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1. Introduction

The West Midlands Local Transport Plan (LTP3) is a statutory document providing the long term transport strategy and associated policies for the West Midlands Metropolitan Area up to 2026. The Implementation Plan accompanies the Local Transport Plan Strategy and outlines how the Strategy and policies will be delivered.

The Metropolitan Area Implementation Plan sets out two distinct delivery phases:

- **Phase One** covering the 5-year period 2011/12-2015/16 and;
- **Phase Two** outlining the longer term investment required to deliver LTP3 Strategy covering the period 2016/17-2025/26;

The first phase of LTP3 will be a challenging period. As is well documented, LTP3 has been developed in a period of significant policy transition, the emerging Local Enterprise Partnerships (LEPs) and on-going Review of Transport Governance for the West Midlands being two examples.

Similarly, the Implementation Plan has been developed during a period of funding uncertainty, with national level financial resources available for the Department for Transport (DfT), as well as those for delivery partners Highways Agency and Network Rail, only being outlined within the Comprehensive Spending Review in October 2010. LTP3 is a key framework document which will inform Metropolitan Local Authorities strategies and policies. Therefore, the determination of related Local Transport Investment Programmes will need to follow formal adoption of LTP3 by the Integrated Transport Authority (ITA).

Local Transport Investment Programmes will be incorporated in an Addendum to the Implementation Plan during Quarter One of 2011/12. The Local Transport Investment Programmes will comprise firm proposals for 2011/12 and 2012/13, along with indicative programmes for the remainder of the 5-year period to 2015/16. This approach will also allow the Metropolitan Area to respond to any implications arising from the development of the LEPs and the Transport Governance Review.

To further reflect the integrated multi body delivery approach of LTP3, the Implementation Plan also covers wider transport investment being undertaken by key partners including Network Rail, London-Midland and the Highways Agency. As partner Investment Programmes are approved by appropriate bodies, these will also be included in the Implementation Plan Addendum.
Consequently, this document identifies existing commitments and proposed new investments which together begin the task of delivering the Strategy through this Implementation Plan, and also identifies further provisional proposals for progression through subsequent Implementation Plans.

The Metropolitan Area’s approach to updating the Implementation Plan will be informed by the outcome of the above, together with the conclusions from any changes to national transport policy and Transport Governance

**Relationship to the LTP3 Strategy**

An LTP3 Implementation Plan has a single purpose: to set out proposals for how, when and where policies of the LTP3 Strategy will be delivered, as outlined in the figure below.

This Implementation Plan is part of a suite of West Midlands Local Transport Plan (2011 – 2026) documents, available at www.westmidlandsltp.gov.uk:

- Strategy
- Strategy Appendices
- Implementation Plan
- Integrated Sustainability Appraisal

![Diagram of the LTP3 Strategy process](image-url)
2. Local Transport & Travel Related Issues, Challenges & Priorities

The LTP3 Strategy outlines a Shared Vision, based upon providing a low carbon transport network that supports economic growth as well as improving quality of life for residents. The strategic policy challenges and cross boundary transport issues facing the four sub-areas of the Metropolitan Area are outlined in the Strategy.

In order to inform the Transport Investment Programmes, it is appropriate to identify the principal transport issues and priorities for each Metropolitan Local Authority, including the priorities which have been identified through the extensive consultation process.

The transport challenges and priorities outlined below, within the context of the strategic challenges outlined in LTP3 Strategy, demonstrate that solutions will require a mix of scheme types and funding sources, with differing LTP3 partners being responsible for scheme/ initiative development, promotion and delivery. The resulting Transport Investment Programme is outlined in Chapter Four, with delivery responsibilities outlined in Chapter Five.

THE BLACK COUNTRY
Dudley Metropolitan Borough

Dudley Borough is located to the south of the Black Country and has direct access to local and national transport networks which run through the Borough, including the M5 Motorway and the Snow Hill rail lines. The location of Dudley within the context of the Metropolitan Area leads to significant commuter journeys across the Borough from the surrounding Shires into the Metropolitan Area.

Transport Challenges
In 2008, a Transport Strategy for Dudley was developed that focussed on the four Shared Priority themes:

- reducing congestion
- improving accessibility
- improving air quality
- improving road safety
In particular, the Strategy outlines the following policy objectives:

• manage demand for travel effectively;
• maximise use of the existing transport infrastructure;
• support economic development and regeneration by improving access to the strategic centre of Brierley Hill and other key employment areas, and connectivity to regional and international gateways.

Transport Priorities

Within Dudley, the following transport priorities have been identified, involving LTP3 Consultation feedback, which will inform the Section B Transport Investment Programme, with Dudley’s Local Transport Investment Programme:

i) Brierley Hill
The principal objective of the Transport Strategy for Dudley, representing the most important public transport issue for Dudley, is delivery of the Brierley Hill Public Transport Strategy. This is closely aligned to pre-Metro/rapid transit along the A461 Stourbridge to Walsall corridor, Black Country Joint Core Strategy (BCJCS) corridor 11, and improved public transport connectivity with the other three main Black Country centres (Black Country Joint Core Strategy Corridors 4,9,8,7 &16). Delivery of the Brierley Hill Public Transport Strategy will be through a phased programme during and beyond this Implementation Plan.

ii) Motorway Access
A key priority for Dudley is to facilitate access to the motorway network from the important industrial/employment areas such as Bennett Trading Estate along the A4101, A461 and A4123 corridor to the M5/M6 motorway (BCJCS corridors 10, 11 & 9).

iii) Highway Management
Elsewhere throughout the Borough, Smarter Management of existing highways will be supported by programmes of Quick Wins and the expansion of the Smart Routes approach to corridor improvements. The safe operation of the highway network for all users will remain a high priority for Dudley. All these initiatives will assist Dudley in the regeneration of its local and district centres, as well as contributing to achieving LTP3’s Objectives.
iv) Public Transport
Public transport integration has been identified as a high priority. Dudley MBC will work with partners to enhance public transport, specifically to support enhancements to the rail network, in particular improvements to the passenger service on the Jewellery Line, (associated with Black Country Joint Core Strategy corridor 13) and the reintroduction of freight services from Stourbridge to Walsall (affecting Black Country Joint Core Strategy corridor 11).

v) Sustainable Travel
Dudley MBC will build on and extend the walking and cycle network improvements that have been developed and delivered through LTP2, such as the Healthy Towns Project. Improving active travel infrastructure and hence accessibility, particularly to key local destinations and public transport interchanges is a key driver in reducing the need to travel, and this fully supports the Borough’s drive to improve the health of its residents through encouraging increased physical activity.

Sandwell Metropolitan Borough
Sandwell, by virtue of its location, has transport networks which support strategic travel movements by either the M5 or M6, or reflect travel movements across the Borough on local roads, to access destination such as Birmingham. Sandwell has West Bromwich as its strategic centre, but also has additional centres, such as Tipton and Oldbury, which attract local journeys. Sandwell’s manufacturing base also means there are a significant number of freight related journeys occurring on the local road network.

Transport Challenges
Sandwell has aspirations for major economic regeneration across the Borough, principally focused on West Bromwich town centre. To this end, Sandwell MBC has identified the following transport issues which will influence how LTP3 Objectives can be delivered by Sandwell:

• The need to link the centres of Sandwell
• Transforming the urban form of Sandwell
• Improving quality of infrastructure and reliability
• Ensuring that people can access services by a number of modes
• The need for direct routes, especially for pedestrians;
In contributing to these priorities, LTP3 transport interventions will:

- Improve road safety,
- Widen travel choice,
- Improve air quality,
- Improve connectivity and access to jobs, housing and facilities,
- Support the economic regeneration of the West Bromwich strategic centre and the Borough as a whole.

The latter is a main priority for Sandwell and supports the growth scenario set out in the emerging West Bromwich Area Wide Travel Plan (AWTP), which itself builds on the approach outlined in the Black Country Joint Core Strategy. The AWTP includes a transport strategy which seeks to:

- Reduce congestion and improve access to and the town centre and thus support its economic and physical regeneration.
- To widen travel choice for employees and shoppers travelling to West Bromwich.
- To improve air quality.
- To bring about the use of a more sustainable mix of transport methods.
- To achieve a target for work related single occupancy trips to new developments of 55% and move towards achieving this target for all work related trips into the AWTP area.

Transport Priorities

Within Sandwell the following transport priorities have been identified, involving LTP3 Consultation feedback, which will inform the Section B Transport Investment Programme, with Sandwell’s Local Transport Investment Programme:

i) Sustainable Travel

Encouraging walking and cycling is an integral component of the West Bromwich Area Wide Travel Plan as well as being a priority for the Borough as a whole. Sandwell are keen to further enhance the walking and cycle networks, building on those projects already delivered through LTP2. This will improve access to jobs and services in key locations by more sustainable modes. In addition, this will contribute to improving local air quality and help achieve the Sandwell shared priority of Active & Well People.

ii) Road Safety

Road safety remains a high priority, and the delivery of local and area wide safety schemes, safer routes to school projects and traffic calming proposals throughout the Borough will all contribute to Sandwell’s shared priorities.

iii) Highway Network Management

The location of Sandwell means the local highway network is subject to considerable cross boundary road movements as well as movements to access the M5. Managing these movements to create efficient, reliable highways is important.
Walsall Metropolitan Borough

Walsall lies on the northern side of the Black Country sub region, in the centre of the UK’s strategic road and rail networks. This gives the advantage of ease of access, but also brings congestion and resulting environmental disadvantages.

Transport Challenges

Walsall’s location on the national road network is a major advantage for the Borough but also leads to congestion problems linked to traffic accessing the M6. This also impacts on quality of life and causes air quality problems.

Walsall has aspirations for major regeneration of Walsall Town Centre, which will need to be complemented by improved accessibility to support the increased numbers of trips that the redevelopments will generate.

Areas to the north of the Borough, such as Brownhills or Aldridge, are perceived to have low levels of public transport accessibility, which results in a high level of private car usage.

Finally, providing the necessary transport infrastructure which will be required to support major economic and regeneration developments is a significant challenge.

Transport Priorities

Walsall’s Transport Vision is “to provide a transport system that focuses on delivering safer roads, with improved journey times, and encourages the use of sustainable travel, in order to improve the Borough’s air quality and the health and well-being of our people”.

Within Walsall the following transport priorities have been identified, involving LTP3 Consultation feedback, which will inform the Section B Transport Investment Programme, with Walsall’s Local Transport Investment Programme:

i). Highway Management
Create the conditions within Walsall where public transport and general traffic can flow as safely and effectively as possible, in order to meet the needs of businesses, residents and visitors;

ii) Improved Strategic Links
Work with regional/sub-regional partners to create effective flow of traffic across Walsall’s borders. The aim of this is to maximise the economic benefits that can be drawn from links between Walsall and the most economically beneficial strategic centres, by facilitating the smooth flow of people and goods between these centres;

iii) Improved National Connectivity
Enhance Walsall’s links with the national rail, road and waterways networks, with the aims of further developing connectivity with the rest of the country, maximising the benefits which can be drawn from initiatives like High Speed Rail and the roll-out of the Managed Motorway system on the M6;

iv) Sustainable Travel
Promoting sustainable travel and encouraging increased walking and cycling for shorter journeys, and greater use of public transport;

v) Improving Quality of life
To improve quality of life for both transport users and non-transport users and to promote a healthy natural environment, whilst making positive contributions towards on-going reductions in carbon emissions.
**Wolverhampton City**

Wolverhampton is a strategic transport hub within the Black Country with good road connections to the national network, including the M5, M6 and M54. The City’s transportation network is radial in nature, with its strategic highways terminating in a high-capacity ring road. The three main centres of the City, Wolverhampton, Wednesfield and Bilston, all have good access to the national motorway and rail networks. Wolverhampton Rail Station provides direct access to the national, regional and local rail networks, including frequent direct services to London Euston. The Midland Metro system also provides connectivity to communities between Wolverhampton and Birmingham, via West Bromwich.

**Transport Challenges**

The City Centre is a major hub for employment, shopping, education and recreation, with a significant number of journeys originating in the north and west of the City. The radial nature of the major routes into the city generate a large volume of trips, particularly in the morning and evening peaks, and traffic monitoring shows that about a third of the City’s Strategic Highway Network is deemed to be congested at these peak times.

**Transport Priorities**

Within Wolverhampton, the following transport priorities have been identified, involving LTP3 Consultation feedback, which will inform the Section B Transport Investment Programme with Wolverhampton’s Local Transport Investment Programme:

**i) Accommodating Long Term Development**

The future role for Wolverhampton in long term planning strategies is as the prime focus for office and retail development serving the Black Country, with proposals such as Summer Row. Significant levels of new housing development are also anticipated. Transport networks therefore must support, anticipate and cater for these additional new demands, and high quality public transport links will be increasingly important.

**ii) Highway Management**

To provide for existing and future growth related trips, Wolverhampton has prioritised improving the efficiency and effectiveness of the Ring Road, tackling road traffic congestion during the morning and evening peaks into Wolverhampton City Centre and improving air quality.

**iii) Improving Accessibility**

Wolverhampton City Council aspires to improve accessibility for all residents to key services such as employment and education opportunities, as well as addressing local problems caused by the school run. Additionally, New Cross Hospital is identified as having poor accessibility.
BIRMINGHAM & URBAN SOLIHULL
Birmingham City

With a population of just over 1 million, Birmingham is the UK’s second largest city, with an ever-increasing standing as a vibrant and diverse global city, and is at the heart of the UK’s national rail and motorway networks.

Birmingham’s Big City Plan sets out an ambitious strategy for central Birmingham, with growth of jobs, homes, shopping, cultural and leisure opportunities. This growth will result in increased demand for access to, from and around the city centre.

Transport Challenges

The role of Birmingham as the regional economic driver, and the redevelopment of the city centre, leads to a significant amount of inward-commuting from adjoining areas, in particular South East Staffordshire (Lichfield and Tamworth), Solihull, South Warwickshire (Stratford-on-Avon, Warwick and Leamington Spa) and North Worcestershire (Redditch, Bromsgrove and Worcester). This leads to pressures along main transport corridors into the city centre, especially during peak times.

The main gateways to Birmingham are Birmingham Airport and Birmingham New Street station. Ensuring high quality sustainable access to Birmingham Airport is a transport challenge which will play an important role in improving international connectivity. In the longer term there is potential for a new High Speed Rail link between the city centre and other major cities in the UK and Europe (High Speed 2).

Birmingham has a relatively high percentage of households without a car: 38% compared to the English average of 27%. The percentages without a car are high in the inner parts of the city and in some peripheral areas. Just over half of people who both live and work in the City use the car to get to work, about a fifth use the bus, a tenth walk and another tenth work at or from home. In the last 10 years car travel into the city centre has declined by around 1% per year, with resulting rail patronage growth assisted by use of park and ride.

The City Council has entered into a 25 year Private Finance Initiative deal with Amey to maintain the City’s highways. The first 5 years (to 2015) will see a targeted investment programme to bring the condition up to a reasonable standard.

There are close links between the residential areas of East Birmingham and those of North Solihull. Both are regeneration priorities and there is a need to ensure a consistent approach is taken. Improving access to jobs is important in both of these areas.
There are important cross-boundary links between South West Birmingham and adjoining areas of Bromsgrove District. In particular, the former Austin Rover car plant at Longbridge straddles the administrative boundary and is the subject of an adopted Area Action Plan, prepared jointly by Birmingham and Bromsgrove Councils.

The City Council supports the ongoing strategy for the regeneration of the Black Country, as being complementary to the City Council’s own growth strategy. At a more local level there are important links between the residential areas of North West Birmingham and adjoining areas of Sandwell, which are both within a Housing Pathfinder area.

Local distinctiveness and the importance of local delivery of services and local access to facilities have taken on much greater importance. This has been reflected in the Council’s ‘localisation’ process and is central to the concept of Birmingham as a city of ‘vibrant urban villages’. Freight movement and deliveries impact on the local economy. Trends for eCommerce and home deliveries require coordinated action to minimise unnecessary mileage and waiting times.

**Transport Priorities**

Within Birmingham the following transport priorities have been identified, involving LTP3 Consultation feedback, which will inform the Section B Transport Investment Programme, with Birmingham’s Local Transport Investment Programme:

**i) Encouraging Sustainable Travel**

The city’s road system is congested, impacting on peoples’ quality of life and the city’s economy. Consequently, there is a need to promote greater use of public transport, cycling and walking, to the benefit of residents and business.

**ii) Road Networks and Parking**

The mature residential areas have particular problems with on street parking, due to the lack of kerb space. Additionally, Controlled Parking Zones experience a high demand, which is continuing to grow.

**iii) Accessibility**

Whilst Birmingham has comprehensive public and private transport networks, there are still areas of the city with poor accessibility, particularly in the East of the city, which needs to be addressed.

**iii) Long Term Developments**

Birmingham’s transport networks currently suffer from significant stress, especially during peak times, and additional capacity as well as increased network management will be required to handle future city growth, especially in relation to the growth points identified at Longbridge, Perry Barr and Meadway, and to support the Sutton Coldfield Town Centre Regeneration Framework.
iv) Rail and High Speed Rail
The proposed High Speed Rail network will have significant land use, connectivity and accessibility demands. Birmingham City Council has identified the Camp Hill Chords and associated new local passenger rail services between the city centre and Tamworth, and through South Birmingham, as a transport priority.

v) Global links
Global economic trends will continue to have a major influence on Birmingham. Competition from the rapidly growing economies of China and India will continue, although there are also opportunities to improve trade and economic links with these competitors through enhanced internationally connectivity.

Solihull Metropolitan Borough
Solihull Borough is located in the south-eastern part of the Metropolitan Area. It shares boundaries with the cities of Birmingham and Coventry and the Shire counties of Warwickshire and Worcestershire, and forms a link between intensive urban and sparse rural areas. As a result, the Borough is highly diverse in nature. There are areas that are densely populated and provide significant employment opportunities. Solihull is home to Birmingham Airport, the National Exhibition Centre, Land Rover and two major business parks: Blythe Valley and Birmingham Business Park. In the future Solihull may have a High Speed Rail line and station within the Borough.

Transport Challenges
Within Solihull there are areas of relatively low population density, with limited employment opportunities. The Borough includes pockets of significant wealth as well as areas of severe poverty and deprivation. The inherently diverse nature of the Borough presents a wide range of transport challenges and issues, particularly public transport accessibility and high levels of private car ownership and usage.

Within Solihull the following transport priorities have been identified based on “Vision for Solihull Transport 2011-26”, and involving LTP3 Consultation feedback, which will inform the Section B Transport Investment Programme, with Solihull’s Local Transport Investment Programme:

Places
i) Improve access by all modes of transport to, and the quality of the pedestrian environment within, town and local centres

ii) Improve access to major areas of employment, including Birmingham Airport, NEC, BBP, Blythe Valley Park, Land Rover and educational institutions, with an emphasis on sustainable modes of transport.
iii) Tackle congestion on strategic routes within the Borough to:

• improve journey time reliability
• reduce greenhouse gas and CO2 emissions
• help accommodate growth in travel demand to, from, across and within the Borough.
• improve overall journey times

iv) Work to ensure that bus networks are as effective as possible in allowing people without access to a car to access local services and facilities.

v) Better manage the movement of freight to, from and through the Borough to help attract inward investment into Solihull

People

vi) Improve the whole journey experience (including information availability, reliability, safety, ease of use, the quality of the walking environment, waiting and interchange) of travel by public transport, walking and cycling. Ensuring that particular consideration is given to the needs of vulnerable users.

vii) Support narrowing the equality gap by improving access to employment, education and services for people living in areas such as North Solihull where life expectancy and employment are considerably lower than in the more affluent parts of Solihull.

viii) Improve safety for all transport and street users.

ix) Promote cycling, walking, the use of public transport and car sharing to access employment, education, retail and leisure facilities.

x) Where possible, to reduce the impact of transport on residential streets.
COVENTRY
Coventry City

Generally, Coventry is considered to be an accessible city, due to the high volume radial routes into the city centre. The city centre is the focal point for economic regeneration and employment growth, with consequent increases in travel demand being forecast along key radial corridors into the city centre.

Transport Challenges
The location of Coventry on national transport networks means there are significant east-west travel flows, both by road and rail. Coventry has identified the North-South corridor as suffering from poor connectivity. Coventry is largely surrounded by Warwickshire, from where a significant number of people commute into Coventry, notably from Warwick/ Leamington and Kenilworth to the south and Nuneaton and Bedworth to the north. Due to the nature of existing transport links, the majority of travel movements occur via private transport.

Transport Priorities
Coventry has identified the following transport priorities, involving LTP3 Consultation feedback, which will inform the Section B Transport Investment Programme with Coventry’s Local Transport Investment Programme:

i) Support Coventry Regeneration
The major priority for Coventry is to supporting the sustainable growth of the city centre, as well as the wider District, to enable the City to achieve its full potential as the sub regional ‘Capital,’ at the heart of the sub-regional transport networks. Additionally, transport must continue to support the sustainable growth of employment opportunities.

ii) Road maintenance backlog
Additional emphasis has been placed on improving the overall condition of the road network through a comprehensive road resurfacing programme. This is also in alignment with the LTP3 Strategic Principle of Smarter Management.

iii) Reconciling local north/south movement
Although improvements have been made to some bus services, public transport and cycle links within the north-south corridor are still perceived as less effective and less attractive compared to the large number of commuter flows between Coventry and Warwickshire, notably Nuneaton, Warwick and Leamington. Improving the north-south corridor will also provide businesses with a larger employment pool, through providing a more attractive travel to work network with an acceptable travel time and level of accessibility. These issues were the subject of the Coventry North-South DaSTS Study during 2010.
iv) Improved Highway Management
The radial city centre-focused nature of major roads across Coventry result in a significant number of journeys unnecessarily using the Ring Road, leading to unnecessary mileage and congestion. Additionally, there are still proportionally high levels of journeys by car into the city centre compared to public transport use.

v) Car Park Management
Many of the city centre car parks, particularly long-stay, are deteriorating or are sited in inappropriate or inconvenient locations. This can take up valuable land which can be better used for more active purposes, and leads to unnecessary congestion in central areas. Car park management is also linked to the availability of park and ride facilities across the city.

vi) Local Congestion
Whilst the majority and severity of congestion is focused on the radial routes, especially during peak times, there are also congestion issues at some business parks and residential areas in the city linked to traffic volumes and also resulting from inappropriate obstructions on the highway.
3. LTP Strategy Priorities for Action and Implementation Plan One Focus

The primary focus for this Implementation Plan are the Long Term Themes (LTT) outlined in the Strategy, which define the detailed outcomes and outputs the Metropolitan Area will seek to deliver by 2026.

Each Theme links back to one or more of the Five Objectives, and is consistent with the Strategic Principles. Contained within each Long Term Theme are policies, which show how each of the Long Term Themes will be delivered through this Implementation Plan and those which will follow it. The full list of LTP3 Policies is outlined as Appendix 1.

The Strategy outlines the Priorities for Action required to deliver each LTT over the Strategy period up to 2026. The Priorities for Action include interventions, activities or actions required to support and complement the Transport Investment Programmes identified through the Long Term Themes.

These Priorities for Action provide the transport investment framework outlined as the “Implementation Plan Focus,” which outline the types of schemes and initiatives and other types of interventions required to contribute to delivering each Long Term Theme up to 2026.

Finally, where a revenue or capital funded scheme or initiative is required during the first 5 years of LTP3, this is outlined as the Transport Investment Programme Focus.

This chapter provides the interface between strategic policy outlined in LTP3 Strategy, the transport challenges and priorities and the Transport Investment Programme outlined in Chapter 4.

As the Implementation Plan covers the first 5 years of the Strategy period only, some Priorities for Action and LTP3 Policies cannot be fully addressed through phase one Transport Investment Programme and will therefore be included within future Programmes.
Long Term Theme 1:
Regeneration, Thriving Centres, Corridors And Gateways

Priorities for Action:

1. Alignment of Strategic Transport Corridors with Impact Investment Locations and other key regeneration policy designations

2. Implementation of key transport improvements identified in Core Strategies, Area Action Plans and other relevant documents

3. Active promotion of HS2, with stations at Birmingham Airport and Birmingham City Centre

4. Ensuring that the benefits of HS2 are maximised for the whole of the Metropolitan Area, and the wider region, through ensuring maximised connectivity within the local transport network and the best use of capacity released from the ‘classic’ rail network, including that capacity released on the West Coast Main Line

5. Development of transport infrastructure that supports access to Birmingham Airport/ NEC and improves connectivity as part of the regeneration of North Solihull/ East Birmingham

6. Development of the multi-modal interchange at Birmingham International Station and public transport services to include early morning, late evening and weekend services

7. Ensuring that the need for coach provision is fully considered in centres, gateways and major attractions;

8. Encouraging schemes that deliver improvements in environmental quality, a sustainable and functional urban realm, and locally distinctive centres
Implementation Plan Focus

Metropolitan Authorities and Centro will seek to influence spatial planning issues, ensuring sustainable connectivity for new housing and employment sites as well as securing private sector investment in transport schemes.

Additionally the Metropolitan Area will deliver the Fully Approved Major Schemes which support economic regeneration, deliver world class gateways and new public transport interchanges across the Metropolitan Area as well as working with the DfT to progress the A452 Chester Road Major Scheme identified through DfT’s “Investment in Local Transport Major Schemes: Update” in February 2011.

The Metropolitan Area will work with key stakeholders to maximise the benefits of High Speed Rail to the whole of the Metropolitan Area.

Finally, the Metropolitan Area will pursue use of Regional Growth Fund, in alignment with Local Enterprise Partnerships’ priorities, to support Major Transport Schemes that can unlock developments and private sector job creation and provide economic growth;

Transport Investment Programme Focus

Delivery of:

• Birmingham New Street Gateway
• Selly Oak New Road
• Birmingham Airport NEC Integrated Transport Access (ANITA)
• Darlaston Strategic Development Area (subject to progression from the Development Pool to Full Approval status)
• Brierley Hill Sustainable Access Network
• Chester Road Access Improvements (subject to progression from the Development Pool to Full Approval status)
Long Term Theme 2:
Making Best Use Of The Highway Network

Priorities for Action:

1. To develop and maintain systems to manage planned activities on the highways network to minimise disruption to the movement of people and freight

2. To develop and review with emergency services, adjacent Highways Authorities, the Highways Agency and other appropriate bodies, contingency arrangements for dealing with unplanned incidents on the highways network

3. To liaise with adjacent Highways Authorities and the Highways Agency to achieve consistency in the journey experience for users of the highways network

4. Pilot and Phase One implementation of Smart Route corridors as part of a Sustainable Smart Package, with a continual improvement process of lessons learnt and actions for future schemes

5. To deliver the UTMC Major Scheme to support the integrated management of the highways network

6. To ensure the effective implementation of the Urban Traffic Management and Control Major Scheme and to keep it under review once implemented, to ensure it continues to support wider Highways Management objectives, including development of Smart Routes principles

7. Keeping the “Midlands Advanced Transport Telematics Information Services & Strategies in Europe” (MATTISSE) under review to assess its contribution towards meeting LTP3 Objectives and to inform future Strategies for Telematics requirements
Implementation Plan Focus
Progression and completion of Fully Approved highway Major Schemes as confirmed within the DfT’s “Investment in Local Transport Major Schemes: Update” as well as progressing Chester Road Access Improvements scheme within the DfT’s Development Pool.

The Metropolitan Area will identify appropriate Smart Route corridors including which Smart Routes will be included as part of the Sustainable Smart Package bid for Local Sustainable Transport Fund resources.

Transport Investment Programme Focus
Delivery of:
- Urban Traffic Control Major Scheme
- A41 Expressway/ A4031
- A4123 Burnt Tree Island
- Brierley Hill Sustainable Access Network
- Red Routes Package 1
- Sustainable Smart Package
- A452 Chester Road Access Improvements (subject to progression from the DfT’s Development Pool to Full Approval status)

LTP3 Partners:
- M6 Active Traffic Management J5-8
Long Term Theme 3:
Modal Transfer And The Creation Of Sustainable Travel Patterns

**Priorities for Action:**

1. Smarter Choice packages in suitable corridors, complementary to the Local Sustainable Transport Fund package as part of an active and Sustainable/Smart Package, based upon the principles of Smart Route development

2. Smart Choices activities aimed at encouraging businesses to reduce the need for company travel by greater use of technology, including broadband and video conferencing

3. Increasing the level of active travel, to tackle health and transport challenges, by walking and cycling, including a cycle route network strategy and development with suitable measures appropriate to traffic flows and speeds on priority links

4. Further development of rail station travel plans including improved public transport access and cycle facilities at public transport nodes

5. Development of a long term active and sustainable approach to school travel plans with complementary schemes and initiatives to improve and encourage further active travel for school journeys reducing the reliance on private transport
Implementation Plan Focus
Metropolitan Authorities will focus on developing and delivering locally derived Smarter Choice packages, comprising revenue and capital interventions, including promotion of active travel measures and sustainable travel patterns to schools.

This will be complemented by the development of a Metropolitan Area bid for Local Sustainable Travel Fund resources to deliver and promote additional Smarter Choices interventions, including the use of the Local Sustainable Travel Fund’s revenue resources.

From 2012, the Metropolitan Authorities will be responsible for Public Health, providing an opportunity to develop a ‘total place’ strategy approach to tackling health and transport challenges, by using such resources to improve people’s health and well-being through measures such as encouraging more active travel patterns and improved road safety.

Transport Investment Programmes Focus
Delivery of:
- Smarter Choices
- Local Sustainable Transport Fund package
- Active Travel schemes and initiatives to support and encourage increased levels of Walking and Cycling
Long Term Theme 4:
Asset Management and Maintenance – A Foundation For Growth

**Priorities for Action:**

1. Implement the policies and measures that will ensure that the highways network is maintained in a safe and serviceable condition

2. Create an attractive well-maintained highway environment, which will contribute to an efficient local economy, whilst maximising the return on a given level of investment to reduce the amount of unplanned, reactive maintenance

3. Implement the principles of the recently published CIPFA Infrastructure Code for asset management and maintain a comprehensive knowledge of transport assets

4. Prepare for asset valuation in line with Whole of Government Accounts and depreciated accounting methods, which will measure the cost of the economic benefits embodied in the assets and quantify the level of asset consumption during an accounting period

5. Endorsement of finalised Asset Management Plans (AMPs) and embedding their recommendations into future capital and revenue programmes

6. Identifying a Metropolitan Area-wide course of action to tackling major transport maintenance concerns (including weakened bridges)

7. Working with partners, where appropriate, to ensure the effective maintenance of public transport assets
Implementation Plan Focus

The LTP3 Strategy identifies, as a priority, maintaining existing transport assets to provide a solid foundation for economic and housing growth in later years. This will occur through an emphasis on the proactive management of highway and public transport assets, which will be informed by individual Authorities’ Asset Management Plans. The Metropolitan Area will also identify an appropriate course of action to tackle major maintenance concerns which would not otherwise be fundable through Highway Maintenance Block allocations.

Additionally, the Metropolitan Area will progress the Major Maintenance Scheme within the DfT’s “Development Pool,” as outlined by the DfT’s “Investment in Local Transport Major Schemes: Update” in February 2011.

Transport Investment Programme Focus

Delivery of

• Asset Management Programmes
• Highway Maintenance Programmes and other Transport Asset Management programmes
• A45 Westbound Bridge (Subject to progression from the DfT’s “Development Pool” to Full Approval status)
Long Term Theme 5: A Rail And Rapid Transit Network “Backbone For Development”

Priorities for Action:

1. Ensuring delivery of committed rail industry investment in the rail network including the Control Period 4 programme (rail capacity enhancements, suburban station platform lengthening, area resignalling), new Rolling Stock and additional Park and Ride capacity

2. Developing long term service aspirations towards the Metropolitan Area rail network through the use of classic network capacity released by High Speed Rail

3. Identifying future Metropolitan Area rapid transit development and delivery priorities

4. Developing the Wolverhampton City Centre Rapid Transit scheme to support the on-going regeneration of the city centre as part of the wider Black Country Rapid Transit Spine

5. Black Country Rapid Transit Spine development, linking the main centres of the Black Country and Stourbridge

6. Rapid Transit Network development in regeneration corridors serving significant economic development areas and centres, particularly Coventry
Implementation Plan Focus
Delivery of the Approved Midland Metro Birmingham City Centre Extension & Capacity scheme, whilst working with DfT to further progress the Coventry - Nuneaton Rail Enhancement Scheme categorised within the “Development Pool” by DfT’s “Investment in Local Transport Major Schemes: Update” February 2011.
With rail industry partners, the Metropolitan Area will firstly deliver committed investment by Network Rail and Train Operating Companies in the period up to 2014/15 and, secondly, recognising the long term planning required to develop and deliver both Rail and Rapid Transit schemes, work with the rail industry in the development of Network Rail’s Control Period 5 (CP5) development process (covering 2015-19), notably further developing the Camp Hill Chords scheme. At the same time, the Metropolitan Area will identify opportunities to expand the Rapid Transit network, particularly the Black Country Rapid Transit Spine.

Transport Investment Programme Focus
Delivery of:
- Birmingham City Centre Metro Extension & Capacity Enhancement Scheme (subject to DfT Full Approval)
- Smartcard Ticketing
- Coventry - Nuneaton Rail Enhancement (subject to progression from the Development Pool to Full Approval status)
- Chiltern Railways “Evergreen 3”

Network Rail’s Control Period 4 Programme including:
- Resignalling Programmes
- Cross City South Enhancements
- Rail Station Enhancements
- Rolling Stock Upgrades
Long Term Theme 6: Improved Local Accessibility And Local Connectivity

Priorities for Action:

1. Principal bus corridor and local bus network service reliability improvements, through measures such as Smart Routes and securing service quality enhancements using appropriate legislative powers and strengthened partnership working with operators

2. On-going local bus network reviews, reflecting proposed new development sites, land use changes and changes in people’s travel requirements, including access to health care facilities

3. Improving access and connectivity to all types of centres by all modes, to support local economies and reduce locally generated carbon emissions

4. ‘Putting People First’ agenda to influence the role of community transport in the complementary travel services tier of the Metropolitan Area public transport network, including delivery of the Ring & Ride business plan

5. To work with transport operating companies towards provision of 24/7 services where this is economically or socially desirable and where sufficient demand exists

6. Ensuring the ITA’s access standards towards the provision of socially necessary bus services remain appropriate
Implementation Plan Focus

Progression and delivery of interventions which will improve both local accessibility and local connectivity and providing people with the ability to access employment and education opportunities during the current economic climate.

Proposals include the continuation of the delivery of “Transforming Bus Travel” initiatives such as Bus Network Reviews, and enhancing Ring & Ride provisions jointly with West Midlands Special Needs Transport, as well as focusing on minor schemes and initiatives to enhance or manage access to local centres by all modes.

Transport Investment Programme Focus

Delivery of:

- “Transforming Bus Travel” initiatives as contained in the Public Transport Programme
- The Ring & Ride Business Plan proposals as agreed with West Midlands Special Needs Transport
- Minor works programmes to improve and / or manage access to local centres and regeneration locations
Long Term Theme 7:
Sustainable And Efficient Freight Transport

Priorities for Action:

1. Journey time reliability improvements to the Strategic Highway Network, based on Smart Route implementation to aid the efficient movement of goods
2. Bridge strengthening to improve access to employment areas from the Strategic Highway Network
3. Development of urban freight consolidation centres and other measures to reduce the adverse environmental impacts of freight movements
4. Providing enhanced lorry parking capacity and facilities
5. Quick Win rail freight improvements, which will also benefit passenger rail services
6. Development of the Walsall - Stourbridge Rail Freight Route with the rail industry for delivery during Control Period 5
7. Improvements to Motorway access for freight, particularly in the Black Country

Implementation Plan Focus

The Metropolitan Authorities, through the Freight Quality Partnership, will work with the freight industry to secure low-capital, cost-effective freight improvements, whilst undertaking development work for longer term or on-going interventions, such as expanded Lorry Parking provision, Freight Consolidation Centres and the re-opening of the Walsall - Stourbridge Freight Line during Network Rail’s Control Period 5 (2015-19).

The road freight sector will also benefit from improved accessibility and journey reliability as a result of the Sustainable Smart Package and improvements to bridge structures as proposed for LTT2 and LTT4

Transport Investment Programme Focus

Delivery of:

- Minor Works programmes targeting effective freight improvements, increased HGV parking provisions and; environmental improvements
- Bridge strengthening programmes linked to asset management programmes
- Rail Freight Gauge Enhancements
Long Term Theme 8:
Effective And Reliable Transport Integration

Priorities for Action:
1. Development of an Integrated Ticketing Strategy to maximise the opportunities arising from Smartcard
2. Programme of bus interchange improvements
3. Improving interchange facilities at Metro, rail and bus stations to enhance access, including Park & Ride provision and expansion

Implementation Plan Focus
Centro will work with partners to further develop or deliver appropriate interventions to improve transport integration between all modes of travel. In relation to Smartcard, Centro will develop and deliver an Integrated Ticketing Strategy to maximise the integration benefits of Smartcard.

The Metropolitan Area will complete the delivery of the Wolverhampton Interchange (Phase One) Major Scheme as confirmed by the DfT’s “Investment in Local Transport Major Schemes” whilst completing the delivery of Smartcard and developing new and innovative public transport ticketing opportunities making best use of Smartcard. Finally, the Metropolitan Area will enhance access to bus/ Metro/ Rail stations to improve interchange between modes including an expansion of Park & Ride provision where opportunities and demand arise.

Transport Investment Programme Focus
Delivery of:
• Wolverhampton Interchange (Phase 1) Major Scheme
• Roll out of Smartcard across all public transport modes
• Interchange facilities at Metro/ Rail/ Bus stations including targeted Park & Ride expansion/ provision
Long Term Theme 9: Improving Safety And Security

Priorities for Action:

1. Improving road safety, in alignment with the DfT’s Road Safety Policy Framework
2. Addressing residents’ concerns towards rat-running, inappropriate speeds and the safety of vulnerable road users in residential areas, informed by the conclusions drawn from existing national trials of 20mph zones
3. Improve actual and perceptions of safety on public transport, including the maintenance and enhancement of Safer Travel Initiatives
4. Reducing crime targeted at Heavy and Light Goods Vehicles
5. Working with licensing authorities to tackle the issue of unlicensed private hire operators
6. Seek innovative ways to tackle “fear of crime”

Implementation Plan Focus

Development and implementation of comprehensive safety improvement programmes, focusing on locally-determined safety schemes, complementing the road safety funding approvals for the West Midlands Road Safety Partnership and Safety Cameras. Metropolitan Authorities will work jointly with partners, such as Parents & Communities Together (PACTS), in identifying and delivering road safety programmes.

Additionally, Centro will continue to work with partners to build on the successful Safer Travel initiative to further reduce crime and the fear of crime on public transport.

From 2012, the Metropolitan Authorities will be responsible for Public Health, providing an opportunity to develop a ‘total place’ strategy approach to tackling health and transport challenges, by using funding sources to improve people’s health and well-being, through measures such as encouraging more active travel patterns and improved road safety.

Transport Investment Programme Focus

Delivery of:

• Targeted Local Road Safety Programmes, including 20 mph zones, as appropriate
• Safer Travel initiatives to maintain/ improve safety on public transport
Long Term Theme 10:  
Improved Environment and Reduced Carbon Through New Technologies

Priorities for Action:

1. The Metropolitan Area will support national policy towards electric vehicle and other low carbon technology roll out
2. Working with public transport and freight operators to ensure that carbon emissions are minimised
3. Centro and Metropolitan Districts will work to ensure that infrastructure is ‘future proofed’ in response to the unavoidable effects of climate change
4. Highways Authorities will continue to seek innovative ways of reducing the carbon footprint of their maintenance operations
5. LTP partners will work to implement Green Infrastructure networks as a means of encouraging walking and cycling, adapting to climate change and safeguarding natural habitats and biodiversity
6. Centro will work with stakeholders to help mitigate any adverse effects on the natural and historic environment resulting from the implementation of High Speed Rail
7. Centro and LTP partners will work to develop low carbon infrastructure which, wherever practicable, enhances the natural environment (biodiversity/habitats, water, landscape) or mitigates adverse effects
8. The Metropolitan Area will develop a Low Emission Strategy

Implementation Plan Focus
The Metropolitan Area will identify, support and implement practical low-carbon technological solutions, including performing an influencing role in addition to direct intervention, to reduce the level of carbon emissions from the Metropolitan Area’s transport networks, including through the highway Private Finance Initiatives towards street lighting covering Birmingham, Walsall and Coventry.

Transport Investment Programme Focus
Delivery of:
- Coventry & Birmingham Electric Car Demonstration project (CABLED)
- Green Bus Fund vehicles
- Provision of electric vehicle charging infrastructure integrally with new developments/ facilities
4. Transport Investment Proposals

Context

LTP3 Strategy provides the strategic policy framework and identifies the challenges facing the Metropolitan Area along with the role of transport. In order to deliver the Strategy, the Transport Investment Programme has been developed based upon the following policy and funding frameworks:

- A programme of Committed Major Schemes reflecting on-going delivery of Full Approval schemes
- Approved Control Period 4 programmes of Network Rail and associated rail network investment by the rail industry
- Approved Highway Agency’s programme of Motorway and Trunk Road investment
- Differing sub-area transport issues and challenges which reflect the differing social, economic and physical environments requiring locally determined programmes

of transport investment in line with Localism as outlined in Chapter Two

- The known funding framework for LTP3 reflecting national transport funding budgets for the Comprehensive Spending Review period including Block Allocations and competitive bid based funding streams
- The Strategic Priorities for Action and Implementation Plan Focus requirements of the Transport Investment Programme as outlined in Chapter Three

Whilst the short term focus will be the period up to 2015/16, the economic and environmental needs of the Area in the longer term have also been considered. Some of the measures needed to meet the economic challenge will be large and proportionate to the needs of an urban area of 2.6 m population. Addressing these challenges is a key area of activity and where certain high impact schemes are identified for implementation in the longer term, scheme development will be undertaken in the short term.

Whilst Block Allocations elements of the transport funding available to the Metropolitan Area are known, there are also additional funding streams which can be accessed by the Metropolitan Area through bidding processes. Such funding bids will be developed by the Metropolitan Area towards the DfT’s Local Sustainable Transport Fund, and through Public-Private partnerships appropriate bids will be developed for Regional Growth Fund resources.
Funding

The transport funding framework for LTP3 was outlined firstly by the Comprehensive Spending Review in October 2010 which provided the national transport funding budgets and secondly for the Metropolitan Area as advised by the Transport Funding Settlement letter received by the Metropolitan Area on 13th December 2010. The national transport funding budgets are outlined in Appendix 2.

Transport Investment Programme Approach

The Transport Investment Programme comprises two distinct delivery phases:

**Phase One (2011/12-2015/16)**

- **Section A**: Existing Transport Commitments; identifying schemes/ initiatives which are Fully Approved and are being delivered in the period 2011/12 – 2015/16.
- **Section B**: New Transport Investment; comprising schemes/ initiatives that will contribute towards the Five Strategy Objectives with particular priority for driving economic growth and reducing carbon in the period 2011/12 – 2015/16.

**Phase Two (2016/17-2025/26)**

- **Section C**: Longer Term Transport Investment, highlighting those schemes and initiatives required which can be delivered once funding sources can be identified. Should these schemes secure funding before 2015/16 these will be brought forward into the Section B Transport Investment Programme.
Section A: Committed Transport Investment Programme

During the first period of LTP3, there are a number of previously approved and committed significant schemes and programmes which will be completed and which will make a substantial contribution to delivering the Strategy. These commitments were confirmed in DfT’s “Investments in Local Major Transport Schemes”:

• **A41 Expressway**: To improve access to West Bromwich Town Centre and to support its regeneration and alleviate traffic congestion, a new road tunnel is being built under the A41 Expressway/A4031 All Saints Way roundabout.

• **A4123 Burnt Tree Island**: The scheme will see the removal of the five arm roundabout to be replaced by a new signalised junction providing additional traffic flow capacity through the junction, leading to improved journey speeds and reliability as well as improved pedestrian safety.

• **Birmingham New Street Gateway**: A £600m new world class passenger and retail area will be delivered, supporting regeneration and providing a new gateway to the sub-region.

• **Brierley Hill Sustainable Access Network**: This scheme delivers reduced congestion and environmental enhancements along the A461 in Brierley Hill. The scheme will support regeneration of the centre.

• **Chiltern Railways “Evergreen” Phase 3**: Chiltern Railways will shortly complete investment work within the Metropolitan Area on the route between Birmingham and London Marylebone, to enable significant timetable improvements to be delivered in May 2011, including considerable speeding up of services between Birmingham and London. Further rail service improvements to complement this investment will also be undertaken by Chiltern Railways during the LTP3 period.
• **M6/M5 Active Traffic Management (J9-11):** Active Traffic Management (ATM) has two distinct benefits. During peak traffic flow period, ATM allows for the use of variable speed limits optimizing the number of vehicles on the carriageway. Additionally, ATM allows the use of the hard shoulder to provide additional capacity. ATM has been proven to reduce congestion and improve journey reliability, which in turn reduces carbon emissions. This phase of works will focus on the M6 between J9-11 complementing the previous phases of ATM delivered on the M6.

• **Red Routes Package One:** Red Routes Package One targets key highway corridors across the Metropolitan Area and aims to deliver improved journey speed and reliability for all road users, making best use of the existing highway network.

• **Selly Oak New Road:** The construction of a new road around Selly Oak centre will open brownfield land for regeneration as well as routing A38 traffic away from the congested Selly Oak centre. The Selly Oak New Road will also provide improved access to Birmingham University and the recently opened Queen Elizabeth Hospital Birmingham.

• **West Midlands Urban Traffic Control:** This Major Scheme enables more efficient use of highways across the Metropolitan Area by allowing Traffic Managers to use Real Time Information (RTI) and to respond to incidents on the network, through additional variable message signs and responsive traffic signal phasing. The scheme will become live from March 2014.

• **Wolverhampton Interchange (Phase 1):** Providing a new bus station and interchange together with a mixed use development, aimed at stimulating development in Wolverhampton City Centre.
Section B:
New Transport Investment Programme (2011/12 – 2015/16)

The New Transport Investment Programme is structured to reflect the transport funding streams available as set out in the Comprehensive Spending Review followed by committed programmes by external Delivery Partners. The New Transport Investment Programme comprises:

<table>
<thead>
<tr>
<th>New Transport Investment Programme</th>
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<tr>
<td>Metropolitan Area</td>
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<tr>
<td><strong>Major Schemes</strong></td>
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<td>ITA Transport Investment Programme</td>
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<td>Highways Agency</td>
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<tr>
<td>Rail Industry</td>
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In order to demonstrate the link between the Transport Investment Programme and LTP3 Strategy, each programme section outlines the contribution of each programme to the overriding priorities outlined in LTP3 Strategy as Objectives “KO1 Economic Growth” and “KO2 Climate Change”. This is further supported by outlining which Long Term Themes outline the strategy approach to delivering each Programme.

**METROPOLITAN AREA MAJOR SCHEMES**

**B1. Major Schemes**

Major Schemes provide high impact benefits to transport challenges, although benefits are usually focused upon specific transport users or locations. Such schemes are categorised by DfT as costing £5M+ and are funded through a combination of dedicated DfT funds and appropriate levels of local contribution, following Full Approval status being awarded by DfT. DfT has now advised the categories for local authority Major Schemes for the period up to 2014/15 (inclusive) as being:
Schemes with Full Approval Status.
Those schemes committed prior to June 2010 which be funded to completion as outlined in Section A “Committed Transport Investment Programme”.

Schemes with Reactivated “Programme Entry” Status.
Categorised as the “Supported Pool” and are schemes which are awaiting Full Approval, subject to cost, scope and local contribution.

Schemes with Programme Entry/ Valid Programme Entry Bid status
Categorised as the “Development Pool”, these schemes Major Scheme Business Cases were received by DfT before June 2010. These scheme are undergoing DfT assessment prior to invitation of a Local Authority funding bid. Final decisions are due at the end of 2011.

The Metropolitan Area Major Schemes identified through DfT’s “Investments in Local Major Transport Schemes: Update” in February 2011 within each category for the spending review period 2011/12-2014/15 are:

**Schemes with Reactivated “Programme Entry” Status:**

- **Birmingham City Centre Midland Metro Extension and Enhancement Package.**
  The extension of the Midland Metro Line One through Birmingham city centre is a keystone scheme which will support jobs and improve access from the Black Country to employment opportunities in Birmingham city centre. The scheme will also provide the infrastructure to allow the future expansion of the Midland Metro network. The scheme will increase Midland Metro capacity and play a key role in linking Birmingham City Centre’s existing rail stations and the new High Speed rail station. The extension will also provide a link between the Black Country and national and international gateways as well as providing access to employment opportunities. The scheme is forecast to boost the Metropolitan Area economy by £50 million a year and create up to 1,300 sustainable new jobs.
Schemes with Programme Entry/Valid Programme Entry Bid (Development Pool)

The DfT have advised that a total of £600M is available to fund new Major Schemes during the CSR period up to 2014/15. The following Metropolitan Area Major Schemes are now included in the Development Pool on which decisions will be advised by the DfT by the end of December 2011 as to which schemes will be supported and subsequently given Programme Entry status.

- **A45 Westbound Bridge (£11M)**. The A45 west bound bridge is located approximately 500metres west of M42 J6. The bridge requires a major maintenance upgrade to replace the 19th century brick structure which carries the west bound carriageway over the West Coast main line south of Birmingham International rail station.

  The maintenance-led need to replace the bridge means there is an opportunity to provide a new larger bridge with cycle lanes and standard-width dual carriageway lanes as well as improvements to the downstream diverge lane to the B4438 junction; the primary access to Birmingham Airport. At the same time, Network Rail would require the replacement bridge to span four rail lines rather than the existing two, to future proof upgrades to the Coventry- Birmingham rail corridor.

  As with all maintenance schemes, failure to undertake the maintenance scheme will eventually lead to access/weight restrictions or even possible lane reductions or closure of the highway structure. This scheme would also greatly support the expansion of Birmingham Airport including the extension of the runway including construction traffic accessing the Birmingham Airport site from the M42.

  The proposed scheme would deliver two major benefits: firstly, addressing maintenance issues by providing a new structure, capable of handling heavier vehicles types, which will otherwise result in weight restrictions being placed on the bridge structure and; secondly provide enhanced access to the airport site.

  The proposed scheme is in addition to the Birmingham Airport Runway Scheme as outlined in B6. The scheme was identified as a regional maintenance priority in the former Regional Funding Allocation (RFA2) priorities listing.

- **A452 Chester Road Access Improvements (£21M)**. Chester Road is located in north east Birmingham with the Major Scheme targeting the Chester Road section between M6J5 and the B4148 Tyburn Road. This section of the Chester Road is home to internationally
known businesses including Jaguar/ Land Rover whilst also home to employment and industrial parks such as Fort Dunlop and the Castle Bromwich Business Park. The wider Chester Road corridor is also often used as a by-pass to the M6 during congestion periods causing significant local congestion hampering local employment access and impacting upon quality of life for residents. The existing road is largely dual carriageway with roundabout junctions.

Chester Road experiences significant levels of congestion and therefore delays to journeys due to the local and strategic role of the corridor which impacts on the journey reliability for private, public and freight users.

The Chester Road Major Scheme proposes an upgrade to the existing dual carriageway together with enhancement of 4 junctions including those with the A47 and A38. The scheme will also provide sections of bus lane and improved pedestrian/cycling facilities. A Major Scheme Business Case has been prepared for the scheme which has a Benefit Cost Ratio of 5.3:1.

• **Coventry to Nuneaton Rail Enhancements (NUCKLE1) (£16M).** The Coventry to Nuneaton Rail Enhancements scheme will provide additional rail services between Nuneaton and Coventry city centre including new stations at Coventry Arena and Bermuda Park; platform lengthening at Bedworth and; service frequency and rolling stock enhancements.

The scheme would provide improved frequency on the Nuneaton to Coventry line linked to a new bay platform at Coventry station. This would allow Nuneaton to Coventry services to run segregated from, but allow passenger interchange with, the West Coast Main Line services.

The scheme has been developed to support and underpin economic development and housing growth for existing and future commuter flows in the North–South corridor through Coventry and Warwickshire. The Coventry – Nuneaton Rail Upgrade contributes to both Coventry and Camp Hill Impact Investment Locations (IIL). A Major Scheme Business Case was submitted to DfT in March 2010

• **Darlaston Strategic Development Area (SDA) (£28M).** The Darlaston Strategic Development Area (SDA) is a regeneration scheme making use of 54 acres of brownfield land adjacent to M6 J9. The scheme aims to primarily provide freight and logistics employment developments taking advantage of the sites location to the M6.
The SDA contributes to Impact Investment Location (IIL) no. 18 “Walsall Waterfront/Housing Regeneration” by improving access to a number of employment land sites. The scheme has the potential to contribute to the creation of up to 2,800 jobs and remediate and redevelop 21.9 hectares of brownfield land.

The transport Major Scheme will provide new and enhanced access roads to facilitate the remediation works required to the land as well as eventually providing access from the SDA site to both the M6J9 as well as the A454 Black Country Route. A Major Scheme Business Case has been prepared for the scheme which has a Benefit Cost Ratio of 2.46:1.

DfT Decision Making Basis

The DfT are undertaking a review of how Major Schemes are to be assessed. In relation to the Development Pool scheme assessment, the DfT have outlined that assessment will be consistent with the DfT’s Review of Decision Making with the following factors included:

• Contribution to Government’s two key transport priorities: Supporting the economy and reducing carbon emissions;
• Value for Money;
• Proportion of non-DfT funding;
• Deliverability;
• Strategic importance (LEP/ Stakeholder);
• Modal and regional balance of the overall DfT funding programme

The DfT has indicated it will also seek the views of interested parties including, where appropriate, Local Enterprise Partnerships.

Contribution to LTP3 Strategy

The Major Schemes outlined above provide high impact benefits to meet the transport challenges of each scheme and are a fundamental element of the Implementation Plan approach to delivering the LTP3 Strategy.

• KO1 Economic Growth - Major Schemes can unlock development and the creation of private sector jobs supporting economic growth across the Metropolitan Area.
• KO2 Climate Change - Major Schemes will reduce carbon emissions by either increasing the volume and proportion of journeys made by low carbon, sustainable transport or through improvements to traffic flows from which smoother traffic flows emit reduced levels of carbon compared to stationary traffic;
LOCAL SUSTAINABLE TRANSPORT
B2. Local Sustainable Transport Fund

As outlined, the Comprehensive Spending Review launched a new transport funding stream known as the Local Sustainable Transport Fund (LSTF). The objective of the LSTF is aligned to the five Objectives, especially towards KO1 Economic Growth and KO2 Climate Change and is focused on the delivery of sustainable transport solutions that support economic growth while reducing carbon.

These solutions will be focused upon economic growth by supporting jobs and business through effectively tackling the problems of congestion, improving the reliability and predictability of journey times, assisting in the efficient movement of goods enabling economic investment, revitalising town centres and enhancing access to employment.

The DfT have allocated both Capital and Revenue resources to the LSTF to provide flexibility as to the focus and delivery of LSTF bids. The total LSTF is comprised of the funding allocation profile:

Long Term Themes:

- Rail and Rapid Transit Network
- Modal Transfer and the Creation of Sustainable Travel Patterns
- Improved Safety & Security
- Efficient and Reliable Transport Integration
- Improved Local Accessibility and Connectivity
- Sustainable and Efficient Freight Transport
- Regeneration, Thriving Centres, Corridors and Gateways
- Improved Environment and Reduced Carbon Through Green Technologies;
- Making Best Use of the Highway Network
- Asset Management & Maintenance as a Foundation for Growth
In January 2011, the DfT published detailed guidance on the LSTF which outlined the bidding process and timescales. The ITA is working with the Metropolitan Local Authorities on developing a balanced package of capital and revenue initiatives, referred to as the Sustainable Smart Package, which will form the basis of a Metropolitan Area bid for LSTF monies. In alignment with the LSTF Guidance, the Sustainable Smart Package can be complemented by supplementary LSTF bids from individual Metropolitan Local Authorities.

The synergy of the LSTF to the LTP3 Strategy Objectives means that the Metropolitan Area will develop a Sustainable Smart Package bid for LSTF funding building on the principles of the West Midlands Sustainable Travel Cities bid and the Low Carbon Corridors proposal which were both previously well received by the DfT.

Whilst the component elements of the Sustainable Smart Package bid are yet to be approved, the package will include Sustainable Smart Route corridors which will represent the Sustainable Smart Routes programme that will be delivered by 2014/15.

Whilst there is confidence that such a bid will be positively received by DfT, in the event that this was not the case, it would be for the ITA, Metropolitan Local Authorities and partners to pursue other innovative means of funding the initiative.

### Contribution to LTP3 Strategy

The LSTF is a critically important element of the Implementation Plan providing significant funding resources which will make a major contribution towards meeting the vision outlined in the LTP3 Strategy whilst schemes and initiatives will reflect those outlined in relevant Long Term Themes.
• **KO1 Economic Growth** - by supporting the local economy and facilitate economic development by reducing congestion, improving the reliability and predictability of journey times or enhancing access to employment and other essential services. Businesses will benefit from improved journey reliability and improved access to markets and a wider employment pool;

• **KO2 Climate Change** - by increasing the volume and proportion of journeys made by low carbon, sustainable modes including walking and cycling whilst improving people’s health and well being from improved air quality and increased active travel;

**Long Term Themes:**

• Regeneration, Thriving Centres, Corridors and Gateways
• Improved Local Accessibility and Connectivity
• Efficient and Reliable Transport Integration
• Improved Environment and Reduced Carbon Through Green Technologies
• Modal Transfer and the Creation of Sustainable Travel Patterns

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**HIGHWAY & TRANSPORT INFRASTRUCTURE MAINTENANCE**

**B3. Highways Maintenance**

In order to support the LTP3 Strategy, Transport Asset Management and Maintenance is required to ensure that the transport network are fit for purpose to support long term sustainable economic growth. Transport Asset Management and Maintenance will be undertaken in alignment with individual Asset Management Plan (AMP) which establish the condition of transport assets and the consequent funding requirements to maintain them. This will enable appropriate proactive and planned maintenance that can deliver significant benefits, including maximising value for money, as set out in Long Term Theme 4 “Asset Management and Maintenance – A Foundation for Growth.

The 8 Metropolitan Authority AMP’s will be viewable via dedicated weblinks which together with the Highways Maintenance programmes which will be included in an Addendum to the Implementation Plan in the first quarter of 2011/12.
Highway Asset Management and Maintenance will be funded by Highway Maintenance Block (HMB) allocations from DfT. The Local Transport Funding Settlement letter of 13th December 2010 states that the HMB funding will be allocated to the ITA which will then allocate the following Highway Maintenance Block allocation for each Metropolitan Local Authority when received from the DfT:

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</tbody>
</table>

* No allocation for Birmingham City Council as funding received by the PFI contract.

As asset management is a high priority for LTP3, Metropolitan Local Authorities may also elect to allocate a proportion of their allocation of IT Block resources to asset management to address local needs.

Reflecting the differing Asset Management and Maintenance funding sources, Public Transport Asset Management and Maintenance is covered within B5 ITA Transport Investment- Public Transport Programme.

**Contribution to LTP3 Strategy**

Asset Management is key requirement of the LTP3 Strategy in order to ensure that transport assets can support future economic growth of the Metropolitan Area. As the economy grows there is a related increase in journeys being undertaken by all forms and type of transport reflecting increased employment, services and manufacturing. Increased trips on the transport network will impact on asset conditions and by taking proactive management of assets they can be maintained in an optimum condition to support future economic growth.
KO1 Economic Growth - The Metropolitan Area’s transport network operate most effectively when in optimum condition. Reduced condition of transport assets can lead to reduced journey time and reliability leading to congestion, repair related delays and subsequently reduced economic productivity.

KO2 Climate Change - Carbon Emissions from the Metropolitan Area’s road networks operate most effectively when traffic is free flowing. Delays caused by reactive maintenance and poor road conditions can lead to road works, delays and congestion reducing traffic flows and increasing carbon emissions.

Long Term Themes:
- Asset Management & Maintenance as a Foundation for Growth
- Making Best Use of the Highway Network

INTEGRATED TRANSPORT

The DfT’s Integrated Transport Block resources are received by Transport Authorities to the fund transport enhancement schemes which are required to deliver LTP3 Strategy. The following table sets out the funding allocations for 2011/12 to 2014/15 as advised in the Local Transport Funding Settlement letter in December 2010:

<table>
<thead>
<tr>
<th></th>
<th>Final 2011/12 £’m</th>
<th>Final 2012/13 £’m</th>
<th>Indicative 2013/14 £’m</th>
<th>Indicative 2014/15 £’m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Area IT Block Allocation</td>
<td>24.930</td>
<td>26.592</td>
<td>26.592</td>
<td>37.395</td>
</tr>
</tbody>
</table>

Budget proposals for LTP Technical Development for 2010/11-2012/13 were reported to and endorsed by West Midlands Planning and Transportation Sub-Committee at its meeting on 10th September 2010. Following ITA approval on 7th February 2011, LTP Technical Development budget requirements are to be funded from the Metropolitan Area Integrated Transport Block allocation as outlined in the table overleaf.
<table>
<thead>
<tr>
<th></th>
<th>Final 2011/12 £’m</th>
<th>Final 2012/13 £’m</th>
<th>Indicative 2013/14 £’m</th>
<th>Indicative 2014/15 £’m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Area IT Block Allocation</td>
<td>24.930</td>
<td>26.592</td>
<td>26.592</td>
<td>37.395</td>
</tr>
<tr>
<td>LTP Development (revised)</td>
<td>1.1782</td>
<td>0.9859</td>
<td>0.9859</td>
<td>0.9859</td>
</tr>
<tr>
<td>Total Allocation for Re-distribution</td>
<td>23.7518</td>
<td>25.6061</td>
<td>25.6061</td>
<td>36.4091</td>
</tr>
</tbody>
</table>

Reflecting the on-going successful split of Integrated Transport Block resources between Metropolitan Local Authorities and the ITA, on 7th February 2011 the ITA approved a distribution split of the Integrated Transport Block as outlined in the table below reflecting the previous distribution ratio.

<table>
<thead>
<tr>
<th></th>
<th>Final 2011/12 £’m</th>
<th>Final 2012/13 £’m</th>
<th>Indicative 2013/14 £’m</th>
<th>Indicative 2014/15 £’m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Local Authorities Allocation (60%)</td>
<td>14.251</td>
<td>15.364</td>
<td>15.364</td>
<td>21.845</td>
</tr>
<tr>
<td>Integrated Transport Authority (40%)</td>
<td>9.501</td>
<td>10.242</td>
<td>10.242</td>
<td>14.564</td>
</tr>
<tr>
<td>Metropolitan Area IT Block Allocation</td>
<td>23.752</td>
<td>25.6061</td>
<td>25.6061</td>
<td>36.4091</td>
</tr>
</tbody>
</table>

**B4. Local Transport Investment**

LTP3 recognises that Localism, and the ability for people to influence transport investment towards local priorities in their areas, is an important element of improving the quality of life for residents. Subsequently, Integrated Transport Block resources have been allocated to Metropolitan Local Authorities in order to tackle localised transport challenges issues and concerns as outlined in Chapter Two.

Local Transport Investment Programmes will reflect locally determined programmes of schemes and initiatives. The schemes and programmes will focus upon tackling the local transport challenges outlined in Chapter Two and will be aligned to the Strategy’s five Objectives, with particular focus on schemes which demonstrate contribution to KO1 Economic Growth and KO2 Climate Change.

The current grant nature of the IT Block provides the Metropolitan Area with a flexible source of funding. In addition to local transport programmes, the IT Block can be used by the Authorities to fund the other elements of the Transport Investment Programme such as essential Highway Maintenance or the development of bids to secure alternative funding for transport schemes and initiatives.
However since the ITA, as the accountable organisation, has a duty to ensure that Highway Maintenance Block and Integrated Transport Block resources are used only for the purposes intended. In the latter case, this is for local transport investment schemes which demonstrate contribution towards the LTP3 Strategy Five Objectives with particular focus on schemes which contribute to Objectives KO1 Economic Growth and KO2 Climate Change.

From 2012, the Metropolitan Local Authorities will be responsible for Public Health providing an opportunity to develop a ‘total place’ strategy approach to tackling health and transport challenges by using Health and Transport funding sources to deliver the joint challenge of improving people’s health and encouraging more Active Travel. Solutions are likely to be cross cutting through different programmes such as Smarter Choices, Walking & Cycling and Road Safety.

Given the increasing pressure on revenue resources it will be increasingly important for full consideration of the revenue implications of proposed capital investments to be quantified in advance and value optimised as appropriate.

As well as reflecting local priorities and responsibilities, each Metropolitan Local Authority’s Local Transport Investment Programme is, in alignment to LTP3 Strategy, expected to include the following as part of a wider on-going programme with allocated funding determined by each Metropolitan Local Authority:

- **Smarter Choices** – a strategic principle of the Metropolitan Area’s approach to addressing transport challenges by encouraging greater levels of sustainable travel patterns through initiatives outlined in Long Term Theme 3 “Modal Transfer and the Creation of Sustainable Travel Patterns”. Coordination of the Smarter Choices approach will be undertaken jointly by the Metropolitan Local Authorities and Centro with each Authority funding their own elements of the joint Smarter Choices programmes and initiatives.

  This programme of schemes and initiatives is intended to complement those contained within the Local Sustainable Transport Fund bid in recognition of the LSTF Guidance which requires LSTF funding to support a wider package of sustainable transport measures.

- **Walking & Cycling Measures** - In order to complement the Smarter Choices programmes and to support the approach outlined within Long Term Theme 3 “Modal Transfer and the Creation of Sustainable Travel Patterns” Metropolitan Local Authorities will, reflecting local transport challenges and priorities, identify and progress walking and cycling enhancement schemes to enhance the attractiveness of walking and cycling including addressing the barriers identified to walking and cycling such as safety concerns.
Road Safety – Reflecting the responsibility of Metropolitan Local Authorities, the safety of people on the Metropolitan Area transport networks is a priority of LTP3. The approach taken by LTP3 is outlined within Long Term Theme 9 “Improved Safety and Security”. The impacts from accidents associated to road safety can have an enormous impact on the lives of residents; act as a barrier to sustainable travel modes and; have detrimental economic impacts resulting in significant impacts to the ability of the Metropolitan Area to meet the five Objectives particularly KO1 Economic Growth and KO2 Climate Change.

Road Safety programmes are complementary to the West Midlands Casualty Reduction Partnership which is outlined in detail in B7. Whilst detailed programmes will reflect local road safety priorities, programmes will by their nature also contribute towards other Long Term Themes using improving road safety to support more active travel to school via walking and cycling; tackling location specific road safety concerns and; providing safe and secure access to centres.

The DfT has outlined through its Annual Business Plan an intention to publish a new Strategic Framework for Road Safety in April 2011 which may address funding issues beyond the current CSR period.

Using the Government’s Mid-2009 Population Estimates, the following Metropolitan Local Authorities allocations have been determined and approved by the ITA.

<table>
<thead>
<tr>
<th>District</th>
<th>Population %</th>
<th>Final 2011/12 £’m</th>
<th>Final 2012/13 £’m</th>
<th>Indicative 2013/14 £’m</th>
<th>Indicative 2014/15 £’m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Birmingham CC</td>
<td>39.0%</td>
<td>5.556</td>
<td>5.990</td>
<td>5.990</td>
<td>8.516</td>
</tr>
<tr>
<td>Coventry CC</td>
<td>11.9%</td>
<td>1.689</td>
<td>1.821</td>
<td>1.821</td>
<td>2.590</td>
</tr>
<tr>
<td>Dudley MBC</td>
<td>11.6%</td>
<td>1.656</td>
<td>1.785</td>
<td>1.785</td>
<td>2.538</td>
</tr>
<tr>
<td>Sandwell MBC</td>
<td>11.0%</td>
<td>1.572</td>
<td>1.694</td>
<td>1.694</td>
<td>2.409</td>
</tr>
<tr>
<td>Solihull MBC</td>
<td>7.8%</td>
<td>1.108</td>
<td>1.195</td>
<td>1.195</td>
<td>1.699</td>
</tr>
<tr>
<td>Walsall MBC</td>
<td>9.7%</td>
<td>1.382</td>
<td>1.490</td>
<td>1.490</td>
<td>2.119</td>
</tr>
<tr>
<td>Wolverhampton CC</td>
<td>9.0%</td>
<td>1.288</td>
<td>1.389</td>
<td>1.389</td>
<td>1.974</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>100.0</strong></td>
<td><strong>14.251</strong></td>
<td><strong>15.364</strong></td>
<td><strong>15.364</strong></td>
<td><strong>21.845</strong></td>
</tr>
</tbody>
</table>
As outlined previously, upon approval of the LTP3 Strategy by the ITA each Metropolitan Local Authority will subsequently develop Local Transport Investment Programmes. These programmes will be incorporated in an Addendum to the Implementation Plan in the first quarter of 2011/12.

**B5 Integrated Transport Authority – Transport Investment Programme**

As outlined in B1, the Metropolitan Area has four Major Schemes included in the Development Pool. The DfT have outlined their intention to use the £600M available to fund as many Major Schemes as possible. In order to support LTP3 there is a need to progress these Major Schemes from the Development Pool and then to Full Approval status and these schemes are more likely to gain Full Approval status if they are supported with a greater proportion of local contributions.

The ITA has approved to allocate £5M from the ITA's Allocation of Integrated Transport Block resources per annum between 2011/12 to 2014/15 to contribute towards increasing the proportion of local contributions required for Major Schemes in accordance with the table below.

<table>
<thead>
<tr>
<th>ITA Integrated Transport Block Allocation</th>
<th>Final 2011/12 £'m</th>
<th>Final 2012/13 £'m</th>
<th>Indicative 2013/14 £'m</th>
<th>Indicative 2014/15 £'m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Scheme Support</td>
<td>5.0</td>
<td>5.0</td>
<td>5.0</td>
<td>5.0</td>
</tr>
<tr>
<td>ITA Minor Misc Programme</td>
<td>4.501</td>
<td>5.242</td>
<td>5.242</td>
<td>9.564</td>
</tr>
<tr>
<td><strong>Total ITA Allocation</strong></td>
<td><strong>9.501</strong></td>
<td><strong>10.242</strong></td>
<td><strong>10.242</strong></td>
<td><strong>14.564</strong></td>
</tr>
</tbody>
</table>

**Public Transport Programme**

Centro’s 5-Year Public Transport Plan is an integral part of LTP Strategy and which includes capital and revenue funded activities such as: Park & Ride expansion; Bus station enhancements; Concessionary fares for scholars and the over 60’s; Ring and Ride; socially necessary bus services; provision of information for public transport users; customer services; safety and security; and maintenance of bus stations and passenger shelters. Together with the services provided and fares charged by bus, coach, train and tram operators, and the enhanced facilities to provide the quality of service for public transport users which makes up the passenger experience.

This indicates the importance of presenting public transport service delivery alongside the capital programmes in our Implementation Plans. The Public Transport Plan is produced each year on a rolling five year period, together with a one year annual plan which is funded by the annual Levy from District Councils to the ITA.
Centro prepares its Levy submission each autumn for consideration by West Midlands Joint Committee. Centro’s 5-Year Plan has been developed to integrate with the Implementation Plan. The content of the Public Transport Plan has not formed part of the draft LTP3 consultation between November 2010 and January 2011, although it is consistent with the policies of the draft LTP3 strategy and also contributes to the key aspects of this Implementation Plan, through the alignment of its component parts with LTP3 Strategy Objectives and Long Term Themes.

In alignment with Transport Asset Management Plans, public transport asset maintenance needs are incorporated in the Public Transport Plan.

Upon approval of the LTP3 Strategy by the ITA, a public transport plan will be produced and will be incorporated in an Addendum to the Implementation Plan in the first quarter of 2011/12.

**Contribution of Integrated Transport to LTP3 Strategy**

Local Transport Investment is a high priority for LTP3. Small scale, localised transport schemes and initiatives can demonstrate extremely high benefits for the cost of the scheme in alignment with the Strategic Principle of Smarter Investment. As well as tackling localised transport issues to the benefit of local people, the schemes also contribute to the Strategy Five Objectives with particular focus on KO1 Economic Growth and KO2 Climate Change.

The ITA Transport Investment Programme will complement the Local Transport Investment Programme by focusing principally on strategic level transport challenges and public transport enhancements.

- **KO1 Economic Growth** - Investment in public transport and local transport schemes can remove barriers which prevent people from accessing employment or education opportunities whilst transport enhancements can improve access to employment and regeneration sites and improve journey time reliability. Improving road safety also demonstrates significant economic benefits.

- **KO2 Climate Change** - investing in Smarter Choices, complementary Walking & Cycling schemes along with public transport can encourage modal shift to sustainable forms of transport.
Long Term Themes:

• Modal Transfer and the Creation of Sustainable Travel Patterns
• Improved Safety & Security
• Efficient and Reliable Transport Integration
• Improved Local Accessibility and Connectivity
• Sustainable and Efficient Freight Transport
• Regeneration, Thriving Centres, Corridors and Gateways
• Improved Environment and Reduced Carbon Through Green Technologies
• Making Best Use of the Highway Network

REGIONAL GROWTH FUND

The Comprehensive Spending Review provided funding for the Regional Growth Fund to support and stimulate economic growth across the UK outside London. The Regional Growth Fund is a £1.4bn fund that will operate over 3 years from 2011 to 2014. The objective is to stimulate private sector investment by providing support for projects that offer significant potential for long term economic growth and the creation of additional sustainable private sector jobs. The DfT has provided £465M of the £1.4bn available whilst transport infrastructure has been highlighted as a key driver to unlocking the barriers to economic growth.

B6. Public Private Partnerships

Reflecting the economic development responsibility of the 3 Local Enterprise Partnerships covering the Metropolitan Area and the requirement for Regional Growth Fund bids to be led by the private sector, the Metropolitan Local Authorities will continue to work with the private sector to identify and deliver such transport schemes in order to support economic growth and regeneration. Supporting and promoting economic growth is one of the 5 Objectives of LTP3 Strategy and the approach is outlined in Long Term Theme 1 “Regeneration, Thriving Centres, Corridors and Gateways”.

The Metropolitan Area recognise that certain transport schemes bring critical benefits but often require both the public and private sectors to come together to deliver them most effectively.
Major transport schemes can unlock development and secure private sector job creation and on this basis the Local Enterprise Partnerships have and will identify schemes for Regional Growth Fund support. The Greater Birmingham and Solihull LEP submitted to Government the following two schemes for Regional Growth Fund consideration. Should the Coventry & Warwickshire and Black Country LEP identify similar transport schemes for Regional Growth Fund support, these will be brought into the Transport Investment Programme.

• **A45 Corridor Enhancement.** The runway extension at Birmingham Airport is a key transport priority for the Metropolitan Area as it will improve international connectivity by forging new links with emerging markets giving the potential to be a major driver of economic growth across the whole Metropolitan Area.

  The runway extension will generate employment opportunities not only at Birmingham Airport/ National Exhibition Centre and will also act as a catalyst for the development of new businesses who are attracted to the Metropolitan Area as a result of the vastly improved international connectivity.

  Solihull MBC granted planning permission for the runway extension in 2009 and the Metropolitan Area will be working to secure a funding package comprising public and private sector resources for the runway extension scheme. This will include a local contribution from the Metropolitan Area for the transport elements of the scheme. The scheme is to be principally funded by the private and public sectors as follows:

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>£m</th>
</tr>
</thead>
<tbody>
<tr>
<td>Birmingham Airport</td>
<td>£7</td>
</tr>
<tr>
<td>Other Public Sector Contribution</td>
<td>£15</td>
</tr>
<tr>
<td>Centro</td>
<td>£10</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>£32</strong></td>
</tr>
</tbody>
</table>

• **A38 Longbridge Regeneration** - The Longbridge Development is a 468 acre regeneration project in the south west of Birmingham. In total £1bn of development is planned for the site to which end major highway and public transport enhancements are required to support the regeneration. The Regional Growth Fund support would unlock the creation of more than 10,000 new jobs at Longbridge.
Contribution to LTP3 Strategy

LTP3 Strategy has identified KO1 Economic Growth as one of the overriding priorities and this is aligned to the principle outcome of the Regional Growth Fund. Major transport schemes can unlock development and secure private sector job creation and to this end the Regional Growth Fund can support major economic development schemes across the Metropolitan Area. Successful bids for RGF will mean that some scheme listed in Section C could be delivered more quickly which will be reflected in the Transport Investment Programme.

- **KO1 Economic Growth** - Investment in public transport and major transport schemes can unlock development and secure private sector job creation.

- **KO2 Climate Change** - Appropriate transport schemes will unlock development and secure private sector job creation including public transport improvements which will help induce modal transfer to sustainable modes.

Long Term Themes:

- Regeneration, Thriving Centres, Corridors and Gateways
- Improved Local Accessibility and Connectivity
- Sustainable and Efficient Freight Transport
- Improved Environment and Reduced Carbon Through Green Technologies
LOCAL AUTHORITY FORMULA GRANT

B7. Road Safety Grant

Road Safety is a high priority for LTP3 Strategy reflecting its priority for the Metropolitan Local Authority and as highlighted through public consultation. The approach to Road Safety is embedded within Long Term Theme 9 “Improved Safety and Security”. Existing statutory Road Safety targets expired at the end of 2010/11. The DfT is to produce a new Road Safety Policy Framework during 2011 which will inform future national road safety aspirations.

LTP3 will address Road Safety through two principal approaches. Firstly, through local transport investment programmes targeting specific local road safety concern locations or areas or by improving access to important local facilities such as schools or local centres. The second approach is to improve Road Safety through joint working at the Metropolitan Area level focused upon the role of Safety Cameras and the West Midlands Road Safety Partnership.

The Comprehensive Spending Review in October 2010 transferred Road Safety Grant into the Local Authority Formula Grant reflecting the statutory Road Safety responsibilities of the Metropolitan Local Authorities as Highway Authority. On 21st January 2011, the West Midlands Planning & Transportation Sub Committee recommended that, subject to funding available:

- £53,000 is approved to support the West Midlands Road Safety Partnership to 30th June 2011 for local and joint road safety projects (excluding safety cameras)
- Funding to support the West Midlands Road Safety Partnership is reserved in the sum of £607,000 to fund a package of local and joint road safety projects, pending a further report to the West Midlands Planning & Transportation Sub Committee in June 2011 to approve the full year allocation for 2011/12.

B8. Miscellaneous Grants/Additional Funding Sources

Miscellaneous Grants

The Comprehensive Spending Review in October 2010 transferred De-Trunking and Rural Bus Grants into the Local Authority Formula Grant. Each grant will be prioritised and allocated against its needs and challenges by each Metropolitan Local Authority.

Where a Metropolitan Local Authority has prioritised the use of either the De-Trunking or Rural Bus grants for transport purposes, this will be included in the Local Transport Investment Programmes which will be developed upon approval of the LTP3 Strategy by the ITA. These will be outlined in an Addendum to the Implementation Plan in the first quarter of 2011/12.
Additional Funding Sources
In addition to the funding outlined previously, the Metropolitan Area can explore the following other potential funding sources to support the delivery of this Plan:

• Accelerated Development Zones/ Tax Increment Financing
• Match funding opportunities
• Supplementary business rates
• EU Grants
• Exploiting commercial opportunities that arise from the development of transport infrastructure
• Joint funding of transport initiatives/ services with other sectors, e.g. health, education, skills
• Capital contributions from public transport operators
• Section 106 developer contributions
• Community Infrastructure Levy, linked to developments
• Green Investment Bank

Where such funding can be explored, the relevant Authority will include the schemes/ initiatives brought forward in the relevant Transport Investment Programme.

EXTERNAL DELIVERY PARTNERS
B9 Highways Agency (2011/12 – 2015/16)

The Metropolitan Area is at the centre of the UK’s national transport networks, which regularly result in significant levels of strategic through movements by road. This, combined with localised movements on the same Motorway and trunk road network, often results in congested, unreliable or lengthening road journeys.

Subsequently, the body responsible for the Motorway and trunk road network, the Highways Agency, has its own investment programmes to help tackle issues and challenges on the Motorway and trunk road network. Highway Agency programmes are anticipated to largely cover the following areas:
- Developing systems and measures to actively manage traffic on the Motorway and Trunk Road networks, including the use of Regional Control Centres and by Traffic Officers who work with the police to clear accidents and incidents, together with improved road works planning.
- Improving the quality of information provided for drivers about pertaining road conditions.
- Delivering both small and large programmes of Motorway and trunk road network improvement measures to tackle congestion hot spots, targeted at road and junction layout improvements, including signalling, and crossings for pedestrians and cyclists.

The DfT’s “Investments in Highway Transport Schemes” advised that the following Major Highways Agency schemes will be delivered through the CSR period to 2014/15:

- **M6 J5-8 Active Traffic Management.**
  Active Traffic Management (ATM) has two distinct benefits. During peak traffic flow period, ATM allows for the use of variable speed limits optimizing the number of vehicles on the carriageway. Additionally, ATM allows the use of the hard shoulder to provide additional capacity. ATM has been proven to reduce congestion and improve journey reliability, which in turn reduces carbon emissions. Complementing the existing ATM network on the motorway box around the Metropolitan Area, the scheme will provide additional capacity between M6 J5-8.

The detailed Highways Agency investment programmes will be included in the Addendum to the Implementation Plan in the first quarter of 2011/12.


The rail industry will play a significant role in delivering additional capacity, station and infrastructure enhancements, along with enhanced rolling stock and services.

The nature of the rail network means that delivery of one scheme can lead to impacts and opportunities for other elements of the rail network. As a result, some schemes are dependent on other schemes to ensure maximum benefits can be obtained across the rail network. As a result, Appendix 3 demonstrates the relationship and dependencies between rail schemes across the Metropolitan Area covering CP4 (up to 2014) and provisionally CP5 (2015/16 onwards).

During the period 2011-2014, the rail industry is expected to deliver the following schemes and initiatives, categorised as:
• **Infrastructure** - enhancements to improve rail service reliability or to unlock additional train path capacity;

• **Services** - enhancements to the experience of using the rail network such as Smartcard, new rolling stock or rail station enhancements.

**Infrastructure**

Network Rail, as owner of the railway infrastructure, has the following commitments agreed as outputs in Control Period 4:

• **Resignalling Programme**: Resignalling programmes include area-based schemes at Walsall, Water Orton and Stourbridge-Hartlebury. The programmes will replace and enhance signalling equipment to allow for additional train paths through each area whilst also modifying or realigning track formations to maximize network efficiency for passenger and freight services;

• **Cross City South Enhancements**: The Cross City South enhancements will build on the enhancements made by Network Rail in the corridor during CP4 and will include upgrades to the Barnt Green to Redditch Line allowing three trains per hour to serve the new Bromsgrove Station and Redditch station. To progress the Barnt Green to Bromsgrove electrification scheme by Network Rail, which will allow the extension of Cross City South services from Longbridge to serve Bromsgrove, Bromsgrove station needs to be relocated from its present position. This scheme has positive impacts for reduced car use within a congested strategic corridor. The Metropolitan Area fully supports cross-city line electrification to enable train path improvements to Bromsgrove in Network Rails CP4 and the former Regional Funding Allocation.

• **Rail Freight Gauge Enhancements**: The West Coast Main Line to Felixstowe and Southampton Deep Sea Ports schemes are enhancing freight gauge to allow movement of standard size international 9’6” (W10) shipping containers by rail which will take more freight off the road and reduce road haulage, improving highway capacity.

Control Period 5 will begin from 2014 for which the rail industry is identifying network capacity gaps outlined by Network Rail’s Route Utilisation Strategies from which emerging strategies are identified. A High Level Output Specification (HLOS) and the Office of Rail Regulation’s “Statement of Funds Available” is expected during the summer of 2012 which will outline the requirements of the network and available funding to which Network Rail will subsequently develop the Control Period 5 programme.
Services

The Train Operating Companies serving the West Midlands rail networks have service and rolling stock enhancement commitments as a result of their franchise awards. These are:

- **Rolling Stock Upgrades**: Principally focused on the Snow Hill network, London-Midland will introduce new Class 172 rolling stock providing higher passenger capacity as well as faster, more reliable Local Rail Network services;
- **Rail Station Improvements**: Facility upgrades at selected stations across the Area and the Travel to Work Area, including Northfield, Selly Oak and Sutton Coldfield. This will ensure that investment in the rail network infrastructure is matched by high quality rail stations ensuring passengers receive high quality total journey experiences;
- **Smartcard Ticketing**: London Midland is to introduce the use of Smartcard ticketing across its network. Centro will be working with London-Midland to ensure compatibility between the London-Midland and Centro Smartcards within the Metropolitan Area.

Introduction

This section sets out the those Major Schemes and initiatives which remain high priorities for the Metropolitan Area and which may be delivered once resources become available and are therefore set out below. This is complemented by the aspirations of the Metropolitan Area towards the transport investment needed by delivery partners in the rail industry and by the Highways Agency.

Local Transport Investment Programmes are not outlined in Section C as by their very nature need to reflect locally identified and determined transport issues reflective of the funding allocations available. Therefore, Local Transport Investment Programmes will be determined once funding allocations for the next Comprehensive Spending Review period are advised by Government.
For the second phase of the Implementation Plan (2015-26) the Authorities have identified the Major Schemes which would be required to deliver the LTP Objectives during the period 2015-2026, subject to funding availability. These schemes accord with the long-term development strategies of the sub-region, as set out in the emerging Local Development Framework Core Strategies.

The Longer Term Transport Investment Programme is structured:

<table>
<thead>
<tr>
<th>Programme</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Schemes</td>
<td>C1</td>
</tr>
<tr>
<td>Sustainable Smart Routes</td>
<td>C2</td>
</tr>
<tr>
<td>Highways Agency</td>
<td>C3</td>
</tr>
<tr>
<td>Rail Industry Investments</td>
<td>C4</td>
</tr>
</tbody>
</table>

**C1. Major Schemes**

In order to meet LTP3 Strategy Objectives, there are a significant number of large scale/ high impact transport interventions that in the longer term are needed if the Metropolitan Area is to achieve its ambition and fulfil its potential for growth. The Major Schemes are aligned to approaches outlined in the Long Term Themes.

As stated in B1, the Metropolitan Area will undertake an initial prioritisation exercise of Major Schemes in the light of new DfT Major Scheme Guidance expected in 2012. It will be for Metropolitan Authorities, Local Enterprise Partnerships and partners to identify and prioritise these for further development during the first phase of the Implementation Plan.

The prioritisation methodology will however need to have regard to the new DfT Major Scheme Guidance expected in 2012 and which it is anticipated will include provisions for the Local Enterprise Partnerships to play a key role and also a focus on the Governments priorities for transport towards supporting economic growth and reducing carbon emissions. It is however envisaged that a high level prioritisation exercise will be undertaken by a partnership of Centro, Metropolitan Local Authorities and Local Enterprise Partnerships during 2011, in advance of new DfT guidance being issued. The Major Schemes are listed by Local Enterprise Partnership areas in Appendix 4.

A key issue for progression of such priorities will be the funding of Major Scheme development work, including preparation of justifications. Centro and partners will emphasise the need for DfT to address this issue in the formulation of the new Major Scheme guidance.
As in previous years for LTP2, funding of speculative development for Major Schemes would be expected to be borne by the promoting authority/partnership but as advised by the DfT in “Local Major Transport Schemes” this would be entirely at own risk. Regard should also be held to a proposed initial prioritisation exercise in the light of new DfT Major Scheme Guidance expected in 2012 which is expected to include the Local Enterprise Partnerships playing a key role. As previously stated, should any of the Major Schemes below secure funding support from the Regional Growth Fund or other alternative funding sources those schemes would be brought forward into Section B.

Rapid Transit Connectivity

Long Term Theme 5 “A Rail & Rapid Transit Network – Backbone for Development” outlined a long term vision for a Rail & Rapid Transit network across the Metropolitan Area. The network would provide fast, frequent and reliable connectivity across the Metropolitan Area supporting economic and housing growth whilst encouraging sustainable travel patterns leading to a reduction in carbon emissions. Providing such connectivity allows people to access employment or educational opportunities across the Metropolitan Area whilst benefiting business by providing enhanced connectivity to a larger employment pool and to markets for their goods and services. The Rail & Rapid Transit Network is a critical element of LTP3 in meeting KO1 Economic Growth and KO2 Climate Change.

It is the role of the rail industry, supported by the Metropolitan Area, to deliver the rail elements of the network whilst Centro and the Metropolitan Area will promote and deliver the rapid transit elements of the network. The identified rapid transit schemes for the Metropolitan Area up to 2026 are:

- **Black Country Rapid Transit Spine**
  
  **Phase One: Wednesbury to Brierley Hill**: This rapid transit scheme represents a key element of the proposed Black Country Rapid Transit Spine. It would link the existing Metro Line One at Wednesbury, to Brierley Hill via Merry Hill. The Black Country Joint Core Strategy recognises the significant economic and regeneration value of the scheme as a key element in the wider growth and regeneration aspirations for the Black Country. Additionally, the extension will directly connect key Black Country centres with central Birmingham allowing people and business to access new markets which will attract new investment along the corridor. Depending on modes, rapid transit options have demonstrated economic benefits worth £150m per annum. A rail based rapid transit would require the Walsall-Stourbridge Freight Line to be completed to allow for infrastructure-sharing Tram-Train technology to be incorporated as demonstrated in Appendix 3;
• **Black Country Rapid Transport Spine Phase Two: 5W’s**: This represents a major transport priority within the Black Country Joint Core Strategy and would provide a major element of the proposed Black Country Rapid Transit Spine. The 5W’s scheme would link Wolverhampton, Willenhall, Wednesfield and Walsall with interchange with Metro Line One at Wednesbury. The scheme would provide high quality connectivity for residents to access key services such as employment and educational opportunities both locally, or across the Metropolitan Area, including Birmingham city centre. The benefits and connectivity opportunities are increased when agglomerated to the additional Black Country Rapid Transit Spine components such as the Wolverhampton City Centre Loop and the Wednesbury-Brierley Rapid Transit; this area of Birmingham is recognised for poor accessibility which inhibits the ability of residents to access employment and educational opportunities across the Metropolitan Area. Provisionally, the Metropolitan Area has highlighted the scheme for potential Tax Increment Financing funding. The scheme would complement the A45 Corridor Enhancement scheme as outlined in Section B6;

• **Birmingham City Centre – Airport Rapid Transit**: This rapid transit scheme will serve the proposed Big City Plan major growth, development and regeneration sites in the City Centre, Eastside, Meadway, Bordesley Park, Birmingham Business Park and the NEC, before connecting to Birmingham Airport. The route would also serve High Speed Rail stations. Whilst providing connectivity between Birmingham city centre and Birmingham Airport, the scheme would provide high levels of accessibility along the eastern corridor of Birmingham.

• **Black Country Rapid Transit Spine**: This scheme would provide rapid transit access through the heart of Wolverhampton City Centre, to provide access to the wider regeneration and development opportunities in the City Centre and to the new Wolverhampton Interchange.

• **Coventry Rapid Transit Spine (SPRINT)**: The Integrated Public Transport Prospectus identified a rapid transit network for Coventry which will support the economic and housing growth of the City. The first priority, aligned to proposed major developments, of the network will be to provide access from Coventry city centre to an expanded Warwick University and the Impact Investment Location at Ansty. In the longer term, aspirations to develop a wider Coventry Rapid Transit Spine will include connections with the wider Metropolitan Area.
Rapid Transit can make considerable contributions to the Metropolitan Area in meeting the LTP3 Five Objectives, especially KO1 Economic Growth and KO2 Climate Change. However the complex planning and development process associated to rapid transit schemes means that it is important that the Metropolitan Area determines the priorities for rapid transit delivery and some schemes may require delivery earlier through a phased approach to meet identified needs. This will ensure the most appropriate schemes, using the most appropriate rapid transit modes, are delivered at the time of which they are most required by the Metropolitan Area.

Centro will therefore work with Metropolitan Local Authority and other key partners to develop a Rapid Transit Strategy including the priorities for rapid transit delivery.

Centres and Interchanges

Whilst the Rail & Rapid Transit network focuses on rapid, reliable connectivity between centres across the Metropolitan Area, there is equal need to ensure high quality public transport interchanges at key locations in those journeys. This is in alignment to Long Term Theme 3 “Modal Transfer and the Creation of Sustainable Travel Patterns” and Long Term Theme 8 “Effective and Reliable Transport integration”.

Therefore, the Metropolitan Area will deliver new high quality public transport interchanges across the Metropolitan Area which not only provide world class facilities for users but also act as a catalyst to attract new investment into the centre. Similarly, at the end of a journey within a centre there is a need to ensure people can move sustainably and easily to their final destination points therefore ensuring people experience easy, sustainable and attractive total journey experiences. The Metropolitan Area identified Centres and Interchanges Major Schemes are:

- **Birmingham – Vision for Movement**: The “Birmingham – Vision for Movement” strategy sets out the transport schemes required to support the Big City Plan development of Birmingham City Centre, with additional jobs, retail floorspace and homes creating additional demand for movement which will need to be addressed. Principal schemes include Rapid Transit Vehicle routes. This scheme is recognised as a new emerging Major Scheme.

- **Connecting Coventry**: To support Coventry’s Core Strategy, the Connecting Coventry scheme will provide a new world class rail station, including a new bus interchange facility, enhanced walking and cycling access to station as well as enhanced connectivity to Coventry city centre. The scheme will be implemented as part of the wider Friargate development which proposes 1m square feet of mixed use development.

- **Longbridge Hub**: The scheme will provide
a world class public transport interchange at Longbridge Rail Station. The transport hub includes a bus interchange, a strategic Park & Ride facility, enhanced walking and cycling access as well as a high quality Longbridge rail station allowing for local and strategic transport access to the wider regeneration area of Longbridge as well as to Birmingham City Centre;

- **Walsall Town Centre Interchange**: To meet Walsall Town Centre’s future growth aspirations and provide the town centre with additional capacity for bus travel, it is proposed to develop a new Town Centre Interchange focused upon the existing bus interchange in Bradford Place. This will be achieved through the realignment of Bridgeman Street to create space for the new facility which will then be developed into a new public square, extending the pedestrianisation within the town centre. This scheme would contribute to Impact Investment Location (IIL) no. 18 “Walsall Waterfront/Housing Regeneration;

- **West Bromwich Town Centre Regeneration**: The proposed regeneration of West Bromwich Town Centre, as envisaged by the emerging Local Area Action Plan, will require significantly enhanced accessibility, including Highway infrastructure, and the opening up of development sites to the south of the town centre;

- **Wolverhampton Interchange (Phase 2)**: The Wolverhampton Interchange (Phase 2) will support City Centre regeneration and private sector development in one of the Black Country’s four strategic centres. Phase 2 will focus on the development of a new Rail Station providing additional passenger handling capacity to cater for future rail patronage growth whilst acting as a catalyst for attracting new investment into Wolverhampton city centre.

**Improved Local Connectivity**

In order to deliver the approach outlined in Long Term Theme 3 “Modal Transfer and the Creation of Sustainable Travel Patterns” and 6 “Improved Local Accessibility and Local Connectivity”, investment will be required to improved and enhance the Metropolitan Area’s bus networks. The Metropolitan Area has delivered significant investment in the bus network through the Bus Showcase programme delivery of high quality bus services through new infrastructure and bus priority measures. However, there are areas across the Metropolitan Area where addressing poor public transport accessibility requires Major Scheme intervention to tackle the scale of the connectivity and accessibility issues:

- **East Birmingham/ North Solihull**: East Birmingham and North Solihull are recognised as areas suffering extremely poor levels of public transport accessibility, which inhibit people’s ability to access employment and other key services.
This scheme involves high quality bus priority and infrastructure along with enhanced bus services provisions which will enhance public transport accessibility and connectivity to major destination centres such as Birmingham city centre. The scheme will allow people to have access to key services such as employment and education as well as providing a high quality alternative to the private car.

Renewal and Maintenance Schemes
LTP3 Strategy proposes ensuring that transport assets are fit for purpose to support existing and future growth of the Metropolitan Area. Major Maintenance Schemes are fundamentally different from Major Schemes which enhance transport assets whereas Maintenance Schemes ensure existing service levels do not deteriorate adversely and result in access restriction or even closure of a highway structure. This is in alignment with the approach outlined in Long Term Theme 4 “Asset Management & Maintenance – A Foundation for Growth”.

As with all maintenance schemes, benefits and outcomes need to be judged against traffic conditions should the maintenance of the structure not be undertaken. Should restrictions or closure be required, there would be major impacts to all types of road users as well as economic and carbon impacts.

At the same time, the Metropolitan Area has identified major schemes that are required to support and unlock major new developments and Impact Investment Locations which subsequently require highways enhancements to support new public and private access to those developments. The Metropolitan Area has identified the following Renewal and Maintenance Schemes:

- **A38M Aston Expressway Tame Valley Viaduct**: The Tame Valley Viaduct carries the A38 (M) Aston Expressway over the River Tame and Cross City North railway line. The structure has been identified by Birmingham City Council as requiring major maintenance works to avoid the alternative potential introduction of weight restrictions on the most strategically important route into Birmingham City Centre. The scheme will allow private, public and freight transport to continue to access Birmingham city centre without restrictions which would otherwise be needed. Should restrictions be placed on the structure it is likely there would be severe congestion impacts to local roads as well as the M6 for road users requiring access to the city centre via other corridors. It would also have significant impacts for people’s ability to access jobs as well as severely impacting on the ability of business to access markets for services and goods.

This scheme was included in the DfT’s “Pre-Qualification Pool” as advised in “Investment in Local Major Transport
Schemes” in October 2010 but was excluded from the “Development Pool” in the DfT’s advice update in February 2011. DfT advised the need to undertake further preliminary investigations of the viaduct to clarify remedial requirements to enable preparation of a business case for funding in the longer term.

- **Aston Road North/ A38M Flyover**: The Aston Road North flyover takes the A5127 Lichfield Road over the Aston Expressway and provides the strategic link between Sutton Coldfield, Erdington and Birmingham City Centre. Without major works, weight restrictions would be required, severing transport and links between north Birmingham and the city centre. The A38 (M) is not covered by Birmingham’s Highway Maintenance Private Finance Initiative.

- **Network Accessibility – Bridge Upgrades**: The development of the Highway Asset Management Plans has identified a series of bridge structures on the strategic highway network which require strengthening works to modern weight bearing standards. Without the works being undertaken, these bridges may require weight restrictions or other measures to prolong the assets viability leading to significant impacts to congestion, public transport and freight access along the corridors.

- **Dudley Road Improvements**: The A457 Dudley Road would see significant major development during the LTP3 period, including the Impact Investment Location at Ickneld Port Loop, major housing development at the City Road Hospital site as well transport demand from the new acute Grove Lane Hospital at Cape Hill. This scheme would provide improved access along the corridor to cater for this additional travel demand;

- **Red Routes Package 2**: Building on the successes of Red Routes Package 1, this new package will target additional corridors, aligned with Sustainable Smart Routes, to improve journey reliability for all road users, thus making best use of the existing highway network as outlined in LTT2;

- **Wobaston Road Highway and Junction Improvements**: This scheme would provide improved private and public transport access from A449 Stafford Road to the Impact Investment Location at i54. The i54 development will deliver 6,000 jobs primarily in high value, high technology industries by 2020 and given the high economic benefits; Wolverhampton City Council is working with partners to identify funding sources and opportunities to accelerate delivery of the scheme.
C2. Sustainable Smart Routes

The Sustainable Smart Routes concept has been developed by the Metropolitan Area as the principal approach to making best use of the existing highway network through component measures including traffic management, Quick Wins, Bus Showcase, junction/ highways enhancements and; Red Routes. The principle objectives of Smart Routes are to improve journey speed, safety and reliability for all road users.

Sustainable Smart Routes are developed jointly by Centro and Metropolitan Local Authorities. By delivering improvements in an integrated approach with each Sustainable Smart Route developed individually to meet the transport challenges within each corridor, Smart Routes demonstrate Smarter Management and Smarter Investment in the highway network. By improving journey speed, safety and reliability for all users there are significant contributions to the LTP3 Strategy five Objectives, most notably KO1 Economic Growth and KO2 Climate Change.

As detailed in B2, for the period up to 2014/15, the Metropolitan Area is proposing to include a tranche of Sustainable Smart Routes in the Sustainable Smart Package bid for Local Sustainable Transport Fund support.

However, the Metropolitan Area has aspirations for a wider comprehensive programme of Sustainable Smart Routes which will require delivery during the period 2015-26. The provisional schedule is outlined within Appendix 5.

C3. Highways Agency

DfT’s “Investments in Highway Transport Schemes” sets out which Highways Agency major schemes are to be further developed for possible construction commencing after 2015. Those schemes in and around the Metropolitan Area are:

- **A45/A46 Tollbar End.** Currently approximately 90,000 vehicles use the A45/A46 Tollbar End roundabout every day. This level of traffic is significantly greater than the existing junction’s design capacity, which results in congestion, significant queuing onto Tollbar End roundabout and long delays. These problems will be compounded by other committed developments in the area. This scheme would improve journey times by improving the capacity of the Tollbar End roundabout and the A45 Stonebridge Highway, benefitting both local and strategic road needs as well as supporting development in the south of Coventry;

- **M54 - M6/ M6 Toll Link.** This would address the issues of motorway traffic using the congested A460 between M54 J1 and the M6 Toll at M6 J12;

In addition to the schemes outlined above, and taking account of the growth and regeneration needs of the Area, particularly of the Black Country, LTP3 aspires to deliver a number of schemes and initiatives on the Motorway and trunk road network in and around the Area during
the period 2015-2026, recognising that they will be subject to funding availability and appropriate prioritisation by the Highways Agency.

Longer-term improvements to the motorways serving the Area involve further improvement of M5 and M6 junctions, having regard to future growth and regeneration ambitions, particularly in the Black Country. The following are considered to be necessary network improvements in the period 2015-26, or earlier if deliverable through phasing:

- **M5 Junction Improvements.** The local roads around the M5 junctions 2 and 3 regularly suffer from congestion as a result of traffic accessing the M5. Enhancements to the junctions are required to alleviate the traffic congestion on the adjacent roads to the benefit of all road users. Of further concern is the M5J1/M6J8 interchange which is recognised as one of the worst parts of the national road network for congestion leading to significant impacts to the national and Metropolitan Area economy as well as having major impacts to carbon emissions;

- **M6 Junction Improvements.** The local roads around the M6 junctions in the Metropolitan Area regularly suffer from congestion as a result of traffic accessing the M6. Enhancements to the junctions are required to alleviate the traffic congestion on the adjacent roads to the benefit of all road users.

- **Further Active Traffic Management**

  Active Traffic Management (ATM) has two distinct benefits. During peak traffic flow period, ATM allows for the use of variable speed limits optimizing the number of vehicles on the carriageway. Additionally, ATM allows the use of the hard shoulder to provide additional capacity. ATM has been proven to reduce congestion and improve journey reliability, which in turn reduces carbon emissions. During this phase of the Implementation Plan, the Metropolitan Area aspires to see further ATM schemes delivered on the Motorway and Trunk Road network such as the M5 part of the motorway box;

**C4. Rail Industry Investments – Network Rail and Train Operating Companies**

The process for developing a business plan for Control Period 5 (2014-19) is currently underway. Essential to the development of the Control Period programme are the Route Utilisation Strategies (RUS), which make recommendations for service and infrastructure changes. The draft West Midlands and Chiltern RUS was published for consultation in November 2010 which closed on 4th February 2011. The RUS recommendations are used by the rail industry in the development process for CP5.
The draft West Midlands & Chiltern RUS identified the following recommendations towards an emerging strategy towards CP5, the final RUS will be published in the summer 2011:

**Emerging CP5 Programme**

- **Walsall – Stourbridge Rail Freight Route:** In relation to the gap identified in meeting future growth along the Bromsgrove – Kings Norton corridor, the RUS outlines the contribution of reinstating the Walsall-Stourbridge Freight Route in closing this gap, the wider network benefits of the scheme and its high value for money. The RUS recommends that the scheme is considered for further development in CP5. In light of the new Avonmouth Deep Sea Port at Bristol which will be opened from 2014, growth predictions show that additional freight capacity is needed on this corridor by 2019 if long-distance freight traffic is to avoid having to transfer to road.

The RUS’ support for the reinstatement of the Walsall – Stourbridge Freight Route is welcomed but the Metropolitan Area believes the scheme needs to be actively developed during CP4 ready for delivery in CP5, subject to funding being available.

- **Camp Hill Chords:** The draft West Midlands & Chiltern RUS states that “the RUS recognises the work which has been undertaken by Centro and supports the continued development of this study as a future transport option to accommodate increasing demand for travel which cannot be served by current transport choices”. Centro will continue to actively seek implementation of this scheme in Control Period 5, recognising the value of the scheme towards tackling congestion along the Camp Hill and Tamworth rail corridors as well as creating new routing opportunities and additional rail capacity into Central Birmingham. The scheme has a close relationship with the Walsall-Stourbridge Rail Freight Route scheme which will divert through running freight trains away from the Camp Hill line.
Timetable Interventions

In order to meet the service gaps identified, the RUS makes recommendations for timetable intervention. Key timetable interventions include:

- **Tamworth – Worcester**: An option exists to provide two additional services per hour between Tamworth and Birmingham New Street to help reduce on-train crowding and potential extension of these services to Worcester to provide an all day half-hourly Tamworth to Worcester service. This extension provides additional capacity, improves cross-city connectivity and reduces the requirement to turn back services at Birmingham New Street station. The RUS recommends that an infrastructure enhancement at Tamworth in the form of a turn back facility and an infrastructure intervention on the line between Wichnor Junction and Water Orton West Junction are developed.

- **Coventry/ Birmingham Airport – East Midlands/ Yorkshire**: The RUS has considered re-routing of the Reading to Newcastle service (in both directions) from its existing routing via Solihull to the Coventry corridor, in order to provide connectivity between Coventry and Birmingham International, and the East Midlands, Yorkshire and the North East. The analysis showed that the business case to recommend this option offers value for money, but its level of benefits is particularly sensitive to performance on the Coventry corridor and West Coast Main Line. The option also requires the redoubling of the Coventry – Leamington route between Kenilworth and Milverton Junction, as it cannot be accommodated in light of the forecast freight growth on this route without this infrastructure enhancement. The RUS recommends that further work be undertaken to consider both the impact of other timetable developments and the delivery of infrastructure schemes in development which may offer further benefits to support the business case.

- **Early/ Late Services**: Consideration has been given to the need to provide earlier and later services where this is currently limited within the RUS area, and also increase Sunday service levels particularly on long distance interurban services. The RUS therefore recommends that train operators, Centro and the local authorities identify the locations within the RUS area which receive particularly poor levels of service at these times and would be considered priorities for future service enhancements. Consideration should then be given to any constraints which exist to prevent train companies from running additional services if they recognise that a significant gap exists.
Emerging Long Term Strategy (2019 onwards)

**Electrification and Aldridge Rail Station:**
The RUS notes the consideration given in the Network RUS: Electrification Strategy to future electrification schemes across the national rail network. Routes identified included; between Oxley Junction and Bushbury Junction, Nuneaton to Proof House Junction, Whitacre to Kingsbury, and Walsall to Rugeley Trent Valley. The Walsall – Rugeley electrification would provide an opportunity to expand electrification from the Ryecroft junction north of Walsall along the Sutton Park line to Aldridge. The RUS identifies that the most favourable option would be to subsequently extend the existing Walsall-Birmingham New Street services to Aldridge. The RUS supports the continued development of this option as part of the strategic aspiration to provide a new station at Aldridge. The scheme is subsequently identified as an intervention within the RUS’ long term strategy beyond 2019. Centro’s modelling work has shown that considerable rail demand could exist for an Aldridge – Walsall – Birmingham service.

**Kingsbury Freight Terminal Access:**
Currently Freight Trains accessing Kingsbury from the north must stop and reverse off the Birmingham- Tamworth line and into Kingsbury Freight Terminal which requires considerable time and subsequently impacts on the number of train paths which can run regularly along the corridor. In order to progress the Tamworth to Birmingham Local Services scheme, the Kingsbury Freight Terminal Access proposal is required to take Freight Trains off the main line before undertaking a reverse into Kingsbury. This modest scale scheme would significantly enhance train path capacity along the corridor and enable Centro to enhance Birmingham-Tamworth Local Rail services.

The draft West Midlands & Chiltern RUS stated that “current analysis work indicates that forecast freight growth cannot be accommodated on the route between Kingsbury and Water Orton beyond 2019. In order to accommodate this predicted growth, the RUS recommends that the case be considered for four-aspect signalling to provide improved headways between Kingsbury and Water Orton and for infrastructure interventions to improve access to Kingsbury freight terminal. These interventions are proposed for consideration in CP5 to address performance-related issues on this line. The analysis of forecast freight growth indicates that these interventions would need to be in place to accommodate predicted freight requirements beyond 2019.”
• **High Speed Rail**: The High Speed Rail network will provide a step change in connectivity between the Metropolitan Area and London, and eventually between the West Midlands and the north of the UK. The first phase, between Birmingham and London (combined with Centro’s aspiration for the local and regional rail service enhancements from the released capacity on the classic network), is forecast to generate a £1.5bn increase in economic output and 22,000 additional jobs in the Metropolitan Area.

The RUS recognised that projected growth on both the Metropolitan Area rail network and the West Coast Main Line after 2019 will be equal to the ability to provide the necessary capacity on the classic rail network. Passenger and freight growth requirements will need a major capacity step change which can only be achieved through High Speed Rail and the associated transfer of existing Intercity West Coast services to High Speed Rail.

The commencement of High Speed Rail services will occur outside the scope of LTP3 Strategy, however due to the significant local, regional and national benefits and the long term development and planning associated with High Speed Rail, the Metropolitan Area will be working with DfT and rail industry partners to maximise the economic, transport and environmental benefits and opportunities High Speed Rail would bring to the Metropolitan Area.

On the basis of information available on 7th December 2010, Coventry City Council objected to the existing proposal for HS2. However during the life of the implementation plan these concerns may be alleviated by improving the classic rail network and investigating options for relocation of the Birmingham Interchange station as part of the consultation process.

Therefore in future as a result of improved information which may become available through the formal consultation process, to be undertaken later in 2011, and through the results of future research studies, Coventry’s concerns could be overcome.

The Control Period process for railway investment means that planning and project development needs to occur during the Implementation Plan to enable schemes to be deliverable during the period 2015-2026. This also means there is increased certainty as to the rail projects the Metropolitan Area aspires to see delivered during Control Period 5 and beyond.

Passenger rail patronage within the Metropolitan Area and surrounding shires is forecasted by the RUS to increase by 30% between 2008/09 and 2019/20, a growth figure consistent with Centro’s own patronage growth predictions of 28% over the same period.
This is reflective of the Metropolitan Area’s future economic and housing growth predicted to occur over the period up to 2019 as based on the travel demands generated by the previous Regional Spatial Strategy and Regional Economic Strategy. Of particular importance to the Metropolitan Area is the forecasted growth in the number of rail passenger journeys to or from the central Birmingham stations which are predicted to increase by 32% between 2008 and 2019, equating to an average 2.6% increase per annum.

During the period of LTP3 strategy, further development work will be undertaken in addition to the recommendations of the RUS to identify and develop schemes and initiatives to provide optimum passenger and rail capacity across the Metropolitan Area. Additional schemes to those identified by the RUS which will be developed by the rail industry and Centro include:

- **Rail Network and Service Expansion**: Rail Network Expansion schemes such as the Camp Hill Chords will provide the opportunity to expand the local rail network to provide access to key centres such as Castle Bromwich, Kings Heath and Moseley. At the same time, High Speed Rail will reallocate national rail services away from the West Coast Main Line network, freeing up capacity on the existing local rail network which will provide a further opportunity to enhance local and regional service provision along all major rail corridors;

- **Area Resignalling**: Area wide resignalling in and around the Metropolitan Area will provide further opportunity to enhance existing network capacity maximising the efficiency and effectiveness of the rail network as well as ensuring continued high levels of safety. The Area Resignalling programme is proposed to include the central Birmingham rail network focused on New Street Station and the rail network around Wolverhampton rail station;

The nature of rail schemes means that delivery of a scheme at one location can directly impact or act as a pre-requisite to other rail schemes elsewhere on the network. Appendix 3 outlines the relationships and interdependencies between rail industry schemes across the Local Rail Network.
5. Targets and Trajectories

Setting targets provides a benchmark against which the Metropolitan Area can monitor performance in delivering the LTP3 Strategy’s Five Objectives and can therefore focusing future programme development to ensure appropriate resources are allocated for each programme. Monitoring also allows comparison between the Metropolitan Area and other similar Authorities. The number of targets within LTP3 has been limited to 14. This reflects monitoring resources and requirements by Government and ensures that monitoring activity is closely aligned with the needs of the LTP3 Strategy. The LTP3 Targets will monitor the following:

- Road Congestion;
- Total Road Traffic Growth;
- Freight Accessibility;
- Principal Road Maintenance
- CO2 Emissions from Transport;
- Road Accident Casualties;
- Travel to School;
- Air Quality;
- Safety and Security on Public Transport
- Accessibility;
- Bus Patronage;
- Bus Reliability;
- Cycling;
- Public Transport Trips to Centres;

The issues covered by targets have been based on the 10 transport-focused former National Indicators and other relevant local issues. SMART (Specific, Measurable, Achievable, Relevant and Time-related) and other principles have guided target development, in particular:

- Progress against targets can be updated regularly (usually annually);
- Performance can be monitored at a more disaggregated level than Met-wide (eg district, area or route) to help focus delivery;
- Data to support performance monitoring is robust and is expected to continue to be available for the foreseeable future;
- Targets are predominately indicators of an “outcome” (eg a change in travel behaviour) rather than an “output” (eg provision of infrastructure);
- Measures are proposed in the Implementation Plan that would contribute to improved performance.

The achievement of targets is highly dependent on the provision of adequate funding levels, appropriate Transport Investment Programmes and the outcome of the Metropolitan Area’s Sustainable Smart Package bid for Local Sustainable Transport Fund resources.

Therefore, upon the completion of the Local Transport Investment Programmes and determination of scope of the Sustainable Smart Package bid, the target metrics and trajectories will be included in the Addendum in the first quarter of 2011/12.
6. Delivery of Implementation Plan One

Introduction

It is essential that the projects and programmes of initiatives delivered through LTP3 Implementation Plans demonstrate effective use of public funding, whether from Government or locally sourced. As outlined in the LTP3 Strategy, this means ensuring effective monitoring with appropriate Member-led governance arrangements. This requires the monitoring of LTP3 investment programmes to show that they are delivered to budget, to the specified programme and to specified quality requirements.

A key principle of LTP3 is also to embed integrated transport in planning and housing, regeneration, health and skills. It is therefore proposed that the transport outcomes which impact upon these areas are a key focus of the monitoring process.

It is recognised that there is no longer the requirement to provide Government Office West Midlands, nor the DfT, with updates on Major Scheme/ Block Allocation programme monitoring, however local monitoring is still required to assess LTP3 performance.

Delivery Governance

LTP3 Monitoring Committee

New Member-led governance arrangements are proposed reflecting the LTP3 responsibilities of the ITA led through a newly-established LTP3 Monitoring Committee which builds upon the Member-led governance arrangements which have been successfully applied to LTP2.

The LTP3 Monitoring Committee will be responsible for managing LTP3 on behalf of the ITA and will include monitoring its delivery of policy, targets, programmes and projects.

It will also oversee the production of an annual update report and maintain liaison with Metropolitan Local Authorities and LTP3 Partners such as Network Rail and the Highways Agency:

- Regular monitoring reports scrutinised by the ITA’s LTP3 Monitoring Committee. The reporting process will review compliance with programme proposals and recommend actions where there is adverse variance. The authority promoting
the scheme or programme would report on revisions for the variation and would be required to manage adverse variance

- The LTP3 Monitoring Committee will be supported by an officer group drawn from all 8 primary LTP Partners.
- Appropriate Programme Management tools will be utilised by each Metropolitan Local Authority and appropriate information aggregated by Centro for reporting to the LTP3 Monitoring Committee.

Alongside taking an overview role of progress monitoring, the Committee will also:

- Monitor expenditure and approve the virement of funds where appropriate;
- Authorise revisions to investment programmes when required;
- Delegate appropriate authority to an LTP3 Officer Group as appropriate;
- Receive reports which monitor the implementation of spatial strategies which are relevant to the delivery of LTP3 objectives;
- Produce an annual monitoring report for the ITA which shows progress against objectives and non transport impacts (e.g. access to jobs, jobs created, CO2 reductions etc);
- Consider what actions it will take with promoting authorities who do not deliver against agreed programmes;

Monitoring Requirements for LTP3

Six key areas have been identified for effective monitoring. These are:

- Policy
- Non-Transport Indicators
- Key Indicators
- Capital Programme
- Transport Services
- External delivery partners

Policy:

Monitoring of policy areas will be required to ensure that they schemes/interventions are delivering against the defined objectives as part of LTP strategy. This will also include assessing the external environment to ensure that the policies remain appropriate and valid. Ongoing engagement with stakeholders is an important aspect of policy monitoring and will allow views on how transport interventions are supporting stakeholders aspirations i.e. business community.

Non-Transport Indicators

The non-transport indicators will show how LTP3 is embedding transport with housing, regeneration, health and skills. It is proposed the following indicators are used to complement the 14 identified targets:

- Productivity (GDP/GVA)
- Job creation
- Access to jobs/skills
• Housing
• Commercial floorspace
• Health

A joint Task and Finish officer group will be set up to agree methods for collating and presenting the relevant data.

**Key Indicators:**
There are 14 targets proposed for LTP3 compared to 26 in LTP2. The targets have been developed on the following principals:

• They can be monitored regularly (usually annually)
• Performance can be monitored at Local Authority level
• Data to support the targets is robust and is expected to continue to be available for the foreseeable future
• Targets are predominantly indicators of an outcome (e.g. change in travel behaviour)

The targets have been aligned to the 5 Objectives and 10 Long Term Themes to allow the assessment of interventions in meeting these objectives. Using this, the specific targets for individual projects/interventions within the implementation plan can be identified.

**Capital Programme:**
The key programmes that will require monitoring are as follows:

• Major Schemes
• Integrated Transport Block
• Asset Management
• Local Sustainable Transport Fund (subject to funding bid)

The detailed scheme monitoring will be undertaken by the relevant promoting authority. Each Lead Member will be invited to present their ITB/Maintenance deliverables for the year and these will be monitored by the Committee. The monitoring will include regular RAG status updates and exception reporting on the following areas:

• Financial
• Schedule
• Risk

**Transport Services:**
This area provides a focus on the performance management of bus, metro, rail, bus stations and interchanges supporting LTP and Centro 5 Year Plan objectives. This is supported by a number of the identified targets.

**External Delivery Partners:**
Alongside the coordination of local authority/ Centro reporting, there will be a need to have visibility of Highways Agency and Network Rail programmes. In addition Centro and bus operators will report on partnership programmes.
Transport Investment Programme Management

Programme Management Approach

To ensure that the individual programmes are managed effectively, robust programme management methodologies are required. Individual Projects and local investment programme initiatives will be managed by Metropolitan Local Authorities/ Centro as appropriate.

It is expected that Programme Management undertaken by individual Authorities will have regard to the OGC Suite of Guidance for “Managing Successful Programmes” (MSP) and utilise appropriate tools to address Risk Management, Project Management and Gateway Reviews.

The adoption of appropriate aspects of MSP (or equivalent) will be for determination by Individual Authorities and which will be dependent upon the scale, cost and complexity of programmes to be delivered by each Authority or partners.

Programme Management:

Programme Management Support

Historically, the Integrated Transport Block funding settlements to Authorities have been aggregated by DfT and then redistributed on an agreed formulaic basis amongst the seven Metropolitan Authorities and Centro, to deliver initiatives both by individual Authorities and jointly in partnership, to support LTP objectives.

It was recognised for LTP2, that there was a need to deliver the LTP as a single entity, which posed a significant challenge due to also recognising that internally, individual Authorities undertake financial management and progress monitoring in accordance with their own procedures.

This integrated programme management challenge, recognised by DfT as a prerequisite to good delivery performance, resulted in the development of the West Midlands Capital Programme Management System, based upon the IMPREST platform for LTP2. The IMPREST system utilises PRINCE2 project management methodology to achieve the following;

• **Record projects at a detail level – enabling Project Management.**

This enables either;

• **Aggregation and reporting on system held project data - enabling Programme Management**

Or where local systems are maintained

• **Integration of disparate information sources (being the constituent authorities systems for individual projects) to assimilate projects into the system enabling Programme Management**
Additionally the system;

- **Reports on aggregated outputs and outcomes being delivered by the constituent projects and programmes thereby enabling prioritising of expenditure to deliver LTP3 targets and management of programmes.**
- **Reports on strategic project risk status**

From an integrated LTP perspective the system enables;

- **Resolution of matters associated with coordinating eight authorities’ delivery activities enabling ongoing detailed scrutiny through the year of performance.**
- **Timely corrective action to be taken where failing targets become apparent**
- **Analysis in order to achieve better targeted expenditure against outputs that will in turn improve delivery of outcomes.**

Suitability for purpose of the IMPREST system will be kept under review by the Metropolitan Area Authorities and if where necessary modified programme management support arrangements will be put in place as appropriate.

LTP3 Delivery and Responsibilities

The local and strategic nature of the transport networks, as well as the requirements of statutory duties, mean that different Authorities, the private sector, Agencies, infrastructure bodies and operators will be responsible for leading on differing delivery elements of Implementation Plan, recognising that a significant number will be delivered through the joint working approach that has underpinned the previously successful delivery of previous LTP’s. This is demonstrated in the tables opposite:
<table>
<thead>
<tr>
<th>Responsibilities</th>
<th>Metropolitan Area Authority(s)</th>
<th>Centro / TA</th>
<th>Private Sector</th>
<th>Public Transport Operators</th>
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Table C. Infrastructure Delivery and Asset Management Responsibilities

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<tr>
<td>Coventry &amp; Birmingham Electric Car Demonstration project (CABLED);</td>
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The proposed approach to project evaluation for prioritisation within LTP3 comprises three categories of projects / initiatives, based on estimated capital costs:

i) Projects and Initiatives £1-5m

Guidelines for appraising £1-5m projects have been developed. These aim to identify projects which best contribute towards delivering the overall strategy of LTP3. In developing this methodology, it was also recognised that a similar approach should be adopted for <£1m minor initiatives, to ensure that all interventions promoted through LTP3 are subject to the appropriate level of appraisal, and that the criteria by which projects are assessed is consistent with the LTP3 Strategy. The appraisal methodology and progression mechanism for Major Schemes (>£5M value) is defined by DfT and lies outside the scope of this chapter. New Major Guidance is expected from DfT in 2012.

The following sections outline the preferred approaches towards quantifying and prioritising the impacts of projects and initiatives which are within the £1-5m and <£1m capital cost categories.

i) Assessment Guidelines for Projects & Initiatives £1-5m

In the light of aspirations to allocate funding on a Metropolitan Area basis to a specific fund for projects of £1.5m capital cost, when sufficient funding through the IT Block permits, it is recognised that there is a need for a means of comparing the performance of all projects which will be competing for funding within this category. Through the application of appraisal criteria, projects can be compared against each another objectively, thereby informing which projects should be afforded the highest priority.

The appraisal framework has made use of previous appraisal tools and criteria used in the Metropolitan Area to prioritise plans, policies and interventions, making full use of established approaches. Information has been collated from Partners on how previous capital programmes have been prioritised, the DaSTS criteria have been considered for inclusion, and relationships with the Key Outcomes and Objectives of the LTP have been taken into account. The approach has also been tested against the LTP3 Sustainability Appraisal to ensure consistency of approach.

The criteria proposed for prioritising £1.5m projects are summarised as follows:
• Strategic – Fit with planning policy
• Value for Money – As defined by DfT for Major Projects
• Public Transport Usage – Propensity to encourage mode shift
• Active Modes – use of walking and cycling
• Partnership working – Appropriate arrangements with partners established
• Network Efficiency – Proximity of project to congestion corridor
• Accessibility – Impact on access to employment, health, etc
• Health – Encouraging walk / cycling
• Safety – road / public transport / pedestrian safety
• Employment / Housing Impact – Proximity to regeneration proposal
• Environment – Impact on greenhouse gases, built and natural environment
• Risk – Experience of delivering similar schemes to time and budget
• Delivery – Requirement for planning powers / land
• Affordability – Scheme within overall budget available

For the purposes of project appraisal, a project can score between 3 and 0 under each criterion, based on its contribution under that particular heading. Projects are scored against all criteria, with the final score being the total score across all criteria. The scoring ranges under each of the criteria used in the assessment can be found in Appendix 7.

The process has been tested using a number of projects, including both public transport and highway-based interventions. The outputs from these tests have confirmed that the process differentiates appropriately between schemes, and that the order in which schemes are prioritised is plausible. A Pro-forma has been created which enables Authorities to score each intervention, an example of which is shown at Appendix 8.

In recognising that in future years, IT Block funding may return to previous levels, this process, as supported by Metropolitan Partners, will enable equitable appraisal of projects within this funding category for progression prioritisation.
ii) Assessment Guidelines for Projects & Initiatives < £1m Value

The preferred approach is based upon the relationship between the Long Term Themes (LTTs) of LTP3 and the specific programmes and initiatives which support each LTT. Programme headings have been identified and these have been allocated to a specific LTT.

Development work on the appraisal of £1-5m projects, which identified criteria by which it is proposed that such schemes should be assessed, has been taken as a starting point for <£1m project appraisal (as outlined in Appendix 9). In developing appropriate criteria for each minor value project, it has been concluded by Metropolitan Local Authorities that the £1-5m criteria should also be used, but in a simplified form which also reflects the general delegated authority threshold of Metropolitan Local Authority Cabinet Members.

The criteria carried forward into assessment of both <£1m and £1-5m projects and programmes of initiatives comprise:

- **Strategic** – Contribution towards Core Strategies
- **VFM** – Assessment of Value for Money based on cost per trip
- **Public Transport Usage** – Potential for mode shift to public transport
- **Active Mode Usage**– active mode use increases
- **Partnership working** – Degree of partnership working required/established
- **Network Efficiency** – Fit with Congestion Monitoring Corridor
- **Accessibility** – Impact on accessibility to key services
- **Health** – Potential to improve health
- **Safety** – For all transport users
- **Employment / Housing Impact** – Located within / adjacent to development areas and / or IILs
- **Environment** – Impact on greenhouse gases

The tables shown in Appendix 10 present a summary of programme themes contained within each LTT and to which the above appraisal criteria are applied to particular projects / initiatives or programmes of projects / initiatives within that LTT.
The approach taken to allocate criteria by LTT, rather than by individual programme, ensures that as new projects or initiatives are determined and are allocated to an LTT heading, their assessment criteria is established and in place to allow assessment and comparison with all other relevant initiatives.

A summary table, Appendix 11, presents LTT headings and the criteria by which each is proposed to be assessed. This demonstrates ability to use the criteria across a range of possible programmes of initiatives, with particular importance given to value for money, congestion, accessibility and transport usage. It is considered that this reflects the overall objectives of LTP3, in particular, promotion of interventions which can lead to a thriving local economy.

The Metropolitan Authorities support the principle of a common approach for minor project/initiative appraisal. It is, however, recognised that some Authorities may also have/wish to utilise their own approach for appraisal of particular initiatives (road safety, for example). Where this is the case, it would be expected that such methodologies will also be capable of demonstrating contributions to LTP3 Key Outcomes and Objectives, and hence their relative performance merits.

Equalities Assessments

The Equality Act 2010 streamlines the discrimination legislative framework and places a New Single Equality Duty on public sector bodies which will replace the current Public Sector Equality Duties covering race, gender and disability and expand them to cover age, sexual orientation, gender reassignment and faith. The Act also places a new Socio Economic Duty on public bodies to consider actions to reduce inequalities when making strategic decisions about spending and service delivery.

The Act also contains provisions and guidance regarding public sector procurement including ensuring that equality factors are considered as part of the process.

Consequently, projects and initiatives being promoted through LTP3 will be subject to the promoting Authority’s equality assessment procedures, to ensure compliance with the Act.
Appendix 1  LTP3 Policies
Appendix 2  National Funding for Transport
Appendix 3  Rail Scheme Relationships and Independency
Appendix 4  Major Schemes by Local Enterprise Partnership area
Appendix 5  Sustainable Smart Routes Provisional Schedule
Appendix 6  Target Alignment to LTP3 Strategy
Appendix 7  Appraisal Scoring Guidelines for Projects/ Initiatives £1-5m
Appendix 8  £1-5m Value Project / Initiative Model Pro forma
Appendix 9  Assessment Criteria Guidelines by Long Term Outcome for Projects / Initiatives £1m
Appendix 10 Appraisal Scoring Methodology for Projects/ Initiatives <£1m
Appendix 11  <£1m Project Appraisal Criteria Relationship to Long Term Themes
Appendix 1: LTP3 Policies

LONG TERM THEME 1: REGENERATION, THRIVING CENTRES, CORRIDORS AND GATEWAYS

REG1  When preparing Local Development Documents, and their regeneration and investment strategies, development and redevelopment proposals make the best use of existing transport infrastructure and services, improve connectivity locally and in the wider area where appropriate and provide high levels of accessibility for all with an emphasis on sustainable modes of travel;

REG2  To work with Government and LTP3 Partners to maximise the benefits and opportunities High Speed Rail will bring to the Metropolitan Area, including maximising the benefits of released capacity on the “classic” network;

REG3  To promote and deliver high quality sustainable access to High Speed Rail, ensuring that the resultant benefits and opportunities can be accessed by people and businesses across the entire Metropolitan Area;

REG4  To help overcome deficiencies in on street set-down and pick-up facilities in the vicinity of the Area’s major visitor attractions;

REG5  To identify adequate long-stay coach parking facilities convenient to town and city centres and near major attractors during daytime and evening hours;

REG6  Recognising Birmingham Airport as a Strategic National Asset and the international gateway to the region, to ensure high quality surface access to the Airport to support existing and projected passenger growth, and to recognise the Airport as a potential solution to capacity constraints and congestion at the South East airports;

REG7  Recognising the important role of the National Exhibition Centre in supporting the West Midlands economy, to work with partners to ensure high quality sustainable surface access to the NEC site;
LONG TERM THEME 2: MAKING BEST USE OF THE HIGHWAY NETWORK

HN1 To support wider Highways Management objectives through Urban Traffic Control and Management;

HN2 To review the highway network;

HN3 To co-ordinate expeditious traffic movement within their own area and across Metropolitan District boundaries;

HN4 The LTP3 Partners will provide dynamic travel information;

HN5 To upgrade Legacy Urban Traffic Management and Control Systems and progress proposals for integrated management of the network

HN6 To co-ordinate the development and implementation of a Smart Route network, including a common assessment of problems, joint consultation, and common design and procurement activities

LONG TERM THEME 3: MODAL TRANSFER AND THE CREATION OF SUSTAINABLE TRAVEL PATTERNS

MT1 To ensure car parking policies and provision support the LTP3 aims of encouraging sustainable transport patterns across the Metropolitan Area and promoting vitality of centres. Such policy interventions may include availability and car park pricing.

MT2 To seek to manage travel demand through a mix of hard and soft measures to encourage sustainable travel patterns, including:

- Car parking policies
- Prioritising the use of the highway network
- Encouraging Smarter Choices
- Land use planning policies
- Encouraging people and business to reduce the need to travel via virtual travel and co-location of facilities through the land use planning process

MT3 To promote modal shift towards sustainable travel modes for work, school and leisure journeys through the application of targeted and intensive Smarter Choices measures
MT4 To seek to increase levels of cycling to improve health, the environment, reduce car use and improve the accessibility of people without access to a car

MT5 To increase opportunities for cyclists to integrate and interchange with public transport

MT6 To seek to improve the attractiveness of walking as a travel choice by creating an environment and culture where walking is actively encouraged for short trips and through encouraging improvements to the public realm.

MT7 To work with British Waterways to ensure that bridges over canals on key routes between employment areas and the motorway junctions are, as far as possible, free of weight restrictions.

MT8 To ensure that all canals are safeguarded as navigable waterways to support water-based local economic activity and existing wharf facilities are safeguarded and to maximise the potential of canal towpaths as part of a signposted network of pedestrian and cycling green infrastructure.

MT9 To seek to ensure that access to the canal network, particularly by pedestrians and cyclists is safeguarded and, where possible, enhanced.

LONG TERM THEME 4: ASSET MANAGEMENT & MAINTENANCE – A FOUNDATION FOR GROWTH

TAM1 To seek to ensure that the transport network is adequately managed through effective Asset Management

TAM2 To prioritise Maintenance Block funding to improve the performance of the carriageways of the classified Highway Network

TAM3 To seek to improve the performance of the Footway and surfaced public rights of way network

TAM4 To seek to ensure that current service levels are maintained in respect of highway structures.

TAM5 To seek to improve the performance of the Street Lighting Network

TAM6 To improve the performance of delivered services
LONG TERM THEME 5: A RAIL AND RAPID TRANSIT NETWORK “BACKBONE FOR DEVELOPMENT”

RR1 To expand local rail network capacity to meet forecasted growth in patronage, delivering the schemes and objectives of the Regional Rail Development Plan. This will include maximising capacity of the ‘classic’ rail network derived from High Speed Rail

RR2 To work with DfT, ORR, Network Rail, Local Authorities, adjacent Shire Counties, Train Operating Companies and Rail Freight Operators to identify and develop schemes on the rail network to increase capacity and reliability for both passenger and freight services

RR3 To work with Local Authorities, adjacent Shire Counties, Network Rail and Train Operating Companies to deliver high levels of services standards and accessibility which delivers an inclusive network accessible to everyone

RR4 To expand the rapid transit network, with an appropriate form of rapid transit for each individual corridor in the network

RR5 To ensure that future rapid transit will be ultra low emission at source with an aspiration target for Zero Emission as technology permits

RR6 To identify rapid transit alignments and develop interim rapid transit to improve access in and around Birmingham City Centre

LONG TERM THEME 6: IMPROVED LOCAL ACCESSIBILITY AND LOCAL CONNECTIVITY

LA1 To ensure that Accessibility Planning is embedded within planning and strategy documents and continue to encourage service providers to embed accessibility considerations within their service delivery investment programmes

LA2 To ensure the access needs of groups defined in the Equalities Act 2010 are met as far as practicable

LA3 To secure socially necessary local bus services to complement commercially provided services so that residents have the best possible access to local facilities

LA4 To keep local bus service networks and provision under review, in partnership with the main operators and the relevant District Authority, with the aim of improving service levels and accessibility, for all, to essential services and facilities
LA5 To ensure that cost of travel is not a barrier to accessibility to employment opportunities and services.

LA6 To create a high-quality bus network serving the Metropolitan Area

LA7 To increase social inclusion in the Metropolitan Area, through a thriving ‘Ring and Ride’ service to help meet the needs of disabled people for clearly defined markets, as part of the overall public transport system

LA8 To increase social inclusion in the Metropolitan Area, through a thriving community transport sector to help meet the needs of clearly defined markets, as part of the overall public transport system

LONG TERM THEME 7: SUSTAINABLE AND EFFICIENT FREIGHT TRANSPORT

SF1 To increase the availability of HGV parking in appropriate locations across the Metropolitan Area

SF2 To seek to ensure effective and reliable freight deliveries can occur in all types of centres across the Metropolitan Area

SF3 To support national and locally led initiatives to accelerate the introduction of low carbon transport through improving the environmental performance of the freight industry

SF4 To develop and enhance the Area’s rail network capacity, efficiently and reliability which can meet existing and future rail freight growth demands

SF5 To identify and encourage the development of new rail freight terminals to meet future growth requirements, especially intermodal terminals to meet projected container traffic growth

SF6 To support Air Freight reflecting its role in international markets access, trading high value goods and receiving ‘Just in Time’ goods whilst taking due regard to associated impacts from air freight to local residents and the environment

SF7 To identify and support new concepts and initiatives in developing further opportunities for water based freight movements
LONG TERM THEME 8: EFFECTIVE AND RELIABLE TRANSPORT INTEGRATION

**T11** To develop strategic park and ride capacity at appropriate locations to serve strategic movement demands;

**T12** To develop increased local Park & Ride capacity appropriate to meeting local demand

**T13** To ensure high quality information is accessible to all about public transport services covering before, during and after a journey

**T14** To develop seamless integration between all types of transport modes with focus upon high quality public transport interchanges

**T15** To help ensure that taxis and PHVs can continue to play a role in an integrated transport offer to residents, visitors and businesses in the Metropolitan Area

**T16** To develop an integrated approach to restrictions on access to bus lanes across the Metropolitan Area

LONG TERM THEME 9: IMPROVING SAFETY AND SECURITY

**SS1** To reduce further casualties resulting from road traffic collisions, including achieving a greater understanding of where and why collisions happen and to whom

**SS2** To seek to achieve greater co-ordination between road safety partners

**SS3** To actively take account of the needs of Powered Two-Wheelers and promote their safe use

**SS4** To reduce actual and perceived safety concerns towards public transport use and to reduce its vulnerability to vandalism and terrorism
LONG TERM THEME 10: IMPROVED ENVIRONMENT AND REDUCED CARBON THROUGH NEW TECHNOLOGIES

GT1 To support the transformation to a low carbon economy and work with partners to reduce carbon emissions caused by travel and transport through smarter choices, reduced congestion, highway management and by supporting in all practical ways, the roll-out of low carbon infrastructure and the development of low and zero carbon public service and private vehicles

GT2 To seek innovative ways of reducing the carbon footprint of maintenance operations

GT3 To ensure that infrastructure is “future proofed” in response to the unavoidable effects of climate change

GT4 To support the implementation of Green Infrastructure networks as a means of encouraging active travel, adapting to climate change and safeguarding natural habitats and biodiversity

GT5 To develop infrastructure which, wherever practicable, enhances the natural environment (biodiversity/ habitats, air quality, water, landscape) or mitigates adverse effects

GT6 To help mitigate any adverse effects on the natural and historic environment resulting from the implementation of HS2

GT7 To reduce air pollution emissions from transport

GT8 To improve local air quality in pursuit of UK standards and European Directive limits

GT9 To minimise noise nuisance from the transport network
Appendix 2: National Funding for Transport 2011/12 – 2014/15

National transport funding levels for both capital and revenue were outlined in the Comprehensive Spending Review (CSR) announcement, on 20th October 2010. DfT subsequently indicated its intention to reform local transport Capital funding from the existing 26 grant streams to the following four:

1. **National Funding for Local Major Transport Schemes**

DfT has allocated £1.5 billion nationally for Local Authority Major Schemes for the four year period of CSR up to 2014/15. Of this national total, £600 million is allocated to existing committed Schemes, thus providing a balance of £900 million for new Schemes. The Major Schemes in the Metropolitan Area that are to be considered by DfT for funding have been discussed previously. The total national indicative capital funding allocation for Local Authority Major Schemes that has to be bid for by Schemes subject to detailed DfT approval, for the next four years are:

<table>
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<th>2013/14</th>
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<td>£418 million</td>
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2. **National Funding for Local Highways Maintenance**

This funding is allocated by Government on a formulaic basis directly to Highway Authorities for the maintenance of public highways. Authorities that have entered into a formal Private Finance Initiative (PFI) are ineligible to receive this funding for those highway maintenance aspects which are subject to the PFI. The following chart shows the national funding announced in the CSR, together with the original (and unchanged in July) 2010/11 allocation.
3. National Funding for Local Integrated Transport Schemes

This funding is for local transport improvements and is also allocated by Government to Local Transport Authorities on a formulaic basis. The following chart shows the national funding announced in the CSR, together with the original and reduced 2010/11 allocation, to illustrate the scale of change. The capital element of the new national Local Sustainable Transport Fund is also shown, although this funding will not be automatically allocated to Local Transport Authorities but will instead be the subject of bids to DfT.
4. National Funding for Local Sustainable Transport Fund

DfT have established a £560 million Local Sustainable Transport Fund for Local Authorities outside London to bid for funding to support packages of transport interventions that support economic growth and reduce carbon emissions, as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion. The Fund will comprise a mix of £210 million of capital and £350 million revenue funding over the next four years, as shown opposite.
Regional Growth Fund

DfT have outlined the following national allocation to the Regional Growth Fund during the CSR period, which is to be transferred to the Department for Communities & Local Government.

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<th>2011/12 £M</th>
<th>2012/13</th>
<th>2013/14</th>
<th>2014/15</th>
<th>Total</th>
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<tbody>
<tr>
<td>Capital</td>
<td>£165 million</td>
<td>£100 million</td>
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<td>£265 million</td>
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<tr>
<td>Revenue</td>
<td>-</td>
<td>-</td>
<td>£200 million</td>
<td>-</td>
<td>£200 million</td>
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Appropriate local transport schemes that unlock sustainable economic growth will be eligible to bid for use of this fund.
Appendix 3: Rail Industry Scheme Relationships and Interdependencies

Nuneaton - Coventry - Warwick
- NUC1

Snow Hill Network
- New Class 172 on Snow Hill lines
- Stratford Strategic P&R

Rugeley - Walsall - W’ton
- Walsall Area Resignalling
- Local Rail W’ton - Walsall

B’ham Tamworth
- Water Orton Resignalling
- Kingsbury Freight Access
- Local Rail Tamworth - Bham

Central Birmingham
- Camp Hill Chords
- New Street Resignalling

Cross City South
- Bromsgrove Station
- Barnt Green - Bromsgrove Electrification
- Redditch Branch Upgrades
- Local Rail Kings Norton - Bham

Walsall - Stourbridge
- Walsall - Stourbridge Freight Line
- Wednesbury - Brierley Hill Tram - Train (Black Country Spine)

Key:
- Rail Freight Enhancements
- Passenger Rail Enhancements
- Network Enhancements

CP4
CP5
Beyond CP5

Coventry - Leamington Double Track
Water Orton Resignalling
Shakespeare Line Speed Upgrades
Rowley Regis Turnback

Walsall - Aldridge Electrification
Kingsbury Freight Access
Camp Hill Chords

Kings Norton - Bham

Wednesbury - Brierley Hill Tram - Train (Black Country Spine)
Appendix 3: Major Schemes by Local Enterprise Partnership Area

Black Country LEP
2011 – 2015 Development Pool
• Darlaston Strategic Development Area (SDA)

2016 – 2026 Major Scheme
• Rapid Transit Spine Ph1: Wednesbury to Brierley Hill
• Rapid Transit Spine Ph2: “5W’s”
• Rapid Transit Spine: Wolverhampton City Centre Loop
• West Bromwich Town Centre Regeneration
• Walsall Town Centre Interchange
• Wolverhampton Interchange (Phase 2)
• Wobaston Road Highway and Junction Improvements

Greater Birmingham & Solihull LEP
2011 – 2015 Development Pool
• A45 West Bound Bridge
• Chester Road Access Improvements

2011-2015 Public– Private Partnerships
• A45 Corridor Enhancement
• A38 Longbridge Regeneration

2016 – 2026 Major Scheme
• Birmingham City Centre – Airport Rapid Transit
• Birmingham – Vision for Movement
• Longbridge Hub
• East Birmingham/North Solihull
• Aston Road North/A38 Flyover
• Dudley Road Improvements
• A38M Aston Expressway Tame Valley Viaduct

Coventry & Warwickshire LEP
2011 – 2015 Development Pool
• Coventry to Nuneaton Rail Enhancements (NUCKLE1)

2016 – 2026 Major Scheme Priorities
• Coventry Rapid Transit : SPRINT
• Connecting Coventry

Metropolitan Area-Wide
2016 – 2026 Major Schemes
• Network Accessibility – Bridge Upgrades
• Red Routes Package 2
## Appendix 5: Sustainable Smart Routes: Provisional Schedule

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<td>BCC, WMBC</td>
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<td>2</td>
<td>Birmingham to Mere Green via Erdington &amp; Sutton Coldfield (A5127)</td>
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<td>BCC</td>
</tr>
<tr>
<td>3</td>
<td>Birmingham to Chelmsley Wood (B4114/A452)</td>
<td>8.0</td>
<td>BCC, SoMBC</td>
</tr>
<tr>
<td>4</td>
<td>Birmingham to Chelmsley Wood via Bordesley Green (B4128)</td>
<td>6.1</td>
<td>BCC, SoMBC</td>
</tr>
<tr>
<td>5</td>
<td>Birmingham to Airport &amp; Coventry (A45 Coventry Road)</td>
<td>12.2</td>
<td>BCC, CCC</td>
</tr>
<tr>
<td>6</td>
<td>Birmingham to Solihull (A41 Warwick Road)</td>
<td>12.1</td>
<td>BCC, SoMBC</td>
</tr>
<tr>
<td>7</td>
<td>Birmingham to M42 Jct 4 (A34 Stratford Road)</td>
<td>9.8</td>
<td>BCC, SoMBC</td>
</tr>
<tr>
<td>8</td>
<td>Birmingham to Maypole (A435 Alcester Road)</td>
<td>4.2</td>
<td>BCC</td>
</tr>
<tr>
<td>9</td>
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<td>BCC</td>
</tr>
<tr>
<td>10</td>
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</tr>
<tr>
<td>11</td>
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<td>BCC</td>
</tr>
<tr>
<td>12</td>
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</tr>
<tr>
<td>13</td>
<td>Birmingham to Oldbury (A457 Dudley Road)</td>
<td>4.8</td>
<td>BCC, SaMBC</td>
</tr>
<tr>
<td>14</td>
<td>Birmingham to M5 Jct 1 (A41 Soho Road)</td>
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<td>15</td>
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<td>16</td>
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<td>17</td>
<td>Birmingham Inner Ring Road (A4540)</td>
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<td>18</td>
<td>Birmingham Outer Ring Road (A4040)</td>
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<td>Chelmsley Wood to Solihull boundary (A452 Chester Road)</td>
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</tr>
<tr>
<td>21</td>
<td>Castle Bromwich to Brownhills (A452 Chester Road north)</td>
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<tr>
<td>22</td>
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<td>WMBC</td>
</tr>
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<td>Walsall to Bloxwich (A34 Walsall Road north)</td>
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<td>WMBC</td>
</tr>
<tr>
<td>24</td>
<td>Walsall to Shire Oak (A461 Lichfield Road)</td>
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<td>WMBC</td>
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<td>25</td>
<td>Walsall to Little Aston via Aldridge (A454)</td>
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<td>WMBC</td>
</tr>
<tr>
<td>26</td>
<td>Walsall to Merry Hill via Oldbury, Blackheath and Cradley Heath</td>
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<td>Stourbridge to Walsall</td>
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<tr>
<td>Route Ref.</td>
<td>Route</td>
<td>Length (miles)</td>
<td>Authority</td>
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<td>-----------</td>
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<td>----------------</td>
<td>--------------------</td>
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<tr>
<td>28</td>
<td>Walsall to Wolverhampton (A454 Black Country Route/Willenhall Road)</td>
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<tr>
<td>29</td>
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<tr>
<td>30</td>
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<td>31</td>
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<tr>
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<td>Wolverhampton to Quinton (A4123 Birmingham New Road)</td>
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<tr>
<td>33</td>
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<tr>
<td>34</td>
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<td>WCC</td>
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<td>35</td>
<td>Wolverhampton to Tettenhall (A41 Tettenhall Road)</td>
<td>2.9</td>
<td>WCC</td>
</tr>
<tr>
<td>36</td>
<td>Wolverhampton to 154 (A449 Stafford Road)</td>
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<tr>
<td>37</td>
<td>Wolverhampton to Essington (A460 Cannock Road)</td>
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<td>WCC</td>
</tr>
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<td>38</td>
<td>Wolverhampton Ring Road</td>
<td>6.1</td>
<td>WCC</td>
</tr>
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<td>39</td>
<td>A463 Black Country Route</td>
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<td>WCC</td>
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<td>Halesowen to Dudley (A459 Halesowen Road)</td>
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<td>DMBC</td>
</tr>
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<td>41</td>
<td>Quinton to Stourbridge (A458 Stourbridge Road)</td>
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<td>DMBC</td>
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<td>42</td>
<td>Coventry to Allesley (A41114 Holyhead Road)</td>
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<td>CCC</td>
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<tr>
<td>43</td>
<td>Coventry City Centre to Holbrooks (via Jubilee Crescent)</td>
<td>3.2</td>
<td>CCC</td>
</tr>
<tr>
<td>44</td>
<td>Coventry City Centre to Holbrooks (via Lockhurst Lane)</td>
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<td>45</td>
<td>Coventry City Centre to M6 Jct 2 (A4600 Ansty Road)</td>
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<td>Coventry City Centre to Gibbet Hill (A429 Kenilworth Road)</td>
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<tr>
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<td>Coventry City Centre to Tile Hill</td>
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<td>49</td>
<td>B4113 Foleshill Road</td>
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<tr>
<td>50</td>
<td>Coventry City Centre to Binley (A428 Binley Road)</td>
<td>3.1</td>
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</tr>
<tr>
<td>51</td>
<td>Coventry City Centre to Tile Hill (B4101 Tile Hill Lane)</td>
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<td>52</td>
<td>Dudley to Wolverhampton via Sedgley (A459)</td>
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<td>DMBC, WCC</td>
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<td>53</td>
<td>Brierley Hill to Kingswinford</td>
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### Appendix 6: Target Alignment to LTP3 Strategy

#### Alignment to Objectives

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<thead>
<tr>
<th>National Indicator</th>
<th>Target Issue</th>
<th>K01 Economy Growth</th>
<th>K02 Climate Change</th>
<th>K03 Health, Security &amp; Safety</th>
<th>K04 Equality of Opportunity</th>
<th>K05 Quality of Life &amp; Environment</th>
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<td>1 NI167</td>
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<td>2</td>
<td>Total Road Traffic growth</td>
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<td>3</td>
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<tr>
<td>5 NI186</td>
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<td>✓</td>
<td>✓</td>
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<tr>
<td>6 NI47</td>
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✓ Direct Impact  ✓ Indirect Impact
Alignment to Long Term Themes

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<th>LTT1</th>
<th>LTT2</th>
<th>LTT3</th>
<th>LTT4</th>
<th>LTT5</th>
<th>LTT6</th>
<th>LTT7</th>
<th>LTT8</th>
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### Appendix 7: Appraisal Scoring Methodology for Projects / Initiatives £1-5m

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
<th>Score</th>
<th>Description</th>
<th>Score</th>
<th>Description</th>
<th>Score</th>
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<tbody>
<tr>
<td><strong>Strategic</strong></td>
<td>Good alignment with Local and National Planning Policy</td>
<td>3</td>
<td>Broad alignment with Local and National Planning Policy</td>
<td>2</td>
<td>Poor alignment with Local and National Planning Policy</td>
<td>0</td>
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<tr>
<td><strong>VFM</strong></td>
<td>See options below</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Public Transport Usage</strong></td>
<td>Modal shift to public transport</td>
<td>3</td>
<td>More efficient use of existing resources</td>
<td>2</td>
<td>Improvements for existing public transport users</td>
<td>1</td>
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<tr>
<td><strong>Active Mode Usage</strong></td>
<td>Major increase in use of active travel modes with corresponding health benefits</td>
<td>3</td>
<td>Modest increase in use of active travel modes with corresponding health benefits</td>
<td>1</td>
<td>No / reduced use of active travel modes with corresponding health benefits</td>
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<tr>
<td><strong>Partnership working</strong></td>
<td>Proposal is linked to a fully funded initiative, delivering additional benefits</td>
<td>3</td>
<td>No Partnership issues / informal partner agreement</td>
<td>1</td>
<td>Proposal is dependant on unfunded initiative</td>
<td>0</td>
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<tr>
<td><strong>Health</strong></td>
<td>Significantly removes sensitive receptors exposure to pollutants – air, noise, vibration, light</td>
<td>3</td>
<td>Neutral impact on sensitive receptors exposure to pollutants – air, noise, vibration</td>
<td>1</td>
<td>Adverse impact on sensitive receptors exposure to pollutants – air, noise, vibration, light</td>
<td>0</td>
</tr>
<tr>
<td><strong>Risk Minimisation</strong></td>
<td>Off shelf Proposal with extensive experience in delivering Proposal type</td>
<td>3</td>
<td>Similar Proposals previously delivered</td>
<td>1</td>
<td>Bespoke Proposal, no previous experience of delivery</td>
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<tr>
<td><strong>Delivery</strong></td>
<td>Planning powers and land secured or not required</td>
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<td>Planning powers required</td>
<td>1</td>
<td>Land required / Planning Powers required</td>
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<tr>
<td><strong>Affordability</strong></td>
<td>Proposal is within forecast budgets with quantified cost</td>
<td>3</td>
<td>Proposal is assumed to be within forecast budgets</td>
<td>2</td>
<td>Proposal is assumed/costed to be in excessive of forecast budgets</td>
<td>0</td>
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<tr>
<td><strong>Network Efficiency</strong></td>
<td>Proposal is located within congested network</td>
<td>3</td>
<td>Proposal is located parallel to congested corridor</td>
<td>2</td>
<td>Proposal is located outside congested network</td>
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<tr>
<td>Indicator</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
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<td></td>
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<td>-------------------------------------------</td>
<td>---------------------------------------------</td>
<td>------------------------------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessibility</td>
<td>Major improvement to access to employment/education/health/leisure and shopping destinations</td>
<td>Moderate improvement to access to employment/education/health/leisure and shopping destinations</td>
<td>No impact on accessibility</td>
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</tr>
<tr>
<td>Safety</td>
<td>Significant improvement to road/public transport/pedestrian safety</td>
<td>Slight improvement to road/public transport/pedestrian safety</td>
<td>No impact on safety</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment / Housing Impact</td>
<td>Directly linked to regeneration priority area</td>
<td>Indirectly linked to regeneration priority area</td>
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<td>Environment</td>
<td>Decrease in co2 and other greenhouse gases</td>
<td>No changes in emissions</td>
<td>Increase in emissions</td>
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<td></td>
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<tr>
<td></td>
<td>Positive impact on natural environment, biodiversity / townscape / historical environment</td>
<td>No / neutral impact on natural environment / biodiversity / townscape / historical environment</td>
<td>Adverse impact on natural environment / biodiversity / townscape / historical environment</td>
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The table below presents options for calculating value for money. The preferred approach is to use BCR, with simpler approaches identified where this information is not available for a scheme.

**VFM Options**

<table>
<thead>
<tr>
<th>Approach</th>
<th>Calculation</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
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<tr>
<td>BCR</td>
<td>Assumes external benefit cost ratio is available for all schemes - high &gt;2:1, med &gt;1.5:1, low &lt;1:1</td>
<td>&gt;2:1</td>
<td>&lt;2:1</td>
<td>&gt;1.5:1</td>
</tr>
<tr>
<td>Cost per trip</td>
<td>Total capital cost divided by total number of users per trip</td>
<td>&gt;10</td>
<td>&lt;£10</td>
<td>&gt;£5</td>
</tr>
<tr>
<td>Authority subjective views</td>
<td>Allow each authority to allocate low, medium or high based on relative performance of comparative schemes</td>
<td></td>
<td></td>
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**Appendix 7: £1-5m Project / Initiative Prioritisation Model Pro Forma**

<table>
<thead>
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<th>Project Name / Title</th>
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</thead>
<tbody>
<tr>
<td>Description of Intervention including deliverables</td>
</tr>
<tr>
<td>Total Capital Cost</td>
</tr>
<tr>
<td>Capital Cost Profile</td>
</tr>
<tr>
<td>Annual Revenue Cost</td>
</tr>
</tbody>
</table>

**Assessment Against Objectives – insert text on how project contributes on each criteria**

<table>
<thead>
<tr>
<th>Criteria (Insert text on how your project contributes under the following headings, based on high, medium and low scores as outlined at the bottom of the note)</th>
<th>Score</th>
<th>Weighted Score (Optional)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Value for Money</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Transport Usage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active Mode Usage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Partnership Working</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Network Efficiency</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessibility</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Health</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment / Housing Impact</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Risk Minimisations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Delivery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Affordability</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Total Project Score**
**Appendix 9: Assessment Criteria by Long Term Theme for Projects / Initiatives <£1m**

### LTT1: Regeneration, Thriving Centres, Corridors and Gateways

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regeneration &amp; Integration</td>
<td>Strategic</td>
</tr>
<tr>
<td></td>
<td>Employment / Housing</td>
</tr>
<tr>
<td>Bus Infrastructure Schemes</td>
<td>Accessibility</td>
</tr>
<tr>
<td></td>
<td>Environment</td>
</tr>
<tr>
<td>Jobs &amp; Prosperity</td>
<td></td>
</tr>
</tbody>
</table>

### LTT2: Making Best Use of the Highway Network

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus Showcase</td>
<td>Strategic</td>
</tr>
<tr>
<td></td>
<td>Partnership Working</td>
</tr>
<tr>
<td>Bus Priority Schemes</td>
<td>Network Efficiency</td>
</tr>
<tr>
<td></td>
<td>Housing / Employment</td>
</tr>
<tr>
<td></td>
<td>Accessibility</td>
</tr>
<tr>
<td></td>
<td>Environment</td>
</tr>
</tbody>
</table>

### LTT3: Modal Transfer and the Creation of Sustainable Travel Patterns

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Road Schemes &amp; Junction Improvements</td>
<td>Public Transport Usage</td>
</tr>
<tr>
<td></td>
<td>Environment</td>
</tr>
<tr>
<td>Demand Management &amp; Traffic Calming</td>
<td>Network Efficiency</td>
</tr>
<tr>
<td></td>
<td>Health (environmental &amp; personal)</td>
</tr>
<tr>
<td>Highway Efficiency Measures</td>
<td></td>
</tr>
<tr>
<td>Smarter Choices</td>
<td></td>
</tr>
</tbody>
</table>

### LTT4: Asset Management & Maintenance - A Foundation for Growth

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Assessment &amp; Strengthening</td>
<td>Network Efficiency (Subject to content of</td>
</tr>
<tr>
<td></td>
<td>Accessibility TAMPS)</td>
</tr>
<tr>
<td>Principal Road Maintenance</td>
<td>VFM</td>
</tr>
<tr>
<td>Non-principal Road Maintenance</td>
<td></td>
</tr>
</tbody>
</table>

### LTT5: A Rail and Rapid Transit Network “Backbone for Development”

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heavy Rail</td>
<td>Strategic</td>
</tr>
<tr>
<td></td>
<td>Accessibility</td>
</tr>
<tr>
<td>Light Rail</td>
<td>VFM</td>
</tr>
<tr>
<td></td>
<td>Partnership Working</td>
</tr>
<tr>
<td></td>
<td>Network Efficiency</td>
</tr>
</tbody>
</table>
**LTT6: Improved Local Accessibility and Connectivity**

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Crossings</td>
<td>Public Health</td>
</tr>
<tr>
<td>Facilities for the Disabled</td>
<td>Accessibility</td>
</tr>
<tr>
<td>Safe and Healthy Communities</td>
<td>Employment / Housing</td>
</tr>
<tr>
<td>Public Transport</td>
<td></td>
</tr>
</tbody>
</table>

**LTT7: Sustainable and Efficient Freight Transport**

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>TBC</td>
<td>Strategic</td>
</tr>
<tr>
<td></td>
<td>Network Efficiency</td>
</tr>
<tr>
<td></td>
<td>Value for Money</td>
</tr>
</tbody>
</table>

**LTT8: Effective and Reliable Transport Integration**

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>TBC</td>
<td>Value for Money</td>
</tr>
<tr>
<td></td>
<td>Accessibility</td>
</tr>
<tr>
<td></td>
<td>Employment / Housing</td>
</tr>
<tr>
<td></td>
<td>Partnership Working</td>
</tr>
</tbody>
</table>

**LTT19: Improved Safety and Security**

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Casualty Reduction Schemes</td>
<td>Public Transport Usage</td>
</tr>
<tr>
<td>Local Safety Schemes</td>
<td>Safety</td>
</tr>
<tr>
<td>Safer Routes to Schools</td>
<td>Environment</td>
</tr>
<tr>
<td>Safer Environment Schemes</td>
<td></td>
</tr>
<tr>
<td>Other Safety Schemes</td>
<td></td>
</tr>
</tbody>
</table>

**LTT10: Improved Environment and Reduced Carbon Through Green Technologies**

<table>
<thead>
<tr>
<th>Initiative Type</th>
<th>Proposed Assessment Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Carbon Corridors</td>
<td>Environment</td>
</tr>
<tr>
<td></td>
<td>Value for Money</td>
</tr>
<tr>
<td></td>
<td>Public Transport Usage</td>
</tr>
<tr>
<td></td>
<td>Public Health</td>
</tr>
<tr>
<td></td>
<td>Network Efficiency</td>
</tr>
<tr>
<td></td>
<td>Employment/Housing</td>
</tr>
</tbody>
</table>
## Appendix 10: Appraisal Scoring Guidelines for Projects / Initiatives £1m

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Description</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strategic</td>
<td>Good alignment with Local and National Planning Policy</td>
<td>3</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>VFM</td>
<td>See options below</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Transport Usage</td>
<td>Modal shift to public transport</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Active Mode Usage</td>
<td>Major increase in use of active travel modes</td>
<td>3</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Partnership working</td>
<td>Proposal is linked to a fully funded initiative, delivering additional benefits</td>
<td>3</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Network Efficiency</td>
<td>Proposal is located within congested network</td>
<td>3</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Accessibility</td>
<td>Major improvement to access to employment/education/health/leisure and shopping destinations</td>
<td>3</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Safety</td>
<td>Significant improvement to road/public transport/pedestrian safety</td>
<td>3</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Employment / Housing Impact</td>
<td>Directly linked to regeneration priority area</td>
<td>3</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

### Description:
- **High**: Indicates excellent performance or significant benefits.
- **Medium**: Indicates acceptable performance or moderate benefits.
- **Low**: Indicates minimal performance or negligible benefits.
The table below presents the options for calculating value for money. The preferred approach is to use BCR, with simpler approaches identified where this information is not available for a scheme.

**VFM Options**

<table>
<thead>
<tr>
<th>Approach</th>
<th>Calculation</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCR</td>
<td>Assumes external benefit cost ratio is available for all schemes - high &gt; 2:1, med &gt; 1.5:1, low &lt; 1:1</td>
<td>&gt; 2:1</td>
<td>&lt; 2:1</td>
<td>&lt; 1:1</td>
</tr>
<tr>
<td>Cost per trip</td>
<td>Total capital cost divided by total number of users per trip</td>
<td>&gt; 10</td>
<td>&lt; £10</td>
<td>&lt; £5</td>
</tr>
<tr>
<td>Authority subjective views</td>
<td>Allow each authority to allocate low, medium or high based on relative performance of comparative schemes</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Appendix 11: <£1m Project Appraisal Criteria: Relationship to Long Term Themes

<table>
<thead>
<tr>
<th>Possible Target</th>
<th>Strategic</th>
<th>VFM</th>
<th>Public Transport Usage</th>
<th>Partnership working</th>
<th>Network Efficiency</th>
<th>Accessibility</th>
<th>Public Health</th>
<th>Safety</th>
<th>Employment / Housing Impact</th>
<th>Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASSET MANAGEMENT &amp; MAINTENANCE – A FOUNDATION FOR GROWTH</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAKING BEST USE OF THE HIGHWAY NETWORK</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>MODAL TRANSFER AND THE CREATION OF SUSTAINABLE TRAVEL PATTERNS</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REGENERATION, THRIVING CENTRES, CORRIDORS AND GATEWAYS</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>A RAIL AND RAPID TRANSIT NETWORK “BACKBONE FOR DEVELOPMENT”</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>IMPROVED LOCAL ACCESSIBILITY AND CONNECTIVITY</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>SUSTAINABLE AND EFFICIENT FREIGHT TRANSPORT</td>
<td>✓</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>EFFECTIVE AND RELIABLE TRANSPORT INTEGRATION</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>IMPROVED SAFETY AND SECURITY</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>IMPROVED ENVIRONMENT AND REDUCED CARBON THROUGH GREEN TECHNOLOGIES</td>
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<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

**Count by Criteria**: 4 6 5 4 5 6 3 2 5 5
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