

## **BRIEFING PAPER**

### **BLACK COUNTRY CHAMBER OF COMMERCE TRANSPORT POLICY GROUP**

#### **QUICK WINS 2 PROGRAMME DEVELOPMENT**

**JANUARY 2014**

#### **Purpose**

1. To provide the Chamber of Commerce with an update on progress with development of a 'Quick Wins 2 (QW2)' programme of minor highways schemes to improve traffic flows in the West Midlands.

#### **Background**

2. In 2009/10, the seven Metropolitan Local Authorities and Centro undertook a 'Quick Wins' programme in partnership with the Business Chamber of Commerce Groups covering the Metropolitan Area. The principle of the programme was to address congestion hotspots which impacted on the efficiency of highways and junctions, the focus being on schemes which were generally small scale/low cost in nature and easy (quick) to deliver on the ground.
3. The Quick Wins programme was developed through a survey of businesses which identified congestion hotspots. The identified locations were assessed by Highway Authorities with suitable schemes funded through local transport capital programmes or by Joint Initiative funding.
4. The initial Quick Wins programme concluded in 2010/11 and delivered a total of 80 individual schemes across the West Midlands conurbation.
5. In late 2012, the Chairman of the Black Country Local Enterprise Partnership, Stuart Towe, met with the then Chairman of West Midlands Planning and Transportation Sub-Committee (P&TSC) and expressed an interest in the development of a new Quick Wins programme.
6. P&TSC subsequently endorsed this proposal at its meeting on 9<sup>th</sup> November 2012, requesting that officers from the seven Metropolitan Local Authorities and Centro undertake development of a Quick Wins 2 programme in conjunction with the business community and transport operators.
7. Following the abolition of P&TSC in June 2012, and pending the outcome of the current strategic transport governance review, work on the

development of a Quick Wins 2 programme is currently being overseen by the existing Integrated Transport Authority (ITA).

### **Quick Wins 2 Programme Development: Progress to Date**

8. Centro has worked with stakeholders adopting a two-phased to Quick Wins development. Initial work has focused on identifying a programme of Black Country based Quick Wins schemes. Following this initial exercise, it is now intended to engage with the wider region to develop a West Midlands wide Quick Wins 2 programme. Progress on both is outlined below.

#### **Phase 1 – Black Country**

9. Since the middle of last year, work has been progressing to identify a package of schemes which would be suitable for development as part of a Quick Wins 2 programme, based on the following criteria:
  - Schemes to be included in the programme should be readily implementable i.e. they should be 'quick' to deliver on the ground.
  - They should cost no greater than £200k to implement, but generally be less than £100k in value.
  - Generally, they should be able to demonstrate benefits to all traffic types including business traffic.
10. This work has identified a potential list of Quick Win 2 initiatives which has been derived from a number of sources, as follows:
  - A review of schemes identified during the previous survey of business carried out in 2009, which for various reasons were not delivered as part of the original Quick Wins programme, but which may be suitable for inclusion in a QW2 programme.
  - Schemes identified following further consultation with the Black Country Chamber of Commerce, through its Head of Policy, Bhanu Dhir.
  - Schemes identified by local authority transportation officers arising from the operational management of the highway network.
  - Transport operator identified schemes, including bus operators.

#### **Phase 2 – West Midlands**

11. The original Quick Wins programme implemented in 2010/11 demonstrated the value in a wider West Midlands wide programme, a success which Centro is keen to build upon with stakeholders.

12. To that end further development work is being undertaken by Centro and District officers across the wider region, with the purpose of establishing a consolidated programme of schemes by the middle of the year.
13. In this respect, Centro and District officers value the contribution of the business community and would welcome any further scheme proposals from the Black Country Chamber of Commerce which could be incorporated into the QW2 programme.

### **Funding/Programme Delivery**

14. The current programme of Black Country Quick Win schemes identified through the development exercise highlighted in paragraph 10 above has an overall funding requirement of approximately £2m.
15. It is recognised however that 'Quick Wins' needs to be a 'live' programme which can readily respond to congestion issues on the highway network as and when such issues are identified. It is therefore envisaged that Quick Wins would be developed into a rolling programme of measures over a number years with further schemes incorporated into the programme as the need arises.
16. In order to 'pump-prime' the QW2 programme, a budget of £300k has been secured from surplus funds associated with the West Midlands Red Routes Package 1 programme. This funding is currently being utilised to deliver an initial phase of Quick Win improvements throughout the Black Country region. Details of this programme, together with proposed implementation timescales are provided in Appendix 1 of this report.
17. Further opportunities are also being investigated to fund the wider programme of Quick Win 2 initiatives, including the following:
  - Provision has been made within the current Sustainable Transport and Infrastructure Rolling Programme package bid for Black Country Strategic Economic Plan monies. The bid requests an annual allocation of £0.5m between 2015/16 and 2020/21 for delivery of a Network Efficiency Quick Wins programme.
  - A potential bid for future Department for Transport competitive funding, in particular any further round of Local Pinch Point Fund monies, given the synergy between Quick Wins and Local Pinch Point Fund objectives. It is envisaged that such a bid would include schemes from the wider West Midlands metropolitan area, in particular Birmingham and Solihull.

**Andrew Middleton**  
**Joint Initiatives Senior Responsible Officer (Centro)**