	COUNCIL **4 JULY 2005**

PROVISIONAL LOCAL TRANSPORT PLAN (LTP2)

Summary of Report:

This report and appendices outline the key issues in respect of the new West Midlands Local Transport Plan (LTP), which is to be submitted to the Department for Transport (DfT) by 29 July 2005. The Local Transport Plan document is available to members in each Group Room and at: http://intranet

Background Papers:

1. Cabinet Report,11 May 2005, on 2005 West Midlands Local Transport Plan Submission (Appendix 1)
2. Report on the West Midlands Local Transport Plan to West Midlands Planning and Transportation Sub-Committee 15 April 2005
3. West Midlands Local Transport Plan 2005 (Draft)
4. Walsall Transport Strategy
5. Guidance on the Preparation of Local Transport Plans

Recommendation:

That Members approve the Local Transport Plan

Signed ………………………………….

Executive Director : Keith Stone

Date: ………………………………….

Contact Officer:

Martin Yardley
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REPORT

1.   INTRODUCTION

1.1.   We are submitting a new LTP in July this year. The final Guidance for this was only published in December 2004. This new Guidance, outlined in the 11 May 2005 Cabinet report (Appendix 1), introduced a two stage approach. A full, provisional document needs to be submitted in July, with a final document taking into account issues such as the output from detailed accessibility planning and proposed funding levels to be submitted by March 2006.

1.2.   Previously, it has been agreed that this LTP should essentially be a roll forward of the 2003 document, reflecting the WMAMMS response of the Secretary of State in which he committed up to £1 billion for Major Schemes subject to us putting in place a robust transport strategy. In parallel with the Guidance, Metropolitan Authority Leaders have engaged process with the DfT, led by Robert Devereux.

1.3.   The policy framework is outlined in the 11 May 2005 Cabinet report (Appendix 1) and included a Demand Management approach based on: *"Discussions with the DfT be initiated to determine ways in which innovative approaches to demand management, that reflect the particular circumstances of the West Midlands, can be advanced. These will pave the way for further work, utilizing funding available from the Transport innovation Fund, to determine the applicability of different approaches to the West Midlands"*. Since this statement was agreed, the Transport Secretary, Alistair Darling, has indicated that he wishes to examine the potential benefits of introducing a system of road pricing as a long term measure to tackle growing congestion. He has initiated a debate of such a proposal and indicated that pilot be undertaken, probably in a major conurbation or region. Concurrently Leaders have agreed a revised statement, which has been incorporated into the Executive Summary.

2.   LTP APPROVAL PROCESS

2.1.   Leaders considered a draft of the LTP at their meeting on 8 June 2005. Appendix 2 sets out subsequent changes, taking into consideration the agreed Demand management statement, the need to maximise compliance with the DfT's assessment framework, a revised Executive Summary and minor presentational changes. The Provisional Local Transport Plan is recommended for approval.

Timetable

2.2.   Each Council/PTA must approve the same document and so the version considered by the PTA, on 20 June 2005 will be the 'final' version. It has to be submitted to the Government by 29 July 2005. The following list sets out the programme of dates of each Authority's Council meeting at which the LTP2 must be approved if the submission deadline is to be met:

West Midlands PTA	20 June 2005
Coventry CC	21 June 2005
Walsall MBC	4 July 2005
Birmingham CC	5 July 2005
Wolverhampton CC	6 July 2005
Dudley MBC	18 July 2005
Solihull MBC	19 July 2005
Sandwell MBC	27 July 2005

Cabinet – 11 May 2005

2005 West Midlands Local Transport Plan Submission

Portfolio: Councillor M Longhi - Environment

Service Area: Built Environment

Wards: All

Forward Plan: Yes

Summary of Report

This report outlines the key issues in respect of the new West Midlands Local Transport Plan (LTP) and the process for agreeing how they should be addressed in the LTP. A new LTP is to be submitted in July this year. The final Guidance for this was only published in December 2004. This Guidance introduced a two stage approach. A full, provisional document needs to be submitted in July, with a final document taking into account issues such as the output from detailed accessibility planning, the Black Country Study and proposed funding levels to be submitted by March 2006. Cabinet is asked to note the proposals contained in the LTP and to recommend its approval to the Council.

Recommendations

(1) Note the proposals contained in the 2005 West Midlands Local Transport Plan for improvements to transport facilities and the management of traffic in Walsall and the West Midlands for the period from 2006 to 2011.

(2) Recommend to Council:

  (a) That Council approves the 2005 West Midlands Local Transport Plan.

  (b) That Council authorises the Leader of the Council to agree any late changes to the Plan in consultation with the Leaders of the other West Midlands Councils through the West Midlands Joint Committee.

Resource and Legal Considerations

The West Midlands Local Transport Plan is primarily required to support the case for capital funding from the Department for Transport to enable the implementation of improvements to the transport systems in the West Midlands.   When the initial LTP was adopted, it was approved by the Joint Committee on behalf of the West Midlands, however the incorporation of the Transport Act 2000 has bestowed statutory document status on the Plan which needs to be approved by each individual Council. Hence the LTP is defined as a 'key framework' document within the Constitution of each Authority and needs to be adopted by each full Council.

It is therefore not appropriate to delegate the approval process to the Joint Committee and the approval of all seven authorities and the Passenger Transport Authority must be individually sought. The West Midlands Planning and Transportation Sub-Committee considered the document at its meeting on 15 April and resolved to commend the report to Council.

The approval process is happening at different times over the period May to June 2005 to fit with procedures within each Council's overall timetable. It is however recognised that this is a very long lead in time to the submission of the report in July and circumstances may change and further technical and financial work is likely to be completed. In order to be able to accommodate such variations whilst maintaining the individual approvals of each Council, it is proposed that each Council should delegate the responsibility for late changes to details of the report to the Leader of the council.

Discussions in respect of our engagement with the Transport Innovation Fund are still ongoing and our position will need to be reflected in the draft provision LTP once this is finalised.

The 2005 WMLTP document is also available to Members in each Group Room and at: http://intranet/ltp/ltp.pdf

Citizen Impact

Investment in new transport facilities and the improvement of the existing network and the management of traffic has a bearing on the well being and satisfaction of all citizens in the Borough.

Community Safety

Improving the safety of the transport network and the security of people using the transport system are important considerations in the development and delivery of transport schemes and the forward capital programme.

Environmental Impact

Traffic impacts upon air quality and noise and vulnerable travellers such as pedestrians, cyclists and people with disabilities. These factors are considered in the development of transport strategy and programmes, in order to reduce adverse environmental impacts.

Performance and Risk Management Issues

The delivery of transport programmes and the contribution that these programmes make to achieving WMLTP objectives and delivering forecast outputs and outcomes is the subject of detailed monitoring and reporting. The West Midlands as a whole needs to improve in this area and processes are being put in place at the WM level and within the Council to ensure better development and management of LTP programmes. The future delivery of the WMLTP programme will be monitored carefully by the DfT and the level of future funding may be reduced if we do not perform better in this area.

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 LTP programme will assist in

improving facilities for all modes of transport including walking, and cycling and will assist in improving mobility for those without access to a car.

Consultation

The 2005 WMLTP has been the subject of consultation with partners and stakeholders. A major public consultation was undertaken in 2004 on the WMLTP itself while partners and stakeholders are consulted with respect to individual transport projects.

Vision 2008

The WMLTP programme will significantly assist delivery of Vision 2008, particularly with respect to helping people to get around and strengthening the local economy.

Background Papers

1. West Midlands Local Transport Plan 2005 (Draft)
2. Walsall Transport Strategy
3. Report on the WMLTP to West Midlands Planning and Transportation Sub-Committee 15 April 2005
4. Guidance on the Preparation of Local Transport Plans

Contact Officer

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Signed:

Executive Director: K Stone

Date: 29 April 2005

Signed:

Councillor T Ansell, on behalf of:
Portfolio Holder: Councillor M Longhi

Date: 3 May 2005

PROPOSED LOCAL TRANSPORT PLAN SUBMISSION

It had previously been agreed that this LTP should essentially be a roll forward of the 2003 document, reflecting the West Midlands Area Multi-Modal Study (WMAMMS) response of the Secretary of State in which he committed up to £1 billion for Major Schemes subject to us putting in place a robust transport strategy.

Following the engagement process with the Department for Transport (DfT), led by Robert Devereux (Director General of Roads, Regional and Local Transport Group at the DfT), the Metropolitan Authority leaders agreed a high level policy framework of:

- **"Headline" outcomes of:**
  - ❏ No increase in congestion
  - ❏ An efficient road network
  - ❏ Encouraging extra trips by public transport and walking/cycling.

- **A bus strategy based on:**
  - ❏ Driving up quality
  - ❏ Improving reliability & journey times particularly through Red Routes and UTC (Urban Traffic Control)
  - ❏ Improving information by building on Mattisse
  - ❏ Ensuring the efficient use of bus lanes: High Occupancy Vehicles (HOV) trials etc
  - ❏ Enhanced area wide initiatives

- **A Demand Management approach based on:** "*Discussions with the DfT be initiated to determine ways in which innovative approaches to demand management, that reflect the particular circumstances of the West Midlands, can be advanced. These will pave the way for further work, utilizing funding available from the Transport Innovation Fund, to determine the applicability of different approaches to the West Midlands*".

- **That work should continue on all proposed major schemes (including reserve schemes).**

- **That the approach of top-slicing the LTP to support promotion and more efficient use of the network continues.**

The new LTP Guidance has introduced a number of changes to the way LTPs are prepared and assessed. The 2005 WMLTP submission needs to properly respond to this guidance or we may be penalised in terms of the eventual share out of national resources. The key aspects of the guidance are as follows:

Funding – The LTP is no longer a bidding document. The programme has to be prepared in line with the spending guidelines set out by DfT. Currently we have provisional guidance for the levels of Integrated Transport Block (IT Block). This will be firmed up in time for the March 2006 submission. In future, both IT Block and Maintenance figures will be derived formulaically. For Major Schemes we need to work within the £1billion constraint (no other authorities have this Major Scheme funding level indication).

Focus - The LTP has to focus on delivery of the Transport Shared Priority (TSP) and the four themes of congestion, accessibility, air quality and road safety. Our additional objective of supporting regeneration is not covered by the TSP.

Evidence - Evidence to support assertions, policy approaches, etc., must be provided.

"Corporateness/Compatability" – The need to demonstrate that the LTP is a corporate document and is compatible with and supportive of other key strategies within authorities and at local, sub regional, regional and national levels is strongly emphasised.

Targets – A large number of mandatory target areas are established and in order to obtain a good assessment we need to set " stretching" targets and at the minimum satisfactory levels of achievement. Targets cannot take account of the contribution of proposed future Major Schemes but must be related to delivery of approved major schemes and programmes in the IT Block*.*

Assessment – Three key criteria will be assessed in 2005 and 2006, as follows;-

- Quality of planning   (on the provisional LTP, July 2005)
- Impact of LTP Targets (on the final LTP, March 2006)
- Deliverability (on the LTP / APR (Annual Progress Report), July 2006)

DfT currently anticipate that 50% of the marks will be given to the Quality of Planning. This will be assessed against 35 sub-criteria within six groups and a relative score under each will be given. If two or more sub-criteria are marked as "poor", the group will be marked "poor" and if more than one group is marked "poor", the whole LTP will be given a "poor" score.

The remaining 50% will be assessed on the basis of the final LTP (targets, 30%) and the 2006 APR (deliverability, 20%), taking account of actual delivery during the first LTP period.

Accessibility Planning – This is a new area of work that has to be completed for the March 2006 submission following a much delayed release of the recommended software.

The level of detail required to satisfy the guidance is immense and detracts from the ability to produce a concise, readable document that we would all wish to have. In the light of this, Cabinet is invited to focus on the key ingredients of the LTP – Strategy, Programme and Targets, which are discussed below.

The Strategy – it is essential that Members are comfortable with the way the Strategy is expressed and the demonstration of how we can achieve our headline aim of no increase in congestion. A full copy of the Strategy is set out in Appendix 1. The Strategy has three principal elements:

     (a)   To make the best use of the existing transport network.
     (b)   To enhance the quality of the public transport offer.
     (c)   To target investment in infrastructure to support regeneration.

The above elements will be achieved by a more focused emphasis on:

- Creating an efficient road network using new technology and better enforcement that will increase capacity of the network for all modes.

- Accommodating the forecast 83 million extra trips per annum in the area due to increase in housing and jobs. This is a 4.6% increase in the number of trips during the period 2006 -11 and will be achieved through better public transport services, cycling and walking as well as through increased network efficiency. Emerging results from three sub-regional studies and detailed modelling, however, indicate that these forecasts are likely to be exceeded.

Within each of these elements there are a number of supporting strategies that complement each other to set the context for project and programme development and scheme delivery. The strategy is consistent with the Walsall Transport Strategy approved by Cabinet in 2003.

The Programme – the Major Scheme programme still has to be prioritised. Within Walsall, the Major Scheme programme includes Walsall Town Centre Transport Package and Darlaston Strategic Development Access Project which have already been provisionally accepted by the DfT. The programme also includes three other major projects:

- Brownhills Transport Package
- Bradford Place bus station (promoted in association with Centro)
- M6 Junction 10 Improvement (promoted in association with the Highways Agency)

Also included is development of Metro Phase 2 (including the 5Ws route) and further Red Route phases that will include routes in Walsall. These projects (with the exception of the M6 J10 improvement) were all included in the Walsall Transport Strategy approved by Cabinet in 2003.

The Targets – In setting targets, judgements have been made as to how "stretching" we should be. If we set stretching targets we score better. However if, in future years we fail to achieve them we will potentially be marked down in our Annual Progress Reports. The targets will need to be delivered through the htegrated Transport Block, Maintenance and existing approved Major Schemes programmes. Examples of proposed targets are:

- No more than a 7% increase in road traffic mileage between 2004 and 2010
- No increase in average vehicle delay in the morning peak from 2003 until 2010
- Increase bus use from the 2003/04 base of 325 million trips per year to 355 million by 2010/11
- Achieve levels of bus satisfaction of more than 60% by 2009/10
- 1% increase in the cycling index between 2003/04 and 2010/11
- 83% of bus services operating between "1 minute early and 5 minutes late" by 2010/11
- help to generate economic activity by increasing the accessibility of the nine LTP centres as a whole by 4% between 2004/05 and 2010/11

CHANGES to PROVISIONAL LTP2

(compared with version circulated to Leaders for their 8 June 2005 meeting)

Changes have been made for the following reasons:-

(a) To align text with Bus Strategy 2005 - 2011

(b) To respond to the Strategic Programme Director's audit of the document against DfT assessment criteria

(c) To incorporate the Leaders' agreed statement on Demand Management

(d) To incorporate the High Level Transport Vision

(e) To respond to suggestions arising from individual authorities' scrutiny process.

(f) To up-date information and eliminate unnecessary headings, text, etc., mostly to avoid repetition and / or make the document easier to read.

The changes are set out as they appear in the document, with a letter against each change indicating the reason.

Paragraph	New or Revised Text	Reason
Executive Summary	Substantial re-written by Fishburn Hedges to include the "Bigger Picture", update and to eliminate repetition.	(d) (f) and (b)
	Leaders statement on Demand Management incorporated and woven into the main body of the document with new paragraphs following - 5.5.10; 6.3.6; 6.4.3; 7.6.2; 8.1.30(split); and the entire statement added to the Congestion Strategy Annex.	(c)

After 3.4.20	New heading and paragraph, as follows:-	(b)
	Influencing Regional Strategies	
	In the West Midlands we have an up to date RSS and RES and see one of the LTP's key roles as underpinning their implementation. The West Midlands Regional Assembly is currently subjecting the RSS to a number of focused partial revisions and this lends the opportunity for them to be informed by our LTP2. For example:	
	• The Black Country Study, which is currently underway, is looking at options for reorganising land use patterns that can be better served by public transport and encourage cycling and walking.	
	• Regional parking standards are due to be addressed shortly and, through our LTP2, we will seek to ensure that they support our demand management measures.	
	• We will continue to work with regional partners to identify Strategic Park and Ride sites that support both RSS and our LTP2 strategy.	

Section 3.5 Heading "Common Policy Themes" changed to:- Quality of Life Issues	(f)

3.5.2	Shortened paragraph, as follows:-	(b)
	We have, however, taken the opportunity to state clearly and categorically how we are addressing such quality of life issues with appropriate evidence.	

After 3.5.2	Three new paragraphs, as follows:-	(b)
	In developing our strategy, we have been mindful of the need to fully consider environmental implications. Much of this is being considered through the SEA and the Environmental Report which accompanies this provisional LTP. A statement explaining how the findings of this have been taken into account will accompany the final LTP submission.	
	We have, however, taken full account of environmental issues at this provisional stage to ensure our plan making is of the highest quality. The starting point for this was the voluntary SEA of our 2003 LTP which concluded that	
	'In general the LTP performs well in relation to environmental issues since much of the plan is devoted to improving public transport in the West Midlands and providing an alternative to car use.'	
	As the 2003 LTP was the starting point for preparing this one, we are confident that our broad approach is sound. Further evidence as to the environmental credentials of our strategy is outlined below in our schedule of Major Schemes and, particularly, in our Air Quality Strategy.	

After 3.5.24	Text placed in Evidence Box, as follows:-	(f)
	An audit of Community Strategies within our Area has been undertaken as part of LTP2 preparation. Access to jobs, health and education facilities are common themes across the board.	

After 3.5.34	Heading (Land Use) and paragraphs 3.5.35 -.5.37 deleted; repetition.	(f)

After 5.1.2	New paragraph, as follows:-	(b)
	In identifying current and emerging problems, we have drawn on analysis from WMAMMS, CANS, our emerging SEA and other studies.	

6.2.11	Additional text, paragraph now as follows:-	(b)
	We have established links between databases, models and other technical areas to enable future problems to be identified and addressed. An example is the joint working between Environmental Health Officers on quantifying and mapping noise and air pollution levels. The West Midlands is actively looking to link the PRISM and Air Viro models to be able to produce more accurate air quality forecasts in the future. Further modelling work is currently underway using Air Viro to explore the predicted levels of NO_2 in 2011 in a 'do nothing' scenario. In due course this will help us to refine our existing air quality target: **Reduce the average level of NO_2 by 1% between 2004/5 and 2010/11 in the areas where NO_2 exceeds the national objective**	

| 6.4.19 | Revised, as follows:- | (a) |

The Bus Strategy is an important element in reducing congestion and is a complementary document to the main LTP. It has three over-arching objectives, one of which is directly focused on alleviating congestion:

'To encourage transfer of car use to public transport in the Metropolitan Area at busy times to reduce congestion and at other times to maintain public transport's universality and commercial viability'.

| 6.4.20 | Revised, as follows:- | (a) |

This objective is supported by a number of Service Delivery policies. The four most relevant to our Local Transport Plan are:

- **1. Network Operation:** To encourage the provision of efficient, integrated and stable bus services in the West Midlands which meet bus user expectations and supports the economic vitality of the area

- **5. School Transport and Education:** To encourage the use of mainstream services and to reduce the number of children being taken to school by car

- **6. Cross Boundary Services:** To ensure comprehensive bus links with key destinations outside the West Midlands

- **7. Quality Partnerships, Networks and Contracts:** To secure tangible improvement in bus services provision through effective partnership working, including statutory agreements with quality contracts also being considered if this is the only practicable way of delivering the Bus Strategy.

| 6.10.2 | Revised, as follows:- | (b) |

The separate Bus Strategy reflects the dominance of bus travel for public transport users and the significant contribution that local bus services make to delivering LTP objectives. All recent consultation exercises, including those undertaken for this LTP, have identified a desire for better public transport.

| After 7.5.3 | New Evidence Box, as follows:- | (b) |

The analysis underpinning our LTP2 has informed by consideration of a full range of people, communities, etc. Examples include:

- Our public consultation process revealed considerably more support for investment in public transport rather than new roads (see table 6.2)

- Focus Groups, that complemented the above process, led to similar conclusions.

- Our personal security target has been drawn up in liaison with Crime and Disorder Reduction Partnerships throughout the Metropolitan Area.

| 7.6.3 – 7.6.5 | Minor changes to paragraphs to include up-to-date statistics and trends. | (f) |

| After 7.6.5 | New Evidence Box, as follows:- | (b) |

In the West Midlands, we implement planning and transport policies in an integrated and complementary manner. Examples include:

- Average new build housing densities in the Metropolitan Area have increased from 41 to 54 dwellings per hectare between 1987 and 2004. Higher densities help improve the viability of public transport.

- 2002 and 2004 saw the highest proportion of new retail development (87% and 91% respectively) within or on the edge of town and city centres since we began monitoring in 1987. Current commitments illustrate that this trend is continuing with 89% of future developments planned for within or on the edge of town and city centres. This makes facilities easier to serve by public transport and increases accessibility to a wider range of people.

| After 7.6.8 | New paragraph, as follows:- | (b) |

The above demonstrates how this LTP2 is consistent with, and how the previous LTPs have influenced, other decisions of the Metropolitan Authorities. Existing and proposed transport infrastructure and the consequences of travel needs are a strong influence on a variety of the Authorities' decisions relating to housing, planning, economic development, education and social services.

| After 7.7.9 | New paragraph and Evidence Box, as follows:- | (b) |

Enhanced value for money is achieved from LTP funds by supplementing them with funds secured from non-LTP sources.

Examples of additional funds from non-LTP sources:

- A very significant example is the £35 million contribution to the Wednesbury – Brierley Hill Midland Metro Extension from Westfield, the new owners of the Merry Hill shopping centre.

- A £6 million grant from DfT has been secured for the Birmingham Inner City Road Safety Demonstration Project. The grant covers the five year period from April 2003 to March 2008.

- The Bus Real Time Passenger Information project. From its inception it has been delivered and funded as a partnership. The project is a good example of delivering significant public and private investment. In partnership with Centro and MATTISSE, bus operator Travel West Midlands has, so far, invested in excess of £1 million in a project costing more than £4 million.

- Bus shelter company Adshel have agreed to contribute £60-70 million over 10 years to Centro towards the Bus Strategy.

| 7.8.1 | Existing paragraph replaced with two paragraphs, as follows:- | (b) |

This section focuses on how we achieve VFM through implementation. Major schemes are considered individually through a series of sieving assessments of options to ensure they provide the most effective contribution to the LTP objectives before being submitted to the DfT for funding through the Annex E process. It would be impractical for us to provide the same level of detailed VFM assessments for each specific

policy or scheme in the other very large programmes proposed. We need to be flexible in applying the programmes across our Area and through the LTP2 period. We need to take account of local circumstances, public consultation, opportunities to work with other agencies/projects, changing circumstances, etc.

VFM is therefore assessed and schemes modified as the programmes are developed. To inform this process we share our experience from implementing our capital and revenue schemes, including demonstration and trial projects, across the Metropolitan Area. Monitoring VFM is at the core of all our activities and it provides opportunities to adopt best practice, tailored to local circumstances. We give some examples below to illustrate how we obtain VFM in a number of different areas of work – Road Safety schemes, Bus Showcase and Red Routes.

7.8.8   Additional text, paragraph now as follows:-   (b)

We have shared these lessons through workshops on Red Route implementation, through the maintenance of a website of 'before and after' studies of safety schemes and through the Bus Showcase Handbook. The Handbook features on the 'Bus Priority' website (www.buspriority.org.uk) as a result of our involvement in one of the DfT Bus Forum's Task & Finish Groups.

7.9.1   Heading (c) deleted because inadequate information available   (f)

7.9.14   "Late Info" inserted into paragraph as follows:-   (b)

We recognise that revenue expenditure on highways has an important role in achieving the regeneration of our Area. It is needed not only to maintain the physical condition of the highways and associated structures but also to ensure they function efficiently and contribute to the quality of the environment.. Our revenue expenditure on highways in 2003-04 amounted to almost £90 million. Almost three quarters of this was on the maintenance of roads and footpaths, bridge structures, traffic management and street lighting (including energy costs). It also covered a wide range of activities including school crossing patrols and winter maintenance.

7.9.15   Heading and paragraph deleted because inadequate information   (f)
available

After 8.1.41 New paragraph as follows:-

These measures will provide value-for-money ways of providing attractive and viable alternatives to the car, whether for whole trips or Park & Ride journeys. They will support the Strategy in making best use of the existing transport network.

After 8.4.6 Five new paragraphs, as follows:-   (b)

Air Quality Action Plans are in the process of being developed in AQMAs across the Metropolitan Area. For example, Wolverhampton

City Council has taken the decision to designate the whole of Wolverhampton an AQMA. This decision embraces the provisional air quality objectives and requires a single Action Plan incorporating all wards. The Council has set up a Cross-Service Officer Group to oversee the preparation of the Air Quality Action Plan. It is the intention of the City Council to consider a complex suite of proposed actions with the aim of improving air quality, including measures to reduce vehicle emissions, improve public transport, reduce traffic volumes and promote changes to travel modes and demand.

Dudley MBC published its Air Quality Action Plan for Brierley Hill in October 2004 following declaration of the AQMA in March 2003. The AQMA was declared for annual mean concentrations of NO_2, mostly from road traffic. NO_2 concentrations in certain parts of this AQMA are likely to remain above the 2005 annual mean national objective unless action is taken. The Sustainable Access Network is the longer-term response to address the problem. Its primary function will be to reduce traffic congestion in the High Street and roads connecting Brierley Hill to the nearby Merry Hill shopping complex and Waterfront commercial development. This will provide a reduction in traffic generated NO_2 thereby improving air quality within the AQMA.

Final approval to make the Order for the Sedgley AQMA was granted by the Dudley MBC Executive Committee on 9th February 2005. The Air Quality Action Plan will propose a combination of remedial measures including improvements to local traffic management and control, information and awareness initiatives, promotion of alternatives to the car and improvements to local public transport services.

Coventry City Council has declared three AQMAs due to the predicted exceedence of the 2005 target for the NO_2 annual mean. Action Plans for all three are currently being developed. Monitoring has shown that NO_2 annual mean levels in Burges in the city centre (AQMA1) are 72 microgrammes per cubic metre, 81% above the target annual mean. The major source is cars, HGVs and stationary buses often with engines running. The Coventry Rapid Transit major scheme can be expected to help address the latter issue.

Sandwell MBC have just received clearance from DEFRA to extend the period for developing an Action Plan by twelve months as the whole of the borough is about to be declared an AQMA. It is therefore not proposed to create action plans for the six existing small AQMAs.

8.5.1 Revised paragraph to read:-   (b)

We have an excellent recent record in road safety, both in terms of our rate of casualty reduction and rate of accidents compared with the other metropolitan areas. Our designation as a Centre of Excellence, focusing on road safety, reflects this. Casualty figures are shown below.

year	All Casualties		Child Casualties		Pedestrians	Cyclists	P2W
	KSI	Slight	KSI	Slight	All casualties	All casualties	All casualties
2000	1593	12733	285	1987	2592	847	764
2004	1149	10665	198	1386	1967	554	749

After 8.5.1   Evidence box deleted (replaced by above table).   (b)

8.5.2	New text at beginning of paragraph, as follows:-	(b)

A continuation of the currently very successful programme of Local Safety Schemes will ensure these trends are maintained. However it must be acknowledged that, due to the random nature of incidents, the trends will "flatten" in due course. Our road safety strategy is set out in detail in the Annexe. We will continue our successful programme of education, training and engineering measures. We gather data that enables us to identify local problems and to plan our response to Government initiatives.

Before 9.4.1	New paragraph, as follows:-	*(b)*

Maintenance has much to contribute towards wider transport and community objectives, particularly on sustainability, accident and crime reduction, and local accessibility. It was also rated as a high priority in public consultation during 2004. We will need to take care that in making such contributions, the priority of the 2010 backlog targets is not displaced. We will strive to minimise disruption whilst essential works are carried out, to ensure effective use of our network is maintained to the highest practicable standard.

9.4.23	Paragraph moved to beginning of before 9.4.1 (see above)	*(b)*

9.4.26	Additional words – "that are key to achieving objectives and targets of the Plan" in paragraph, to read as follows:	(b)

We have made good progress in strengthening and maintaining bridges on the Primary Route Network (PRN). It has been impossible to achieve the programmes for structures outside the PRN, due to limited funding in the LTP settlement. Many bridges in our Area have sub-standard load-bearing capacity. Many are on links that are key to achieving objectives and targets of the Plan (to industrial and commercial sites, or on bus routes), where weight restrictions are the least acceptable option. We often have to use resources for reactive maintenance, when costlier refurbishment would be more effective and better value for money. Asset Management Plans need pro-active maintenance regimes to address the situation

After 9.5.4	New paragraph to read:-	(b)

We have also summarised some of the key environmental implications of our Major Schemes in terms of noise, landtake and landscape as well as air quality. These issues are covered in more depth in our accompanying Environmental Report. Environmental issues are considered in greater detail through the NATA process as Schemes are developed and, in many instances, they are also subjected to a full scheme level Environmental Impact Assessment.

After 9.7.3	Selective additions to some Major Scheme tabulated paragraphs in line with need to identify better environmental issues – in line with new paragraph after 9.7.??	(b)

Section 10.2	Heading "Targets and Indicators" changed to:- Targets Background	(f)
Section 10.3	Heading "Achieving Targets" deleted and paragraphs 10.3.1 and 10.3.2 absorbed into section 10.2 as paragraphs 10.2.6 and 10.2.7	(f)
Section 10.4	This section - Transport Asset Management Plans - becomes section 10.3 and paragraphs re-numbered accordingly	(f)
Section 10.5	This section – Targets for Key Outcome Indicators - becomes section 10.4 and paragraphs re-numbered accordingly	(f)

After (old) 10.3.2	New paragraphs (10.2.8 onwards), as follows:-	(b)
	Economic Targets	

Those relevant for the Metropolitan Area are contained in the West Midlands Regional Spatial Strategy. They focus on increasing the amount of development within Major Urban Areas, Regeneration Zones and High Technology Corridors, but are not quantified. A further target looks at linking at least one Regional Investment Site to each Regeneration Zone and High Technology Corridor.

A number of our LTP targets contribute towards the achievement of these economic targets by increasing accessibility to enable successful new development. The most pertinent of these are:

- Improve accessibility to the four key service areas by public transport by X% between 2004/5 and 2010/11 (employment is one of the four key service areas);

- Help to generate economic activity by increasing the accessibility of the nine LTP centres as a whole by 4% between 2004/5 and 2010/11, and;

- Increase the morning peak proportion of trips by public transport into the nine LTP centres as a whole to 33.8% by 2009/10 from the 2005/6 forecast baseline of 32.73%

Housing Targets

Similarly housing targets for the Metropolitan Area are in the Regional Spatial Strategy. They include:

- 74% – 100% of new housing development on "brownfield" land;

- 6000 – 6500 affordable dwellings each year across the region between 2001 and 2011, and;

- Annual Average Rates of Housing Provision varying between 2300 in Birmingham and 400 in Solihull (to 2007) and 3000 in Birmingham and 400 in Solihull (2007 – 2011).

Again the LTP targets facilitate the achievement of these housing targets by aiming to improve accessibility for local residents, so making housing developments more attractive to people who may consider moving outside the area.

Social Inclusion Targets

The Regional Social Inclusion Partnership is currently in the process of developing a Social Inclusion Work Plan, which will contain agreed targets. Local Community Plans for each of the City or Metropolitan Borough Councils contain policy statements about social inclusion and

accessibility. A number are currently being updated and will incorporate targets in due course. As such the LTP targets on accessibility support local policies rather than link to existing targets. The most relevant of these LTP targets are:

- Improve accessibility to the four key service areas by public transport by X% between 2004/5 and 2010/11

- Improve actual and perceived personal safety while travelling on public transport by 10% between 2005/6 and 2010/11

- Increase bus use from the 2003/4 base of 325 million trips per year to 355 million by 2010/11

Also after (old) 10.3.2	New paragraphs (at end of this section), as follows:-	(b)
	The technical and consultation processes employed in developing all the targets will be continued throughout the life of the LTP2 to ensure, where necessary, targets can be updated to remain challenging but realistic. The internal officer working groups focusing on the LTP will consider, at least on an annual basis, the need to revise targets based on information contained in the forthcoming APRs. It is envisaged that increasing use will be made of the PRISM model to forecast what alterations to targets may be necessary during the LTP2 period.	

10.4.2	Text in (old) paragraph 10.4.24 moved to second half of paragraph 10.2.2 and 10.2.2 text amended, as follows:-	(b)
	There are two strands to the development of the TAMP. The first strand will be a Highway Asset Management Plan (HAMP), developed by the District Maintenance Engineers Group (DMEG). The group has a long history of joint working. The second strand, bveing prepared in parallel by Centro, is an Asset Management Plan for public transport assets such as bus stations, Park & Ride facilities and bus shelters. The Authorities will consider other transport assets such as multi-storey car parks before producing a final Transport Asset Management Plan.	

10.4.24	Deleted, text moved to paragraph 10.2.2	(b)

Annexe E, E.2	Additional words – "inclusive of cyclists and pedestrians " in paragraph, to read as follows:	(b)
	The Traffic Management Act, 2004 (TMA) places new network management duties on local highway authorities. The main duty is to secure the expeditious movement of traffic, inclusive of cyclists and pedestrians, on the authority's road network and on road networks for which another authority is the traffic authority. The TMA requires each highway authority to appoint a Traffic Manager who is responsible for meeting this duty. The introduction of the TMA illustrates the need for action at local authority level.	