

Matter 7

Statement on behalf of West Midlands Planning & Transportation Sub-Committee

(i) **Scope of the revision of the Regional Transport Strategy**

In the light of the proposed revisions to the text of the RTS, in particular paragraphs 9.1 to 9.51 or other considerations is there a need for any change to policies which are not proposed to be revised, e.g. T1 – T5 and T9, T10?

What would be the practical effect of any such changes?

- 1 Despite many changes to paragraphs 9.1 – 9.51, Policy T1 remains robust as an underlying principle supporting the RSS strategy. It accords with the current Transport Shared Priority and with emerging Government goals as expressed in ‘*Delivering a Sustainable Transport System*’ (DaSTS).
- 2 Policy T2 remains in line with Government policy, supporting measures that will reduce the need to travel, not only to help reduce congestion and help improve the region’s competitiveness, but also to help promote more sustainable travel patterns. This will improve accessibility for those without access to a car and contribute to reduced emissions, both for local air quality and climate change reasons.
- 3 Policies T3 and T4 are not affected by the Phase 2 revisions and remain relevant and appropriate. Walking, cycling and promoting travel awareness remain important for reasons expressed in the preceding paragraph. Similarly, Policy T5 (as slightly amended) remains wholly appropriate in support of RSS objectives.
- 4 The wording of Policy T7, as amended, remains robust and further changes are not necessary to accommodate the changes proposed elsewhere in the Phase 2 Revisions. The Policy accords with the emerging Government goals as expressed in DaSTS. Similarly, Policy T10 requires no change.
- 5 Any further changes to these Policies should be restricted to up-dating facts that are pertinent to the Policies. It is not anticipated that such changes would or should have any practical effect.

(ii) **Policies for strategic park & ride, car parking and demand management**

Do the new paragraphs 9.66 to 9.76 and Policy T6 provide a sound and sustainable approach to park and ride? Is the level of detail appropriate, and are the strategic locations and potential locations identified at B and C of the policy justified?

Does the revision to parts A and B of Policy T7 provide for sufficient flexibility on car parking standards?

Do the amendments to Policy T8 provide an effective framework for demand management? Are the criteria in part C of the policy appropriate?

- 6 Policy T6 and its supporting text provide a robust approach to Park & Ride provision as well as setting out locations for strategic facilities. The locations are derived from studies, including the West Midlands Park & Ride Strategy and the West Midlands Route Utilisation Strategy, and have been the subject of local authority officer working party discussions about need and viability.
- 7 The amendments to Policy T7 are necessary to provide a co-ordinated approach to parking provision rather than have a single regional approach that could not easily take into account the different needs and priorities of the variety of metropolitan, urban, suburban and rural locations across the region. The sub-regional approach gives an opportunity for groups of local authorities to develop standards, although it is for local authorities to decide whether this is appropriate. However, in supporting this approach, the Metropolitan Authorities would strongly commend additional words in Policy T7 such that parking standards should:-
 - a. Be supportive of Urban Renaissance objectives
 - b. Not encourage investment that could be within the Major Urban Areas to locations outside the MUAs
 - c. Not encourage development that encourages a large number of trips in unsustainable locations.
- 8 This additional wording is necessary to ensure that parking provision does not undermine the fundamental principles of the existing RSS and contributes towards a more sustainable pattern of travel that helps reduce carbon emissions.
- 9 Policy T8 provides a sound basis for Demand Management, particularly when viewed alongside the preceding policies that support the provision of sustainable alternative ways to meet accessibility needs, both in terms of personal and business travel. The criteria set out in part C of Policy T8 are essential so that proposals for local charging schemes can be evaluated against pertinent social and economic factors.

(iii) Airports

Are paragraphs 9.98 to 9.108 and proposed Policy T11 on airports soundly based, and in accordance with national policy in the Air Transport White Papers of 2003 (CD206) and the Air Transport Progress Report 2006 entitled 'The Future of Air transport' (CD219)?

If not what changes should be considered?

- 10 The text supporting Policy T11 and the policy itself reflect the position of Birmingham International Airport (BIA) as the region's principal airport.
- 11 BIA has excellent national, regional and local bus, coach and rail linkages and these should be maintained and enhanced.
- 12 This sustainable accessibility is complemented by its location adjacent to the national road network, in accord with the role of a 'Gateway' to the region and beyond as recognised in Government policy. BIA's road and rail accessibility is unrivalled in the region.

(iv) Transport investment priorities

Do the revisions to Policy T12 reflect national, regional and sub-regional priorities, do they support the spatial strategy and are the timings and other information up to date? Is there reason to add any schemes the list or to remove any?

- 13 Policy T12 generally reflects national, regional and sub-regional priorities and supports the spatial strategy. However, the following factual updates need to be made:
 - The schedule needs to include references to Black Country sub-regional priorities as published in the Phase One Revision published in January 2008.
 - References to TIF as a funding mechanism for Metropolitan sub-regional schemes need to be removed.
 - Private-sector funding will be sought towards further Metro extensions in Birmingham and the Black Country.
 - In the light of the recent Brinsford Park & Ride appeal decision, private-sector funding is not identified at present.
- 14 The Policy will need to be up-dated to reflect the West Midlands Regional Funding Advice to Government, submitted to the Regional Minister for the West Midlands by the West Midlands Shadow Joint Strategy & Investment Board in February 2009.

Simon Rowberry, CEPOG Support Team (0121) 214 7327
simonrowberry@centro.org.uk

Alan Hill, CEPOG Support Team (0121) 214 7337
alanhill@centro.org.uk