



# West Midlands Regional Assembly Transport Delivery Plan 2007

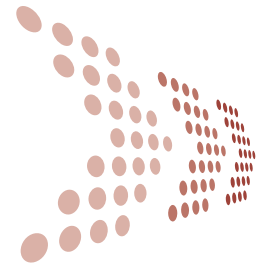
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**West Midlands**  
**Regional Assembly**  
Speaking out for the region

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Every effort has been made to verify and check the contents of this report including all figures and tables. However the West Midlands Regional Assembly can not accept any responsibility for errors or inaccuracies.



# Foreword

This is the second West Midlands Regional Assembly Transport Delivery Plan, and I am pleased that there has been significant progress since publishing the first edition in Spring 2005.

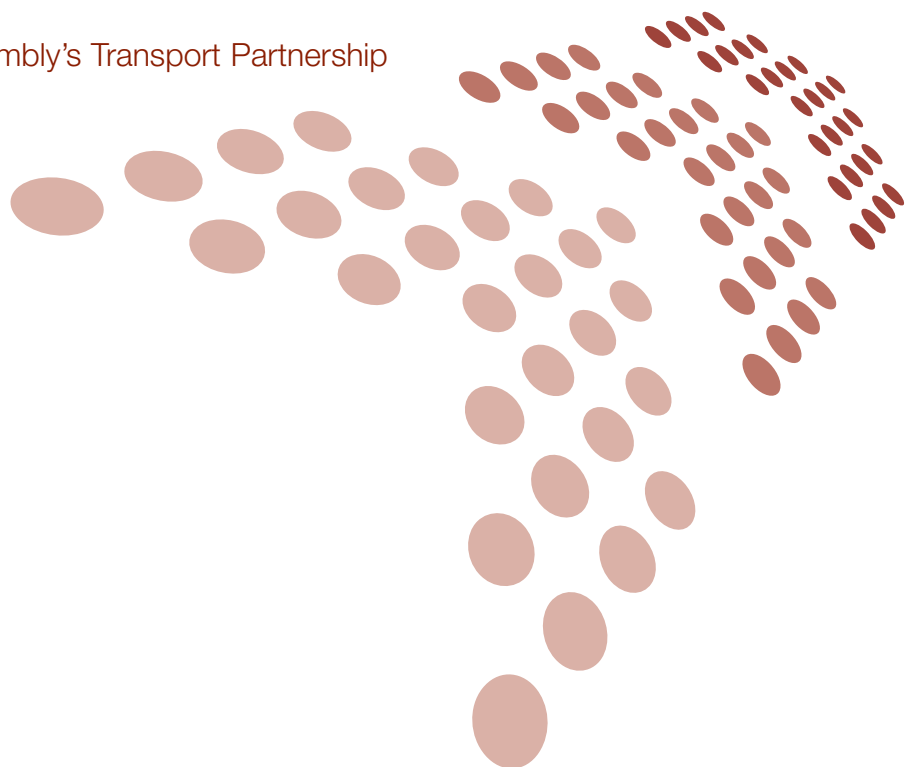
Tackling congestion, supporting the economy and improving our quality of life are fundamental. These objectives have been supported by a number of schemes across the Region. Some of these schemes have a more national focus, such as the West Coast Main Line improvements which, by reducing journey times on long distance services, will increase our Region's accessibility. The innovative technology of the M42 Active Traffic Management Pilot makes better use of the existing motorway routes and has the potential to be rolled out across the Country. Regional transport priorities, such as the A500 Stoke Pathfinder will help to support the economy, while schemes such as Coleshill railway station and Bus Showcase provide more sustainable travel options for people in the West Midlands' Journey to Work Area.

The Transport Delivery Plan shows there is still much more to be done and that future delivery will be affected by the evolving funding agenda. Through the Regional Funding Allocation process, the Government requires the Assembly to provide advice on which major transport schemes should be supported. With the Transport Innovation Fund there are potential early winners in Shrewsbury and the Metropolitan area which could realise significant benefits for the Region.

This is an important year for transport, with the publication of the Climate Change Bill, the Road Transport Bill, the Local Government White Paper, the Planning White Paper, the Railways White Paper and Lyons Review - and the Comprehensive Spending Review, all of these are bound to raise new challenges - challenges that require us all to continue to work together to overcome.

**Cllr Roger Phillips**

Chair West Midlands Regional Assembly's Transport Partnership  
Spring 2007



# Introduction

## Background

**1.1** The Transport Delivery Plan sets out our progress as we deliver changes to the transport network that support the Regional Spatial Strategy (RSS), the planning framework for the West Midlands. The RSS includes the Regional Transport Strategy (RTS) and sets out the Regional Vision, supporting Objectives, Guiding Principles and policies, for a wide range of subjects including housing, economic development, the built, historic and natural environment, renewable energy, minerals, waste and transport.

**1.2** The Assembly and our partners are committed to tackling the environmental and economic impacts of

congestion and improving accessibility, to make sure that our transport network is capable of supporting sustainable growth in housing and the economy, improving our quality of life and tackling social exclusion.

**1.3** We all know that change takes time - whether improving rail performance or encouraging more people to change their travel patterns - and we need to know whether we are on course. The Transport Delivery Plan shows us how well we are doing at securing funding, targeting investment and achieving our objectives.

## Regional Spatial Strategy and Regional Transport Strategy

**1.4** The RSS/RTS Guiding Principle that directs the Transport Delivery Plan requires partners to ensure that the Region's economic and social potential is not undermined by congestion and inaccessibility, but is supported through the provision of a better balanced and improved transport system by:

- aspiring to a fully integrated, multi modal transport system serving all parts of the Region;
- ensuring that the transport infrastructure is developed in ways that support and help drive forward the aims of the Region's regeneration programmes;
- encouraging more sustainable patterns of living to reduce the need and demand for travel; and
- reducing the impact of transport on the environment

**1.5** Each year the Annual Monitoring Report tracks progress against all RSS policies, it complements the Transport Delivery Plan. Monitoring shows that while bus usage has declined by more than 11% since 2000/01, the regional rail passenger index has increased from 100 to 149, since 1995/6. Overall the target for average distance travelled per person per year is on track, with an increase of only 1.5% since 1995/97.

**1.6** More evidence that the Regional Transport Strategy is working is supported by performance of the Region's Local Transport Plans (LTPs). In December 2006 the Department for Transport assessed seven of our eight Second LTPs as Good/Excellent.

## Regional Funding Allocations - Transport

**1.7** In July 2005 the Assembly led the response to the Government's request for the English Regions' to provide advice on regional funding priorities for transport, housing and economic development. West Midlands' partners welcomed the opportunity to present the Government with advice, which was prepared in full consultation with the Assembly (including the Regional Transport Partnership), the Board of Advantage West Midlands, the Regional Housing Board, as well as stakeholders from the private and voluntary sectors.

**1.8** The Regional Funding Allocations (RFA) process is the major development for identifying regional transport priorities. The Transport Delivery Plan now includes details of the transport priorities included in the West Midlands' advice.

**1.9** The advice sets out the key policy aims and objectives from all of the main regional strategies, distilled into five Strategic Priorities for the West Midlands:

- Urban renaissance;
- Rural renaissance;
- Modernising and diversifying the economy and creating a dynamic business base;
- Upskilling the region's workforce; and
- Promoting the region's competitiveness and assets in a national and global setting.

**1.10** The strategies and funding programmes for economic development, housing and transport were measured against these Strategic Priorities to ensure their alignment.

**1.11** The West Midlands' regional funding allocation for transport is circa £100m per year to 2015/16. The Department for Transport's guidance indicated that this

funding should be allocated for capital funding for major schemes in Local Transport Plans (LTP) and regional Highways Agency schemes. But, as the West Midlands' LTPs included a number of important rail schemes, these were also included in the Region's advice to the Government.

**1.12** The advice was based on a technical prioritisation framework, which was devised by consultants. Transport schemes were tested and prioritised in terms of Contribution to Policy Objectives, Efficiency and Delivery. The RFA investment programme has been targeted on Committed and Provisionally Approved schemes - these regional transport priorities are now included in the Transport Delivery Plan.

**1.13** The Department for Transport is expected to request new advice from the English Regions in Summer 2008. The Regional Transport Partnership continues to lead the transport component of the Regional Funding Allocation process on behalf of the Region.

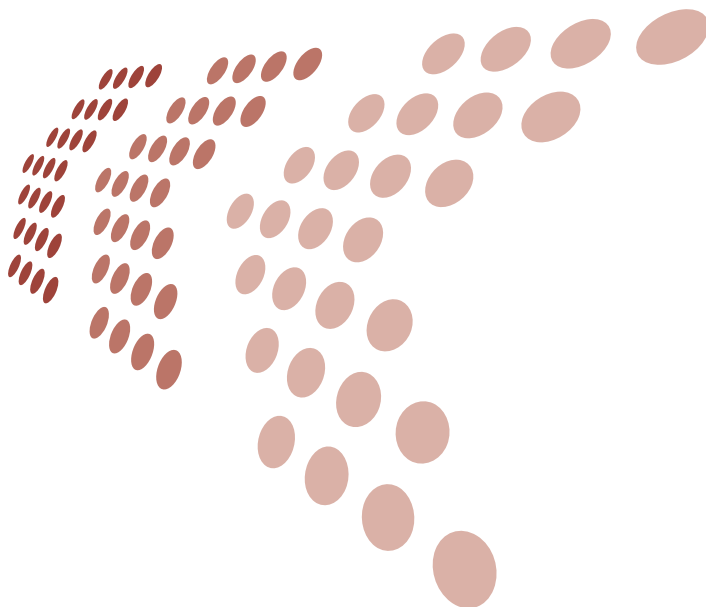
## New Format

**1.14** The new format of the Transport Delivery Plan now provides details on:

- Progress;
- Policy Developments - Impacts on Future Interventions; and
- Next Steps.

**1.15** Details of the current regional transport priorities (including contact names) are provided in the appendices (on a cd-rom inserted at the back of the document).

**1.16** It is expected that the Transport Delivery Plan will be updated in 2008/9.



## Progress

**2.1** There has been significant progress on a number of regional transport priorities. While each scheme is different they all share the same objective of supporting the Regional Spatial Strategy by tackling congestion, improving accessibility and supporting regeneration across the Region.

**2.2** The regional transport priorities that have been completed or shown significant Progress since March 2005 are:

- A429 Barford Bypass, Warwickshire
- A5 Weeford – Fazeley Improvement, Staffordshire
- A50 Trentham Lakes, Stoke-on-Trent
- A500 Stoke Pathfinder, Stoke-on-Trent
- Behavioural Change, West Midlands Region
- Bus Showcase/Quality Bus Networks, West Midlands Region
- Coleshill Multi-modal Interchange, Warwickshire
- Cradley Heath Town Centre, Sandwell
- M42 Active Traffic Management Pilot, Warwickshire/Solihull
- Northfield Regeneration, Birmingham
- Red Routes, West Midlands Conurbation
- Rugeley Bypass, Staffordshire
- Tunstall Northern Bypass, Stoke-on-Trent
- West Coast Main Line, West Midlands Region

**2.3** Table 1 shows the status of the regional transport priorities identified in the Regional Transport Strategy and the Regional Funding Allocation process. More specific details about these schemes are provided in the appendices. These priorities may change as a number of important policy developments take effect - these are considered further in Section 3.

**2.4** The estimated capital cost of these priorities is multi-billion pounds (and this excludes the rail improvements expected to support the new rail franchises). Delivery is dependent on private funding, with developers and transport operators contributing significant sums. But the estimated cost to the public purse is great and securing this level of funding is uncertain.

**2.5** Public funding is likely to come from:

- Transport Innovation Fund (congestion and productivity) - likely to be the main source of public funding;
- Regional Funding Allocation - to deliver major schemes (over £5m);
- Local Transport Plans - to fund schemes under £5m; and
- Local funding – all major schemes will need this.

TABLE 1 – CURRENT REGIONAL TRANSPORT PRIORITIES

Priorities for Investment	Status
<b>National and Regional Priorities</b>	
Upgrading Freight Routes to Felixstowe and Southampton	Awaiting DfT Decision
M6 Widening J11A to J19, West Midlands to North West	Delivery not expected till post 2018
M40 J15 Longbridge, Warwickshire	Committed
M42 Widening J3 to J7, Warwickshire/Solihull	Delivery not expected till post 2008
M54 to M6/M6 Toll Link, Staffordshire/Warwickshire	Delivery not expected till post 2011
Active Traffic Management, Motorway Box, West Midlands Region	Delivery not expected till post 2009
A38 Streethay to A50, Staffordshire	Subject to RFA Process (see note 1)
A45/A46 Tollbar End, Coventry	Committed
A483 Pant and Llanymynech Bypass, Shropshire	Awaiting DfT Decision
West Midlands Rail Network	On-going 10 Year Programme
Birmingham Gateway (New Street Station), Birmingham	Awaiting DfT Decision
BIA Public Transport Access, Solihull	Programme Entry (see note 2)

TABLE 1 – CURRENT REGIONAL TRANSPORT PRIORITIES (CONTINUED)

Priorities for Investment	Status
<b>Sub-regional Priorities</b>	
Bus Supershowcase (Coventry Rapid Transit), Coventry	Subject to RFA Process (see note 1)
Metro Extension to Five Ways, Birmingham	Awaiting DfT Decision
Metro Extension to Brierley Hill, Dudley	Awaiting DfT Decision
Brinsford Strategic Park and Ride, Staffordshire	Subject to RFA Process (see note 1)
Improved Public Transport Network in North Staffordshire	Business Case in Preparation
Worcestershire Parkway	Awaiting DfT Decision
Regional Funding Allocation	Status
<b>Transport Priorities</b>	
A41/A4031 Junction, Sandwell	Awaiting DfT Decision
A4123/A461 Burnt Tree, Sandwell/Dudley	Programme Entry (see note 2)
Brierley Hill Network, Dudley	Full Approval (see note 2)
Brownhills Transport Package, Walsall	Subject to RFA Process (see note 1)
Chester Road Access, Birmingham	Subject to RFA Process (see note 1)
Coventry Prime Lines	Under Construction
Coventry Station	Subject to RFA Process (see note 1)
Darlaston Access, Walsall	Conditional Approval (see note 2)
Hagley Road Showcase, Birmingham/Sandwell	Under Construction
Longbridge Link Road, Birmingham	Subject to RFA Process (see note 1)
M54 J2 Wobaston Road, Wolverhampton	Subject to RFA Process (see note 1)
Nuneaton Development Project, Warwickshire	Under Construction
Outer Circle Bus Showcase, Birmingham/Sandwell	Under Construction
Owen Street Level Crossing, Sandwell	Full Approval (see note 2)
Rotherwas Access Road, Herefordshire	Under Construction
Rugby Western Relief Road, Warwickshire	Conditional Approval (see note 2)
Selly Oak Access Road, Birmingham	Full Approval (see note 2)
Shrewsbury North West Relief Road, Shropshire	Business Case in Preparation
SPARK (Leamington Spa/Warwick), Warwickshire	Programme Entry (see note 2)
Stourport Relief Road, Worcestershire	Subject to RFA Process (see note 1)
Walsall Town Centre Package	Under Construction
West Midlands Urban Traffic Control	Programme Entry (see note 2)
Wolverhampton Centre Access and Regeneration	Full Approval (see note 2)

## Notes:

1. The Department for Transport is expected to request new advice from the English Regions in Summer 2008. The Regional Transport Partnership has agreed a process for developing new advice during 2007/8.

2. The Department for Transport has a clear process for progressing major transport schemes:

Programme Entry – the DfT would expect to fund the scheme subject to: affordability, statutory powers being obtained, no significant changes to costs, scheme design or expected benefits and any other conditions specific to the scheme. This does not confer guarantee of funding, or its timing, it is designed to give authorities the confidence to proceed with the development of the scheme and in particular to apply for the necessary statutory powers.

Conditional Approval - when the DfT is satisfied that: the necessary powers have been obtained, the scheme can be afforded on current cost estimates, the updated scheme appraisal remains sound, the promoter has conducted adequate supplier assessment and market intelligence and has a robust procurement strategy in place, the scheme remains deliverable by the authority to time and budget and the arrangements for evaluation and monitoring are satisfactory. Conditional Approval may be granted at any time in the year and is not linked to annual cycles.

Full Approval – when the DfT is satisfied: that the costs of the scheme are reasonably secured and that the authority has taken adequate steps to protect itself from the risk of increased costs, that the balance of risks and liabilities is satisfactory, is clearly understood and offers adequate protection for the public sector against potential increases in costs, that adequate contract management arrangements are in place to ensure delivery to timetable and budget, including the necessary resource for contract management within the authority. Full Approval may be granted at any time in the year and is not linked to annual Local Transport settlements.

# Policy Developments - Impact on Future Interventions

## Regional Spatial Strategy Revision

**3.1** When the Regional Spatial Strategy (RSS) was published in June 2004 several areas were identified where regional issues needed to be developed further. The Regional Planning Body agreed that a Revision should be carried out in three phases:

- Phase One (the Black Country Study) focuses on connecting centres with other land use activities (e.g. where people live and work). Following a Public Examination the Independent Panel has recommended a new Policy T12A which identifies transport priorities for the Black Country. These await the Secretary of State's endorsement.
- Phase Two includes housing, employment land, centres, transport and waste - the specific transport issues are Strategic Park and Ride, Car Parking Standards, Road User Charging and The Role of the Region's Airports.
- Phase Two Revision may identify new transport measures to support specific transport policy e.g. strategic park and ride sites or to support other policy changes e.g. transport infrastructure to enable housing growth.
- Phase Three will be launched later in 2007 and is expected to consider critical rural services, recreational provision, regionally significant environmental issues and the development of a framework for provision of Gypsy and Traveller sites. The policies arising from Phase Three may have implications for the Regional Transport Strategy and transport priorities.

## Draft Road Transport Bill

**3.2** A draft Road Transport Bill (to be followed by a Bill) is expected in 2007. The Bill is likely to set out the framework for authorities considering the introduction of local charging schemes.

**3.3** Delivering a local congestion charging scheme will depend on delivering a package of measures, mainly public transport improvements, to be funded from the Transport Innovation Fund. The West Midlands has two 'pilot' areas - the Metropolitan conurbation and

Shrewsbury. Both areas have carried out specialist studies to better understand the potential for demand management measures – neither have agreed that charging is appropriate. It is anticipated that major scheme business cases for both packages will be submitted to the DfT later this year.

## Regional Funding Allocations Process

**3.4** It is expected that the DfT will require the Regions to provide refreshed advice in Summer 2008. The terms of reference for identifying regional priorities may change to take account of the recent, important studies i.e. Eddington (Productivity), Stern (Climate Change) and Barker (Planning).

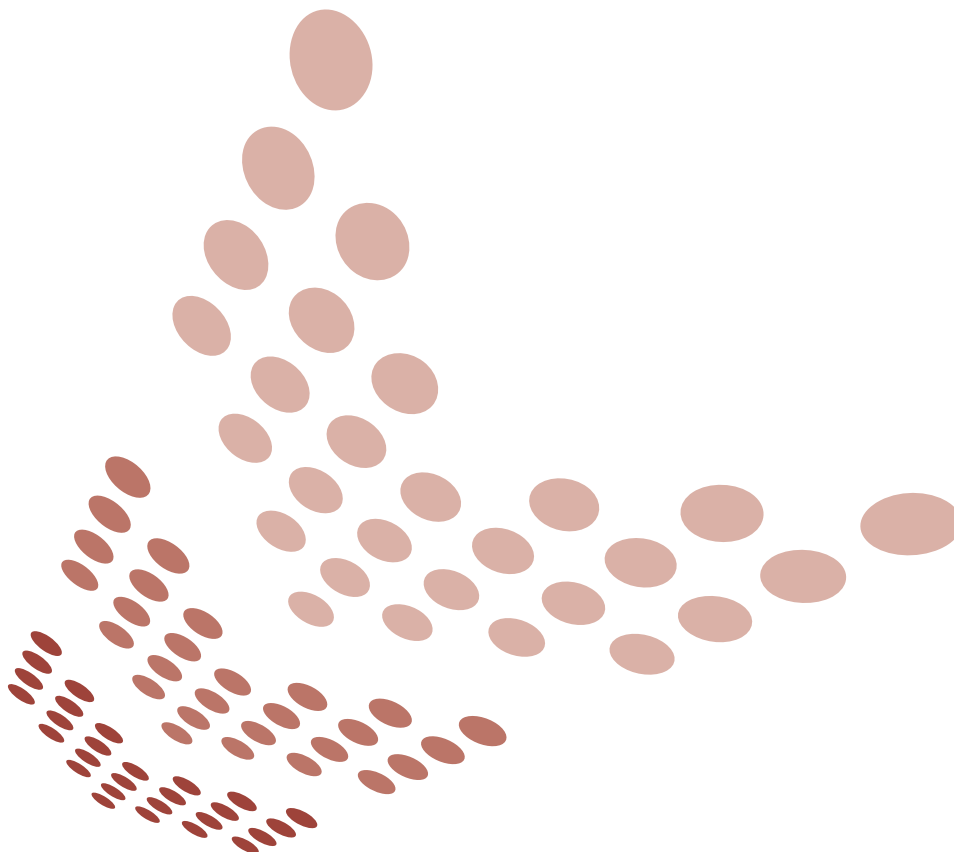
**3.5** In readiness for the DfT's anticipated request the West Midlands has already started to update its RFA transport priority process. The process is likely to identify new transport schemes and clarify the Region's position for a number of the measures such as the predominantly road based schemes identified in the East to West Midlands Multi-modal study.

## Research and Studies

**3.6** The previous Transport Delivery Plan identified a number of measures related to research and studies, specifically the Highways Agency's nine Route Management Strategies covering the motorway and trunk road network in the Region. The Route Management Strategy technique was developed to provide a framework for managing individual trunk routes over a ten year horizon, as part of the wider transport network.

**3.7** Recently the Highways Agency has produced the West Midlands' Regional Network Report, which provides a strategic assessment of the current performance of the motorway and trunk road network against a range of indicators. The Route Network Report assesses how performance will change in the future based on current planning assumptions and planned improvement to the network. Its objective is to help the Region test various investment scenarios and compare their outcomes.

**3.8** The Route Management Strategies and the Route Network Report have been used to help develop regional policy within the RSS revision process.



## Next Steps

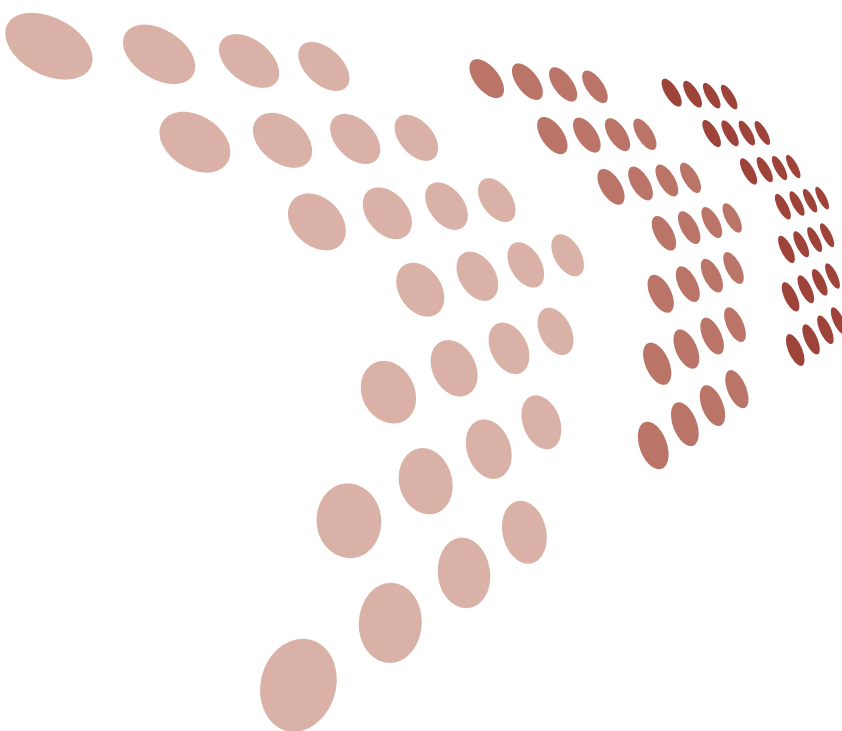
**4.1** There are significant policy developments in the pipeline - at the national and regional level – that have the potential to impact on transport delivery. It is likely that the 2008/9 Transport Delivery Plan will change to take account of these i.e.:

- Climate Change Bill;
- Local Transport Bill;
- Railways White Paper;
- Planning White Paper;
- Regional Spatial Strategy Revision Process;
- Regional Economic Strategy Review; and
- Refreshed Regional Funding Allocation Advice.

**4.2** In 2007 the outcomes from the Comprehensive Spending Review are most important, and this may have knock-on effects for decisions around the Transport Innovation Fund.

**4.3** Several billion pounds of investment for transport schemes has been identified for the Region, over the next 5-10 years and this relies on significant investment from the public purse. Making the case for this investment in the Region is a key priority for the Assembly and our partners.

**4.4** It is likely that future transport policy and investment decisions will be influenced by Eddington, Stern and Barker, but in the meantime West Midlands partners will continue to work together to deliver our regional transport priorities.



## **Appendices contained on CD-ROM**

Appendix A - Guide

Appendix B - RFA Intervention details

Appendix C - T12: Priorities for Investment (to 2011)

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All requests will be dealt with on an individual basis.

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