

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

Martin Yardley
Acting Assistant Director for the Built Environment
Ext: 2498
e-mail: yardleym@walsall.gov.uk

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 Matisse
 - 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 £1 billion 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 Integrated 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

9 The Strategy

9.1 The Longer-Term Strategy

9.1.1 The Transportation Strategy for the Metropolitan Area provides a coherent framework for the achievement of each Authority's vision for its area. The Strategy supports the delivery of the housing, economic regeneration, health and environmental objectives of the local authorities and other agencies that have an impact on life in the West Midlands.

9.1.2 The Authorities recognise that, without a sound Transportation Strategy, the implementation of other strategies will suffer with a consequential impact on how the West Midlands functions. The adoption of the Strategy across the Metropolitan Area enables a greater focus on the strategic objectives, providing greater impact and effectiveness than uncoordinated programmes of individual schemes.

9.1.3 Development of the Strategy has been informed by experience of previous work and, in particular, the experience of devising and implementing two previous LTPs. Our aim is to ensure this LTP builds on past and current successes and avoid repeating mistakes or missing opportunities.

9.1.4 The key focus is on supporting the sustainable regeneration of the Metropolitan Area. This will be achieved by creating the opportunities and quality of environment that will support the Regional Spatial Strategy's aim of reversing the trend of population dispersal from urban areas into the surrounding shires. The Transportation Strategy will support the new land use patterns in the context of aiming to:

- halt the rise of congestion within the Metropolitan Area;
- deliver good accessibility to jobs, education, services and facilities for all residents;
- improve road safety, especially for the most vulnerable and
- produce better air quality for everyone.

9.1.5 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.

9.1.6 The above elements will be achieved by a more focused emphasis on the following issues:

- Creating an efficient road network with higher level, more intensive management using new technology that will create more capacity from the network to benefit all modes of transport.
- Accommodating the forecast extra trips either on better public transport services or with more walking and cycling, which together with better network efficiency will ensure congestion will not worsen, despite the higher levels of activity.

9.1.7 The overall Transportation Strategy is under-pinned by a series of modal strategies, including the Bus Strategy, and individual District strategies. These are set out as Appendices to the main LTP document.

(a) Making the Best Use of the Existing Transport Network

9.1.8 This is the starting point for the Strategy. The proposals will help cut congestion, help reduce air pollution, improve accessibility and support our road safety programme. This aspect of the Strategy contains six major elements:

- **Smarter Choices;**
- **Red Routes;**
- **Urban Traffic Management & Control Improvements;**
- **Park & Ride;**
- **Enhancing Transport Information and**
- **Managing the Network Assets.**

9.1.9 Smarter Choices - This means people must know about the options available and increasingly choose the means of travel for

their journey that has the minimum congestion and environmental impacts. This is potentially the best value-for-money way of managing demand. Achieving relatively small changes in modal split in favour of public transport, walking and cycling can significantly improve the efficiency of the network. An ongoing programme of awareness raising and promotion of sustainable travel modes is underway, with a target of achieving a 5% modal shift from car to non-car journeys overall. This will support the well established and successful TravelWise related initiatives promoted by individual authorities. Professional communicators are being used to ensure that the approach is well coordinated and presents a common message. They will make people aware of what new proposals are being implemented and how they can take advantage of them. This is an essential way of ensuring the maximum return on capital invested in infrastructure improvements.

9.1.10 The needs of people with mobility difficulties is a particular issue as there are often limited choices available to them. The work on accessibility planning is focused on groups who suffer from social exclusion as a result of accessibility problems and will address the particular needs of people with mobility problems.

9.1.11 Another aspect of 'Smarter Choices' is increasing car occupancy. Car sharing will improve network efficiency. Measures to encourage this will be examined, for example - by experimenting with High Occupancy Vehicle (HOV) lanes. However, if HOV lanes encouraged increased car occupancy at the expense of public transport patronage and service provision, this could be detrimental to accessibility objectives in the longer term.

9.1.12 Alliances will continue with other bodies with common interests, for example - Regeneration Companies and Health Agencies to maximise the potential of "Smarter Choices". The ongoing development of the 'Help2Travel' (MATTISSE) information system, which delivers real time information in respect of road, rail and some bus services, will help more people make "Smarter Choices".

9.1.13 Red Routes are an approach intended to achieve better highway efficiency and local environmental improvement. Their use has been widespread in London, but limited

elsewhere. A Red Route is essentially an Urban Clearway, with a 'no stopping' regime of traffic management combined with local enhancements to improve safety and the street scene / environment. The pilot Red Route on the A34 through Solihull has delivered improvements to highway efficiency, safety and the local environment. Further pilot schemes are being developed. Following the success in Solihull, it is intended to bring these improvements to all major roads by creating a network of Red Routes.

9.1.14 Urban Traffic Management and Control Improvements, using traffic signals and other systems, is critical to overall network efficiency. Junctions are the major source of all delays and pollution associated with these delays is a major contributor to poor air quality. Small improvements in efficiency will bring noticeable benefits. It is proposed to improve network performance by:

- upgrading hardware and software;
- improving management capability and
- establishing clear performance criteria.

9.1.15 Major Scheme funding to support this work is being sought as part of the £1 billion pledged, as part of the Government's response to the West Midlands Multi Modal Study (WMAMMS). Additionally, new innovative approaches to demand management will be sought. This work, undertaken in partnership with the DfT and HA will focus on identifying solutions that are appropriate for resolving the problems of our Area and compatible with any measures introduced for the national highway network

9.1.16 The role of the Metropolitan Authorities' new Traffic Management Managers is vital to this aspect of the Strategy. Their day-to-day management of our local highway networks will aim to enable the expeditious movement of all highway users - including pedestrians. This work will make an important contribution to the delivery of our objectives and targets, especially those related to congestion. Our approach to this is set out in Annexe ??.

9.1.17 Park & Ride is a way of enabling and encouraging car users to switch to public transport for the final part of their journey into congested inner urban areas and is, therefore, a further dimension of making better use of

the network. Park & Ride is important both for longer journeys within and other journeys into our Area from the surrounding shire areas. Park & Ride sites will be developed either by expanding existing sites in the Metropolitan Area or by developing new facilities. The latter will sometimes involve partnership working with adjoining authorities. Ongoing improvements to local sites will continue to meet local demand.

9.1.18 Enhancing Transport Information ensures that travellers are aware of the options available to them. Offering up-to-date information about travel conditions will help ensure that the network is used more efficiently. The development of the one stop "Help2Travel" (MATTISSE) web-based system, that already has real-time road and rail information and will have real-time bus travel information, is a key factor. Further development to deliver travel information in new ways, for example - by mobile phone, is underway. Having a trustworthy real-time information resource will give people greater confidence when making 'Smarter Choices' for their journeys.

9.1.19 Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future users. Well maintained local transport assets are essential to the delivery of better transport outcomes including encouraging walking and cycling as well in promoting the quality, comfort and positive experience of journeys by bus. The approach embraces all aspects of the public highway network including road pavements, footways, structures, cycleways, etc together with any non-highway assets owned by the Authorities e.g. car-parking infrastructure.

9.1.20 Two key principles are identified as being essential in preparing and delivering an LTP that embraces value for money and asset management.

- That maintenance work must be carried out in good time in order that total costs are not allowed to escalate by allowing assets to deteriorate to the extent that routine maintenance is no longer possible.

- That the whole life costs of new infrastructure are considered carefully before including schemes where outcomes could be achieved more economically in the longer term by alternative solutions. These could include road safety / road space reallocation (for instance) as well as to medium or long-term maintenance options.

(b) Enhancing the Quality of the Public Transport Offer

9.1.21 Public transport needs to play a major role in providing for the extra trips associated with increased activity if our ultimate target of no increase in congestion is to be achieved and problems relating to air quality, safety and accessibility are not to be made worse. This is particularly important against a background of rising car ownership and use.

9.1.22 There are two aspects to this;- improving customer service and improving the operating environment.

9.1.23 Improving customer service requires partnership working with the public transport operators as many customer issues are outside the control of the Authorities. These include cleanliness, customer care, enforcement of non-smoking regulations, levels of security and, generally, improving the image and attractiveness of public transport. We can share, with the operators, the provision of quality travel information. We have a long history of successful partnership working and we will continue to explore what contribution can be made to assist operators in achieving higher quality standards.

9.1.24 Improving the operating environment is mostly about improving conditions for bus travel, particularly with regard to reliability, punctuality and journey speeds. Buses are the main public transport mode in our Area and enhancing bus operations is at the heart of the Strategy. Significant investment in improving bus infrastructure has been made in recent years with a variety of tools being used, for example - bus gates, traffic management exemptions, bus lanes and new bus stations. This work will continue together with the complementary work being undertaken to enhance network efficiency.

9.1.25 The expansion of Quality Bus Networks, introduction of Bus Rapid Transit and service specific improvements to bring them to Showcase standard will be the main areas of activity. Our aim is to help operators provide services that people will choose to use.

9.1.26 Light rail has the capability of introducing a step change to the quality, reliability and attractiveness of public transport in key corridors. Future expansion is a critical element of our overall approach and will be carefully phased to build a cohesive network. This will reflect both deliverability and policy priority and be responsive to changing requirements. Light rail schemes have a proven track record of attracting former motorists, thereby helping reduce congestion and improve accessibility, air quality and road safety for everyone.

9.1.27 The heavy rail network is an increasingly important element of the public transport offer, a fact that has been recognised in the Strategic Rail Authority's (SRA's) Route Utilisation Strategy (RUS). It has confirmed that patronage has been rising and is projected to continue to rise. This has led to problems of overcrowding both on trains and at stations. The RUS recommends a number of options for increasing capacity and Centro will work with the SRA to seek ways of delivering these options. Proposals to enhance Birmingham New Street, Coventry and Wolverhampton Stations are part of the Major Scheme programme. The provision of more and better quality Park & Ride facilities at stations is another important part of the Strategy. In some instances we will be looking to adjoining Authorities to provide facilities, such as the proposed Worcester Parkway and the Colehill Interchange that is currently under construction.

9.1.28 The ending of the Central Trains franchise, together with the changing responsibilities of PTEs in respect of local rail operations and the re-organisation of national rail responsibilities bring some uncertainty at present. However, the Authorities will be looking to work constructively within the new arrangements to enhance rail capacity within and into the Metropolitan Area and to ensure that quality and reliability are at the forefront of future developments.

Together these measures will provide value-for-money solutions to providing attractive and viable means of travel instead of the car for many trips, including whole journeys and Park & Ride journeys. In turn, this will support those aspects of the Strategy that aim to make the best use of the existing transport network.

(c) Targeting Investment in Infrastructure to support Regeneration

9.1.29 The ongoing regeneration and renewal of the Metropolitan Area requires supporting investment in the transport infrastructure. The LTP supports schemes arising from a range of initiatives, including Housing Renewal Areas, Regeneration Zones and High Technology Corridors.

9.1.30 The provisionally approved Darlaston Strategic Development Access Major Scheme (Walsall) is an example of how the LTP supports the locally and regionally important objective of opening up brownfield development land for future employment use. The Wobaston Road and Chester Road Major Schemes supporting AWM and private sector investment are other examples of proposals to support industry and employment. The proposed Quality Bus Network in east Birmingham will support the objectives of the East Birmingham & North Solihull Regeneration Zone.

9.1.31 National and international links are critical to the success of the West Midlands region. Improvements to enhance these links are embodied within the programme, in support of both Regional Planning Guidance 11 (RPG11) and the Regional Economic Strategy. The New Street Station and Birmingham International Airport related proposals reflect this.

9.1.32 The three principal elements outlined above provide the strategic framework, within which detailed programmes that tackle the issues of congestion, accessibility, air quality and road safety will be undertaken. The Major Schemes contained in our programme are focused on these strategy elements and are designed to bring multi benefits as part of their design. Packages of policies will also be introduced on key corridors. These will marry together network wide aspirations with detailed responses to local issues.

9.1.33 This approach supports RPG11, its Regional Spatial Strategy and other complementary strategies, such as the Regional Housing and Economic Strategies. At the heart of all these is the ambition to create a quality of life within the Metropolitan Area to ensure that jobs and people do not continue to disperse, creating less sustainable patterns of development. High levels of congestion and traffic degrade the quality of life. This LTP sets out a Strategy for supporting the additional trips generated by successful renewal and regeneration without further degrading our environment.

9.1.34 The following paragraphs set out in more detail how the four themes of the Transport Shared Priority nest within the overall Strategy and how different elements of the Strategy and programme contribute to addressing these particular concerns.

9.2 Congestion Strategy

9.2.1 Congestion has been identified as a critical issue in both the 2003 LTP and in the Transport Shared Priority. It has an adverse impact on the quality of life and our competitiveness. Congestion in the West Midlands also impacts on the national economy because of our economic contribution and because our position at the heart of the strategic road and rail networks means that congestion here affects many regions.

9.2.2 The principal elements of the Strategy directly contribute to reducing congestion, either across the Area through network improvements or providing more choice through enhancing public transport, or often locally where schemes to support regeneration have to tackle particular congestion "hotspots". We shall be working closely with our partners to ensure our programmes are coordinated including the HA through the ATM and Route Management Strategies, the SRA with the implementation of the Rail Utilisation Study (RUS) recommendations, with neighbouring Authorities over Strategic Park and Ride sites.

9.2.3 A wider review of how the many individual elements of the Strategy and programme contribute to tackling congestion is provided in the Congestion Strategy Annex.

9.2.4 It has been broadly estimatedⁱ that by 2011 the total number of trips in our Area could increase by 4.6%, some 83 million annually, above the 2001 level. This takes into account forecast increases in numbers of households, and employment etc.. (These forecasts will be modified once the results of the current sub regional studies have been assessed). It is estimated that the Major Schemes already approved, together with the ongoing policies of the LTP, would only cater for approximately an extra 59 million trips. This means some 24 million other trips will need to be accommodated by other means (See Table ZZ).

9.2.5 Two recent changes have led to revisions of our earlier forecast distribution of trips. The first is the later opening dates now anticipated for the Midland Metro extensions. This means their contribution to accommodating the extra trips will now not occur during this LTP period, but at the beginning of 2011. Secondly, bus patronage has fallen further. This appears to be closely linked to a revised fare structure introduced by the major operator. This means the current level for increasing bus patronage is now lower. The overall impact of these changes is that whilst we believe our Strategy will mean there is no increase in congestion if it is fully resourced and delivered, there will be a small increase - 2.7% - in car use.

9.2.6 The focus on network efficiency means that this increase in car trips will be more than compensated for by the enhanced capacity. The Red Route network proposals and UTC enhancements are both calculated to increase capacity by at least 10% each. In order to ensure our approach is robust we have assumed a joint impact of only 15%. This means there is still some 10% of capacity that is released available to support public transport, walking cycling and environmental improvements.

9.2.7 The table below illustrates how the different modes are anticipated to contribute to providing for the total number of trips. It

i. This estimate will need to be reviewed in light of Black Country Study and Coventry / Solihull / Warwickshire Study outputs.

illustrates that our currently approved Major Schemes and future Integrated Transport funding will not, on their own, adequately deal with future congestion. It then shows the contribution of the future Major Schemes that are part of our Strategy and how they contribute to meeting our aim of no increase in congestion. The cost of these proposed Major Schemes falls within the £1 billion commitment made by the Secretary of State in the response to WMAMMS.

9.2.8 The contribution from heavy rail is derived from the work undertaken as part of the Rail Utilisation Study.

Mode	Annual number of Trips 2001 (millions)	Annual number of Trips 2011 (Including all major schemes except Metro Extensions) (millions)	Increase number of Trips 2011-2001 (millions)	% Increase in number of trips 2001-2011	Contribution of possible Major Schemes not yet approved (except Metro Extensions) (millions)	Beyond 2011 Contribution of possible Metro Line 1 Extensions (millions)
Car	1108.0	1137.8	29.8	2.7%	-23.5	-0.93
Bus	336.0	355	19.0	5.7%	13.3	-3.28
Rail	24.8	35	10.2	41.1%	0	-0.86
Metro	4.8	5.8	1.0	20.8%	0	5.20
Walk	342.0	365	23.0	6.7%	0	-0.06
Cycle	1.5	1.5	0.0	0.0%	0	-0.06
Total	1817.1	1900.1	83.0	4.6%	0	0.00

How the LTP Strategy Proposes to Meet an Anticipated 83 million Extra Trips (over 2001 levels)

9.3 Accessibility Strategy

9.3.1 Accessibility planning focuses on promoting social inclusion by tackling the accessibility problems experienced by those in disadvantaged groups and areas. It concentrates on access to those opportunities that are likely to have the most impact on life chances: employment, education, health care and fresh food shops.

9.3.2 The Community Plans or Strategies for the seven Metropolitan Authorities all state that access to jobs, learning and health facilities and fresh food are all important issues in their areas. Therefore the LTP Accessibility Strategy, set out in the Annexe, addresses these as high level objectives.

9.3.3 The Accessibility Strategy is based on a three-level approach:

- Strategic-level analytical evidence produced by the Accession software.
- Discussion and agreement of accessibility issues with local partners, such as Local Strategic Partnerships, Primary Care Trusts, Local Education Authorities and providers of transport for people who cannot use conventional public transport, based on the Accession output. Recently established Access Forums have helped to bring these sometimes disparate groups together for this purpose.
- Building on previous work done on accessibility in disadvantaged areas, for example the Regeneration Zones, or facility-based, for example New Cross Hospital in Wolverhampton.

9.3.4 A number of local pilot projects have been undertaken to develop our knowledge and capability for Accessibility Planning. For

example, a study in the East Birmingham / North Solihull Regeneration Zone has completed a 'trial run' through the recommended five stages of the process to discover the pitfalls and build on previous work. Other studies are looking at important local access issues, such as the virtual closure of three hospitals in Dudley and in Walsall access to local jobs for unemployed people in a disadvantaged ward as well as a study into access to post-16 education.

9.3.5 The particular needs of the one rural area, the Meriden Gap, will be addressed as part of this work, recognising that accessibility problems here are likely to be different from the built up area.

9.4 Air Quality Strategy

9.4.1 Air quality is an important issue within our Area. The Metropolitan Authorities have all completed air quality reviews and assessments. Of the seven pollutants considered, the annual average levels of nitrogen dioxide and, in some cases, particulate matter (PM₁₀ particles) give most cause for concern. In response to these concerns, Air Quality Management Areas (AQMAs) have been declared across our Area, except in Solihull.

9.4.2 The air quality strategy being pursued has three elements, recognising the nature of the air quality problems related to traffic. These elements are:

- working with the Highways Agency (HA) in respect of emissions from motorway vehicles;
- detailed local initiatives to tackle particular hotspots and
- broader policies to encourage more efficient and sustainable forms of transport that have less impact on air quality.

9.4.3 A number of declared AQMAs are found in the M6 corridor. The motorways passing through the metropolitan area are a major source of vehicle emissions. We are working with the HA on a number of fronts to address these problems. These include the development of Route Management Strategies for the motorway box that will take account of the air quality issues in devising responses to different situations. We shall also be working

closely in respect of the Active Traffic Management (ATM) pilot, particularly to ensure that local traffic control systems can link to motorway control systems to avoid problems at junctions thereby reducing queuing and stop-start driving.

9.4.4 Individual hotspots will require individual attention. Generally, a combination of engineering and management techniques will be required.

9.4.5 The final aspect reflects two of our main strategy strands; more efficient use of the network and enhancing public transport. The measures outlined earlier all have a role in reducing congestion (and hence emissions) and promoting more sustainable forms of transport. The Metropolitan Authorities will continue to be at the forefront of promoting alternative fuel vehicles, both for use within their own fleets and to other users.

9.4.6 A Metropolitan group of Transport and Environmental Health Officers has been established to consider Air Quality matters and they will be able to offer advice as to the most appropriate approach to different problems.

9.5 Road Safety Strategy

9.5.1 The road safety strategy is set out in detail in the Annexe. We have a good track record both in the rate of reduction of accidents and the relative rates of accidents compared with similar areas. Our designation as a Centre of Excellence, focusing on road safety, reflects this.

STATEMENT 19

In 2003 the total number of killed or seriously injured (KSI) casualties in the West Midlands fell by 5.6% to 1,231, a fall of more than 41% on the 1994-98 baseline.

Source: APR 2004 Transport Monitor Figure 21-2

9.5.2 In the light of this, we will continue with our programme of education, training and engineering measures that has proved successful. The data we gather enables us to identify particular local problems and plan how

we respond to Government initiatives. We have some of the most deprived wards in the country and tackling the incidence of child casualties in such areas will be an important aspect of our approach. Three existing initiatives, in Birmingham, Sandwell and Solihull will continue during the LTP period and opportunities to focus more action in a targeted manner will be sought.

9.5.3 Initial evidence from the Red Route pilot in Solihull has shown a reduction in accidents and the roll out of the Red Route network will introduce a new tool for accident reduction.

9.6 Targets

9.6.1 In addition to the mandatory targets that relate to much of our Strategy, further targets have been set to ensure performance in some further key areas is measured. Consultation and analysis that has been part of the preparation of the LTP has identified four additional areas. They are:

- making more efficient use of the existing transport network;
- contributing to economic regeneration;
- personal security and
- freight movement.

9.6.2 These are fundamental to the achievement of our Objectives but mandatory targets have not been identified. Consequently targets in relation to these areas are included in this LTP. All targets are fully listed in the Performance Management chapter (Chapter 9) of this document. Progress towards them will be monitored by reference to a "basket" of indicators for each.