

Delivering the Black Country Strategic Economic Plan

Initial Proposal - (for all Projects requesting Black Country LEP funding)

(Max 2 pages)

Project Name: Managing Short Trips – Additional Schemes (Tranche 1)

Executive Summary

- **What opportunity or barrier will this investment unlock? (approx. 300 words)**
 - The Managing Short Trips (MST) programme will continue to regenerate active travel in the region to enable greater accessibility in the Black Country by improving cycling and walking infrastructure in targeted areas of the region. This tranche of four additional schemes will build on the current MST schemes being delivered, to support the reduction of congestion on the network and economic aspirations to unlock further investment at **key economic sites including** the four Black Country Strategic Centres (Wolverhampton, Walsall, Brierley Hill and West Bromwich) and **Black Country Enterprise Zone**.
 - Managing Short Trips supports ‘door to door’ journeys as the key link to public transport as part of longer journeys and a more environmentally and economically efficient alternative to car travel for short trips. Greater mobility for existing and potential employees to key economic growth sectors including the Black Country’s increasing presence in the aerospace industry, as well as the automotive and construction sectors.
 - There is a focus on infrastructure in several locations which currently experience severance and other physical barriers including access to employment, education and training opportunities, and health and social care services. The programme will provide greater opportunities and options in terms of affordability of access for the low income population and those who do not have access to a car, who are heavily reliant on public transport. Walking and cycling provide a free and low cost alternative when supported with the right infrastructure, as well as supporting a healthier lifestyle.
 - The programme continues to support the improvement of traffic flows, safety, local emission levels, journey time reliability, and thus increases the ability to move people and goods efficiently in the Black Country. It will be a key transport investment in terms of how it supports the delivery of the Black Country’s SEP programme. It also builds on the existing MST programme of delivery.
- **Which of the BCSEP growth objectives and Measures of Success does this project address? (approx. 300 words)**

The Managing Short Trips Programme is one of the 16 top priority investments in the BCSEP priorities, and supports the following key themes:

Place

- **PL1: Sites & Premises**
 - Expanding the Availability of High Quality Employment Land and delivering a portfolio of strategic mixed use development opportunities – providing sustainable transport access to development sites.
- **PL2: Infrastructure**
 - Connecting our Goods, Services and employees work and to International Markets by providing better capacity on transport networks through removal of short car trips.
- **PL3: Housing**
 - Unlocking potential for residential development by improving accessibility to regeneration sites on key corridors.
- **PL4. Local Distinctive Economies**
 - Supporting local growth clusters by securing and upskilling the Black Country’s workforce and residents by providing sustainable access to skills and training opportunities for those who do not have access to a car.
- **PL5. Environment**

- Improving the overall quality of the environment in the Black Country, by enhancing the urban realm in terms of reducing carbon emissions and improving air quality.

People

- **P1. Skills for the Supply Chain**

- Developing the supply chain including the aerospace, automotive and construction sectors which are predicted to grow between 5 to 10% in 2015/16.

- **P3. Skills for the Future**

- Develop skills for the future through improved accessibility to education, training and business links for improved connectivity to expertise.

- **P4. Upskilling**

- Support skills for growth in the Black Country, challenging difficulties in finding suitable people to employ and ‘upskilling’ the Black Country’s workforce to meet the requirements of job opportunities.

Business

- **B1. Supply Chain Development**

- Supporting the functionality and development of local growth clusters for strengthen and increase supply chain opportunities for GVA growth on the region’s growth corridors.

- **B2. Global Opportunities**

- Global Opportunities and Inward Investment – supporting enhanced connectivity to strategic transport networks for goods to export markets by removal of short car based trips off the highway network.

- **How will this project unlock the specified BCSEP growth objectives (approx. 200 words)**

The Managing Short Trips Programme will support the following priorities against the Black Country LEP’s drivers of change - people, place and business:

Place

- The programme will support the provision of sustainable transport access to strategic mixed use development sites and high quality employment land, with sustainable accessibility facilitating an integral part of this ‘high quality’ and creating a more calming and aesthetic environment.
- Increase the competitiveness of the Black Country by encouraging a modal shift to active travel to provide greater capacity on transport networks and improve the reliability and connectivity of good, services, employees and skills.
- Enhancing the urban realm through reductions in car use and consequently carbon emissions to create an overall improved environment.

People

- The programme will support the upskilling of the Black Country’s residents and employees through greater accessibility to skills and training opportunities, especially for those who do not have access to a car.

Business

The programme will support enhanced connectivity to strategic transport networks for goods to export markets for international trade by reducing congestion in the local area be facilitating a modal shift to walking and cycling for short trips. This will increase journey time reliability for exports, with the region’s strategic position at the heart of the highway network, supporting the Black Country’s geographically competitive edge for global opportunities and inward investment

- **What are the expected tangible Outputs/Outcomes to be realised?**

Outputs/Outcomes	Metric	2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21
Business assisted	no.	0	0	0	0	0	0
Business created	no.	0	0	0	0	0	0
Employment – Jobs created	no.	0	0	0	0	0	0
Skills – Learners assisted	no.	0	0	0	0	0	0

Place – New Dwellings	units	0	0	0	0	0	0
Place – Land remediated	Hect-ares	0	0	0	0	0	0
Place – New floor space	Sq mtr	0	0	0	0	0	0
Other (please specify) New/improved cycleways	KM's	2.49	1.27 (3.76 total)	0	0	0	0
Additional Information	<p>The four new/improved cycleways that will be delivered are:</p> <ul style="list-style-type: none"> - Stourbridge Canal – Wordsley Junction to Glass House Bridge (ref DU05) Cost £159,456, Length 0.63km. - Stourbridge Canal – Leys Junction to Glass House Bridge (ref DU06) Cost £220,831, Length 1.36km - Towpath improvements between Leys Junction and Brookmoor Junction Bridge (NCN) (ref DU07). Cost £80,000, Length 0.5km - Lower Walsall St to Dixon St Towpath Improvements (ref WO07) Cost £252,000, length 1.27km <p>Please refer to the attached plan for details of the location of each of these schemes. Three of which are in Dudley (DU04, 06 & 07) and the other is in Wolverhampton (WO07). Green routes are existing MST schemes on the canal network.</p> <p>The schemes are 'shovel ready' and Centro and the relevant districts have the capacity to support delivery in 2015/16 if approval to proceed is granted by August 2015. This is because the delivery teams will be able to move straight on to these new schemes, which are effectively extensions of some of the current MST schemes.</p>						

• **Expected TOTAL Project Cost & Source of Funding £m** (£0.000m)

	% of Total Cost £m	2015 / 16 £m	2016 / 17 £m	2017 / 18 £m	2018 / 19 £m	2019 / 20 £m
Total Project Cost	0.713	0.585	0.128	0	0	0
Applicants own funds	%	0	0	0	0	0
Other Public funds	%	0	0	0	0	0
Private sector funds	%	0	0	0	0	0
Funding requested from Black Country LEP	100 %	100 %	100%	0	0	0

• **Main Issue (s) likely to derail the Project.**

The main issues that have the potential to have an impact on the programme include:

- The scheme must be compliant with and support other accessibility schemes to ensure the maximum benefit is managed from all schemes, and to ensure smooth delivery and cost efficiency of all schemes.

- Delivery constraints in terms of managing and implementing resource over all four districts in the Black Country.
- Time constraints in terms of the delivery of the multiplex of schemes within the programme and across the four districts of the Black Country.

- **Main Risks the Project will need to manage.**

The main issues for the Managing Short Trips Programme include:

- Programme start dates are delayed, leading to potential failure to deliver required outputs and outcomes.
- Existing programme delays start of the additional schemes
- Failure to maintain the appropriate governance structure.
- Change in policy emphasis and political priorities following 2015 General Election.
- Programme / project underspend or overspend.
- Failure to achieve identified match funding contributions

- **Please indicate how your project complies with State aid Regulations without contravening the State Aid Legislation.**

The level of BCLGF funding approved for the programme does not amount to unlawful State Aid. Furthermore, the BCLGF funding is subject to a condition that requires the repayment of BCLGF funding the case that the European Commission determines that the funding constitutes unlawful State Aid.

- **Any other Significant Constraints to delivering the Project not mentioned above.**

There are no other significant constraints to the delivery of the programme.

Project Sponsor

Conrad Jones

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