

Cabinet – 8 February 2006

West Midlands Final Local Transport Plan (WMLTP) 2006/07 – 2010/11

Portfolio	Councillor Marco Longhi – Built Environment Councillor Adrian Andrew – Regeneration
Service Areas	Regeneration and Built Environment
Wards	All
Forward Plan	Yes

Summary of report

The Final WMLTP 2006/07 – 2010/11 is a joint statutory policy document for all the 7 West Midlands Highway Authorities and the WMPTA, which must be submitted to government by 31 March 2006. A Provisional LTP was produced and submitted to government at the end of July 2005, in accordance with Department for Transport's (DfT) requirements. The Provisional LTP was approved by Cabinet on 11 May 2005 and Full Council on 4 July 2005.

Since submitting the Provisional LTP, a significant amount of work has been undertaken to finalise any outstanding information within the document, whilst taking account of the comments made by government on the Provisional Plan. In addition, the final document has also been updated to take account of various transport related issues that have been progressing within the Region since submission of the Provisional Plan. An outline of these issues has been included in Appendix A, with copies of the WM Joint Committee and Planning and Transportation Sub-Committee Reports providing more information in Appendix B.

This report is to inform Cabinet of the changes between the Provisional and Final WMLTP documents for 2006/07 – 2010/11, permitting Cabinet to make a recommendation to Council for approval of the Final LTP document.

Recommendations

- (1) That Cabinet notes the changes between the Provisional and Final West Midlands Local Transport Plan 2006/07 – 2010/11.
- (2) That Cabinet makes recommendation to Council for the approval of the Final West Midlands Local Transport Plan 2006/07 – 2010/11.

Resource and legal considerations

The West Midlands Local Transport Plan (WMLTP) is a key framework document within the Constitution of each authority in the metropolitan area, following its recognition as a statutory document under Transport Act 2000. The document therefore needs to be adopted by each Full Council in the metropolitan area and the West Midlands Passenger Transport Authority (WMPTA).

The approval process is happening at different times between February and March 2006, depending on individual authority committee timetables, prior to the submission deadline to government of the end of March 2006. This follows approval of the document at WM Joint Committee on 25 January 2006.

The WMLTP is a delivery and monitoring document for the next 5 years and will require significant staff resource from both Regeneration and Built Environment to ensure its effective delivery in Walsall. The level of staffing needed to effectively deliver the requirements of the document will vary over the 5 year period, depending on variations in workload, the success that Walsall is able to achieve in gaining full approval for Transport Major Schemes and the Council's performance in delivery, which will influence the size of financial capital settlements from government achieved through the document.

The WMLTP is primarily a means of supporting the case for capital funding from DfT to enable the implementation of improvements to the transport systems in the West Midlands. A key aspect of that funding is related to the performance achieved in delivering against the targets and indicators identified in the document. It is therefore important to understand that performance in delivery will directly influence the size of future annual financial capital settlements to the authority.

Citizen impact

Investment in new transport facilities and the improvement of the existing transport networks, together with improved management of the traffic using these networks will have a direct bearing on the well being and satisfaction of all citizens in the Borough and visitors to the Borough.

Community safety

Safety is recognized as a key priority within the WMLTP, with key indicators and measures proposed to improve the safety of road users and users of public transport services. Safety is also a key consideration in the development and delivery of the transport schemes promoted through the LTP.

Environmental impact

Traffic is one of the key contributors to air quality and noise within the Borough. Air Quality is recognized as a key priority within the document, with specific indicators and strategies proposed to monitor and reduce the impact that transport has in contributing to air quality problems. Noise and air quality are also key considerations in the development and delivery of the transport schemes promoted through the Plan.

The Provisional LTP has undergone a Strategic Environmental Assessment, the outcomes of which have been considered in the development of the Final document.

Performance and risk management issues

The delivery of transport programmes and the contribution that these programmes make to the achievement of WMLTP objectives is the subject of detailed monitoring and reporting, with numerous targets and indicators included in the document to measure this delivery. The monitoring is coordinated across the Metropolitan Area through CEPOG, Chief Engineers and Planning Officers Group and its various sub-groups, of which Walsall provides representation. These processes will be reviewed throughout the 5 year period of the Plan, as effective performance in delivery is a key aspect of how the annual capital financial settlements are determined for each authority.

These monitoring requirements currently place a significant burden on staff resource, both in providing information through the monitoring processes and attending various sub-regional and regional meetings. These processes are currently being managed at Walsall jointly between Regeneration and Built Environment.

The WMLTP is also a key document that is reviewed and scored as part of the Environment Block for CPA. The quality and the authority's performance in delivering against the document will have a direct influence in how it is rated in future CPA reviews.

Equality implications

In the development and delivery of the WMLTP, consideration is given to ensuring that the needs of all sections of the community are considered. The programme of transport measures developed through the LTP will assist in improving facilities for all transport modes, whilst improving mobility for those without access to a car.

The Provisional LTP has undergone a Strategic Equality Impact Assessment, the outcomes of which have been considered in the development of the Final document.

Consultation

The development of the Final WMLTP has taken into consideration the views of partners and stakeholders, together with the general public through consultation exercises on the Provisional LTP. Extensive consultations were also undertaken in 2004 prior to the development of the Provisional LTP.

The individual schemes that are promoted through the LTP process also undergo varying degrees of consultation, depending on the size and nature of the scheme being promoted.

Vision 2008

The Final WMLTP 2006/07 – 2010/11 and the various work programmes that are promoted through the Plan will significantly assist in the delivery of all the Vision 2008 priorities for Walsall. The particular priorities that the WMLTP will be directly influencing will be:

1. Ensure a clean and green borough
2. Make it easier for people to get around
3. Ensure all people are safe and secure
8. Strengthen the local economy

Background papers

1. West Midlands Provisional Local Transport Plan 2005/06 to 2010/11 (www.westmidlandsltp.gov.uk)
2. 11 May Cabinet Report and 4 July Council Report on West Midlands 2005 Provisional Local Transport Plan.
3. 28 September Cabinet Report on WM Met Authorities Transport Innovation Fund

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Signed:




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Portfolio Holder: Councillor A Andrew

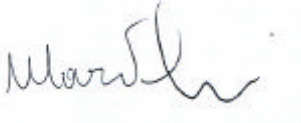
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Executive Director: J Morris

Date: 26 January 2006

Signed: 

Portfolio Holder: Councillor M Longhi

Date: 26 January 2006

Appendix A

Key Transport Issues that have Influenced the Changes being Proposed Between the Provisional and Final WMLTP Documents

Transport Innovation Fund (TIF) Bid

TIF is an incentive scheme from the Department for Transport (DfT) to encourage highway authorities to tackle congestion problems through the development of large innovative transport strategies that combine demand management measures to discourage single occupancy private car journeys with public transport improvements. Cabinet previously supported on 28 September 2005 the submission of a bid to government by all the WM Metropolitan Authorities for TIF pump priming money to undertake investigations into the various demand management options that may be appropriate for consideration in the West Midlands Metropolitan Area. The DfT responded via letter to the Chair of the WM Metropolitan Leaders Group on 28 November 2005 informing that the bid had been successful.

The success of the bid has committed the metropolitan area into progressing with investigations into possible options for demand management. This has been incorporated into the Final WMLTP document.

Regional Prioritisation of Transport Major Schemes

The Prioritisation of Transport Major Schemes (costing >£5m) follows a request from government for all Regions to provide them with priorities for Housing, Economic Development and Transport. Government intends to use this to inform their decisions on the next round of regional funding allocations. The process is due to report to government by the end of January 2006, with the West Midlands Regional Assembly (WMRA), Advantage West Midlands (AWM) and Government office for the West Midlands (GOWM) overseeing the process.

The outcomes of the process for transport have informed the development of the Transport Major Schemes programme within the Final WMLTP document.

Accessibility Planning

A key priority that government wanted LTP's to tackle was improved accessibility for all, including people with no access to a car, to key services and facilities. This includes improved access to health facilities, education, employment and fresh food. Since the development of the Provisional LTP, the metropolitan area has been undertaking strategic accessibility planning for the conurbation to identify what were the areas of concern that needed improvement. This work has now been done and the outcomes have been incorporated into the Final WMLTP in the form of a Strategic Accessibility Planning Assessment.

The outcomes from this strategic work will now inform the development of local accessibility planning initiatives that individual authorities are now undertaking.

DfT Feedback on the Provisional WMLTP

The West Midlands have received feedback from DfT on the Provisional LTP, which has provided guidance on what they deem to be good and what they would like to be improved in the Final document. This feedback has been reviewed and changes incorporated into the Final WMLTP document.

Strategic Environmental and Equality Impact Assessments

A Strategic Environmental Assessment and an Equality Impact Assessment have been undertaken on the Provisional WMLTP since its development in July 2005. The outcomes of these assessments have been reviewed and changes incorporated into the Final WMLTP document.

DfT Capital Financial Settlement Letter for 2006/07

The Settlement Letters from DfT for the West Midlands were received by authorities in the week commencing 12 December. This was later than anticipated, which delayed the drafting of the Final WMLTP document.

Details of the capital financial settlements for transport were included in the letters, which informed the development of work programmes for 2006/07 that needed to be incorporated into the Final WMLTP document. The letters also contained the formal response from DfT on their review of the Provisional LTP, which has been used to draft improvements into the Final document.

Appendix B

Copy of WM Joint Committee and P&T Sub Committee Reports on WM Final LTP 2006/7 – 10/11

WEST MIDLANDS JOINT COMMITTEE

REPORT OF CEPOG

Date: 25TH January 2006

LOCAL TRANSPORT PLAN 2.

1. PURPOSE OF REPORT.

- 1.1. To outline the changes made to the Provisional Local Transport Plan (LTP) that was submitted to Government in July 2005 and to seek the Joint Committee's endorsement of the Final LTP that has to be submitted by March 2006 following approval by all Metropolitan Local Authorities and the Passenger Transport Authority.

2. RECOMMENDATIONS.

- 2.1. That Joint Committee
- (i) Notes the revisions made to the Provisional LTP.
 - (ii) Commends the Draft Final LTP 2 to the West Midlands Metropolitan Authorities for their individual approval.
 - (iii) Notes the comments of the Planning and Transportation Sub Committee in respect of the Integrated Transport Block

3. BACKGROUND.

- 3.1. The Planning and Transportation Sub Committee considered the attached report at their meeting of the 13th January 2006. Subject to a minor wording change in respect of the importance of Highway Maintenance they commended the LTP to your Committee for approval.
- 3.2. The Sub Committee also resolved that '*The Joint Committee be asked to recognise that local Integrated Transport Block spending decisions must take full account of the need to address LTP targets if we are to be able to deliver our strategy and not incur future financial penalties*'

4. REPORT DETAILS.

- 4.1. The attached report sets out the details of the main changes made to the Provisional LTP. An Executive Summary is also included with your papers as an appendix. Individual Cabinet Members with responsibility for Planning and Transportation matters have considered the Draft Final LTP

2 as part of the Sub Committee approval process. A further appendix, outlining the headline results from the consultation carried out is also attached.

- 4.2. A copy of the draft LTP, incorporating changes agreed by the Sub Committee has been sent to each Authority.
- 4.3. Members will be aware that all authorities need to agree a common document.
- 4.4. Presentational and factual changes will be required (e.g. the inclusion of photographs) before final submission, but policy content will remain fixed following approval by your Committee

5. **CONTACT**

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WEST MIDLANDS PLANNING AND TRANSPORTATION SUB COMMITTEE

REPORT OF CEPOG

13 January 2006

LOCAL TRANSPORT PLAN 2

6. PURPOSE OF REPORT

- 6.1. To outline the changes made to the Provisional LTP2 in response to changed circumstances and Department for Transport (DfT) comments in preparation for the submission of the final LTP2 in March this year.

7. RECOMMENDATIONS

- 7.1. That the Sub Committee
- (i) Commends the draft LTP2 to the West Midlands Joint Committee for their approval.
 - (ii) indicate their preferred approach for ensuring that coordination and integration of the IT Block is achieved.

8. BACKGROUND

- 8.1. The Provisional LTP2 was submitted to DfT in July 2005, following consideration by your Sub Committee, Leaders, each Council at a Council meeting and the PTA. The final LTP2 needs to be submitted to the DfT by the end of March this year, following a similar approval process. In order to meet this deadline, and recognising that the major item of Council business at meetings in February and March is normally the forthcoming annual budget we need to commence our approval process in January.

9. REPORT DETAILS

Major changes Since Submission of Provisional LTP

- 9.1. **Transport Innovation Fund (TIF).** Members will be aware that just before the submission of the Provisional LTP it was agreed that we would submit a bid for TIF funding to explore demand management approaches to resolving congestion problems. The submission was successful and work is now underway. The final LTP has been changed to reflect this. In particular we have set out measures to be pursued in the short term to

tackle congestion, in advance of any decisions for the longer term flowing from the TIF work.

- 9.2. **Regional Prioritisation.** Members have been involved in the Regional Prioritisation process, most recently at the special Regional Transport Partnership, where agreement in principle was reached on the shape of the major scheme programme. The programme included in the LTP reflects this. This means that funding for New Street Station is included but that funding for Midland Metro is not. It is anticipated that funding for this will be identified from within the £1 billion that was allocated to our area in 2003 by the Secretary of State.
- 9.3. **Sub Regional Studies** – At the time we submitted the Provisional LTP it was anticipated that we would be well advanced with the Coventry/Solihull/Warwickshire (CSW) and Black Country studies by now and have a clearer view of what a City Region Development Plan (CRDP) would look like. However progress has not been as swift as initially anticipated and the LTP2 now reflects this.
- 9.4. **Accessibility Planning** – This work has advanced considerably. Two new targets in respect of access to job interviews and to hospitals are now included, as well as a full statement outlining our ongoing approach to accessibility planning and proposed future actions.
- 9.5. **Strategic Environmental Assessment (SEA)**- An independent SEA has been undertaken. Overall, the conclusion was that the environmental impact of the LTP was positive. There were however some specific schemes of road building that impacted on open space and/or Green Belt that were identified as posing particular problems e.g. Brownhills By Pass and Longbridge Link Road. These are still retained in our programme. In order to obtain the necessary funding these schemes are subject to detailed analysis, including an environmental impact analysis. Schemes will only be approved if the benefits outweigh disbenefits and appropriate mitigation measures are included.
- 9.6. **Equalities Assessment (EA)**-An independent EA has been undertaken. This concluded that the LTP was “acceptable from the equality perspective” It has identified ways in which future ongoing engagement could be improved and highlighted how factors such as racism and anti – social behaviour impacts on the use of public transport.
- 9.7. **Consultation** – We have completed a further stage of consultation, with over 5000 responses. This again identifies improving public transport, particularly rail and highway maintenance as high priorities. There is evidence of growing support for Metro. The lowest level of support is still for new road building.
- 9.8. A number of detailed responses have been received, particularly from environmental and cycling groups. The main concerns raised by the environmental groups reflect those identified in the SEA. The cycling groups were concerned at the perceived low priority for cycling. Changes

to ensure the importance of cycling is acknowledged have been made. Some representations made by business, particularly fleet operators have sought a bigger priority for new road building to increase capacity. In the light of the broad thrust of consultation responses and the DfT guidance in respect of increasing road capacity we have not changed the balance of the programme from that included in the Provisional LTP.

Informal Feedback

- 9.9. We reported the informal feedback we received from the DfT to your meeting in November 2005 and a number of actions were agreed. These are now reflected in the LTP2. The most important being:
- A mechanism for relating the combined shape of the Integrated Transport Block to the delivery of LTP objectives and targets. -The Monitoring Group now has a responsibility for examining the over all balance of spending and to report to the Sub Committee if it feels any adjustments are needed.
 - Demonstration of Value for Money (VFM) – we have provided additional examples of how we seek to ensure VFM and also how we integrate revenue and capital expenditure.
 - A mechanism for monitoring progress in respect of delivering our targets. – Again the Monitoring Group now has responsibility for the regular monitoring of progress and recommending any remedial action needed.
- 9.10. The other matters identified in the report have been taken account of in the LTP2.

Settlement Letter

- 9.11. The settlement letter received in December had a different emphasis from the informal advice in some areas and identified a further area to address– the linkage of maintenance to other objectives.
- 9.12. **IT Block** -There was a clear message of concern about how we ensured our IT Block spending provided value for money, was targeted on achieving LTP targets and the extent to which it would contribute to targets.
- 9.13. We have responded by identifying positive examples of how we deal with these matters. However our approach, whereby each individual authority determines the make up of their IT Block spending means we need to convince DfT that we have an integrated and coordinated approach. This places a duty on all authorities to have in place mechanisms that demonstrate how this is achieved.
- 9.14. We need to recognise that there could well be a cost to our autonomous approach if we fail to convince the DfT that we have a robust framework in place that ensures IT Block spending is aligned with the LTP.
- 9.15. Member's views on how we should approach this issue are sought.

9.16. **Maintenance** – We have responded to the issue of Maintenance underpinning other activities by outlining the progress on the preparation of our Transport Asset Management Plans since the submission of the Provisional LTP. These involve a detailed consideration of all the transport infrastructure controlled by local authorities and how effective maintenance supports our various activities.

10. **CONCLUSION**

10.1. Developing the Provisional LTP2 into the final submission has been a considerable task, undertaken against an extremely challenging timescale. We believe we now have a clear policy framework and programme to move forward and tackle the transport problems of the area so that our transport network becomes a positive asset for regeneration and renewal.

10.2. Members are asked to commend the Plan to the Joint Committee for their approval.

11. **CONTACT**

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