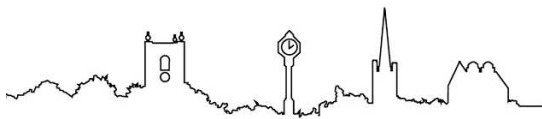


Dudley Highway Network Performance

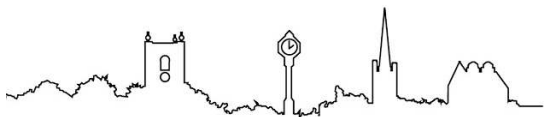


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Topics

- National Data & Trends
- Economic Impact
- Local Data
- The Project Pipeline
- Policy/Strategy Context
- Funding & Implications
- Next steps



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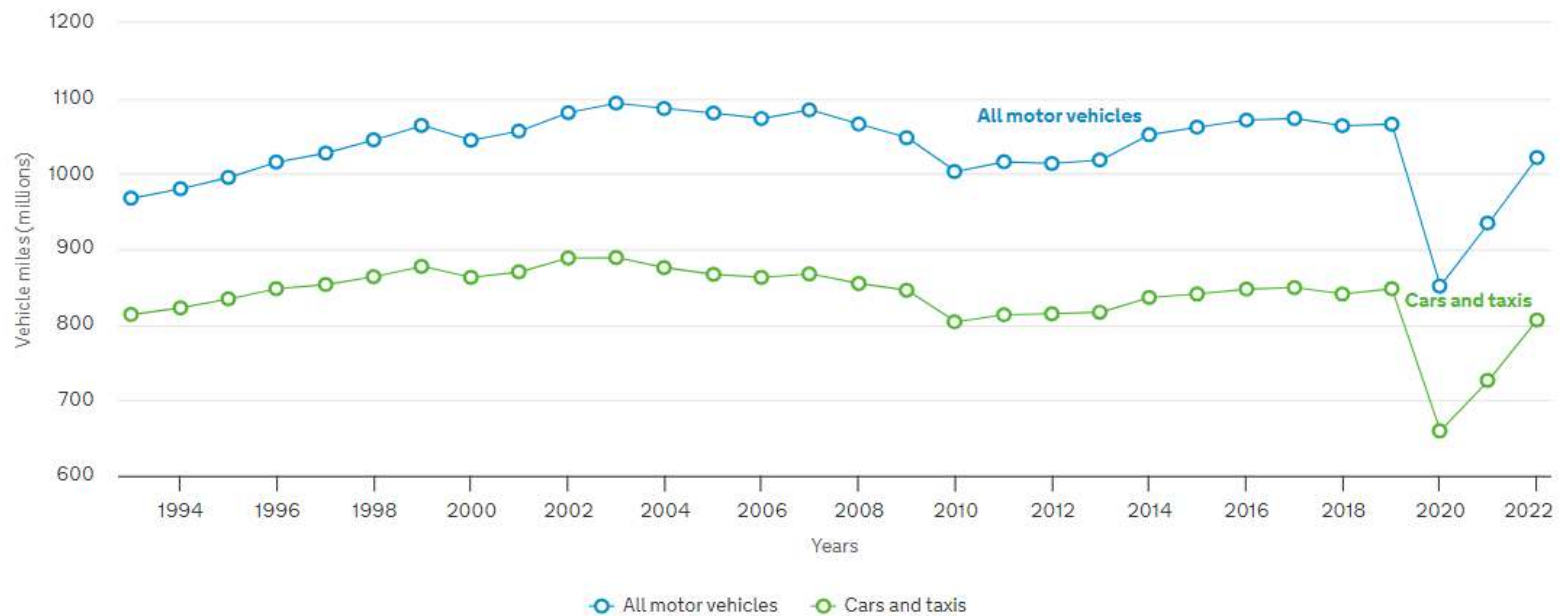
National Data & Trends

Source: Department for Transport Road Statistics

1.02 billion vehicle miles were travelled on roads in Dudley in 2022.

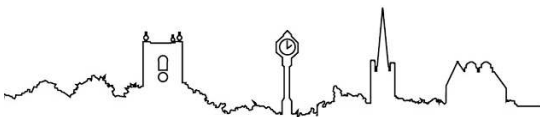
Annual traffic by vehicle type in Dudley

Traffic in Great Britain from 1993 to 2022 by vehicle type in vehicle miles (millions)



Highcharts.com

Whilst historically significant, the long term trends can be misleading in most cases due to the extraordinary circumstances observed as a result of the coronavirus pandemic. Vehicle miles travelled in Great Britain have had year-on-year growth in each year between 2011 and 2019. Following a sharp decline in 2020, traffic levels in 2021 and 2022 increased, but 2022 levels still remain lower than the 2016 levels. Therefore, to say traffic has fallen since 2016 would misconstrue as the overall decrease is entirely due to the decline in traffic levels observed during the pandemic.



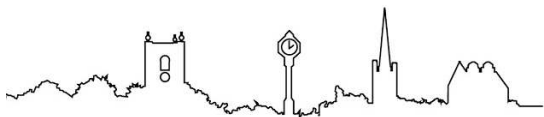
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Congestion – Economic Impact

- INRIX 2022 Global Traffic Scorecard – Key UK findings
- All urban areas in the UK top 10 saw increases in traffic congestion and delays over last year, yet just London was above their 2019, pre-COVID level
- The typical driver in the UK lost 80 hours due to traffic congestion last year, up 7 hours from last year but down 35 hours from 2019
- Traffic congestion cost the UK £9.5 billion in 2021, with 60% of that cost attributed to London's congestion.

(Source - INRIX is a leading international provider of real-time traffic information, transportation analytics, and connected driver services)

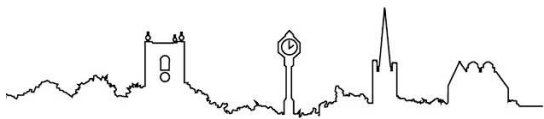


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Congestion – Economic Impact

2022 UK Rank (2021 Rank)	Urban Area	2022 Delay (2021)	Compared to Pre-COVID	2022 Cost per Driver	2022 Cost per City	City Center Speed (mph)	Change in City Center Speed
1 (1)	London	156 (148)	5%	£1,377	£5.7 B	10	-9%
2 (3)	Bristol	91 (66)	-12%	£805	£175 M	14	-13%
3 (6)	Manchester	84 (62)	-9%	£742	£191 M	14	-13%
4 (8)	Birmingham	73 (53)	-9%	£646	£346 M	16	-11%
5 (7)	Belfast	72 (60)	-36%	£636	£102 M	16	-6%
6 (9)	Nottingham	71 (58)	-9%	£625	£97 M	14	-7%
7 (21)	Edinburgh	67 (45)	-32%	£593	£150 M	16	-6%
8 (10)	Hull	68 (56)	-9%	£604	£74 M	16	0%
9 (13)	Leeds	60 (50)	-9%	£530	£196 M	16	-6%
10 (12)	Leicester	62 (53)	-15%	£551	£92 M	16	-6%

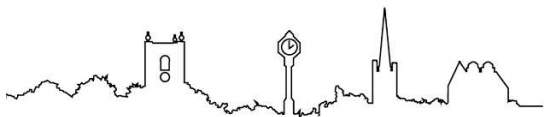
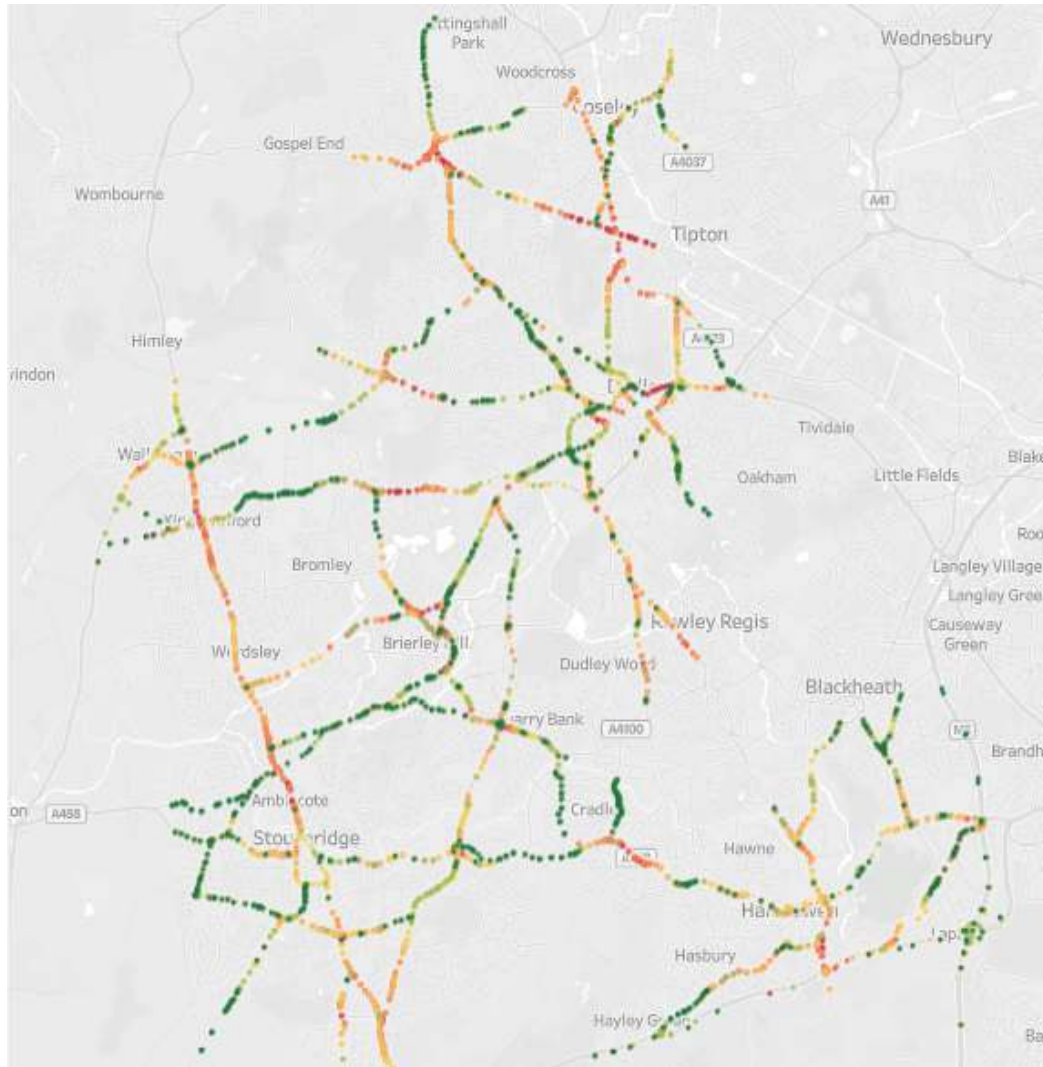


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Local Data & Trends AM Peak (06.30 – 08.30)

Source: Transport for West Midlands (TfWM) Statistics

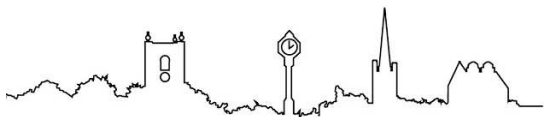
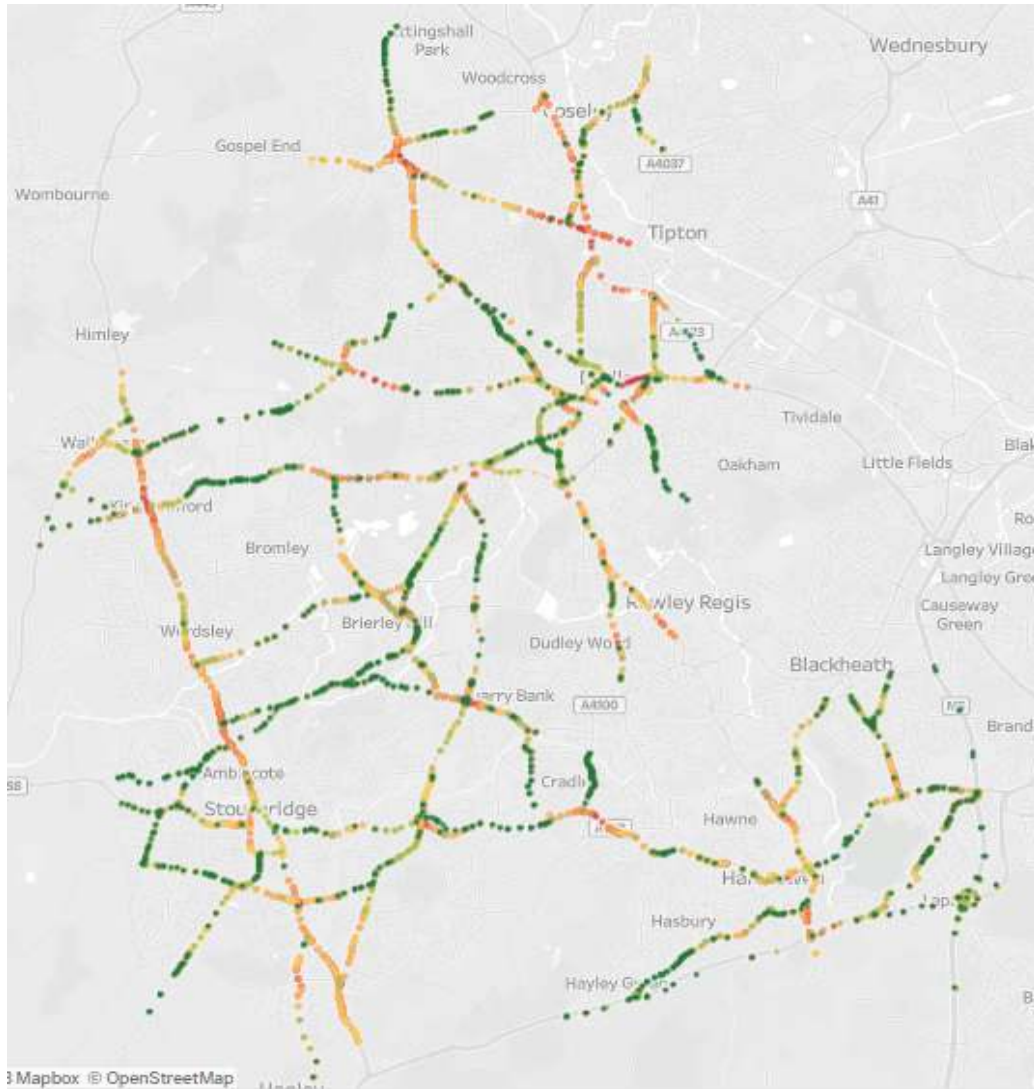


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Local Data & Trends Average Weekday Oct 2022

Source: Transport for West Midlands (TfWM) Statistics

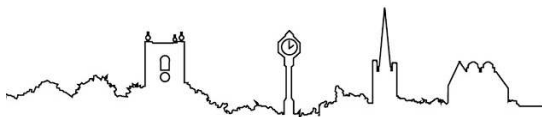
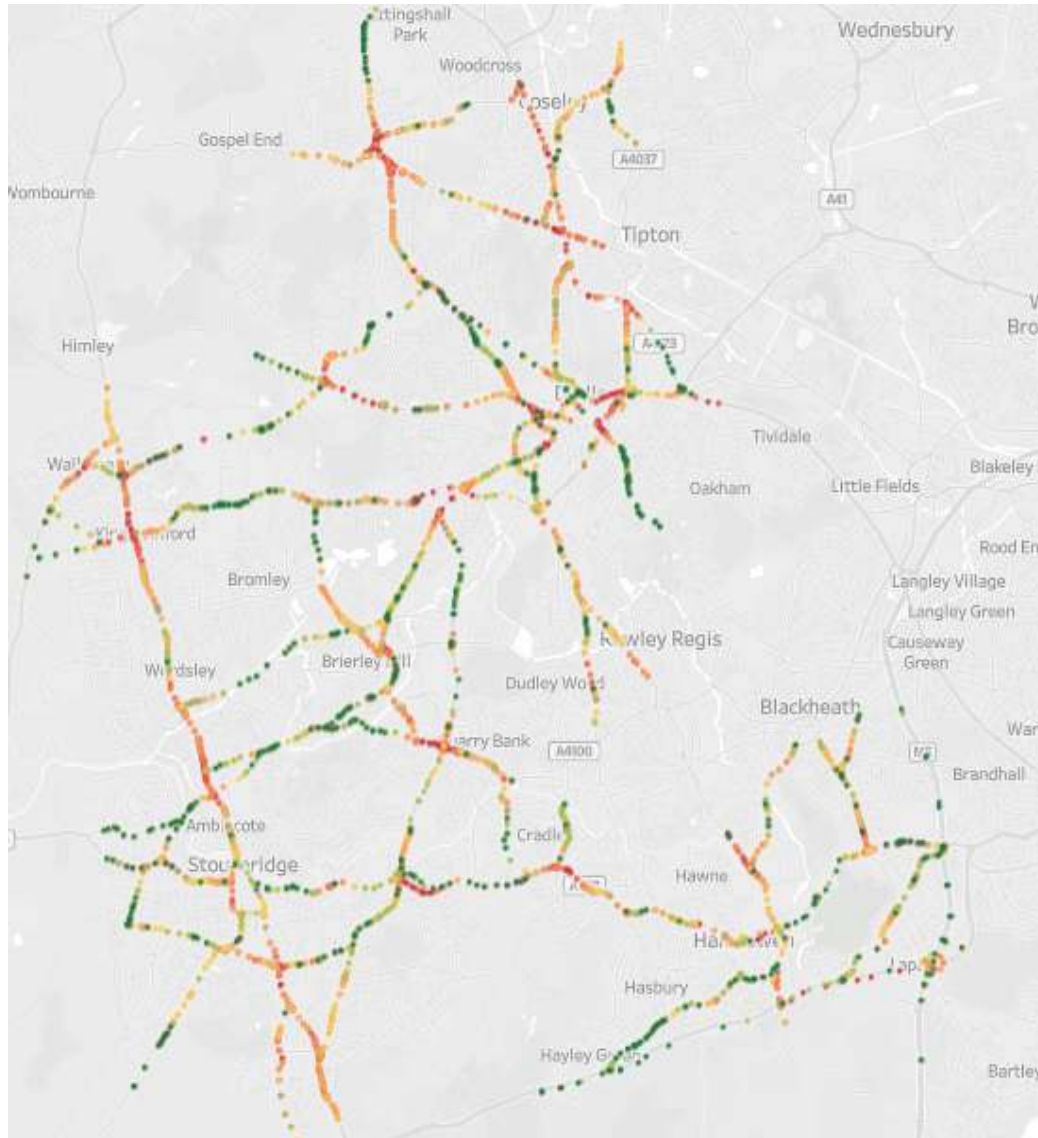


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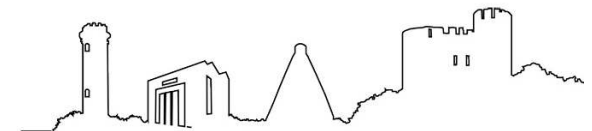


Local Data & Trends PM Peak (16.30 – 18.30)

Source: Transport for West Midlands (TfWM) Statistics

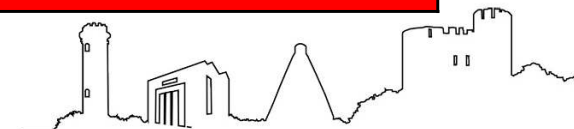


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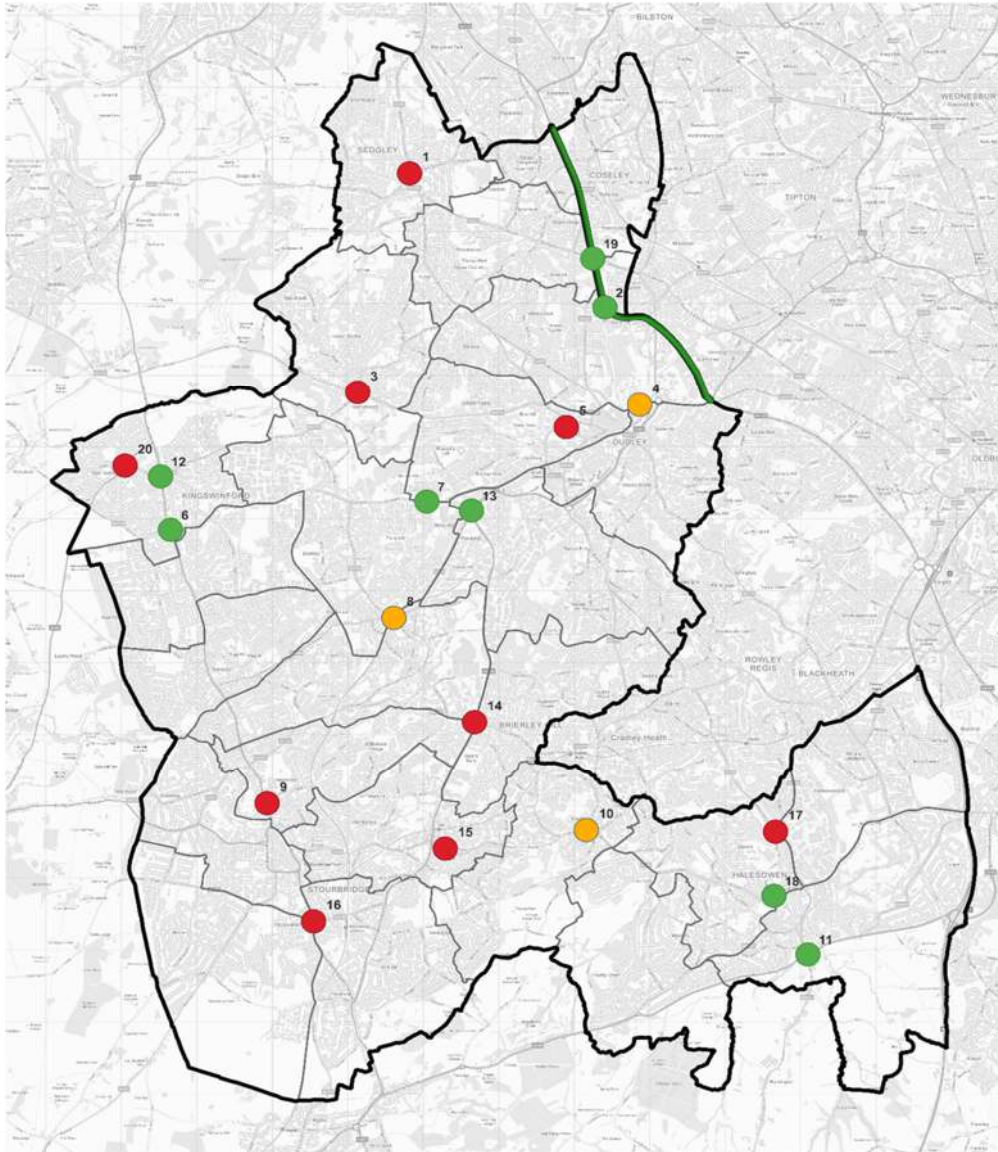


Traffic Delay Hot Spots on the Dudley Highway Network (Oct 22 Data)

No.	LOCATION	AM PEAK	PM PEAK	Comments/Action
1	A459/A463 Sedgley Centre	√	√	Future Programme
2	A4123 Corridor	√	√	Scheme under development (CRSTS funding)
3	B4176 Himley Road/Bull St, Gornal	√	√	Future Programme (Traffic Signals previously upgraded)
4	A459 Castle Hill & King St/Hall St area	√	√	Metro Construction Impact
5	B4176 Wolverhampton St/Stafford St area of Dudley TC		√	Future Programme
6	A491/Market Street (Kingswinford Cross)	√		Traffic Signal Upgrade works planned 2024
7	A4101 High Street Pensnett (by Russells Hall Hospital)	√		Scheme under development (CRSTS funding)
8	B4179 Pensnett Road/Bank Street/John Street	√		BHFHS Temp Traffic Management Impact
9	A491 Amblecote	√	√	Future Programme
10	A458 Colley Gate, Cradley	√	√	Recent Traffic Signal Upgrade (since Oct22)
11	A456 Manor Way/Grange Road	√	√	Corridor and junction scheme under development
12	A491 Moss Grove/Stallings Lane		√	Traffic Signal Upgrade works planned 2023/24
13	A461/A4036 Highgate Road, Holly Hall Triangle		√	Scheme under development (CRSTS funding)
14	A4036/A4100 High Street Quarry Bank/Mount Pleasant		√	Future Programme
15	A458 Lye High Street		√	Future Programme (LUF Bid unsuccessful)
16	A491 Glasshouse Hill, Oldswinford		√	Future Programme (Ped facilities required)
17	A459 Haden Hill Road/Coombs Road, Halesowen		√	Future Programme
18	A458 New Road - Earls Way, Halesowen		√	LUF Funding to support interventions
19	A4123 BNR/Sedgley Road	√	√	Scheme under development (CRSTS funding)
20	A449 Wallheath Centre		√	Future Programme

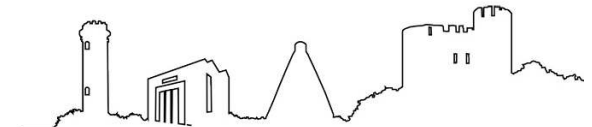
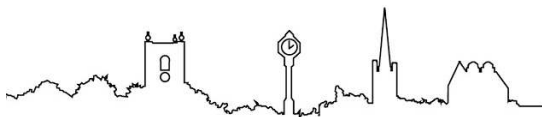


Traffic Delay Hot Spots on the Dudley Highway Network (Oct 22 Data)



Other locations to be investigated for network efficiency gains;

- Stourbridge Ring Road
- A491 Hagley Road/Ham Lane
- A459 Kent Street – Burton Road, Upper Gornal
- A459 Halesowen Road, Netherton

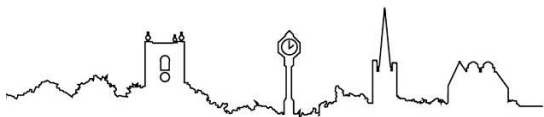


Confirmed 5 Year Capital Funding

- City Region Sustainable Transport Settlement (April 2022 to March 2027)

- 5 Year Integrated Transport Block (Local Network Improvement Plans) £1,760,400 per annum
 - (E.g. Local Safety, Safer Routes to School, Ped facilities, TRO's, PROW, local Junction Improvements)
 - 5 year Maintenance settlement £4,486,100 per annum
 - (E.g. Classified & Unclassified road networks, footways, structures, street lighting)

 - A4123 Walk, Cycle and Bus Corridor - £29m (Split across Dudley, Sandwell and Wolverhampton)
 - A461 Walk, Cycle and Bus Corridor - £25m (Split across Dudley, Sandwell, and some development funding for Walsall)
 - Black Country ULEV Charging Scheme - £7m (Split across all Black Country Local Authorities)
 - WBHE Sustainable Access Measures - £16m (Split across Dudley and Sandwell)
 - Black Country Walking and Cycling Package - £8m (Split across all Black Country Local Authorities)
 - Dudley Town Centre Interchange Sustainable Connectivity Package - £4.5m
 - Stourbridge Town Centre Sustainable Connectivity Package - £3m
 - Dudley Very Light Rail Innovation Centre - £12m
- **Active Travel Capital Funding**
 - ATF 2 - A456 Halesowen - @£800k (complete) A4123 Phase 1 @£1.2M (joint Sandwell – complete)
 - ATF 3 - A4123 Phase 2 - £1,030,000 (delivery in progress)
- **The total costs of these schemes are likely to be in excess of the funding we currently have allocated, and alternative funding sources will be sought over the coming years to ensure delivery in full.**

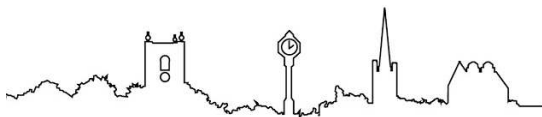
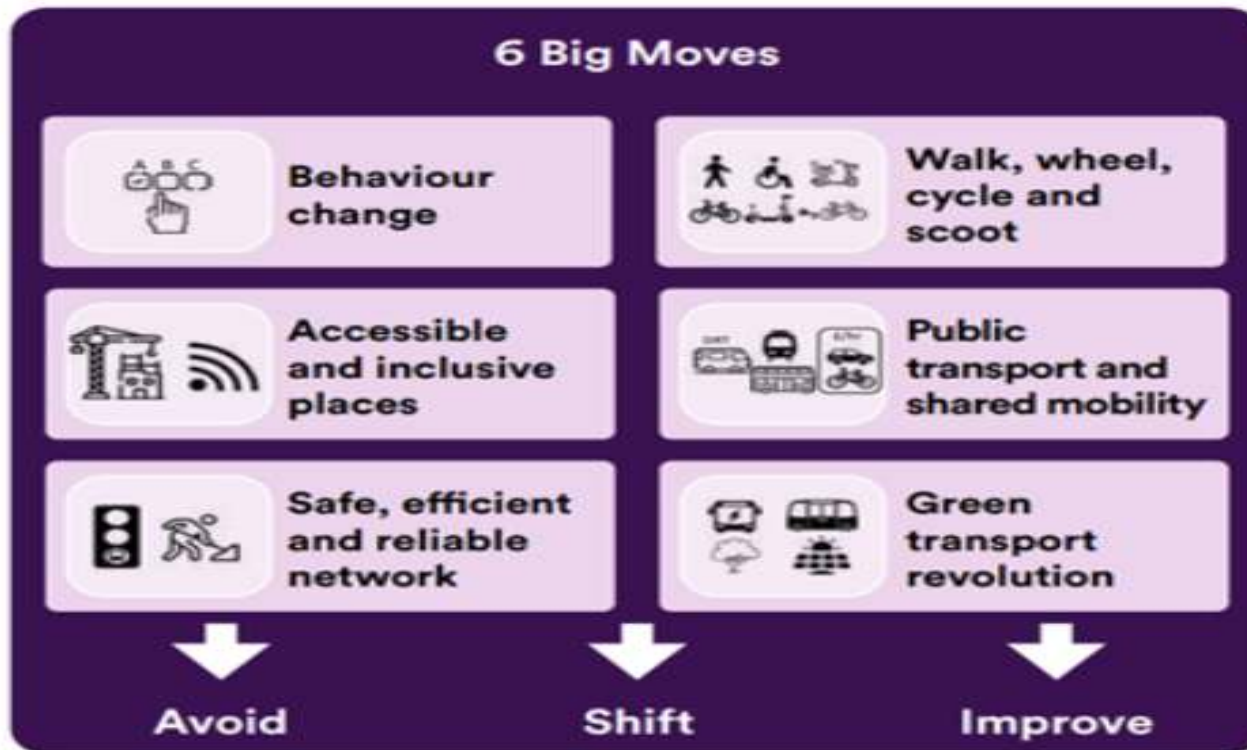


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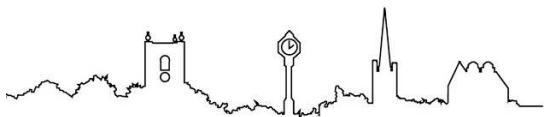
Policy Context

Transport is critical for a prosperous society. People need to travel, and goods need to be delivered. However, there are balances to be struck in how much the transport system can accommodate the diverse and competing needs of individuals and businesses. The new LTP focusses on 6 Big Moves;



Implications for our Schemes

- We must consider Bus Service Improvement Plan and LTN 1/20 (Key design standard for implementing cycling and walking)in our designs if we want continued investment in transport, but also recognising and embracing the recently announced Plan for Drivers.
- We will ensure a sensible and balanced approach to scheme development, this presents challenges along with opportunities
- Benefits of balancing demand:
 - Ease congestion, improve air quality and highway safety
 - Attractive town centres and high streets
 - Promote health, happiness and wellbeing
 - More equitable access to opportunities – provide more opportunities to the third of our boroughs’ residents without access to a private vehicle.



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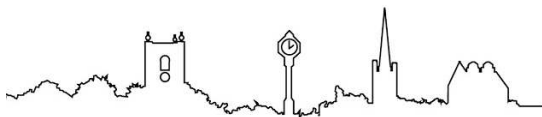


Main Funding Principles (DfT)

- Walking
- Cycling
- Bus/public transport

- ***“We cannot pile ever more cars, delivery vans and taxis on to the same congested urban roads. That would be difficult for the roads, let alone the planet, to tolerate. As we build back better from the pandemic, it will be essential to avoid a car-led recovery”.***
- ***“As I said in “Decarbonising Transport: Setting the Challenge” in March last year, we must make public transport, cycling and walking the natural first choice for all who can take it”.***

- **Government’s Transport Decarbonation Plan**



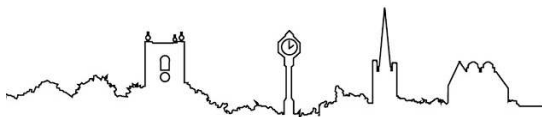
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CRSTS Settlement Letter Stipulations

- **Objectives**

- Drive growth through infrastructure investment
- Level up services towards standards of the best
- Promote modal shift from cars to public transport, walking and cycling
- Reduce carbon and particulate emissions from transport
- ***They must further the objectives of the national bus and cycling strategies, including ambitious bus and cycling priority measures”.***
- On our transport corridors, the only way of reducing congestion, carbon and particular emissions from transport is to encourage people to use their cars less (where possible) and travel in other, more sustainable ways.

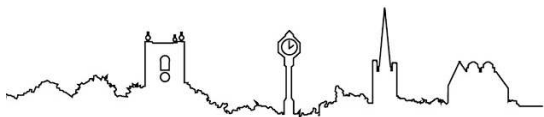


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Next Steps

- Beginning to develop plans for multiple site specific and corridor-based transport schemes
- All schemes require Dft compliant business cases and need to go through the new WMCA Single Assurance Framework governance processes before funding is released.
- Consultation with Cabinet Members, Ward Members, the general public and wider stakeholders will be imbedded in scheme development.
- Development of the Dudley Local Plan and an updated Transport Strategy which are anchored to national and regional objectives.
- Support from Members will be key as some potentially difficult choices to be made moving forward.



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