

West Midlands Regional Assembly

Transport Delivery Plan

Spring 2007

Appendices



Appendix A: How to use this document

The tables and summary sheets provided in Appendices B and C describe the current status of the Regional Spatial Strategy and Regional Funding Allocation transport priorities, specifically:

- How they integrate with the Regional Spatial Strategy;
- Who has primary responsibility for their delivery;
- How they will be funded;
- Time to completion;
- Expected cost; and
- Next milestone is in the implementation programme.

Explanatory notes for the column headings are provided below:

Column Heading	Explanatory Note
Project Sponsor	The bodies responsible for delivery.
Project Funder	The bodies funding the transport priority (these may differ to the Project Sponsors).
Project Description	This is a brief outline of the transport priority.
Relationship to RSS	This sets out the relationship with RSS policies.
Present Status	The status of the priority as March 2007.
Milestones	The next significant event(s) in the delivery process.
Estimated Cost	The most robust estimated cost. No attempt has been made to split the costs by capital and revenue.
Risks	The known risks that may affect delivery.
Outcomes	The expected outcomes produced by the transport priority.
Contact Names	Name and contact details for further information.

If you have any other questions regarding the regional transport priorities please contact Danny Lamb at the WMRA (d.lamb@wmra.gov.uk or telephone 0121 678 1048).

Project Title: A45 / A46 Tollbar End Improvement	
Project Sponsor: Highways Agency (HA)	Project Funders: HA
<p>Brief Description of the Project This scheme entered the Highways Agency's Targeted Programme of Improvements (TPI) on 1 April 2003. It is located on a route of regional importance and is therefore categorised as a 'Regional Scheme'.</p> <p>It provides an enlarged, partially signalised Tollbar End roundabout and a new dual carriageway underpass connecting A46 Coventry Eastern Bypass and A45 Stonebridge Highway. It also includes the widening of A45 Stonebridge Highway from dual 2 to dual 3 lanes. The scheme objective is to reduce congestion and delays on all approaches to Tollbar End and to reduce the number of accidents.</p>	
<p>Relationship to RSS Policy T9 The Management and Development of National and Regional Transport Networks</p>	
<p>Present status Committed scheme currently undergoing review and preliminary design.</p>	
<p>Milestones Summer 2007: Draft Order publication Summer 2008: Public Inquiry starts Summer 2009: Scheme planned to start construction 2012: Scheme planned to complete (road open to traffic)</p> <p>NB: Progress on schemes is subject to the satisfactory completion of statutory procedures and the availability of funding</p>	
<p>Costs £75.2m (£58.72m in first TDP)</p>	
<p>Risks Scheme £18m over original HA budget. Future traffic growth still undefined, as there are a number of possible future developments that are not in the traffic model. These issues delaying the completion of the detailed traffic modelling.</p> <p>Issues relating to the use of PRISM, Coventry Airport and Jaguar Whitley have been resolved.</p>	
<p>Outcomes Reduced congestion Improved safety Support for localised development</p>	
<p>Contact Names</p> <p>Jonathon Pizzey Tel: 0121 – 678 8306 Fax: 0121 – 678 8101 E-mail: jonathon.pizzey@highways.gsi.gov.uk</p> <p>Colin Mercer (Network Strategy Manager, West Midlands Team, Network Strategy (Midlands & South West), Highways Agency, Birmingham) Tel: 0121 – 678 8547 Fax: 0121 – 678 8211 E-mail: colin.mercer@highways.gsi.gov.uk</p>	

Project Title: Coventry Prime Lines	
Project Sponsor: Coventry City Council	Project Funders: LA, LTP
Brief Description of the Project This scheme will create a network of Bus Showcase routes serving six key travel corridors, including an east-west route serving the new hospital, Warwick University and a number of regeneration areas. Improvements include upgraded infrastructure, highly specified and branded buses with low floors and internal CCTV, satellite tracking, real time Information and bus priority measures.	
Relationship to RSS PA2 Urban Regeneration Zones T5 Public Transport T8 Demand Management T9 The Management and Development of National and Regional Transport Networks	
Present Status Construction/implementation works in progress	
Milestones September 2008 - End of construction works	
Costs £45.52m	
Risks Incorrect cost estimates Programme delays due to prolonged consultation Bus operators change routes	
Outcomes Reduced congestion. Improved air quality and less noise. Improved bus reliability Improved accessibility to key facilities including Warwick University and the new regional hospital. Positive implications for road safety. Positive economic benefits for employers and employees. Improved links between a number of employment opportunities and relatively disadvantaged neighbourhoods.	
Contact Name Ted Hiscocks – (024) 7683 2034	

Project Title: Hagley Road Showcase	
Project Sponsor: Birmingham City Council	Project Funders: LTP/LA
Brief Description of the Project This Showcase route is a busy radial route between Birmingham City Centre and key locations within Sandwell and Dudley. Showcase schemes combine modern, easy access buses, upgraded infrastructure including 'Kassel' kerbs for easy boarding and greater highway priority for buses. Their purpose is to improve the reliability and attractiveness of bus services thus making them a viable alternative to the private car.	
Relationship to RSS PA2 Urban Regeneration Zones T5 Public Transport T8 Demand Management T9 The Management and Development of National and Regional Transport Networks	
Present Status Construction/implementation works in progress	
Milestones Scheme completion 2009/10	
Costs £8.81m	
Risks Delay with commencement of Statutory Processes for Land acquisition.	
Outcomes Reduced congestion. Improved air quality and less noise. Improved bus reliability will improve accessibility to key facilities not on 'radial' routes, including local centres, education and health facilities. The route serves a number of disadvantaged communities including the Birmingham Pathfinder Area. Positive implications for road safety. Positive economic benefits for employers and employees (the route serves parts of the EBNS and SBCWB Regeneration Zones).	
Contact Name Chris Haynes - 0121 303 7421	

Project Title: Route 11 Outer Circle / Radial Routes	
Project Sponsor: Birmingham City Council	Project Funders: LTP/LA
Brief Description of the Project This Showcase scheme is an orbital bus route serving a number of local centres and facilities such as Birmingham and Central England Universities, and the Queen Elizabeth and City Hospitals. Most of the route lies within Birmingham, with one section running through Sandwell at Bearwood. The Scheme will enhance bus travel and will include bus priority measures, new vehicles, upgraded infrastructure and better information provision.	
Relationship to RSS PA2 Urban Regeneration Zones T5 Public Transport T8 Demand Management T9 The Management and Development of National and Regional Transport Networks	
Present Status Construction/implementation works in progress	
Milestones 2007: End of construction works	
Costs £11.42m	
Risks Maintaining support for changes to stop infrastructure	
Outcomes Reduced congestion. Improved air quality and less noise. Improved bus reliability will improve accessibility to key facilities not on 'radial' routes, these include local centres, and education and health facilities. The route serves a number of disadvantaged communities including the Birmingham Pathfinder Area. Positive implications for road safety. Positive economic benefits for employers and employees (the Outer Circle serves parts of the EBNS and SBCWB Regeneration Zones).	
Contact Name Chris Haynes - 0121 303 7421	

Project Title: Nuneaton Development Project	
Project Sponsor: Warwickshire County Council	Project Funders: DfT and Warwickshire County Council
Brief Description of the Project Removal of through traffic from the Town Centre and extending the existing pedestrian priority zone. Promotion of other modes of transport by providing bus priority measures and improving cycle and pedestrian access to the Town Centre. Improved safety for pedestrians and cyclists.	
Relationship to RSS T1 Developing Accessibility and Mobility in the Region to support the Spatial Strategy T3 Walking and Cycling T5 Public Transport PA 11 The Network of Town and City Centres	
Present Status Phases 1 and 2 complete.	
Milestones Programmed start of final phase (Phase 3) Summer 2007.	
Costs £6.54m	
Risks That the County Council does not approve the match funding required for the Phase 3 works.	
Outcomes Regenerated town centre Improved environment More trips by public transport, walking and cycling Improved safety	
Contact Name Simon Skinner - 01926 418616	

Project Title: Red Routes	
Project Sponsor: CEPOG	Project Funders: LA/LTP
Brief Description of the Project This scheme provides 130 kilometres of Red Routes, part of a network of 419 kilometres. Red Routes introduce strict controls on stopping, parking and loading, and are designed to improve the flow of traffic, together with local environmental improvement works. It is intended that Phase 1 will be developed as part of an overlapping programme and comprises 24 route sections of different types.	
Relationship to RSS PA2 Urban Regeneration Zones T5 Public Transport T8 Demand Management T9 The Management and Development of National and Regional Transport Networks	
Present Status Construction/implementation works in progress	
Milestones March 2011: End of Construction work	
Costs £30.65m	
Risks Budget Under / Overspend Equality Impact Assessments Resource Constraints Programme Delay	
Outcomes Reduced congestion. Improved traffic flows will contribute to the statutory duties under the Traffic Management Act 2004. Positive implications for air quality and fuel efficiency. Improved bus reliability. Improved accessibility between centres and disadvantaged areas. Reduced potential conflicts between vehicles/pedestrians.	
Contact Name Rod Black – (0121) 214 7907	

Project Title: Wolverhampton Centre Access & Regeneration**Project Sponsor:**
Wolverhampton City Council**Project Funders:**
LTP; LA, AWM, Private Developer**Brief Description of the Project**

The scheme now proposed is in lieu of three previous schemes:

- Centre Access and Interchange
- Wolverhampton Rail Station
- Wolverhampton Bus Station

The current scheme is a large mixed use regeneration/ transportation project that incorporates the previously approved Centre Access and Interchange scheme and includes new Rail and Bus Stations along with commercial/ leisure/ retail space and residential accommodation, alongside a four star hotel. Some 2900 new jobs will be created of which 2000 will be office based.

The scheme represents an investment of £176m, of which approximately 90% will be privately sourced. The remainder will be sourced from the residue of approved funding package for the Centre Access and Interchange scheme (subject to DfT approval) and from AWM (again, subject to approval). No additional LTP funding is being sought.

The City Council has already selected its preferred development partner.

The approved Centre Access and Interchange scheme, which is incorporated in the current scheme, represented a £17.5m investment aimed at improving access to the rail station, improving connectivity between the bus and rail stations, and improving the public realm and parking facilities in the Rail Station forecourt area. Phase 1 of this scheme is complete and broadly £6.9m has so far been spent, is committed or is needed to complete land assembly.

As a consequence of the current scheme there are no plans to resubmit a major scheme bid for the Rail Station (the previous bid was not supported by DfT), nor will a bid be pursued for the Wolverhampton Bus Station scheme at this time.

Relationship to RSS

PA2 Urban Regeneration Zones
T5 Public Transport
T8 Demand Management
T9 The Management and Development of National and Regional Transport Networks

Present Status

Fully approved

Milestones

Completion of development agreement – May 2007
Planning consent – September 2007
Start on site – 2009
Completion 2013

Costs

£159m - private sector
£17m - public sector (residue of current scheme package + AWM grant)
£176m – total

<p>Risks</p> <p>Completion of development agreement with private sector partner</p> <p>Completion of agreements with stakeholder partners (Network Rail, Virgin Trains, Centro, British Waterways Board)</p> <p>Approval to public sector financial contributions</p>
<p>Outcomes</p> <p>Improved accessibility and mobility</p> <p>Promotion of sustainable transport</p> <p>Improved image – of Wolverhampton as a City and of public transport as a means of travel</p> <p>The regeneration of a priority area</p> <p>A substantial number of new jobs</p>
<p>Contact Name</p> <p>David Orton - (01902) 555685</p>

Project Title: Metro extension from Birmingham City Centre to Five Ways	
Project Sponsor: Centro	Project Funders: LTP/LAs/Private Sector
Brief Description of the Project Extension of Midland Metro through Birmingham City Centre to Five Ways	
Relationship to RSS T5 - Public Transport UR1- Implementing Urban Renaissance	
Present Status Transport and Works Act Order granted in July 2005. Business Case submitted to Department for Transport July 2006	
Milestones The next milestone for the project will be Conditional Approval of the Business Case by DfT; this will allow procurement to commence	
Costs Outturn cost - £116m	
Risks Affordability by Central Government	
Outcomes Expansion of light rail system with improved modal split to City Centre, improved air quality, reduced congestion	
Contact Name Peter Adams – (0121) 214 7342	

Project Title: Metro extension from Wednesbury to Brierley Hill	
Project Sponsor: Centro	Project Funders: LTP/Private Sector/LAs
Brief Description of the Project Extension from Metro Line 1 to Brierley Hill through Dudley and Merry Hill	
Relationship to RSS T5 - Public Transport UR1- Implementing Urban Renaissance	
Present Status Transport and Works Act Order granted in March 2005. Business Case submitted to Department for Transport July 2006	
Milestones The next milestone for the project will be Conditional Approval of the Business Case by DfT; this will allow procurement to commence	
Costs Outturn cost - £268m	
Risks Affordability by Central Government	
Outcomes Improved modal split, improved air quality, reduced congestion. Regeneration of Brierley Hill and improved access from Black Country to Birmingham, Dudley	
Contact Names Peter Adams – (0121) 214 7342	

Project Title: Rugby Western Relief Road	
Project Sponsor: Warwickshire County Council	Project Funders: DfT, Warwickshire County Council and Developer
Brief Description of the Project: A new single carriageway road to the west of Rugby which will link a number of housing and employment sites and provide traffic relief to the town centre.	
Relationship to RSS T1 Developing Accessibility and Mobility in the Region to support the Spatial Strategy	
Present Status Conditional Acceptance	
Milestones Start Construction - Spring 2007 Scheme to be complete - End 2008	
Costs £35.1m	
Risks That there is a shortfall in funding from DfT, or that developer funding is lost due to delays.	
Outcomes Facilitate links between development sites Provide traffic relief to Rugby town centre Improved air quality Land released for development Secondary access provided for housing development	
Contact Name Brian Follett – 01926 412094	

Project Title: Selly Oak Access Road	
Project Sponsor: Birmingham City Council	Project Funders: LA/ LTP/ Private
Brief Description of the Project This Scheme involves building a ten metre wide, single carriageway to the north-west of the Selly Oak centre. The new road will be designated A38 and the existing A38 Bristol Road through Selly Oak Centre will be reclassified. The road will: provide capacity for through traffic, including HGVs, to transfer from Bristol Road creating the opportunity to improve Selly Oak centre enable access to the new £521 million Queen Elizabeth Hospital development and technology and retail developments on Battery Park.	
Relationship to RSS PA3 High-Technology Corridors T9 The Management and Development of National and Regional Transport Networks T10 Freight	
Present Status DfT full approval obtained - construction works not yet commenced	
Milestones September 2007 Award of Construction Contract for Phase 2 October 2007 Start of construction works June 2009 End of Construction Works	
Costs £45.46m	
Risks Non construction of Selly Oak New Road Phase 1 Not securing s106 Contribution towards Selly Oak New Road Phase 2. Possible increased project costs due to land uncertainties.	
Outcomes Reduced congestion Improved journey reliability along one of the busiest sections of the Birmingham - Worcestershire HTC. Improved air quality and reduced noise Improved public realm /streetscape Improved access for buses, cyclists, pedestrians and cars. Provision of new facilities (particularly the expanded QE hospital) and a large number of job opportunities in an accessible location will promote social inclusion. Improved road safety through Selly Oak. Enable significant investment, particularly the proposed science and technology park	
Contact Name Peter Parker – 0121 303 7670	

Project Title: Owen Street Level Crossing Relief Road	
Project Sponsor: Sandwell MBC	Project Funders: LA /LTP /Network Rail
Brief Description of the Project This scheme involves construction of a relief road beneath the West Coast Main Line railway. This will allow closure of the level crossing, which causes severe delays and impairs accessibility of the Owen Street shopping area.	
Relationship to RSS PA2 Urban Regeneration Zones T5 Public Transport T9 The Management and Development of National and Regional Transport Networks	
Present Status DfT Full Approval	
Milestones March 2007 Begin business relocations March 2007 Commission design/build contractor to start final design September 2007 Start of construction works February 2010 End of construction works	
Costs £22.69m	
Risks DfT do not approve new increased cost estimate. Business relocations are delayed	
Outcomes Reduced congestion. Improved air quality, with positive benefits on the built environment within the local centre. Improved bus/rail integration. Improved access for pedestrians and cyclists. Improved road safety, particularly in the local centre. Closure of the level crossing will also remove the risk of a vehicle /train accident. Opportunity to revitalise Owen Street local centre, which is in the SBCWB Regeneration Zone.	
Contact Name Martin Wheeler – 0121 569 4136	

Project Title: Walsall Town Centre Transport Package**Project Sponsor:**
Walsall MBC**Project Funders:**
LA / LTP**Brief Description of the Project**

This scheme consists of a series of interlinked junction improvements along a 2.1 km section of the A4148 Walsall Ring Road. An extra carriageway will be built to the west and north of the current road between Moat Road and the Arboretum junction. To accommodate this road widening, a new railway bridge will be built on Littleton Street West, next to the existing bridge.

Relationship to RSS

PA2 Urban Regeneration Zones
T5 Public Transport
T8 Demand Management
T9 The Management and Development of National and Regional Transport Networks
PA 11 The Network of Town and City Centres

Present Status

Construction/implementation works in progress

Milestones

September 2007 Substantial completion of statutory undertakers (S. U.) major diversions.
June 2008 End of construction works

Costs

£18.71m

Risks

S.U. works take longer than programmed
Network Rail do not approve contractor's construction methodology
Cost of land acquisition and compensation significantly above budget forecasts.
Prediction of final land and disturbance costs
Major development proposals adjoining the scheme affecting design
Delays to completion of S.U.diversion works

Outcomes

Improved traffic flows and reduced congestion.
Positive impact on air quality.
Improved bus accessibility.
Improved accessibility will improve attractiveness to investors and visitors (the Scheme is within the NBC & SSRZ).

Contact Name

Steve Pretty - (0121) 569 4136

Project Title: Brierley Hill Sustainable Access Network	
Project Sponsor: Dudley MBC	Project Funders: LTP / Private
Brief Description of the Project This scheme seeks to reduce congestion and deliver environmental benefits on the A461 and in Brierley Hill as a whole. It will improve key junctions and reduce demand along High Street and Level Street. New roads parallel to High Street and linking to the A4036 Pedmore Road will be built.	
Relationship to RSS UR3 Enhancing the role of City, Town and District Centres PA2 Urban Regeneration Zones T3 Walking and cycling T5 Public Transport	
Present Status DfT full approval obtained - construction works not yet commenced	
Milestones April 2007 Start of construction works September 2008 End of construction works	
Costs £28.60m	
Risks Prevented from accessing land Unable to accommodate excess material on site Unforeseen private services and Statutory Undertakers apparatus Waste classification under new disposal regulations Interface with construction of LIFT development Adoption of Waterfront Way within available budgets	
Outcomes Alternative routes for through traffic and for access to Brierley Hill. Improved journey reliability. Reduced local air pollution/improved air quality. Improved public transport penetration/access and interchange. Improved pedestrian and cycling links. Enhanced road safety. Improved capacity and reduced congestion. Opportunity to regenerate key developments (Brierley Hill lies within the SBCWB Regeneration Zone).	
Contact Name Bill Dwight - 01384 815 410	

Project Title: Darlaston SDA Access Project	
Project Sponsor: Walsall MBC	Project Funders: LA / LTP
Brief Description of the Project This scheme includes highway improvements that will support reclamation of derelict and under-used land. The area is a key development site within the BCSS Regeneration Zone. A high quality access loop will accommodate 44 tonne lorries and link to the Black Country Route and Junction 9 of the M6. The Scheme is being developed in partnership with Advantage West Midlands and the Walsall Regeneration Company.	
Relationship to RSS PA2 Urban Regeneration Zones T3 Walking and Cycling T9 The Management and Development of National and Regional Transport Networks T10 Freight	
Present Status DfT conditional approval	
Milestones October 2007 Statutory Orders confirmed by Secretary of State (Transport) December 2007 Submission to Dft for final financial approval May 2008 Start of construction works April 2010 End of construction works	
Costs £15.72m	
Risks Changes to development proposals and land remediation proposals. Statutory Order and Planning procedures failing DfT funding dependant upon land remediation funding Serious ground contamination. Resistance from heritage groups to proposals affecting the Bentley Mill Way aqueduct Environment Agency and British Waterways concerns regarding contamination and design issues.	
Outcomes Reduced local congestion. Positive impact on air quality and noise reduction. Opening up of an area of derelict land for redevelopment will enhance the built environment. Strategic access to a regionally important development site, and new job opportunities. Improved bus, cycle and pedestrian access. Improved roads and removal of access traffic from existing substandard roads will help local road safety. Supports reclamation of derelict and under-used land through improved access to the Primary Route Network (PRN). Provide access for 44 tonne lorries.	
Contact Name Paul Screen – 01922 654508	

Project Title: Longbridge Link Road	
Project Sponsor: Birmingham City Council	Project Funders: LA / LTP
Brief Description of the Project This scheme is for a 2 km, single carriageway link between the A441 and B4096, providing a direct connection to the M42. The Scheme lies partly outside the Birmingham boundary and negotiations are underway with adjoining local authorities.	
Relationship to RSS PA2 Urban Regeneration Zones T3 Walking and Cycling T5 Public Transport T9 The Management and Development of National and Regional Transport Networks	
Present Status RFA firm priority	
Milestones May 2007 Completion of Area Action Plan (AAP) Oct 2007 AAP Examination in Public	
Costs £8.8m	
Risks Preferred option for AAP cannot be agreed Inspectors reject AAP Acceptable design cannot be developed Use of Green Belt Land Local opposition	
Outcomes Reduced congestion on local roads. Improved access between the M42 and proposed strategic Park & Ride next to Longbridge station. Improved local accessibility, especially for buses, cyclists and pedestrians. Reduced number of HGVs in residential areas (Longbridge Lane) will improve road safety. Provides link to a key development area in the Birmingham - Worcestershire HTC with the M42 and wider national road network.	
Contact Names Chris Haynes/Richard Leonard - (0121) 303 7421	

Project Title: Birmingham Gateway (New Street Station)**Project Sponsor:**

Birmingham City Council (BCC)
Network Rail

Project Funders:

DfT LTP, DfT Rail, AWM, BCC, Centro,
Private Sector

Brief Description of the Project

The project will see the transformation of New Street Station into a World Class gateway for Birmingham and the Wider West Midlands Region, with the scheme also serving as a major catalyst for continued regeneration in the south side area of Birmingham City Centre. The Gateway project will enhance the overall passenger experience at New Street by transforming the performance and appearance of the station, improving pedestrian routes and linkages to the city centre. Passenger handling capacity at the station will be doubled from present levels.

Relationship to RSS

The transformation of New Street Station is specifically identified as a Priority for Investment in Policy T12 of the Regional Transport Strategy component of the RSS. The strategy also highlights key links between New Street Station passenger capacity enhancement and Policy T5: Public Transport, T6: Strategic Park and Ride and Policy UR2: Towns and Cities outside major urban areas. Viewing the RSS more holistically, the project strongly supports the following RSS policies:

- UR1 Implementing Urban Renaissance;
- UR3 Enhancing the Role of City, Town and District Centres;
- PA1 Prosperity for All;
- PA2 Urban Regeneration Zones;
- PA10 Tourism and Culture;
- PA11 The Network of Town and City Centres; and
- PA12 Birmingham's Role as a 'World City'.

Present Status

Design of the Gateway scheme has been completed to rail industry GRIP (Guidance on Rail Investment Projects) level 4. Major Scheme Business Case funding submissions have been made to DfT LTP and DfT Rail. AWM have approved an outline funding application for the scheme, with a detailed application submitted in December 2006. Outline planning approval is now given.

Milestones

- June 2007 – Possession bookings complete;
- July 2007 – Funding approval for procurement and design;
- March 2008 – GRIP 5 design complete;
- August 2008 – Full funding approval;
- December 2008 – Commence construction.

Costs

Total project all funders (public and private sectors) circa £500m

Outcomes

Reduced congestion.

Improved accessibility, road safety and air quality.

Modal shift to public transport.

Improved reliability.

Bring forward the regeneration of the south side of Birmingham City Centre, delivering enhanced economic prosperity and employment opportunities.

Birmingham and the West Midlands will have a world class gateway.

Contact Names

Chris Haynes – 0121 303 7421

Project Title: West Midlands UTC Major Scheme	
Project Sponsor: Wolverhampton City Council	Project Funders: LA / LTP
Brief Description of the Project This scheme seeks to make more efficient use of existing infrastructure and reduce congestion on the network. It will make traffic signals more efficient, provide a common platform for bus priority measures, deliver more variable message signs, and create a technical platform which enables intelligent transport services to be deployed. The project has been developed in partnership with the police, Highways Agency and public transport operators.	
Relationship to RSS T3 Walking and Cycling T5 Public Transport T9 The Management and Development of National and Regional Transport Networks T10 Freight	
Present Status DfT programme entry	
Milestones March 2007 Respond to DfT Questions & Comments June 2007 Submit for Full Approval September 2007 Start of construction works August 2012 End of construction works	
Costs £28.0m	
Risks Scheme at risk until full DfT approval is given	
Outcomes Improved efficiency of the highway network. Reduced congestion and increased journey reliability. Positive impact on air quality, noise levels and fuel efficiency. Improved bus reliability. Safer crossings for disabled people, cyclists and pedestrians will reduce severance. More reliable journey times will benefit the movement of people and goods across the entire West Midlands network.	
Contact Names CEPOG Core Support Team – 0121 214 7327	

Project Title: Stourport Relief Road	
Project Sponsor: Worcestershire County Council	Project Funders: WCC (LTP)
Brief Description of the Project Construction of a new road providing a town centre bypass for Stourport-on-Severn, including a new bridge over the River Severn. The scheme will remove through traffic from the town centre enabling enhancement of the central area, including improvements for pedestrians, cyclists and bus users. The existing town centre suffers from significant levels of congestion.	
Relationship to RSS UR2: Towns and Cities Outside Major Urban Areas T9: The Management and Development of National and Regional Transport Networks	
Present Status WCC completed a Stourport Transport Study in 2003 that assessed various transport strategy options for the town, using a micro-simulation modelling package, and this concluded that the construction of the Relief Road brings the greatest benefit to the town. Alternative strategy options did not result in an uncongested town centre network. WCC is currently working on a Wyre Forest Transport Study, which is reviewing the Stourport Relief Road and testing other transport strategy options. The Study is wider than the previous Stourport Study, covering the neighbouring towns of Kidderminster and Bewdley as well, and will seek to identify the transport strategy that brings the greatest benefits for the Wyre Forest District as a whole. The study is due to be completed in Spring 2007.	
Milestones Completion of Wyre Forest Transport Study in Spring 2007 will determine whether WCC wishes to continue to promote this scheme as part of the Wyre Forest transport strategy.	
Costs Cost estimate of £47 million remains the most up to date valuation (this excludes optimism bias)	
Risks The major risks associated with this scheme are the failure to secure planning approval for the Relief Road (low risk as the route is safeguarded within the Wyre Forest Local Plan), increased scheme costs, and environmental problems associated with crossing the floodplain of the Rivers Severn and Stour.	
Outcomes Relief of town centre congestion permits environmental enhancement within the centre, benefiting the local economy by providing a more attractive town centre. Congestion relief will also remove the risk of the town centre being designated an Air Quality Management Area (it is currently a borderline site) and will therefore have local health benefits. The scheme will also improve accessibility to key employment sites within Wyre Forest, including the British Sugar site and sites within Stourport-on-Severn.	
Contact Name Sarah Gilmour Tel: 01905 766893 Email: sgilmour@worcestershire.gov.uk	

Project Title: A41 Expressway/A4031 All Saints Way Junction Improvement	
Project Sponsor: Sandwell MBC	Project Funders: LA/LTP/Developer
Brief Description of the Project This scheme provides a vehicle underpass along the line of the A41 Expressway, beneath the existing roundabout at its junction with the A4031 All Saints Way. The project will infill pedestrian subways and replace them with surface crossings. The junction lies on the 404 Bus Showcase route and will have bus priority measures.	
Relationship to RSS PA2 Urban Regeneration Zones T3 Walking and Cycling T5 Public Transport T9 The Management and Development of National and Regional Transport Networks	
Present Status Awaiting Appendix E response	
Milestones March 2007 Complete preparation of tender documents April 2010 Start of construction works October 201 End of construction works	
Costs £22.39m	
Risks Scheme at risk until full DfT approval is given.	
Outcomes Reduced congestion Positive implications for air quality. Improved accessibility to West Bromwich Town Centre, new developments and to the Black Country as a whole. Improved pedestrian crossing facilities and reduced severance. Improved road safety. Improved access to and from the motorway. Improved access to West Bromwich Town Centre will enhance its economic viability (within the SBCWB Regeneration Zone).	
Contact Name Andy Miller – 0121-569 4249	

Project Title: Brownhills Transport Package**Project Sponsor:**

Walsall MBC/Staffordshire County Council

Project Funders:

LTPs / LAs

Brief Description of the Project

The Brownhills Transport Package comprises three elements which are inextricably linked and all elements must be completed if the objectives of the Scheme are to be achieved. The package is designed to tackle the problems of accessibility, community severance, pollution and congestion in Brownhills town centre. The package will reduce congestion in the surrounding areas, improve bus reliability, reduce rat running through residential streets and the rural lanes around and through the village of Stonnall. The centre of Brownhills will be pedestrianised and a new bus interchange facility will be constructed linked to the main shopping area. The improved links with Clayhanger area will facilitate a review of bus services to improve public transport penetration of this and other areas.

Relationship to RSS

UR3 Enhancing the role of City, Town and District Centres

T3 Walking and cycling

T5 Public Transport

Present Status

RFA firm priority

Milestones

Provisional Entry

Costs

£18.65m

Risks

Scheme at risk until full DfT approval is given

Outcomes

Reduced congestion

Improved air quality

Improved bus access.

Reduced severance and road accidents.

Improved access to the M6 Toll

Catalyst to regenerate Brownhills town centre and encourage further commercial and residential development.

Contact Name

Paul Screen – 01922 654 508

Project Title: Chester Road Access Improvements	
Project Sponsor: Birmingham City Council	Project Funders: LTP
Brief Description of the Project The section of Chester Road (A452) between its junction with the M6 Junction 5 and Tyburn Road suffers regularly from all day traffic congestion. This section forms part of the Primary Route Network and provides access to major industrial and commercial sites and development opportunities, such as Jaguar, LDV and Fort Dunlop. It also links the A38, A47 and M6, and forms part of the formal motorway diversionary route for the M6. The Scheme includes bus priorities and pedestrian improvements, as well as widening of Chester Road to a three-lane dual carriageway between Kingsbury Road and Fort Parkway. At-grade improvements will also be carried out at a number of junctions, as well as crossing facilities for cyclists and pedestrians.	
Relationship to RSS PA2 Urban Regeneration Zones T5 Public Transport T9 The Management and Development of National and Regional Transport Networks	
Present Status RFA Firm Priority	
Milestones 2007: Programme Entry	
Costs £15.0m	
Risks Compulsory Purchase Order Relocation of "Spitfire Sculptures"	
Outcomes Reduced congestion. Improved accessibility in the Heartlands Corridor. Positive implications for air quality. Reduced severance. Improved safety for all road users. Economic benefits, access to employment opportunities will be improved for those residing in the EBNS RZ.	
Contact Name Brett Dennett - 0121 303 7430	

Project Title: A4123/A461 Junction Improvement, Burnt Tree**Project Sponsor:**
Sandwell MBC/Dudley MBC**Project Funders:**
LTP**Brief Description of the Project**

The existing five arm junction is a major bottleneck for two key Black Country strategic access routes: Wolverhampton - Birmingham, and Walsall - Dudley - Stourbridge. The latter links with the Black Country New Road and Black Country Route to the north-east, and Dudley southern bypass and Brierley Hill centre to the south-west. The junction is at the cross-roads of links to many Black Country employment sites and has to cope with large volumes of HGVs. The geometry of the roundabout has insufficient capacity for heavy traffic flows, a poor accident record and lacks pedestrian / cycle facilities. The Scheme will alter the roundabout to a four-arm traffic signal arrangement. This will improve capacity, allow for bus priority and improve journey reliability and provide controlled crossing points for pedestrians and cyclists.

Relationship to RSS

PA2 Urban Regeneration Zones
T5 Public Transport
T9 The Management and Development of National and Regional Transport Networks

Present Status

Programme Entry

Milestones

September 2008 Start of construction works
December 2010 End of construction works

Costs

£10.94m

Risks

Possible objections to orders
Project cost escalating above DfT's valuation
Contract not procured on time
Detrunking of A4123

Outcomes

Bottleneck at the junction of two key Black Country strategic access routes (A4123 / A461) alleviated.
Positive implications for air quality.
Improved reliability of Bus Showcase Route 87.
Improved road safety.
Improved access to and from the M5 will be improved, to assist in sustaining regeneration of the Castle Hill area (within the SBCWB Regeneration Zone)

Contact Name

Martyn Holloway – 01384 815426

Project Title: SPARK (Leamington Spa Warwick Public Transport)	
Project Sponsor: Warwickshire County Council	Project Funders: DfT, Warwickshire County Council and s106 contributions
Brief Description of the Project: Integrated bus and rail based public transport network for Leamington Spa and Warwick, comprising improvements to services, vehicles, infrastructure, park and ride and through ticketing.	
Relationship to RSS T1 Developing Accessibility and Mobility in the Region to support the Spatial Strategy T5 Public Transport	
Present Status Programme entry. Initial work on identification of tendering regimes and workstreams is underway.	
Milestones Review of tendering arrangements by April 2007 Outline design complete by December 2007 CPO/Planning complete by December 2009 Commencement of Scheme April 2010 - April 2011.	
Costs £12.94m	
Risks Potential uncertainty of procurement for Superbus network Potential for public transport changes between Major Scheme Business Case Submission and implementation of SPARK	
Outcomes Improved public transport mode share in the Warwick/Leamington Spa area Improved links between services and facilities Improved access for local people and visitors to the area	
Contact Name Lee White - 01926 735671	

Project Title: Airport / NEC Public Transport Access Scheme**Project Sponsor:**

Solihull MBC

Project Funders:

LTP, LA , BIA and NEC

Brief Description of the Project

This scheme, in partnership with BIA and NEC, will improve public transport access particularly between BIA / NEC and the EBNS Regeneration Zone. It includes new bus lanes and associated traffic management improvements, a public transport hub / interchange, real time information, SMS messaging and infrastructure upgrades on routes serving the area, including the link with the Coleshill Multi-Modal Interchange Major Scheme (in Warwickshire) that will open in 2007 .

The Airport Surface Access Strategy aims to increase public transport's share of travel to BIA, currently about 20% to 25% by 2012. This is important in the light of job growth forecasts.

Relationship to RSS

PA2 Urban Regeneration Zones

T5 Public Transport

T8 Demand Management

T9 The Management and Development of National and Regional Transport Networks

T11 Airports

Present Status

DfT programme entry

Milestones

April 2007 Revised submission to DfT for Conditional Approval

January 2009 Start of construction works

December 2011 End of construction works

Costs

£10.48m (approx, will be modified in April 2007 submission to reflect latest programme and price information)

Risks

Approval of Variable Bus Lane

Outcomes

Reduced congestion on motorway and local road networks.

Improved air quality.

Motorists will be offered a realistic, environmentally friendly alternative.

Improved bus links to nearby residential areas, including some disadvantaged communities within the EBNS Regeneration Zone.

Improved access to jobs.

Improved road safety.

Increase the labour pool available to employers and boost job growth.

Contact Name

Piers Cockroft - 0121 704 6481

Project Title: Bus Supershowcase (Coventry Rapid Transit)	
Project Sponsor: Coventry City Council / Centro	Project Funders: LTP; LA; Private
Brief Description of the Project This scheme is a joint bid between Centro and Coventry City Council, and possibly Warwickshire County Council. It will provide a high quality, high frequency, limited stop bus service that operates like a tram. The route will improve public transport through the regeneration areas of north Coventry. It will link a number of large developments including the Arena stadium and exhibition hall, a new Park & Ride North, Longford, Foleshill District Centre, Prologis Business Park, and new housing in Radford and Swanswell Development Area. Potential extensions into Warwickshire would also serve Nuneaton and Warwick University.	
Relationship to RSS PA2 Urban Regeneration Zones T5 Public Transport T6 Strategic Park and Ride T9 The Management and Development of National and Regional Transport Networks	
Present Status RFA Provisional Priority	
Milestones Programme entry	
Costs £63.6m	
Risks Insufficient funds available to complete the feasibility study work	
Outcomes Maximised modal shift. Reduced congestion. Positive impact on air quality. Realistic, environmentally friendly alternative for motorists. Improved accessibility for those without access to a car as the route serves a number of disadvantaged communities. Enhanced road safety. Access to job opportunities (the C&N Regeneration Zone).	
Contact Names Ted Hiscocks /Alan Newland – 024 7683 3379	

Project Title: Brinsford Strategic Park and Ride	
Project Sponsor: Staffordshire CC/Developer/Centro	Project Funders: LTP/Developer
Brief Description of the Project Construction of a new Strategic Park and Ride / Parkway Station to the north of the M54 capable of being served by local, inter-regional and intercity services, together with a bus link.	
Relationship to RSS PA3 High Technology Corridors T5 Public Transport T6 Strategic Park and Ride	
Present Status RFA provisional priority.	
Milestones Programme Entry	
Costs £39.8m	
Risks The project requires the construction of a new railway station and car park. Construction risks have been minimised but DfT, Network Rail and train operators approval is needed and final agreement to service timetables. Risk schedule and optimism bias has been prepared as part of business case.	
Outcomes Modal shift to public transport.	
Contact Name Charles Soutar – (01785) 276735	

Project Title: M54 Junction 2 - Wobaston Road (i54)	
Project Sponsor: Wolverhampton City Council	Project Funders: LTP/ LA/ Private
Brief Description of the Project This scheme involves improvements to the Stafford Road and Wobaston Road to enable multi-modal access to the Wobaston Road Major and Regional investment sites	
Relationship to RSS PA2 Urban Regeneration Zones T5 Public Transport T6 Strategic Park and Ride T9 The Management and Development of National and Regional Transport Networks	
Present Status RFA Provisional priority	
Milestones Programme entry	
Costs £7.67m	
Risks Objections from stakeholders and public consultations.	
Outcomes Access to the Wobaston Road Major and Regional Investment Sites (both are in the NBCSS Regeneration Zone and constitute a key node on the Wolverhampton - Telford HTC). Freer flowing traffic will have positive implications for air quality. Improved access by bus and links with existing cycling and walking networks. Improved road safety.	
Contact Name David Orton - 01902 555685	

Project Title: Coventry Station	
Project Sponsor: Coventry City Council	Project Funders: LTP/LA
Brief Description of the Project The area around the railway station is being brought into single ownership by a company which wants to develop a 1 million sq ft, mixed use scheme, adopting Transport Development Area principles. The proposals address key transport issues such as pedestrian access to the city centre, provision for Prime Lines and Coventry Rapid Transit, and improved bus/rail interchange.	
Relationship to RSS PA2 Urban Regeneration Zones T5 Public Transport T8 Demand Management T9 The Management and Development of National and Regional Transport Networks PA 11 The Network of Town and City Centres	
Present Status RFA Provisional priority	
Milestones Programme Entry	
Costs £11.32m	
Risks Development brief changes.	
Outcomes Improved accessibility (by public transport, cycling and walking) will reduce demands on the transport system. Substantial redevelopment proposals will improve the built environment and provide employment and other opportunities within close proximity of a railway station. Improved air quality. Reduced social inclusion. Improved interchange between rail, bus and taxi will increase access to all parts of the city and sub-region (particularly in conjunction with the approved Primelines and proposed CRT Major Schemes). Economic activity in this highly accessible location is likely to cut car journeys and benefit road safety (the site is within the C&N Regeneration Zone).	
Contact Name Alan Newland – 024 7683 3379	

Project Title: Shrewsbury North West Relief Road

Project Sponsor:
Shropshire County Council

Project Funders:
This project is being taken forward as part of the Transport Innovation Fund (TIF) studies for Shrewsbury, in the expectation that it could be fully funded from the TIF. However, if, for any reason, TIF funding cannot be secured for this scheme, the County Council reserves the right to pursue funding from the RFA.

Brief Description of the Project

The Shrewsbury NWRR will complete the missing link in Shrewsbury's bypass and distributor road network, leading to significant traffic relief to the town centre and approaches. The NWRR is a key element of the TIF strategy for Shrewsbury.

Relationship to RSS

CF2 Housing beyond the major urban areas
T3 Walking and Cycling
T9 The Management and Development of National and Regional Transport Networks

And, as part of the wider TIF project for Shrewsbury:

T1 Accessibility and Mobility to support the spatial strategy
T5 Public transport
T8 Demand Management
PA 11 The Network of Town and City Centres

Present status

Following preliminary design and public consultation on alternative routes, a preferred route was confirmed by the County Council on 24 January 2007. Work is now being undertaken to develop the scheme to a point where a planning application can be made. A detailed Environmental Assessment is being undertaken and a Major Scheme Business Case is being prepared (for the whole TIF project, including the NWRR)

Milestones

Planning Application October 2007
Major scheme business case due in July 2008
Construction starts (subject to approvals + funding) late 2009
Scheme open late 2011

Costs

£70 million including 40% optimism bias. This excludes the cost of other capital expenditure delivered through the TIF package, which could bring the total cost of the TIF package to over £100 million

Risks

Availability of TIF funding depends on the outcome of detailed studies and consultations in 2007/2008, and on approval of a MSBC for the whole TIF project.
Public Inquiry in 2008/2009

Outcomes

- Improved accessibility
- Reduced congestion.
- Improved air quality.
- Accident reductions.
- Significant economic benefits.

The other elements of the TIF project would help "lock in" and enhance these benefits, and would result in:

- Improved public transport services
- Modal shift towards public transport
- Environmental enhancements to the historic town centre

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Appendix C: T12: Priorities for Investment (to 2011) - Intervention Details
(March 2007)

Project Title: West Coast Main Line Strategy	
Project Sponsor: DfT	Project Funders: DfT
Brief Description of the Project To upgrade the West Coast Main Line between London, the West Midlands and the North West as part of a project to renew the infrastructure. The upgrade consists of increasing line speeds to 125mph, increasing capacity at key pinch points and the introduction of new tilting trains.	
Relationship to RSS T5 Public Transport T9 The Management and Development of the National and Regional Transport Networks	
Present Status Currently being delivered	
Milestones December 2008 – Completion of Rugby re-modelling and new platforms December 2008 – Completion of Trent Valley four tracking and revised services along the WCML. 2009 onwards – Stafford re-modelling.	
Costs £8.125bn (costs were stated as unknown in the previous version of the TDP).	
Risks Costs exceed budget for elements of the project. Further pressures on rail industry funding requires savings to be made. Delivery timescale slips because of supply pressures within the industry.	
Outcomes Reduced congestion. Environmental improvements.	
Contact Names Brian Welch - Brian.Welch@dft.gsi.gov.uk Tony Francis – Tony.francis@dft.gsi.gov.uk	

Project Title: Upgrading rail freight routes to Felixstowe and Southampton

Project Sponsor

Network Rail responsible for delivery

Project Funders:

Third Parties, DfT (Productivity TIF)

Brief Description of the Project

Securing an increase in the loading gauge on routes between Felixstowe and the West Midlands and Southampton and the West Midlands to enable 9'6" containers to be conveyed on standard wagons.

Relationship to RSS

Policy T10 Freight

Present status

Felixstowe – West Midlands via north London and WCML – upgrade completed Autumn 2004

Southampton – West Midlands – design work completed but no funding for implementation. Productivity TIF business case submitted in July 2006.

Felixstowe - Peterborough gauge enhancement. Funding secured from port developers to enable 9'6" containers to reach East Coast Main Line

Peterborough - Nuneaton gauge enhancement and new junction at Nuneaton to link with northbound WCML. Productivity TIF business case submission made in July 2006.

Milestones

Felixstowe - Peterborough - third party funding agreed June 2006 - yet to be finally signed off.

Southampton – West Midlands and Peterborough – Nuneaton, Productivity TIF bid made July 2006; announcement in December 2006 to proceed with further work. No deadline set for re-submission.

Costs

Not yet available

Risks

No funding source for Southampton – West Midlands and Peterborough -Nuneaton can be identified should business case for TIF Productivity funding not be accepted.

Capacity pinch points on route - especially Felixstowe branch, may reduce the ability of the rail network to accommodate a growth in freight movements.

Outcomes

A higher volume and proportion of freight being conveyed by rail to and from the key container ports than would otherwise be the case.

A greater likelihood that investment in rail terminal facilities might be forthcoming in the West Midlands, hence enabling a higher proportion of other freight traffics to be conveyed by rail.

Contact Name

Brian Welch - Brian.Welch@dft.gsi.gov.uk

Project Title: M6 Widening Junction 11A to Junction 19

(West Midlands Region: M6 J11a - J16 & North West Region: M6 J16 - J19)

Project Sponsor:

HA

Project Funders:

HA

Brief Description of the Project

Candidate Targeted Programme of Improvements scheme.

The objective of the widening scheme is to relieve congestion and improve journey time reliability on the M6 by adding capacity between J11A - J19, connecting Birmingham and Manchester.

Standard recommended by the West Midlands to North West Conurbations (MidMan) Multi-Modal Study Final Report (May 2002): Dual 4-Lane Motorway.

Scheme on route of National and International Importance.

Relationship to RSS

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

Regional Planning Guidance for the West Midlands (RSS 11, June 2004) emphasises the importance of the South East - North West Transport Corridor and states that "The key highway improvement is the proposed widening of M6 junctions 11a to 19 (in response to the recommendations of the MidMan MMS)" (Chapter 9, paragraph 9.63).

Present status

In his response to the MidMan MMS (announcement, 10 December 2002), the Secretary of State accepted the recommendation to widen the M6 to dual four lanes, but only between J11A and J19.

In July 2004 a Consultation into the concept of an Expressway alongside M6 was held. This option was ultimately rejected in July 2006, when the Secretary of State decided the additional capacity would be provided through widening.

The HA is developing a preliminary business case for a dual four-lane widening scheme, and expects a submission for TPI entry to be made in Summer 2007. Alongside the widening, a range of integrated demand management measures are being considered.

Milestones

The Agency is considering a variety of procurement methods and contract strategies which will lead to a range of milestone dates. However, with a publicly funded route it is expected that the works could be completed in 2018 and with a privately funded procurement route in 2020.

Costs

The combined outturn cost, which includes the base scheme estimate, a risk allowance, non-recoverable VAT, optimism bias and inflation, is estimated to be slightly in excess of £3bn. The actual figure will depend on the outcome of further work.

<p>Risks</p> <ul style="list-style-type: none">• The funding route for this scheme has not been determined• Very large scheme with high resource requirements from the construction industry• Delay potential as scheme passes through statutory processes <p><i>Interaction with, and possible constraint on, other potential projects - could have a knock-on effect on delivery of an M54 to M6 Toll Link.</i></p>
<p>Outcomes</p> <p>Reduce congestion Improve safety Improve journey time reliability Support national and regional economies</p>
<p>Contact Name</p> <p>Colin Chadwick Tel: 0121 – 678 8281 E-mail: colin.chadwick@highways.gsi.gov.uk</p> <p>Nick Curwen Tel: 0121 – 678 8232 E-mail: nick.curwen@highways.gsi.gov.uk</p> <p>Victoria Bennett Tel: 0121 – 678 8511 E-mail: victoria.bennett@highways.gsi.gov.uk</p> <p>Malcolm Cook Tel: 0121 – 678 8284 E-mail: malcolm.cook@highways.gsi.gov.uk</p>

Project Title: M40 Junction 15 (Longbridge Roundabout) Improvement	
Project Sponsor: HA	Project Funders: HA
<p>Brief Description of the Project</p> <p>This scheme entered the Highways Agency's Targeted Programme of Improvements (TPI) on 16 July 2003. Its primary objective is to relieve congestion and improve safety. The scheme is located on a strategic road of national and international importance and is therefore categorised as a 'National Scheme'.</p> <p>M40 J15 in Warwickshire is a heavily congested interchange (M40/A46/A429). The scheme proposal to be implemented is Revised Road Based Study Option A3, allied to roundabout capacity expansion measures.</p> <p>The A46 by-pass route would extend from Coplow Wood to the Hampton Overbridge, and pass to the west of the existing M40 Junction 15, on a new bridge over the M40.</p> <p>At the northern end, the dual 2-lane bypass would connect to the existing A46, via a free flow grade separated junction, allowing traffic to split from the existing A46 traffic to flow past the motorway junction. At the southern end, the bypass would connect to M40 Junction 15 and the B4463 via a new roundabout near the village of Sherbourne. A new link road connects this roundabout to the existing M40 Junction 15 roundabout.</p> <p>Additional road space would be provided on the existing A46/M40 J15 roundabout, requiring widening of the carriageway over existing bridge decks and provision of dedicated turning lanes from M40 to the roundabout.</p>	
<p>Relationship to RSS</p> <p>Policy T9 The Management and Development of National and Regional Transport Networks</p>	
<p>Present status</p> <p>Committed scheme currently undergoing statutory procedures. Draft Orders were published on 6th July 2006, and the objection period closed on the 15th September. 62 objections were received, and a public inquiry is programmed for 2007.</p>	
<p>Milestones</p> <p>2007: Public Inquiry starts Spring 2008: Scheme planned to start construction Winter 2010: Scheme planned to complete (road open to traffic)</p> <p>NB: Progress on schemes is subject to the satisfactory completion of statutory procedures and the availability of funding</p>	
<p>Costs</p> <p>£58.50m (costs were stated as £57.83 in the original version of the TDP)</p>	
<p>Risks</p> <p>Future programme dependent on Statutory procedures / processes.</p>	
<p>Outcomes</p> <p>Reduced congestion Improved safety Support for sub-regional development</p>	
<p>Contact Name</p> <p>Jonathon Pizzey Tel: 0121 – 678 8306 E-mail: jonathon.pizzey@highways.gsi.gov.uk</p> <p>Colin Mercer Tel: 0121 – 678 8547 E-mail: colin.mercer@highways.gsi.gov.uk</p>	

Project Title: M42 Widening Junction 3 to Junction 7	
Project Sponsor: HA	Project Funders: HA
Brief Description of the Project The widening scheme emerged from the West Midlands Area Multi-Modal Study (WMAMMS, Final Report issued October 2001). The study recommended widening between M42 Junctions 3 to 7 generally to 4 lanes with an additional auxiliary lane between Junctions 3a and 7, together with junction improvements at J6 (M42/A45) and J7 (M42/M6). Scheme on route of 'Strategic National Importance'	
Relationship to RSS Policy T9 The Management and Development of National and Regional Transport Networks Policy T11 Airports	
Present Status In his response to WMAMMS (announcement, 9 July 2003), the Secretary of State – Transport (SoST) supported M42 J3 to J7 capacity improvements in principle, but said that he was not yet convinced that a full widening scheme as recommended by the MMS was necessary. The SofS indicated that the need for full widening should be given further consideration in the light of the results of the M42 J3a to J7 Active Traffic Management (ATM) Pilot Project – to be evaluated in 2008 – which will trial hard shoulder running under controlled conditions at peak periods (amongst other operational regimes). SoST's response also noted that another factor influencing a widening decision would be the need to provide adequate strategic access to cater for any future expansion of Birmingham International Airport, and that this issue needed further consideration by HA. Following publication of the Air Transport White Paper (December 2003), BIA has developed a draft Master Plan, which will be finalised in 2007. The draft Master Plan did not deal with the access to the motorway and the airport has worked with transportation partners including the HA to assess the impact on M42 of an expanded airport.	
Milestones Scheme Programme (<i>dates in italics are provisional forecasts</i>): 2008: Evaluation of M42 ATM Pilot scheme Post 2008: Scheme development commences Around 2018: Scheme completion (road open to traffic) NB. Progress on schemes is subject to the outcome of the ATM Pilot scheme, satisfactory completion of statutory procedures and the availability of funding	
Costs Costs not available at present time	
Risks <i>No preparatory work is anticipated until the effectiveness of the ATM Pilot scheme has been assessed.</i>	
Outcomes Reduced congestion Improved safety Improved journey time reliability <i>Support for BIA Master Plan</i>	

Contact Names

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Neil Hansen)

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Project Title: M54 to M6 / M6 (Toll) Link Road	
Project Sponsor: HA	Project Funders: Macquarie Infrastructure Group / HA
<p>Brief Description of the Project New highway infrastructure to provide a direct link between the M54, the M6 and the M6 Toll, as recommended by the West Midlands Area Multi-Modal Study (WMAMMS, Final Report issued October 2001).</p> <p>The scheme would allow improved movements from the M6 Toll and M6 to the M54. Relief would be provided to the A449 and A5 trunk roads and the A460 local road currently being used as links between the M54, the M6 and the M6 Toll.</p> <p>The scheme would also support the development aspirations of the western side of the West Midlands conurbation. This would potentially benefit the Wolverhampton to Telford High-Technology Corridor (HTC) and the Regional Investment Sites (RIS) and Major Investment Site (MIS) north of Wolverhampton, with consequential benefits for the North Black Country & South Staffordshire Regeneration Zone (RZ).</p>	
<p>Relationship to RSS T9 The Management and Development of National and Regional Transport Networks. T12 Priorities for Investment PA3 High Technology Corridors</p>	
<p>Present status WMAMMS recommended development of a link road from the M54 to the M6 Toll to improve access to and from the M54 corridor and Telford.</p> <p>On 24 May 2006, the Secretary of State and Macquarie Infrastructure Group signed an agreement that committed Macquarie to contributing up to £70 million for the cost of a M54/M6/M6 Toll Link. This figure will rise in line with RCTPI from the date of signing.</p> <p>The HA is currently developing the scheme towards TPI entry.</p>	
<p>Milestones Scheme Programme (<i>dates in italics are provisional forecasts</i>):</p> <p><i>Summer 2007: Scheme enters Targeted Programme of Improvements</i> <i>2011: Scheme commencement (start of works / construction)</i> <i>2012: Scheme completion (road open to traffic)</i> NB. Progress on schemes is subject to the satisfactory completion of statutory procedures</p>	
<p>Costs Present expectation is that scheme costs will be met by Macquarie. Work is in hand to establish realistic estimates.</p>	
<p>Risks Delay potential as scheme passes through statutory processes. Interaction with M6 Widening scheme could have a knock-on effect on delivery.</p>	
<p>Outcomes Improved road travel through the region Improved safety and reduced congestion on existing routes (A449, A5 and A460) Support for North Black Country & South Staffordshire Regeneration Zone, Regional Investment Site and Major Investment Site</p>	
<p>Contact Name Neil Hansen 0121 – 678 8215 neil.hansen@highways.gsi.gov.uk</p>	

Project Title: Active Traffic Management for M5/M6/M42 (Birmingham Motorway Box)	
Project Sponsor: HA	Project Funders: HA
<p>Brief Description of the Project</p> <p>Emerging Productivity Transport Innovation Fund (TIF) scheme. The West Midlands Area Multi-Modal Study recommended the introduction of Active Traffic Management (ATM) on the M5, M6 and M42 Motorways around the Birmingham Box, with the objectives of improving traffic flow and safety.</p> <p>The Highways Agency is bidding for Productivity TIF funding for this work. At the time of drafting, this bid is being considered. The initial bid covers the first two phases of the scheme: Phase 1: M6 Junctions 4-5, M42 Junctions 7-9, and M40 (Junction 16 - M42 Junction 3A); Phase 2: M6 Junctions 8-10A. It is anticipated that in future rounds, further bids would be made to cover the remainder of the Box (Phases 3-6).</p>	
<p>Relationship to RSS</p> <p>Policy T9 – The Management and Development of National and Regional Transport Networks</p> <p>The Black Country Study report (RSS revision Phase 1) also recommends the installation of ATM on the section of the Box through the Black Country.</p>	
<p>Present status</p> <p>ATM is now operational on the M42 (J3a-7). Hard shoulder running started in September 2006. Initial results are encouraging but monitoring will continue and detailed reports as to its effectiveness will be produced in due course.</p> <p>Feasibility work and an initial business case for rolling out the technology around the remaining sections of the Box was completed in Summer 2006. Further work continues to address the practicalities associated with the first two phases. This work should be completed by April 2007.</p> <p>As a result of this work it appears that the prioritised order of implementation of ATM around the remainder of the Box is currently:</p> <p>(Phase 1) M6 Junction 4 to Junction 5, M40 Junction 16 to M42 Junction 3A and M42 Junction 7 to Junction 9</p> <p>(Phase 2) M6 Junction 8 west to Junction 10A</p> <p>(Phase 3) M6 Junction 5 to Junction 8 west</p> <p>(Phase 4) M5 from Junction 2 to M6 Junction 8</p> <p>(Phase 5) M5 from Junction 2 to M5 Junction 4A</p> <p>(Phase 6) M42 from M5 J4a to M42 J3a</p>	
<p>Milestones</p> <p><i>Dates in italics are provisional forecasts:</i></p> <p><i>2008: M42 J3a-J7 ATM Pilot evaluated</i></p> <p><i>March 2009: Phase 1 implemented</i></p> <p><i>March 2011: Phase 2 implemented</i></p>	
<p>Costs</p> <p>(These costs are indicative only (based on M42 J3a-J7 ATM Pilot indicative costs)):</p> <p>Costs for full ATM rollout around the Box: <u>£590m</u> (outturn costs, including risk, Optimism Bias and inflation).</p> <p>The current bid for Phases 1 and 2 costs is around <u>£135m</u> (outturn costs, including risk, Optimism Bias and inflation).</p>	
<p>Risks</p> <ul style="list-style-type: none"> • The present bid for funding only covers Phases 1 and 2. This funding has not been agreed – bid is with DfT. • Short timescales for delivery of phases 1 & 2 to meet Productivity TIF deadlines. • Coordination of maintenance works that are a prerequisite for delivery. <p><i>Phases 3 – 6 would possibly be subjects of future bidding rounds.</i></p>	

Outcomes

Best use of the motorway network

Managed congestion

Improved information for road users

Improved safety

Improved links between HA and LA roads through coordinated traffic management

Improved journey time reliability

Contact Names

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Project Title: A38 Streethay to A50 Improvements

Project Sponsor:
HA

Project Funders:
HA

Brief Description of the Project

Highway improvement schemes (widening, to dual 3 lane all purpose) on the A38 in the West Midlands Region – as listed below – to provide adequate capacity for predicted traffic growth and associated congestion over the next 30 years, and to support economic growth in particular new growth points confirmed for Burton, Derby and the West Midlands conurbation. The schemes emerged from the West Midlands to East Midlands Multi-Modal Study (W2EMMMS).

From south to north along A38:

A38 Widening, Streethay to Hilliard's Cross (for delivery between 2011-21*)

A38 Widening south and north of Burton-upon-Trent (for delivery between 2011-21*), comprising:

A38 Widening, Hilliard's Cross to Alrewas

A38 Widening, Alrewas to Barton

A38 Widening, Barton to Branston

(A38 Widening, Clay Mills to A50 – crossing Staffordshire / Derbyshire border and falling almost wholly within East Midlands Region)

* As indicated in the MMS Implementation Programme for the recommended phased package of intervention measures.

Relationship to RSS

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

Present status

The W2EMMMS Final Report was issued in August 2003. Consultants appointed by HA to validate highway schemes emerging from the study completed their work during the summer of 2003 and issued a finalised report in September 2003. The West and East Midlands Regional Assemblies submitted advice on the study to the Secretary of State in November 2003, who announced on 17 January 2006 that the outcomes should be considered in the regions' prioritisation exercise and other schemes from the study will be considered for prioritisation by the regions as they are developed.

Milestones

2007/8 RFA Process

Costs

Costs for these schemes as originally included in the W2EMMMS Final Report (August 2003) were subjected to further validation by the Highways Agency in September 2003. Both costs are shown below.

Further work will now be undertaken to bring these costs into line with current Treasury guidance, to enable the schemes to be put forward for consideration in the next round of Regional Funding Allocations in 2008.

A38 Widening, Streethay to Hilliard's Cross –

MMS estimated cost: £32m excluding VAT

HA validation cost: £13m including VAT

A38 Widening south and north of Burton-upon-Trent –

MMS estimated cost: £304m excluding VAT

HA validation cost: £170m including VAT

Risks

- Scheme priority to be determined in light of Regional advice on priorities.
- Costs shown are out of date and will need to be brought into line with current guidelines – which may increase them significantly.

Schemes are at a very early stage of development.

Outcomes

Inter-regional connectivity and sub-regional development

Improved safety

Improved journey time reliability

Contact Name

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Project Title: A483 Pant & Llanymynech Bypass	
Project Sponsor: HA	Project Funders: HA
<p>Brief Description of the Project The scheme entered the Targeted Programme of Improvements on 16th August 2001. It is located on a strategic road of regional importance and is therefore categorised as a 'Regional Scheme' in the current programme.</p> <p>The proposal is to upgrade the road along its existing line between the southern end of the Oswestry Bypass and the junction with the A495 at Llyncllys (2.5km two-lane dual carriageway), and to bypass the villages of Pant and Llanymynech from Llyncllys to the River Vyrnwy (4.5km single carriageway bypass, passing to the east of the villages). This is a cross border scheme of which a small proportion is in Wales</p>	
<p>Relationship to RSS Policy T9 The Management and Development of National and Regional Transport Networks</p>	
<p>Present status The scheme was designated as a low priority by the Region in the Regional Prioritisation process in 2006.</p> <p>Subsequently a further study has been carried out to look into whether the scope and costs of the scheme could be reduced, whilst still maintaining the majority of the benefits. This has indicated that it would not be possible to develop a scheme offering significantly better value for money.</p> <p>Advice will be sought from the Secretary of State on how to take this matter forward.</p>	
<p>Milestones No programme available until decision from Secretary of State.</p>	
<p>Costs £42.4m (July 2004)</p>	
<p>Risks The scheme's poor economics and recent decision by the Region to classify the scheme as low priority places uncertainty as to the future of the scheme.</p>	
<p>Outcomes Reduced congestion Improved safety Improved journey time reliability</p>	
<p>Contact Names</p> <p>Arun Hans Sahni Tel: 0161 930 5608 Email: arun.sahni@highways.gsi.gov.uk</p> <p>Victoria Bennett Tel: 0121 678 8511 Email: victoria.bennett@highways.gsi.gov.uk</p>	

Project Title: WM Short and Medium term capacity and performance enhancement schemes

Project Sponsor:
Network Rail/DfT

Project Funders:
Network Rail/DfT

Brief Description of the Project

This 'project' consists of a number of potential schemes for short and medium term enhancements. These are either related to recommendations made in the Strategic Rail Authority's Route Utilisation Strategy (RUS) for the West Midlands, the West Coast Route Modernisation project, schemes developed with a view to being funded by the Network Rail Discretionary Fund (NRDF), infrastructure renewal schemes which have the potential to provide more appropriate capacity and capability, or schemes recommended in the Regional Planning Assessment (RPA) for the West Midlands. The RUS and RPA can be found at www.dft.gov.uk, while information on renewals and the NRDF can be found in the route plans contained in the business plan section at www.networkrail.co.uk. Any proposals will be delivered through the specification for replacement franchises, modifications to Network Rail's signalling renewals, the NRDF and Local Transport Plan bids (eg. for platform extensions).

Schemes

There are a number of signalling renewals due in the West Midlands over the next 10 years that are either delivering or likely to deliver improvements to capacity and performance. These are set out below along with indicative completion dates (note that these timescales may change as the projects are developed).

Area	Indicative completion	Potential improvements
Coventry	2007	Capacity and performance
Leamington corridor	2007	Capacity and performance
Nuneaton	2008	Capacity and performance
Rugby	2008	Capacity, performance and capability
Stratford	2009	Capacity and performance
Water Orton	2010	Capacity, performance and capability
Walsall	2011	Capacity, performance and capability
Banbury	2011	Capacity, performance and capability
Wolverhampton	2012	Capacity, performance and capability
Stourbridge - Hartlebury	2012	Capacity and performance
New Street	2014	Capacity and performance
Stafford	2015	Capacity, performance and capability

The West Coast Route Modernisation project is carrying out work to improve journey times, service frequency and capacity on the line from London to Stafford via both Wolverhampton and the Trent Valley. The outputs of this will include three trains per hour from London to Birmingham with a standard journey time of 1 hour 23 minutes and a new hourly service from London to Crewe serving Rugby, the Trent Valley stations and Stoke from December 2008. Virgin West Coast then have an aspiration to begin lengthening the 'Pendolino' trains from 9-car lengths to 11-car lengths to provide additional capacity.

There is a programme of linespeed enhancements in the West Midlands. The areas where enhancements are most advanced are on the line through Cannock, the line between Wolverhampton and Shrewsbury and at the north and south ends of the line from Redditch to Lichfield. These will provide improved performance and in some cases increases in capacity.

A group looking at longer trains has been set up to plan for train and related platform lengthening as required for growth. Before the December 2008 timetable comes into effect, the platforms at Tile Hill and Berkswell will be lengthened to allow longer trains to stop.

Passenger capacity at Birmingham New Street station needs to be improved if it is to cater for growth without an increasing risk of closure at busy times. A business case has been submitted to government.

Relationship to RSS

T5 – Public Transport

Present Status

The RUS was published in July 2005

The RPA was published in July 2006

A decision on the Birmingham New Street Gateway project is awaited.

Milestones

West Midlands and Cross Country franchises:

Bid proposals received by DfT – Feb 2007

Franchises awarded – July 2007

Costs

Costs for each scheme will be developed in order to inform the business case.

Risks

Funding shortfall at the time when decisions have to be made to ensure that any infrastructure enhancement schemes are aligned with signalling renewal schemes.

Cost increases making any enhancements unaffordable or worsening the business case.

Outcomes

Improved performance of local rail services.

Improved journey times.

Sufficient capacity to meet growth in demand at an affordable cost.

Contact Name

Paul Banks - Paul.Banks@Networkrail.co.uk

Project Title: Bus Showcase / Quality Bus Networks	
Project Sponsor: LAs, Centro	Project Funders: LTP/Bus Operators
Brief Description of the Project Programme to enhance quality of bus operations and travel experience for passengers in Major Urban Areas by introducing a range of improvements including, bus priority measures, better stops and shelters, increased frequency of services, and real time passenger information. (The bus priority measures have been placed first to reflect its importance).	
Relationship to RSS T5 Public Transport	
Present Status Ongoing programme of partnership route development which have increased patronage on targeted routes in all MUAs. Projects are generally funded from LTP Block allocations though two major schemes are being implemented in the Metropolitan area and two major schemes on site. Coventry Primelines was approved December 2004. This is a key project within the North Staffordshire Public Transport Project (NSPT) which is developing a "hub and spoke" improvement strategy for bus travel across North Staffordshire.	
Milestones Completion of Stoke-on-Trent City Centre Transport Assessment and Preliminary Design carried out by Scott Wilson which is due to complete in early 2007.	
Costs Stoke-on-Trent City Centre Bus Interchange approximately £9-11 million North Staffordshire bus corridors (bus transit network) estimated at around £11.5 million.	
Risks Unsuccessful major scheme bids to fund the NS PT Project Political acceptance of bus priority measures that may disadvantage other motorised traffic	
Outcomes Enhanced bus travel, improved punctuality – modal shift / new bus trips Improved accessibility to services and jobs Less congestion Improved air quality	
Contact Names North Staffordshire J. Nichol - john.nichol@stoke.gov.uk Bus Showcase P. Simpkins – 0121 200 2787 Coventry T. Hiscocks - (024) 7683 2034 Birmingham C. Haynes – 0121 303 7421	

Project Title: Improved Public Transport Network in North Staffordshire	
Project Sponsor: LAs	Project Funders: LTP/Developer
Brief Description of the Project The development of an improved public transport network in North Staffordshire to improve accessibility and facilitate regeneration. North Staffordshire is a Regeneration Zone and Housing Market Renewal Pathfinder.	
Relationship to RSS T5 Public Transport PA2 Urban Regeneration Zones	
Present Status North Staffordshire Local Transport Plan identifies a package of public transport improvements for the MUA which includes bus priority corridors and City Centre Bus Station	
Milestones Development of a costed package of schemes (Autumn 2007).	
Costs To be determined.	
Risks The improvement of public transport in the sub region is likely to require substantial investment by all parties and the use of demand management measures.	
Outcomes Improves accessibility and air quality. Reduces congestion and facilitates regeneration.	
Contact Names Austin Knott (01782) 232635 Peter Davenport (01785) 276630	

Project Title Worcestershire Parkway	
Project Sponsor: Worcestershire County Council	Project Funders: WCC(LTP) / Private Sector
Brief Description of the Project	
<p>Construction of a new railway station at the intersection of the Worcester – London and Birmingham – Bristol railway lines at Norton to the east of Worcester.</p> <p>The station will be a strategic Park and Ride facility for trips into Birmingham (and southwards to Bristol), thereby offering traffic relief to the M5 motorway, as well as offering a strategic Park and Ride facility for trips from South Worcestershire to Oxford / Reading / London.</p> <p>The station will also give Worcestershire direct access to inter-city rail services without the need to travel into Birmingham to interchange.</p>	
Relationship to RSS	
<p>UR2: Towns and Cities Outside Major Urban Areas T1: Developing accessibility and mobility within the Region to support the Spatial Strategy T6: Strategic Park and Ride T9: The Management and Development of National and Regional Transport Networks</p>	
Present Status	
<p>WCC commissioned a feasibility study in 2001/02 to investigate whether the Parkway Station would have a generally sound business case. This study concluded that there is a sound business case. In 2003/04, the SRA carried out a more detailed feasibility study covering the potential Worcester and Gloucester Parkway Stations. In 2005/06 Laing Rail carried out a further investigation into the outline business case of the station on behalf of Worcestershire County Council. This report outlined the indicative business case based upon demand and revenue forecasts using the model created for the Strategic Rail Authority in 2003. Certain sensitivity tests have also been undertaken since.</p> <p>When preparing the LTP2 WCC made provision for the construction of the station. This will however be dependent upon formal acceptance of the scheme by the Department for Transport and various provisions being made in the award of the Cross Country franchise in 2007.</p> <p>WCC is in the process of preparing an outline planning application for the Parkway Station, and anticipates that this will be formally submitted in Summer / Autumn 2007 (exact timescale is dependent upon the completion of supporting information and reports).</p>	
Costs	
<p>The Business Case produced during 2005/06 identified an updated cost estimate for the scheme of £12.2 million (2006 prices).</p>	
Risks	
<p>The greatest risk is that the business case for the station is not accepted by either DfT or rail operators, and that the scheme does not secure industry approval as a result.</p> <p>There is a risk that the scheme does not gain planning approval. As WCC is managing the planning process and the scheme is identified in local development plans as well as the RSS, the risk is considered to be low.</p>	

Outcomes

Station constructed – direct access to national rail services for South Worcestershire.

Rail gains greater share of Worcestershire – Birmingham travel market through access to quicker rail services into Birmingham.

Rail gains greater share of long-distance travel market from Worcestershire through provision of direct access to national services.

Enhances attractiveness of Worcester as a place to live, work, and visit by improving travel choice – makes it easier to promote sub-regional role and expansion of University of Worcester.

Supports Sustainable Travel Town initiative (for which £3.5 million DfT grant has been secured) – more sustainable travel patterns within Worcester City.

Development of key employment sites along Central Technology Corridor supported by improved access to national rail network.

Contact Name

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