

Meeting of the Council – 25th February, 2008

Report of the Cabinet

Transport Strategy and Settlement, Proposed Transport Capital Programme and Road Safety Grant for 2008/09 – 2010/11

Purpose

- 1 To inform the Council of the allocation of monies from the West Midlands Local Transport Plan (LTP2) settlement for the three year period 2008/09 – 2010/11.
- 2 To seek approval to the Transport Strategy for Dudley.
- 3 To seek approval to the Transport Capital Programme for 2008/09 to 2010/11.

Background

Transport Context

- 4 Investment in Transport needs to reflect LTP2 outputs and outcomes, work undertaken as part of the Transport Innovation Fund initiative together with local needs for Dudley.
- 5 In order to inform investment needs a Transport Strategy for Dudley has been developed that consists of an integrated package of policies and measures which reinforce one another to deliver a vision and achieve objectives. The development of the strategy is set in the context of the Council's vision for the Borough, the outcome of the Black Country Sub-regional Study and the current West Midlands Local Transport Plan. A copy of the Transport Strategy is included in Appendix 12 to this report.

Settlement

- 6 The three year Local Transport Capital Settlement for 2008/09 to 2010/11 was announced by the Government Office of the West Midlands on Tuesday 27th November, 2007 - a copy of the decision letter is in the Members' Room.
- 7 The settlement letter confirms the indicative allocations for the integrated transport block announced last year for 2008/09 to 2010/11, thus giving more certainty to the delivery of the last three years of the current Local Transport Plan (LTP2). It also announces the distribution by formula of capital allocations for highways maintenance, street lighting and strengthening of highway structures.

- 8 The settlement also confirms the indicative capital and revenue allocations for the specific road safety grant announced last year for the period 2008/09 – 2010/11.
- 9 The DfT have asked that the distribution between the member authorities of the West Midlands Road Safety Partnership Board (WMRSPB) for each of the three years be confirmed to by the end of January 2008. In order to maintain flexibility Joint Committee at the meeting held on 23rd January agreed that the capital and revenue funding for each of the three years be paid to the West Midlands Passenger Transport Authority, but will be managed by the WMRSPB.
- 10 The WMRSPB will be meeting on the 29th February to discuss a recommendation to the P&T Sub-Committee regarding the distribution of the Road Safety Grant for 2008/09 between the Police (Management of Safety Cameras), metropolitan-wide and local programmes. The agreed in year allocation will be reported to a future meeting.
- 11 It is proposed that the Cabinet Member for Transportation, in consultation with the Director of the Urban Environment, be authorised to approve the programme of work associated with the road safety grant.

Major Schemes

- 12 Funding for Major Schemes is taken from the Regional Funding Allocation (RFA).

Brierley Hill Sustainable Access Network (BHSAN)

- 13 Work on site is now well underway and completion is currently programmed for November 2008.
- 14 Good performance in managing the risks contained in the Risk Register has necessitated a re-profiling of expenditure as considerable savings have accrued in the early stages of the contract. Against this background discussions are ongoing with the DfT to maximise the scheme benefits within the available grant.
- 15 Decision sheet DUE/80/2006 approved additional work to High Street, Church Hill Retaining Wall, Gorsty Bank Bridge and to purchase land associated with the BHSAN scheme. An application to Advantage West Midlands received outline approval at their Internal Decision Group held on the 24th January in the sum of £6.71m in respect of this work and this is welcomed to facilitate regeneration of Brierley Hill as a strategic centre.
- 16 If the full application is successful there may be opportunity to redistribute the allocation of IT block funding and a future report will be submitted setting out the proposals.
- 17 Additional costs of £230,000 relating to the Public Inquiry for BHSAN have recently been agreed. These costs are to be funded either by grant income from AWM or additional capital receipts to be generated from sale of land secured for highway purposes. In addition to this, the spend profile in relation to the scheme has been reviewed to take on board reluctance of land owners to settle compensation claims.

The spend profile being reported in the quarterly monitoring report to the DfT is as follows:

2007/08 - £8,730,000 (including £230,000 above)
2008/09 - £7,000,000
2009/10 - £2,000,000
2010/11 - £300,000
2011/12 - £200,000
2012/13 - £193,000

- 18 The revised profile is mainly a result of a review of the likely phasing of land related costs on the scheme. It is proposed that the Capital Programme is amended as detailed above.

Burnt Tree

- 19 The Secretary of State approved programme entry, subject to resolution of statutory processes, for the Burnt Tree Major Scheme in July 2006. Preparation of the Scheme is on-going with a business case submission to the DfT for Full Approval currently programmed for October 2008. Preparation costs for the scheme are shared between Dudley and Sandwell Councils and funding already secured from local resources in 2007/08 is sufficient to cover Dudley's share of progressing the scheme to Full Approval stage.

West Midlands Urban Traffic Control

- 20 The West Midlands Urban Traffic Control Major Scheme was formally given Conditional Approval in December 2007 and funding of £26.6m has been allocated. The scheme is a joint West Midlands priority and an important element of our approach to improving the efficiency of the highway network.
- 21 The scheme will be managed centrally, and will be a key contributor towards fulfilling the requirements of the Traffic Management Act of 2004, which places a statutory requirement on Local Authorities to reduce traffic congestion.
- 22 The project deliverables for Dudley are contained in Appendix 11.

Distribution of Allocation

- 23 The West Midlands Joint Committee at its meeting of 23rd January 2008 agreed the allocation of the Integrated Transport block settlement between Authorities.
- 24 As in previous years, a joint initiatives allocation for Integrated Transport has been agreed in the sum of £11.2m (£11.4m in 2007/8) in order to support bus showcase, joint priorities and demonstrate partnership working to a common strategy. These joint funding arrangements are seen as fundamental to the success of the LTP2 and are well supported by DfT.

Dudley Settlement Breakdown

- 25 After adjustment of the 2008/09 IT Block figure, the local transport block capital allocations for Dudley are as follows:

Table 1 – Local Transport Block Allocations

Block	2007/08 £'000s	2008/09 £'000s	2009/10 £'000s	2010/11 £'000s
Integrated Transport	3139	3260	3537*	3674
Local Roads	1010	1593	1752	1920
Street Lighting	270	250	275	301
Strengthening of Structures	798	600	661	724
Maintenance Total	2078	2443	2688	2945
PRN Strengthening Programme	N/A	710	1370	75

* Repayment Brettell Lane Bridge at £200k per annum completes in 2008/09.

- 26 The 2009/10 and 2010/11 Integrated Transport block figures indicate the allocation for the respective years and makes allowance for Joint Initiatives at the 2008/9 funding level. The indicated figures may be subject to adjustment following determination of the 2009/10 and 2010/11 Joint Initiatives. Any adjustments will be reported to the Cabinet at the appropriate time.
- 27 This report sets out details of the distribution of allocation for 2008/09. It is proposed that for future years 2009/10 and 2010/11 (to the close of the LTP2 period), the distribution of allocation to headings within the funding blocks as set out in Table 1 be agreed by the Cabinet Member for Transportation in consultation with the Director of the Urban Environment.
- 28 It is proposed that for future years 2009/10 and 2010/11 the approval of schemes within the funding block headings be agreed by the Director of the Urban Environment in consultation with the Cabinet Member for Transportation.
- 29 It is also proposed for future years and 2008/09 the Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to agree virements between headings contained within block allocations identified in Table 1 where this is to ensure best use of resources. For clarity the block allocations are indicated in Table 1 above.

Highway Structures

- 30 The general highway structures allocation is £0.600m and approval to schemes will be as set out in paragraph 28. In addition, as the DfT are keen to clear the strengthening backlog on the PRN, Dudley have been granted, following a successful bid, an additional allocation as set out in Table 1. Details of the 2008/09 schemes to which this funding relates are contained in Appendix 1.

Local Roads

- 31 The three year settlement for local roads does not identify a split between Principal and Non Principal Roads as hitherto.
- 32 The LTP settlement for 2008/09 includes an amount of £1.593m allocated to the maintenance of local roads. Appendix 1 shows the proposed PRN and non-PRN split for 2008/09. This will be combined with local resources funded from prudential borrowing of £2.0m for this programme year and also 2009/10 and 2010/11 (subject to resource availability). A programme of roads and their treatments will be produced using the methodology and process previously agreed by the Select Committee for the Environment. Approval to schemes will be as set out in paragraph 28.

Footway Maintenance

- 33 A programme of footway maintenance works to be agreed with the Cabinet Member for Transportation in the sum of £568,000 has been made available from local resources for this programme year and also 2009/10 and 2010/11 (subject to resource availability).

Street Lighting

- 34 The overall Highways Capital Maintenance allocation includes a specific allocation for street lighting in the sum of £250,000. In addition, subject to Council approval, the sum of £1.200m funded from prudential borrowing, is being proposed to replace the most dangerous lamp columns. Approval to schemes will be as set out in paragraph 28.

Integrated Transport

- 35 The Integrated Transport Block for 2008/09 has been assigned as set out in Appendix 1 - being established to deliver the LTP2 outputs and outcomes - and the programmes of work together with a brief narrative are as set out in Appendices 1 - 11. As set out previously the 'Heading' allocations and detailed programmes of work (as set out in Appendix 1) for 2009/10 and 2010/11 will be approved as set out in paragraphs 27 and 28 respectively.

Bus Showcase

- 36 The P&T Sub Committee has agreed that the remit of Bus Showcase be extended to include work on 'quick wins' to provide districts with greater flexibility regarding the use of Bus Showcase funding. It is proposed that schemes for inclusion in the programme will be approved as set out in paragraph 28. Current Bus Showcase proposals for 2008/09 are contained in Appendix 6.

Congestion Target Delivery Plan

- 37 A key focus of LTP2 is tackling congestion to support sustainable regeneration. In order to demonstrate this priority and to be able to measure our progress in tackling congestion a number of key routes have been identified throughout the West Midlands for monitoring purposes. These routes include the A491, A461 and the A4123 (not yet the responsibility of this authority) within Dudley borough.
- 38 A congestion target delivery plan was developed in 2007 which resulted in reward funding from the DfT. This included £26,000 for capital works as set out in Appendix 1 and £26,000 revenue funding for the review and maintenance of existing traffic signal equipment.

West Midlands Capital Programme Monitoring System (WMCPMS)

- 39 As reported previously a West Midlands wide Capital Programme Monitoring System is being introduced, having been piloted in Dudley, and is now being migrated to partner authorities. It is anticipated that this will give far greater control of LTP expenditure and will enable strategic reporting on progress to the P&T Sub Committee.

De - Trunking

- 40 The Highways Agency (HA) is currently in the process of transferring the responsibility of trunk roads to local authority control. In Dudley this involves sections of the A449, the A456 and the A4123.
- 41 Insofar as the A449 is concerned, the length of A449 between Lodge Lane and the borough boundary at Holbeache was transferred to Dudley's control on 1st October, 2007.
- 42 Following negotiations, agreement has now been reached with the HA over the transfer of responsibility for the A456 Manor Way between M5 Jct 3 and the borough boundary at Hayley Green. This is programmed to take place in April, 2008. The HA has offered £750,000 to deliver safety improvements at the Grange roundabout on the A456, which would be used and supplemented by IT Block funding as indicated in Appendix 10 to deliver safety and general improvements to this junction.
- 43 Negotiations regarding the A4123 are ongoing with de-trunking envisaged within the next 12 months.

The Cabinet considered this report at its meeting held on 13th February, 2008 and the Council is asked to consider the recommendations set out below.

Finance

- 44 The Local Transport Plan Settlement is the means by which transport capital resources are distributed to Local Authorities.

- 45 For 2008/09, the Integrated Transport allocations will be paid as direct grant whereas the Highways Capital Maintenance allocations will be provided as supported borrowing paid within the formula grant settlement. Major schemes will be funded by means of Section 31 grant from DfT. The capital and revenue elements of the Road Safety Grant will be paid as direct grant to the West Midlands Passenger Transport Authority (Centro) and the WMRSPB will reallocate the grant to districts and will be responsible for managing the Road Safety Grant for the West Midlands region as a whole.
- 46 Other resources are provided locally via prudential borrowing or revenue budgets as set out in the detailed paragraphs above.

Law

- 47 The Council's budgetary process is governed by Local Government Finance Acts 1988 and 1992, the Local Government and Housing Act 1989 and the Local Government Act 2003.
- 48 The Council carries out its functions to provide, improve and maintain highways under Section 24, 41 and 62 of The Highways Act 1980 and exercises traffic regulatory powers under Section 1 of the Road Traffic Regulation Act 1984.
- 49 The acquisition for highway purposes of rights over land whether by agreement or by compulsion are dealt with under Part 12 of The Highways Act 1980.
- 50 Pedestrian crossings are provided under powers contained in Section 23 of the Road Traffic Regulation Act 1984, subject to regulations laid down by the Secretary of State for Transport.
- 51 The provision of a Local Transport Plan is a requirement of the Transport Act 2000.

Equality Impact

- 52 The shared priorities agreed with DfT aim to improve social inclusion, the access to opportunities and to enable individuals and communities to realise their potential.
- 53 The Capital Programme includes specific provision to benefit pedestrians and other vulnerable users of the highway; assist social inclusion and the mobility of the less able together with measures to both improve access for young people to schools.
- 54 The road safety grant will address the incidence of road casualties amongst young people.
- 55 Young people and children are consulted on a regular basis through pupil surveys and meetings with school councils. Every school is being encouraged to write a school travel plan and every secondary school plan requires a questionnaire to be completed by each pupil. For Primary aged children the questionnaire goes to the parents.

- 56 The school Councils of both primary and secondary schools are invited to champion school travel and safety matters.

Recommendations

- 57 That the Council note the Transport Capital Settlement for the three year period 2008/09 – 2010/11.
- 58 That the Council approve the contents of this report the allocation of Transport Capital Funding for 2008/09 as set out in Appendix 1.
- 59 That the 2009/10 and 2010/11 block allocations be included in the Capital Programme as set out in paragraph 25 - Table 1 of this report, and that the Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to approve the distribution of block allocations to headings.
- 60 That the approval of schemes within the funding block headings for 2009/10 and 2010/11 be agreed by the Director of the Urban Environment in consultation with the Cabinet Member for Transportation.
- 61 That the Cabinet Member for Transportation in consultation with the Director of the Urban Environment be authorised to agree budget virements as required between headings contained within block allocations for 2008/09 -2010/11.
- 62 That the Director of the Urban Environment in consultation with the Cabinet Member for Transportation be authorised to approve programmes associated with the Road Safety Grant 2008/09 -2010/11.
- 63 That the Council agrees:
1. The Transport Strategy for Dudley.
 2. The schemes and programming identified in Appendix 2 – Bridge Strengthening.
 3. The schemes and programming identified in Appendix 3 – Retaining Walls, and that the Director of the Urban Environment be authorised to bring construction work forward as risk assessment dictates and funding permits.
 4. The schemes identified in Appendix 4 – Railway Road Vehicle Incursion and that the Director of the Urban Environment be authorised to bring forward construction as funding permits.
 5. The schemes identified in Appendix 5 – Upgrading of Parapets and that the Director of the Urban Environment be authorised to bring forward construction as funding permits.
 6. The schemes identified in Appendix 6 – Bus Showcase and that the Director of the Urban Environment be authorised to undertake work as funding is made available.

7. The schemes and programming identified in Appendix 7 – Local Safety Schemes and that the Director of the Urban Environment be authorised to undertake work from the reserve programme as funding permits.
8. The schemes and programming identified in Appendix 8 – Proposed Safer Routes To School Measures and that the Director of the Urban Environment be authorised to undertake work from reserve programme as funding permits
9. The schemes and programming identified in Appendix 9 – Pedestrian Crossing Programme and that the Director of the Urban Environment be authorised to undertake work from reserve programme as funding permits.
10. That the Director of the Urban Environment continue to initiate studies into future minor improvement schemes identified in appendices 1 and 10.
11. That the Director of the Urban Environment in consultation with the Cabinet Member for Transportation be authorised to identify, and where appropriate, implement any remedial works to local safety schemes of a minor nature, the introduction of antiskid material and provision of variable speed message signs and mobile speed camera sites to be funded from the Local Safety Scheme Heading.
12. That the Director of Law and Property in conjunction with the Director Urban Environment commence property acquisition by negotiation for schemes identified in appendices 1 and 6, as required.
13. That any scheme within the Local Safety Schemes, Safer Routes to School or Pedestrian Crossing programmes of work, including reserve schemes, which can not be implemented within the relevant timescale or financial resources available for that particular programme of works be deferred and submitted for re-assessment for possible inclusion in a future programme of works.
14. That the Director of the Urban Environment continue to progress the highway improvement programme associated with outcomes from the Black Country Study and regeneration initiatives as set out in Appendices 1 & 10.
15. That the Director of the Urban Environment in consultation with the Cabinet Member for Transportation be authorised to approve the programme of Street Lighting improvement and the programme of Highway Maintenance.
16. That the actions of the Director of the Urban Environment in the de-trunking of the A449 be approved.
17. That the Director of the Urban Environment be authorised in consultation with the Cabinet Member for Transportation to negotiate the terms associated with the de-trunking of the A456 and the A4123.

18. That the Director of the Urban Environment seek approval to an application to the Highways Agency in the sum of £750,000 towards delivering safety improvements at the Grange roundabout on the A456, and that the Director of the Urban Environment be authorised to accept the aforementioned grant.
19. That the Director of the Urban Environment be authorised to enter into a Section 8 agreement with Sandwell MBC regarding future maintenance responsibilities on the A4123.
20. The re-profiling of the BHSAN grant expenditure as shown in paragraph 17.

David Caunt

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Leader of the Council

GLOSSARY & ABBREVIATIONS

Bus Showcase

A bus route incorporating aspects of 'best practice' in local urban transport which may include improved infrastructure, better passenger information and modern vehicles.

DfT

Department for Transport.

Highways Capital Maintenance Allocation

LTP Block funding allocation for the maintenance of local roads, highway structures and street lighting.

IT Block

Integrated Transport Block. This is the funding allocated by Government for capital transport schemes costing less than £5 million (each) designed to achieve the Objectives of the LTP2 but not including capital expenditure on maintenance.

Joint Initiatives

Metropolitan wide projects co-financed by all LTP partners.

LTP2

West Midlands Local Transport Plan – Second LTP period (2005/6 – 2010/11).

Major Schemes

Capital projects in the LTP that will cost in excess of £5million.

Non Principal Roads

Other local authority roads (see Principal roads)

P&T Sub

West Midlands Joint Planning & Transportation Sub-Committee.

The Sub-Committee of Members representing each Metropolitan Authority, including the WMPTA, that considers strategic planning and transportation issues, including the LTP2 and its implementation.

Preparation Costs

Costs associated with major scheme design and preparation of business case prior to full approval by the DfT.

Principal Roads

A network of all-purpose roads which complement the trunk road network. They are the 'A' class roads where the local authority is responsible for maintenance.

Quick wins

Quick wins are directed at providing rapid, mainly small scale and cost effective highway initiatives to increase network capacity at congestion hotspots across the borough.

RFA

Regional Funding Allocation for the West Midlands Region for major schemes greater than £5million.

Safety Cameras

Speed enforcement cameras and Red Light Violation Cameras.

West Midlands Joint Committee

The Committee of Member representatives of each Metropolitan Authority, including each Council's Leader, and Member representatives of other Metropolitan Area-wide bodies (for example, the Fire Authority) that considers strategic issues.

West Midlands Road Safety Partnership Board

A group of agencies (including the seven West Midlands Local Authorities) that work together to help reduce casualties on roads in the Metropolitan area.

TRANSPORT CAPITAL PROGRAMME 2008/09 - LTP2 SETTLEMENT**Appendix 1**

BLOCK	BUDGET HEAD	£000'S	£000'S	DESCRIPTION
Bridges	Bridge Assessment & Strengthening Programme	20		General Systems maintenance & monitoring
	Moor St No. 1 Rail Bridge	150		Strengthening works
	Retaining Wall Strengthening	150		Himley Road & Colman Hill
	Farmers Bridge	250		Strengthening works
	Advancing Schemes	30		Preparatory works
			600	
Highways	Principal Road Network	750		Programmes to be agreed with Cabinet Member
	Non Principal Road Network	843	1593	
Street Lighting	Street Lighting Maintenance		250	Programmes to be agreed with Cabinet Member
	TOTAL MAINTENANCE BLOCK		2443	

HEADING	BUDGET HEAD	£000'S	£000'S	DESCRIPTION	MAIN STRATEGY CONTRIBUTOR
Minor Improvements	Halesowen Bus Station enabling works	175		Queensway Realignment - Construction works	DTS 5 (C)
	A491 / Lawnswood Road, Wordsley	10		Junction Improvement – see appendix 10	DTS 1 (A)
	High Street, Pensnett	50		Junction Improvement - see appendix 10	DTS 1 (A) & 8
	Mill Street / Mount Pleasant, Brierley Hill	25		Junction Improvement - see appendix 10	DTS 1 (A) & 7 & 8
	A4036 / High Street, Quarry Bank	50		Junction Improvement - see appendix 10	DTS 1 (A) & 2 (B)
	Minor Improvement Contingency Fund	43	353	Minor Improvement Contingency Fund	DTS 1
Local Safety Schemes	Local Safety Schemes (LSS) & Remedials	625	625	Local Safety Scheme Programme – see Appendix 7	DTS 2 (A & B)
Other Public Transport	Travel Plan Co-ordination	80		Workplace Travel Co-ordination & Promotion	DTS 3 (A & B)
	Measures to assist Public Transport	50	130	Punctuality Improvement Partnership development	DTS 5 (A & B)
Vulnerable Users	Pedestrians	150		Crossing facilities & ped structure upgrades – see App 9	DTS 3 (C)
	Public Rights of Way (PROW) Impts	50		PROW improvements in line with ROWIP	DTS 3 (C)
	Cycling	90		Expansion of cycle network & cycle facilities	DTS 3 (C)
	Safer Routes to School (SRTS)	120		Safer Routes to School Programme – see Appendix 8	DTS 2 (C)
	Education, Training & Publicity	35		Road Safety & Travel Awareness	DTS 2 (D & E)
	Disabled Facilities	140	585	Dropped kerbs & general aids to mobility / DDA compliance	DTS 3 (C)
Highways Efficiency	Network Management	70		Network / Traffic Management Communications	DTS 1 & 11
	Traffic Regulation Orders	120		Traffic Management	DTS 1
	Signs, Markings & Guardrails	150		Traffic Management	DTS 1
	Urban Traffic Control	80		Traffic Management	DTS 1 & 11
	Transport Planning Policy	100		Development of transportation Initiatives	DTS 1,3,5 & 6
	Monitoring	100		LTP Monitoring	DTS 9
	Quick Wins – Traffic Signal Improvements	200	820	Measures to improve efficiency of traffic signal junctions	DTS 1 (C)
Regeneration	Advancing Network Improvements	220	220	Development of Initiatives to enable regeneration	DTS 1
Other	Contingency for unfunded costs of BHSAN	145		Currently funded from local resources	DTS 1
	Over programming from 2007/08	382	527	Funds to cover over programming from 2007/08	
TOTAL INTEGRATED TRANSPORT BLOCK			3260		

BLOCK	BUDGET HEAD	£000'S	£000'S	DESCRIPTION
PRN Bridge Strengthening	A491 – Stourbridge Rock Caverns	70		Strengthening & associated works
	A491 – Worcester Street Subway	160		Strengthening & associated works
	A491 – Court Street Subway	160		Strengthening & associated works
	A4036 – St Johns Road Subway	175		Strengthening & associated works
	A4036 – Lye River Bridge	145	710	Strengthening & associated works
TOTAL PRN Bridge Strengthening			710	
Congestion Target Delivery Funding	Capital Funding	26		A491.A461 & A4123 minor infrastructure works
	Revenue Funding	26	52	Review & maintenance of traffic signal equipment.
TOTAL Congestion Target Delivery Funding			52	
Highways Agency Grant for A456	Grant towards safety improvements at the Grange roundabout on the A456	750	750	Junction Improvement Additional funding – IT Block Minor Imps – see appendix 10

TRANSPORT CAPITAL PROGRAMME 2008/09 - LOCAL RESOURCES

BLOCK	BUDGET HEAD	£000'S	£000'S	DESCRIPTION
Carriageway Maintenance	Non Principal Road Network	2000	2000	Programme to be agreed with Cabinet Member
Footway Maintenance	Footway Maintenance	568	568	Programme to be agreed with Cabinet Member
Street Lighting	Street Lighting Maintenance	1200	1200	Programme to be agreed with Cabinet Member
TOTAL LOCAL RESOURCES			3768	

SUMMARY OF THE TRANSPORT CAPITAL PROGRAMME 2008/09 – 2010/11

	2008/09	2009/10	2010/11
LTP SETTLEMENT BLOCKS	£000'S	£000'S	£000'S
TOTAL MAINTENANCE BLOCK	2443	2688	2945
TOTAL INTEGRATED TRANSPORT BLOCK	3260	3537	3674
TOTAL LTP CAPITAL PROGRAMME	5703	6225	6619
PRN Bridge Strengthening	710	1370	75
Total Congestion Target Delivery Funding	52	N/A	N/A
Highways Agency Grant for A456	500	250	0
LOCAL RESOURCES	£000'S	£000'S	£000'S
CARRIAGEWAY MAINTENANCE - Non Principal	2000	2000	2000
FOOTWAY MAINTENANCE	568	568	568
STREET LIGHTING	1200	0	0
TOTAL LOCAL RESOURCES	3768	2568	2568

Appendix 2

Programme for Bridge Reconstruction/Strengthening

The bridge programme for reconstruction/strengthening to meet the EU loading standards for 40 tonnes has been reassessed to remove bridges where work has already been carried out and take into account further local factors.

The programme has been reviewed taking into account route priority together with the need to service industrial areas requiring vehicles of a greater loading capacity. The time taken to obtain the necessary rail possessions (required from Network Rail to allow work to proceed on a live railway) associated with the work has also been included as an important factor.

Revised Programme

Bridge	Number	Owner	Work required	Programme
Moor Street No 1 Rail Bridge BH	32039	Network Rail	Strengthening of the bridge deck	2008/09
Farmers Bridge Moor Street BH	30075	Dudley MBC	Reconstruction of bridge over canal	2008/10
New Road Bridge Netherton	32052	British Rail Residuary Ltd	Deck removal and infilling	2009/10
Primrose Bridge Netherton	33017	British Waterways	Reconstruction and possible road realignment of bridge over canal	2010/12
Rumbow Bridge	30014	Dudley MBC	Reconstruction of bridge over River Stour	2012/14
Griffin Bridge Netherton	33021	British Waterways	Deck replacement of bridge over canal	2014/15
Bower Lane Quarry Bank	30052	Dudley MBC	Deck Strengthening of bridge over River Stour	2015/16
Glasshouse Bridge Wordsley	33008	British Waterways	Deck strengthening possible future widening	2016/17

Notes:

Accidental Wheel loading

In addition to the 40 tonnes loading (as above) the edges a number of rail bridges require strengthening to accommodate an accidental wheel loading requirement which will have to be fitted into future years programmes as expenditure allows.

These bridges are:-

- a. Moor Street No 2 Rail Bridge, Moor Street Brierley Hill
- b. Maypole Hill Rail Bridge, Quarry Bank
- c. Vicarage Road Rail, Amblecote
- d. New Road Rail Bridge, Dudley

Note: Gorstbybank Rail Bridge, Brierley Hill is being widened and strengthened as part of the BHSAN Major Scheme.

Appendix 3

Retaining Walls

The list below comprises 15 of the most vulnerable Council owned retaining walls out of total number of 175 and has been drawn up following inspections and a prioritisation ranking based on an assessment of their condition, location and the level of risk to the Council.

The walls are monitored and their priority ranking modified as necessary and where opportunities and finance arises works carried out in preparation for the main works and in mitigation of any increased risk.

Wall/Road Name	Wall Number	Work Required	Priority Ranking	Programme
Church Street/Church Hill Brierley Hill	35058	Major Rebuild	1	2008/09
Himley Road, Lower Gornal	35110	Strengthening	2	2008/09
Belle Vale/Shelton Lane, Halesowen	35103	Rebuild	3	2010/11
Belle Vale/Shelton Lane, Halesowen	35118	Rebuild	4	2011/12
Hawne Lane, Halesowen	35091	Strengthening	5	2013/14
Butchers Lane/Hillbank, Cradley	35194	Strengthening	6	
Brettell Lane (Old Crown PH) Brierley Hill	35184	Rebuild	7	
The Promenade (South) Brierley Hill	35074	Strengthening	8	
Hermit Street, Coseley	35028	Strengthening	9	
Colman Hill, Halesowen	35134	Strengthening	10	
Halesowen Road, Netherton	35177	Strengthening	11	
Wolverhampton Road Sedgley	35106	Strengthening	12	
Hagley Road, Stourbridge	35131	Strengthening	13	
Dibdale Street/Corser Street, Dudley	35123	Strengthening	14	
Cinderbank Netherton	35125	Strengthening	15	

Notes:

1. Redhill Close Retaining wall previously priority No.2 was reconstructed in 2006/08.
2. Whitehall Drive Retaining wall, Halesowen and Heywood Canal Bridge Parapets, Halesowen are now included in the PRN programme.
3. New Road Retaining wall, Stourbridge has been rebuilt as part of the Pedestrian Crossing in Hagley Road.
4. Church St /Church Hill subject to confirmation of AWM funding

UPGRADING APPROACHES

All of the road over rail bridges have been inspected and assessed in accordance with the requirements set out in DfT guidelines.

The priority scores have been evaluated in conjunction with Network Rail and mitigation works agreed to the higher risk sites and schemes will be progressed as funding opportunities arise from slippage in the main programme identified in appendix 1.

<u>Priority Number</u>	<u>Reference Number</u>	<u>Name</u>	<u>Railtrack Reference</u>	<u>Score</u>
1	002/DD14	Worcester Lane	123 OWW	99
2	025/DU01	Engine Lane	49 GSJ2	91
3	014/DU02	Hungary Hill	51 GSJ2	89
4	031/DU402	Mogul Lane	44 GSJ2	88
5	067/DU408	Central Drive	62 RBS2	87
6	004/DD01	Hagley Road	125 OWW	86
7	033/DU401	Maypole Hill	43 GSJ2	85
8	021/DD10	Dudley Road (Lye Station)	48 GSJ2	84
9	009/DU08	Junction Road	3-S72 SJS	83
10	056/	Castle Hill	DPJ	81
11	068/DU409	Bayer Street	63 RBS2	77
12	054/DU407	New Road	163 OWW	74
13	032/DU404	Vicarage Road	137 OWW	73
14	003/DU06	Redlake Road	124 OWW	66
15	039/DU406	Moor Street No 1	146 OWW	64

UPGRADING PARAPETS

Many bridges have parapets that are substandard compared to current standards on vehicle containment and following inspections a priority list has been drawn up based on the level of containment, location and risk to the Council.

Some of these works will be tackled as part of the bridge reconstruction/strengthening programme and others will be carried out as funding opportunities arise from slippage in the main programme identified in appendix 1.

<u>Priority Number</u>	<u>Bridge Name</u>	<u>Bridge Number</u>
1	Grange Lane Subway	30010
2	Laurel Lane Subway	30007
3	Furnace Hill Bridge	30031
4	Hill Street Bridge	30060
5	High Street, Pensnett	30056
6	Worcester Street Subway	30021
7	New Road Subway	30015
8	Furnace Lane Subway	3001
9	Court Street Subway	30022
10	St Johns Road Subway	30025
11	Foster Street Subway	30026
12	Shelton Lane Bridge	30030
13	Mears Coppice Bridge	30044
14	Lye River Bridge	30047
15	Black Delph Bridge	30064
16	Swan Lane Bridge	30070
17	Rumbow Bridge	30014
18	Forge Lane, Halesowen	30020
19	Bower Lane Bridge	30052
20	Coalbourne Brook	30053

BUS SHOWCASE PROGRAMME 2008/09**Appendix 6**

Bus Route Number	Road	Detail	Description of Route & Bus Showcase Corridor Number
558	A459	Investigation and possible delivery (in part) of Bus showcase/spurs, highway improvements/Bus Priority measures and Targeted investment schemes.	Dudley – Sedgley – Wolverhampton No.35
9	A458	Traffic Management Study/Targeted investment schemes.	Stourbridge - Halesowen - Birmingham
87	A 461 A4033 A 457	Bus Stop Upgrades to Bus Showcase Standards and investigation of potential Highway improvements and Bus Priority measures / Targeted Investment schemes.	Dudley - Capehill – Birmingham No. 22

The Bus Showcase programme is designed to deliver comprehensive infrastructure improvements on selected routes. The programme identified above, in conjunction with improvements to the bus fleet provided by operators will assist in contributing to the delivery of the LTP bus based targets where ongoing decline in patronage is a cause for concern.

Bus showcase is funded from the centrally administered bus showcase programme from the top sliced joint priorities.

PROPOSED LOCAL SAFETY SCHEME PROGRAMME OF WORKS 2008/2009

Appendix 7

No.	Location	Total Relevant Accidents	Total Relevant Casualties	Proposals
1	Ham Lane and Grange Lane , Pedmore	17	22	Reduce Speed limit to 30mph + Vehicle Activated Speed and/or Warning Signs.
2	Hillside Road, Wrens Nest	4	4	Vertical Traffic Calming maximum five sets of cushions.
3	Russells Hall Estate	9	11	Middle Park Road - 3 Child pedestrian accidents - Cushions at existing chicane locations
4	Saltwells Road, Quarry Bank	14	20	Replace existing mobile sites with Fixed GATSO Speed Cameras. Subject to approval by WMSCP
5	Stallings Lane, Pensnett	14	24	Yellow Box markings or Keep Clear at junctions / access + Vehicle Activated Speed and/or Warning Signs
6	Birmingham Street / St. John's Road, Stourbridge Ring Road	10	10	Reduce slip road to single lane entry to Ring Road to improve merging of traffic flows
7	Thorns Road, Quarry Bank	6	10	Vehicle Activated Signs to reduce speeds involved in lane change & shunt accidents
8	Kingsway / Wentworth Rd / Vicarage Rd / High Street, Wollaston	11	16	Accident cluster - Junction highlighting and side road warning signs around area
9	Enville Rd / Swindon Rd, Wall Heath	5	9	Bend C/L highlighting and reactive 30mph signs
10	Union Street, Dudley	5	5	Union Street narrowed + TRO Oneway southbound, Footway widening at Wolverhampton Street and raised junction area with signals operation simplified
11	Woods Lane, Brierley Hill	7	9	Centre line highlight with grey anti skid material on sharp bend
12	Park Lane, Cradley	4	5	Deferred Danger Reduction Scheme 2007/08 - Bend highlighting and marker posts

PROPOSED RESERVE LIST

Appendix 7

No.	Location	Total Relevant Accidents	Total Relevant Casualties	Comments
13	The Parade, Dudley	6	9	Accidents reduced from 2007 - Antiskid surfacing at pelican crossing
14	Cinder Bank, Netherton	7	10	Consider junction realignment subject to Bus Stop NOTE: Major Statutory Undertakers plant within island
15	High Street / Dreadnought Rd, Pensnett	5	5	Accidents reduced from 2007 - Proposed cycle lane and splitter islands
16	Bower Lane / Saltbrook Rd, Quarry Bank	4	8	Accidents reduced from 2007 - Proposed mini roundabout and warning signs

The allocation for Local Safety Schemes will allow works at the local safety scheme locations listed above up to and including priority number 12, as agreed with the Cabinet and Shadow Cabinet Members for Transportation. The locations have been prioritised to have greatest impact on reducing personal injury accidents within the available funding. However, as some schemes may be delayed or modified as a result of the consultation processes, approval is also being sought to use any residual funding to progress/implement the remaining schemes shown on the reserve list.

It is also intended that part of this allocation will be used as necessary to undertake minor modification works to previously constructed local safety schemes and also accommodate the introduction of anti-skid treatments to a number of more general sites which may not normally meet the local safety scheme criteria. This allocation will also allow any speed management initiatives to be undertaken such as further mobile speed camera sites and temporary variable message signs as a road safety tool. Any scheme, including reserve schemes, which can not be implemented within the relevant timescale or financial resources available for this programme of works will be deferred and submitted for re-assessment for possible inclusion in a future programme of works.

PROPOSED SAFER ROUTES TO SCHOOL PROGRAMME OF WORKS 2008/09**Appendix 8**

No.	Location	Proposals
1	St. Mary's RC School, Mill Street, Brierley Hill.	Puffin Crossing
2	Russells Hall Primary School, Overfield Road, Dudley	Zebra Crossing
3	Alder Coppice Primary School, off Northway, Sedgley	Footpath improvements
4	Amblecote Primary School, School Drive, Amblecote	Steps / Ramp / Footpath improvements
5	Hasbury C of E Primary, School Lane, Halesowen.	Visual carriageway reduction with additional advance warning "Premark" road symbols
6	Church of Ascension Primary, Foundry Road, Wall Heath	Improvement of link to the playing fields

PROPOSED RESERVE SCHEMES

7	Greenfield Primary, Greenfield Avenue, Stourbridge	Visual Traffic Calming and consider new Vehicle Activated Sign
8	Foxyards Primary, Foxyards Road, Tipton	20mph zone, as existing speeds justify
9	Olive Hill Primary, Springfield Road, Halesowen	20mph zone, to compliment existing Vertical Traffic Calming

The allocation for Safer Routes to School will allow consideration to be given to the locations listed above up to and including number 6 for the development of schemes in consultation with the local schools and these have been agreed with the Cabinet and Shadow Cabinet Members for Transportation.

However, as not all of the detailed consultations have yet been completed, it is not possible at this stage to confirm how many of the locations shown can be funded from the proposed allocation. Approval is therefore also being sought for further consideration of the Reserve List. Any scheme, including reserve schemes, which can not be implemented within the relevant timescale or financial resources available for this programme of works will be deferred and submitted for re-assessment for possible inclusion in a future programme of works.

PROPOSED PEDESTRIAN CROSSING PROGRAMME OF WORKS 2008/09

Appendix 9

No.	Location	Comments
1	High Street, Brockmoor - near Norwood Road & Public House	New Pelican
2	Brierley Hill Road - near Watery Lane	New Pedestrian Refuge
3	Gospel End Road - near Netherby Drive	New Pelican
4	Commonside - near Bromley	Upgrade existing Zebra to Puffin
5	Aston Road - jnc of Blowers Green Road	New Pedestrian phase at existing signals

PROPOSED RESERVE SCHEMES

6	Saltwells Road - near Weavers Rise	New Pelican
7	Netherend Lane - near Apperley Way	New Zebra
8	Mill Street - near The Promenade	Upgrade existing Zebra to Pelican

The pedestrian element of the vulnerable users allocation will allow a continued programme of pedestrian crossing facilities at locations 1 to 5 above and these have been agreed with the Cabinet and Shadow Cabinet Members for Transportation. However, as some schemes may be delayed or modified as a result of the consultation processes, approval is also being sought to use any residual funding to progress/implement schemes shown on the reserve list. Any scheme, including reserve schemes, which can not be implemented within the relevant timescale or financial resources available for this programme of works will be deferred and submitted for re-assessment for possible inclusion in a future programme of works.

MINOR IMPROVEMENT SCHEMES
2008/09 -2012/13

Appendix 10

SCHEME	2008/09	2009/10	2010/11	2011/12	2012/13
	£ 000's	£ 000's	£ 000's	£ 000's	£ 000's
Amount of IT Block contribution to scheme					
Existing Schemes					
Halesowen Bus Station Enabling Works (completion of scheme)	90	0	0	0	0
New Schemes					
A456 / Grange Road (start construction of scheme in 2008/09 using HA grant funding)	0	250	0	0	0
Future Schemes (2008/09 – feasibility & preliminary design)					
A491 / Lawnswood Road	10	400	150		
High Street, Pensnett	50	400	850	850	500
Mill Street / Delph Road / Mount Pleasant	25	25	100	250	500
A4036/High St, Q'Bank	50				
Total	225	1075	1100	1100	1000

The Future Schemes in the Minor Improvement Programme have been identified following assessment each potential scheme against the DfT's four shared priorities for transport. The assessment considered each scheme in terms of it's;

- Contribution to improving safety
- Contribution to journey time improvement
- Contribution to improving accessibility
- Improvement to air quality
- Deliverability

UTC

Dudley signals are controlled from Wolverhampton as part of a service level agreement.

Communications

On the key routes all UTC equipment will be upgraded to UTMC2 standards. A total of 5 outstations will be commissioned together with IP communications – a mixture of fibre and wireless will be provided.

VMS

It is proposed to install a central VMS facility to cover all those West Midlands authorities without a system at present. Dudley will have access to this and a number of potential VMS sites (4) have been identified for consideration.

Car Park signs

The proposed new central VMS facility will have the ability to control car park signs should Dudley wish to develop this facility in the future.

Traffic signal controller replacements

The initial survey identified 4 controllers in need of replacement and the proposals have budgeted for 2 of these sites to be completely refurbished.

Pelican crossing controller replacements

The initial survey identified 2 pelican controllers in need of replacement and the proposals have budgeted for 1 of these sites to be completely refurbished.

Links to CoE and the Common Command & Control System

Dudley will be linked to the Centre of Excellence. The Common Command & Control system to be provided is intended to be a universal platform providing access to all the West Midlands systems together with an areawide view of traffic conditions.

Enhanced Display facility for video and system

Dudley does not have UTC control facility however the scheme allows for the development of a display facility.

Environmental monitoring

As part of the overall monitoring package it is intended to install monitors to measure roadside pollution (CO,NOx,SO2, Particulates). In order to gain a picture of the whole area it is intended to put units on each key route. (4 sites in Dudley)

Flow monitoring

To support the data from the Environmental monitoring additional flow measurement devices will be co-located with the air monitors. (4 sites in Dudley).

Modelling/ simulation

In order to monitor and assess the scheme it is intended to develop an areawide model. All the West Midlands Authorities will have access to this model which will be equipped with linked simulation / SCOOT facility to allow proposed traffic control strategies to be tested before implementation.

Journey time monitoring

Further to the monitoring detailed above it is proposed to install an areawide ANPR system for journey time monitoring. ANPR camera can be considered relatively portable so it is proposed to move the 40 cameras in the system around the area as appropriate.

Introduction

This Dudley Transport Strategy is based on national, regional and local transport policies and the West Midlands Local Transport Plan (LTP2) which has been formally adopted by the Council. The strategy document is the outcome of a detailed appraisal of these policies.

The document consists of an integrated package of policies and measures which reinforce one another to deliver a vision and achieve objectives. The development of a Transport Strategy for Dudley is set in the context of the Council's vision for the Borough, the outcome of the Black Country Sub-regional Study, the current West Midlands LTP2. The strategy has also taken into consideration the existing and forecast transport demands and network performance, and a number of challenges facing transport in Dudley today and in the future. In response to these challenges and the policy context, a number of objectives have been identified for the transport strategy.

Transport Challenges in Dudley

Travel and transport challenges in Dudley have been analysed as part of regional and sub regional studies, particularly the West Midlands Area Multi-Modal Study (WMAMMS), and more recently through the Black Country Study, together with the WMLTP2 and information from local studies. This analysis indicates that the key transport challenges for Dudley are as follow:

- Congestion within the Borough and on the motorway network;
- Unreliable, expensive and often overcrowded public transport;
- Lack of a high standard urban public transport system;
- Lack of good public transport travel information;
- Severe congestion on the motorway system;
- Future congestion and safety problems arising from car dependency;
- Inefficient use of existing road space;
- High costs of freight transport due to road congestion;
- Inadequate facilities for cycling and walking;
- Poor transport network in the west of the conurbation;
- Pressure on resources to maintain and renew transport services and infrastructure;
- Inadequate capital resources to deliver and sustain a modern transport system for Dudley as proposed in the Black Country Study.

Transport Objectives

The Transport Objectives for the Dudley Transport Strategy which have been developed from a review of the policy context and transport challenges for the Borough are set out below;

- 1 To reduce traffic growth, and ultimately achieve an absolute reduction in traffic;
- 2 To increase the number of trips in the area carried out by public transport, cycling and walking;
- 3 To reduce future levels of traffic congestion on the Principal Road Network and other key routes;
- 4 To raise awareness of the impacts of travel choices and opportunities for sustainable travel choices;
- 5 To increase the speed and reliability of public transport on key routes;
- 6 To improve the quality, extent and security of public transport networks serving key destinations;
- 7 To increase accessibility to jobs, main centres and hospitals;
- 8 To improve connectivity between key employment areas and the national motorway network;
- 9 To reduce the contribution that transport makes to the region's climate change emissions and poor air quality;
- 10 To reduce the noise and visual intrusion emanating from the transport system and impacting on sensitive areas;
- 11 To continue to improve safety of the transport networks in the borough;
- 12 To improve the quality and security of pedestrian and cycling routes and public car parks;
- 13 To maintain transport assets under the Council's control to a standard comparable to high performing authorities;
- 14 To reduce vehicular trips arising from new development through application of robust Travel Plans;
- 15 To ensure that new development contributes to mitigating the adverse impact that it may have on the transport system and supports the Council's Transport Strategy;
- 16 To adopt best practice in the provision of transport services and delivery of the transport strategy, including on-going communication with partners and stakeholders, and appropriate monitoring and review processes.

The Transport Strategy

The Transport Strategy has been developed to deliver the objectives set out above and is focused on the Transport Shared Priority four themes, as defined by Government for the purpose of preparing LTP2's:

- reducing congestion
- improving accessibility
- improving air quality
- improving road safety

In particular, it looks to:

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

The integrated policies and measures that make up the Dudley Transport Strategy respond to key policy themes which are set out below:

- Managing Traffic Demand
- Managing and developing the Highway Network
- Public Transport Networks
- Accessibility
- Climate Change and Air Pollution
- Road Safety
- Cycling, Walking and Health
- Freight and Business Needs
- Asset Management
- New Development
- Parking
- Performance Framework

From consideration of the transport challenges facing the Borough, the national and regional policy steer and the future availability of resources for transport in Dudley, a number of key principles have been identified for the Dudley Transport Strategy. These have guided the formulation of the integrated package of policies and measures that comprise the strategy. The policies and details of the types of measures to be implemented are listed below;

- DTS 1 To support regeneration by maximising network capacity and the efficient use of existing infrastructure by developing and implementing improvements, including;**
- A** Targeted physical improvements at congestion hotspots.
 - B** Priority Investment Corridors with improved parking control and enforcement.
 - C** Quick wins. (Quick wins are directed at providing rapid, mainly small scale and cost effective highway initiatives to increase network capacity at congestion hotspots across the borough;
- DTS 2 To continue to improve safety of the borough's transport networks by;**
- A** Continuing to investigate and analyse the causes of road traffic collisions.
 - B** Continuing to implement programmes of Local Safety Schemes.
 - C** Continuing to implement programmes of Safer Routes to School Initiatives.
 - D** Education, training and road safety awareness programmes.
 - E** Working with the West Midlands Road Safety Partnership to introduce traffic enforcement and West Midlands wide education, training and publicity.
- DTS 3 To increase the emphasis on promoting sustainable transport by;**
- A** Investing more heavily in developing Smarter Choices Initiatives.
 - B** Accessibility Planning activities.
 - C** Continuing to implement improvements to walking and cycling networks, routes and facilities.
- DTS 4 To continue to work closely with West Midland partners, particularly Centro and Westfield, to promote and deliver Metro between Wednesbury and Brierley Hill, or the implementation of improvements to public transport of equal quality and attractiveness to the proposed Metro extension;**
- DTS 5 To work more closely with Centro (and bus/train operators) on developing and delivering bus and rail infrastructure and service enhancements, including;**

- A** Bus Showcase improvements, both route based and targeted investment.
 - B** Development of Punctuality Improvement Partnerships.
 - C** Improved public transport interchange facilities.
-
- DTS 6** **To maximise opportunities to bring in new sources of funding for transport including planning obligations, working in partnership with major developers in the area, and continuing to engage with the evolving West Midlands Joint Initiatives;**
 - DTS 7** **To improve the transport evidence base and improve the assessment of transport investment choices through a programme of corridor transport studies/area studies focusing on the Brierley Hill Strategic Centre and key Priority Investment Corridors;**
 - DTS 8** **To undertake an initial scoping study to investigate the feasibility and mechanism for bringing forward the improvements proposed in the Black Country Study and in accordance with the Regional Spatial Strategy and Regional Transport Strategy;**
 - DTS 9** **To work with West Midland partners to develop improved monitoring systems of key transport indicators to enable achievement of the Dudley Transport Strategy to be measured over time;**
 - DTS 10** **To ensure that stakeholders are consulted and engaged in bringing forward transport strategies, policies and measures and the delivery of transport services in Dudley;**
 - DTS 11** **To work with West Midland partners and across the Council to maximise opportunities offered by new technology in managing the highway network, delivering transport services and communicating with transport users.**

This integrated package of policies and measures will help to contribute to the achievement of the existing targets contained in LTP2, and those transport indicators to be adopted as part of the Local Area Agreement. The current LTP2 targets are listed on the following table.

Key to themes:

RCR – Road Casualty Reduction Shared Transport Priority Theme
RC – Road Congestion Shared Transport Priority Theme
A – Accessibility Shared Transport Priority Theme
AQ – Air Quality Shared Transport Priority Theme
IOI – Intermediate Outcome Indicators

Local Transport Plan 2 - Targets

Theme	Target	Target Description
RCR	1	Mandatory indicator Target BVP199(x):
		A 40% reduction in all KSIs from 1994-98 average to 2010, and a 30% reduction from 2004 to 2010
	2	Mandatory Indicator Target BVPI99(y):
		A 50% reduction in child KSIs from 1994-98 average to 2010, and a 35% reduction between the 2002-2004 average and the 2008-2010 average
	3	Mandatory Indicator Target BVPI99(z):
		A 10% reduction in slight casualties from 2004 to 2010
RC	1	Mandatory Indicator Target LTP2:
		No more that a 7% increase in road traffic mileage between 2004 and 2010.
	2	Mandatory Indicator Target LTP6:
		No increase in morning peak traffic flows into the 9 LTP centres between 2005/6 and 2010/11.
	3	Mandatory Indicator Target LTP6 –
		Additional target at authorities' discretion: Increase the morning peak proportion of trips by public transport into the 9 LTP centres as a whole from the 2005/6 forecast baseline of 32.73% to 33.8% by 2009/10.
A	4	Mandatory Indicator Target LTP7: (provisional)
		On target routes in the AM peak (0700-1000) accommodate an expected increase in travel 4% with a 5% increase in journey times between 2005 and 2011.
	1	Mandatory Indicator Target LTP1a:
		Increase the number of people attending job interviews per year via access initiatives from the 2005 baseline of 1150 to 2300 by 2011
	2	Mandatory Indicator Target LTP1b:
		Increase the total population within 30 minutes inter-peak travel time of main NHS hospital by 'accessible' public transport from the 2005 baseline of 580,000 by 50% by 2011
AQ	1	Mandatory Indicator Target LTP8:
		Reduce the average level of NO2 by 1% between 2004 and 2010 in the areas where NO2 exceeds the national objective

IOI	1	Mandatory Indicator Target BVPI96:
		Reduce the length of Principal Roads requiring further investigation according to DfT rules and parameters by 5% between 2004/5 and 2010/11
	2	Mandatory Indicator Target BVPI97b:
		Reduce the length of Unclassified Roads requiring further investigation according to DfT rules and parameters by 5% between 2003/4 and 2010/11
	3	Mandatory Indicator Target BVPI87:
		Reduce the length of high usage footways requiring further investigation according to DfT rules and parameters by 5% between 2003/4 and 2010/11
	4	Mandatory Indicator Target BVPI102:
		Increase bus use from the 2003/4 base of 325 million trips per year to 355 million by 2010/11
	5	Mandatory Indicator Target BVPI104:
		Achieve levels of bus satisfaction of more than 60% by 2009/10
	6	Mandatory Indicator Target LTP3:
		A 1% increase in the cycling index between 2003/4 and 2010/11
	7	Mandatory Indicator Target LTP5:
		83% of bus services operating between '1minute early and 5 minutes late' by 2010/11
8	Local Indicator Target:	
	Increase light rail use from 5.1 million trips per year in 2003/4 to 5.8 million trips per year in 2010/11	
9	Local Indicator Target:	
	No more than a 7% increase in the total cost of delay on the main road network (excluding buses) between 2004 and 2010	
10	Local Indicator Target:	
	Improve actual and perceived personal safety while travelling on public transport by 10% between 2005/6 and 2010/11	
11	Local Indicator Target:	
	Support economic regeneration by maintaining inter-peak accessibility to the 9 LTP centres as a whole between 2004/5 and 2010/11	
12	Local Indicator Target:	
	Increase the proportion of the West Midlands industrial areas that are accessible to 44 tonne lorries within five minutes of the nearest motorway junction (daytime inter-peak) by 2% between 2004 and 2010.	
13	Target required by Regional Spatial Strategy:	
	100% of Schools to have travel plans by 2011	
14	Target required by Regional Spatial Strategy:	
	30% of all employees to work in organisations committed to work place travel plans by 2011	