

WARDS: ALL

AGENDA ITEM NO. 9

DUDLEY METROPOLITAN BOROUGH COUNCIL

CABINET –15th JUNE 2005

REPORT OF THE DIRECTOR OF THE URBAN ENVIRONMENT

PROVISIONAL LOCAL TRANSPORT PLAN 2005/6 – 2010/11

1.0 PURPOSE

- 1.1 To seek the Cabinet's approval to the Provisional Local Transport Plan LTP2 for submission to Council.

2.0 BACKGROUND

- 2.1 The West Midlands Metropolitan Authorities (WM) and the Passenger Transport Authority (PTA) are required to work together to submit a Local Transport Plan (LTP2) and this enables over £100m capital investment per annum to the conurbation.

- 2.2 The final guidance for LTP2, received in December 2004 from the Department for Transport (DfT) and detailed below, was for a two stage approach;

- A full Provisional Document to be submitted by the end of July.
- A final document taking account issues such as accessibility planning and proposed funding levels to be submitted by March 2006.

- 2.3 Each Council/PTA must approve the same document for submission to Government by 29th July - against this background therefore, the document considered by the PTA on the 20th June will be the final version.

- 2.4 DfT have agreed that LTP2 is essentially a roll forward of the 2003 LTP, reflecting the response by the Secretary of State to the West Midlands Area Multi Modal Study in which £1.0bn was committed to the WMs subject to a robust transport strategy being put in place. Accordingly, in parallel with DfT Guidance, Leaders have engaged with the DfT in connection with the development of a strategy.

2.5 The West Midlands Planning and Transportation Sub-Committee considered the LTP2 at its meeting on 27th May and the Leaders at their meeting on the 8th June resolved to commend LTP2.

2.6 Against the background of LTP2 being a roll forward of the 2003 LTP, the July submission being provisional with various matters remaining to be resolved, and allied to the late resolution of details associated with Demand Management and strategy development, it is proposed that scrutiny of the LTP2 will take place early in 2006 when outstanding matters are resolved.

2.7 POLICY FRAMEWORK

2.7.1 LTP2 is a strategy document required by Government outlining the transport investment priorities in the WM and is used as a basis for determining the level of capital investment for transport over the next five years - being now set in a regional context.

2.7.2 LTP2 contains the policies for the promotion and encouragement of safe, integrated, efficient and economic transport services that are required to meet the needs of people living and working in the area as well as those passing through, and in particular, to address the needs of freight and pedestrians.

2.7.3 In particular the policy framework requires;

2.7.4 A bus strategy based on

- Driving up quality
- Improving reliability and journey times particularly through highway efficiency.
- Improved information by building on Matisse (Internet based facility for the dissemination of traffic information)
- Enhancing the efficient use of bus lanes
- Enhanced Area Wide Initiatives

A revised Bus Strategy for the period 2003-11, with changes to reflect LTP2, was approved by the Executive on 27 October 2004.

During preparation of LTP2, further minor changes to the Bus Strategy were required to bring it into line with the main document. These final changes were approved by Planning and Transportation Sub Committee on 15 April 2005 and by the PTA on 23 May 2005 and are detailed in Appendix 1.

2.7.5 **Headline outcomes**

- No increase in congestion
- An efficient road network
- Encouraging extra trips by public transport and walking cycling

2.7.6 DfT's guidance on LTPs requires authorities to set transport in its wider context and demonstrate a commitment to delivering the Government's Transport Shared Priorities (TSP) as set out below.

2.7.7 Reflecting these national priorities, the LTP2 sets out a vision of how transport investment can contribute to improved quality of life within the conurbation:

- A thriving, sustainable and vibrant community where people want to live and where business can develop and grow.
- Town, city and local centres that are attractive and vibrant where high quality public transport is the norm, and walking and cycling are common place.
- Cleaner air and less congested traffic conditions.
- A safer community with fewer road accidents, and with environments in which people feel secure.
- Equal opportunities for everyone to gain access to services and facilities and enjoy a better quality of life, with travel choices that are attractive, viable and sustainable.

This is in tune with the expected outcomes of the Black Country Study and the Council Plan.

2.7.8 The LTP2 vision has been developed following a dialogue with the DfT - against the background of Government recognition that demand for travel on roads, railways and at airports will increase and that addressing this increase is at the heart of regeneration of our communities.

.2.8 TRANSPORT SHARED PRIORITIES

2.8.1 LTP2 has to focus on delivery of the TSPs, being the four themes of safety, air quality, accessibility and congestion and in these four areas stretching performance targets have been agreed with DfT. The WMs additional objective of supporting regeneration is not covered by the TSP.

2.9 DEMAND MANAGEMENT

2.9.1 The DfT has agreed that they wish to examine the potential benefits of introducing a system of road pricing as a long term measure to tackle growing congestion. They have initiated a debate on such a proposal and have indicated that a pilot be undertaken, probably in a major conurbation or region. Consequently WM Leaders have agreed a revised statement, which has been incorporated into the executive summary attached as Appendix 2.

2.10 FUNDING

2.10.1 LTP2 is no longer a bidding document. The programme has to be prepared in line with spending guidelines set out by DfT – currently we have provisional guidance for the levels of the Integrated Transport block. The production of a balanced strategy, in keeping with national guidance, will have a positive impact upon funding allocations. The Department for Transport (DfT) have advised that the production and delivery of a robust strategy can affect capital funding by up to 25%.

2.10.2 LTP capital funding is received annually and covers three main types of scheme including:

- Highways maintenance (Bridges, Principal Road Network & Local roads)
- Major schemes - hitherto seen as construction of new roads but increasingly public transport orientated.
- Integrated transport being locally decided schemes.

2.11 LTP ASSESSMENT

2.11.1 Government have made assessment of delivery more onerous as performance is now measured yearly - it will no longer be sufficient to deliver the overall programme within the term of the LTP2 as was previously the case.

2.11.2 Against this background, the Governance of the West Midlands LTP2 is under review to ensure that a stronger Metropolitan Transport Focus is developed within the wider Regional Context and that the constituent Councils work in partnership to deliver the programmes.

2.12 LOCAL ISSUES

2.12.1 Major Capital Schemes

Major capital schemes (schemes that exceed £5m), have to be ranked for inclusion in LTP2 and this ranking needs to take account of a regional context.

The outcome of the adopted strategy for the Black Country Study will highlight investment needs to 2031 against the background of identified Transportation needs.

In LTP2 Dudley has the Brierley Hill Sustainable Access Scheme which is programmed to commence in the summer of 2006 and the Wednesbury to Brierley Hill Metro Line now programmed for 2008 – this being promoted by Centro.

The only other scheme is the Burnt Tree Island scheme that is being progressed by Sandwell for submission in July as reported to the Executive on 27th October 2004.

2.12.2 Integrated Transport

The Integrated Transport IT element of LTP2 includes a range of smaller transport initiatives that are locally determined. Funding is received in the form of a single capital pot and expenditure proposals are reported to Cabinet for approval following the Annual Capital Settlement (ACS) in December.

To ensure funding in the annual capital settlement the prioritisation of schemes within the IT block must reflect the transport strategy as outlined in LTP2 and comprises schemes to deliver a comprehensive programme of investment as set out in Appendix 3.

2.12.3 Highway Improvement Strategy

A prioritisation exercise of minor improvement schemes has been undertaken to form a Highway Improvement Strategy (HIS).

The HIS takes account of scheme

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

Each being scored as set out in Appendix 4.

A five year programme of highway improvement is required to be included in LTP2 and the proposed schemes are as indicated in Appendix 5 – approval for the detail schemes will be confirmed in the light of the ACS to Cabinet.

Dudley is the only WM Authority not actively engaging in the Phase One Red Routes programme – recently approved by DfT encompassing routes in Walsall, Solihull, Sandwell and Birmingham. Much has been learnt since the faltering trials a couple of years ago and it is considered that it is now time for Dudley to consider engaging with future phases of the Red Routes subject to the previous Council resolution.

Red routes are designed to benefit all road users through quicker and more reliable journeys, for cars, lorries and for buses. In particular, they aim to reduce congestion which is costing the WMs £2.3bn each year. They have the potential to reduce accidents as well as noise and pollution.

2.13 PUBLIC TRANSPORT

2.13.1 One of the ways to manage demand on the public highway is by encouraging greater use of public transport and LTP2 contains stretching targets against which WM Performance, and potentially investment, will be measured,

2.13.2 The Transportation hierarchy that is developing is;

- Trains for major inter city connections,
- Metro for centre connections and
- Buses for local journeys.

2.13.3 Bus priority measures account for £300m over the LTP2 period and provides a considerable resource for investment in improving the local highway infrastructure other than that provided by the IT Block and the major schemes.

- 2.13.4 In addition to the existing bus showcase corridors and associated improvement schemes, new bus improvement corridors are being developed for approval. These additional routes include Dudley to Halesowen and Dudley to Wolverhampton.

2.14 OTHER PUBLIC TRANSPORT

- 2.14.1 To assist access to employment opportunities, aid social inclusion, promote the use of more sustainable modes of transport and encourage walking and cycling, LTP2 maintains the important role of workplace travel plan co-ordination and promotion and will seek to develop accessibility strategies.

- 2.15 The LTP2 is on deposit in the Members Library and Appendix 6 sets out the contents of the document.

3.0 PROPOSAL

- 3.1. That the Cabinet commends:

The Provisional LTP2 for submission to Council for approval.
The revised Bus Strategy for submission to Council for approval.

- 3.2. That the Cabinet agrees:

The Highway Improvement Strategy.
The indicative five programme of Highway Improvement schemes

4.0 FINANCE

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

- 4.2 Maintenance and block allocations will be issued as non-ring fenced, single pot Supplementary Capital Expenditure (Revenue) SCE(R). Major schemes allocations will be secured as half grant contributions (Transport Supplementary Grant for road schemes and S56 grant for public transport as was previously the case) and half ring fenced SCE (R).

5.0 LAW

- 5.1 The Transport Act 2000 requires that Local Transport Plans be submitted.

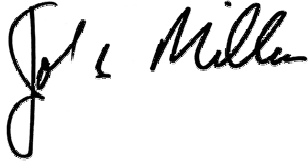
6.0 EQUAL OPPORTUNITIES

- 6.1 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.

- 6.2 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.

7.0 RECOMMENDATION

7.1 That the proposals set out in Section 3 of this report be approved.



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Background documents used in the preparation of this report:-

Leaders meeting 8 June 2005 and various other meetings
Meetings of the Chief Executives Transport Steering group
Meetings of the Planning and Transportation Sub Committee
Parliamentary Reception 22nd March
Transport Innovation Fund workshops
Feedback from meetings of Regional Transport Partnership
Feedback from the Strategic Transport Group
Meetings of CEPOG
E mails from Core Support Team & Chair of CEPOG
Provisional LTP2
Bus Strategy
Passenger Transport Authority meetings
Various meetings DfT officers and CEPOG
E mails and reports from Fishburn Hedges
West Midland Peer Review of capital Schemes
Reports from Buchannons on programme implementation
Settlement Letter December 2004.
Various e-mails from Helen Krowiak Government Office
Government Office Performance Review 2003/4
Meetings of the Black Country Study Transport Group

APPENDIX 1

Modifications to the Bus Strategy since approval by Dudley:

- (a) Amend target from 380 million to 355 million bus trips per year to match the revised LTP2 target. Also update and make reference to current patronage figure (325 million for 2003/04). Delete any other references to targets.
- (b) Refresh some of the tenses and update chapters where progress has taken place to align is to LTP2, as the revised Strategy was originally written in 2002.
- (c) Amend reference to Coventry city centre bus hubs and introduce the following paragraph on Pool Meadow under the Policy 14 Chapter on Interchanges and Bus Stations: *“Establish Pool Meadow Bus Station as the main interchange in Coventry city centre complemented by smaller on-street interchanges at key city centre locations.”*

A copy of the 2003-2011 Bus Strategy is available in the Member's library.

APPENDIX 3

Integrated Transport Block

- Minor improvement schemes
- Local safety schemes
- Measures to encourage Cycling
- Measures to encourage Walking
- Safe routes to schools
- Disabled facilities
- Public Transport measures
- Regeneration and Integration
- Promotion of safe and healthy communities
- Improvement of highway efficiency

Appendix 4

Highway Improvement Strategy prioritisation

A number of schemes have been prioritised to determine a five year programme of highway improvement. This prioritisation exercise assessed each potential scheme against the DfT's four shared priorities for transport and the deliverability of each scheme. Scores were allocated to each scheme as detailed in the table below.

Safety	Score
None	1
Minor	2
Serious	3
Fatal	4
Access	
None	
Assists modal shift	
Improves quality of life	
Serves deprived area	
Value is derived from how many of the above apply (1 to 4)	
Congestion	
None	1
Improves journey time reliability	2
Improves journey times to key growth centres	3
All of the above including environmental improvement	4
Air Quality	
None	1
Air quality management area under consideration	2
Air quality management area declared	3
Forms part of air quality management plan	4
All of the above are multiplied together and the result is divided by the deliverability, below.	
Deliverability	
Low	4
Medium	2
High	1
Not Applicable	0
This gives a score by which the schemes can be ranked.	

Where the funding source is to be from the minor improvement element of the integrated transport block, schemes with the highest scores have been included in a five year programme as shown in Appendix 2. Other schemes will be actively progressed in addition to those specified through external funding sources, including Bus Showcase.

APPENDIX 5

Dudley MBC - Minor Improvement Schemes 2005/6-2010/11						
	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11
	£'000	£'000	£'000	£'000	£'000	£'000
Existing schemes						
Enville Street	1354	200	25			
Halesowen Town Centre	300	375	25			
Future schemes						
Brierley Hill Road, Wordsley		422	550	25		
Lawnswood Road, Wordsley		25	350	800	25	
Sedgley Centre		50	50	203	800	800
High Street/High Oak, Pensnett			72	100	400	400
Manor Way/Grange Road, Halesowen					39	128
Total	1654	1072	1072	1128	1264	1328

Appendix 6

LTP Contents

- Executive Summary
- Introduction
- Vision for the West Midlands
- Transport in it's Wider Context
- Objectives
- Travel & Transport Problems
- Opportunities
- Strategy Development
- The strategy
- Implementation
- Performance Management

Together with a series of annexes covering; Congestion Strategy, Rights of Way improvement Plans, Hackney carriage and Private Hire Policy Statement, Road Safety Strategy Statement, Network management Duty Statement.