

## **Transport and Accessibility**

The review is focused on examining four of the Regional Transport Strategy (RTS) policies. Strategic Park and Ride, Car Parking Standards, Demand Management, and Airports. The RPP also agreed at its meeting on the 31<sup>st</sup> May that there was a need to update the Transport Priorities for Investment to reflect factual changes, and where appropriate, consider amending its coverage to reflect the locations for growth and the consequent infrastructure requirements. Each of these elements has to be developed within the context of the published project plan. The revised policies will need to be developed within the framework of current government guidance.

It would be desirable to amend some areas of the supporting text to bring out the links with the other policies being revised and to improve clarity. However, only the review areas will be substantially modified.

### **Strategic Park and Ride**

- This is a key element in the strategic framework for Public Transport. The revised policy will:-
- Ask LA's agencies and regional organisations to work together to develop a network of Strategic Park and Ride sites targeted at reducing congestion in major centres and on the motorway network
- A set of criteria are proposed that will require the consideration of, the impact on congestion, the ride element, the environmental impacts at the park location, the potential for interchange with other public transport, and the impact on the wider public transport network
- Identify Birmingham International, Coleshill and Warwick as existing sites, with Brinsford and Worcester Parkway as sites that have been identified for development
- Set out other potential locations at; in the vicinity of the A5/A49 junction east of Shrewsbury; adjacent to the A38 at Longbridge, in the vicinity of Earlswood, adjacent to the M5 Junction3, and at Telford
- Consider the need for green belt locations in accordance with PPG2 and PPG13

## Car Parking

The partial review is developing a policy on car parking standards for new development. Other sections deal with the management of parking. Local Authorities and the business community were of the view that standards were a matter that was best dealt with locally. However, DfT guidance is that there is a need for a regional approach that develops the national standards set out in PPG13 – Transport. The following approach is therefore proposed.

- Local authorities should be required to develop sub regional parking standards. The objective of these standards should be to support economic growth whilst minimising demand and reducing congestion
- In developing sub regional standards local authorities, are to be guided to use parking standards to manage demand, maximise the use of land, take into account public transport accessibility, ensure good design, and make provision for the operational needs of the site
- Local authorities are also to be required to look at more restrictive standards than PPG13 in tier 1 and 2 centres i.e. Birmingham, Coventry, Brierley Hill / Merry Hill, Stoke on Trent and Wolverhampton.
- Authorities are to be guided to develop residential standards based upon the advice given in PPS3 Housing.

## Demand Management

It is proposed that the revised policy would:-

- Continue to encourage the development of measures to manage peak demand on congested sections of the network
- Encourage the use of parking standards, management of car parking, development of strategic park and ride and re-allocation of highway space
- Encourage the development of local charging schemes in the more congested areas taking account of the impacts on, the environment, economy, community, renaissance, and capacity.
- The supporting text will be amended to reflect the Transport Innovation Fund (TIF) work.

## Airports

It is proposed that the revised airports policy:-

- Continues to identify Birmingham International Airport (BIA) as the region's principal international airport
- Sets BIA the aim of achieving a 25% minimum modal share by public transport
- Identifies the need for BIA to develop additional passenger facilities, extend the main runway and that in the longer term it may be necessary to provide a second short runway
- Retains the criteria for assessing development proposals as set out in the existing policy
- Identifies the need to improve road and public transport access to BIA and the potential provision of park and ride and remote check in
- The policy applying to Coventry Airport will be amended to reflect the outcome of the Planning Inquiries
- Reference will be retained to the development of other airports and airfields, Airport Surface Access Strategies, and access to other airports beyond the region.
- The supporting text will encourage airport owners and operators to develop statements of their long term plans where they are not required to produce a Masterplan. Cosford and Wolverhampton Business Airport will not be specifically identified in policy. They will be referred to in the supporting text.

## T12 Priorities for Investment

- As set out above, the policy will be updated to reflect factual changes and incorporate elements that emerge as a consequence of the distribution of housing.
- Any modifications will need to be consistent with the project plan and are therefore likely to identify areas of investment rather than specific projects.
- The supporting text will need to be amended to reflect changes in processes, the advent of regional funding allocations, and the links between investment and growth.