



Transport for
West Midlands

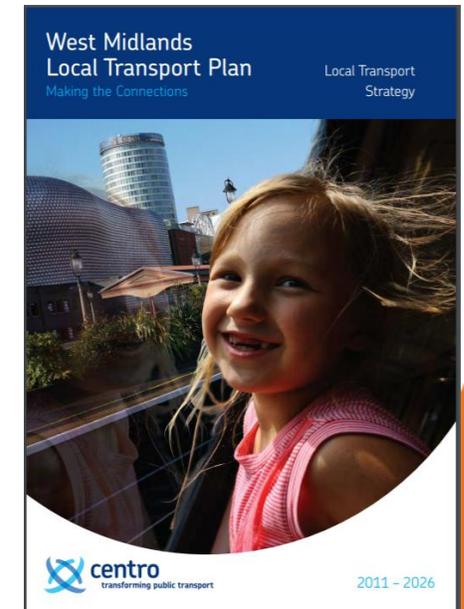
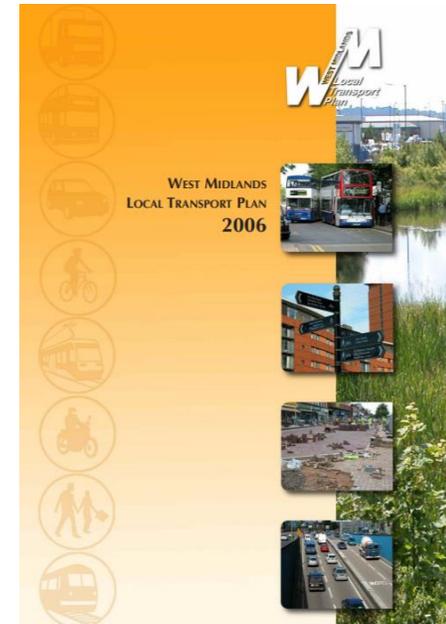
Developing a new West Midlands Local Transport Plan

What is the Local Transport Plan?

Local Transport Plans (LTPs) are public documents that set out the local transport authority's policies, strategies, objectives and targets for improving transport in their communities

- inform the development of our policies on local transport
- Inform and support policies on land use and place-making
- inform decisions on capital funding for local authorities;
- monitor the delivery of objectives and targets.

'Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, environmental objectives and better local economies . Where transport fails, these aspirations are put at risk.'



Movement for Growth

LTPs must contain:

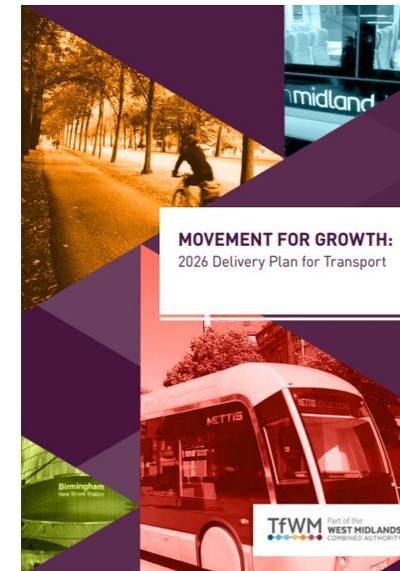
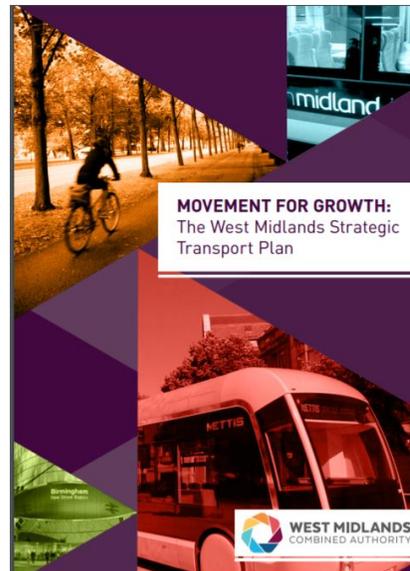
policies
(referred to as strategy)

implementation plans (proposals for
delivery of policies within the strategy)

TfWM published:

MfG strategic plan
Dec 15

MfG 2026 DP
Apr 17

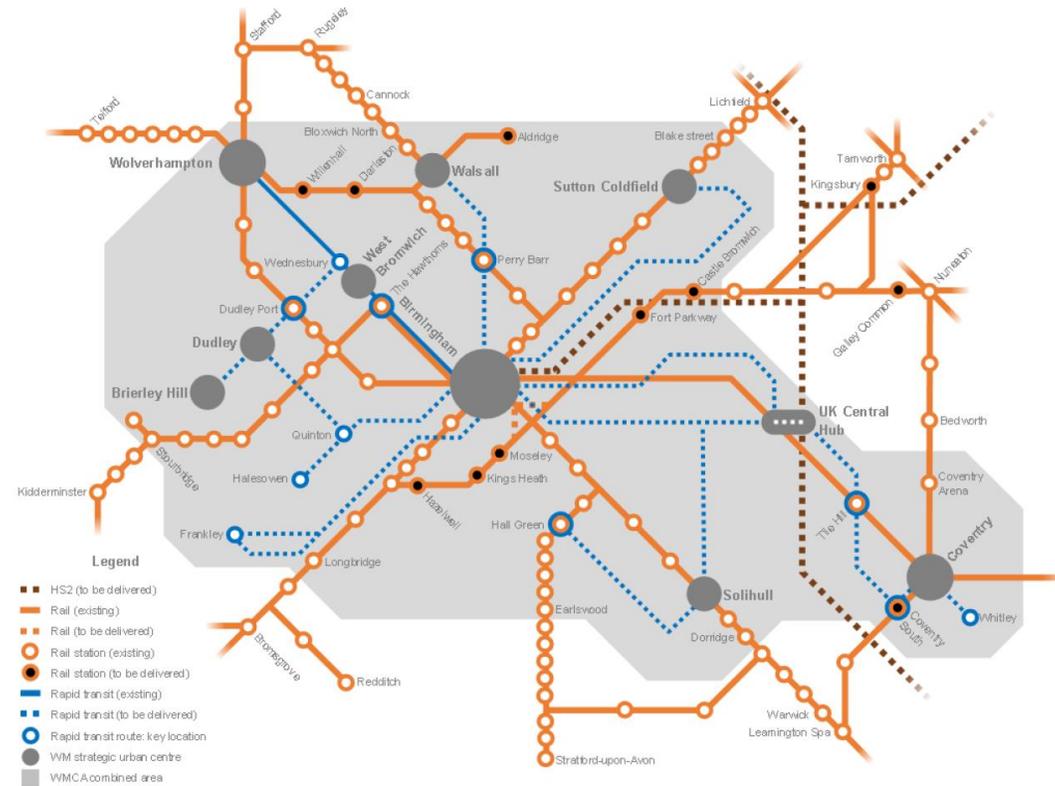


WMCA and the 7 LAs have duties to use their functions (all) so as to deliver that plan.

Movement for Growth

An ambitious programme

- MfG was instrumental in establishing the 30 year £8bn Investment Programme (with £36.5m p/a gainshare grant)
- Since then WMCA has also secured:
 - £321.5bn TCF
 - £350m Housing Deal
 - £20m WM Future Mobility Zone





Key changes since MfG (strategy) was published

- **New Mayor and mayoral elections**
- **Changing social priorities**
- **Brexit**
- **Devolution and powers**
- **Funding**
- **Scheme development and delivery**
- **Future of Mobility**
- **Local plans**
- **Cultural successes (CWG and City of Culture)**
- **Supra-WMCA Partnerships (WMRE, MC)**
- **TfWM policy development**
- **WMCA and TfWM organisational improvements**
- **Climate and Air Quality Crises**
- **Covid-19 Pandemic**

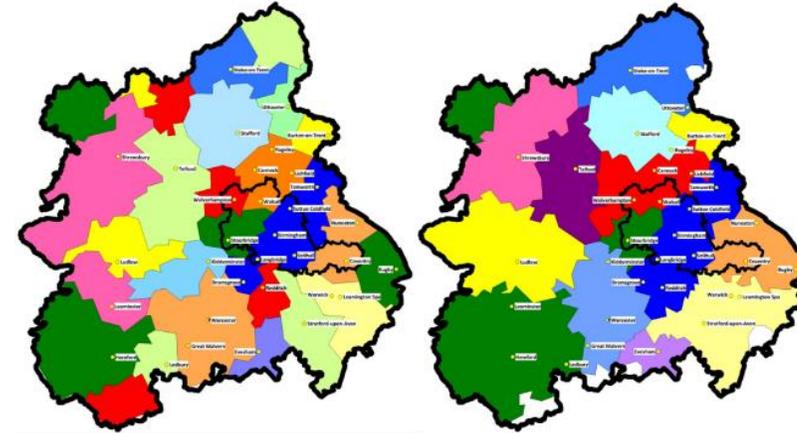
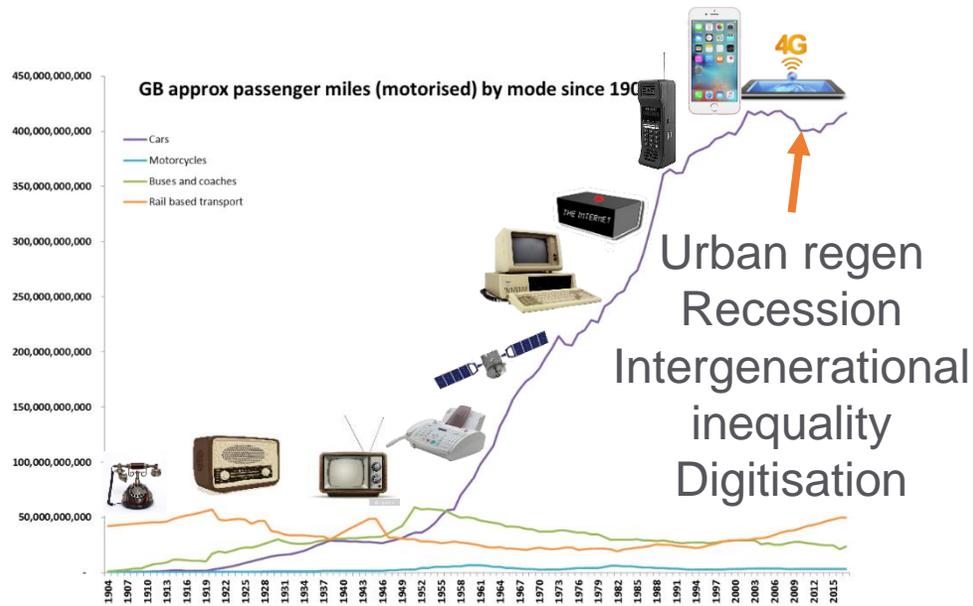


Transport for
West Midlands

The Story for a new LTP

Where we've come from and where we are

Key Message: Technology has modified why and how we travel but not really reduced the need/desire to travel. Technology alone will not fix the future.
Travel to work areas in the West Midlands



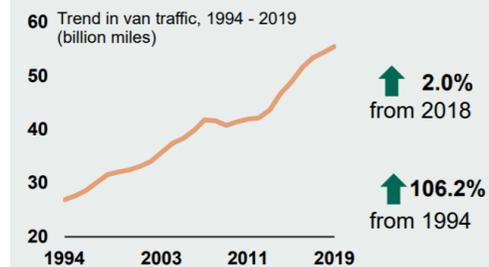
1978

2011



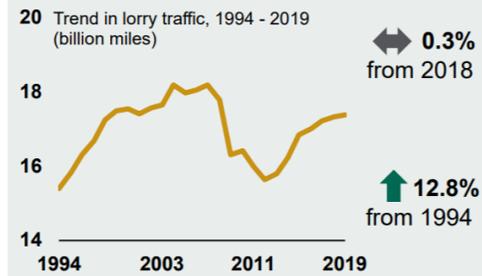
Vans (Light Commercial Vehicles)

16% of motor vehicle traffic

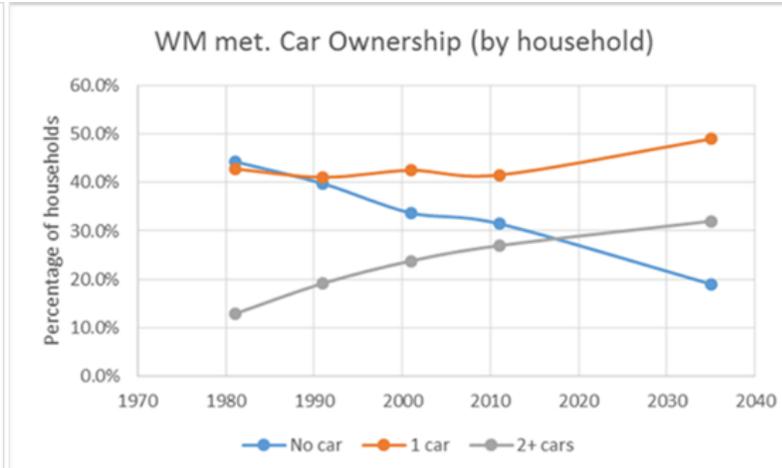
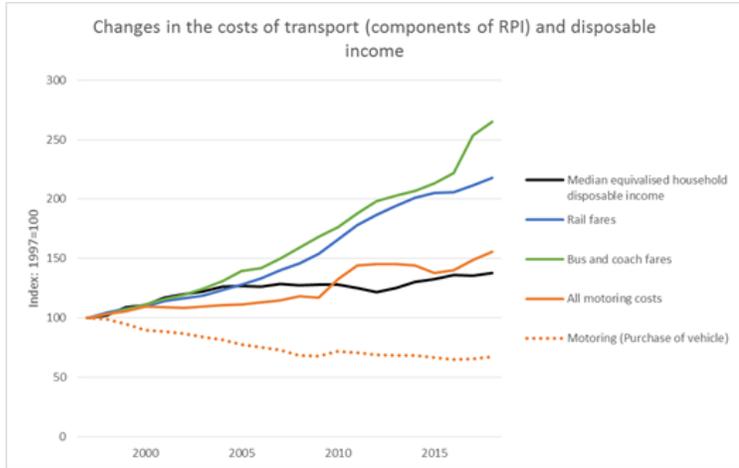


Lorries (Heavy Goods Vehicles)

5% of motor vehicle traffic



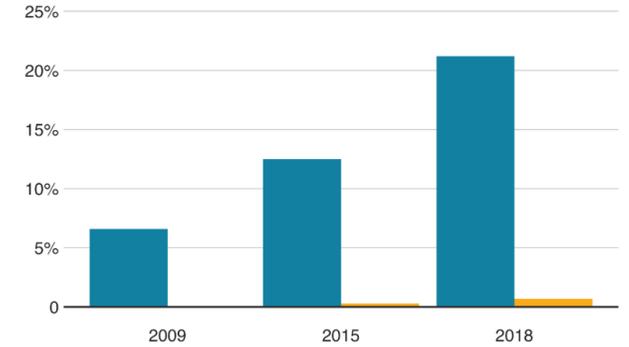
Where we've come from and where we are



Growth in SUV and pure electric sales

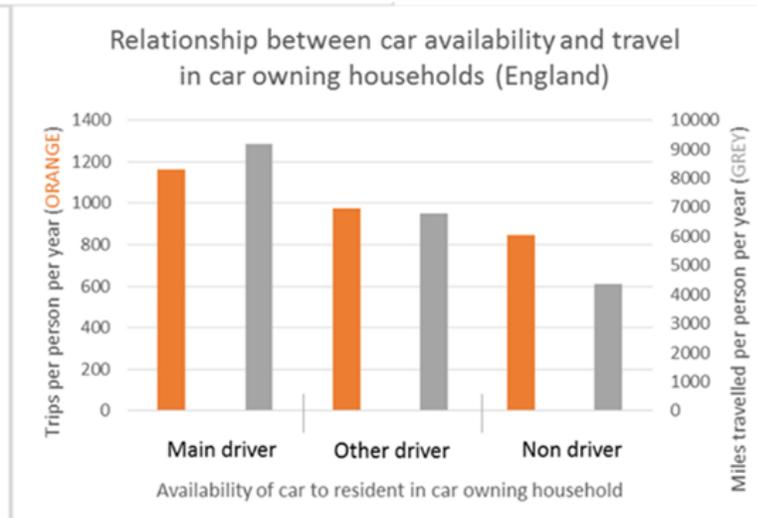
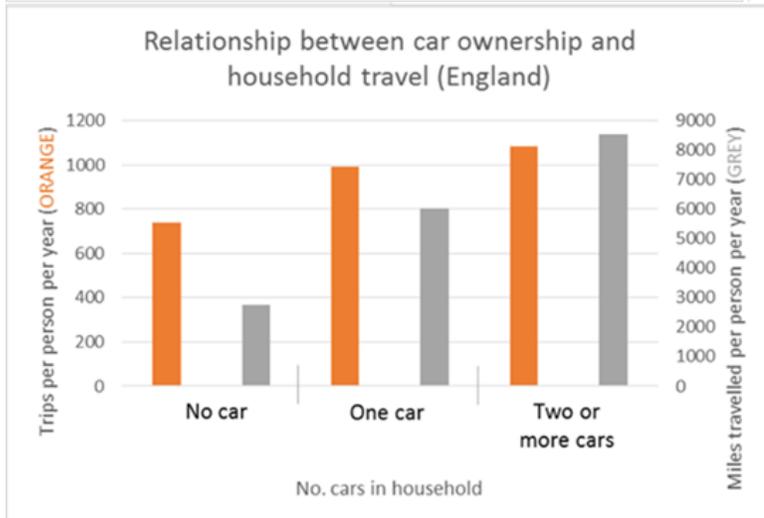
Percentage of new cars sold in the UK

■ SUVs ■ Pure electric vehicles



Source: UKERC

BBC



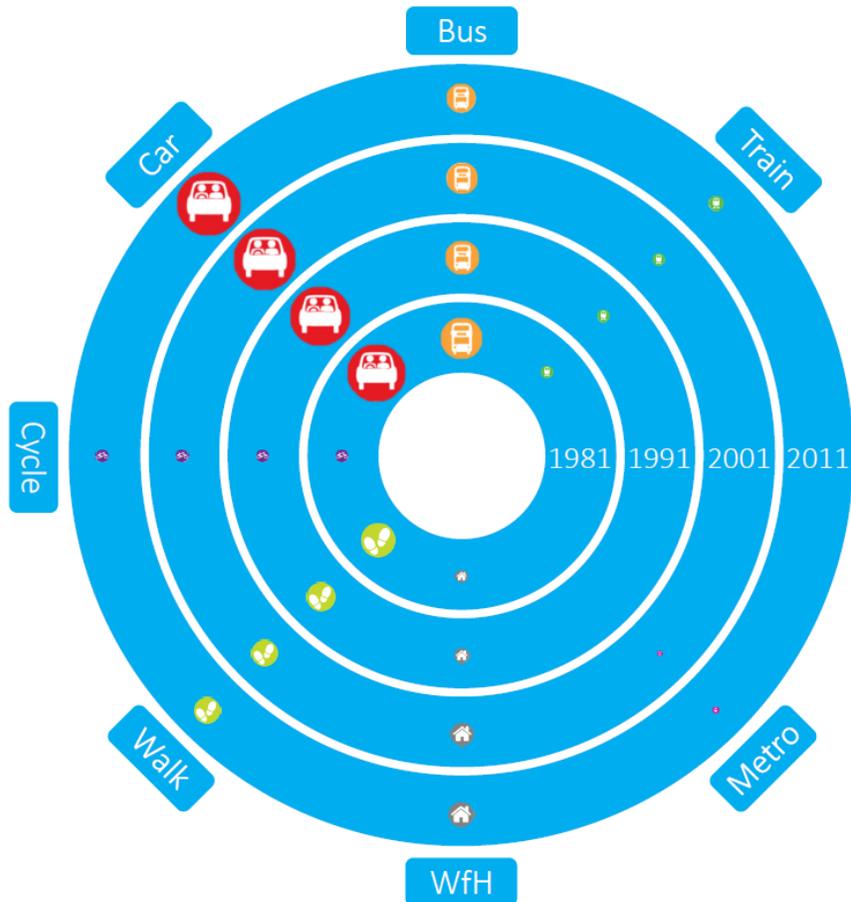
Most popular EV

New Mini SUV!!

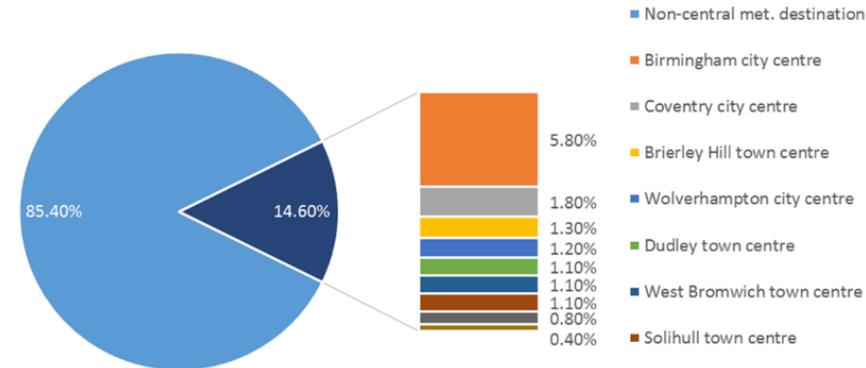
Where we've come from and where we are

Key Message: Mass transit investment is critical and will remain so, but isn't alone going to solve the problem. We need better alternatives for travel all over our region; not just to/from city centres

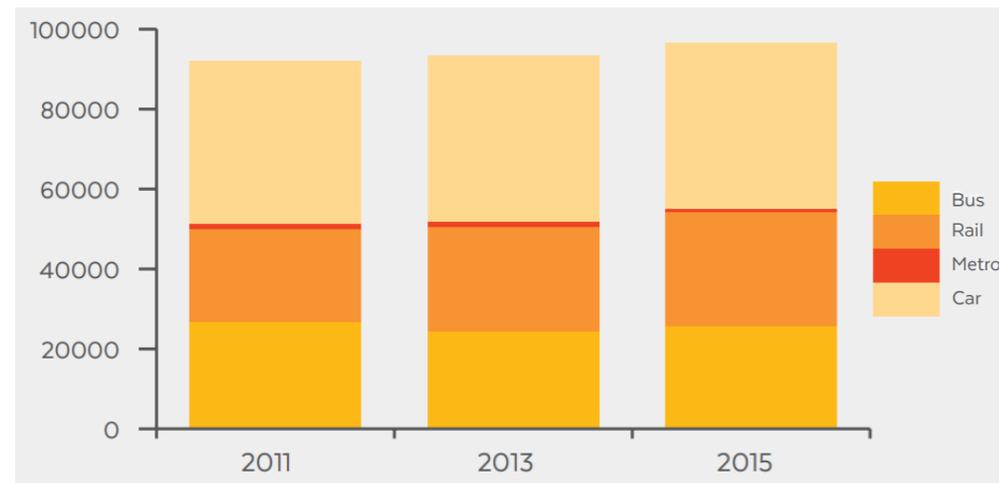
West Midlands (all day)



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



Birmingham City Centre (peak)



Are we heading in the right direction?

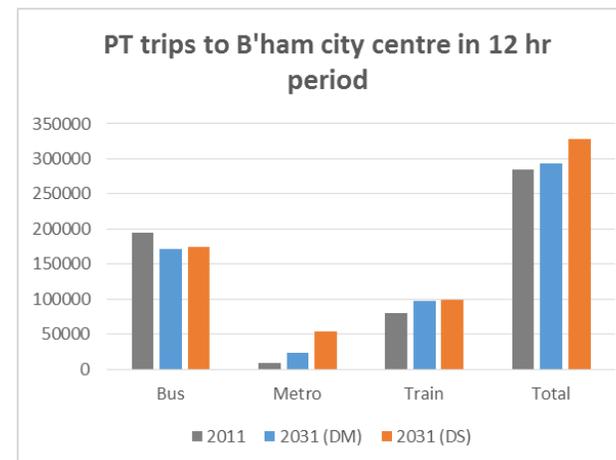
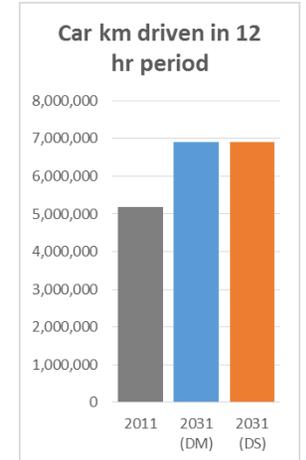
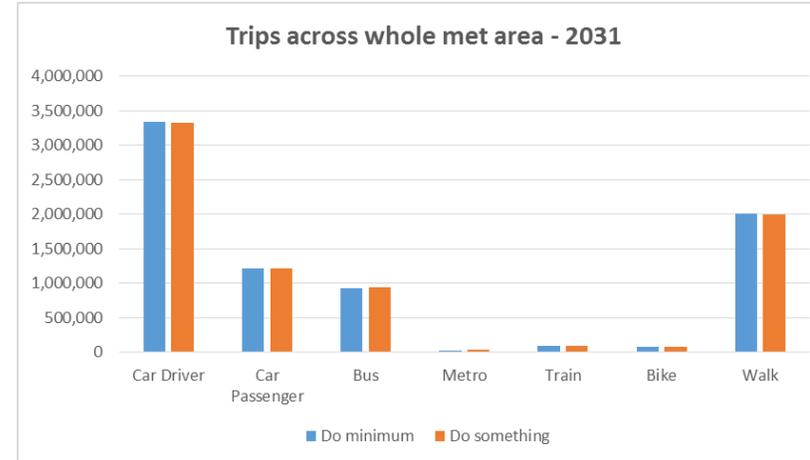
Our current focus is on specific places:

- Congested roads
- Centres
- Particular corridors where PT / active travel investment occurs.

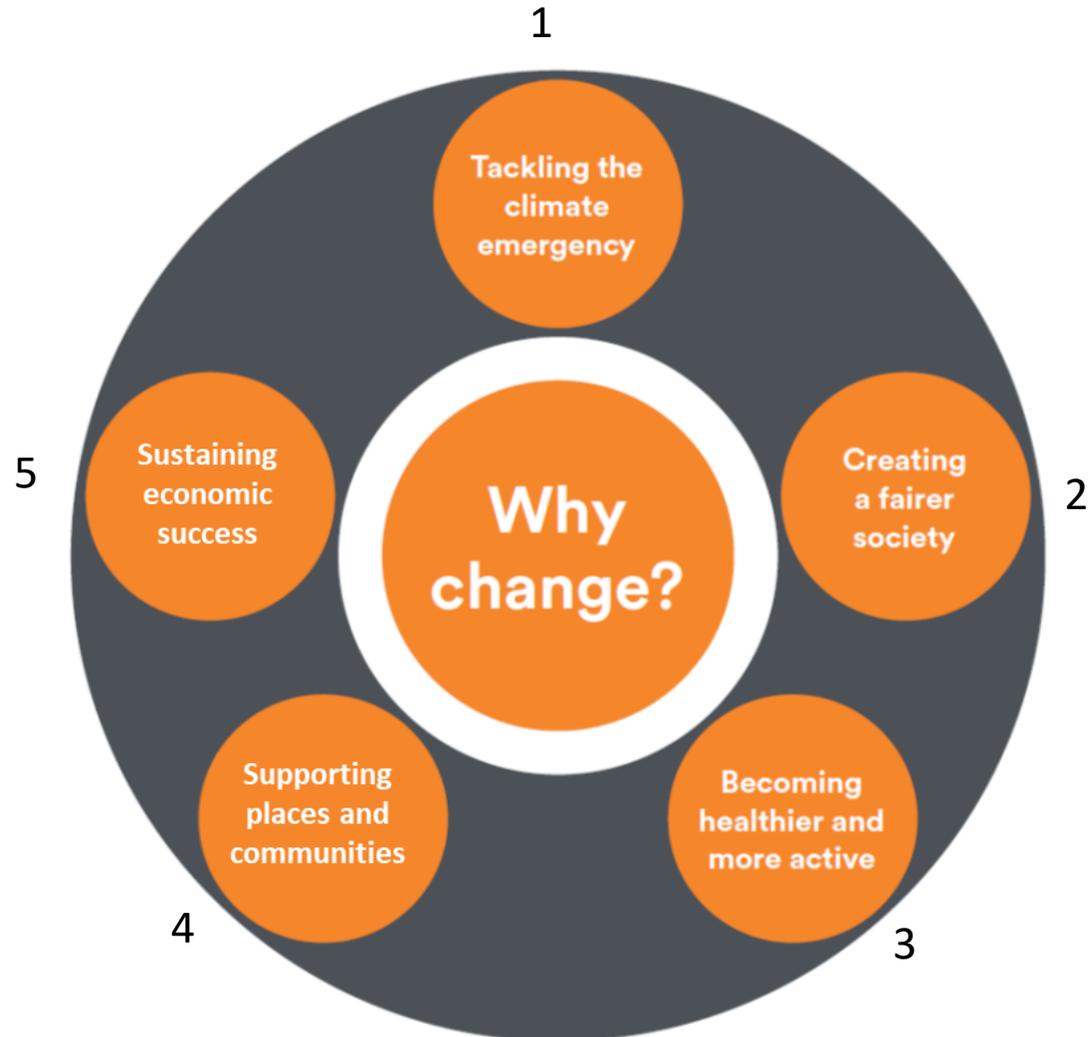
We can have a big effect in these specific places, but when you step back and take a region wide perspective, we're not going to have a significant effect.

This means:

- We're not addressing carbon emissions effectively;
- We're not "levelling up" those who are disadvantaged to have fundamentally more equitable access to opportunity;
- Traffic's impacts on local neighbourhoods and streets, and physical activity continue to worsen; and also
- Traffic to many centres isn't going to improve, but it might get "no worse".

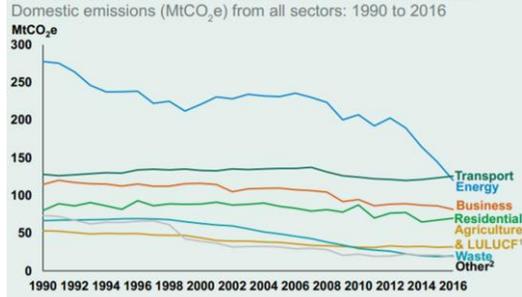


Our Motives for Change

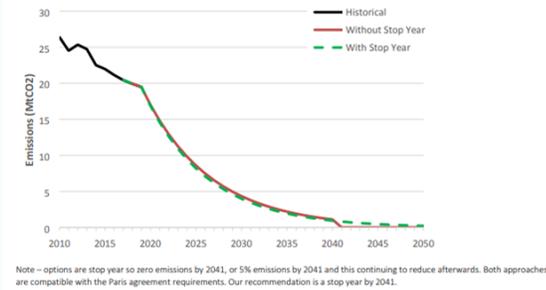


Tackling the climate emergency

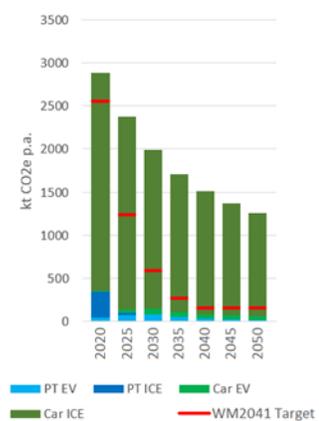
UK domestic greenhouse gas emissions [TSGB0306](#)



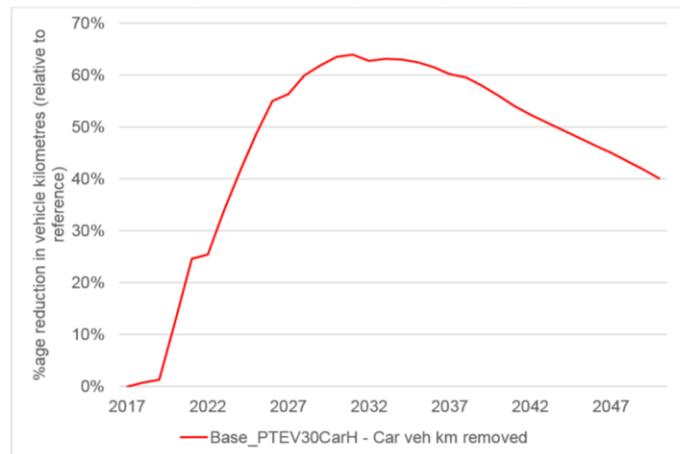
Energy CO₂ only emissions pathways (2010-2050) for WMCA premised on the recommended carbon budget



Passenger transport emissions for Baseline scenario assuming full PT electrification by 2030 with high EV car uptake, with WMCA decarbonisation target at 5 year intervals



Vehicle kilometre reductions (relative to reference) required to achieve the WMCA target for the Baseline scenario assuming full PT electrification by 2030 with high EV car uptake.



Key Message: Significant rapid change to transport is essential if the climate emergency is to be addressed.

- WM2041 is a unilateral target we adopted to show leadership. We must try to reimagine transport to show that decarbonisation at the pace needed is possible.
- At current pace of emissions we will burn through carbon budget **in just 7 years**. The more we delay, the more difficult it becomes.
- Transport is the biggest source. Most is cars then HGVs and LGVs. Transport carbon hasn't reduced in 30 years of trying. Growth in population, increased affordability of cars, increasing power and weight of cars.
- “Zero (tailpipe) emission technology” and decarbonising is critical in the long term, but won't reduce carbon in the next 7 years.
- We have to reduce the energy we're using for transport. Equivalent to 58% reduction in car mileage...

Creating a fairer society

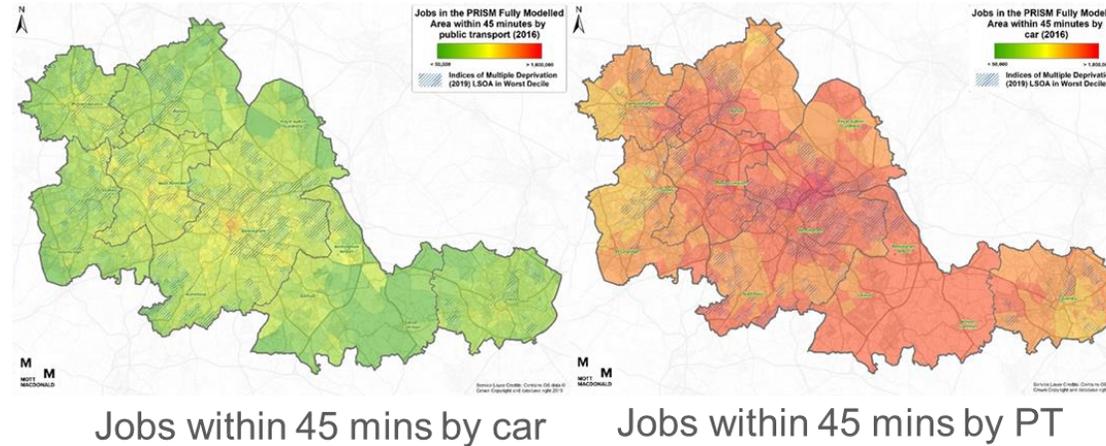
Key transport barriers

The inaccessible locations of many key services and activities (including jobs)

The availability, physical accessibility and cost of transport

Personal safety concerns (crime, antisocial behaviour, road safety)

Limited travel horizons (willingness to travel longer distances)

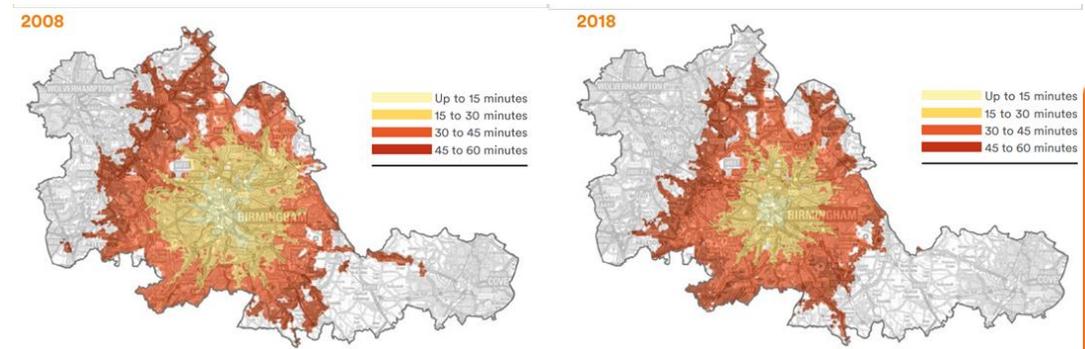


1 in 4 households don't have a car

Most households with car don't have 1 per adult.

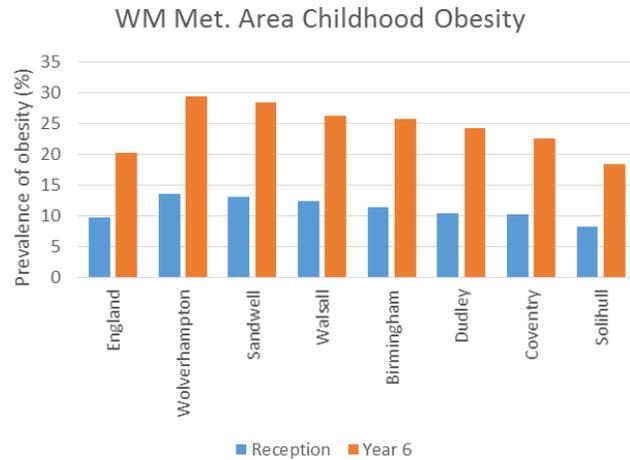
Systematic inequities in which households have cars and who within households has access.

Not possible to close gap by improving PT and active travel. These improvements represent marginal closing of gap.



The negative impacts of transport disproportionately fall on particular groups/people and are disproportionately created by others. Affluent create impacts, deprived bare the brunt.

Becoming healthier and more active



The percentage of adults who are physically inactive/not taking part in physical activity.



Graph 1: the number of people in the WMCA 3 LEP geography by gender, age, disability, ethnicity and socio-economic grouping. Black Country Consortium 2017. Sports England, Active People Survey 10, December 2016* denotes Incomplete Data

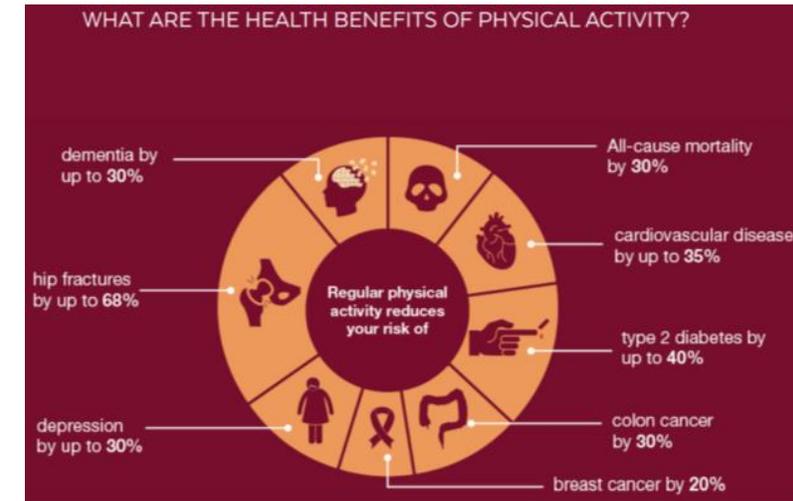
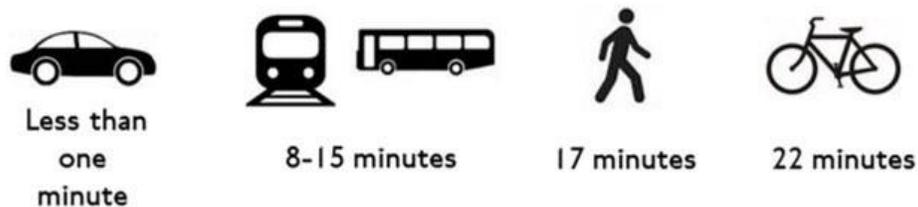


Figure 20 Amount of time spent active on an average journey by mode



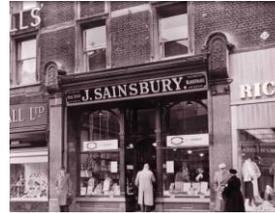
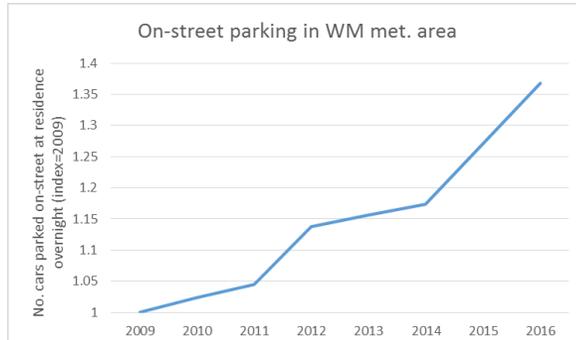
Source: London Travel Demand Survey 2012/13 – 2013/14 (TfL)

Changes to the way we travel and work mean we're much less active. Children today may be least active ever.

It's not just that travel patterns have changed (making active travel less viable); the urban environment has changed so as to deprioritise active modes and traffic and parking has made active travel less safe.

People feel like they would have less time if they gave up the car. But as a consequence they either have to spend extra time exercising or lose quality time through shorter healthy lives.

Supporting Places and communities



Skipton Building Society Sustainability Report

68%	Consider neighbours as strangers
67%	Admitted that days passed without seeing others living on the same street
73%	Don't know their names
51%	Don't know the names of the children next door
84%	Don't participate in any local events
40%	Felt no sense of pride about where they live

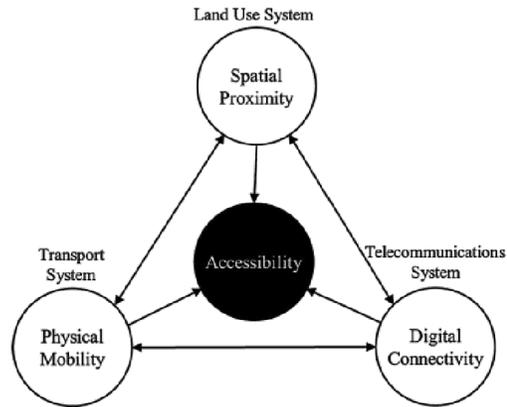
More time spent travelling further away and online, has meant less time strengthening local community and economy.

Transport dominates places and reduces the wider utilities of streets.

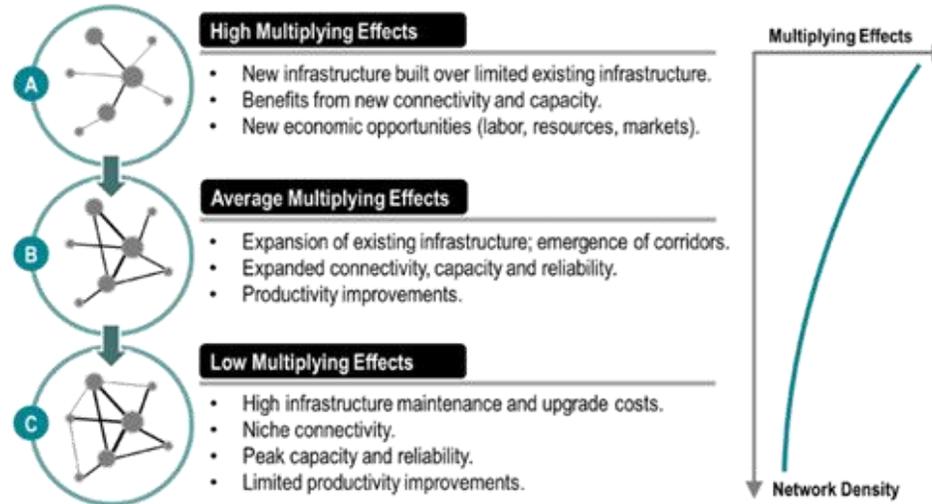
We can:

- Help reclaim places from transport,
- Improved sustainable access to local facilities and amenities,
- Use transport services to support revitalisation of local centres.

Sustaining Economic Success

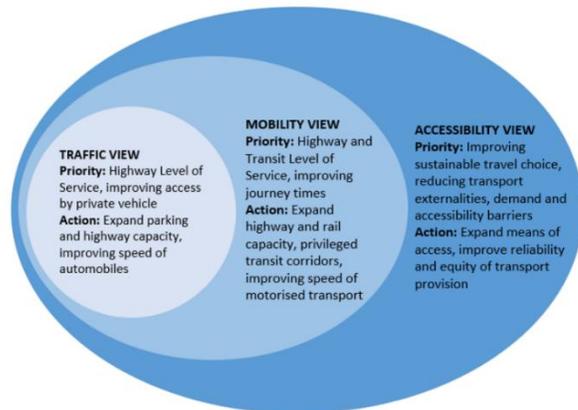


Economic success depends on **access** not just **mobility**



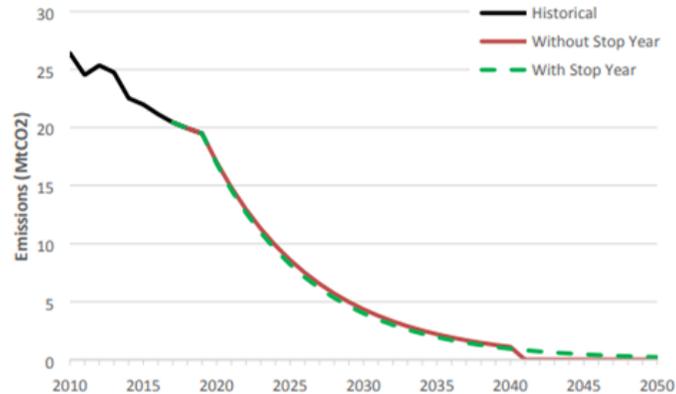
Incremental improvements to mobility have diminishing returns, how do we transform mobility in a more inclusive way?

How do we reduce the costs of keeping our network going and improve its resilience and reliability?

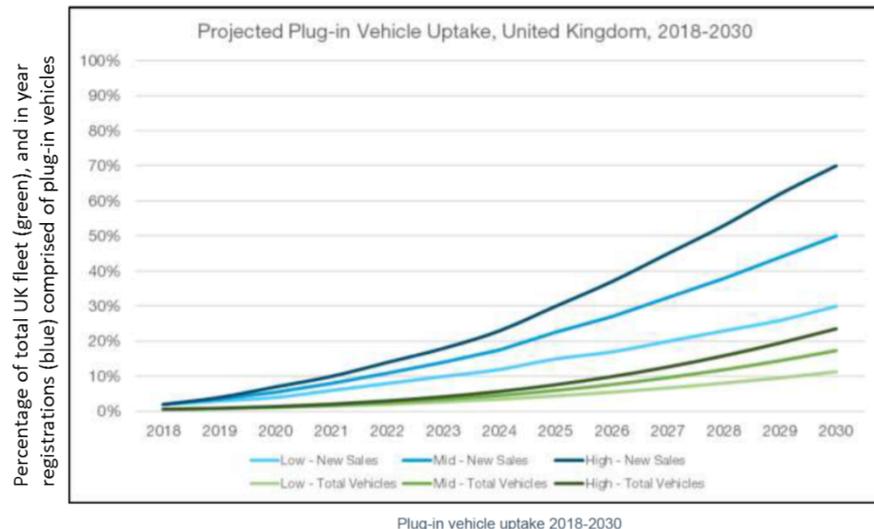


Our mission if we choose to accept it...

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.



WM2041 carbon budget will be blown in 7 years if we don't change

Needs 13% annual sustained reductions.

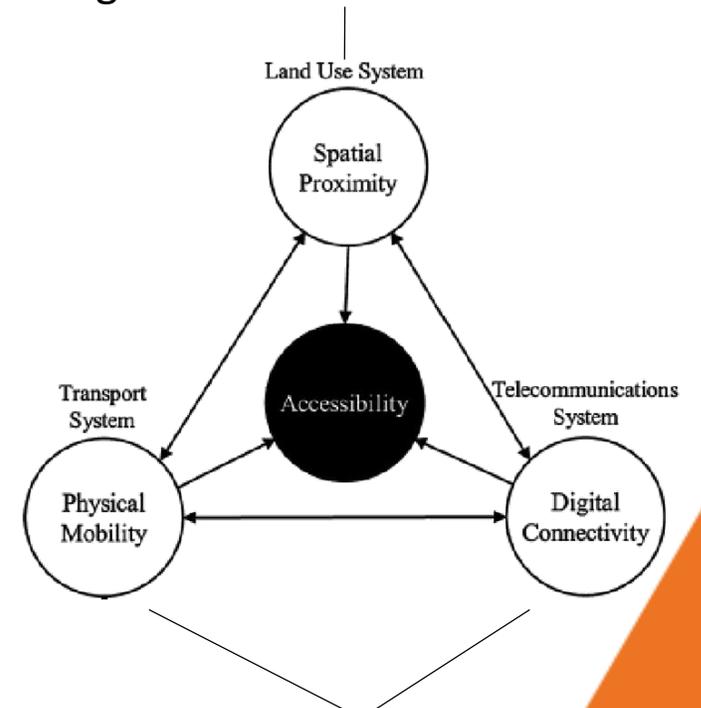
ULEVs will not reduce carbon substantially for at least a decade!

Rapid change in transport needed in how we travel and how much we travel now!

Other sectors likely won't be able to compensate as transport is biggest sector...

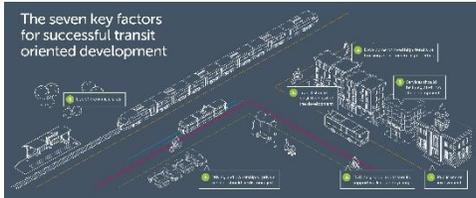
Any delay now makes it much harder and less achievable later.

Changing our use of land will take longer to change to avoid high social and economic costs



There is a lot we can do in a short period through change in how we travel and use the internet.

What are the key issues for LTP5?

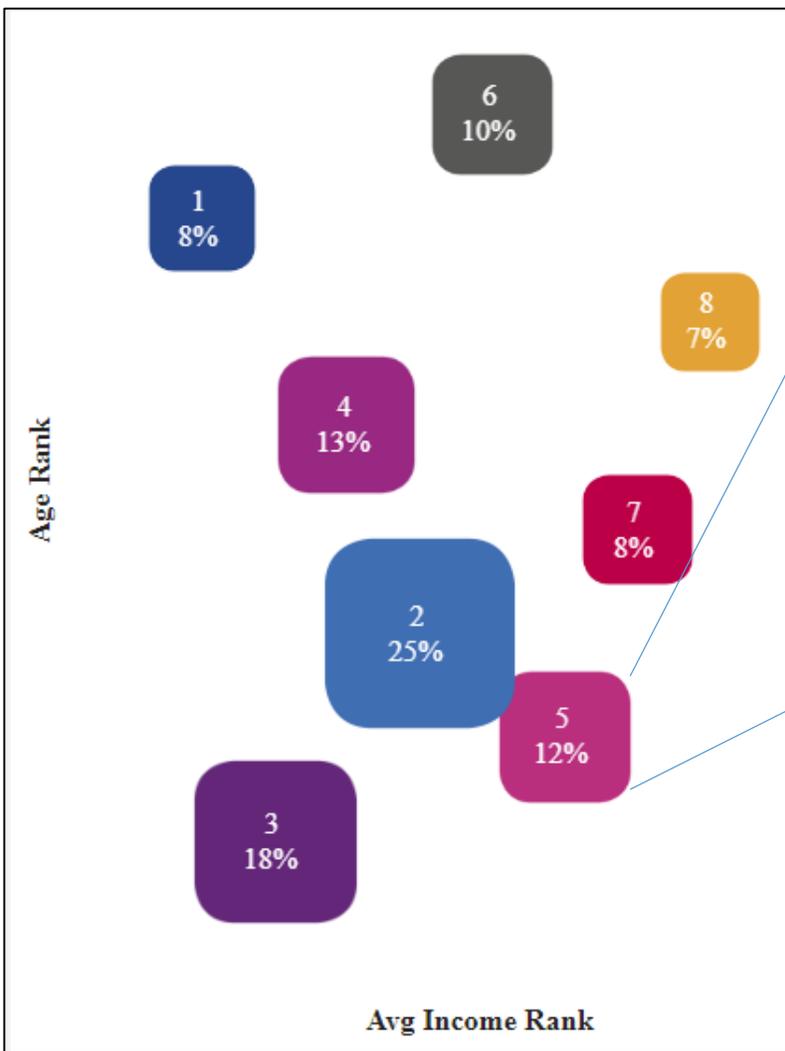


Key Messages

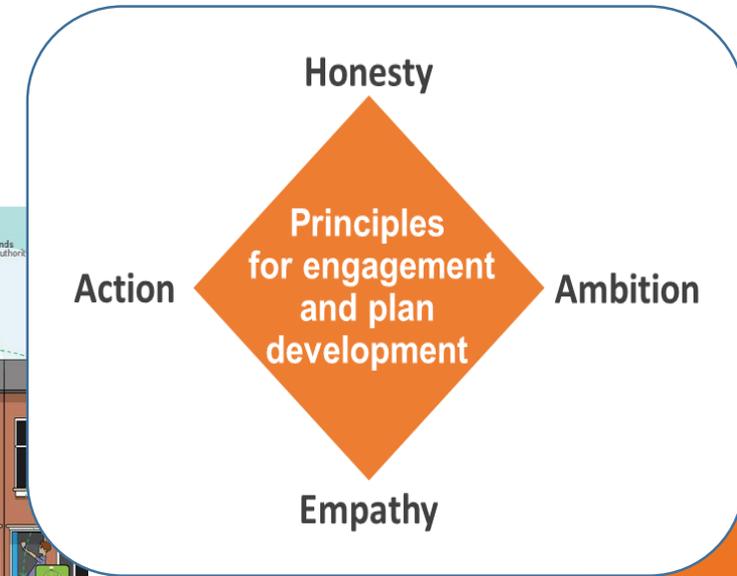
We have to think outside the box; active travel and public transport are important, but we need alternative ways to keep people mobile in our urban environment.

Shared personal mobility (especially around first/last mile and sub-urban areas) and tackling freight and logistics will be critical whilst also improving core mass transit routes (bus, tram and train)

Engagement

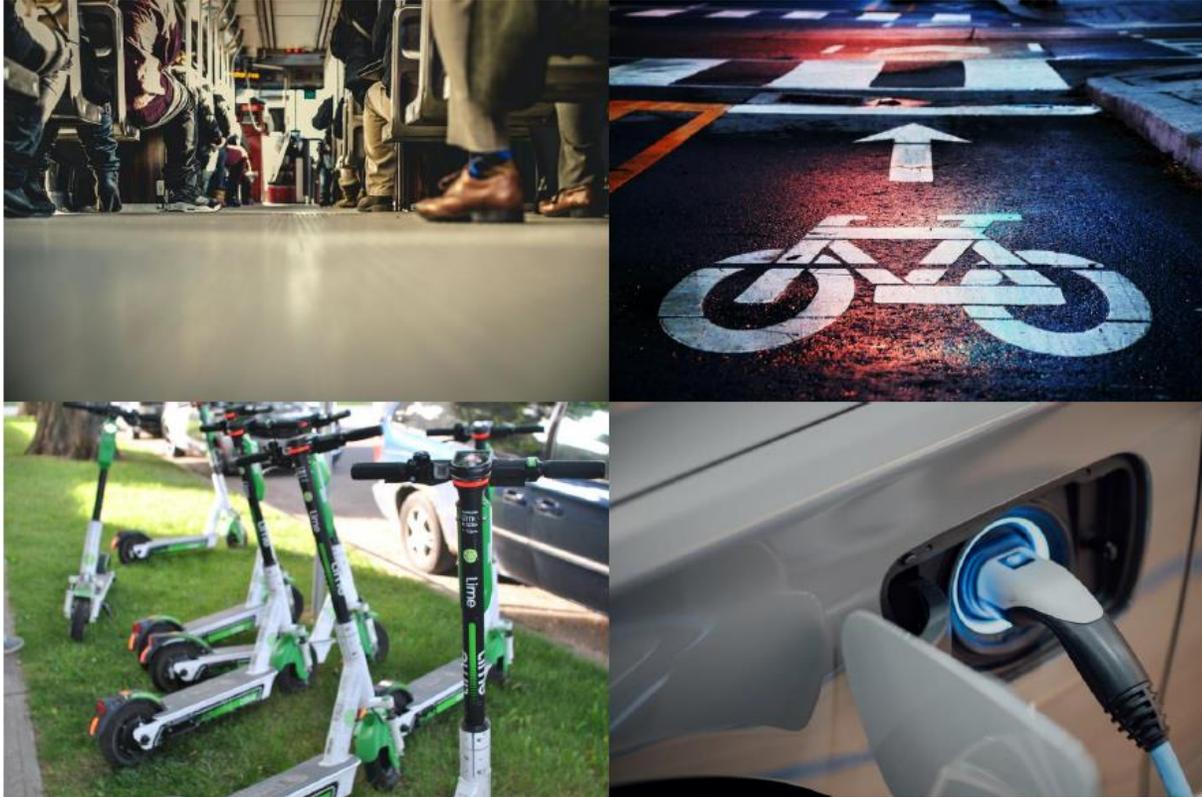


Building in better understanding of the needs, capabilities and preferences of different people across the West Mids.



Using better human intelligence to refine strategy and tailor information

Work closer with citizens



The Market Research Online Community (MROC) will be launched November 16th. It is a secure forum where participants can share their views on different topics.

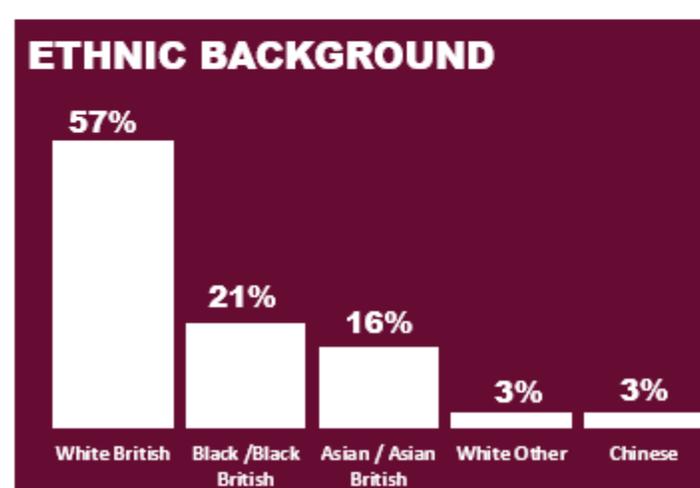
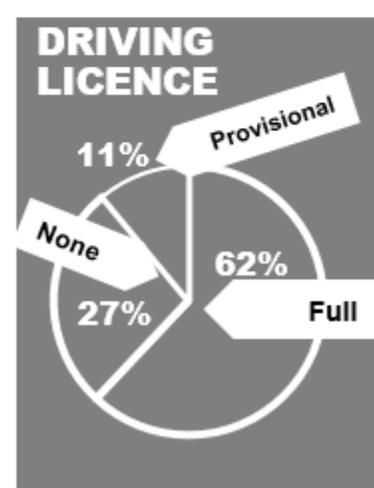
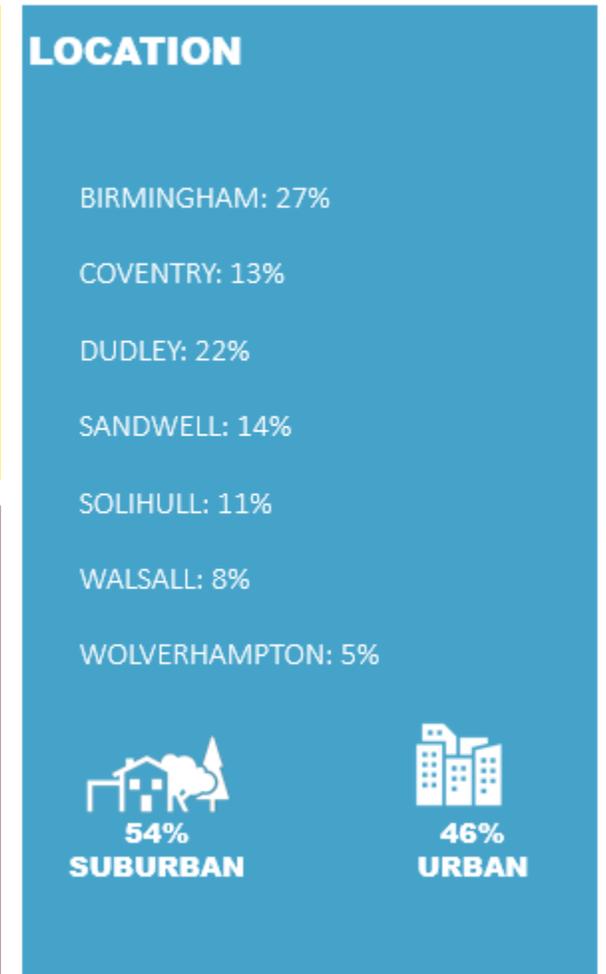
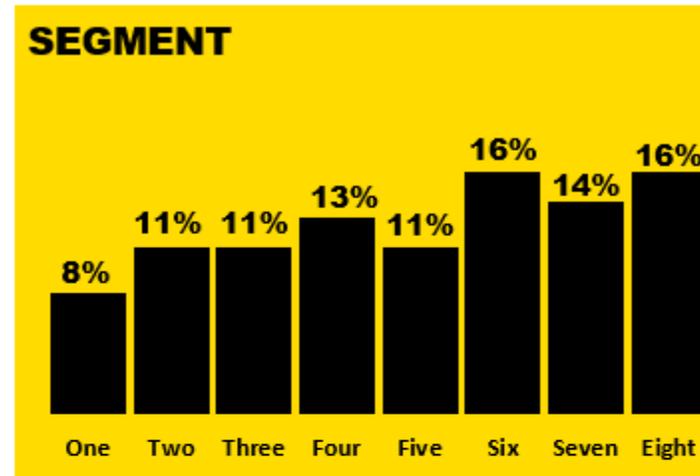
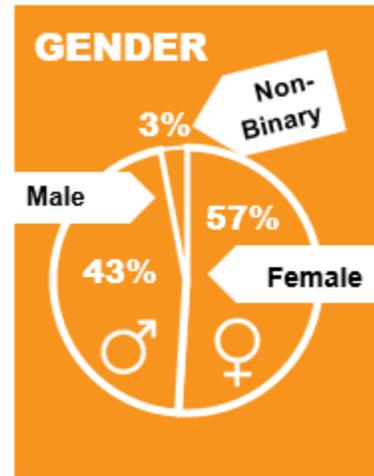
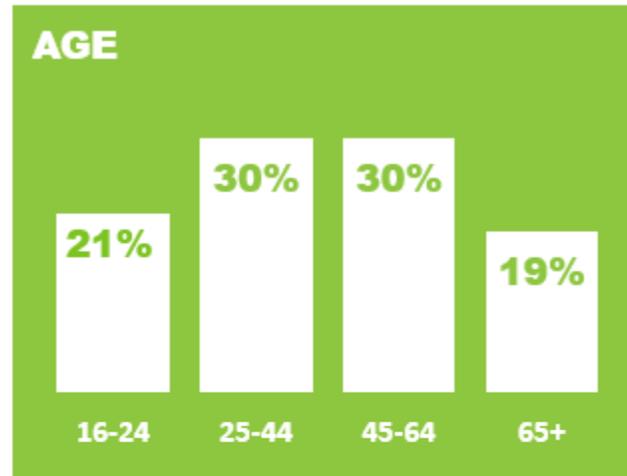
We will use the community to make sure that changes made to the transport system in our region are tried and tested with our residents.

There will be opportunities to take part in different research activities, try out new products or apps and provide input on how things can be improved.

Members can take part in all of discussions, or just some of them, they can participate and reply in their own time and take the discussions at their own pace and contribute as much as they want.

Work closer with citizens

We spoke to 37 West Midlands residents, sourced from an internal list from TfWM. Their sample criteria is outlined below...



Work closer with citizens

What we engaged on:

- Motives for change
- Shaping the future transport system
- Policy impasses (particularly the rationale for demand management)

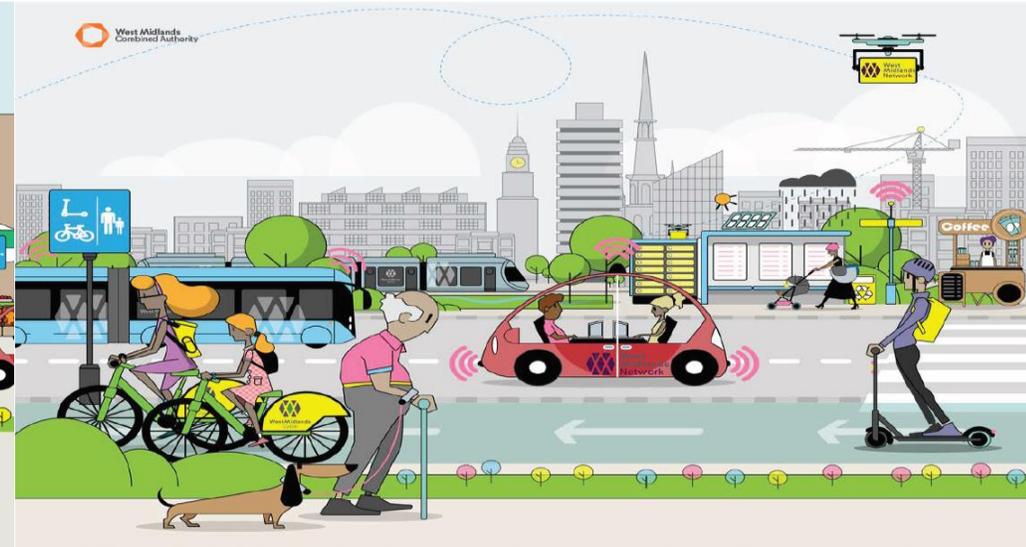
Findings (overview):

- Cars and independent mobility deeply rooted in sense of self
- People were motivated by the motives and see that the way we travel is at odds with these.
- The public is instinctively apprehensive when it comes to making cars less attractive. However, they overcome this impasse by thinking of alternatives that could fill the gap.
- There are certain restrictions that residents are open to and see as effective, but the general consensus amongst the public is that restrictions need to come together with viable alternatives – 50% think immediately, 50% think alternatives need to be better first.

Key Message: The issues are complex, but people are intelligent, want change and if we can present the benefits will engage with what is necessary to achieve change

Once presented with visions of the future, and particularly how various alternatives to driving a “traditional” car can be incorporated, West Midlands residents are more open to relying less on their cars and more excited about the future of transport in the region.

Painting a vision of the future



A conversation on transport in the West Midlands

- How transport has changed in our region and where we are now
- Some of the biggest transport issues that we think limit ambitions for inclusive growth;
- The kinds of changes in our transport system that we think could give people the best experience of transport possible whilst moving us towards a fairer, healthier and greener West Midlands;
- The gap between where we think we are heading under current market forces and policies, and where we might want to be; and
- Start to discuss the kind of policy actions that we think would need to be considered in a new LTP to close this gap.

