

E6 TRANSPORTATION

- E6.1 Section D7 sets out the strategy for transport interventions, linked closely to the pattern of land use transformation.
- E6.2 The land use strategy represents an acceleration of processes of change which are under way. This strategy has support from current transport interventions within the LTP and TiF proposals.
- E6.3 The current package of transport proposals, prepared in a conurbation-wide context, has roots in improvements to existing networks, of both a highway and public transport nature, reflecting the need to reduce congestion, and to enhance the efficiency of public transport.
- E6.4 The Transportation Strategy has now been extended to increasingly reflect the direction, nature and scale of land use change, whilst maintaining the commitment to minimise congestion and encourage modal shift. Essentially the Transport Strategy should be seen as a whole with close interdependency between its components and the land use changes. There is, therefore, a risk should any parts of the strategy fail to materialise.
- E6.5 The urban form of the Black Country is still largely built around historic and complex distributions of land use, and a pattern of roads reflecting nineteenth or early twentieth century needs.
- E6.6 For the Black Country to become a key part of a twenty-first century competitive City Region, its transportation system must reflect modern day and future transport and land use needs.
- E6.7 Ongoing work under the PRISM model is confirming that the package of transport interventions, having been tested against the preferred land use strategy, provides sustainable and integrated solutions.
- E6.8 As with other components of the strategy, any shortfall in achieving transport interventions will potentially have knock on effects on strategy as a whole.
- E6.9 Thus, in summary, any under-resourcing of transport improvements would selectively or cumulatively:-
- i) Reduce the attractiveness of the key town centres;
 - ii) Prejudice opening up of key employment areas, and thus question their competitive attractiveness;
 - iii) Fail to provide sustainable linkages between new corridor-based housing regeneration, and enhanced public transport;
 - iv) Prejudice the opportunity for higher density houses close to public transport interchanges, the provision of which, together with quality services, justifies the higher density. This would reduce

the capacity to fulfil the RSS housing requirements, and a maintenance of the same growth rate beyond 2021 to 2031.

- v) Weaken the sustainability of the overall strategy. The independent sustainability appraisal applauded the centres and corridors-based approach linking development with public transport enhancement
- vi) In locations where improved accessibility and public transport servicing are central to effective development, delays to transport infrastructure will delay the bringing forward of land and its development with knock on effects on housing and economic performance.
- vii) Fail to control congestion generally and in specific localities. Since congestion is a bar to economic competitiveness any increases will prejudice economic revival.

E6.10 The ongoing PRISM work confirms the technical arguments which justify the top priority given to extending the Metro network in the strategy. The Consortium, therefore, believe it critical that the continuing development of the Metro is maintained as top priority and taking account of its proposed inclusion in RSS Policy T12 as a national\regional priority.

E6.11 Likewise, identified junction improvements on the M5/M6 motorways are proposed within Policy T12 as national/regional priorities, where relief of congestion and increased capacity are regarded as crucial to economic competitiveness and sustainability in the strategy.