development concluded and ready for implementation.[c]	Felixstowe – Peterborough port development	DfT Rail / Network Rail	NFR				

Notes: [a] Completed Sept. 2004; [b] Will require substantial external funding from developers. Major port expansion at enquiry stage; [c] No funding identified Note **M6 Toll***. The M6 Toll was fully open to traffic on 14 December 2003. It was built under PFI (Private Finance Initiative), with MEL in the key delivery role supported by the HA. Although completed, reference is made to the M6 Toll here because of the considerable and ongoing public interest. The M6 Toll Post Opening Project Evaluation After Study is currently being finalised and is scheduled for publication in December 2005 / January 2006. The study examines the effects of the opening of the M6 Toll on traffic patterns now that the road has been open for nearly two years; it compares traffic conditions in 2003 prior to opening of the M6 Toll with traffic conditions in 2004 and 2005 after opening. A 'Traffic & Safety Summary' of the full study was published on the HA Website at the end of September 2005. The summary report identifies the key impacts / findings that are likely to be of greatest interest to stakeholders and the public; traffic volume changes on key routes, as well as changes in journey times, congestion and accidents are considered.

NATIONAL AND REGIONAL PRIORITIES

Scheme	Key Policy Links	Status as of April 2005 (largely updated to Oct/Nov 2005)	Delivery Mechanism	Key Delivery Role	Support Delivery	2001-2005	Implementation 2006-2010	Period 2011-2015	Post 2015
M6 widening J11a – J19	T9	* See note	TPI	H/A					
<p>* Note: FA. In July 2005, the Minister of Transport announced that no consensus on the way forward for M6 had been established as a result of DfT's public consultation on the concept of an M6 Expressway (as a possible alternative to conventional widening). In light of that, further consideration needed to be given to the options for increasing capacity on the M6 between Junctions 11A and 19. The Highways Agency would accordingly undertake further development work on both Widening and an Expressway, so that the benefits and impacts of both schemes could be looked at with a view to making a decision on a preferred option during 2006. The development work is now underway and is programmed for completion by the end of June 2006. A TPI entry submission will be prepared once a Ministerial decision on the option to be taken forward has been made.</p>									
M40 J15 Longbridge Improvement	T9	C (entered TPI 16 July 2003), in preparation*	TPI	H/A					
<p>* Note: Early Contractor Involvement contract awarded in May 2005. Packaged with A45/A46 Tollbar End Improvement (see below). Next key event: Publication of Draft Orders currently scheduled for March 2006. HA, in consultation with stakeholders, is now proposing a new preferred route option (avoiding important bat roosts); this option is still on the alignment of the Preferred Route Announcement. Start of works provisionally programmed for Spring 2007, with road open to traffic in Spring 2009.</p>									
M42 J3a – J7 Active Traffic Management Pilot	T9	C*	CMF	H/A					
<p>* Note: By Late Spring 2005, construction of scheme infrastructure had been completed and advisory variable speed limits introduced. Mandatory (red-ringed) variable speed limits became effective at the end of November 2005. Controlled use of the hard shoulder as a running lane is currently scheduled for introduction in March 2007. Evaluation of the pilot project will be undertaken in 2007/08.</p>									
M42 widening J3 – 7	T9	FA, decision on TPI entry post-analysis of ATM Pilot results*	TPI	H/A	BIA (subject to Master Plan)				
<p>* Note: WMAMMS Announcement by SofS, 9 July 2003: M42 J3 to J7 capacity improvements supported in principle, but SofS not yet convinced that full widening scheme as recommended by MMS is necessary. Need for full widening to be given further consideration in light of results of M42 J3a to J7 ATM Pilot Project (currently scheduled to end in 2007/08). (Another factor influencing widening decision is need for adequate strategic access to Birmingham International Airport - see note with BIA entry below.)</p>									
M54 – M6/M6 Toll link	T9	FA*	TPI	H/A					
<p>* Note: Decision on TPI entry dependent upon future decisions made by the SofS in relation to M6 J11a-J19 widening and alternative M6 Expressway options (see above). Further detailed traffic modelling is needed to determine alignment and most appropriate design for link road. A scheme TPI entry submission to Ministers is unlikely to be made before Spring 2007 at the earliest.</p>									
Active Traffic Management for M5/M6/M42 Birmingham motorway box	T9	FA, a feasibility study commenced in October 2004 and is scheduled for completion in 2006; implementation subject to results of M42 J3a-J7 ATM Pilot (see above)	TPI	H/A	OEPOG				
A5 Weeford – Fazeley Improvement	T9	Construction now completed – road opened to traffic in October 2005	TPI	H/A					

Scheme	Key Policy Links	Status as of April 2005 (Largely updated to Oct/Nov 2005)	Delivery Mechanism	Key Delivery Role	Support Delivery	2001-2005	Implementation 2006-2010	Period 2011-2015	Post 2015
A38 Streethay – A50 Improvements (W2EMMMS)	T9	FA*	TPI	HA					
<p>* Note: These improvements form part of the W2EMMMS recommendations, but SoFS has yet to formally respond to study (see also below - no decision yet made on schemes to be taken forward). (W2EMMMS issues to be considered as part of future review of RSS 11.)</p>									
A45/A46 Tollbar End Improvement	T9	C, entered TPI 1 April 2003, in preparation*	TPI	HA					
<p>* Note: Early Contractor Involvement contract awarded in May 2005. Packaged with M40 J15 Longbridge Improvement (see above). Next key event: Publication of Draft Orders currently scheduled for April/May 2006. Start of works provisionally programmed for 2007/08, with road open to traffic in 2010/11 (estimated duration of scheme construction has increased from 18 to 30 months, delaying opening date).</p>									
A483 Pant & Llanymynech Bypass	T9	Entered TPI 16 August 2001, in preparation*	TPI	HA	WAG (cross-border scheme – approx 20% in Wales)				
<p>* Note: A483 is categorised as a strategic route of predominantly regional importance for regional funding allocation purposes. Bypass scheme to be progressed subject to regional transport priorities. SoFS will be seeking Region's views as indicated in his SR2004-related announcements on the funding of transport schemes. (Provisional start of works date: 2010; provisional road open to traffic date: 2012.)</p>									
A500 City Road & Stoke Road Junctions Improvement (Stoke Pathfinder Project)	T9	C, under construction*	TPI	HA					
<p>* Note: Construction works commenced on site February 2004; completion expected August 2006.</p>									
Various Route Management Strategies (Motorway & Trunk Road Network)	T9	RMS programme in WM now completed; process by which improvements identified in RMSs are delivered now under consideration*	HABP	HA	LA				
<p>* Note: The motorway and trunk road network in WM is substantially covered by nine RMSs (following a review of the national programme, a tenth M69/M42/A42/A38 WM-EM RMS will not now be undertaken). Final RMS documents have now been completed and published on the HA Website.</p>									

Scheme	Key Policy Links	Status as of April 2005 (Largely updated to Oct/Nov 2005)	Delivery Mechanism	Key Delivery Role	Support Delivery	2001-2005	Implementation 2006-2010	Period 2011-2015	Post 2015
West Midlands short and medium term capacity and performance enhancement schemes	T5, UR2	1. Schemes throughout West Midlands: Coventry -Kenilworth, Leamington/Stratford -Snow Hill-Stourbridge/ Kidderminster. Being evaluated in conjunction with NR signalling renewals. 2. RUS now being carried out and will further evaluate remaining schemes based on Walsall/Rugeley and Water Orton corridor	Network Rail as part of their discretionary fund	Network Rail	NR				
Passenger capacity enhancement at New Street Station	T5, UR2	UJ 1. Three different schemes have previously been considered: a) minor enhancements b) masterplan c) major redevelopment 'blue skies' project; b & c now 'merged' into an optimised design.	Partnership led by Birmingham City Council	NR	Birmingham City Council, Centro, RDA				
West Midlands Rail Strategy - Long term capacity needs	T5, T10	To be addressed through the RPA: this is to commence in Autumn 2004. Completion March 2005.	DfT Rail / Network Rail	DfT Rail	Network Rail / regional delivery mechanism, e.g. RFA				
Local congestion charging studies	T8, UR2	PI, Study to be commissioned	LTP	LA					

Note: 1/ Implementation funding being sought for Coventry -Kenilworth. 2/ All schemes funded for further development in 2004/5.

Note: 1/ No funding confirmed for scheme implementation but applications already submitted for some elements. Development funding for 'optimised design' being sought.
2/ Tri-partite approach: BCC leading on planning and funding; SRA commercial and business case activity; NR design/development.

Note: Nov. 04 The Metropolitan authorities have resolved that discussions with the DfT be initiated to determine ways in which innovative approaches to demand management, that reflect the particular circumstances of the West Midlands, can be advanced. These will pave the way for further work, utilising the funding available from the Transport Innovation Fund, to determine the applicability of different approaches to the West Midlands.

Scheme	Key Policy Links	Status as of April 2005 (Largely updated to Oct/Nov 2005)	Delivery Mechanism	Key Delivery Role	Support Delivery	2001-2005	Implementation 2006-2010	Period 2011-2015	Post 2015
West to East Midlands MMS (W2EMMMS) Recommendations	T5, T9	Final Report Issued August 2003. *	TPI	HA	Operators				
* Note: West Midlands Regional Assembly submitted advice on study to SoS in November 2003. SoS has yet to formally respond to study (see also above - no decision yet made on schemes to be taken forward). (W2EMMMS issues to be considered as part of future review of RSS 11).									
BIA, development of services and improved surface access, especially by public transport	T11	Ongoing	BIA	BIA, Centro, HA*, LA, Network Rail	Others inc LA, Network Rail Operators				
* Note: A factor influencing a decision to widen M42 J3-J7 (see above) will be the need to provide adequate strategic access to cater for any future expansion of Birmingham International Airport. HA continues to work in partnership with BIA in the development of the Airport Master Plan (draft published November 2005, for public consultation until end March 2006) and surface access strategy proposals.									
SUB-REGIONAL PRIORITIES WITHIN MUAS									
Bus showcase/Quality bus networks development	T5, UR2	Ongoing work on a variety of routes across all Met Districts	LTP	Centro	LA, Operators				
Note: Around nine routes across the Metropolitan Area being worked on the ground as at Nov 2005.									
Red Route network development	T5, T9, UR2	C (Pilot route on the A34 in Solihull opened in August)	LTP	LA					
Note: Four routes across the Metropolitan Area being worked on the ground as at Nov 2005.									
Metro extension through Birmingham CC to Five Ways	T5, UR2	C, TWA orders to be obtained (scheduled for late 2003)	LTP	Centro	LA, Operators				
Metro extension Wednesbury to Brierley Hill	T5, UR2	C, TWA orders obtained	LTP	Centro	LA, Operators				
Further Metro extensions in Birmingham/Black Country conurbation	T5, UR2	FA (Public consultation on alternative alignments Nov 03)	LTP	Centro	LA, Operators				
A50 Trentham Lakes Junction	T9	C, under construction (works commenced Spring 2005; scheduled completion date Spring 2006)	S278 Developer-funded Agreement	HA	Developer				
Strategic Park & Ride – Brinsford (Linked with major freight terminal)	T6	UI SRA will assess capacity through RUS	LTP	Centro	LA, DfT, Operators				

Scheme	Key Policy Links	Status as of April 2005 (largely updated to Oct/Nov 2005)	Delivery Mechanism	Key Delivery Role	Support Delivery	2001-2005	Implementation 2006-2010	Period 2011-2015	Post 2015
Strategic Park & Ride – Other sites – Centro Study	T6	PI	LTP	Centro	LA, Operators				
Improved transport networks within the Black Country	T9, T5, UR2	UI*	Various	LA, Centro	HA, Various				
* Note: Black Country Study will advise on a range of transport issues (draft Phase One Revision of RSS to be published and submitted to Government Office by Spring 2006).									
Improved public transport network in North Staffordshire	T5, UR2	C NSITS May 2005 TO underpin Joint LTP for N Staffs.	Study and Joint LTP	LA, HA, AWM	Operators	NSITS			
Note: In North Staffordshire improvements included: Infrastructure improvements on Routes 34/34A (Newcastle-Talke- Kidsgrove - Hanley), 21/21A (Trentham - Hanley; Purchase of 7 low floor buses for tendered services; New service for shift workers at Lymedale Business Park; Two services increased to hourly (X64 Newcastle to Shrewsbury) and (Hanley-Barlaston-Stone); Infrastructure improvements on service 6 at Whitehall.									
Improved public transport network in North Staffordshire	T5, UR2	C NSITS May 2005 To underpin Joint LTP for N Staffs.	Study and Joint LTP	LA, AWM	Operators, HA	NSITS	Quality bus corridors, Park and Ride	Quality bus corridors, P&R, New bus station	P&R
Note: In North Staffordshire improvements included: Infrastructure improvements on Routes 34/34A (Newcastle-Talke- Kidsgrove - Hanley), 21/21A (Trentham - Hanley; Purchase of 7 low floor buses for tendered services; New service for shift workers at Lymedale Business Park; Two services increased to hourly (X64 Newcastle to Shrewsbury) and (Hanley-Barlaston-Stone); Infrastructure improvements on service 6 at Whitehall.									
Improved access to regeneration sites	PA7-9	Ongoing	LTP, Development	LA, Developers	Operators, HA				
SUB-REGIONAL PRIORITIES OUTSIDE MUAS									
Retention and development of local rail services, including links between Local Regeneration Areas and areas of opportunity	T5, RR2, CF2	Ongoing [Re Improved Access to Regeneration sites. Publication of freight terminal strategy identifies need in north and west of region.]	LTP [Re Regeneration Any funding requirements to be led by private sector]	DfT Rail	LA, Operators				
Enhancement and development of rural public and community transport, particularly links between market towns and their hinterlands	T5, RR2, CF2	Ongoing	LTP; RBG	LA	Operators				

Scheme	Key Policy Links	Status as of April 2005 (largely updated to Oct/Nov 2005)	Delivery Mechanism	Key Delivery Role	Support Delivery	2001-2005	Implementation 2006-2010	Period 2011-2015	Post 2015
Development of improved road network management and prioritisation, including between nodes in High Technology Corridors	T9	Ongoing*	LTP, HABP	LA, HA	Developers				
Note:* JHA launched its Traffic Officer (TO) programme in WM in Spring 2004 (programme to be rolled-out to remainder of England's motorway network by end 2005). TOs in WM are supported by a Regional Control Centre, jointly staffed by the Police and HA. The RCC role is to allocate TOs to incidents, coordinate responses of emergency services and other service providers, manage and monitor traffic, and control electronic road signs. Aim is to deliver a demonstrable reduction in incident-related congestion on motorway network.]									
Worcester Parkway Strategic Park & Ride	T6	UI	LTP	LA, DfT Rail, Developer	Network Rail, Operators				
Note: New rail station at intersection of Worcester-London and Birmingham-Bristol lines, to relieve M5; & give local direct access to intercity services. 2003/04 SRA carried out detailed feasibility study; WCC undertaking further feasibility work to be completed Dec. 2005. WCC seeking private sector partners, with intention of a formal agreement in 2005.									
Improved access to regeneration sites	PA7-9	Ongoing	LTP, Development	LA, Developers					

Notes

Status:

C (Committed) – schemes approved by the SoFS and included in the relevant programme, e.g. HA Targeted Programme of Improvements, although powers may still be required.
 FA (Further Appraisal Work Needed) – schemes identified in a MMS or the Strategic Plan but requiring further appraisal work
 UI (Under Investigation) – appraisal work is underway, e.g. MMS
 PI (Proposed for Investigation) – schemes or studies necessary to deliver the spatial strategy, but not yet clearly defined

Organisations:

BIA – Birmingham International Airport
 CEPOG – Chief Engineers & Planning Officers Group (WM metropolitan authorities)
 DfT – Department for Transport (Rail)
 HA – Highways Agency
 LA – Local Transport Authorities
 MEL – Midlands Expressway Limited (M6 Toll concessionaire)
 NR - Network Rail
 WAG – Welsh Assembly Government
 RDA – Regional Development Agency
 RPA – Rail Procurement Agency
 SoFS – Secretary of State
 NR - Network Rail

Delivery Mechanism:

CMF – Capital Modernisation Fund
 HABP – HA Business Plan
 LNM – Local Network Management scheme
 RBG – Rural Bus Grant
 Government funding subject to successful completion of statutory procedures)
 RFA – Regional Funding Allocations
 RUS – Route Utilisation Strategy
 RPA – Regional Planning Assessment
 TPI – HA Targeted Programme of Improvements (i.e. the stage where a scheme is allocated

Studies:

NSITS - North Staffordshire Integrated Transport Study
 WMAMMS – West Midlands Area Multi Modal Study
 W2EMMMS – West to East Midlands Multi Modal Study

Other:

TWA – Transport and Works Act