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By email – [Stephen.Fidler@Dft.gsi.gov.uk](mailto:Stephen.Fidler@Dft.gsi.gov.uk)

Dear Stephen

**GREATER BIRMINGHAM AND SOLIHULL LOCAL TRANSPORT BOARD (LTB) – LOCAL MAJOR TRANSPORT SCHEMES 2015/16 TO 2018/19**

Further to the completion of an independent technical evaluation and scheme prioritisation process, the Greater Birmingham and Solihull Local Transport Board (LTB) are pleased to submit their local major scheme priorities for the period 2015/16 to 2018/19. As requested the required Department for Transport (DfT) spreadsheet proforma is also **attached** detailing a proposed expenditure profile over this time period. Prioritised local major scheme proposals will also be published on the Greater Birmingham and Solihull LTB website to ensure full transparency in terms of the evaluation and prioritisation process undertaken.

It should be noted that the LTB received and approved the recommendations of a report prepared by an independent technical evaluator at its meeting on the 10<sup>th</sup> July 2013, with the following schemes assessed as aligning with Local Enterprise Partnership (LEP) policy priorities, local policy objectives, demonstrating value for money and being deliverable within the timeframe set out.

<b>One Station</b>	A high quality public realm proposal between New Street Station and Moor Street Station in Birmingham City Centre. The scheme proposes to significantly improve the public realm between the two stations, both in terms of over quality and function as an efficient transport interchange space.
<b>Midland Metro – New Street Station to Centenary Square</b>	Extension of Midland Metro from Stephenson Street via Victoria Square and Paradise Circus to Centenary Square, together with a package of complementary highway measures and the creation of a world class public square.
<b>Making the Connections for Growth</b>	The implementation of a world class public realm scheme radiating from New Street Station to connect the Gateway project with key employment, civic and retail destinations

	within the city centre. The proposals will also link key sites identified within the GB&S Enterprise Zone.
<b>Hagley Road SPRINT</b>	The scheme is a Bus Rapid Transit proposal linking Birmingham city centre with the west of the City along the A456 Hagley Road. The scheme will provide a major uplift in public transport provision and link key destinations including New Street Station, Moor Street Station, Enterprise Zone sites and the Curzon Street HS2 station in the future.
<b>Snow Hill Lines Enhancements</b>	The scheme will create additional capacity on the Snow Hill Line running through the Black Country, Birmingham, Solihull and Warwickshire. The project will reinstate platform 4 at Snow Hill Station and create a new turnback at Rowley Regis. The scheme will allow both additional and faster rail services across the region to support economic growth and low carbon agendas.
<b>Hoobrook Link Road</b>	The scheme is a planned extension of 600 metres in length to Hoobrook Link Road (Phase1), a development access road for the regeneration of the former British Sugar site in south Kidderminster. The extension will link 2 key employment corridors: the A451 Stourport Road and the A442 Worcester Road.
<b>Iron Lane – Stechford</b>	The scheme will see the implementation of 2 new gyratory arrangements to increase highway capacity and reduce congestion at a key junction on the A4040 Outer Circle route in East Birmingham. The scheme will support improved journey time reliability for public transport and enhance access to a number of key development sites.
<b>A38 (M) Tame Valley Viaduct</b>	Major structural maintenance to strengthen the Tame Valley Viaduct connecting M6 Junction 6 with the A38 Aston Expressway and Birmingham city centre. The viaduct carries 80,000 vehicles a day between 07:00 and 19:00 and strengthening is required to 21 spans. The scheme does not form part of the Council's PFI arrangement, with significant detrimental impacts envisaged to the city and the SRN should closures or lane restrictions be required.

Collectively the above schedule of scheme priorities requires a total of £77.57m of GBS LTB funding to deliver an overall works package of £145.96m. The programme represents key investment in highway (including major structural maintenance), rail, public transport and urban realm infrastructure to best enable economic growth within the LEP geography and connectivity with adjoining areas.

In the context of the funding allocation letter received from the DfT on the 16<sup>th</sup> July 2013, it is clear that the above programme cannot be fully funded from the £23.9m made available to the LTB. Whilst the funding scenario of one third below the £35.8m 'planning assumption' issued previously is disappointing and restricts delivery from this source to the top 4 scheme priorities identified, it is recognised that additional funding will be available competitively from the Single Local Growth Fund. On this basis schemes ranked 5 through to 8 will be key transport priorities for the LTB in terms of the Greater Birmingham and Solihull LEP's Growth Plan submission to the Single Local Growth Fund, along with 10 further schemes evaluated as part of the LTB's prioritisation process. In addition, scheme promoters will be challenged to increase local contributions as part of the Major Scheme Business Case process to address the current LTB funding shortfall of £1.8m and maximise the delivery of additional key schemes.

The LTB anticipate that other transport schemes may feature in the Growth Plan further to discussions with LEP partners and welcome the emerging guidance issued in respect of the Single Local Growth Fund recently.

The Greater Birmingham and Solihull LTB working with both the LEP and key partners looks forward to delivering its priority transport programme between 2015/16 and 2018/19 to best enable economic growth, whilst it actively welcomes further funding opportunities to be made available through the Single Local Growth Fund.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Andrew Cleaves', with a horizontal line underneath the name.

Andrew Cleaves  
Chairman, Greater Birmingham and Solihull Local Transport Board

Copies to:

Andy Street (Chairman, GBS LEP), Cllr Peter Bilson (Chairman, Black Country Strategic Transport Board), Cllr John McNicholas (CW LTB Chair), GBS LTB Board Members; Elizabeth Charlton (DfT)