



## WMCA Board Meeting

<b>Date</b>	8 September 2017
<b>Report title</b>	2026 Delivery Plan for Transport Approval
<b>Portfolio Lead</b>	Councillor Roger Lawrence – Transport
<b>Accountable Chief Executive</b>	Laura Shoaf - Managing Director, Transport for West Midlands  email: <a href="mailto:laura.shoaf@tfwm.org.uk">laura.shoaf@tfwm.org.uk</a> tel: (0121) 214 7444
<b>Accountable Employee</b>	Mike Waters – Head of Policy & Strategy, TfWM  email: <a href="mailto:mike.waters@tfwm.org.uk">mike.waters@tfwm.org.uk</a> tel: (0121) 214 7150
<b>Report to be/has been considered by</b>	STOG - 14 August 2017 WMCA Programme Board - 24 August 2017

### Recommendation(s) for action or decision:

#### The WMCA Board is recommended to:

1. Approve the attached “Movement for Growth 2026 Delivery Plan for Transport” documents, subject to any amendments arising from this meeting being approved by the Chair of the Combined Authority through the Clerk to the Combined Authority.

## **1.0 Purpose**

- 1.1 The purpose of this report is to seek approval of the final 2026 Delivery Plan for Transport documents, following strengthening of these in light of public consultation.

## **2.0 Background**

- 2.1 Following consideration of the consultation draft document by the WMCA Board on the 7 April 2017 6 weeks of formal public consultation on the draft 2026 Delivery Plan for Transport was held between 28 April and 9 June. The consultation was web based, with the Delivery Plan documents, an online questionnaire and an email address for further comments all available on the TfWM website and promoted through social media. Two press releases were made to highlight the public consultation.

## **3.0 Overview of Consultation Feedback**

- 3.1 In total 119 written responses were received, alongside 51 questionnaire responses on the main document, 20 questionnaire responses on the corridor strategies and 14 questionnaire responses on the dashboard documents. This compares well with 65 written responses and 79 questionnaires returned on the extensive 12 week public consultation on the draft strategic transport plan in 2015.
- 3.2 The overall themes of feedback were broad agreement with the draft delivery plan, with 69% of questionnaire responses on the main document agreeing with the overall approach of the delivery plan, with the feeling that it offered a good integrated approach and was a move in the right direction.
- 3.3 A significant proportion of the comments in the written responses focused on cycling. These were on the need for cycling to feature in every new transport project/scheme/maintenance plan, the need for a dedicated chapter on cycling, and the need for the Delivery Plan to match the spending ambition of the Cycle Charter and the Mayor's manifesto.
- 3.4 There was also a theme in responses on the need for more detail on budgets and funding.
- 3.5 Whilst detailed comments are considered in the consultation report in appendix 1, headline comments on the different sections of the draft Delivery Plan are set out below.
- 3.6 The final draft main document is attached in appendix 2. The final draft corridor strategies and dashboards are provided as a separate annexes via on-line access (our public website for CA Board)

## **4.0 Comments on the Main Document**

- 4.1 A total of 69% of responses supported the overall approach. The main response theme was the document offered a 'good integrated approach' and / or 'move in the right direction', with additional positive feedback regarding public transport improvements and investment. However some respondents felt there was insufficient prominence on sustainability, improving air quality, walking and cycling.

- 4.2 Other points consistently made were on the need for new rail stations and lines and new metro lines and the need for a bolder strategy to reduce car use. There were supportive comments on Sprint proposals alongside some responses querying the effectiveness of Sprint lines for mode shift away from car use.
- 4.3 There was strong support for smarter ticketing, but mixed views on the role of Connected and Autonomous vehicles (CAV) for reducing congestion and the timescales of the introduction of CAV technology.
- 4.4 Comments were also received on the need for a clearer performance management framework and on the need for the growth of the region to be inclusive to give opportunities for all.

## 5.0 Response on other 2026 Delivery Plan for Transport Documents

- 5.1 **Corridors:** The percentage of respondents agreeing with the approach for individual corridors ranged from 64% (Corridor J Birmingham – Sutton Coldfield) to 22% (Corridor D Walsall – Brownhills). Net “agree” minus “disagree” for the corridor strategies ranged from +46% (Corridor J Birmingham – Sutton Coldfield) to 0% (Corridors N and O : East Coventry – A46 and West Coventry – A45). Due to relatively small number of total comments on the corridors the different levels of response between the corridors are not considered statistically material and the overall response for the corridor based approach was positive.
- 5.2 **Dashboards:** The Birmingham Dashboard has 73% of respondents in favour of using a visual/dashboard approach to presenting baseline scheme costs and programme, the Black Country 70%, Solihull 55% and Coventry 36%. There were comments on the need for a more sustainable emphasis to the Coventry dashboard of schemes.

## 6.0 Other Written Responses

- 6.1 The following comments were received about other specific aspects of the plan.
- **Bus:** Improvements were sought to bus through new park and ride and rapid express bus services, improved journey times, reliability, frequency and interchange.
  - **Rail:** Improvements were sought through new/enhanced park and ride, and through reinstating former rail lines and stations, including the need to re-consider Balsall Heath for a potential station on the Camp Hill line. There were also calls for more rail capacity, and the need for more cycle and ride facilities and improved interchange facilities.
  - **Metro:** A limited number (4) of comments disagreed or objected to proposed Metro extensions, whilst others supported network expansion, including suggested for further routes.
  - **Cars/Roads:** Comments included the need for more prominence on road safety, the need for localised road tolls and the need to improve M5 Junction 2.
  - **Cycling:** Many of the comments were on the need for cycling to feature in every new transport project/scheme/maintenance plan, the need for a dedicated chapter on cycling, and the need for the Delivery Plan to match the spending ambition of the Cycle Charter and the Mayor’s manifesto. The need to provide for cycling so separated from proposed rapid transit lines was also mentioned in comments.

- **Freight:** Comments were on the need for greater prominence of freight issues, including the promotion of rail freight.
- **Cross-Boundary / Other Issues:** There were several comments on the need for the Delivery Plan to be cross-boundary with the wider journey to work area. There was a need for more details on financing the plan. Better integrated ticketing, better interchanges and increased access to community hubs for older and disadvantaged people were also raised.

## 7.0 Development of the Final Documents

7.1 The documents have been strengthened in light of the public consultation, following direction from Strategic Transport Officers Group (STOG) on 17 July and engagement with the Mayoral team. The appendix sets out the approach used to develop the final documents by specific issue raised in the consultation.

7.2 In summary:

- The main document's sections have been expanded to provide more details on cycling, walking, road safety, freight, air quality, major events, Sprint and bus improvements.
- The main document has new text on how the document relates to transport strategies and plans of the wider journey to work area.
- The corridor strategies and dashboards have been reviewed against detailed comments.
- A new "West Midlands Strategic and Local Cycle Network Programme" has been included. Funding will now be sought for this programme.
- Further details on the "Funding for Growth" initiative have been included.
- A cross-check of the documents has been made against the commitments set out in the Mayor's manifesto and appropriate amendments have been made.

7.3 Matching the Mayor's Manifesto commitment of £10 per head spend on cycling each year was a key aspect of consultation responses received. Consequently a new "Strategic and Local Cycle Network Development Programme" is included in the overall programme for the WMCA Constituent area.

7.4 The new programme is envisaged as being run over ten years across the constituent authority area, resulting in a total programme value of £283m. Based on experience from recent and existing cycling and sustainable transport programmes the programme is notionally split 85% capital and 15% revenue, resulting in £42m over ten years revenue funding to be found. This is not budgeted within the existing primary source of transport revenue for constituent area (the annual Transport Levy). Of the £241m capital element, £76m is already included in the draft Delivery Plan for cycling capital schemes as committed or unfunded potential schemes. Therefore a new Strategic and Local Cycle Network Development Programme is now included with an unfunded sum of £165m.

7.5 The unfunded capital elements of the programme are envisaged, once secured through bidding to available funding sources, to be used primarily as a supplement to the proposed main highway schemes already identified in the Delivery Plan. The purpose would be to ensure complimentary delivery of high quality cycle infrastructure aspects as part of wider schemes where these would not otherwise have been achievable. Subject to individual business cases a number of discrete, stand-alone cycle route schemes are also likely to be identified and taken forward.

7.6 During the first year of the Delivery Plan the focus will be to secure the required additional capital and revenue funding. As part of this the role of E-bikes and business case for these in promoting cycling and making it more accessible to those who currently don't cycle will be considered as part of the overall approach promoting cycling uptake for non-leisure use.

## **8.0 Next steps**

8.1 If the Combined Authority approves the set of final documents then the revised documents will be placed on the Transport for West Midlands website. Increased funding will be pursued, work to deliver committed schemes and develop unfunded schemes will continue and relevant longer term studies will commence.

8.2 Public consultation has highlighted support for the overall approach of the draft Delivery Plan and has resulted in strengthening the plan. There is continued support for the delivery of schemes and measures to make better use of existing transport capacity and increase sustainable transport capacity. This is in accord with the overall, long term "Movement for Growth" strategic transport plan for the West Midlands.

8.3 The Delivery Plan will be maintained as a live document with work being undertaken to produce a quarterly refresh of the Delivery Dashboards (noting that there remains some work on technical reporting systems to be undertaken to allow this to happen), and an annual progress update for consideration by the WMCA Board. This will allow the formal entry and departure of new schemes and programmes to reflect any changing circumstances, new development or spatial pressures and to ensure continued alignment to the WMCA SEP.

## **9.0 Impact on the Delivery of the Strategic Transport Plan**

9.1 A final approved 2026 Delivery Plan for Transport will set out the approach to delivering the first phase of the Strategic Transport Plan.

## **10.0 Wider WMCA Implications**

10.1 The schemes of the draft 2026 Delivery Plan will benefit people and goods travelling within the metropolitan area to and from the non-constituent authority areas. Work with Local Transport Authorities in the non-constituent authority areas will continue to develop joined up transport strategy and delivery.

## **11.0 Financial implications**

11.1 There are no financial implications as a result of the recommendations within this report. The Movement for Growth Plan articulates in financial terms the funding gap between the priorities for the region and the funding secured to deliver those priorities. The plan will enable WMCA to align new bids for funding to the agreed Delivery Plan and also allow WMCA to demonstrate to Government that it has a clear and concise plan for the region.

## **12.0 Legal implications**

12.1 There are no immediate legal implication flowing from the contents of this report

### **13.0 Equalities implications**

13.1 No equality impact envisaged in relation to this report. The initial document was equality impact assessed.

### **14.0 Schedule of background papers**

**Appendix 1 – Appendix 1 – Development of the Final 2026 Delivery Plan for Transport by issue raised through public consultation**

**Appendix 2 - 2026 Transport Delivery Plan: Final Draft Main Document**

**Annex 1 – Final Draft Corridor summaries**

**Annex 2 – Final Draft Dashboards**

Annexes are viewable on our public website for CA Board

## **Appendix 1 – Development of the Final 2026 Delivery Plan for Transport by issue raised through public consultation**

### **1. Style/Presentation of Documents**

- Documents reviewed for accuracy of plans, figures and text

### **2. Overall Approach**

- New text on how relates to the wider journey to work area  
- New text on funding and financing  
- Document strengthened for cycling  
- Addition of a new unfunded “West Midlands Strategic and Local Cycle Network Programme”  
- Documents cross checked against Mayor’s manifesto commitments

### **3. Main Document**

- New text on relationship to Journey to Work Area  
- Strengthened text on road safety  
- Updated text on air quality  
- Strengthened text on annual reviews of the Delivery Plan  
- New text on Powered Two Wheelers  
- Strengthened text on park and ride development and cycle and ride

### **4. Corridor Strategies**

- Specific comments related to corridor strategies reviewed and text amended as appropriate.

### **5. Dashboards**

- New unfunded West Midlands strategic and local cycle network programme to be added, of £165m.  
- Updated to reflect any developments since consultation draft produced in April 2017