



West Midlands Local Transport Plan 3

Non Technical Summary

December 2010

Co-ordinated by:

CEPOG
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Support Team

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West Midlands Third Local Transport Plan Integrated Sustainability Appraisal (ISA)

Non – Technical Summary

Background

1. The Environmental / Sustainability Report sets out the results of the Integrated Sustainability Appraisal of the third West Midlands Local Transport Plan (LTP3). This report provides a non technical summary of the main report.
2. LTP3 Guidance states that the plans must be subjected to the following regulatory assessments:
 - Strategic Environmental Assessment (SEA)
 - Health Impact Assessment (HIA)
 - Equality Impact Assessment (EqIA)
 - Habitats Regulation Assessment (HRA)
3. SEA and HRA are required by European Directives and EqIA is an effective means of meeting the requirements of the Equality Act, 2010.
4. It is considered that undertaking an Integrated Sustainability Appraisal (ISA) meets statutory requirements and also enables social and economic effects to be considered alongside environmental ones. A separate HIA has not been prepared as health issues are considered within the wider Appraisal.
5. In addition, a separate HRA Screening Report has been prepared to accompany the Draft LTP3, as has a standalone EqIA, although the key findings are also included in the ISA for completeness.

Relevant Legislation and Guidance

6. European Union Directive 2001/42/EC, commonly referred to as the SEA Directive, was transposed into national law by Statutory Instrument 2004 No.1633: the Environmental Assessment of Plans and Programmes Regulations, 2004 (otherwise known as SEA Regulations).
7. This requires that certain plans and programmes that are likely to *have a significant effect on the environment* are assessed accordingly. Government has deemed that some plans, including LTPs, automatically require an SEA.

8. The SEA extends the assessment of environmental effects from specific projects to wider-ranging plans. The SEA process is a structured way of examining the effects of policies and proposals on environmental and wider objectives and highlighting opportunities to reduce their impacts.
9. It is a legal requirement to publish a full Environmental / Sustainability Report which considers the environmental implications of implementing a plan and the purpose of this is to:
 - Give consultees the opportunity to comment on the likely environmental (and sustainability) effects of the Draft LTP3 in accordance with the SEA Directive and Regulations.
 - Advise the Integrated Authority (ITA) / Centro as to how the Final LTP3 can be improved by highlighting where there are potential environmental and sustainability effects of implementing the Draft LTP3 as currently written.
10. An SEA is a 'policy-aiding' rather than a 'policy-making' tool. It helps organisations consider the impacts of plans and programmes in a structured way to demonstrate that policy development has considered environmental and other impacts

Details of West Midlands Draft LTP3

11. The Transport Act, 2008, placed a statutory responsibility on ITAs to prepare an up-to-date third Local Transport Plan (LTP3) in the metropolitan areas outside London. Centro is the ITA for the West Midlands Metropolitan Area and the Plan covers the administrative areas of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton Metropolitan Borough Councils. It analyses transport problems and sets out policies and interventions to address these over the period 2011 – 2026.
12. The Draft LTP3 is built on a Shared Vision:

“To make the West Midlands Metropolitan Area more prosperous, healthier and safer, offering a high quality and attractive environment where people will choose to live, work and visit, and where businesses thrive and attract inward investment.”
13. This Shared Vision builds on the national transport goals and applies them to the particular circumstances of the West Midlands Metropolitan Area and these are as follows:
 - Supporting economic growth, reflecting the Area’s major contribution to the regional and national economies
 - Tackling climate change
 - A safe and secure transport system

- Presenting equality of opportunity to all, in an area of wide cultural and ethnic diversity, and
 - Enhancing our health, quality of life and the built environment
14. The Shared Vision has been developed into a number of Key Outcomes, Strategic Principles, Key Objectives and Long Term Themes through which the Plan is developed and delivered. These are set out in the table overleaf.

TWO KEY OUTCOMES				
These are the principal “deliverables” that LTP3 seeks to achieve, based on both national policy and the findings of our Vision and Issues consultation.				
Economic Recovery and Closing the Output Gap		Creation of a Clean Green Low Carbon Future		
THREE STRATEGIC PRINCIPLES				
These determine the basis of the Strategy.				
Smarter Management - Making the best use of the transport assets and capacity we already have.	Smarter Choices - Encouraging People to move from car use through providing attractive, effective and efficient alternatives which reduce our carbon footprint		Smarter Investment – Targeting our scarce resources at programmes, initiatives and schemes that support either or both of the first two strategic principles.	
FIVE KEY OBJECTIVES				
These Key Objectives underline the Key Outcomes, build upon them and provide a set of more detailed goals.				
KO1 – To underpin economic regeneration and growth in the West Midlands Metropolitan Area, including support for housing development and population growth, job creation and for low carbon technologies.	KO2 – To Contribute towards tackling climate change through achieving a reduction in the emission of greenhouse gas emissions and ensure the resilience of the transport system to any changes to the West Midlands Metropolitan Area’s climate.	KO3 – To improve health, personal security and the safety of people travelling in the West Midlands Metropolitan Area.	KO4 – To enhance equality of opportunity and social inclusion by enhancing access for all to services and other desired destinations within and adjacent to the West Midlands Metropolitan Area	KO5 – To enhance equality of life of people in the West Midlands Metropolitan Area and the quality of the local environment.
TEN LONG-TERM THEMES				
These define more detailed outcomes and outputs				

Transport Asset Management – A Foundation for Growth	Making Best Use of The Strategic Highway Network	Modal Transfer and The Creation of Sustainable Travel Plans	Regeneration, Thriving Centres 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	Reduced Carbon Through Green Technologies

15. The Strategy and Appendices are accompanied by a Draft Implementation Plan which is split into two phases:
 - Phase One: Covering the period 2011/12 – 2015/16.
 - Phase Two: outlining longer term investment required to deliver the strategy from 2016 to 2026.
16. Phase One identifies several local authority / Centro Major Schemes (costing more than £5 million) and also includes those of other partners such as Network Rail and the Highways Agency. Each of these proposals fits with the themes and objectives that make up the overarching strategy.
17. Some Major Schemes have committed Department for Transport (DfT) funding, whereas others are placed in the Supported Pool and are subject to final re-negotiation of funding with DfT. Others are in the Pre-Qualification Pool and may be elevated during the 2011/16 period dependent on a robust business case and funding availability. These are including in this Appraisal as they may be delivered during the first phase years of the Plan. Schedule One lists the Major Schemes within each category with full details available in Draft LTP3 and the full ISA document.
18. In order as to reduce uncertainty, and to prevent the Appraisal becoming unwieldy, longer-term schemes (Implementation Plan Phase Two) have not been individually appraised but are included indirectly as they are consistent with one or more of the Draft LTP3 Key Objectives and Long Term Themes.

Setting the Scope of the SEA / ISA

19. Consultation was undertaken on the scope of the ISA in Spring 2010. This required an analysis of baseline environmental conditions (effectively the current state of the environment) and a review of other relevant plans, policies and programmes.

Key baseline issues

Climate change

20. Road transport comprises the vast majority of transport-based carbon emissions (92%). Per-capita carbon emissions from transport are lower in the Metropolitan Area than regional and national averages and are declining but not quickly enough to meet national and international targets.

Built and natural environment

21. The West Midlands has a higher proportion of historic buildings at risk than other regions.

22. Of the three Landscape Character Areas covering the Plan area (Arden, Cannock Chase & Cank Wood and Mid Severn Sandstone Plateau), only the latter is not diverging from its intrinsic character.
23. There are two sites of international importance for nature conservation within the Metropolitan Area, Fens Pool and the Cannock Canal Extension. These are designated as Special Areas of Conservation in accordance with European legislation.

Safety, security and health

24. Health inequalities are pronounced; Solihull is one of the best performing local authorities in the region in terms of residents' health based on a basket of measures whereas Birmingham, the Black Country and Coventry feature amongst the worse. There are particular concerns regarding long term limiting illness and obesity. Air quality is also relatively poor, in addition to harming human health, pollutants damage the built and natural environment.
25. The number of people killed and seriously injured on the roads has fallen by 53% since the 1994-98 baseline, although the rate of reduction has fallen in recent years. Children, younger people and motorcyclists remain the most vulnerable.

Equality

26. The Metropolitan Area has one of the most ethnically diverse populations nationally; it also witnesses some of the worst deprivation and in many instances this affects ethnic minority communities disproportionately.
27. The Metropolitan Area has a younger age profile than nationally and younger people may be more reliant on public transport when accessing job opportunities and socialising. The number of older people, however, is increasing and they too may be more reliant on public transport.

Economy

28. Only Solihull has an employment rate higher than the national average; Birmingham's employment rate is particularly low with only two thirds of people eligible for work in employment. Car remains the dominant means of travelling to work despite the Metropolitan Area having relatively good public transport provision.
29. The Metropolitan Area sits at the centre of national road and rail networks and this has potential benefits in terms of access to markets. However,

through-journeys put pressure on infrastructure and lead to congestion; this is estimated to cost the freight industry some £216 million per year.

Complementary plans, policies and programmes

30. Transport is not a means to an end and is key to the delivery of other strategies. Over 100 documents were reviewed when setting the scope of the Appraisal, ranging from international to local and, following consultation, additional documents were considered. Key issues that need to be taken into account are summarised below.
31. **National transport policy**, which seeks carbon reduction, adaptation to the unavoidable effects of climate change and support for economic growth
32. **Spatial planning policies**, which seek to deliver an *Urban Renaissance* through maintaining population, investment and jobs within the Metropolitan Area and making maximum use of derelict or under-used land.
33. **Climate change obligations**, as set out in the Climate Change Act, 2008, and the Renewable Energy Strategy, 2007.
34. European **Air Quality and Noise** Directives and the national Air Quality Strategy, 2007.
35. **Safeguarding heritage assets**, as set out in the Planning (Listed Buildings and Conservation Areas) Act, 1990, and associated planning guidance.
36. **Nature conservation and biodiversity**, as set out in the EU Habitats Directive and the Natural Environment and Rural Communities Act, 2006, which requires public bodies to take account of biodiversity when carrying out their functions.
37. **Community Strategies**, as prepared by Local Strategic Partnerships which cover each local authority's administrative area; these contain common themes such as access to jobs, better health, an improved local environment and community safety.
38. **Public health** issues, as the Coalition Government has recently published its Healthy Lives, Healthy People: Our Strategy for Public Health in England (2010)
39. The **Equality Act**, 2010, which requires that the impacts of a policy, strategy or project are assessed with regard to their implications on identified equalities groups.

40. Analysis of this information enabled environmental / sustainability problems to be identified and led to the development of 15 Sustainability Objectives, against which the impacts of LTP3 policies and proposals could be tested, these are listed below.

- Objective 1:** Reduce CO2 emissions
- Objective 2:** Adapt to unavoidable climate change
- Objective 3:** Improve air quality
- Objective 4:** Encourage greater use of public transport, cycling and walking
- Objective 5:** Conserve and enhance biodiversity
- Objective 6:** Reduce soil contamination and loss of high quality / value land
- Objective 7:** Safeguard surface and ground water quality
- Objective 8:** Maximise use of exiting infrastructure and reuse materials
- Objective 9:** Conserve and enhance heritage assets
- Objective 10:** Protect landscape and townscape
- Objective 11:** Ensure equality of access and opportunity
- Objective 12:** Reduce health inequalities and generally improve health
- Objective 13:** Reduce actual and perceived fear of crime
- Objective 14:** Support the *Urban Renaissance*
- Objective 15:** Increase economic productivity

Appraisal methodology

41. It is then necessary to examine the significance of the effects of implementing the Plan on each of the Sustainability Objectives. This entails estimating the scale of any effects, whether they are reversible or not and whether they will be witnessed in the short-, medium- or long-term. It is also necessary to assess cumulative effects (i.e. their combined impacts) and identify any uncertainties. The summary table below indicates how this was undertaken, each policy or proposal was assessed and the results recorded in a matrix (Appendix 3 of main Sustainability Report)

Green	Policy / Option would result in a significant positive impact on the Sustainability Objective
Blue	Policy / Option would most likely have a moderate / minor positive impact on the Sustainability Objective
White (N)	Policy / Option will have a Neutral impact on the Sustainability Objective
Orange	Policy / Option would most likely have a moderate / minor adverse impact on the Sustainability Objective
Red	Policy / Option would result in a significant negative impact on the Sustainability Objective
White (?)	Policy / Option would have an uncertain impact on the Sustainability Objective

Consideration of alternatives and the 'no plan' scenario

42. As part of the process, *reasonable* alternatives need to be considered as does the likely future state of the environment if the Plan were not to be implemented.
43. In terms of alternatives, there are limited opportunities to consider radically different options at the strategic level given the aforementioned external policy environment within which transport policies must operate. Moreover, detailed options have been considered previously and are set out in the 'Tackling Congestion, Delivering Growth' report (2008). Further explanation can be found in chapter three of the ISA Scoping Report (May 2010).
44. Two options, however, are considered in Draft LTP3 and these are summarised as follows:
 - Roll forward and enhance existing policies
 - Develop a low carbon transport strategy to support a low carbon economy
45. The Draft LTP3 acknowledges that there is not a great deal of difference between them and that they are largely a matter of 'emphasis'. In short, however, this appraisal suggests that Option B performs slightly better on environmental and sustainability grounds in that it:
 - Places greater focus on making the best use of existing assets through better maintenance and more efficient use of road space
 - Gives greater emphasis to green technologies
 - Promotes reducing the need to travel unnecessarily
46. In terms of the 'no plan' scenario, this concludes that in many instances the environment will deteriorate and there will be adverse effects on the identified sustainability objectives, especially in the light of predicted population growth and development pressures. For example, air quality, health, equality of opportunity and economic performance are likely to decline if the Plan is not implemented and carbon emissions are likely to rise.
47. There may be benefits to rural landscapes and the natural and built environment if the development of new transport infrastructure does not proceed but the natural and built environment may suffer further if forecast traffic growth continues unchallenged.

Assessment of significant effects

48. The main Sustainability Report includes analysis of the likely effects of implementing Draft LTP3 in its current form. This is summarised below.
49. **Significant negative effects in terms of climate change adaptation** are recorded; this is largely an omission as there is insufficient reference to it in the Draft Plan. It is understood that Centro has recently published a Sustainable Design Guide for the construction of new infrastructure and cross reference to this would be useful. Further reference should also be made as to how maintenance of existing assets will ensure that they can cope with future weather conditions.
50. **Maintenance of highway infrastructure will also place demands on natural resources** that will need to be quarried and transported thus having negative effects. Timely maintenance, however, will reduce the level of resources required in the longer term, for example it is more efficient to replace a road surface than constantly repair potholes as ultimately the surface will need replacing.
51. **The need for new natural resources will also be reduced through making the most efficient use of infrastructure** as the likes of Red Routes, Smart Routes and Urban Traffic Management and Control will increase capacity on the highway network. It is important, however, that these benefits are 'locked in' and that public transport use, cycling and walking are encouraged, otherwise this may lead to further traffic growth in the future
52. **Effects on the likes of biodiversity and the natural environment, water quality and heritage assets are likely to be relatively modest, or in some instances slightly negative** if they are affected by new development. Measures to reduce these adverse effects, however, are proposed in the main Sustainability Report. It is also apparent that unchecked growth in traffic is likely to have adverse effects on the built and natural environment and the Draft Plan seeks to reduce these impacts through encouraging the use of more environmentally friendly forms of transport.
53. In terms of landscape and townscape, the potential development of strategic **Park & Ride in the Green Belt may have adverse effects on open rural landscapes** although improved access through **investment in transport infrastructure should benefit urban townscapes** as it may assist in bringing vacant sites forward for development.

54. **The focus on public transport investment and encouraging cycling and walking should have positive effects in terms of reducing carbon emissions, improving health, reducing crime and perceptions of it, economic performance and air quality.** The scale of these effects is difficult to assess as it depends on how quickly the Draft Plan's policies and proposals can be implemented. Delivery of improvements to the transport system is also crucial to delivering the *Urban Renaissance* spatial strategy that is supported by all local authorities.
55. In order to be comprehensive, the Draft Plan makes reference to other partners and promoters schemes that are likely to come forward over the Plan period. These include the Highways Agency's Active Traffic Management schemes, which seek to extend the use of motorway hard shoulders at peak periods, and Network Rail's investment plans. It also includes High Speed 2 (HS2), which will provide an additional rail link between Birmingham and London, and the proposed runway extension at Birmingham Airport, which already has planning permission to go ahead.
56. It is not the role of this assessment to appraise these projects in detail as Centro and local authorities have no direct responsibility for their implementation. In particular, HS2 is a national project and is subject to different approval processes. It would, however, not be appropriate to ignore them totally and reference is made as necessary.

Proposed mitigation and enhancement measures

57. When likely adverse effects of implementing a plan's policies and proposals are identified, it is necessary to identify measures which may reduce these (mitigation). It is also good practise to identify areas where policies can be improved (enhancement). The main Sustainability Report proposes several enhancement and mitigation measures and some of the key ones are summarised below:
- Any benefits brought about by increases in highway capacity need to be 'locked in' and public transport use, cycling and walking encouraged, otherwise this may lead to further traffic growth in the future.
 - Consider how responsibilities to use renewable energy in the transport sector can be met, for example through accelerating the introduction of low carbon buses.
 - Consider a statement pledging that the ITA will work with others to consider how any adverse environmental effects of HS2 can be addressed.

- Consider the impacts on natural habitats and species when undertaking routine maintenance.
- Continue to explore 'low carbon' maintenance solutions and the re-use of materials, taking into account the energy used in transporting them.
- Identify opportunities to work with statutory environmental bodies and other partners to minimise any adverse effects when constructing schemes.
- Commit to minimising adverse effects on natural habitats when constructing schemes, for example through planting and landscaping.
- Consider the role of Sustainable Urban Drainage Systems (SUDS) when designing new roads and infrastructure.
- Make explicit reference to improving the historic environment when undertaking comprehensive route-based schemes, for example through the removal of street clutter and sensitive use of materials.
- Consider the role that Green Belts have in maintaining 'openness' when considering strategic Park & Ride proposals.
- Consider a more positive approach to the use of motorcycles and mopeds, particularly smaller engined ones as they have environmental benefits over private cars.

Next Steps

58. The ITA is required to take account of the findings of the Sustainability Report and any comments on it when finalising LTP3. This subsequently needs to be documented in a further report, which must be made publicly available, explaining how this has been done and how the Final Plan has changed as a result. A final version of LTP3 will be available by 31st March 2011.

Schedule One

West Midlands LTP3 Phase One Implementation Plan List of schemes and their status

Section A:

Committed Schemes

- **A41 Expressway** – To improve access to West Bromwich Town Centre and to support its regeneration and alleviate traffic congestion, a new road tunnel is being built under the A41 Expressway/ A4031 All Saints Way roundabout.
- **A4123 Burnt Tree Island** - The scheme will see the removal of the five arm roundabout to be replaced by a new signalised junction providing additional traffic flow capacity through the junction, leading to improved journey speeds and reliability as well as improved pedestrian safety.
- **Birmingham New Street Gateway** – a £600m new, world-class passenger and retail area will be delivered, supporting regeneration and providing a new gateway to the entire sub-region.
- **Brierley Hill Sustainable Access Network** - this scheme delivers reduced congestion and environmental enhancements along the A461 in Brierley Hill. The scheme will support regeneration of the centre.
- **Chiltern Railways “Evergreen” Phase 3** - Chiltern Railways will shortly complete investment work within the Metropolitan Area on the route between Birmingham and London Marylebone, to enable significant timetable improvements to be delivered in May 2011, including considerable speeding up of services between Birmingham and London. Further improvements to complement this investment will also be undertaken by Chiltern during the LTP3 period.
- **Red Routes Package One** – Red Routes Package One targets key highway corridors across the Metropolitan Area and aims to deliver improved journey speed and reliability for all road users, making best use of the existing highway network.
- **Selly Oak New Road** – The construction of a new road around Selly Oak centre will open up brownfield land for regeneration, as well as routing traffic away from the congested Selly Oak centre.

- **West Midlands Urban Traffic Control** – This Major Scheme enables more efficient use of highways across the Metropolitan Area by allowing Traffic Managers to use Real Time Information (RTI) and to respond to incidents on the network, through additional variable message signs and responsive traffic signal phasing.
- **Wolverhampton Interchange (Phase 1)** - providing a new bus station and interchange, together with a mixed use development, aimed at stimulating development in Wolverhampton City Centre.
- **M6/M5 Active Traffic Management (J9-11)** - these improvements provide additional capacity on the motorway network, reducing congestion and improving inter-regional connectivity.
- **Network Rail Control Period 4 (“CP4”) Programme (2009-14)** – enhancement programme for the local rail network to provide additional capacity, improved service times and reliability. To progress the Barnt Green to Bromsgrove electrification scheme by Network Rail, which will allow the extension of Cross City South services from Longbridge to serve Bromsgrove, Bromsgrove Railway Station needs to be relocated from its present position.
- **Rail Freight Gauge Enhancements** – The West Coast Main Line to Felixstowe and Southampton Deep Sea Ports schemes are enhancing freight gauge to allow movement of standard size international 9’6” (W10) shipping containers by rail, which will take more freight off the road and reduce road haulage, improving highway capacity.

Section B: New Transport Investment -

Local Authority / Centro Major Schemes

The Supported Pool

Birmingham City Centre Midland Metro Extension and Enhancement Package

- i. The extension of the Midland Metro Line One through Birmingham city centre is a keystone scheme, which will support jobs and improve access from the Black Country to employment opportunities in Birmingham City Centre. The scheme will also provide the infrastructure and additional capacity to allow further expansion of the Midland Metro network in the future

Pre-Qualification Pool

- ii. A38M Aston Expressway Tame Valley Viaduct (£40M)

The Tame Valley Viaduct carries the A38 (M) Aston Expressway over the River Tame and Cross City North railway line. The structure has been identified, by Birmingham City Council, as requiring major maintenance works to avoid the alternative potential introduction of weight restrictions on the most strategically important route into Birmingham City Centre.

- iii. A45 Corridor Enhancements: Westbound Bridge (£11M).

The A45 west bound bridge is located approximately 500 metres west of M42 J6. The bridge requires a major maintenance upgrade to replace the 19th century brick structure, which carries the west bound carriageway over the West Coast Main Line south of Birmingham International rail station.

The proposed scheme would deliver two benefits: firstly, addressing maintenance issues by providing a new structure capable of handling heavier vehicles types, which would otherwise result in weight restrictions being placed on the bridge structure and; secondly provide enhanced access to the airport site.

- iv. Chester Road Access Improvements (£21M)

Chester Road is located in north-east Birmingham. The Major Scheme targets the section between M6 (J5) and the B4148 Tyburn Road. This section of Chester Road is home to internationally-known businesses including Jaguar/ Land Rover, whilst also home to employment and industrial parks such as Fort Dunlop and the Castle Bromwich Business Park.

The scheme proposes an upgrade to the existing dual carriageway, together with enhancement of four junctions, including those with the A47 and A38. The scheme will also provide sections of bus lane and improved pedestrian and cycling facilities.

v. Coventry to Nuneaton Rail Enhancements (NUCKLE1) (£16M)

The Coventry to Nuneaton Rail Enhancements scheme will provide additional rail services between Nuneaton and Coventry City Centre, including new stations at Ricoh Arena and Bermuda, platform lengthening at Bedworth, and service frequency and rolling stock enhancements.

vi. Darlaston Strategic Development Area (SDA) (£28M)

The Darlaston Strategic Development Area (SDA) is a regeneration scheme making use of 54 acres of brownfield land adjacent to M6 J9. The scheme aims primarily to provide freight and logistics employment development, taking advantage of the site's proximity to the M6. Transport investment will provide new and enhanced access roads to facilitate land remediation works, as well as eventually providing access from the SDA site to both M6 (J9) and A454 Black Country Route.

Other Centro / Local Authority Components of Draft IP1

- Metropolitan Area Non-Major Schemes (Schemes costing less than £5million)
- Metropolitan Area Asset Management (highways and public transport)
- Public Transport Plan

Rail Industry Schemes

Network Rail as owner of the railway infrastructure have the following commitments agreed for the period (2009/10 – 2014/15), although these are currently under review:

- **Resignalling Programmes (£205M).** Resignalling programmes include area-based schemes at Walsall, Water Orton and Stourbridge- Hartlebury. These will replace and enhance signalling equipment to allow for additional train paths and improve efficiency for both passenger and freight services.
- **Cross-City South Enhancements.** The Cross-City South enhancements will build on the improvements made by Network Rail in the corridor during CP4. These will include upgrades to the Barnt Green to Redditch Line to allow three trains per hour to serve the new Bromsgrove Station and Redditch.

Services

The Train Operating Companies serving the metropolitan rail networks have service and rolling stock enhancement commitments as a result of their franchise awards. These are:

- **Rolling Stock Upgrades (£90M).** Principally focused on the Snow Hill network, London-Midland will introduce new Class 172 rolling stock to provide greater passenger capacity, as well as faster, more reliable Local Rail Network services.
- **Rail Station Improvements (£9.9M).** Facility upgrades at selected stations across the Area and the Travel to Work Area, including Northfield, Selly Oak and Sutton Coldfield. This will ensure that investment in rail network infrastructure is matched by high quality rail stations, thus ensuring passengers receive high quality total journey experiences.
- **Smartcard Ticketing (£3M).** London Midland is to introduce the use of Smartcard ticketing across its network. Centro will be working with London-Midland to ensure compatibility between the London-Midland and Centro Smartcards within the Metropolitan Area.

Highways Agency Schemes

M6 J5-8 Active Traffic Management (Hard Shoulder Running). Active Traffic Management (ATM) has two distinct benefits. During peak traffic flow period, ATM allows for the use of variable speed limits optimizing the number of vehicles on the carriageway. Additionally, ATM allows the use of the hard shoulder to provide additional capacity. This has been proven to reduce congestion and improve journey reliability, which in turn reduces carbon emissions. Complementing the existing ATM network on the motorway box around the Metropolitan Area, the scheme will provide additional capacity between M6 J5-8.