

LTP Addendum Document

Background

On 28th March 2011 the West Midlands ITA approved the West Midlands Local Transport Plan for 2011 - 26. This was subject to finalisation of targets, to be agreed in light of strategy-led investment programmes of Centro and the 7 Districts.

This document updates the LTP on ITA-endorsed targets. It also provides weblinks to related documents referred to in LTP3, which have now been completed:

- Asset management plans
- Centro's business plan

Asset Management Plans

Transport asset management plans have now been produced by the District Councils. These provide a firm basis for the development of schemes and measures in line with LTP's Long Term Theme 4 "Transport Asset Management - A Foundation for Growth". Links to these documents have been provided by the District Councils and are shown below:

Birmingham City Council

(being updated but will be placed at:)

www.birmingham.gov.uk/Highways-Asset-Management

Coventry City Council

http://www.coventry.gov.uk/downloads/548/road_safety-traffic_schemes

Dudley Metropolitan Borough Council

(being updated but will be placed at:)

<http://www.dudley.gov.uk/transport-and-streets>

Sandwell Metropolitan Borough Council

http://www.sandwell.gov.uk/downloads/file/2610/highways_asset_management_plan_april_2011

Solihull Metropolitan Borough Council

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Walsall Metropolitan Borough Council

http://www.walsall.gov.uk/index/transport_and_streets/road_and_pathway_maintenance/highway_asset_management.htm

Wolverhampton City Council

http://www.wolverhampton.gov.uk/transport_streets/maintenance/default.htm

Centro's Business Plan

The LTP refers to the production by the ITA of a Public Transport Plan covering capital and revenue spend. This document is Centro's approved business plan and a link has been placed on the Centro Local Transport Plan webpage.

Targets

Managing Our Performance

Performance management has been an integral part of LTP development and delivery since the start of the LTP process in 2001. It provides a benchmarking process against which we can monitor our performance in delivering our objectives and provides guidance to ensure appropriate resources are allocated to each programme area. Monitoring also allows comparison between the performance of the Metropolitan Area and that of other LTP Authorities.

The number of performance monitoring areas within LTP3 (14) has been reduced from the LTP2 total of 26. This reflects a different approach to monitoring and reporting by Government but also ensures that monitoring activity is closely aligned with the delivery needs of the LTP3 Strategy. In accordance with the Strategy's key outcome of carbon reduction, a new CO₂ reduction target has been added. Figure 1 sets out the relationship between the targets and the LTP's Objectives and Long Term Themes – larger crosses show a more direct relationship.

The issues covered by this performance management section have been based on the 10 transport-focused former National Indicators, plus other relevant issues resulting from the LTP3 consultation and from local plans and strategies. SMART (specific, measurable, achievable, relevant and time-related) and other principles have guided the detail, in particular:

- Progress can be updated regularly (at least annually);
- Performance can be monitored at a more disaggregated level than Metropolitan Area-wide (eg district, area or route) to help focus delivery;
- Data to support performance monitoring is robust and is expected to continue to be available for the foreseeable future;
- We are predominately interested in “outcomes” (eg a change in travel behaviour) rather than “outputs” (eg the provision of infrastructure);
- Measures are proposed in the Implementation Plan or in other programmes that would contribute to improved performance.

The performance we ultimately achieve is largely dependent on the provision of adequate funding for initiatives that will help deliver transport improvements. Targets are meant to inform decision-making, as well as highlighting success, so it is appropriate to review them periodically to ensure they are still adequately performing that function and remain relevant.

The monitoring and reporting of LTP performance in terms of objectives is the tip of a much larger monitoring process. It is essential to take account of the wider context

and outside influences within which LTP3 operates, such as the state of the economy, social trends and demographic change, for example, in order to better understand why performance is heading in a particular direction and to help determine and focus any necessary mitigating measures.

Figure 1

target issue	LTP3 OBJECTIVES					LONG-TERM THEMES									
	KO1	KO2	KO3	KO4	KO5	LTT1	LTT2	LTT3	LTT4	LTT5	LTT6	LTT7	LTT8	LTT9	LTT10
	Economy	Climate Change	Health, Personal Security & Safety	Equality of Opportunity	Quality of Life and Local Environment	Asset Management and Maintenance: A Foundation for Growth	Making Best Use of the Highway Network	Modal Transfer and Sustainable Travel Patterns	Regeneration, the Creation of Thriving Centres, Corridors and Gateways	A Rail and Rapid Transit Network 'Backbone for Development'	Improved Local Accessibility and Connectivity	Sustainable and Efficient Freight Transport	Effective and Reliable Transport Integration	Improved Safety and Security	Improved Environment and Reduced Carbon Footprint through New Technologies
Operational Performance of the Transport Network															
Journey Time Reliability for Goods Vehicles	X		x		x	X	X		X				X		
Bus Reliability	x			X	x		X				X		X		
Access to Employment	x			X					X	X	X		X		
Road Congestion	X	x			x	X	X	X	X				X	X	
Principal Road Maintenance	X		x		x	X							X		
Travel Demand and Mode Shares															
Total Road Traffic	X	x	x		x		X	X	X						X
Bus Patronage		x		X				X	X		X		X		
Active Travel			x	x	X			X			X		X	X	X
Public Transport Trips to Centres	x	x		x	X			X	X	X			X		X
Travel to School	x	x	X		x			X			X			X	X
Economic, Environmental and Safety Outcomes															
CO ₂ Emissions from Transport		X	x		x		X	X	X	X	X		X		X
Air Quality		x	X		x		X	X		X	X		X		X
Road Accident Casualties	x		X		x									X	
Safety & Security on Public Transport			X		x			X					X	X	

In this LTP3 addendum issues have been ordered under the following headings to provide a logical approach to monitoring:

- **Operational Performance of the Transport Network** - supporting economic growth and regeneration and a lower carbon future
 - Journey time reliability for goods vehicles
 - Bus reliability
 - Access to employment by public transport
 - Road congestion
 - Principal road maintenance
- **Travel Demand and Modal Share**

- Total road traffic
- Bus patronage
- Active travel
- Public transport trips to centres
- Travel to school

- **Economic , Environmental and Safety Outcomes**
 - Economic indicators
 - CO2 emissions from transport
 - Air quality
 - Road accidents and casualties
 - Safety and security on public transport

- **Operational Performance of the Transport Network** - supporting economic growth and regeneration and a lower carbon future

Journey Time Reliability for Goods Vehicles

2015/16 Performance Aim

Improve journey time reliability for goods vehicles within the Metropolitan Area on a core network of key routes

Background

Almost 17% of all UK goods moved by road pass through the West Midlands region, the vast majority of which travel through the Metropolitan Area itself due to both its strategic location at the centre of UK transport networks and the high level of traffic which is generated locally. Road freight is largely focused on routes that are heavily congested at peak times. This can impact on journey time reliability, which is an issue that consultation with the West Midlands Freight Quality Partnership (FQP) and road freight operators, backed by research for the Transport Innovation Fund Studies in 2008, consistently identifies as the critical factor for logistics planning. Unreliability increases costs for operators and consumers.

How we intend to achieve this performance

The monitoring process will use TrafficMaster data applied to a network based on significant numbers of lorry and van movements and agreed with the local Highway Authorities and FQP (see Figure 2). Most of the network is on the Long Term Smart Route Network (where traffic management measures are combined in accord to conditions in individual corridors to smooth traffic and improve the public realm) and on the Urban Traffic Control (UTC) major scheme network. Average weekly journey times on each route between 7am and 7pm will be analysed to assess variation and progress made towards the target.

To achieve any improvement in journey time reliability will be challenging. If economic conditions improve we would expect to see more traffic, potentially increasing congestion and journey time variability. The completion of the Urban Traffic Management and Control Major Scheme and a successful Local Sustainable Transport Fund (LSTF) bid to fund further Smart Routes work will both contribute significantly towards meeting the target. Smaller scale traffic management measures as part of minor works programmes will also assist with performance.

Figure 2

LTP3: Goods Vehicles Journey Time Reliability Target Network

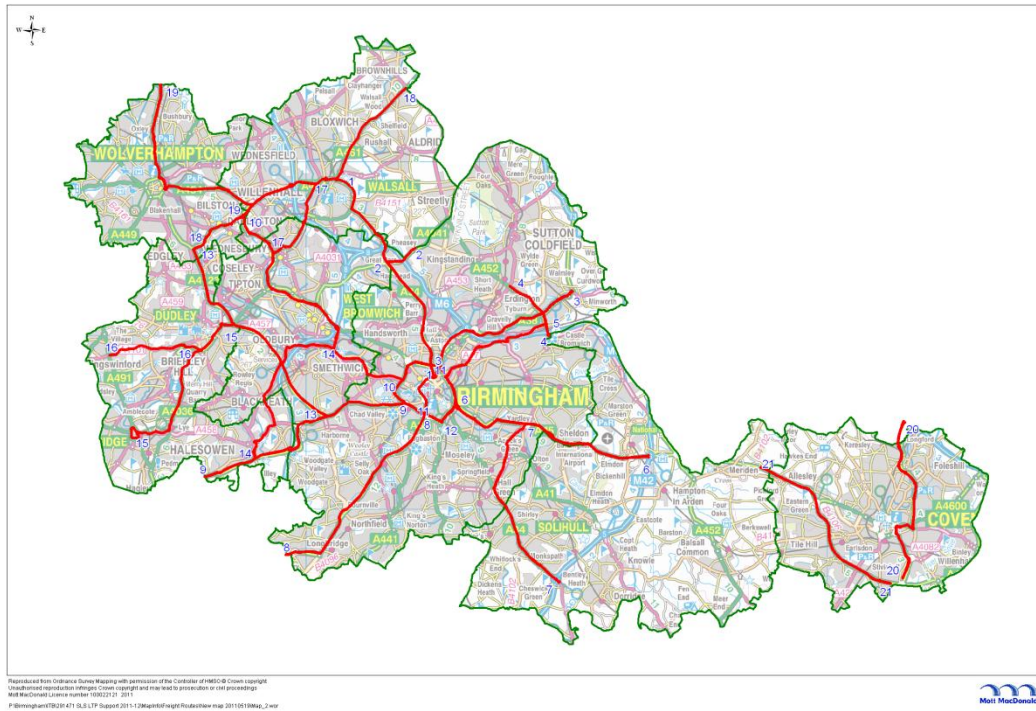
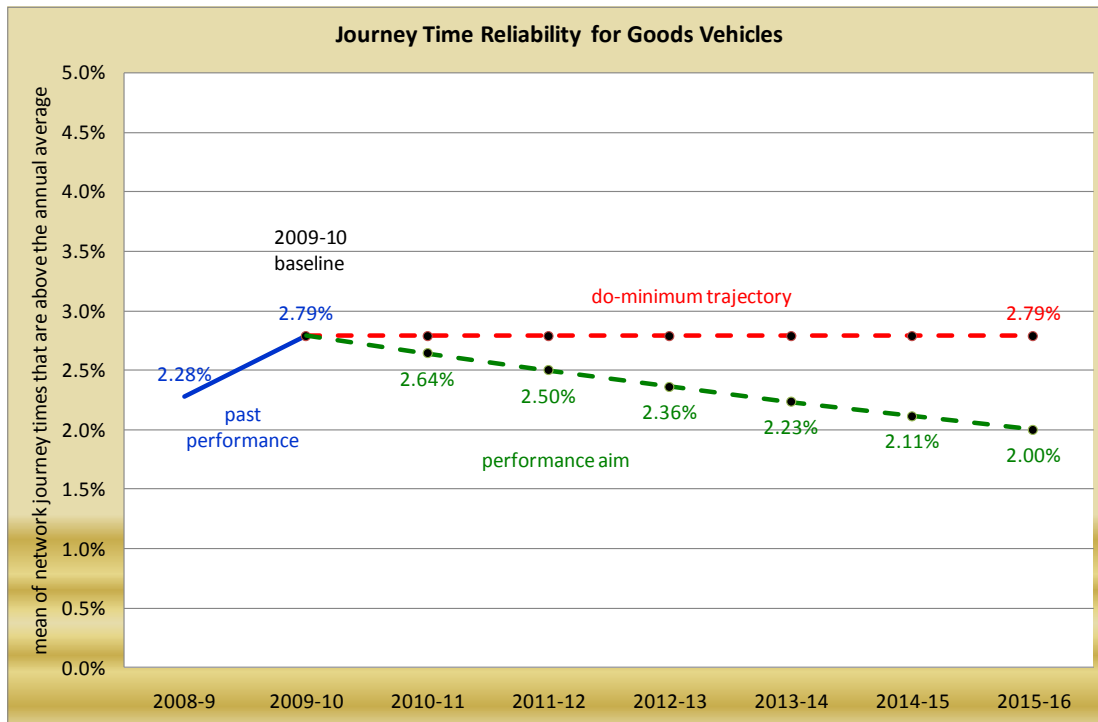


Figure 3



Bus Reliability

2015/16 Performance Aim

80% of key bus services operating between “1 minute early and 5 minutes late” by 2015/16

Background

Bus reliability and punctuality was the third most important issue coming out of the LTP3 Vision and Issues consultation. An improvement in bus reliability is seen as key to increasing bus patronage levels.

How we intend to achieve this performance

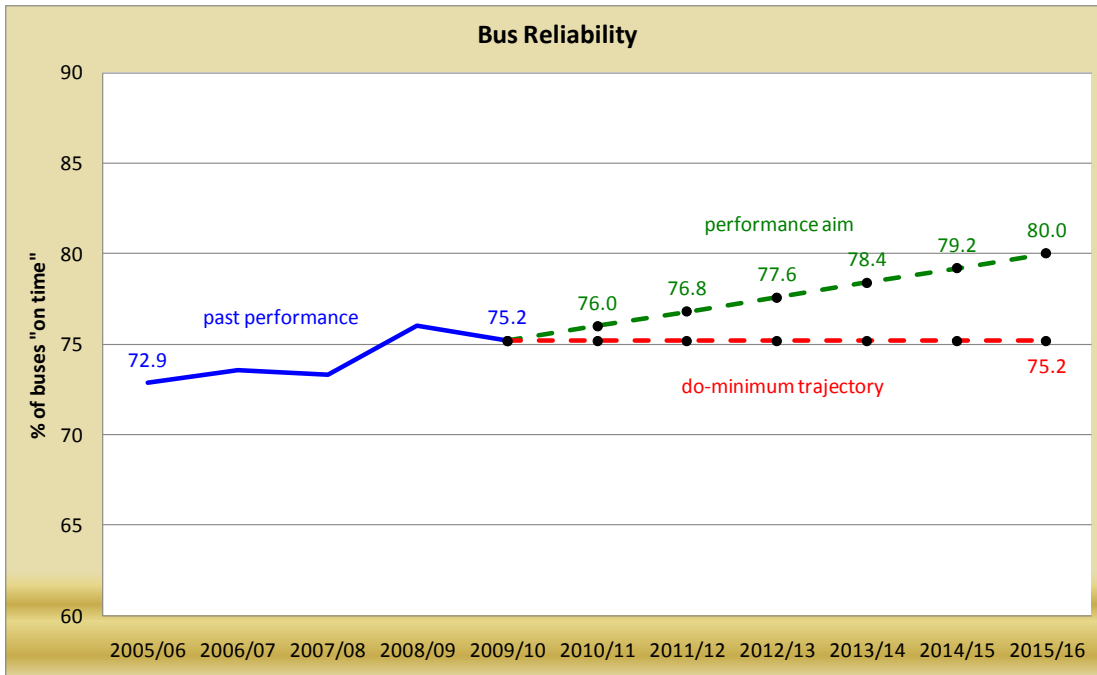
The figure of 80% relates to the Traffic Commissioner’s Standards with regard to reliability at route origin and intermediate timing points. The target is challenging but can be met with further development of Smart Routes via a successful Local Sustainable Transport Fund bid and ongoing town and city centre improvements.

The strengthened Bus Quality partnership between Centro and National Express West Midlands has a Quality Improvement Plan for 2011 – 2013 which includes a joint programme of reliability monitoring to include data sharing currently undertaken by both parties and a programme of interventions developed between National Express West Midlands and Centro to improve underperformance.

Work with other operators and Districts associated with Local Bus Network Reviews will also improve reliability.

Performance monitoring uses data previously collected for NI178. It is based on data collected by Centro, in accordance with DfT guidelines, in 11 key corridors and at other key locations that cover all 7 Metropolitan districts, over 100 bus services, a variety of bus operators and over 35,000 individual bus observations per year.

Figure 4



Access to Employment

2015 Performance Aim

Increase access to jobs by public transport for working age people who live in areas of highest unemployment.

Our performance is monitored by calculating the proportion of the working age population who live in areas of high unemployment who can reach at least 50,000 jobs within 40 minutes by public transport during the AM peak period.

Background

Economic regeneration is one of the two key outcomes sought by the LTP. Regeneration relies on the labour market being able to respond flexibly and rapidly to employment opportunities. This target focuses on the ability of people to reach those jobs whilst combining with the original ethos of Accessibility Planning (to reduce social exclusion) by concentrating on the areas of highest unemployment. Access to employment also links LTP3, spatial planning and land use policy and regeneration.

DfT Core Indicator data shows that 99% of the Metropolitan Area's population can access key locations other than employment, such as a doctor, primary school and food store, within 15 minutes by cheap and accessible modes like walking or bus. In measurable social exclusion terms, therefore, there is very little scope for improvement in access to these other services.

Target Parameters

It is felt that 50,000 jobs is a parameter that gives sufficient scope for a wide range of employment opportunities whilst research has shown that national UK average bus journey to work travel time is 41 minutes (April 2011 National Statistics), and the West Midlands Metropolitan Area's 2009 average bus journey was 39 minutes (Centro 2009 Bus User Profile average time to get to origin stop plus average origin stop wait time plus average in-vehicle time).

How we intend to achieve this performance

Trend analysis shows that access to jobs has fallen since 2008 (see Figure 5). This is largely related to the effects of the global recession on the West Midlands. Achieving a turn round in the trend is challenging but achievable and will involve the selection of accessible locations for new employment development and the consideration of access to employment centres in the 5 local bus network reviews planned for the 5 year period. This approach recognises the continued need for

access to employment by car appropriate to local areas. The areas of high unemployment (above 6%) on which we are focusing are shown as red, brown and yellow in Figure 6.

Figure 5

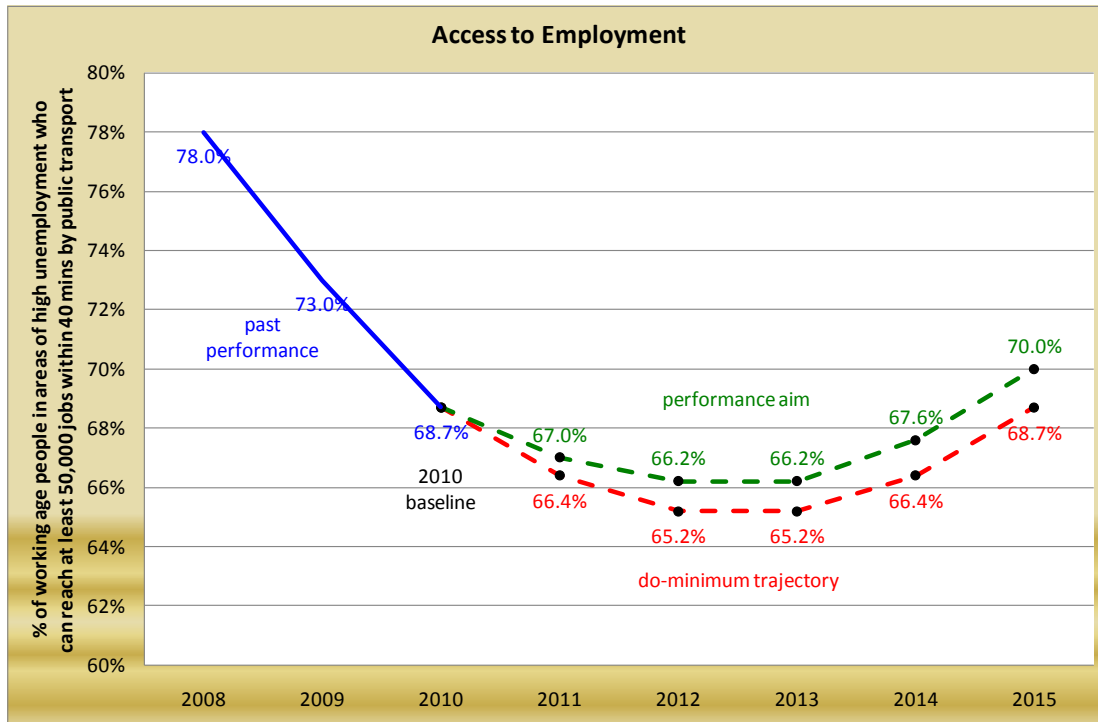
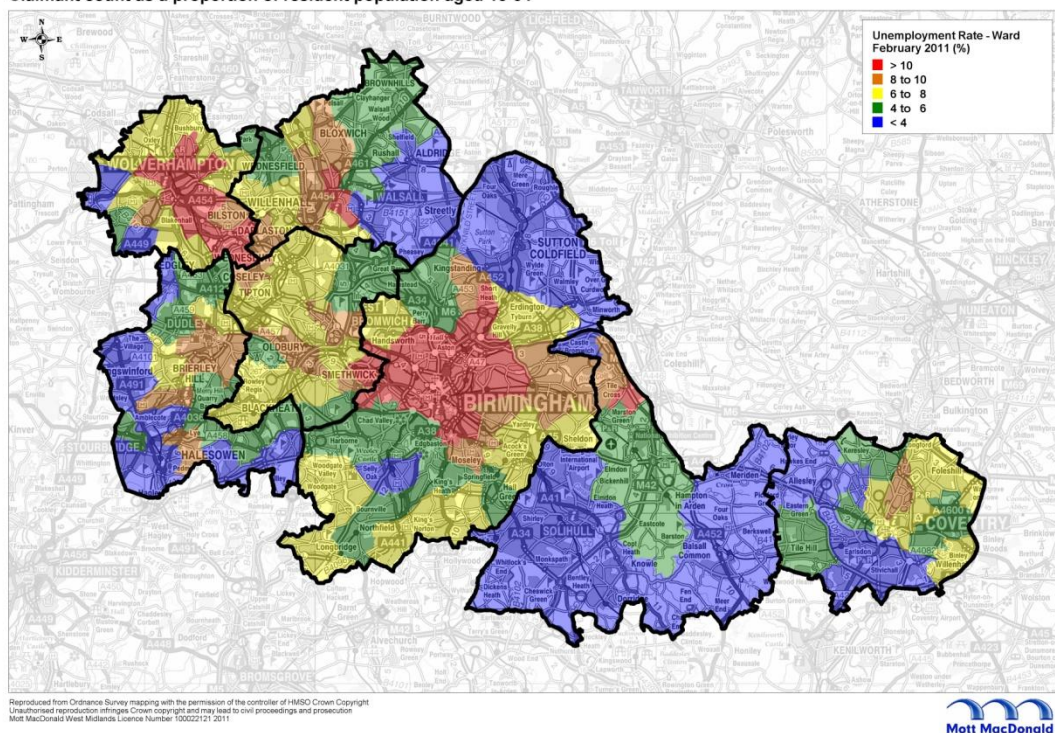


Figure 6

Claimant count as a proportion of resident population aged 16-64



Road Congestion

2015/16 Performance Aim

Maintain average AM peak journey speeds on the Met-wide Local Authority “A” road network at recent levels through to 2015/16

Background

It has been estimated that congestion on the local road network in the Metropolitan Area cost around £800m in 2009, causing not only frustration for road users but increased costs of goods and services for everyone. Congestion is a barrier to the economic regeneration objectives of this LTP. It was also a high priority emerging from the various LTP3 consultation exercises.

How we intend to achieve this performance

In terms of monitoring congestion, Government has moved away from NI167 and measuring AM peak person journey times on a limited network of key routes. It would be inconsistent for the West Midlands Metropolitan Area to continue to monitor congestion in LTP2 terms so it is proposed to adopt the new approach now being espoused by DfT. This focuses on private vehicle trips contained in the TrafficMaster dataset. Benefits include:

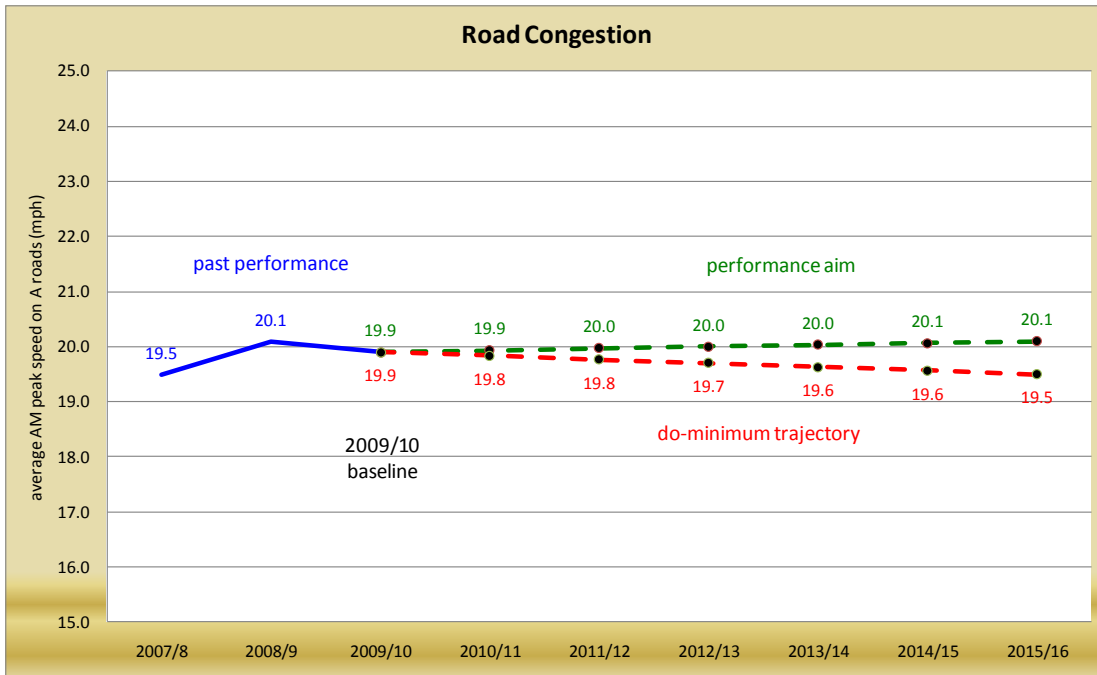
- much more comprehensive coverage of the road network for more accurate district and Metropolitan Area-wide results;
- performance calculations are undertaken by DfT thus minimising resource implications for Local Authorities;
- consistent data across the country for benchmarking and trend analysis

One risk is that the continued supply of TrafficMaster historical journey time data, that forms the evidence base for this target, is subject to contract renewal after 2012.

Data for the Metropolitan Area shows AM peak speeds remained quite steady at between 19.5 and 20.1mph over the three years 2007/8 to 2009/10. Given the potential for congestion if the economy picks up during the LTP3 period the principle of maintaining speeds within the range recently achieved is considered challenging. This is especially so in the light of previous long term forecasts of 22% increases in congestion made in research undertaken through the Transport Innovation Fund (TIF) work. However our performance will be aided by the completion of the Urban Traffic Management and Control Scheme and Selly Oak New Road, as well as by more local schemes contained in the LTP3 Implementation Plan and the potential of Smart Route improvements via a successful LSTF bid.

Modal transfer through Smarter Choices measures will also contribute to tackling congestion at busy times at busy locations on the network.

Figure 7



Principal Road Maintenance

2015 Performance Aim

Arrest the decline in the condition of local Principal Roads such that the 2009 condition is achieved again by 2015

Background

The issue of road condition has come into particular focus recently as the harsh winters of 2009/10 and 2010/11 caused a noticeable deterioration in surface conditions, creating potential danger and discomfort. LTP2 contained three separate targets for Principal Roads, Unclassified Roads and high usage footways. However, LTP3 focuses on Principal Roads due to the intensity of their use, particularly by Heavy Goods Vehicles, which are the main cause of carriageway defects. Principal Roads carry 25% of local traffic on just 8% of the network. Road condition is an issue targeted by all other Metropolitan Area LTP3s across the country.

How we intend to achieve this performance

The principle of returning to the average condition across the whole West Midlands Metropolitan Area Principal Road network in 2009, agreed with the Highway Infrastructure Managers Group, is challenging. This is especially so if the recent harsh winters become a more regular occurrence. Performance against this output target lies arguably more within our direct control than most of the other targets, but funding is key to success and resource levels are expected to reduce overall. The national formulaic maintenance allocations contained in the December 2010 Settlement Letter from DfT indicate a fall in funding of 11.7% from 2011/12 to 2014/15 in the local authorities outside Birmingham. Birmingham itself is covered by its 25-year highways maintenance and management Private Finance Initiative with Amey, which will see key investment in the highway network between June 2010 and June 2015.

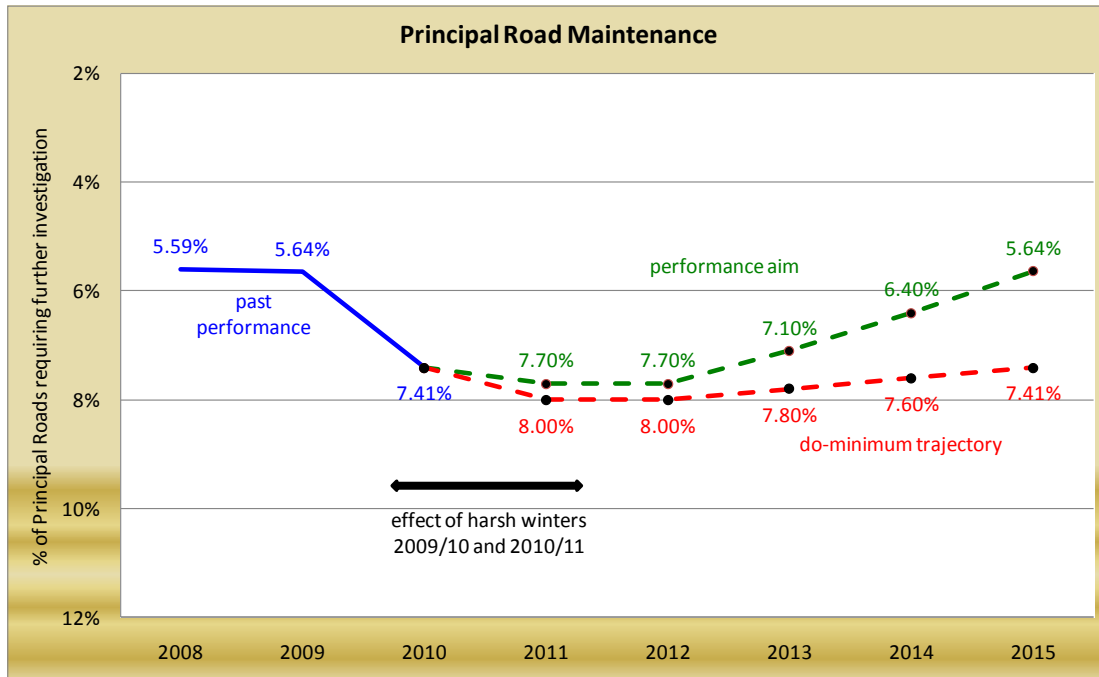
Effective asset management planning will be the basis for maintenance measures.

Principal Road condition is graded “green”, “amber” and “red” (the worst category that requires further investigation and is targeted here). The deterioration of “amber” roads to “red” happens continuously so a situation of no roads needing maintenance is purely hypothetical. Indeed a “steady state” of 5-7% needing maintenance annually (as we are generally achieving – see Figure 8) is quite acceptable.

The source data we are using is annual SCANNER surveys (that assess road surface condition) undertaken for individual highway authorities plus road length data from DfT which, for Principal Roads, is relatively stable from year to year. Results from the SCANNER surveys appear to be getting more consistent following a number of years of inaccurate, changing methodologies. This can only help in

accurately assessing performance and enabling limited resources to be focused where most needed.

Figure 8



Travel Demand and Modal Share

Total Road Traffic

2015 Performance Aim

To limit annual road traffic growth to between 3% and 6% between 2009 and 2015

Background

In line with the overall LTP3 Strategy, the impact of many of the measures proposed for the LTP3 period which focus on carbon reduction, Smarter Choices or sustainable growth can be encapsulated in our performance against this target. Total road traffic reduction or, more realistically given latent demand and funding constraints, a limitation of traffic growth, can be a precursor to reduced CO₂ emissions, a safer and healthier population and more sustainable local communities.

This target recognises the need for access to destinations by a number of means to ensure that economic growth is not inhibited. In this context, it is aimed at private car use for some journeys at some times where high quality alternatives are in place and car use can be easily transferred to other modes. It is therefore compatible with the LTPs key outcome of promoting economic growth which itself has implications for the volume of goods movements within the West Midlands Metropolitan Area.

Changes in overall traffic volumes are generated by a number of external factors in addition to the impact of transport investment programmes – the state of the economy, the cost of fuel, changes in total population, changes in car ownership levels or the number of people with driving licences, the capacity or cost of non-car modes and such like. Forecasts for all these factors and more are included in the Metropolitan Area PRISM model and in regional estimates based on national Temprow calculations. These have all been used to produce the forecasts shown in Figure 9. Past performance comes from West Midlands Metropolitan Area traffic trends contained in DfT's National Road Traffic Survey. This is checked against the results of the West Midlands 1500-Point Traffic Survey Programme which is more accurate but only updated every two years.

Using these forecasts the range of expected traffic growth from the most current available baseline position (2009) until the end of LTP3 is between 3 and 6%. Whilst traffic has declined in the last two years by 2.6% the underlying trend is still upwards. Given the scope for traffic growth as the economy recovers, the continuing increase in the urban population and the limited existing spare off-peak road capacity, restricting future growth to between 3% and 6% is seen as realistic but challenging.

How we intend to achieve this performance

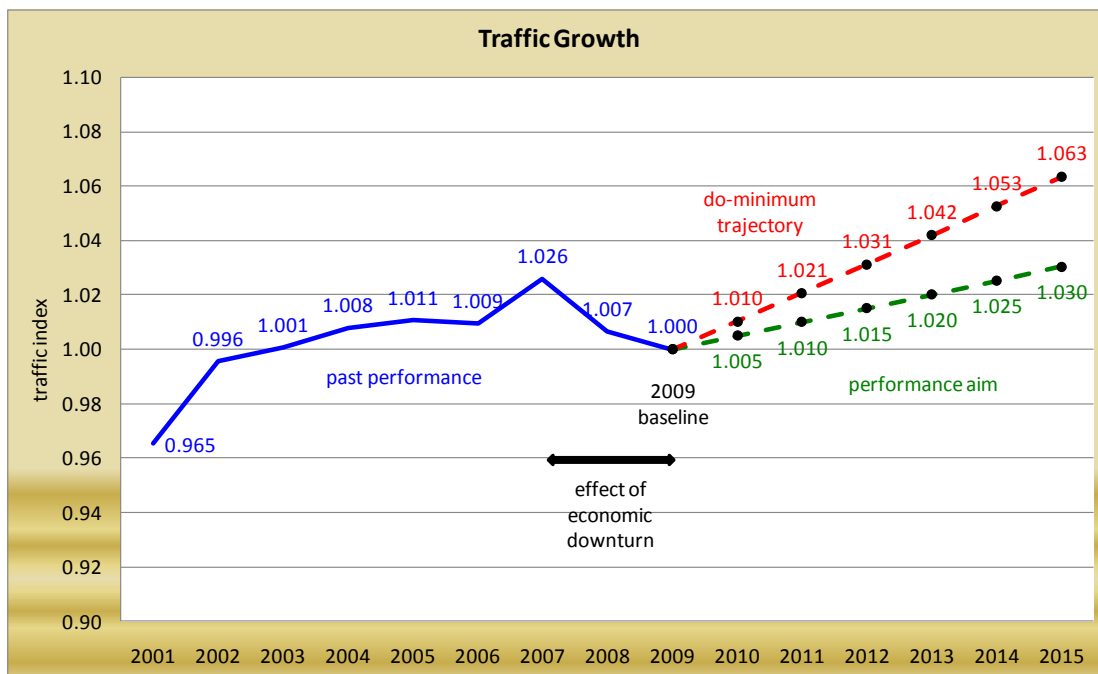
During the LTP3 period a range of measures will be introduced to directly or indirectly discourage further traffic growth. These include:

- Birmingham City Centre Metro extension;
- Completion of Birmingham Gateway (New Street station);
- Further local Park & Ride expansion;
- Enhanced Smarter Choices activity, and;
- The potential of measures contained in the LSTF bids

These measures will work alongside external social trends towards increased home shopping, video conferencing and less commuting to work (a 16% fall nationally 1995-2009) in restraining traffic growth.

However there will be some balancing traffic generation resulting from the completion of Major Schemes that remove barriers to economic growth such as A41 Expressway in West Bromwich, A4123 Burnt Tree, Selly Oak New Road and A452 Chester Road (currently awaiting approval), plus Regional Growth Fund schemes in the A45 Corridor in East Birmingham / Solihull and on the A38 at Longbridge.

Figure 9



Bus Patronage

2015/16 Performance Aim

Increase bus patronage by 5% from 2010/11 baseline levels by 2015/16

Background

Transferring some car use at congested times to public transport, and increasing social inclusion for people without access to a car, are two important areas of the overall Local Transport Plan strategy. Modal shift from car to public transport will largely be onto bus services for many local journeys. Furthermore it is estimated that around 30% of households in the Metropolitan Area do not have access to a car.

Bus patronage is closely related to the wider state of the local economy, as demonstrated by decreases in recent years resulting from the impact of the global recession on the West Midlands Metropolitan Area.

How we intend to achieve this performance

To increase the current level of bus patronage is challenging but achievable. It relates closely to the strengthened Partnership Agreement between Centro and National Express West Midlands. This commits both parties to seeking to achieve at least a 2% per annum patronage growth for National Express West Midlands (NatEx) services for the next three years. The potential for establishing similar agreements with other operators is also being actively considered and work with local operators in local bus network reviews will also increase bus patronage, as seen with the Voluntary Multilateral Partnership Agreement in place for North Walsall.

The quality improvements agreed in the refreshed NatEx partnership are based on:

- The roll out of e-purse smartcard
- Introduction of 300 newer, greener buses
- Tackling highway congestion hot spots
- Improved cleanliness of buses
- Improved safety and security
- Enhanced driver training
- Undertaking a further programme of Local Bus Network Reviews
- Implementing a jointly funded marketing plan

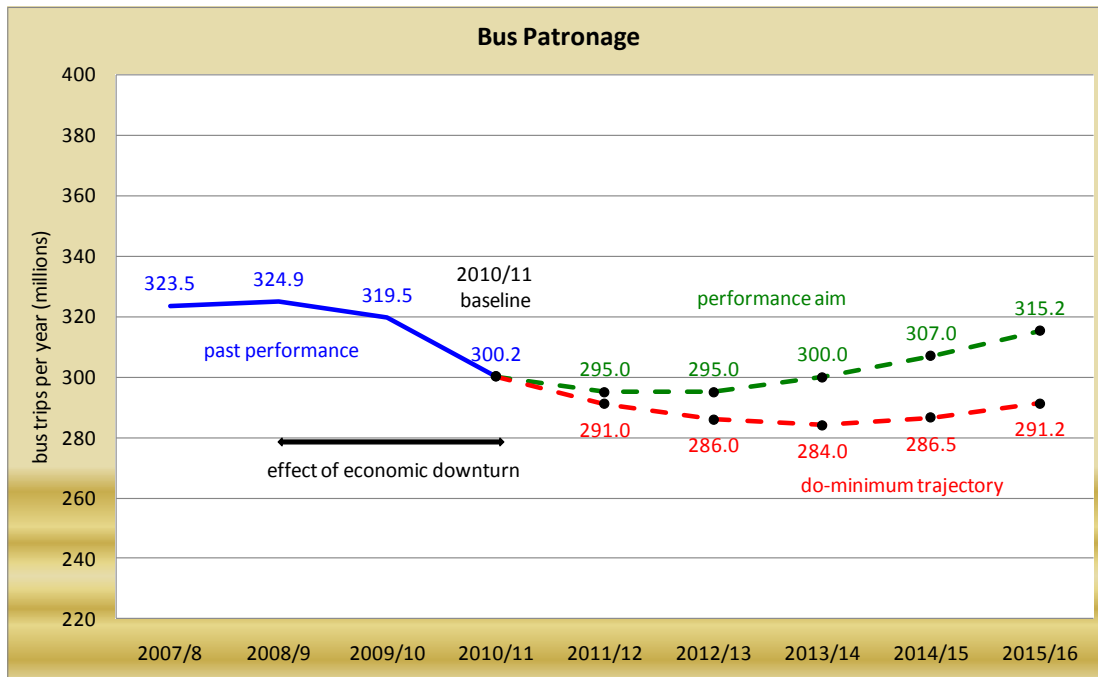
The target will be reviewed in the light of the outcomes of this agreement and an assessment of the impacts of Smart Route and Smarter Choice measures.

Evidence shows that where appropriate investment is made, for example through Bus Showcase, local trip numbers do increase. Local Bus Network Reviews and a successful Local Sustainable Transport Fund bid, which will allow further expenditure

on Smart Routes and the enhanced development of the Network West Midlands brand, can help improve performance.

This target is based on the methodology used for the former NI177 and uses data collected directly by Centro and from bus operators.

Figure 10



Active Travel

2015/16 Performance Aim

Increase the West Midlands Active Travel index by 5% from the 2010/11 baseline of 100 by 2015/16

Background

“Active Travel” covers cycling and walking. This target has strong links to the health agenda and is a key element of Smarter Choices in trying to achieve modal shift away from car journeys. Although not previously a National Indicator, its prominence in the LTP reiterates the importance of walking and cycling, especially for short trips and their potential to reduce local congestion. Currently cycling accounts for 1.4% of all journeys in the West Midlands Metropolitan Area and walking 22.3%. (National Travel Survey West Midlands Metropolitan Area Analysis, DfT)

How we intend to achieve this performance

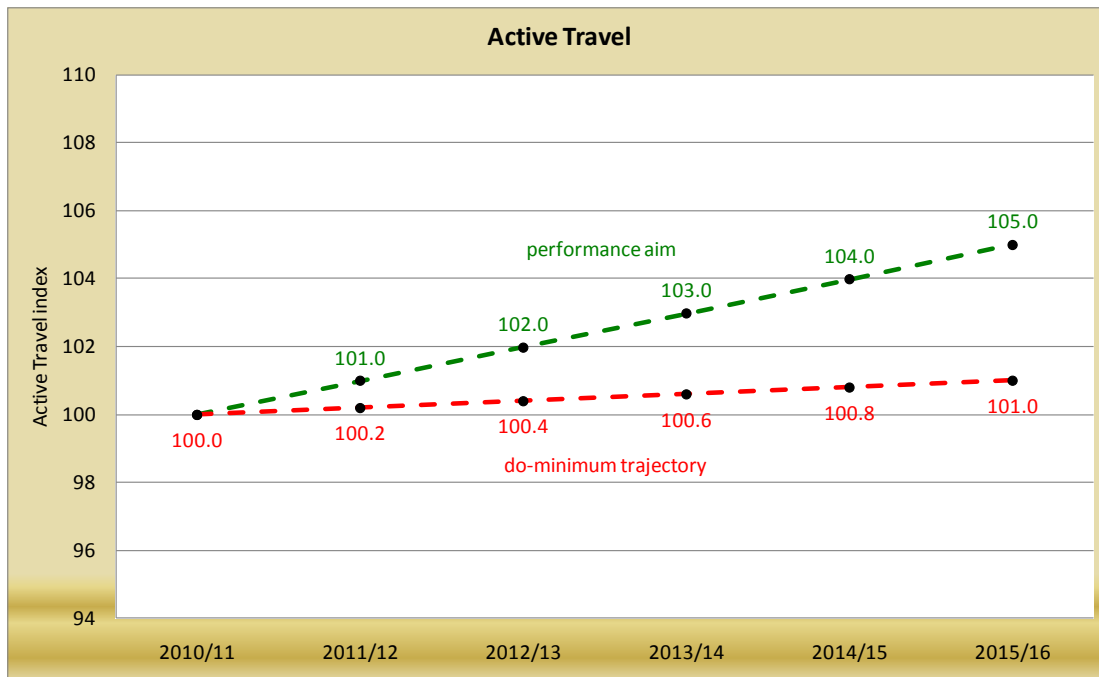
At the strategic level walking and cycling are relatively thinly-spread activities. Attempting to monitor all trips on foot or by cycle within the Metropolitan Area with any accuracy would be prohibitively expensive and technically difficult. To overcome this problem a Cycling Index was used with the cycling target in LTP2 that encompassed all the robust cycling data sources available at that time. That Cycling Index has been developed such that the LTP3 version now uses over 40 separate data sources. In a similar way a Walking Index has been developed and merged with the Cycling Index to create the Active Travel Index used to monitor this target.

Monitoring will show how the Cycling Index and the Walking Index are performing, alongside the aggregated Active Travel Index.

LTP2 saw over a 20% increase in its Cycling Index up until 2009/10 but this was from a lower base than in LTP3.

Achievement of this performance aim will be reached by local minor works programmes, centre regeneration improvements, and Smarter Choices and Smart Routes measures including schemes resulting from a successful major LSTF bid. The successful local LSTF bids for Bike North Birmingham and the Brierley Hill Active Travel Partnership will also contribute in local areas.

Figure 11



Public Transport Trips to Centres

2015/16 Performance Aim

Increase the proportion of trips by public transport into the 9 strategic LTP centres as a whole during the AM peak to 50% by 2015/16

Background

This issue is important because it reflects positive changes in personal travel behaviour by modal shift away from car use to public transport, so supporting the key LTP outcome of carbon reduction. There are also associated health benefits in walking to / from stops and stations as opposed to door-to-door driving. This target supports the Smarter Choices agenda and an improved environment and economy through reduced congestion.

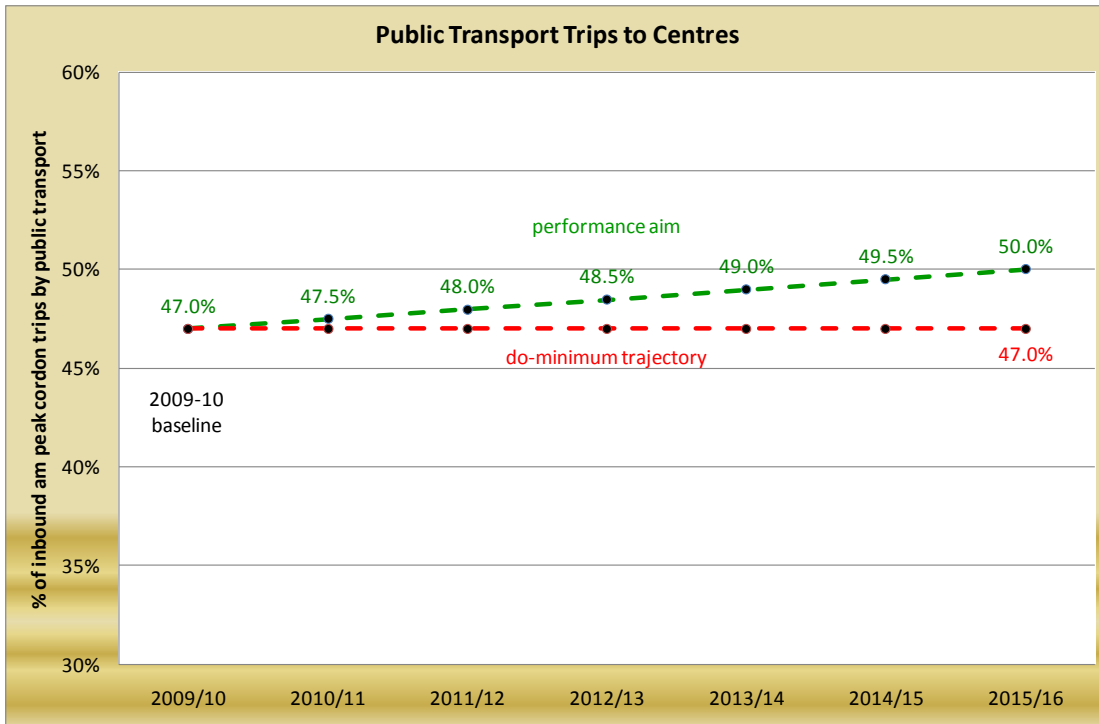
How we intend to achieve this performance

The performance aim of 50% is based on an extension of the existing trend. There is scope for improvement with increased public transport capacity and quality. Measures include a further development of the very successful Park & Ride strategy which has generated a record number of rail trips into Birmingham, largely displacing car journeys. Network West Midlands is also increasing awareness and coordination of public transport services, creating more opportunities for modal shift to bus, rail and Metro. The extension of Metro to New Street station has the potential to generate further modal shift from car towards the end of the LTP3 period. This will be aided by the development of a series of City Centre Interchanges in Birmingham. A similar (but not identical) target in LTP2 was comfortably achieved.

Performance is monitored by using data collected in the biennial cordon surveys around the nine strategic centres in the Metropolitan Area (Birmingham, Brierley Hill, Coventry, Dudley, Solihull, Sutton Coldfield, Walsall, West Bromwich and Wolverhampton).

The methodology for monitoring this particular issue has been improved since LTP2. We are now able to include pedestrian and cycling trips and exclude trips by private vehicles that go straight through a cordon and out the other side ("through trips"). As such the performance figures in LTP2 are not comparable with those that will be generated during LTP3, but we now have a more comprehensive picture of the modal split of trips specifically destined for the centres. This is a key barometer of their economic vitality and sustainability.

Figure 12



Travel to School

2015/16 Performance Aim

At least maintain the proportion of children (aged 5 to 15) travelling to school by non-car modes (which includes car share) between 2009/10 and 2015/16

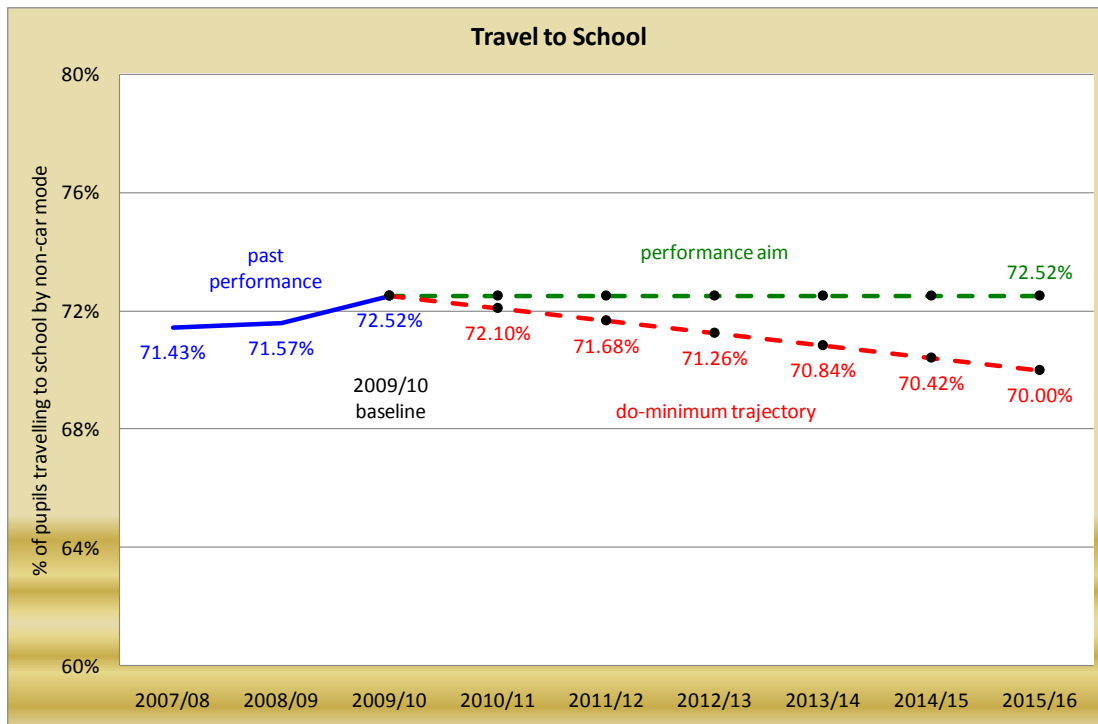
Background

Travel to school is important as up to 30% of trips by car / van during the AM peak period can be education-related, adding to general congestion, particularly in the vicinity of schools due to parked vehicles. This performance measure is based on that contained in LTP2 and uses annual survey data at all schools that had been previously used to collect data for the former NI198. It has clear strong links to the health agenda, Safer Routes to School, cycling promotion and the LTP Strategic Principle of Smarter Choices.

How we intend to achieve this performance

A 1.2% improvement in performance was achieved in 2007-10 but a substantial cut in funding from April 2011 means that up to 50% fewer School Travel Advisors are now available to develop School Travel Plans. In this context, to seek any increase in the proportion of non-car travel to school is challenging. A successful LSTF bid, promotion of safe walking and cycling, Centro's LetzGoGreen initiative and schemes in the Congestion Target Reward Funding programme will help achieve positive results within targeted corridors. Schools will continue to work to maintain non-car modal shares, recognising that school student turn-over each academic year impacts on local situations.

Figure 13



Survey data for the Department for Education is collected by schools during the autumn term and submitted in January, but final results are not published until the summer. For this reason, the target baseline is 2009/10 using data submitted in January 2010.

Economic, Environmental and Safety Outcomes

Monitoring of the performance of the West Midlands economy (using GVA and other indicators), will be undertaken as part of a wider monitoring approach using supporting indicators for the ITA's Capital Projects and Local Transport Plan Committee.

CO2 Emissions from Transport

2015/16 Performance Aim

Reduce local CO2 emissions from transport by 10% per person between 2010/11 and 2015/16

Background

Tackling climate change is one of the five Objectives of the LTP and was jointly the most important issue arising from the LTP3 Vision and Issues consultation. It is also a new area for LTP target-setting. Ensuring sustainable, low carbon economic growth is the overall challenge which the LTP Strategy seeks to help address.

The LTP3 target is based on a target contained in the Birmingham Climate Change Action Plan 2010+, which seeks a 60% reduction in tonnes of CO₂ per capita from 1990 to 2026. This is generally in line with, but slightly more stretching than, the new national commitment of halving carbon emissions by 2025 from 1990 levels. The Climate Change Act 2008 sets a target to reduce greenhouse gas emissions in the UK by at least 80% on 1990 levels by 2050.

How we intend to achieve this performance

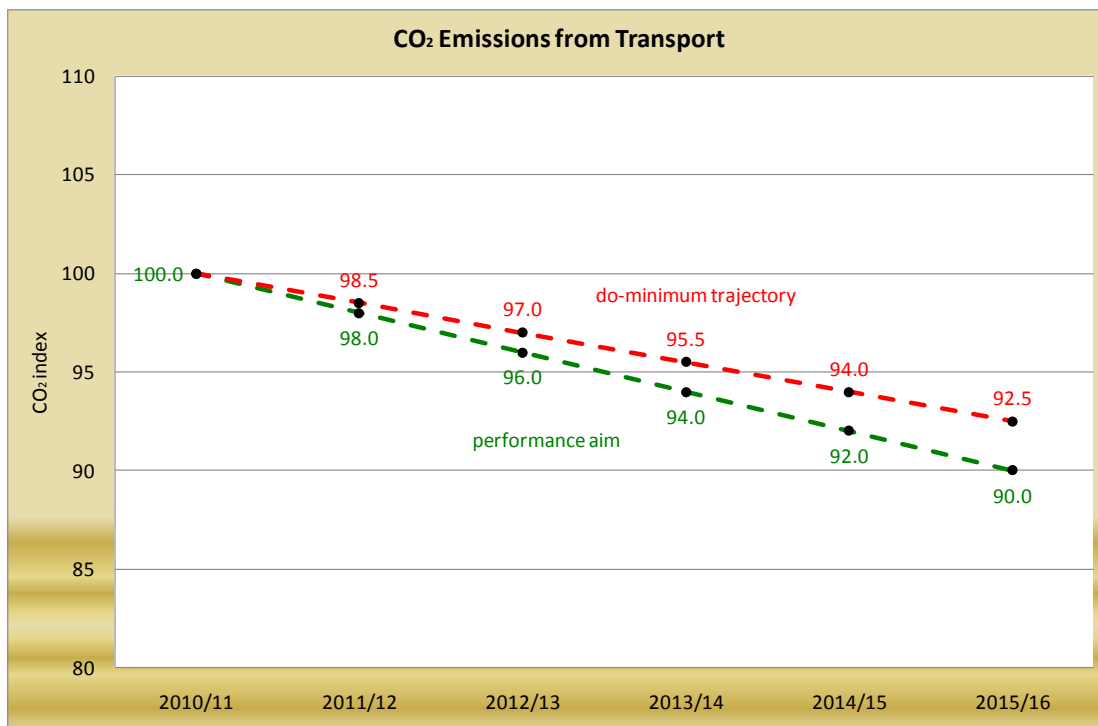
The method favoured to monitor the target is based on that used in Centro's Annual Statistical Report. This estimates total local CO₂ production from transport by applying emission factors to processes that generate those emissions, ie vehicle and passenger movements (in terms of CO₂ per km) and fuel consumption by different modes.

There are a variety of programmes of work in the Implementation Plan that will help reduce carbon emissions, by restricting the growth of vehicle traffic, smoothing traffic flows and encouraging mode shift to non-car modes. These include:

- Smart Routes
- Effective transport asset management plans
- UTMC Major Scheme
- Bus improvements attracting modal shift and enhancing bus vehicle environmental performance
- Rail improvements, including local park and ride expansion
- Smarter Choices and local works programmes promoting cycling and walking
- Measures contained in "Moving Ahead" the Green Transport Charter

Longer term beyond 2015/16, the effects of national policies will impact more significantly on transport emissions. These effects will be due to more widespread use of continually improving vehicle and fuel technologies, alongside the promotion of Active Travel modes and greener public transport.

Figure 14



Air Quality

2015 Performance Aim

A net reduction of Nitrogen Dioxide (NO₂) in those areas, as confirmed by each local authority within the West Midlands, where the annual average NO₂ values are predicted to exceed 40µg/m³ between 2008 (baseline) and 2015

Background

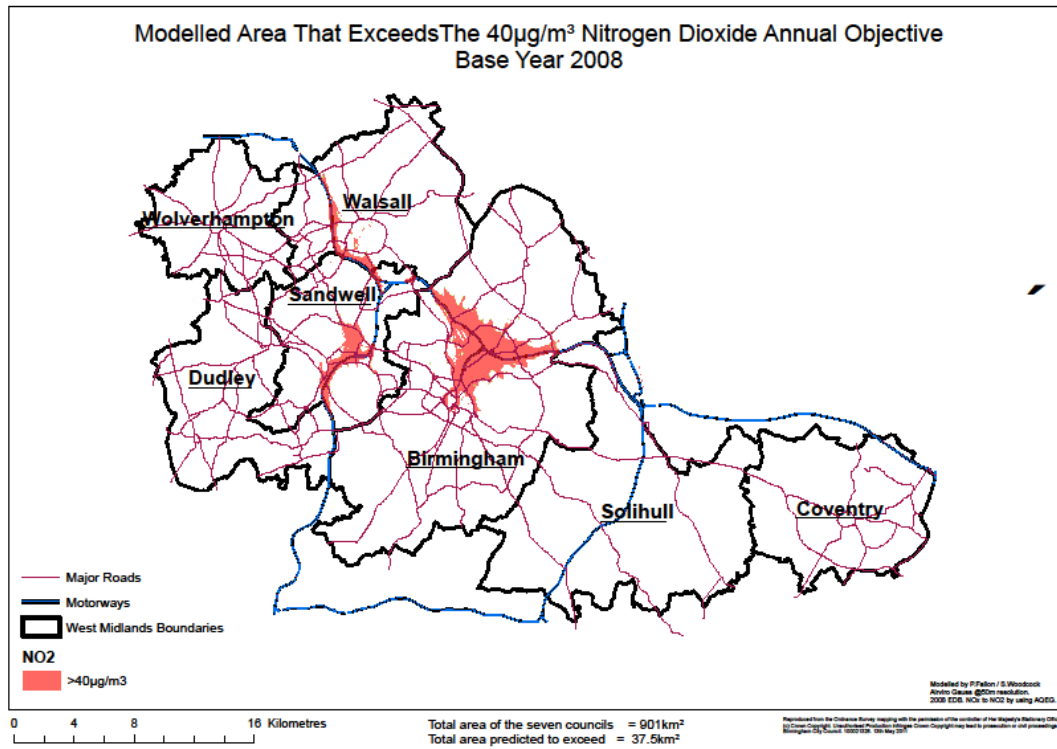
Alongside CO₂ emissions this was the joint most important issue arising from the LTP3 Vision consultation. It has strong links to the health agenda, climate change and to Smarter Choices. Road transport is important in relation to air quality because it generates around 37% of carbon monoxide and 30% of nitrogen oxide emissions nationally, the two most common air pollutants. NO₂ is the major pollutant from transport, especially buses and HGVs (which produce about 20 times more NO₂ than the average car). The 40µg/m³ threshold relates to the national air quality objective for NO₂ exceedance (or predicted exceedance) which in turn leads to declaration of Air Quality Management Areas and a threat of serious health concerns.

How we intend to achieve this performance

The wording of the performance aim has been developed following consultation with the Metropolitan Area Air Quality Officers and takes into account currently available monitoring methods and data. The aim is a reduction in the physical extent of the land area that is currently above the 40µg/m³ threshold. The 2008 baseline position for this is 37.5 sq. km (areas shown red in Figure 15) and is derived from the Metropolitan Area-wide AirViro model which will be used to calculate the annual updates. Note this area does not include many smaller areas of exceedance, in all districts except Solihull, which have not been identified due to the resolution of the AirViro model.

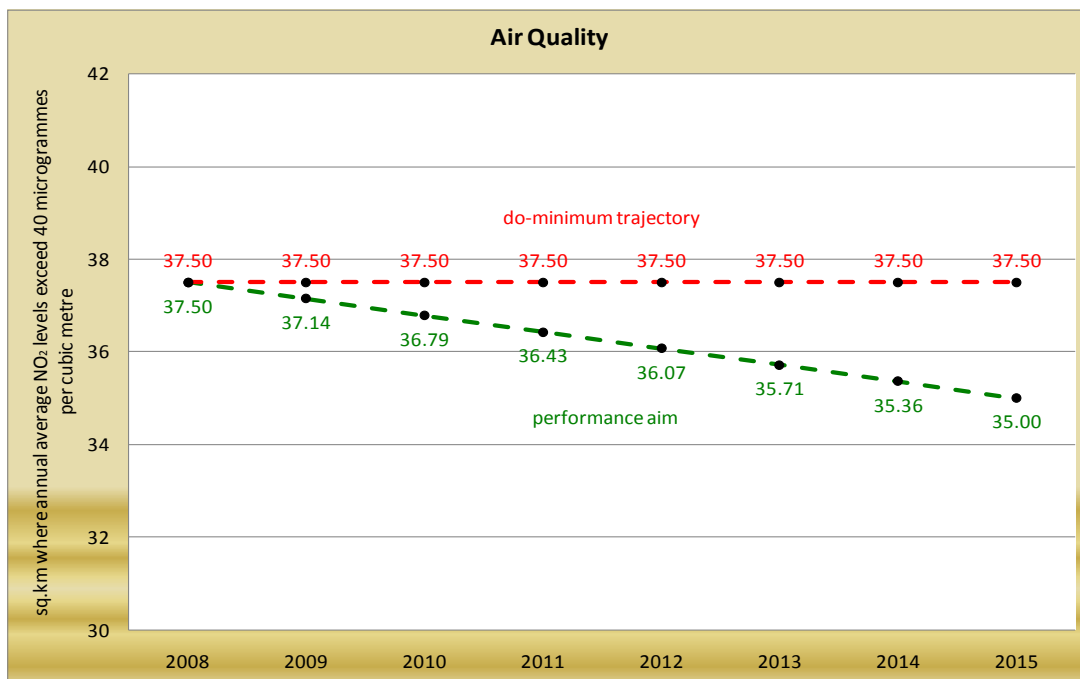
Air quality is notoriously difficult to measure accurately at a strategic level as it is influenced by a number of factors – weather, wind direction, topography, street “canyon effects” in city centres, traffic type and levels, elevated motorways, accuracy of the monitoring equipment etc. It is therefore considered correct that the range of performance outlined in Figure 16 is sufficiently wide to accommodate all the potential uncertainties. The performance aim has been based on restricted data and will be reviewed annually to better reflect changing circumstances.

Figure 15



Due to the scale and resolution used to produce the map above smaller localised areas of exceedance will not be shown. The information presented on this map must only be used as an overview, for specific detail individual maps of each Local Authority must be consulted.

Figure 16



Road Accident Casualties

2011-15 Performance Aim

Reduce annual Killed and Seriously Injured (KSI) casualties by 17.3% between the baseline 2005-09 average and the 2011-15 average

Background

This target is based on casualty forecasts contained in the national DfT Strategic Framework for Road Safety (launched 11 May 2011) and on those in the new ten-year EU Road Safety Action Plan.

How we intend to achieve this performance

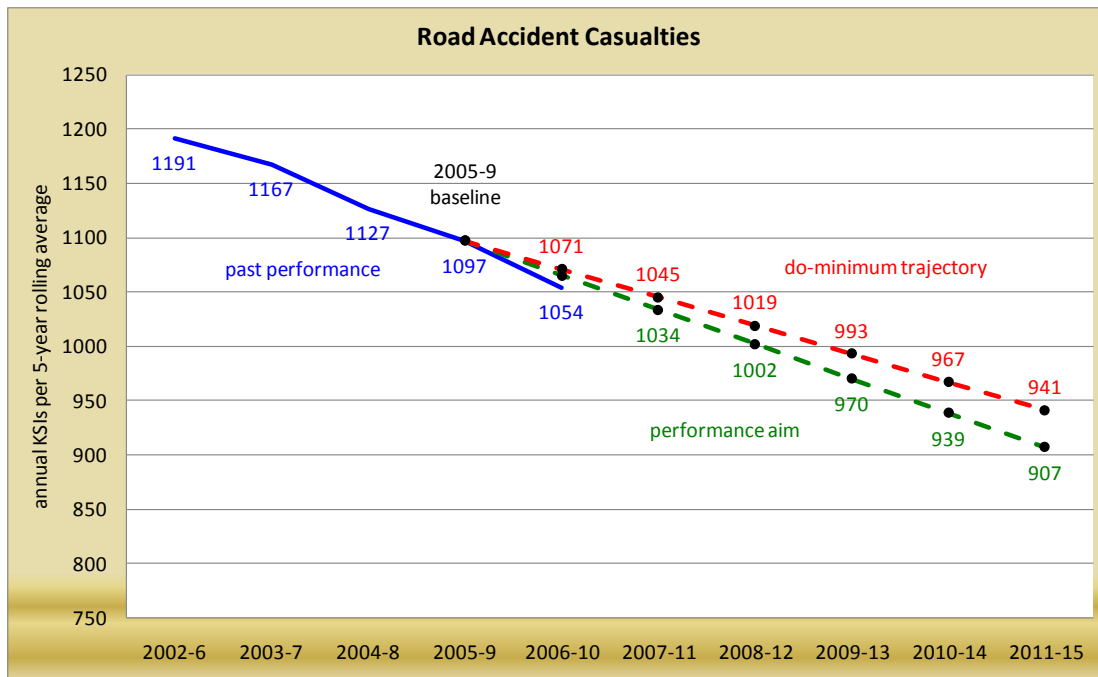
The new Strategic Framework for Road Safety contains UK-wide casualty forecasts for road deaths and KSIs up to 2030. Our LTP3 performance aim is very much in line with these forecasts, which seek around a 55% reduction in KSIs between the 2005-9 average and 2030. Our do-minimum trajectory is a 14.2% reduction, a slightly smaller fall than the national forecast reflecting current and future funding and resource uncertainties.

The EU Road Safety Action Plan has the ambition to halve road deaths while also encompassing a European Transport Safety Council proposal to reduce serious injuries by 40% between 2010 and 2020. While the EU targets appear more challenging it should be borne in mind that there are many countries with greater scope for improvement than the United Kingdom. Public transport has an impressive accident safety record so increasing journeys by public transport is also a consideration in road safety strategy.

There are a number of measures that can be taken to achieve further casualty reduction in addition to the increasingly hard-to-identify “hotspots” – examples include analysis of the socio-economic backgrounds of drivers and casualties for more focused road safety education, enforcement targeted at drink, drugs, careless, uninsured and unlicensed driving, vehicle technology improvements and 20mph zones. The LTP3 performance aim considers these measures in the context of recent reductions in local authority resources for road safety.

We might expect to see a greater reduction in casualties later in the LTP3 period when indicative transport funding from DfT is scheduled to increase. However this is tempered by the fact that accident locations and groups of vulnerable potential casualties are becoming more difficult to define as total casualties continue to fall and focus is therefore harder to achieve. As casualty reduction is an ongoing process we have chosen to adopt straight-line trajectories (see Figure 17).

Figure 17



While progress on reducing road deaths, child KSIs, slight casualties and casualties by transport mode will continue to be monitored throughout the LTP3 period the LTP3 target focuses on all KSIs. This is because the statistically significant number of these accidents means that it is a commonly used parameter that allows benchmarking with all other Local Authorities. In 2009 these KSI's cost the Metropolitan Area in excess of £300million in terms of lost output, medical services, human costs, police, insurance and damage to property.

Safety and Security on Public Transport

2015/16 Performance Aim

A 5% reduction in total recorded crime and a 5% increase in passenger satisfaction with personal safety on bus, rail and Metro combined between 2009/10 and 2015/16

Background

This was the second most important issue arising from the LTP3 Vision and Issues consultation. It is also a major issue in the Districts' Community Safety Plans and a major discussion point for local Community Safety Partnerships. Improving security has obvious benefits for public transport patronage.

How we intend to achieve this performance

The challenge of this target is that while recent trends show crime on public transport to be falling in reality, perceptions of security remain relatively static. Another factor is the potential impact of changes to funding of the Safer Travel Police Team. Measures that will help achieve the performance aim, reflected in the trajectories, include:

- A new multi-modal policing team, combining West Midlands and British Transport Police;
- Increasing CCTV at those bus stops where people feel most vulnerable;
- Encouraging public reporting of low level nuisance through "See Something, Say Something";
- Working with Local Authorities and operators to tackle smoking on buses, and;
- Working with partners to achieve "Park Mark", "Secure Stations", "Secure Tram Stop" and "Secure Bus Station" accreditation at all locations in the West Midlands

The perception of security is monitored annually using data collected whilst on-board or waiting for public transport as part of Centro's ongoing quarterly customer satisfaction surveys. Other attributes from this survey will also be monitored, although not targeted, to ensure the overall public transport user experience remains positive.

Figure 18

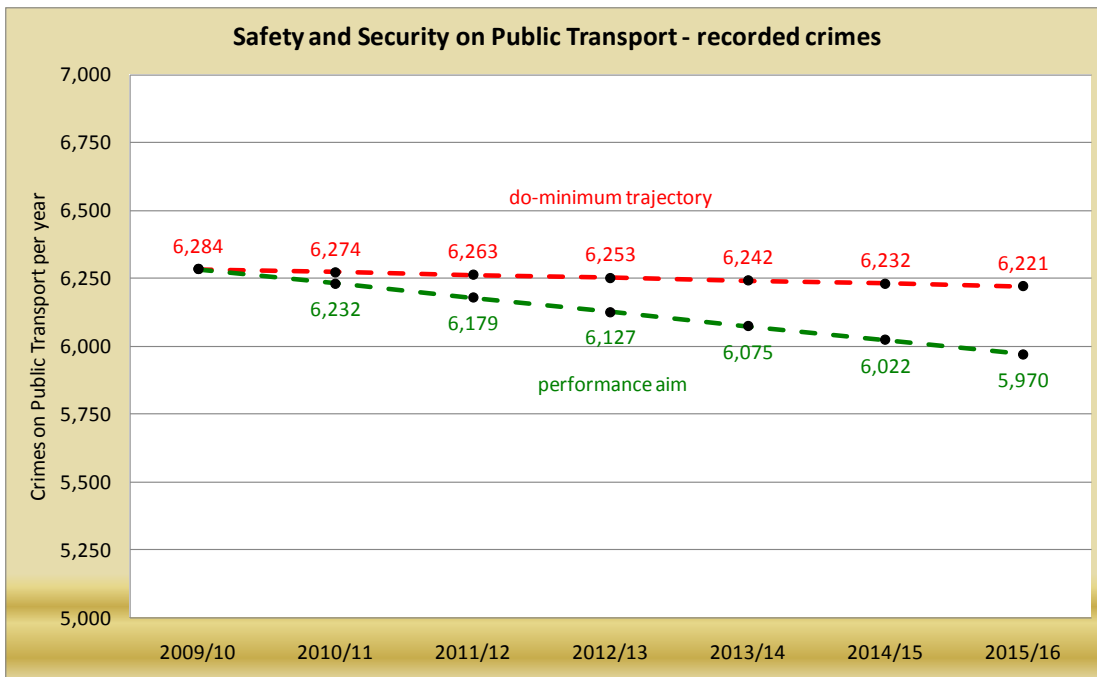


Figure 19

