

WMCA Board

Date	24 July 2020
Report title	A Transport System Fit to Tackle Climate Change? - Reviewing the West Midlands Local Transport Plan to support a Greener, Fairer, Healthier Recovery
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Report has been considered by	Strategic Transport Officers Group WMCA Senior Leadership Team WMCA Programme Board WMCA Strategic Transport Board

Recommendation(s) for action or decision:

The WMCA Board is recommended to:

- (1) Approve the approach and timescale to update the statutory transport plan for the West Midlands in order to reflect the objectives of WM2041 and the regional economic recovery strategy.
- (2) Approve the development and publication for consultation of a transport green paper, which will form part of an on-going dialogue to explore how the transport system can continue to be developed towards an inclusive, de-carbonised and integrated system, connecting lives and livelihoods cleanly and safely.
- (3) Approve the development and execution of a programme of market research and engagement to establish the appetite for travel behaviour change, new transport technology adoption, flexible working and uptake of consumer, freight and logistics behaviours in the West Midlands in a post COVID world.

- (4) Agree the development of a short-term interim transport recovery action plan, to be published later in the summer, which reflects of the collective activity of all constituent authorities and seeks to maximise the opportunities for positive behaviour change arising from the COVID-19 disruptions and recovery.
- (5) Note the steering and governance arrangements for the work outlined in this report, as set out in Section 8 and delegate to the Strategic Transport Board the direction setting and approval of the development and publication of the interim transport recovery plan and the Transport Green paper.

1.0 Purpose

1.1 The purpose of this report is to:

- Explain TfWM's duties to produce and review the statutory local transport plan (LTP) and confirm the work being undertaken to review the LTP;
- Discuss how the covid-19 pandemic and climate emergency affect the policy context for the LTP review; and
- Set out plans for taking forward the LTP review and a strawman for a new vision for transport which will support a green West Midlands economic recovery
- Summarise the work which has been developed with and by Local Authority Officers in liaison with Transport Cabinet Members, facilitated and supported by TfWM.

2.0 WMCA Duties to Produce a Local Transport Plan and the Rationale for a Review

2.1 Under the Transport Act 2000, local transport authorities (LTAs) have a statutory duty to produce and review a local transport plan (LTP). As a consequence of the Local Transport Act 2008 and the West Midlands Combined Authority Order 2016, WMCA is the sole LTA for the administrative geography covering the seven constituent metropolitan districts/boroughs of the West Midlands Combined Authority area.

2.2 The LTP must set out policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within the LTA area as well as proposals for the implementation of those policies. WMCA and the seven metropolitan district/borough councils of the West Midlands must carry out their functions so as to implement these policies.

2.3 The LTP carries statutory weight in a range of decisions made by many public authorities as they execute their functions under relevant statutory provisions. It is a critical document for ensuring the West Midlands public's interests with regards to transport and its impacts are considered in such decisions. For example, the policies and plans within the LTP are considered material considerations in the determination of planning applications by local planning authorities.

2.4 In preparing and implementing the LTP, the WMCA and seven metropolitan district/borough councils must take into account and have regard for any policies announced by HM Government and any guidance issued by the Secretary of State with respect to mitigation of, or adaptation to, climate change or otherwise with respect to the protection or improvement of the environment.

2.5 Movement for Growth (MfG) is the title of the fourth West Midlands LTP published under the 2000 Act. Since MfG was published, there have been significant changes to the policy context including changes to the political landscape and emerging mega trends, which have implications for transport policy and plans – however, most significant are the impact of the Covid-19 pandemic and the challenge of climate change. A summary of areas of significant contextual change are highlighted below:

Changes since MfG (strategy) was published

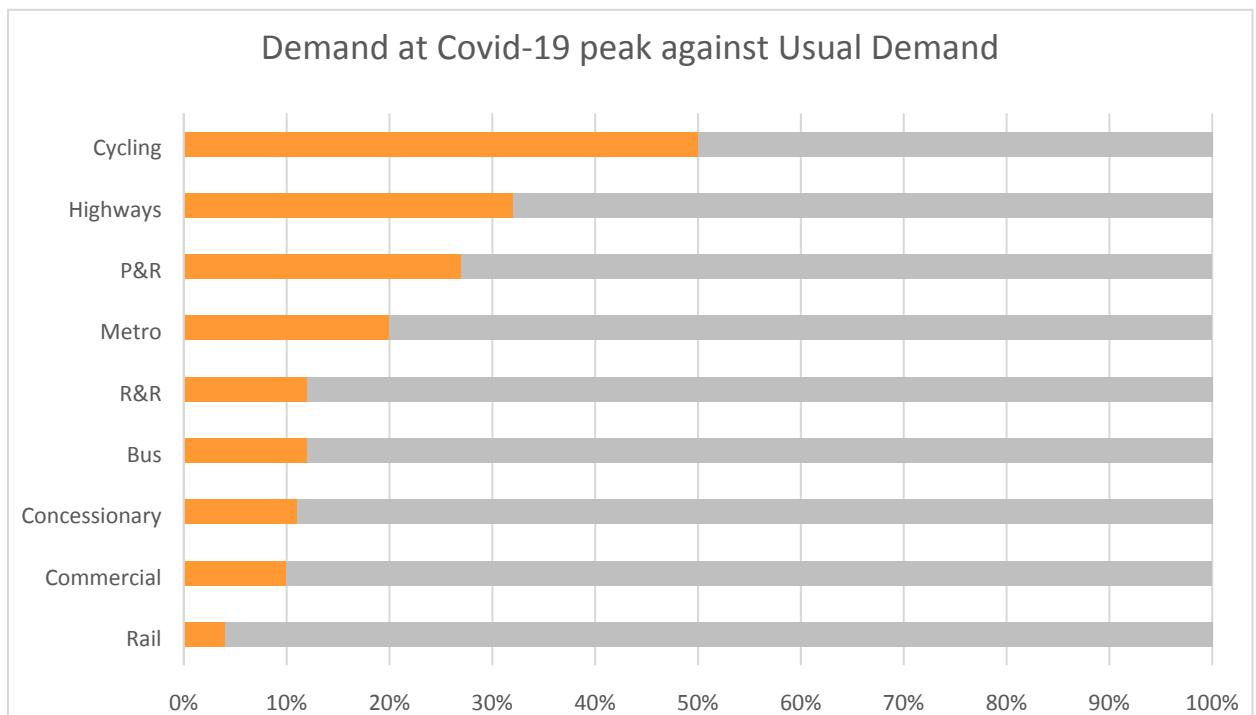
- New Mayor and mayoral elections
- Climate and Air Quality Crises
- Changing social priorities
- Brexit
- Devolution and powers
- Funding
- Scheme development and delivery
- Local plans
- Portfolio of innovation projects informing the future of mobility - ULEVs, CAVs, MaaS, and micromobility
- Wider WMCA strategy - particularly inclusive growth, climate change and industrial agendas
- Cultural successes - CWG and City of Culture
- Supra-WMCA Partnerships - WMRE, MC
- TfWM policy development

2.6 The electrification agenda in transport and other sectors in response to the climate change and air quality agenda is very practical example of issues detailed above. It will require a coordination of transport, land use and energy infrastructure planning and delivery at never previously seriously considered.

2.7 Given the scale of change that has occurred since MfG was first published, and given the time that has elapsed, TfWM officers with the close input and collaboration of Local Authority colleagues have been preparing for a review of the local transport plan to enable WMCA to exercise its duties of preparing and reviewing the West Midlands LTP.

3.0 Understanding and predicting the future in light of the Covid-19 pandemic

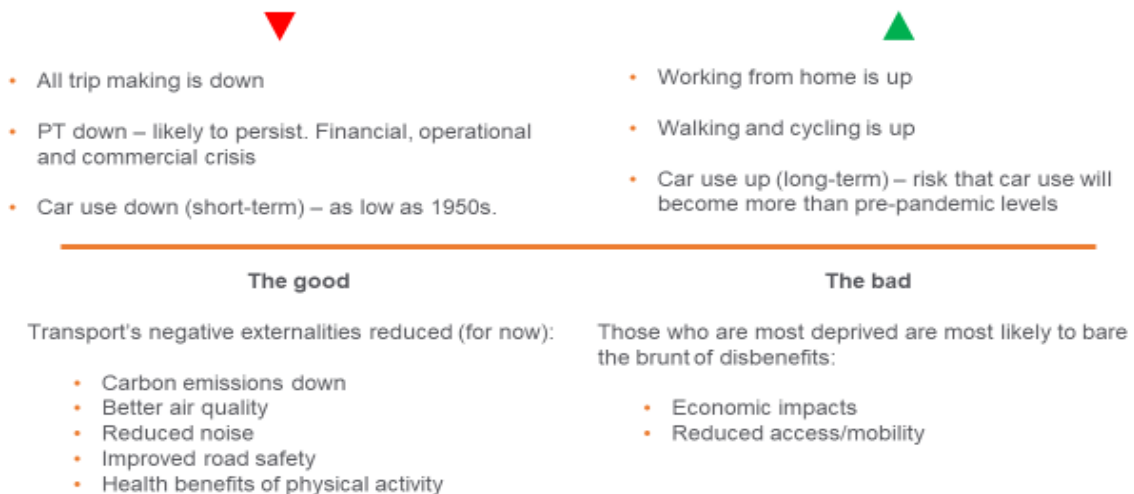
3.1 On 5 June 2020, TfWM reported to WMCA board on the impact that the lockdown has had on the transport system and outlined an approach to recovering the transport system with a particular focus on the importance of short-term planning as lockdown is relaxed. The report also highlighted that there was a need to account for longer term effects of the Covid-19 pandemic through the LTP review.



3.2 The Covid-19 crisis has seen unprecedented change in travel demand and behaviours. The immediate impact has been a general reduction in travel as a result of “lockdown”. This has had many positive aspects with improved physical activity, air quality, reduced carbon emissions and safer roads (notwithstanding particular issues with speeding) due to reduced traffic and more people walking and cycling.

3.3 In spite of the immediate reduction in productivity, large parts of society and the economy have continued to function with less travel activity as more people have worked from home, accessed more local shops/services/facilities where necessary, and businesses have adapted to help people access goods via home deliveries or collections. As people have spent more time in their local areas, community relationships have also strengthened.

The Covid-19 Impact



3.4 There is significant uncertainty as lockdown is lifted over how travel demand and behaviours may change, both in the immediate and longer term. TfWM has begun to model the travel demand impacts of some of the economic and social uncertainties on different travel modes over the next 18 months and beyond.

3.5 As noted above the behavioural shifts seen during lockdown have resulted in a number of positive and negatives outcomes. Some of these are likely to continue into the longer term, especially, where this delivers a business advantage – e. g. more working from home and less business travel but also where people have simply changed what kinds of discretionary trips they wish to make (e.g. preferring to visit green spaces over less essential shopping).

3.6 Whilst car traffic is rapidly returning to normal levels, the impact on public transport has been and continues to be significant. The implications of social distancing has required a very different message to the travelling public and demand has dropped. Whilst some demand has now returned and will continue to rise, the continuing requirements of social distancing will limit the overall capacity of the network to much below pre-pandemic levels. Beyond the pandemic, anxiety of using public transport is likely to persist and it may prove difficult to fully recover levels of public transport use.

3.7 These issues are creating major challenges. Public transport operators could be increasingly faced with a less sustainable financial situation. Services are being maintained through a combination of public subsidy and operator's finances. The situation is likely to continue for months and represents a threat to the vital role public transport plays in the West Midlands economy and society, and ultimately the future of the transport system.

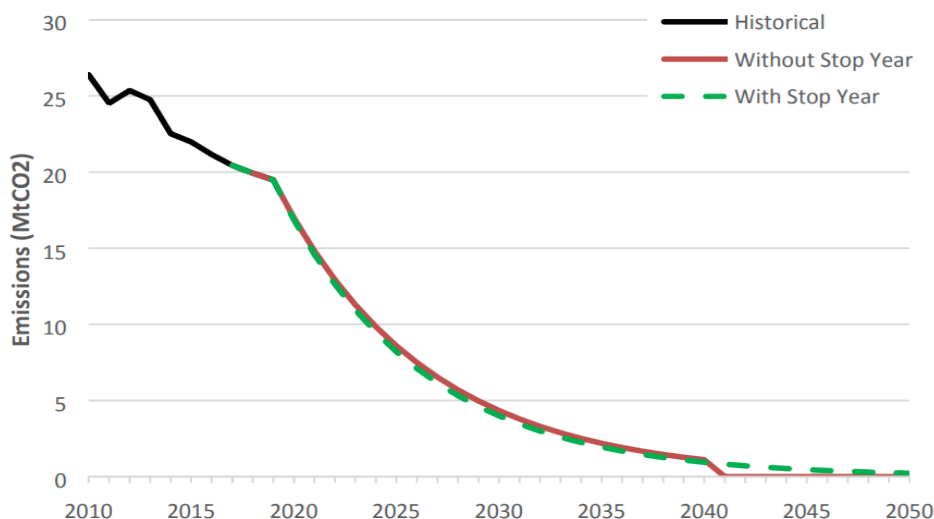
3.8 The UK is also facing a deep economic recession, which means travel demand will likely be lower than pre-Covid levels even as lockdown is relaxed. However, as the economy recovers travel demand will increase.

4.0 Transport as part of a fairer, greener, healthier recovery

4.1 Transport will play a key role in the West Midlands recovery from Covid-19. With support from Government, the acceleration of our investment programmes can help to deliver immediate impact in the real economy to help address the short-term risks of COVID-19 by creating and safeguarding jobs and strengthening regional innovation, competitiveness and resilience. But transport is also critical to supporting access for individuals, families and communities across the West Midlands to services and opportunities. This is particularly so for those who are likely to be worse hit by the impacts of the Pandemic - including many young, marginalised and vulnerable people who do not have access to a car.

4.2 On June 5th 2020 WMCA Board agreed that the recovery from the COVID-19 pandemic should be one that supports the ambition for a fairer, greener, healthier West Midlands and builds on those aspects of the crisis that enable a low carbon economy. WMCA Board also approved a programme of activity for an environmental recovery and the development of the first “5-year #2041 Delivery Plan” (to be the first of four) to deliver against the WMCA’s carbon budget. The budget requires cumulative CO₂ emissions up to the year 2100 to stay below 126MtCO₂ and includes a target of achieving a net-zero WMCA carbon account by 2041. There is also a corresponding a carbon reduction pathway (see below).

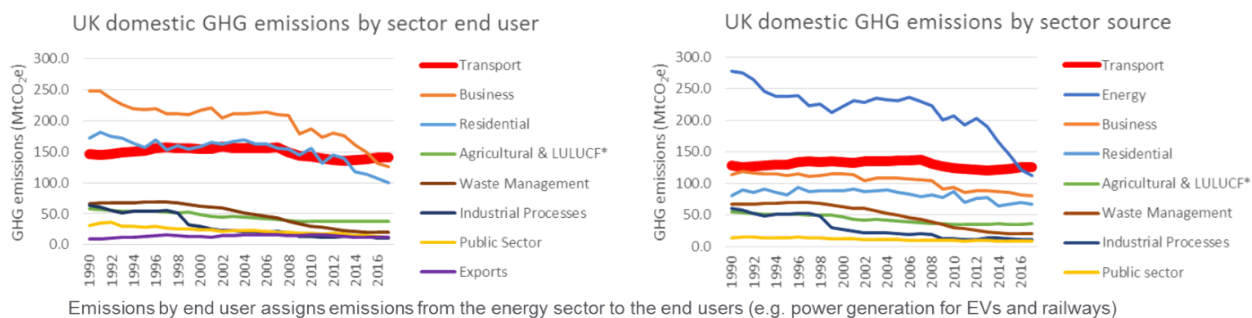
Energy CO₂ only emissions pathways (2010-2050) for WMCA premised on the recommended carbon budget



Note – options are stop year so zero emissions by 2041, or 5% emissions by 2041 and this continuing to reduce afterwards. Both approaches are compatible with the Paris agreement requirements. Our recommendation is a stop year by 2041.

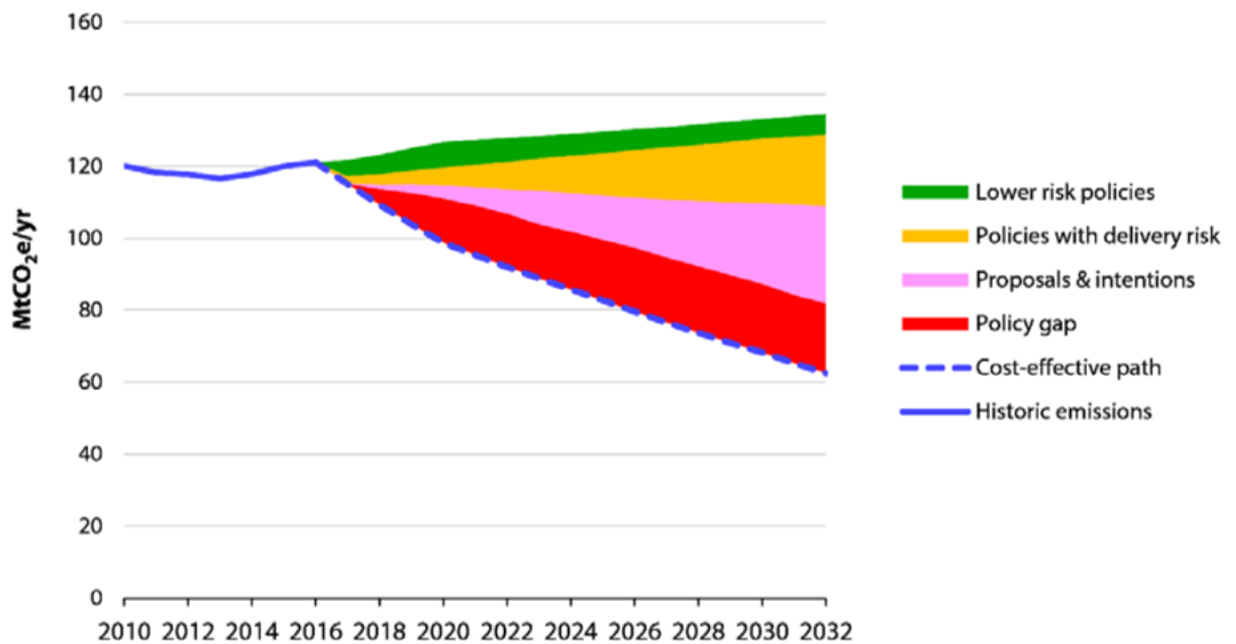
4.3 As we emerge from lockdown and move through the recovery phases there is an opportunity to deliver some lasting and sustainable improvements to the way people travel about the region and use this unprecedented opportunity and secure a fairer, greener, healthier West Midlands.

- 4.4 Equally significant is the opportunity to engage deeply with West Midlands residents over the scale of change to many aspects of life that is required to de-carbonise the transport system. Many have had opportunity to reflect on and experience new ways of living and working. Whilst many of the changes required to enable de-carbonisation and support climate change cannot be introduced before or during the lifting of lock-down, public consciousness of the potential for change is higher than ever. A large recent international poll by IPOS Mori identified that the majority of people in most developed and developing countries felt climate change remained at least as or more important than COVID-19.
- 4.5 In the short-term measures are being implemented that aim to lock in some of the positive behaviour changes and limit the number of journeys being made by private car, such as those supported by the Emergency Active Travel Fund. Unfortunately, as the Government eases lockdown restrictions and travel demand starts to recover and without full trust in the safety of public transport, there is a risk of a “high carbon rebound” from the Covid-19 pandemic.
- 4.6 On May 6th, the Committee on Climate Change (CCC) wrote to the Prime Minister urging a low carbon recovery from COVID-19. They outline 5 areas that should be expanded immediately (all of which appear in the regions plans):
- Investments in low-carbon and climate-resilient infrastructure.
 - Supporting reskilling, retraining and research for a net-zero, well-adapted economy.
 - Upgrades to our homes ensuring they are fit for the future.
 - Making it easy for people to walk, cycle, and work remotely.
 - Tree planting, peatland restoration, green spaces and other green infrastructure
- 4.7 In the CCC’s annual parliamentary progress report (published on 25 June 2020), they noted in relation to the immediate reduction in carbon emissions caused by the lockdown, *“The changes observed in 2020 are likely to be transient, as they do not reflect structural changes in the underlying economic, energy, transport or land systems. Emissions are likely to rebound in 2021”*.
- 4.8 Transport accounts for around a third of the UK’s Greenhouse Gas (GHG) emissions. The vast majority of national and local transport sector GHG emissions are from surface transport, and the majority of these emissions are attributable to passenger car travel. Car travel is the dominant mode of passenger transport in the UK and West Midlands, and is also the most “carbon intensive” – i.e. more carbon emissions per passenger mile travelled are emitted by car than other modes. Light duty vehicles and HGV emissions are also significant with sustained growth of light duty vehicle emissions having been observed since 1990 in line with the increased use of those vehicles.
- 4.9 Transport emissions have remained broadly stable over the last 30 years (with a dip during the prolonged 2008 recession and recovery) while other sectors have made more significant reductions. The transport sector is now the biggest contributor to national and local emissions as a sector (both as a source of emissions and end user see below). The CCC attributes much of the lack of progress in reducing transport emissions to insufficient progress in changing patterns of travel demand and the shift to larger personal vehicles, which has offset carbon reductions that should have been achieved by technological improvements to the fuel efficiency of internal combustion engines (ICES).



- 4.10 There is broad international consensus that we could have just 10 years left to limit extensive climate change. The Paris Agreement seeks to limit global warming to well-below 2°C (ideally no more than 1.5°C) by addressing GHG emissions but the UN's Intergovernmental Panel on Climate Change (IPCC) has warned that insufficient global progress is being made.
- 4.11 The UK Government, WMCA and its constituent authorities have committed to taking action to prevent global temperature rises (in line with the aims of the Paris Agreement made in 2015). The UK Government has statutory obligations under the Climate Change Act 2008 to reduce annual GHG emissions with an ultimate requirement to achieve a net-zero UK carbon account by 2050.
- 4.12 There are currently no statutory duties which explicitly require local government to reduce carbon emissions. However, local government does have a range of statutory functions that affect carbon emissions and statutes generally require local government to have regard to Government policy and guidance (including where this relates to climate change) as they execute their functions.
- 4.13 Making the progress needed to honour the Paris Agreement will require action across all sectors. Some may be able to make deeper cuts than others earlier/late. The CCC has previously recommended that actions are required to reduce GHG emissions from the transport sector by 48% by 2030 and that emissions from the sector would need to be near zero by 2050 for the Government to achieve its net-zero carbon account.
- 4.14 The CCC has outlined that Government policy, which has largely focussed on reducing transport GHG emissions through an accelerated shift to ultra-low and zero emission vehicles (as set out in Government's Road to Zero strategy), is insufficient and there is an "urgent need for stronger policies to reduce growth in demand for travel. There is a significant gap in transport policy.

Transport emissions and impact of the Clean Growth Strategy (2010 - 2032)



4.15 Broadly speaking policy aimed at reducing GHG emissions from transport could require a broader mix of measures than is currently identified or in the pipeline to achieve the following:

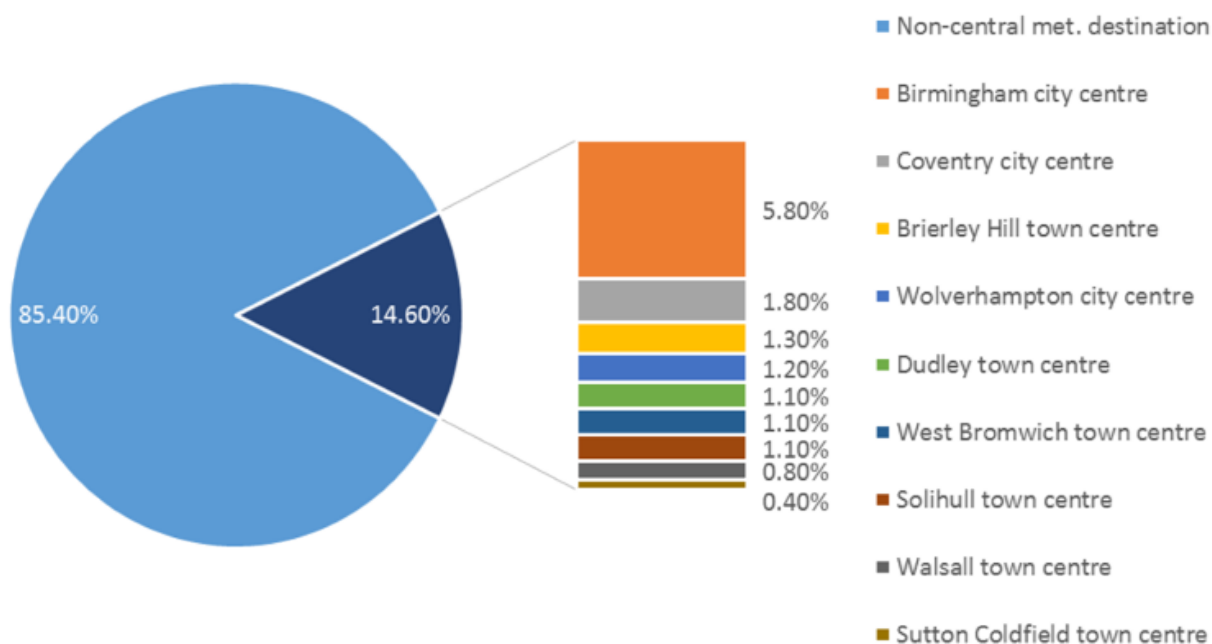
- Reduction in travel (reduced trip frequency and reduced trip distances);
- Mode shift to less carbon intensive means of travel – non-motorised travel, public transport, lighter vehicles;
- Replacement of ICE with lower emission technology i.e. ULEVs;
- More efficient driving;
- Reduced carbon emissions from construction and manufacturing processes for transport infrastructure (including vehicles); and
- An accelerated shift to renewable energy to ensure the shift to ULEV from ICE vehicles will not undermine efforts to reduce carbon emissions from the energy sector.

4.16 The current local transport plan has a stated ambition for a “shift in emphasis of travel in line with thriving, prosperous, attractive, large European city regions such as Munich, Stuttgart and Dusseldorf , where car use accounts for typically 35 - 45% of all journeys, compared to 63% in the West Midlands Metropolitan Area”. However, the overall effect of the actions that are currently being taken forward from MfG will not deliver such significant mode shift, or the reductions required in total vehicle miles travelled in our area.

4.17 The measures set out in the current local transport plan are primarily focused on redressing historic under-investment in transport; increasing sustainable transport capacity through a rail and rapid transit network integrated; improved local bus networks; and the creation of a strategic cycle network alongside core walking zones. This is supported by measures to improve existing capacity, such as improvements to pinch point junctions. Movement for Growth also raises the need for a West Midlands wide parking policy.

4.18 These actions will help maintain access to growing congested centres as population increases and improve the ability of people to access opportunities in city and town centres across the region by public transport. However, these actions in isolation will not generate the levels of behaviour change required to meet climate change commitments. Car is dominant because the conscious design of the transport system for other modes is focused heavily on access to centres, especially for peak commute times, and this is where the majority of travel is NOT to or from.

People travelling by car in the AM peak to centres vs. other destinations



4.19 Where climate change is concerned it doesn't matter where or when carbon emissions are produced; unlike congestion, any mile travelled at any time in any place is just as important as any other. In particular it should be considered that:

- Over 85% of car trips in the AM Peak are not to or from city and town centre locations which the public transport network is primarily focused on and designed to serve, either as destinations in their own right or as interchange hubs for a wider range of origins and destinations
- Shopping and leisure trips are the most frequent trips. Most miles are travelled for leisure purposes.
- Most passenger travel occurs in the daytime inter-peak period.
- Efforts to generate modal shift to active travel typically focus on shifting shorter journeys (under 5 miles). Whilst trips under 5 miles account for most trips, they account for a relatively small proportion of total distances travelled.
- 34.5% of UK GHG emissions from surface transport are emitted by HGVs and light duty vehicles despite only accounting for 18.4% of miles travelled per year in our area.

4.20 There is a real challenge facing the management and use the transport system. Various research highlights the scale of change which could be required:

- Provisional work carried out by the Tyndall Centre has found that even if all new cars were ULEVs by 2035, a 58% reduction in UK car mileage between 2016 and 2035 would be needed for car CO2 emissions to fall to an extent consistent with the Paris Agreement.
- Analysis supporting TfGM's 5 year environment plan, which aims to set out change in Greater Manchester's transport system required to comply with the Paris Agreement, suggests the following high-level targets for TfGM by 2025:
 - 63% of all vehicles to be ULEV, 82% of buses to be ULEV, 82% rail electrified; and
 - 6% shift from car to public transport and active travel, 25% reduction in remaining car miles driven per person; and
 - 10% reduction in road freight emissions.

4.21 The impacts of climate Change could also have a disproportionate impact on the most vulnerable who would be less able to adapt to its impacts. Covid-19 has also exacerbated many already underlying inequalities, which disproportionately have affected certain groups. These groups are less likely to own a car, more likely to be on a low income, more likely to live in more deprived areas and be more reliant on public transport compared to higher income groups. A high carbon recovery will further exacerbate these issues.

4.22 Specific actions set out in the current statutory transport plan are not wrong, but as the local transport plan is reviewed and policy options are considered, far more emphasis and weight will need to be given to additional and complimentary policy and actions. These will need to support a rapid reduction in transport carbon emissions whilst ensuring benefits from the positive actions that need to be taken are enjoyed by all and that people and communities are not left behind. Additionally, there will be a need for much closer alignment of land use, energy, skills and health planning.

5.0 Public Attitudes

5.1 It is clear that things will not be the same as the region recovers from the pandemic, so what we do next will be very important. Whilst transport is a "means to an ends" the transport system also shapes what is possible and impacts on the people and places around it.

5.2 Covid-19 has given us a new perspective on what our economic, social and environmental priorities are and the sort of changes that are possible. There is an opportunity to reshape strategy; not just to try to emerge from the economic crisis as quickly as possible but to seek to emerge in a better direction.

5.3 To illustrate the appetite for this, TfWM has undertaken surveys of public attitude during the crisis. From over 6,000 responses the key sentiments from the survey were that people wanted to see change/ learn lessons to keep:

- cleaner air (81%) and
- reduced traffic on roads/ reduced car use (75%), f
- a better work/life balance (67%).

Further information on the survey responses is provided in Appendix 1

- 5.4 The sentiments were also echoed in the smaller number of responses to the consultation on the draft WMCA #2041 green paper. This highlighted that respondents felt that reducing road traffic and supporting more walking and cycling more was one of the most important actions that the region could take to tackle climate change.
- 5.5 Businesses are also suggesting that the pandemic has demonstrated that climate change is more important than ever. Covid-19 has dramatically highlighted what happens when countries and businesses do not prepare for long-term resilience, prioritising instead short-term considerations.
- 5.6 The review of the statutory transport plan represents an opportunity to consider how the region can deliver on its aspirations for a “fairer, greener and healthier region” through the Authorities ability to exercise their statutory powers and investing public resources. It is also an opportunity to influence other public authorities (including UK Government) to do the same.

6.0 Five Motives for Change

6.1 Work has already started to review the Local Transport Plan, including evidence base research and workshops with stakeholders to start to develop a case for change for our transport system.

6.2 From this **Five Motives for Change** have been developed:

- **Climate emergency** – to reduce carbon emissions that are emitted by transport in the West Midlands; honouring our commitments to do our bit to prevent climate change as part of global efforts to ensure future generations can prosper.
- **Transport inequality** – to create a West Midlands where access to opportunity and the affordability of travel is equitable and people are protected from the negative impacts of other people’s travel choices.
- **Supporting local communities and places** – to redress travel and traffic’s impacts on relationships in local communities, to enable streets to offer wider and more valuable functions than just transport and to support better local amenities and services.
- **Physical inactivity** – to create a region where people can live actively so that they have more time to spend with the people with whom they love doing the things they enjoy, and where businesses have access to a healthy and productive workforce.
- **Sustaining economic success** – to ensure people are able to access that which meets their economic and social needs and ambitions through better use of land, telecoms and sustainable transport, and to create the transport market that supports and encourages our world leading innovation in sustainable transport products and services and enables them to thrive.

7.0 Next Steps

A Short-term Interim Transport Recovery Plan

7.1 It is proposed to develop an interim transport plan for the region setting out the short and medium -term actions the region is taking and can take to support a low carbon, green recovery from the pandemic. This will include setting out where we can bring forward potential actions which will continue to address the challenges and opportunities already identified. This will build on the recovery plans developed by Transport for West Midlands and action plans adopted by Local Authorities partners, such as the Emergency Birmingham Transport Plan and Wolverhampton’s A Step in the Right Direction.

- 7.2 In developing the measures in the plan we will use the data and intelligence on the transport network which we have collected, shared and analysed over the last three months which provides insight into key issues and the attitudes and behaviours of the public and businesses.
- 7.3 As noted a range of activity is already underway, including through the Emergency Active Travel Fund and eScooters pilots, but we will aim to identify where further regional co-ordination and collaboration can enable further action to:
- Provide travel that is safe and secure
 - Get workers and businesses back up and running (where safe)
 - Support travel to schools and keeping children and families safe
 - Keep the clean air, reduced carbon emissions and physical exercise
 - Support a green economic recovery
- 7.4 The plan will be developed by TfWM in partnership with local authorities and it is anticipated that this will be ready for launch later in the summer.

Reviewing the statutory Local Transport Plan

- 7.5 A mini prospectus for the proposed Green Paper is attached at Appendix 2 which will be used as the framework to stimulate engagement and recruit people to a conversation as we develop the full Green paper. The intent is to build on existing and on-going large-scale attitudinal surveys and hold deeper dive engagements with people from across the region. This work will require TfWM to work with local authorities and across other relevant policy areas.
- 7.6 In reviewing the statutory LTP with our Local Authority colleagues, TfWM aims to:
- support WMCA and partners to develop a new vision for a green and inclusive transport system;
 - work with stakeholders across the seven metropolitan districts/boroughs and the wider region to evolve this vision to cover the diverse places across our region and ensure alignment of transport, land use and economic plans;
 - identify the changes to the movement of goods and people that would align with a green and inclusive vision for transport; and
 - identify the actions that could / should be taken by government (locally and nationally) that are required to drive these changes - including those that are not driven by the local authorities' statutory functions as local transport, highways, and traffic authorities – this will continue to shape, inform and influence our thinking around further devolution.
- 7.7 Alongside the next steps for the WM2041 strategy document it is proposed that engagement begins to take place with key stakeholders including Leaders, relevant portfolio holders and Chief Executives as part of building understanding of the challenges and to support collaboration and coordination around strategy and delivery. This will seek to establish the appetite for travel behaviour change, new transport technology adoption and service development, flexible working, and uptake of consumer, freight and logistics behaviours in the West Midlands in a post COVID world.

7.8 Building on this engagement, it is suggested that TfWM consult on a 'Green Paper' and series of topic specific sub-papers later in 2020. The purpose of this will be to open a conversation with the public and business and to raise awareness on the challenges we face and how we can respond to them and highlight examples of how these are being considered and addressed elsewhere. Consultation will be both conventional mass communication and deeper drive workshops, on-line community engagement and market research activity. The work will not aim to propose the specific policies for transport for the west midlands, but instead would seek views, opinion and start a conversation on what our future strategy and policies could look like. It will be supported by a programme of deeper sentiment and attitude research.

7.9 The feedback from this process will then be used to inform a draft transport strategy (which would form a component part of the LTP) which will be developed with our local authorities. It is proposed to undertake formal statutory consultation on the draft strategy and LTP in summer 2021.

8.0 Steering & Governance

8.1 It is proposed that the newly established Strategic Transport Board (lead by the WMCA's Portfolio for Transport and comprised of the transport portfolio holders of the seven metropolitan district/borough councils) will provide the Member direction to this work. It is proposed that this group will be responsible for agreeing the decisions and actions around the interim transport plan, Green Paper and on the development of the refreshed local transport plan which would ultimately be approved by WMCA Board.

8.2 The Strategic Transport Officers Group (STOG) is well established and meets monthly, providing the opportunity to share and shape the progress of work and ensure co-ordination and development of the transport plan in tandem with local authority transport and wider policy agendas. STOG will support and advise TfWM and the Strategic Transport Board with regard to these matters.

9.0 Financial Implications

9.1 There are no direct financial implications of this report. Any specific workstreams which form part of the LTP will need to be fully costed, reflecting both initial capital or development expenditure and ongoing costs as well as any financial savings which will be generated. It is also essential that the Region optimises use of specific funding being made available to promote more sustainable travel across the Region.

10.0 Legal Implications

10.1 As this report sets out there is a statutory duty to produce and maintain a local transport plan. The report details how it is proposed to refresh the plan in order to maintain compliance with this duty under the particular circumstances in which the Region and the Country finds itself.

11.0 Equalities Implications

11.1 Aside from the general transport inequalities (of access to places, affordability of travel and impacts of transport on people and places) referenced in the body of the report that the LTP review will seek to redress, the Covid-19 pandemic represents new challenges for inclusive growth in the short-term and risks exacerbating current issues in the long-term. The following should be considered in developing a response to the covid-19 pandemic that aims to deliver inclusive growth:

- People are affected differently by the health impacts of coronavirus – The coronavirus tends to result in more serious symptoms in older people, black and ethnic minority people and people with pre-existing medical conditions.
- People are and will be affected differently by the coronavirus lockdown measures and subsequent lifting of it. This will depend on personal circumstances and Government's strategy for applying/releasing lockdown measures. Working from home will not be possible for many. Those with children are likely to face greater challenges with balancing their childcare responsibilities and work. Whilst some may be able to drive, cycle or walk to minimise exposure to infection, there are many who rely on public transport who are likely to be disproportionately affected by the restrictions on public transport in this period. Generally, bus users will be more vulnerable than train users as car access is much lower in the former group than the latter and train users tend to work in occupations where working from home is more likely to be viable.
- People will be affected differently by the economic impacts of the coronavirus – the West Midlands, along with many other places, is set to experience a new economic recession. As with any economic recession, particular groups will be at greater risk to these impacts.
- People facing the greatest deprivation are experiencing a higher risk of exposure to COVID-19 and existing poor health puts them at risk of more severe outcomes if they contract the virus. The government and wider societal measures to control the spread of the virus and save lives now are exacting a heavier social and economic price on those already experiencing inequality. The consequences of this action, and the economic recession that is likely to follow, risk exacerbating inequalities now and in years to come.

11.2 As we move from crisis management to recovery, our transport policies will need to take into account the evolving inequalities as well as the need to address the established shortcomings of our transport system.

12.0 Inclusive Growth Implications

12.1 As noted Covid-19 has exacerbated many already underlying inequalities – be it socioeconomic or health. As more evidence comes to light, it demonstrates how vulnerable groups are suffering more – the impacts of which are then further exacerbated as we move into recovery and as we then seek to tackle climate change. This will present a significant challenge for delivering Inclusive Growth and there is a need to consider how best to use existing tools such as the Inclusive Growth Toolkit through the review of the Local Transport Plan, to ensure all WMCA activity drives more inclusive and sustainable growth.

13.0 Geographical Area of Report's Implications

13.1 The WMCA exercises transport powers overwhelmingly in respect of the area covered by its constituent authority members, however, there is significant interaction with the wider area. The health and performance of the transport system in metropolitan area has a profound impact on the wider area and vice-versa. Deep engagement with surrounding Local Transport Authorities and with Midlands Connect will be essential. Additionally opportunities to align policies and timescales with surrounding Local Transport Authorities will be explored, especially noting that transport does not stop or start at administrative boundaries.

14.0 Appendices

- 14.1 Appendix 1 –Covid-19 Travel Survey Briefing Note
- 14.2 Appendix 2 – WM Local Transport Plan Review – Local Transport Plan Review Prospectus/Visioning Document.