MOVEMENT FOR GROWTH:
The West Midlands Strategic Transport Plan

Public Consultation Draft

CONTENTS

1. INTRODUCTION.....01

2. CHALLENGES FOR THE WEST MIDLANDS.....03–04

3. OUR VISION.....05–06
   - Objectives

4. OUR APPROACH.....07–25
   -Policies
   -Long term approach to meet the policies
   -Twenty Year Vision for the Four Tiers of the Transport System and Indicative Phasing of the Long Term Programme
   -National/Regional Tier
   -Metropolitan Tier
   -Local Tier
   -Smart Mobility Underpin Tier
   -Supporting operational, revenue and policy measures

5. BENEFITS OF OUR APPROACH.....25

6. HOW WE WILL FUND OUR APPROACH.....26–27

7. HOW WE'LL KNOW WE'VE SUCCEEDED.....28

8. CONCLUDING REMARKS.....28

APPENDICES.....29–38
   -Appendix 1 Policies to Meet the Objectives
   -Appendix 2 Proposed Performance Indicators
   -Appendix 3 Glossary

INTRODUCTION

1.1 The new West Midlands Integrated Transport Authority (ITA) was established in 2014 to provide strong, clear leadership to strategic transport planning for the West Midlands Metropolitan Area. This leadership will ensure that profound and enduring improvements are made to the West Midlands' transport system, matching the scale of the challenges faced over the next twenty years.

1.2 This strategic transport plan sets out the long term approach to guide these improvements, to be made year in, year out, over a twenty year period. These improvements will be delivered by a number of organisations, through a number of programmes and packages. The ITA's role is to ensure that this delivery is "joined-up" and in accord with this over-arching long term plan for transport.


METTIS
METTIS
METTIS

CHALLENGES FOR THE WEST MIDLANDS

2.1 London aside, the West Midlands is the largest urban area in the world's sixth largest economy. It is the manufacturing centre of the UK and its central location means that any north west-south-east or north east-south west national movement travels through, or around our conurbation.

2.2 The history of the West Midlands is a proud one, "the workshop of the world" , based on industrial growth of distinct communities in the multi-centred Black Country, Birmingham , Solihull and the historic city of Coventry. Regeneration and reinvention are apace as the West Midlands transforms itself to an advanced manufacturing and high-end services economy in a place where people want to live and work.

2.3 Consideration of travel flows show that there is a complex mix of national, conurbation-wide and local journeys, covering a multitude of origins and destinations. An improved transport system will serve these existing flows better, but must also serve the West Midlands for its future challenges.

2.4 There are four challenges for which an excellent transport system is an essential part of the solution:

A. Economic Growth and Economic Inclusion

B. Population Growth and Housing Development

C. Environment and Public Health

D. Social Well-Being

A. Economic Growth and Economic Inclusion

2.5 The economy of the West Midlands, as part of the "Midlands Engine for Growth" , is currently on the rise, with export growth faster than Germany's: 70% growth between 2008 an 2014; motor manufacturing undergoing a renaissance, and significant numbers of young professionals moving to the conurbation to make a decent living and enjoy a good quality of life.

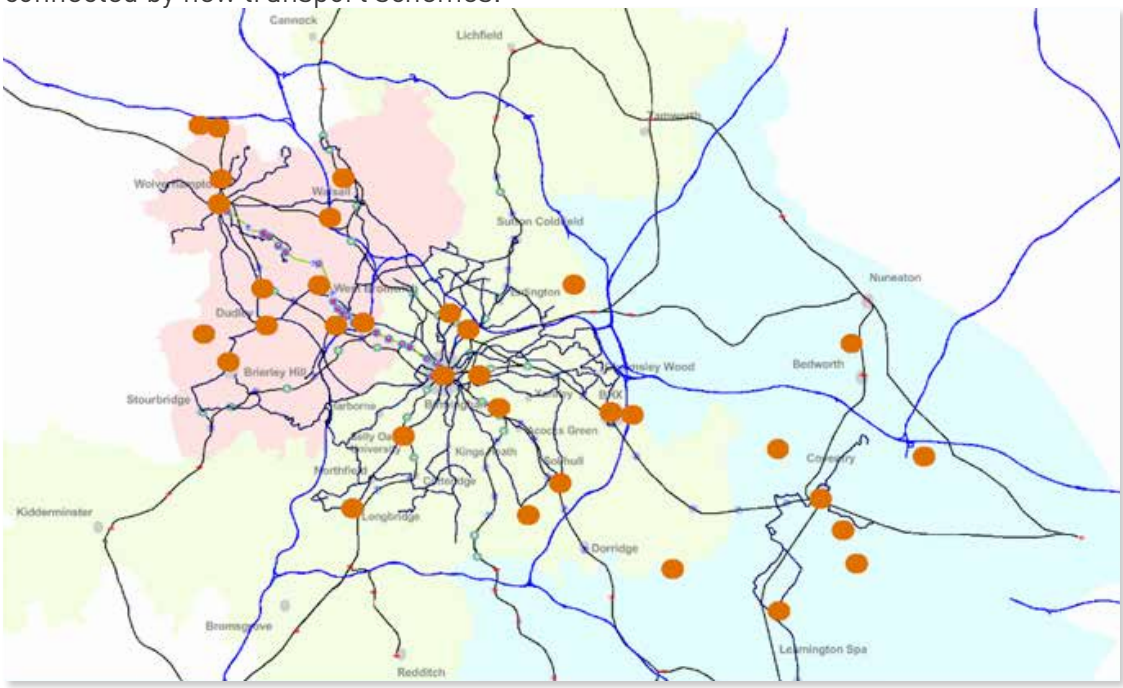
2.6 The Midlands accounts for almost a quarter of England's manufacturing and is calculated to be equivalent to 38% if its GDP. 8 out of 16 top performing LEPs in England over the last 3 years are in the Midlands showing the potential for further economic output. The interaction between different services and manufacturing is particularly important in this respect.

2.7 Much needs to be done to foster and encourage this growth over the long term and ensure the whole labour market enjoys the benefits of a stronger local economy, a high quality of life and enhanced liveability.

2.8 This is demonstrated by considering the West Midlands Metropolitan Area's current GDP per person and unemployment rate in the context of figures for comparable European cities: our skills , productivity and employment levels all need to continue to rise. High productivity levels and advanced manufacturing in Dusseldorf and Stuttgart, for example, give GDP per person figures which are greater by between two-thirds and double those for the West Midlands, with lower unemployment levels. Many Dutch, Belgian, French, Danish and Swedish city regions also have significantly higher GDP per capita.

2.9 Better transport will serve economic growth in the West Midlands by widening labour markets, unlocking sites for development, providing attractive centres for business location, giving people access to skills, education and training, encouraging high value growth clusters and agglomeration, and reducing business costs for links from suppliers to producers to markets, an important aspect of the West Midlands economy with its prized manufacturing assets. The West Midlands will maximise the great opportunities for growth presented to it by the arrival of High Speed Two in 2026.

2.10 Key growth locations for economic development are shown in figure 2.1 below. These will be well-connected by new transport schemes.



B. Population Growth and Housing Development

2.11 The Metropolitan Area's population is forecast to grow by 411,000 people by 2035 (ONS). This is the size of a Bristol, or a Liverpool, or a Nottingham. The number of new homes which will need to be built to help accommodate this growth over twenty years is in the order of 165 000. The scale of new housing development increases when the wider journey to work area is considered.

2.12 The location of new housing development should seek to make best use of existing transport assets before the need for additional capacity.

2.13 Transport improvements can allow suitable sites to be developed for new homes and enable new travel demand to be met by sustainable forms of travel, alongside supporting a shift for more established travel patterns.

2.14 Transport improvements will also need to consider the requirements of an increased elderly population as part of population changes.

C. Environment and Public Health

2.15 Local air quality needs to be improved so that the West Midlands can be free of the need to declare 6 Air Quality Management Areas for oxides of nitrogen. Transport related ambient noise also needs to be reduced. Public health impacts of poor air quality centre on respiratory problems alongside cardio-vascular problems: road transport emissions account for 630 premature deaths each year in the West Midlands (Low Emissions Towns an Cities draft Good Practice Planning Guidance Report). The need to reduce emissions from the transport sector in the West Midlands is therefore highly important, particularly related to emissions from the motorway network. Other public health issues where transport strategy can play its part are the need to tackle the West Midlands' high obesity levels and diabetes through more active travel, and to radically reduce the number and severity of road traffic casualties.

2.16 The West Midlands will play its full part in reducing carbon emissions in line with the national target of an 80 % reduction from 1990 levels by 2050.

D. Social Well-Being

2.17 Aside from greater participation in the economy of the labour market, the West Midlands needs to improve the quality of life for socially excluded people not involved in the world of work. Better access to shops, services, family and friends, entertainment and other life-enhancing opportunities is needed for all, including those whose incomes or circumstances hinder active and fulfilling lives.

OUR VISION

3.1 The new West Midlands Integrated Transport Authority has drawn up a new vision for transport:

"We will make great progress for a Midlands economic 'Engine for Growth', clean air, improved heath and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive conurbation in the world's sixth largest economy. We will:

- Introduce a fully integrated rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected into wider local bus networks through high-quality multi-modal interchanges.
- Increase the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two HS2 stations.
- Reduce transport's impact on our environment – improving air quality, reducing carbon emissions and improving road safety.
- Use transport improvements to enhance the public realm and attractiveness of our centres
- Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys below 1 or 2 miles, by delivering a strategic cycle network and enhancing local conditions for active travel.
- Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities and health and leisure services.
- Enable businesses to connect to supply chains, key markets and strategic gateways through improved strategic connections by road and rail .
- Maintain and develop our transport infrastructure and services effectively to help ensure they are safe and easily accessible for all"

3.2 This Strategic Transport Plan sets out the overall approach to deliver this vision, guiding improvements to be made year in, year out, over the long term. These improvements will match the scale of the challenges faced to support growth, and regeneration, and to foster environmental and social improvements.

Objectives

3.3 In light of the four great challenges above, the ITA has set out eight objectives for its Strategic Transport Plan. These are shown below:

Economic Growth and Economic Inclusion

ECON1 Support growth in wealth creation (GVA) and employment (jobs) in the West Midlands Metropolitan Area, as a prized national economic asset.

ECON2 Support improved levels of economic well-being for people with low incomes in the West Midlands Metropolitan Area to help make it a successful, inclusive, European city region economy.

Population Growth and Housing Development

POP1 In order to help meet future housing needs, support new housing development in locations deemed appropriate by local planning authorities, following their consideration of sustainable development criteria.

Environment and Public Health

ENV1 To significantly improve the quality of the local environment in the West Midlands Metropolitan Area.

ENV2 To help tackle climate change by ensuring large decreases in greenhouse gas emissions from the West Midlands Metropolitan Area.

ENV3 To significantly reduce diabetes, obesity, respiratory and cardio-vascular problems in the West Midlands Metropolitan Area.

ENV4 To significantly reduce the number and severity of road traffic casualties in the West Midlands Metropolitan Area.

Social Well-Being

SOC1 To radically improve the well-being of socially excluded people.

OUR APPROACH

Policies

4.1 Achieving the ITA's objectives requires much progress to be made in line with a coherent set of transport policies. These flesh out the improvements to the transport system which are aimed for in order to meet the high level objectives.

4.2 The fifteen transport policies under the five objectives are set out in Appendix 1.

Long Term Approach to Meet the Policies

4.3 In order to attract new development to the West Midlands, the transport strategy must be able to sustain the resulting travel demand. This is alongside the need to open up more possibilities for the existing population to get to desired destinations, particularly to promote greater economic growth and inclusion. It is also important to ensure that changing mobility needs arising from changes to our population, such as more elderly people, are met in our transport strategy. The strategy must deal with these issues whilst also helping improve air quality in the West Midlands and reduce carbon emissions

4.4 There are three broad paths for transport strategy to follow to achieve this, after making better use of existing transport capacity:

A.Meet increased demand by providing new road capacity for private car and road freight vehicles.

B.Meet increased demand by providing new public transport, rail freight capacity, cycling and walking capacity

C.Different blends of the two above.

4.5 Our preferred approach is based on the third approach , with a strong emphasis on making better use of existing transport capacity by using smart technology and better integration of transport to serve and manage demand better. This is supported by deeply promoting use of public transport, cycling and walking, alongside limited new highway links to unlock growth sites, improving junction pinchpoints and improvements to the environmental and safety performance of private cars and road freight vehicles within a smarter, more integrated urban transport system.

4.6 Travel demand is forecast to increase by 22% over the next twenty years, due to increased population and higher employment levels. This combined with a long term trend for longer journeys, particularly for work, gives a 34% forecast increase in the number of car kilometres travelled. This is an extra 1.2 million extra car journeys per weekday which is equivalent to the amount of traffic carried by ten 3 lane motorways, a huge increase in urban highway capacity.

4.7 Evidence of adding significant new highway capacity in congested urban areas is that induced traffic leads to problems of poor connectivity for people and goods persisting – congestion just involves a higher magnitude of traffic. This is alongside increased requirements for large scale parking where land is scarce and at a premium, and impact on air quality, road safety and severance of communities by busier roads.

4.8 The approach the ITA will pursue is one which has a good strategic fit with the HS2 Growth Strategy, Midlands Connect, Birmingham Connected and the transport elements of the metropolitan area's three Strategic Economic Plans. It also integrates well with the existing and draft Core Strategies of the Metropolitan Area:

- New transport capacity to meet new travel demand – very much based on additional public transport capacity (rail and rapid transit , integrated with bus), cycling infrastructure and key walking routes
- Better integration of transport through a smart mobility approach with public transport, car clubs, park and ride and bike hire
- Transport improvements to unlock development, including limited new highway capacity and more attractive centre environments
- Better walking conditions
- Better cycling, including a high quality metropolitan cycle network of core routes and quietways
- More effective use of existing capacity with smarter choice initiatives supporting capital improvements
- Smart motorways/ improved junctions
- Asset management
- Smart technology

Twenty Year Vision for the Four Tiers of the Transport System and Indicative Phasing of the Long Term Programme

4.9 In line with the overall approach set out above, our strategy is based on developing three tiers of an integrated transport system, all underpinned by a fourth tier of smart mobility initiatives – the "glue" which binds the strategy together. This transport strategy help provides the basis for a wider, overall development strategy related to ongoing work to establish a Combined Authority.

4.10 Accessibility needs and accessible design will be considered at the outset when developing infrastructure and services in each of the four tiers.

National/Regional Tier

4.11 The West Midlands Metropolitan Area requires excellent national and regional connectivity for the movement of people and freight, including efficient links to the UK's ports and Birmingham Airport, a key international gateway within a national network of airports.

4.12 High Speed Rail Two is the biggest national transport scheme in decades, and the West Midlands will ensure that the opportunities for growth this presents will be maximised. This will be by effectively "plugging-in" Birmingham Curzon Street and Interchange High Speed Rail Stations in the Metropolitan Area to local transport networks through the HS2 Connectivity Programme.

4.13 The "Midlands Connect" initiative has identified six "intensive growth corridors" and four major hubs of economic activity across the wider Midlands (figure 4.1) in an area of 11 million population. Evidence from "Midlands Connect" shows that improved highway reliability and regular average speeds, and higher line speeds on inter-regional rail and highway links across the Midlands provide an economic benefit to the wider Midlands of upto £800 m per annum by 2036 with 143,000 additional jobs when a ten per cent reduction in general travel costs are achieved. The schemes and measures arising from Midlands Connect technical evidence in 2016 will form the basis of development of this national/regional tier of the West Midlands Metropolitan Area's transport system, including schemes to unlock the potential of rail freight and priority schemes to assist advanced manufacturing and other growth sectors of the West Midlands economy. This will consider the schemes and measures set out in the West Midlands Metropolitan Freight Strategy, 2013.

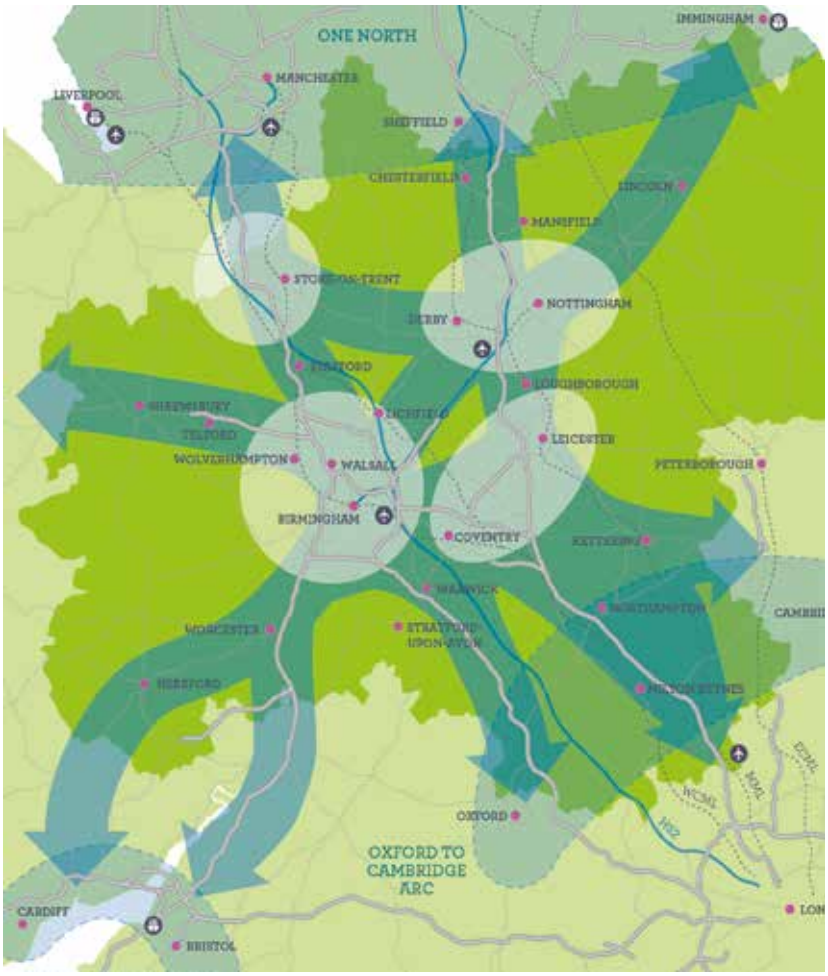


Figure 4.1: Midlands Connect Intensive Growth Corridors and Major Hubs

4.14 "Midlands Connect" is heavily related to Network Rail's Long Term Planning Process and the West Midlands and Chilterns Route Study. Outputs from this Network Rail strategic planning will inform future rail schemes serving the West Midlands.

4.15 Wider use of the M6 Toll is very important for the West Midlands and possible means to deliver this need exploring to ensure better use and integration within the wider highway network.

4.16 Types of schemes in accord with the overall Midlands Connect approach are improved motorway junctions, new smart motorway sections, trunk road expressway upgrades, smart technology innovations for information and traffic management, limited new national strategic highway network links such as the M54 – M6 / M6 Toll link ,rail freight bottleneck improvements, such as the Water Orton rail junction, and line speed and capacity improvements for passenger and freight rail, including rail electrification schemes. Improved rail connections are vital between the West Midlands and the East and South Midlands. New rail freight interchanges are also required. Schemes which assist the role of coaches in national and regional travel and which support the visitor economy will also be promoted.

4.17 The long term strategic highway needs of the western side of the West Midlands Metropolitan Area will need to be considered with Highways England and the Department for Transport in a new study related to this national / regional tier. This will need to consider the case for any new capacity in the context of the potential for modal transfer of local "junction - hopping" traffic using the motorway box, smart motorways, improved junctions and wider use of the M6 Toll.

Key Transport Priorities for the National/Regional Tier include:

- New Smart Motorway Sections
- Wider Use of M6Toll
- M54-M6 / M6Toll Link Road
- Improved Motorway Junctions on the Motorway Box M6,M5, M42, M40
- Camp Hill Chords
- Water Orton corridor rail freight capacity enhancements
- Rail Electric Spine

Metropolitan Tier

4.18 The Metropolitan Tier is the main element of the new ITA strategy, addressing strategic movements across the conurbation, crossing arbitrary administrative boundaries. This is by the creation of three new networks for this tier: a metropolitan rail and rapid transit network, a metropolitan main highway network and a metropolitan cycle network.

Metropolitan Rail and Rapid Transit Network

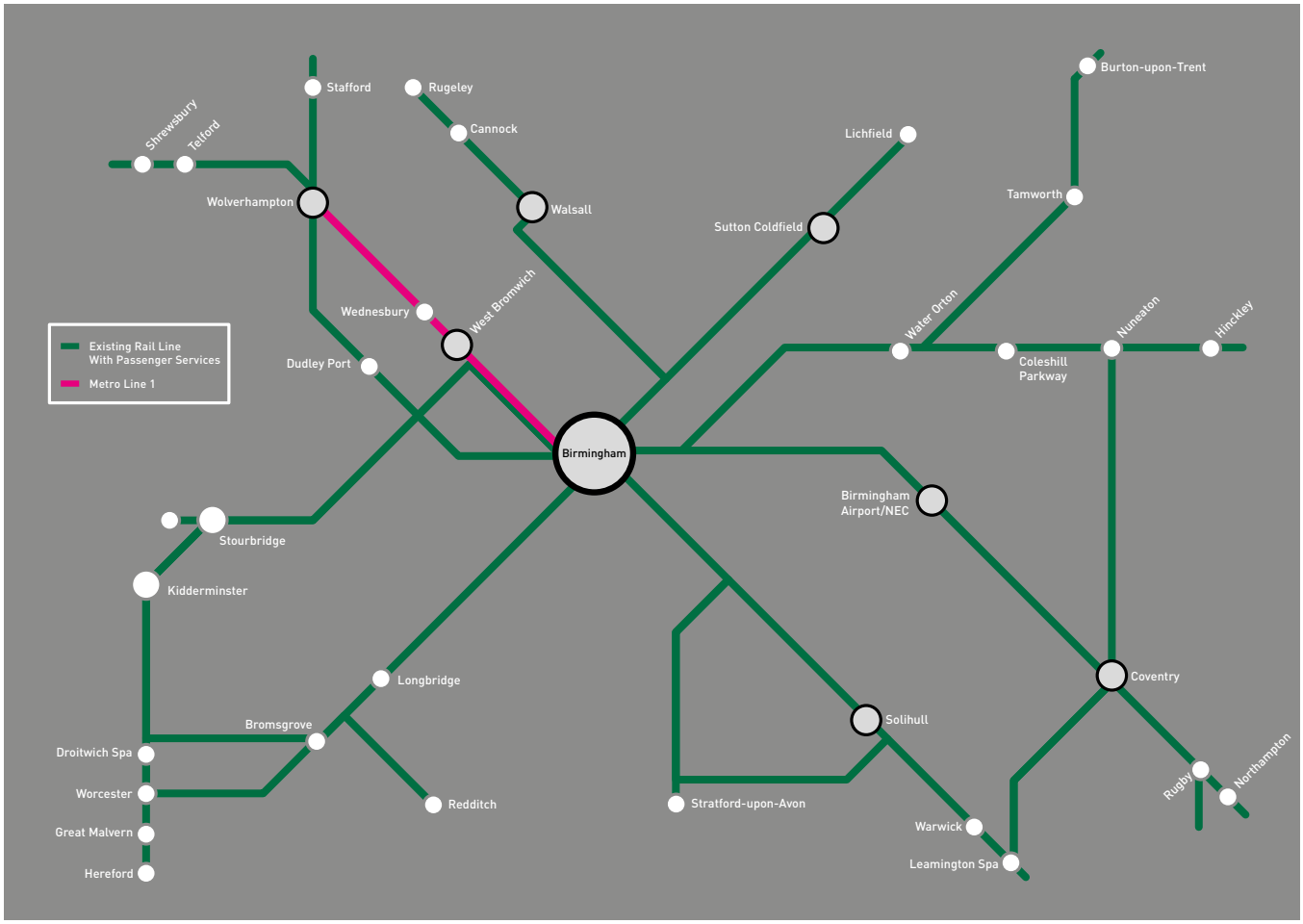
4.19 The vision for the metropolitan rail and rapid transit network is based on suburban rail, metro (light rail and tram-train), very light rail and SPRINT lines on suitable links of one single network. This is effectively integrated with local bus networks at main centre interchanges and local interfaces, underpinned by park and ride and whole system information, promotion and ticketing. Existing passenger rail lines and rapid transit in the West Midlands is shown in Figure 4.2.

4.20 The creation of this one, single high quality network by the ITA will be a major transformation to public transport in the West Midlands. The long term network is shown in Figure 4.3 below and is heavily influenced by the West Midlands HS2 Connectivity Programme. Phasing of delivery of this network is shown in Figure 4.4, based on schemes already committed/provisionally committed, and phasing of the HS2 Connectivity Programme. Rail schemes in the HS2 Connectivity programme improve rail capacity and line speeds and include new stations and services.

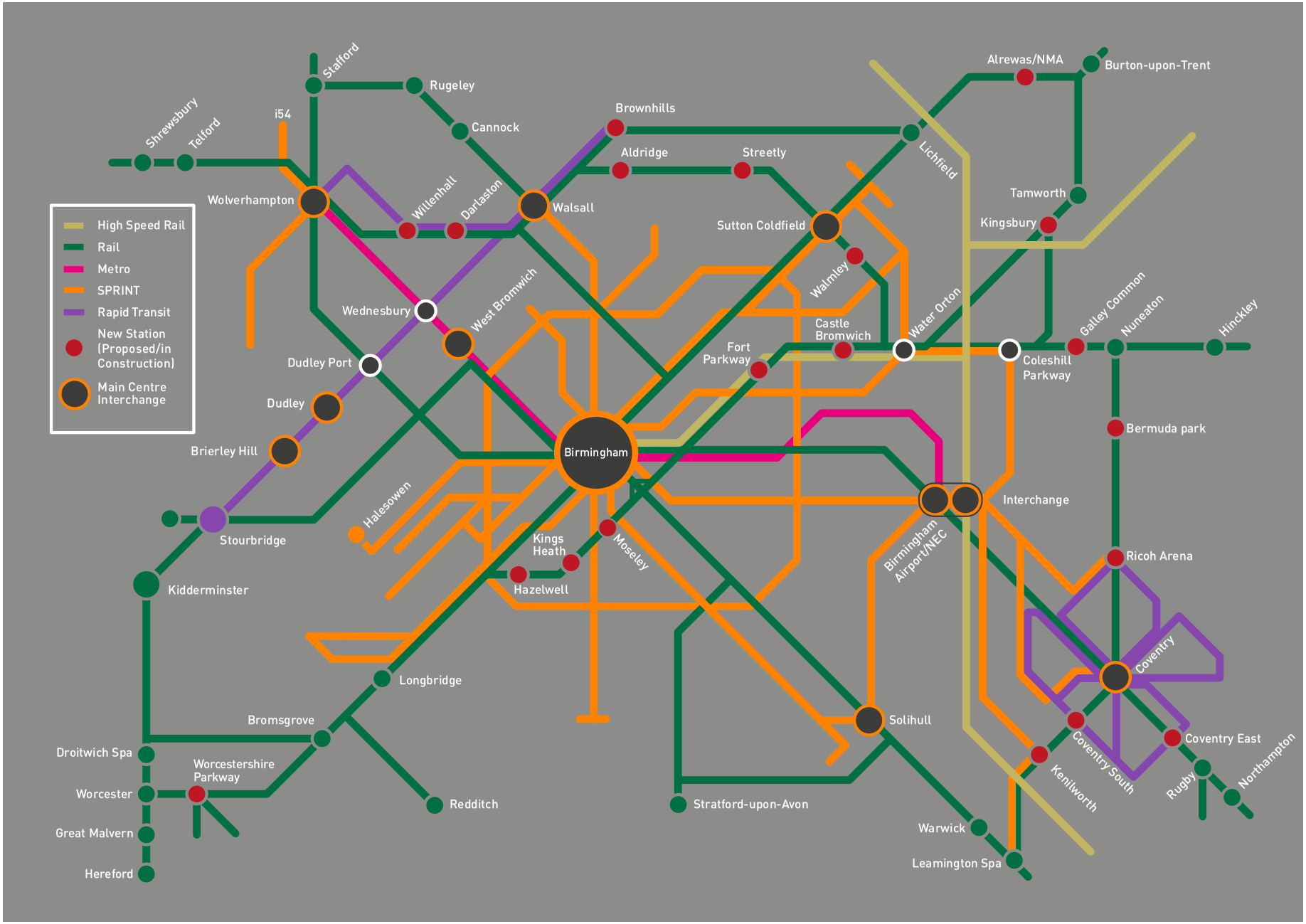
4.21 Organisational changes will help delivery and operation of this integrated public transport system. This is through 14 authorities working together in West Midlands Rail (WMR), to influence local rail franchising, an effective delivery agent in Centro-PTE working closely with highway authorities, and by the ITA seeking to ensure the best of the private and public sectors working together to deliver world class bus services.

Park and Ride

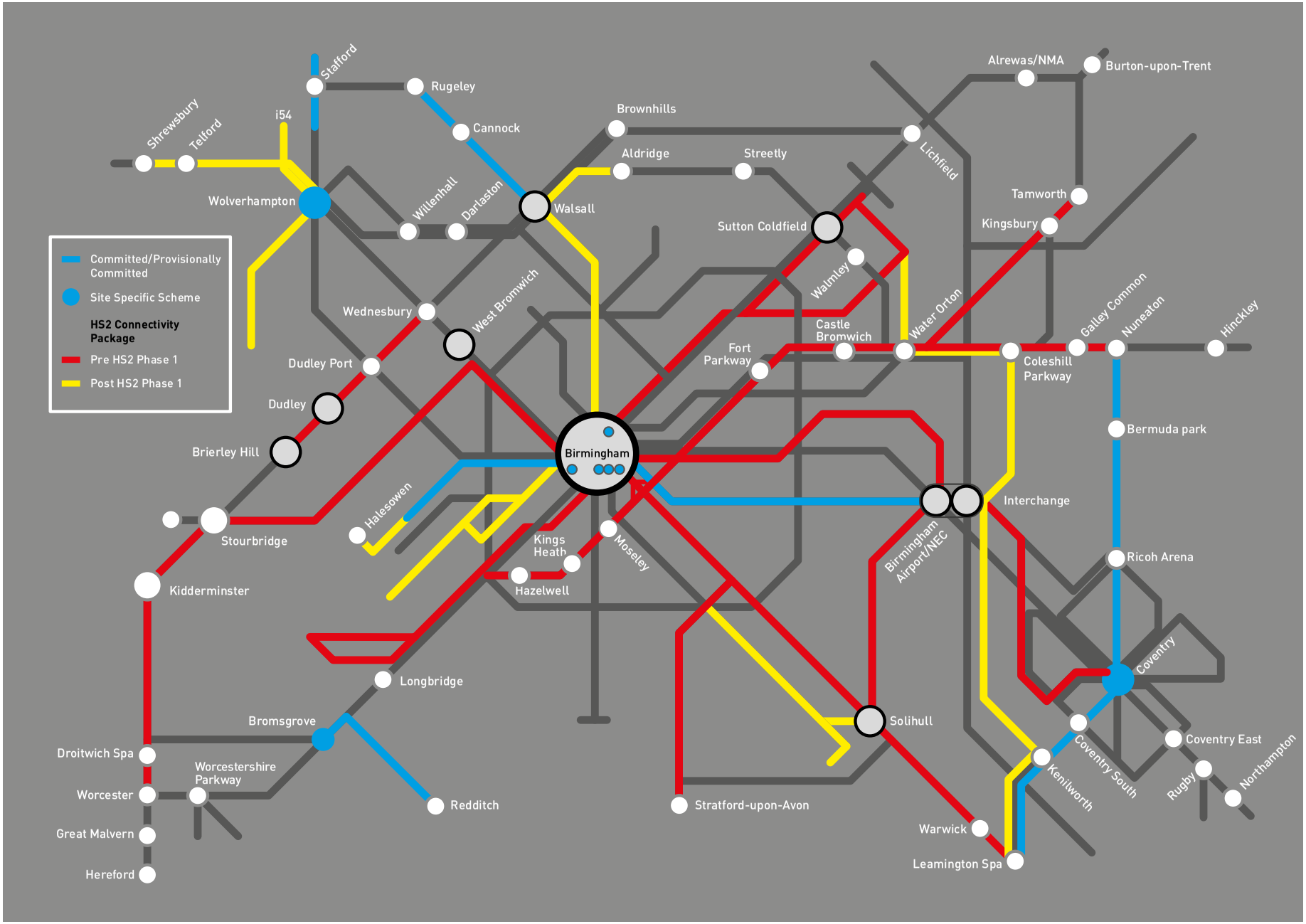
4.22 Existing park and ride sites will be expanded and new sites opened to help increase access to the metropolitan rail and rapid transit network. This will be in accord with more detailed delivery plans and will be mindful of planning and environmental criteria to ensure new capacity is located in appropriate locations.



Metropolitan Rail and Rapid Transit Network Map



HS2 Connectivity Programme



4.23 The guiding philosophy for this network is to transform the ability of residents to get to a wide range of jobs and activities across the conurbation. This is expressed as every resident of the metropolitan area should be able to travel from their home and be able to get to a a range of at least three main strategic centres, including the regional centre Birmingham, within 45 minutes in the am peak. 45 minutes is an acceptable journey time to work in the West Midlands , based on evidence from the HS2 Growth Strategy.

4.24 Residents will be able to do this by using high quality, reliable local bus services, largely based on a core turn up and go bus network, integrated with turn up and go frequency rail and rapid transit lines with hassle-free interchange and ticketing. This will transform the ability of people to access a wide range of job opportunities. This concept is shown in the figure below:

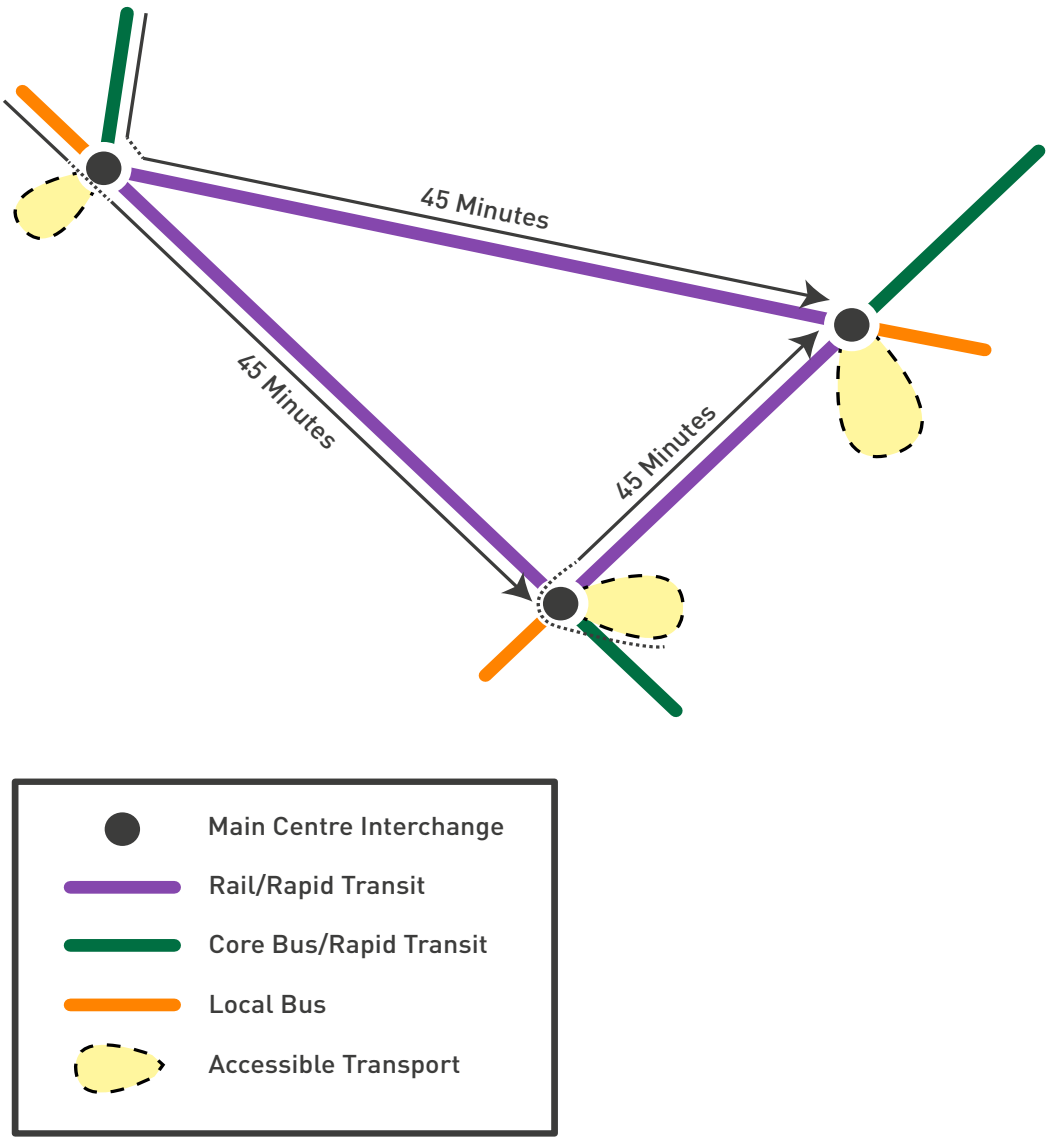


Figure 4.5: At least three main centres within 45 minutes, am peak

Metropolitan Main Road Network

4.25 In conjunction with the Metropolitan Rail and Rapid Transit Network, the Metropolitan Main Road Network will serve the main strategic demand flows of people and freight across the metropolitan area, and provide connections to the national strategic highway network. The Metropolitan Main Road Network will use highway capacity effectively to cater for movement by rapid transit and core bus routes, the Metropolitan Cycle Network, lorries, vans and private cars. This will involve the reallocation of roadspace where appropriate to provide reliable, fast high volume public transport. In 2011 38 % of journeys to work by residents of the metropolitan area involved crossing a district boundary, giving weight to the need for a commonly agreed main highway network to handle this movement more effectively.

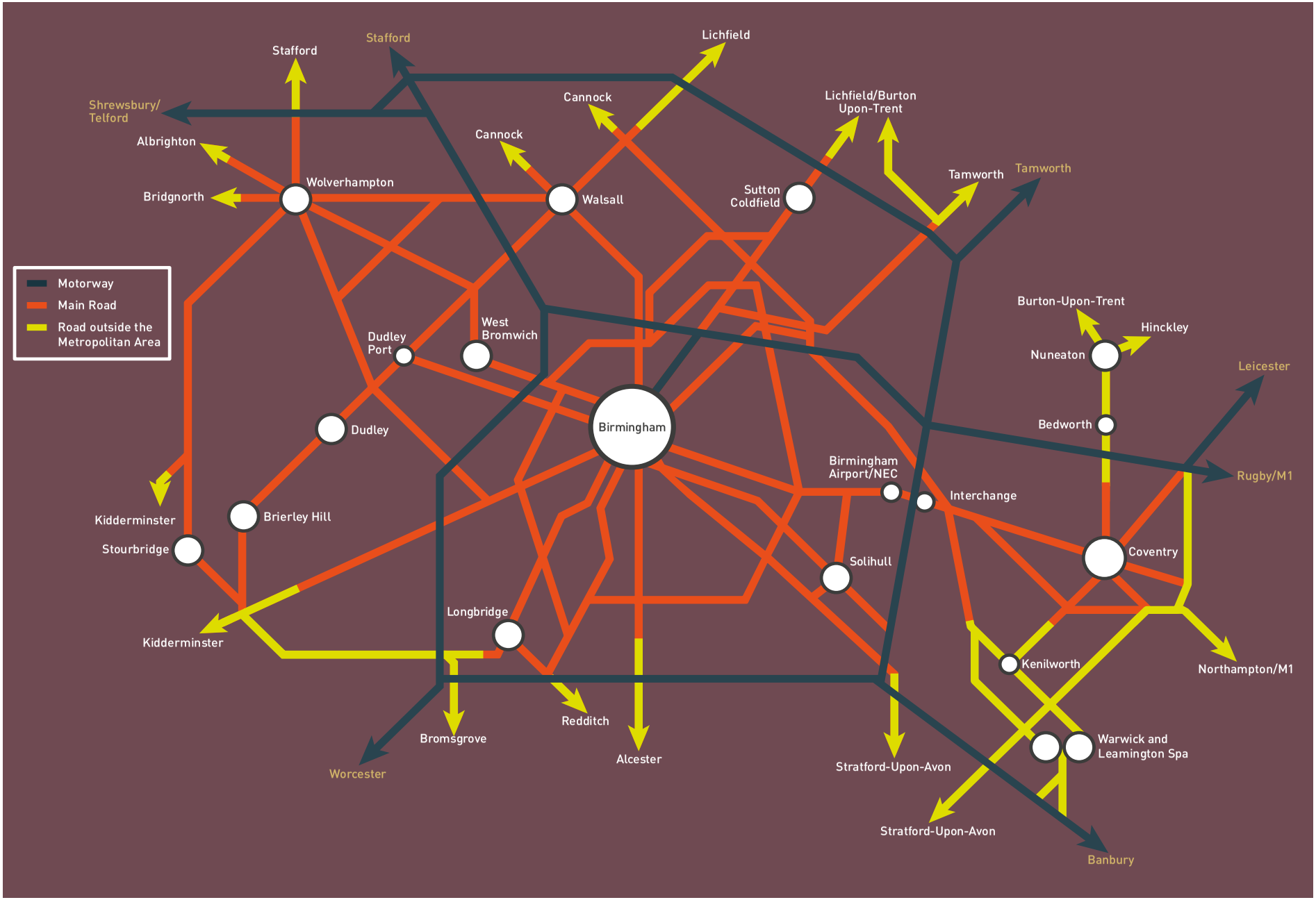
4.26 The Metropolitan Main Road Network will be defined on the basis of an ITA definition agreed with the 7 highway authorities and Centro-PTE, in consultation with neighbouring highway authorities, and will have agreed performance specifications drawn up for different types of link in the network in accord with their role for movement ("link"), and their role as a destination in its own right eg a suburban/town centre high street ("place"). A careful balance between demands will be sought, based on the work done by Birmingham City Council as part of its Birmingham Connected transport strategy. Appropriate cycle provision is integral to this network. Close cooperation with neighbouring Shire highway authorities will ensure that roads on the Metropolitan Main Road Network which cross administrative boundaries will have "joined-up" planning.

4.27 Improvements by highway authorities to the Metropolitan Main Road Network will be performed to meet the agreed performance specification for the links and junctions involved. These will take into account emerging thinking for delivery of enhanced public transport priority on key corridors to support road based rapid transit proposals for SPRINT and Metro.

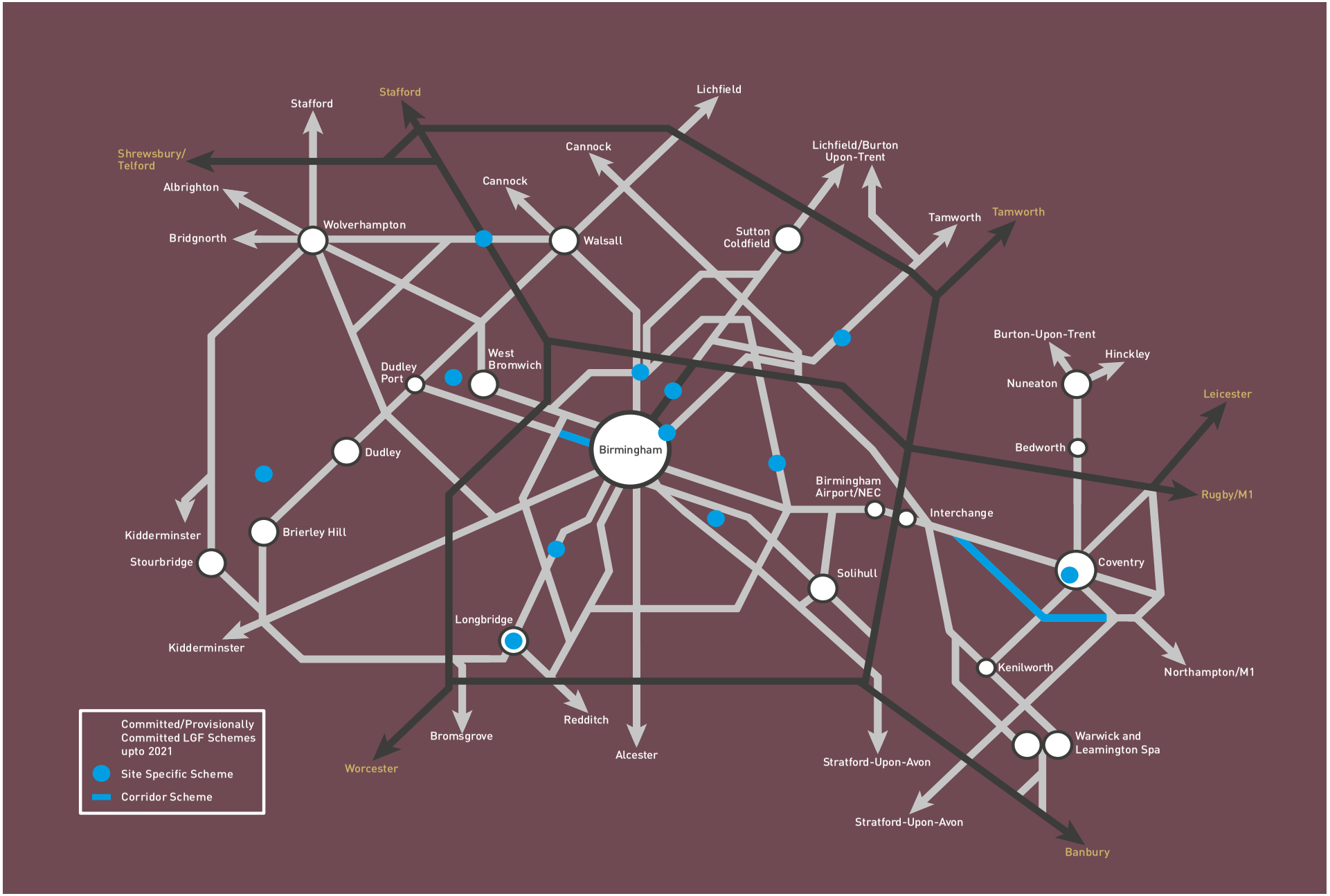
4.28 An indicative map of the draft Metropolitan Main Road Network is shown below in figure 4.6. This is derived from the figures showing main roads in the development plans of the 7 Metropolitan Districts. Figure 4.7 shows committed/provisionally LGF committed schemes upto 2020/21. Most committed schemes focus on junction improvements to unlock economic development and tackle important pinchpoints.

4.29 As well as capital scheme improvements , it is vital that this network is managed efficiently through the collaborative operations of all highway authorities responsible for its provision.

Draft Metropolitan Main Road Network Map



Committed/Provisionally Committed LGF Schemes upto 2021



Metropolitan Cycle Network

4.30 A new Metropolitan Cycle Network will be developed to serve important main flow corridors and raise the profile of cycling in the West Midlands. This network will be comprised of high quality core cycle routes supplemented by quietways using green corridors/canals and low traffic flow/speed streets. The Metropolitan Cycle Network will be integrated with local cycle networks across the West Midlands.

4.31 The strategic routes in this network will be designed in accordance with well respected design guidelines such as the Welsh Government's Active Travel Design Guidance. Implementation will be through work delivering the West Midlands Cycle Charter. An illustration of how the Metropolitan Cycle Network could look is shown below in figure 4.8.

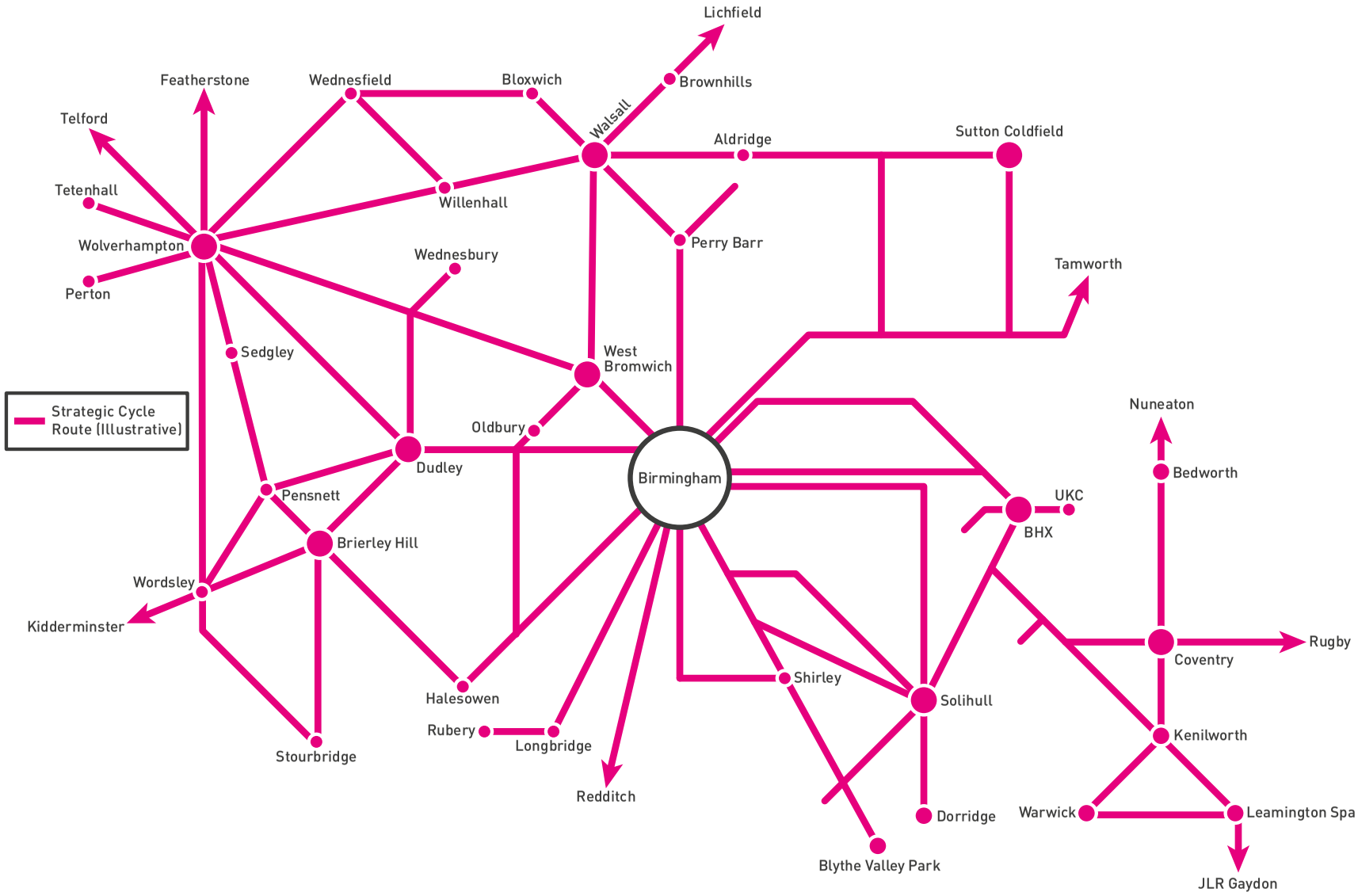
4.32 A prioritisation process for the metropolitan area's infrastructure needs is currently being developed as part of work for a Combined Authority. This will lead to a definitive set of priorities for these metropolitan networks in line with an agreed prioritisation process. Pending this process, provisional key main transport priorities are shown in the box below:

Key Transport Priorities for the Metropolitan Tier include:

- HS2 Connectivity Programme Pre-HS2 Phase 1
- Metropolitan Main Road Network Pinchpoint Junction Improvements
- Priority Links in the Metropolitan Cycle Network

Draft Metropolitan Cycle Network

Figure 4.8 Draft Metropolitan Cycle Network



Local Tier

4.33 38% of all journeys in the UK are under 2 miles, of which 39% are by car. 67% are under 5 miles, of which 55% are by car. There is therefore great scope for a substantially increased role for walking, cycling and public transport to provide the West Midlands with sustainable, effective local accessibility.

4.34 The West Midlands will therefore ensure that local journeys are targeted for transfer from car use to sustainable travel , particularly in congested conditions. Smarter choice initiatives have an important role to play in the approach.

4.35 The local tier is made up of all local highways, local cycle routes, footways/paths and local bus provision. Taxis and private hire vehicles also provide local accessibility for interchange and for direct local trips.

4.36 There is a need for this tier to bring the asset condition across the West Midlands to a decent modern standard for all highway and footway infrastructure, improve road safety and encourage walking and safer cycling in attractive local street environments and on comprehensive local cycle networks.

4.37 Area wide residential road 20 mph limits will be promoted to support these aims, building on the experience of implementation in the city of Birmingham and use of 20 mph zones in other Districts.

4.38 Suburban and District Centres will be subject to environmental improvements to help create attractive and viable local centres with a high quality public realm and good community safety. An important element of this will be a programme of Key Walking Routes in each District based on best practice.

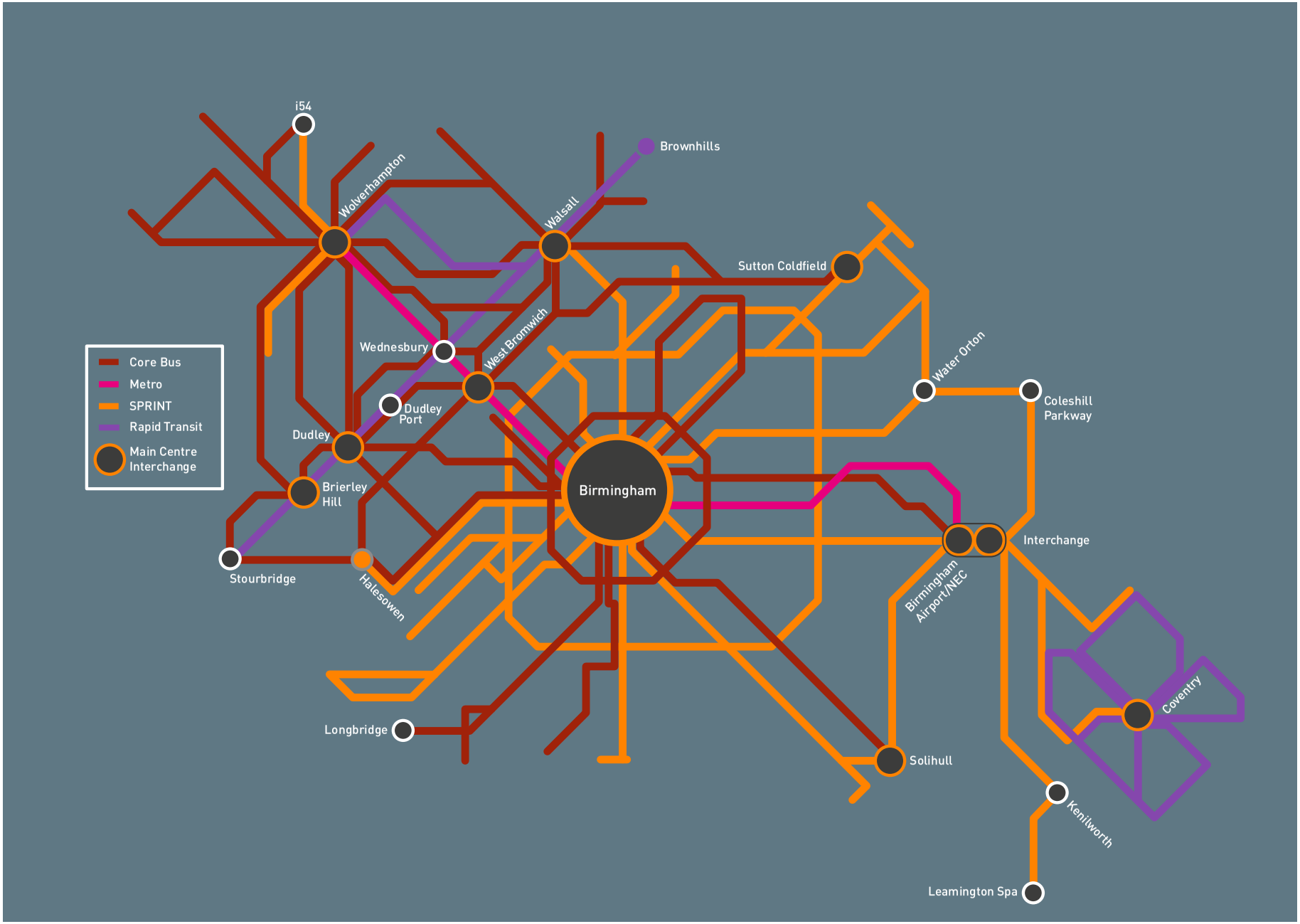
Local Bus

4.39 Buses have a vital role for comprehensive public transport provision in the West Midlands. Local bus networks and supporting accessible transport services provide access to local suburban and district centres and to main centres, where superb interchanges will be provided for onward connections across the metropolitan area.

4.40 Customer-focused improvements will be made to ensure local bus networks continue to serve evolving travel demands and patterns with accessible, comfortable, safe and reliable services.

4.41 The majority of bus journeys are made on a core , high frequency network which is shown in figure 4.9.

Core Bus Network Map



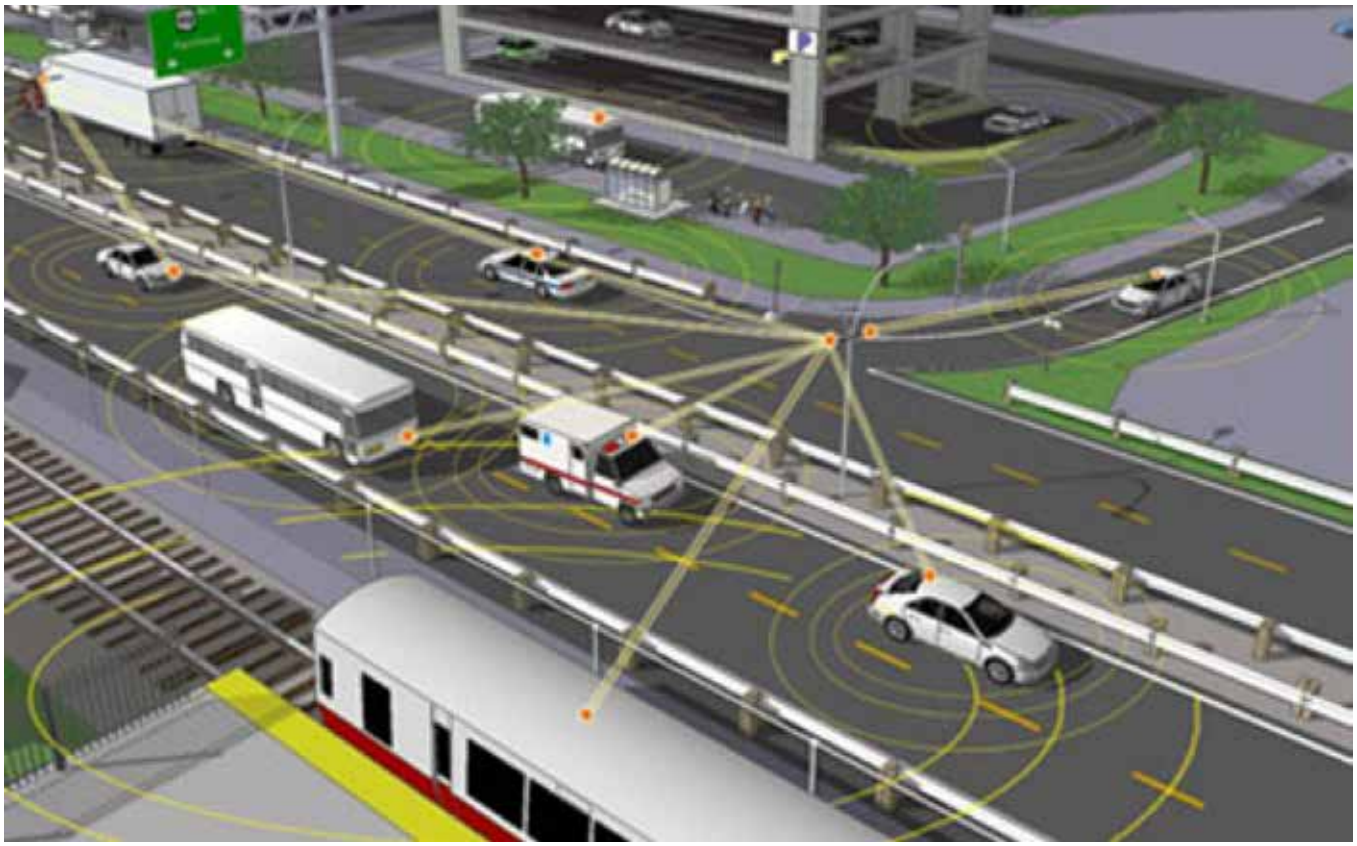
Key Transport Priorities for the Local Tier Include:

- Improved asset management of minor roads
- Local Cycle Network Development
- Key Walking Routes
- Area wide residential road 20 mph speed limits
- Smarter Choice Initiatives
- Local Bus Network Improvements

Smart Mobility Underpin Tier

4.42 Smart Mobility is all about using technology effectively to provide better traffic management and related information on travel choices using an integrated range of options for travel using different types of transport. It is also about making vehicles safer and greener by working towards zero emissions from all vehicles. Smart mobility is characterised by:

- Understanding of the needs, preferences and behaviours of people and businesses;
- The exploitation of data;
- Capitalising on advances in technology in areas such as the 'Internet of Things', sensors and autonomous systems;
- Transport networks operating freely and reliably at optimal capacity with seamless interchange;
- A vibrant commercial market that encourages business innovation and can learn from experience beyond the transport world; and
- Providing information which allows people to make informed decisions about their travel choices.



4.43 Smart mobility is integral to making the most of the other three tiers of the transport system set out in this strategy. The West Midlands is well placed to be a world leader in innovation and research in this field , with its rich network of vehicle manufacturers and universities. The ITA will seek to maximise this role for the West Midlands and ensure that implementation of measures here closely follows this research, development and innovation. This is line with the following vision for smart mobility:

> "The West Midlands will have an effective and well used intelligent mobility solution which supports integrated travel across all means of transport. People and businesses will be enabled and incentivised to make cost effective, informed and sustainable travel choices using 'live' travel information and seamless payment systems which span multiple modes.
>
> We will work with others to ensure that developments in technology and innovation are encouraged and harnessed effectively to ensure the best practicable level of service can be provided.
>
> We will have a coordinated approach to responding to the challenges of air quality targets through effective management of road traffic, innovation in vehicle and road infrastructure technology that supports efficient mobility"

4.44 The ITA expects to achieve the following objectives in line with this vision:

- Increased availability and knowledge of viable travel choices with reduced dependency on car ownership;
- Sub 2 mile journeys by car should no longer feel necessary for many;
- Active lifestyles will be made more accessible;
- The network will operate more efficiently and effectively to optimise capacity with lower environmental impacts;
- Significantly reduced air quality impacts from transport, including reduced direct emissions from vehicles.
- Reducing the cost of travel
- In delivering these objectives the following principles will be fundamental;
    - Intelligent systems will be applied to provide relevant, personalised and incentivised information on available travel choices and
    - Open Data principles will be universally adopted to ensure the market can react, adapt and develop those tools through new business models.

4.45 When developing new approaches we will ensure that user groups unable to access new technologies will continue to receive information and services in forms they are able to use

4.46 The role of smart technology will be invaluable in reducing emissions from vehicles , particularly related to any introduction of low emission zones in the West Midlands.

4.47 The ongoing importance of effective Urban Traffic Control linked traffic signals is an important element of the West Midlands smart mobility approach., ensuring traffic light signaling is responsive and coordinated to make best use of highway capacity.

4.48 The potential of smart mobility for "the last mile" logistics delivery will also be fully explored so that cost effective delivery is in harmony with making best use of existing transport capacity and reducing transport emissions.

4.49 The future of road safety is also critical. The prospect of driverless vehicles brings great opportunities alongside issues to be addressed as part of a wider new road safety strategy. A fresh look at road safety will be performed by the West Midlands ITA , on the basis of seeking a reduction of 40% in the number of killed and seriously injured road traffic accidents within ten years from a 2015 base, whilst increasing the amount of cycling and walking in the metropolitan area. This is in line with European Union targets for reducing road safety fatalities by half over a ten year period. This new road safety strategy will also consider ways to improve the safety of powered two-wheelers motorbikes and mopeds and communities most affected by road safety.

Key Transport Priorities for the Smart Mobility Tier Include:

Measures to improve traffic management

Development of a Personal Mobility Platform for the West Midlands

A new road safety strategy.

Supporting operational, revenue and policy measures

Asset Management

4.50 Effective asset management is essential to ensure all existing assets, and new assets being brought onstream, remain fit for purpose, and resilient to the potential impacts of climate change.

4.51 A successful economy creates economic activity which will have impacts on our highway network which unless proactively managed will create delays as road works occur. The West Midlands have historically worked together successfully on highway maintenance, sharing best practice, deploying joint procurement and crucially working together to develop asset management plans.

4.52 The strategic approach for asset management in the West Midlands is to ensure robust monitoring and assessment of our transport assets to allow effective and proactive asset management. This allows programme asset management to occur at the correct point to maximise the life of our assets in a cost effective way. Recognising wider policy issues, we will continually explore opportunities for lower carbon intensive materials, efficient procurement opportunities through joint frameworks and more effective ways of delivering schemes, minimising closures and diversions. All of these help increase efficiency and reduce costs and economic impacts of asset management.

4.53 In 2015, the West Midlands was awarded £39.9m from the Government as a major contribution towards our Highway Network Renewal Programme which will mean by the end of the programme in 2021 we will have restored the majority of our main highways to a steady state of condition. This will allow the West Midlands to continue towards delivering effective and proactive asset management plans.

Revenue based operations and supporting policies

4.54 To make best use of existing and new transport capacity requires effective enforcement of traffic regulations, including parking restrictions, bus lane enforcement and use of powers to enforce other moving traffic offences. It also needs a supporting set of policies for parking. These need to balance the role of car access to centres to support economic vitality, whilst promoting the use of public transport cycling and walking. This is to ensure that private car volumes are not at such levels where the dominance of the car detracts from the quality of the environment of our centres.

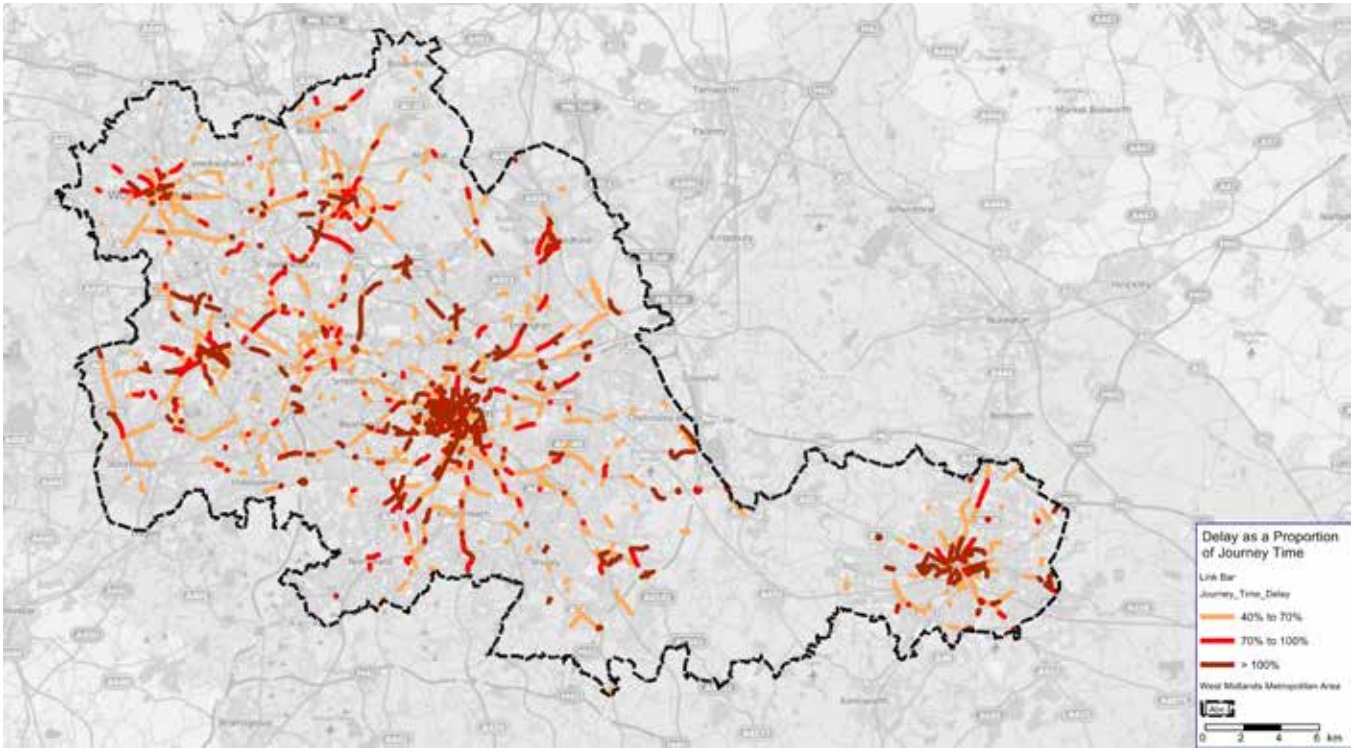
Smarter Choices

4.55 Making best use of transport capacity also requires a supporting comprehensive set of smarter choice measures. Extensive workplace travel plan coverage in the metropolitan area is a cornerstone if this approach, based on the evidence of modal shift from car to public transport, cycling and walking, as part of the "Smarter Network, Smarter Choices" programme.

BENEFITS OF OUR APPROACH

5.1 Our approach is supported by evidence which shows that a "Business as Usual" strategy would lead to economic development severely hindered with significantly worse congestion across the West Midlands. Alongside this there would be serious air quality issues persisting from transport –derived nitrogen oxide pollutants, and continued carbon emissions at a rate exceeding that required for national obligations.

5.2 Congestion forecast for 2031 with a "business as usual approach" is shown below in figure 4.9.



5.3 A long term programme of schemes and measures in line with our strategy counters these trends and provides a positive future with an effective transport system. Using the conservative WebTAG approach to estimate wider economic benefits, the £1.6bn HS2 Connectivity Programme alone gives an estimated annual GVA uplift of £240m. This WebTAG approach does not factor in all economic benefits so the total scale of benefits of this programme is much higher. The wider overall urban transport programme of the strategy will increase this significantly further.

HOW WE WILL FUND OUR APPROACH

6.1 To achieve the economic, environmental and social benefits of our approach requires a long term local transport infrastructure programme with supporting revenue based packages. An indicative, twenty year capital programme assembled with Districts and Centro will cost in the order of £5bn. When this is combined with ongoing minor works and maintenance/asset management programmes, including those for structures, the total capital sum required to achieve our vision is in the order of £6.5 bn. This broadly equates to an average of £330 m per annum for twenty years. This level of funding is currently being invested each year in Greater Manchester, an area with a very similar population size.

6.2 Major local transport schemes are largely funded from Local Growth Deals for Local Enterprise Partnerships (LEPs). The 3 LEPs covering the metropolitan area were successful in their following local growth deal settlements in 2014 for funding to boost economic development, including transport projects. This funding is upto 2020/21:

- Greater Birmingham & Solihull LEP - £357million
- Black Country LEP - £138million
- Coventry & Warwickshire LEP - £74million

6.3 A further sum of £61m of Local Growth Fund was added to these awards to the 3 LEPs in 2015.

6.4 Under current funding arrangements the West Midlands Metropolitan Area currently secures, in total, around £130m in local transport funding per annum. This leaves a gap of approximately £200m that needs to be filled, predominantly to build the rail and rapid transit network and improve the metropolitan main road network. As a new authority established to provide strong, clear leadership to strategic transport planning for the West Midlands Metropolitan Area, the ITA will pursue a new approach to funding, recognising the need for a sustainable local source of financing to contribute to the sums required. This is in addition to national investment by Highways England and Network Rail in national networks.

6.5 Following from this, the ITA set out for debate, the following proposed approach. We believe the following five streams can provide the extra £200m a year funding year in, year out, to create a transport system which will be proudly comparable to those of our global competitors:

1. A new local West Midlands Transport Investment Fund, established to finance the cost of transformational projects which are difficult to deliver with conventional UK funding of metropolitan transport. This fund will be based on locally raising the equivalent of £3.50 per month from every adult in the West Midlands Metropolitan Area to give a stable sum in the order of £60m each year over the long term. Sources of this funding will be based on a contribution from existing and future businesses, developers and residents and will be based on mechanisms being developed as part of Combined Authority work and HS2 Connectivity Programme development.

2. Recognising the GVA and jobs benefits to the national economy, and the other great benefits for wider national government policy the long term programme gives, the ITA will work with Government to ensure greater national government local transport funding. This will need to include funding from future rounds of Local Growth Deals and smaller scale programmes such as the Green Bus fund..

3. Other sources of funding will need to include Network Rail in line with the West Midlands and Chilterns Route Study, the HS2 Connectivity Programme and Midlands Connect initiatives. This will be critical in developing suburban rail elements of our long term rail and rapid transit network.

4. Recognising the benefits of the long term programme for European Union policy, funding will be sought from European Union funding streams related to sustainable urban mobility.

5. Other existing and new funding sources will also be pursued, including the potential for public health funding of walking and cycling improvements.

6.6 An annual average sum of £330m capital investment will take a number of years to attain and will be worked towards as momentum gathers; committed schemes are delivered to time and budget; and incremental delivery provides tangible evidence of real progress on the ground

HOW WE'LL KNOW WE HAVE SUCCEEDED

7.1 Progress will be measured by the ITA to gauge how well we are doing against the ITA's vision of an effective, sustainable transport system supporting economic development and a decent quality of life for all.

7.2 Monitoring will be based on:

- Scheme delivery , to time and to budget
- Changes of the performance of the transport system arising from these schemes, eg reliability of freight vehicles on key links, bus route reliability, bus and rapid transit average am peak speeds, asset condition and public transport accessibility to destinations within 45 minutes.
- Changes to perceptions and usage arising from these changes – mode share by mode for all journeys and for journeys to main centres, volumes of journeys by mode and customer satisfaction by mode
- Changes to outcomes related to transport improvements – general GVA and jobs monitoring, transport emissions of oxides of nitrogen, carbon emissions from transport, number and severity of road traffic accidents, and reductions in transport poverty and exclusion.

7.3 The full list of proposed indicators is contained in appendix 2. Whilst not setting a target for overall share of journeys by all different forms of transport, our long term strategy will see a shift in emphasis of travel in line with typical large European city regions where car use accounts for typically 40% of all journeys, compared to 63% in the West Midlands Metropolitan Area. Our Cycle Charter does however specifically set a target for 10% of all journeys to be made by bike in the West Midlands Metropolitan Area by 2033

7.4 Monitoring will be used to influence future strategy and plans and benchmark the West Midlands Metropolitan Area against its global competitors.

CONCLUDING REMARKS

8.1 The West Midlands ITA has set out a new vision and coherent long term approach to fund and deliver a transport system to achieve this vision. Large schemes and attention to detail of smaller scale aspects are both vital in delivering this vision.

8.2 This transport system is a means to the noble end of helping create a wealthier, happier, cleaner and safer West Midlands Metropolitan Area.

8.3 The ITA now seeks your views on this draft strategic transport plan through public consultation. This will help shape the final document in order that we have a long term strategic transport plan which commands wide and deep support across the West Midlands.

APPENDIX ONE: POLICIES TO MEET THE OBJECTIVES

Economic Growth and Economic Inclusion

Policy 1 To use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods.

Policy 2 To maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods.

Policy 3 To improve connections to new economic development locations to help them flourish.

Policy 4 To help make economic centres attractive places where people wish to be.

Policy 5 To accommodate increased travel demand by existing transport capacity and new sustainable transport capacity.

Policy 6 To improve connections to areas of deprivation.

Policy 7 To ensure the affordability of public transport for people accessing skills and entering employment.

Population Growth and Housing Development

Policy 8 To improve connections to new housing development locations to help them flourish.

Environment and Public Health

Policy 9 To significantly improve the quality of the local environment.

Policy10 To help tackle climate change by ensuring a large decrease in greenhouse gases from the West Midlands Metropolitan Area's transport system

Policy 11 To significantly reduce diabetes, obesity, respiratory and cardio-vascular problems through reduced transport emissions and increased active travel

Policy 12 To significantly reduce road traffic casualty numbers and severity.

Social Well-Being

Policy 13 To increase the accessibility of shops, services and other desired destinations for socially excluded people.

Policy 14 To ensure the affordability of public transport for socially excluded people.

APPENDIX TWO: PROPOSED MONITORING INDICATORS

Performance of the Transport System

P1 Journey time reliability for goods vehicles on the metropolitan main road network

P2 Reliability of bus services operating between 1 minute early and 5 minutes late on the metropolitan main road network

P4 Average commercial speed of key bus services AM Peak on the metropolitan main road network

P5 Percentage of residents of the Metropolitan Area with 3 or more strategic centres accessible by public transport within 45 minutes travel time in the am peak

P6 AM peak journey speeds on the metropolitan main road network

P7 Condition of metropolitan main road network roads

Customer Satisfaction, Travel Demand and Modal Share

C1 Overall Customer Satisfaction with Bus Services

C2 Overall Customer Satisfaction with SPRINT services

C3 Overall Customer Satisfaction with Metro services

C4 Overall Customer Satisfaction with Rail services

C5 Overall Customer Satisfaction with travel by bike

C6 Overall Customer Satisfaction with travel by foot

C7 Overall Customer Satisfaction with travel by car

C8 Car ownership per 1000 population

C9 Number of journeys by public transport per person per annum

C10 Modal share of all journeys : public transport , cycling ,walking, car, other. Cycle Charter Target of an increase in cycle mode share to 5% all trips by 2023 and 10% of all trips by 2033

C11 Mode share of am peak journeys to the strategic centres

Economic, Housing, Environmental , Public Health and Social Outcomes/General Monitoring

E1 GVA per person , metropolitan area

E2 Unemployment rate, metropolitan area

E3 Number of new dwellings built per annum, metropolitan area

E4 Nitrogen dioxide levels in Air Quality Management Areas

E5 CO2 emissions per person from transport per annum

E6 Number of Killed and Seriously Injured Casualties

E7 Number of recorded crime incidents on public transport

E8 % adults with diabetes

E9 % adults who are obese

APPENDIX 3: GLOSSARY AND ACRONYMS

The following pages contain definitions and explanations of various words, phrases and acronyms used in the Strategic Transport Plan

Air Quality Action Plan

An Action Plan drawn up by the relevant local authority to deal with poor air quality in an AQMA.

Air Quality Management Area (AQMA)

An area, designated by the relevant local authority, within which national standards for at least one of a number of pollutants, including NO2 gaseous and PM10 particulate emissions, are currently exceeded or are forecast to be exceeded in the foreseeable future. Declaration leads to the development and adoption of an Air Quality Action Plan.

Benefit Cost Ratio (BCR)

An indicator used as part of the business case for transport schemes. The benefits are derived using monetarised values from the Department for Transport's WEB tag transport appraisal guidance.

Benchmarking

The use of performance indicators and other metrics to compare one authority's performance to another, especially in groups of authorities with similar characteristics (profiles).

Bus Rapid Transit (BRT)

Bus Rapid Transit is an approach to bus provision based on emulating the characteristics of successful urban rail services: higher service speeds, extensive priority measures, high frequency, less frequent stopping, stops more like tram stops, off-board ticketing and new-look vehicles. The West Midlands BRT network is known as SPRINT.

Capital Expenditure (Cap Ex)

In the context of this plan, Cap Ex covers expenditure on new roads, railways, Midland Metro, SPRINT as well as asset management expenditure.

Cabinet

A way of running local authorities based on the Westminster model of cabinet government. Specific councillors take responsibility for a portfolio of local authority services and/or duties, for example - environment and/or transport. The portfolio holders make up the authority's cabinet.

Carbon Footprint

A carbon footprint is a measure of the total greenhouse gas emissions caused directly and indirectly by a person, organisation, event or product. It takes into account the six „Kyoto Protocol greenhouse gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride. A carbon footprint is measured in tonnes of carbon dioxide (CO2) equivalent. The transport sector accounts for around a quarter of all CO2 emissions, not including emissions from international aviation and shipping.

Centro PTE

Centro is the Passenger Transport Executive for the West Midlands and undertakes the delivery of public transport schemes and initiatives on behalf of the ITA.

Chord

A term used by the railway industry to describe a section of railway line that makes a junction with two other lines, often grade separated.

Civil Parking Enforcement

A statutory arrangement that transfers the enforcement of parking offences, including waiting on 'yellow lines' and in contravention of loading restrictions, from the police to the local highway authority.

CO2

Carbon dioxide. A product of burning fossil fuels and, thus, a motorised transport-related pollutant that is important with regard to climate change. Also see: Carbon Footprint (above).

Combined Authority

A combined authority is a type of local government institution introduced in England outside Greater London by the Local Democracy, Economic Development and Construction Act 2009.

Control Period

This is a term, used by Network Rail, to put a timescale to their investment plans. Control Period 5 covers 2014/15 until 2018/19. Further Control Periods are planned for five year periods thereafter.

Demand Responsive Transport (DRT)

This is a bus or, more often, a minibus service that varies its route in response to pre-arranged customer demands. WMSNT's „Ring and Ride service is an example.

Department for Communities & Local Government (DCLG)

DCLG is the Government department responsible for building regulations, community cohesion, decentralisation, fire services and community resilience, housing, local government, planning, and urban regeneration

Department for Transport (DfT)

The Government department responsible for national transport issues and managing most finance for local transport expenditure.

Disability Discrimination Act (DDA)

The Disability Discrimination Act, enacted in 1995 and significantly extended and re-enacted in 2005, aims to end the discrimination that many disabled people face. In particular, the Act requires public bodies to promote equality of opportunity for disabled people and it also allows the Government to set minimum standards so that disabled people can use public transport easily.

EU

The European Union

FQP

Freight Quality Partnership. A partnership between the Metropolitan Authorities, commercial freight operators and other interested organisations, to promote efficient and effective distribution of freight movement in the Metropolitan Area.

FTA

The Freight Transport Association is a trade association representing the transport interests of companies moving goods by road, rail, sea and air.

Gross Value Added (GVA)

GVA is an economic measure of the value of goods and services produced in an area, industry or sector. It is an important measure in the estimation of the national Gross Domestic Product (GDP) which is a key indicator of the state of the whole economy. Briefly, the relationship between GVA and GP can be expressed thus: GVA + taxes on products - subsidies on products = GDP

Heavy Goods Vehicle (HGV)

A vehicle constructed or adapted to haul or carry goods that result in a gross total weight exceeding 7.5 tonnes.

Heavy Rail

A term used for the conventional railway system to distinguish it from light rail or tram systems. The heavy rail system is operated by Network Rail and serves inter-urban and local passenger needs and carries freight traffic.

High Level Output Specification (HLOS)

This sets out what level of railway services the Government wished the rail industry to deliver over a defined period.

Highways England (HE)

The organisation responsible for operating a safe, reliable and efficient motorway and trunk road network across England. HE network in or around the West Midlands Metropolitan Area comprises the M54, M5, M6, M40, M69 and M42 motorways as well as the A5, A46 and A38 trunk roads.

HS2

High Speed Two (HS2) is the name of the high-speed railway line between London and the West Midlands, as a first phase, with subsequent extensions to Manchester and the Northwest and to Leeds via the East Midlands. The West Midlands will have Curzon Street station in Birmingham city centre and Birmingham Interchange Station adjacent to Birmingham Airport/ NEC. Full construction will commence from 2017.

Integrated Transport Authority (ITA)

The West Midlands ITA comprises the 7 Metropolitan Local Authority Leaders and the metropolitan LEPs. The ITA sets transport policy and strategy for the metropolitan area.

ITA's Transport Delivery Committee (TDC)

Comprises 19 Local Authority Members who oversee the deliver and operation of Centro on behalf of the ITA. The ITA has delegated selected responsibilities to the TDC.

Integrated Transport Block

This is the funding allocated by Government for minor capital transport schemes costing less than £5 million (each).

Intelligent Mobility

The use of technology, data and innovative applications to support people moving around our area in an efficient, smart and safe manner in order to maximise our transport networks. This covers all modes and trip types.

Local Highway Authority

The county, unitary or metropolitan borough council responsible for all highway operation and assets in their area that are not the responsibility of Highways England.

Local Enterprise Partnerships (LEPs)

The West Midlands metropolitan area has three LEPs: Black Country, Greater Birmingham & Solihull and; Coventry & Warwickshire. Their focus is on driving economic growth and strengthening local economies. They are responsible for Growth Strategies and Strategic Economic Plans.

Local Planning Authority

The district or unitary council that receives applications for planning permission for development and grants or refuses them. They also produce development plans that are designed to guide the development process. In the Metropolitan Area, planning is a function of the Metropolitan Borough Councils.

Local Sustainable Transport Fund (LSTF)

The West Midlands has a £50M LSTF programme known as Smart Network, Smarter Choices. The programme focuses on transport interventions that support economic growth and reduce carbon across the West Midlands as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion.

M6 Toll

The M6 Toll is a 27-mile motorway and is owned by Midland Expressway Ltd

Major Schemes

Capital projects that cost in excess of £5 million. Since 2014 they are funded through the Local Growth Fund and programme managed by the relevant LEP who also monitor the schemes and delivery.

Metropolitan Area

This phrase is used throughout the LTP to describe the combined area of the seven Metropolitan Authorities of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton. It is also the administrative area covered by the West Midlands ITA and Centro PTE.

MSBC

Major Scheme Business Case. This sets out the costs and benefits of the proposal and is required, by the DfT, to justify the need for Major Scheme funding.

NEC

The National Exhibition Centre, which is located adjacent to Birmingham Airport and the M42 motorway.

Network Management Duty

This is a duty, arising from the Traffic Management Act, 2004, requiring local highway authorities to designate a Traffic Manager whose task it is to manage the authority's road network with a view to achieving, so far as may be reasonably practicable, having regard to their other obligations, policies and objectives, the following objectives:

a. Securing the expeditious movement of traffic on the authority's road network; and

b. Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Actions to fulfil this duty include, in particular, actions to secure:

i. The more efficient use of their road network; or

ii. The avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

In this context, 'traffic' includes pedestrians.

Network Rail

This not-for-profit making company who own the UKs track and railway infrastructure and are responsible for the operation and maintenance of track, signalling and a limited number of major stations including Birmingham New Street Station.

Network West Midlands

Network West Midlands is the recognisable single brand name for all local public transport services in the Metropolitan Area, providing a single identity for the complete network of bus, rail and Metro services. The branding is used at some railway stations in the Metropolitan Areas Travel-to-Work Area.

NO2

Nitrogen Dioxide, a gaseous pollutant caused by motor vehicles.

ORRR

The Office of Rail and Road Regulation: the independent safety and economic regulator for Britain's railways and strategic highways.

P&R

Park & Ride. A facility providing parking for cars, powered two-wheelers and cycles that provides easy interchange on to a public transport service.

PM10 and PM2.5

Particulates less than ten or 2.5 microns in size respectively, being different measures of gaseous-borne pollutants caused by motor vehicles, most often associated with diesel-engine vehicles.

Powered Two-Wheeler (P2W)

Includes motorised cycles, scooters, mopeds and motorcycles.

Principal Roads

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

PRISM

The Policy Responsive Integrated Strategy Model is the strategic transport model that helps inform transport policy and related decisions in the Metropolitan Area.

Private Hire Vehicle (PHV)

A PHV is a vehicle with less than eight seats licensed by the Metropolitan Borough Council for the area within which it operates. It is not a taxi (hackney carriage). PHVs are only allowed to carry passengers with pre-arranged bookings; they are not allowed to ply for hire (i.e. be hailed on-street), nor to wait on designated taxi ranks.

'Ring and Ride'

This is a dial-a-ride, door-to-door transport service for residents of the Metropolitan Area who have a mobility problem that makes it difficult or impossible to use conventional public transport. The service covers the whole the Metropolitan Area, divided into three operating areas, with ordinary journeys possible up to half-a-mile into an adjoining area. A limited service for longer 'cross-boundary' journeys is available by special arrangement.

Roads Investment Strategy

The Governments long term strategy for the motorway and trunk road network across England which outlines objectives, targets and network investment.

Roads Period

The spending programme period in which schemes are developed and delivered by Highways England on behalf of the Government. Each Roads Period will last 5 years and will look to meet the targets and objectives of the Roads Investment Strategy.

Safer Travel Team

A team of Police and Community Support Officers set up to tackle anti-social behaviour on buses in the Metropolitan Area. They work in partnership with the bus operators and also help tackle fare evasion.

SCOOT

Split Cycle Offset Optimisation Technique is a tool for managing and controlling traffic signals in urban areas. It is an adaptive system that responds automatically to fluctuations in traffic flow through the use of vehicle detectors embedded in the road.

Smart Card

An electronic form of pre-payment ticket for use on buses and other forms of public transport, with the possibility of it also being useable for paying for other transport services, such as parking charges, or non-transport services. Sometimes referred to as an "electronic purse".

'Smarter Choices'

A range of initiatives designed to encourage people to make informed decisions about their choice of how or whether or not to travel, including consideration of sustainable travel alternatives to single-person use of the private car.

Social Exclusion

Social exclusion is defined as a 'short-hand term for what can happen when people or areas suffer from a combination of linked problems such as unemployment, poor skills, low incomes, poor housing, high crime, bad health and family breakdown'. These problems tend to have a cumulative and reinforcing effect on each other, preventing people from fully participating in society.

'SPRINT'

The brand name for bus-based rapid transit in the Metropolitan Area.

Supplementary Business Rates

A way of raising locally determined finance through a supplement to the national Business Rates that would remain to be spent in the local area.

'Sustrans'

Sustrans is the sustainable transport charity that has a vision of people choosing to travel in ways that benefit their health and the environment. It was the force behind the creation of the UK's National Cycle Network made up of more than 12,000 miles of traffic-free walking and cycling paths, quiet lanes and on-road cycling routes for people to use to get to work, school, the shops or just for exercise and fun.

Traffic Manager

This is an official position that all local highway authorities are required to have under the provisions of the Traffic Management Act, 2004. The Traffic Manager's role is to carry out the authority's Network Management Duties.

Train Operating Companies (TOCs)

London Midland is the principal operator of local and regional train services in the Metropolitan Area. Other TOCs in the Metropolitan Area are Arriva Trains Wales, Chiltern Railways, Cross-Country Trains, Virgin Trains and Wrexham & Shropshire. Their services provide direct links with London and many other parts of the country, extending from Aberdeen to Penzance and from Aberystwyth to Stansted.

Tram-Train

Tram-train is a light-rail public transport system where trams also run on main-line train tracks for greater flexibility and convenience.The first UK trial of tram-train is currently underway in South Yorkshire. The trial of these innovative lightweight vehicles is looking at the environmental benefits, operating costs and technical suitability of the tram-trains as well as testing how popular the vehicles are with passengers on the route

Transport Asset Management Plan

An asset management plan adopted by each transport authority to help manage maintenance and renewal programmes. Highway Asset Management Plans include roads, footways and associated land as well as structures that are part of or associated with a highway and signs and other street furniture. Transport Asset Management Plans include all the above and assets not on the public highway such as bus stations.

Travel Plan

A plan to encourage more sustainable travel, including car sharing, use of public transport, cycling or walking. Travel Plans can relate to schools, colleges, workplaces or railway stations.

Travel-to-Work Area

This is a loosely defined area from which significant numbers of people commute into a major centre or employment area. In the context of the Metropolitan Area, it contains towns outside the Area such as Bromsgrove, Cannock and Lichfield.

Trunk Roads

A network of all-purpose strategic routes of national importance for the movement of long distance traffic. They are 'A' class roads for which the Secretary of State for Transport is the highway authority. The Highways Agency is responsible for them (and motorways) on behalf of the Secretary of State.

UTMC

Urban Traffic Management & Control or Universal Traffic Management and Control; systems for linking CCTV, traffic signals, variable message signs, etc., to improve traffic flows along a road or corridor or across an area.

VFM

Value for Money

VMS

Variable Message Signs. Electronic displays giving traffic information, often associated in town and city centres with advance warning of car park capacity.

West Midlands Freight Quality Partnership

One of a number of Freight Quality Partnerships across the West Midlands region; it is a partnership between local and transport authorities and agencies, commercial freight operators and other interested organisations with the aim of promoting efficient and effective distribution of freight movement in the Metropolitan Area.

West Midlands Special Needs Transport (WMSNT)

WMSNT is the registered charity that operates "Ring and Ride" services throughout the Metropolitan Area.

www.wmita.org.uk

strategictransportplan@wmita.org.uk

0121 214 7251