



West Midlands
Combined Authority

Environment & Energy Board

Date	10 March 2021
Report title	De-carbonising Transport - A Critical Objective for a New Local Transport Plan
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Recommendation(s) for action or decision:

The Environment & Energy Board is recommended to:

- (1) Note the work Transport for West Midlands is undertaking to review the West Midlands Local Transport Plan in partnership with Local Highway Authorities and in light of the climate emergency and wider policy drivers of change.
- (2) Note the next steps with regard to development of a draft new West Midlands Local Transport Plan

1. Purpose

- 1.1 To provide E&E Board with an update on the work on reviewing the West Midlands statutory Local Transport Plan. A key objective for the new Local Transport Plan will be to set out how the West Midlands transport system will be decarbonised in line with local and national targets.

2. Background

Reviewing the Local Transport Plan

- 2.1 WMCA is the local transport authority for the combined area of WMCA's seven constituent authorities. Working through TfWM it has duties to produce and review a statutory Local Transport Plan (LTP) for the area setting out policies to promote safe, integrated, efficient and economic transport to, from and within the area as well as plans to implement those policies. WMCA and the constituent authorities have statutory duties to implement the LTP using their functions.
- 2.2 The current and fourth West Midlands LTP is called Movement for Growth and is comprised of a strategic plan and delivery plan.
- 2.3 Since Movement for Growth was adopted approximately five years ago there has been significant global and local change in policy context. Much of this is reflected in new WMCA policies, particularly:
- Inclusive growth
 - WM2041
 - Local industrial strategy
 - Recharge the West Midlands (and related COVID-19 pandemic and recovery policies)
- 2.4 TfWM is currently reviewing the LTP. The current high-level programme for developing the LTP is as follows:
- January-May 2021 – Technical work developing and assessing LTP policy scenarios in co-development with constituent authorities
 - June-August 2021 – wider deliberative engagement with Elected Members, the public and wider stakeholders on policy scenarios, including publication of a transport green paper
 - August-October 2021 – development of a new draft LTP (strategic plan and initial implementation plan)
 - October-December 2021 – consultation on the draft LTP
 - January 2022 – adoption of a new LTP
- 2.5 Whilst WMCA is formally the local transport authority, the combined authority is a partnership and the LTP is developed collaboratively with the constituent authorities. The Strategic Transport Board provides the Elected Member direction for this work, however, changes to the LTP must be approved by WMCA Board and (as a minimum) meet specific statutory requirements on consultation on LTPs.

2.6 Decarbonising transport will be a critical objective in the new LTP. However, there are other systemic challenges with the transport system which also stand in the way of WMCA's ambitions for inclusive growth. These were set out as five "motives for change", which were reported to WMCA board on 24 July 2020:

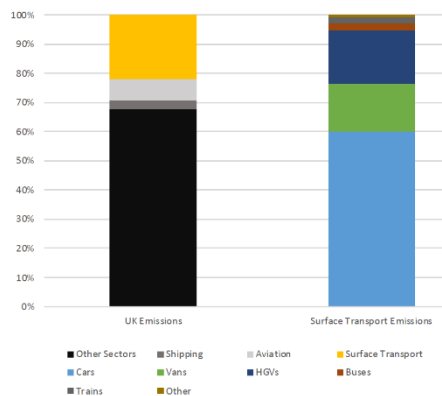
- Tackling the climate emergency
- Creating a fairer society
- Supporting local communities and places
- Becoming more active
- Sustaining economic success

2.7 None of the motives are necessarily a greater priority, and all could justify significant change to the transport system. However, tackling the climate emergency is unique in the explicit and significant pace and scale of desired carbon reductions that have been set out at the local and national level, and the global consequences that are faced.

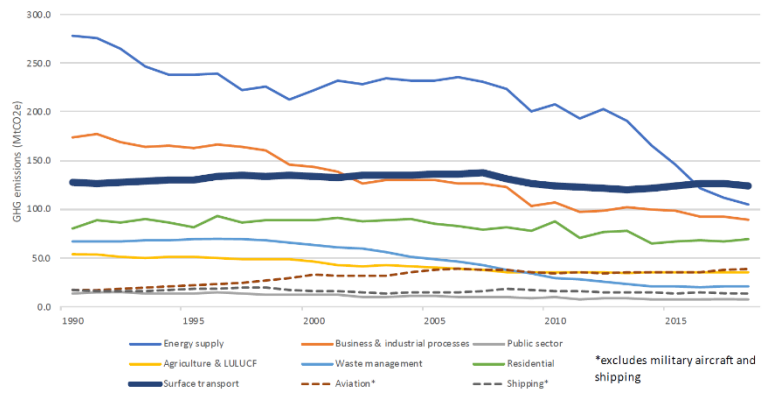
Decarbonising transport – aiming in the right direction

2.8 National GHG emission reporting shows that transport is the greatest source of carbon emissions compared with other sectors. The majority of these emissions are from surface transport (as opposed to aviation and shipping) and the majority of these emissions are from car use (as car travel accounts for the greatest modal share of distances travelled). Despite improvements to engine efficiency driven by regulation, transport emissions have remained stubbornly high for the last 30 years, largely because of increased travel demand associated with economic and population growth, increased car ownership and the increasing weight and power of the cars we drive.

Breakdown of UK and surface transport sector emissions (2018)



Estimated UK GHG emissions (by domestic sectors and aviation and shipping)



Source: UK GHG emissions national statistics (BEIS)

2.9 The shift to Zero Emission Vehicles (ZEVs) is critical in the long term for meeting mobility needs while decarbonising. Meeting WM2041 ambitions would mean that there will need to be virtually no petrol/diesel powered vehicles on our roads by 2041 (including hybrids). However, it will take a relatively long time for ZEVs to permeate our fleets and for the energy sector to decarbonise; as well as the time in service that it will take for these vehicles to offset the additional carbon costs of manufacturing these vehicles.

- 2.10 Because the switch to ZEVs and the delivery of their carbon benefits will take time, we still need to reduce the energy we use for transport to decarbonise. In simple terms, this means using cars less for passenger travel and reducing the miles travelled by LGVs and HGVs – this is the case across all local and national targets.
- 2.11 In the longer term, the shift to ZEVs may allow energy intensive vehicles like cars to be used more again whilst still avoiding climate change. However, sustaining behavioural shifts could support wider aims aligned to the other Motives for Change.
- 2.12 The amount of behaviour change required for decarbonisation depends on how fast we think we need to reduce our carbon emissions. This is not only about our net-zero date but also the path we take to get there, which determines how much carbon we will emit overall:
- The Committee for Climate Change (CCC) has recently advised Government that car mileage reduction of 5% by 2030 and 17% by 2050 would be required for Government to meet its commitments to the Paris Agreement and to be net-zero by 2050. It is important to note that the CCC's car mileage reduction recommendation of 17% by 2050 is relative to the projected level of car mileage expected by 2050 (which is expected to grow by 15% by 2050). The CCC's recommendations nationally rest on avoidance of growth in travel demand.
 - However, research carried out by the Tyndall Centre found that even if all new cars were ULEVs by 2035, a 58% reduction in car mileage between 2016 and 2035 would be required to meet its recommended carbon budget for the UK.
- 2.13 There are a range of other estimates from other sources, including other local transport authorities, which tend to fall within this range and vary depending on core assumptions and carbon reduction targets.
- 2.14 The WMCA's original carbon reduction pathway was based on the Tyndall Centre's research. However, the "accelerated" scenario adopted as a basis to agree the initial five-year delivery plan would require a pace of carbon reduction closer to the CCC's national recommendations.
- 2.15 The WM2041 initial five year plan sets out some indicative goals for transport decarbonisation. These were based on CCC's analysis of behavioural shifts that could support their recommendations to Government on decarbonising by 2050, as well as targets within currently adopted Movement for Growth (LTP). These sought to shift the West Midlands' travel behaviours to be more in line with the then current travel mix in particular European cities. It should be noted that just over 5 years on those same European cities may need to reduce car travel further to meet their own decarbonisation goals.
- 2.16 As TfWM takes forward the development of a new LTP, the indicative goals set out in the 5 year plan will be taken as a minimum target. Scenarios will also be explored to better understand what would be required to deliver decarbonisation of the West Midlands transport system faster.

3. Financial Implications

- 3.1 None from this report.

4. Legal Implications

4.1 None from this report.

5. Equalities Implications

5.1 None from this report.

6. Inclusive Growth Implications

6.1 None from this report.

7. Geographical Area of Report's Implications

7.1 WMCA's is the local transport authority for the combined area of the seven constituent authorities.

8. Other Implications

8.1 None.