

## WMCA Board

<b>Date</b>	10 February 2023
<b>Report title</b>	West Midlands Local Transport Plan 'Reimagining Transport in the West Midlands' - Final Core Strategy and draft Big Moves and draft Area Strategy Guidance
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<b>Report has been considered by</b>	Strategic Transport Board Transport Delivery Committee Transport Scrutiny Committee TfWM Strategy Board WMCA Senior Leadership Team Strategic Transport Officers Group

### Recommendation(s) for action or decision:

#### The WMCA Board is recommended to:

- (1) Note the feedback from the public engagement on the draft LTP Core Strategy.
- (2) Agree the new LTP Core Strategy as the firm policy tone and direction within which the remaining LTP components will be developed.
- (3) Approve for public engagement the LTP 'Big Moves' documents, setting out key policies, principles and initiatives needed to deliver the aims of the LTP.

- (4) Note the development of the Area Strategy guidance and commit TfWM and local authorities to progressing the development of a set of four Area Strategy documents using the guidance, including the development of an LTP implementation Plan (in order to fulfil Government requirements for Local Transport Plans).

## **1. Purpose**

- 1.1 This report seeks WMCA Board agreement to the final version of the West Midlands Local Transport Plan 'Reimagining Transport in the West Midlands' Core Strategy as the first element of the new West Midlands Local Transport Plan (LTP5). Ultimately this will formally replace Movement for Growth (LTP4) as the metropolitan area's statutory Local Transport Plan. The report also seeks approval to undertake engagement on the draft LTP Big Moves and use the draft Area Strategy guidance documents to complete the full suite of documents which will form the final statutory LTP.

## **2. Background**

- 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 LTA for the seven constituent metropolitan districts/boroughs. The LTP will align to the core priorities of WMCA including the Inclusive Growth Framework and #WM2041 ensuring that all future funding bids and transport activity is optimised to meet the Corporate Aims and Objectives signed off by WMCA Board in November 2021.
- 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. The LTP carries statutory weight in a range of decisions made by many public authorities as they execute their functions under their 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. The LTP must be developed collaboratively between the WMCA as LTA and the 7 local authorities and implemented in partnership with other agencies and organisations such as National Highways, Network Rail and public transport operators.
- 2.3 Since Movement for Growth (the fourth West Midlands LTP) was published in 2016 there have been significant changes to the policy context including changes to the political, social, technological and economic landscapes which have implications for transport policy and plans. These include the impacts of the Covid-19 pandemic and the challenge of climate change with the need for rapid decarbonisation (the UK has a legal target of being net zero by 2050 whilst WMCA has set a regional ambition to achieve this earlier by 2041). The cost of living crisis brings a further challenge to ensuring that people have reliable, affordable and safe options to access opportunities and other services. This in turn is set against a backdrop of a commercially challenged public transport network, increasing costs of constructing and maintaining new infrastructure and a largely car led recovery as the region continues to recover from the pandemic.
- 2.4 The transport Green Paper published in 2021 set out that the region's current transport policies were insufficient to deliver rapid decarbonisation or wider ambitions around inclusive growth. This was largely due to historic policy being focused on approaches to make alternatives to the private car better, whilst also having insufficient emphasis on complimentary measures that would help change the attractiveness of the private car for many journeys. In addition, and largely as a function of a legacy of previous long term under investment, a focus on hard infrastructure investment on only a handful of corridors inherently limits the scope of the impact that is possible (to degree which is substantially less than we need to achieve).

- 2.5 The scale and pace of behaviour change which is required by current overarching national and regional policy will need us to achieve a more broadly distributed change and impact; and requires us to consider more neighbourhood level interventions. Following the engagement on the Green Paper it was acknowledged by West Midlands' Leaders that there would be a need to manage travel demand to help deliver the scale of behaviour change required and that there were consequences of not taking appropriate action.
- 2.6 Significant uncertainties (and a lack of public and professional consensus due to these uncertainties) exists across all urban areas concerning the exact transport policy responses that are required in what sequence in order to achieve the required outcomes. Moving forward the region will need to be able to be more confident that our decisions are going to be resilient to changes that are outside our control. The approach of LTP5 will help us keep on track to deliver our longer terms goals, but will enable us to adapt and respond to the more pressing issues of the here and now. This will ensure that we deliver our objectives whilst getting the best value out of the resources the region has available to it.
- 2.7 There will be a limit to the impact that regional and local action alone can have on carbon emissions and on achieving other outcomes that require a behavioural shift to reduce car use and dependence. The WMCA and local authorities have some key powers and policy levers to pull, especially the direct levers over how land and road space and priority is allocated via local development and regulation of highway infrastructure. However, transport behaviour is also affected by a range of factors beyond our direct control in the West Midlands. The approach set out in the LTP5 will help the region to better understand what it can realistically do to address some of these issues, and identify where further change is likely to be constrained without further action beyond our borders and by national authorities.
- 2.8 This will be important as the Government is taking a renewed interest in Local Transport Plans and updated national guidance (the first since 2009) is anticipated to be published shortly. In particular, Government has indicated that it sees local areas in leading the transport response to decarbonisation through local influences on the provision of zero emission vehicle charging/refuelling infrastructure and levers to reduce overall travel demand. It is likely that it will aim to drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding. Therefore the impact of Local Transport Plans is expected to be linked to future rounds of funding, and in particular a second round of City Regional Sustainable Transport Settlement (CRSTS).
- 2.9 It is acknowledged that change is difficult for many and that this is something that needs to be worked through with local people, communities and stakeholders. Engagement on this LTP has been more extensive than ever before, but will need to be on-going and even more extensive as the LTP is developed further and implemented. There will need to be an emphasis on helping people understand the need for change, responding to it and in helping provide viable alternative choices to support change. In the event that change cannot be achieved support will also be needed in preparing to manage the issues that will arise such as less resilient and reliable infrastructure and social equity issues.
- 2.10 This LTP is different so that it can better help the region to confidently respond to and plan for the future, accounting for challenges and uncertainties in a way that builds local support for change and demonstrates the impact of interventions. The draft Core Strategy published earlier in 2022 set out a new approach for the LTP and this report details the progress that has been made to develop a final Core Strategy and the next stages in progressing the LTP through the development of 6 Big Moves and an Area Strategy Framework.

### 3 LTP Core Strategy

- 3.1 The Core Strategy sets out the overarching approach and principles for the new Local Transport Plan. These are based on a change from traditional transport policy approaches, which have tended to focus on predicting future demands and then seeking to provide the infrastructure and services to meet that demand (a 'predict and provide' approach). Instead, the Core Strategy focuses on a 'decide and provide' approach, in which the region focuses on the end state it wants to achieve (for example, safe clean public highway within which it is comfortable to walk or cycle and public transport is reliable efficient and affordable). The delivery of this is progressively implemented with the magnitude of changes increased as required as required to achieve this state. It is honest about the need for a demand management approach to help the transport system deliver against the region's wider objectives and vision. It also acknowledges the need to review and change our approach across the region in a dynamic way, reflecting the different people and places of the region. The approach is flexible and accommodates the reality that there is not a 'one-size fits all' approach or a scale or pace of change which can be universally implemented.
- 3.2 To address the big social, economic and environmental issues we face, the objectives in the new LTP are framed around 5 'Motives for Change' where changing transport could help better support inclusive growth by providing a transport system that's fair to everyone and minimises the impacts on the environment.



- 3.3 There are three key changes needed in our transport system to make this happen - we need to:
- improve accessibility (particularly for those without access to a car);
  - reduce traffic; and
  - electrify the transport system.
- 3.4 Willing and proactive behaviour change in how, when, where and why we travel is critical to these changes, and implicit in achieving them is less car use and being able to access what we need in a different way. This doesn't mean that cars and vans will not still be very important in the future, but the West Midlands needs to become a place where the majority of people can thrive without having to own a car or drive most days of the week.
- 3.5 To achieve our aims and the vision at a pace and scale that reflects the demands of wider regional policy ambition such as the Inclusive Growth Framework and #WM2041 we must collectively change behaviours without compromising what people can access. To do this simultaneous measures are required to:

- Invest in measures that support better access to what people need without having to use a car; and
- Manage demand by discouraging the behaviours we want to do less of. This can be achieved by using physical measures (such as allocating less space to particular vehicles), and through regulatory measures (such as managing the price of travel by particular means, or restricting access to particular roads, or limiting speeds).

- 3.6 These measures are not mutually exclusive. Managing demand and car access in key locations can directly help enable the provision of viable and attractive choices for access without a car. Furthermore, doing this can boost demand for services such as public transport, enabling a better level of service (attracting more users), which is in turn more commercially viable. Without managing demand, the improvements we can make to enable access to places and opportunities without a car are fundamentally limited – ultimately limiting what can be achieved for wider policy aspirations and the LTP objectives. This is a materially significant consideration, not just for future provision, but also for the 25% of West Midlands residents today who do not have access to a car (the vast majority of whom are young or are of working age).
- 3.7 Investment in key regional transport schemes including our rapid transit and core bus networks will continue to be an important part of our strategy. However, for the short to medium term these services tend to only be viable when serving our urban centres, which only ~20% of trip making is to or from. Therefore, it is equally (if not more important) to do more to support a more local level behaviour change. This means thinking about the measures that can help people move around more sustainably in their local neighbourhoods and on their streets. At the same time, we are experiencing an uncertain world where huge social issues, such as the cost of living and wider impacts on the economy, make planning for the future more challenging than it has ever been.
- 3.8 To help us think about how we can achieve this the Core Strategy sets out a vision for a well-connected 45 minute region and 15 minute neighbourhoods. This means that a good range of services in our neighbourhoods can be accessed in a round trip of no more than 15 minutes, and a good range of places across our region to undertake work, leisure and socialising can be accessed within a 45 minute trip using a mix of active, shared and public transport modes.
- 3.9 This vision is not meant to be prescriptive and the LTP recognises that everyone travels for different reasons, to different places and using different modes. The vision recognises that all modes will play an important role, including that of the car which will remain a vital and valid means of getting around for many. The LTP also recognises that places themselves are different. Unlike the previous one size fits all policy, it provides a framework to accommodate the reality that what works in one neighbourhood might not work in another. Notwithstanding this, the LTP does give us shared fundamental outcomes to aim for, where everyone can have good options and choices to access what they need.
- 3.10 To achieve the scale of behaviour change required, we will need to better understand people and their needs. Viable travel choices will need to be defined by what it means to provide a good customer experience for those travelling within, to/from and through our region. We are continuing to develop an increasingly sophisticated understanding of what factors genuinely influence the way people travel and have one of the leading research programmes in the UK to help us do this. Using this customer led intelligence will help us develop the right mix of policies to influence consumer choice, and to design transport choices that can be an obvious and viable sustainable option for travel. Ultimately this will help us achieve the overall objective of improving accessibility for all.

- 3.11 Equity is at the heart of the LTP Core Strategy. If the LTP aims are achieved, the harmful impacts of transport and places will be reduced, people who have no or limited access to a car today will be better able to participate in society and our economy, and a better legacy will be secured for future generations. This is what our vision for transport is about, helping people access what they need without needing a driving licence and having to own an expensive vehicle. This helps both those without access to a car today and those who do. Owning a vehicle takes up household spending for an asset which is on average totally unused for 95% of its time. This domestic spend could be more productively released and used within the local economy and on improving the quality of life of the individual, their family and local community.
- 3.12 To accommodate the uncertainties outlined above the Core Strategy also sets out an approach for a dynamic plan, which can be regularly reviewed and progressively iterated. This will allow for an on-going discussion with elected members and the public on how and where progress can be made on more or less difficult issues. The Core Strategy sets out a policy tool kit framed within 6 Big Moves, which WMCA, TfWM and local authorities will then use to inform local areas based strategies. The area strategies and delivery plans are to be developed using the approach set out in the draft area strategy guidance. More detail on the draft Big Moves documents and the draft Area Strategy guidance is provided later in sections 5 and 6 of this report.
- 3.13 A summary version of the Core Strategy is attached at Appendix 1 and the full version is available [here](#).

#### **4. Engagement on the Core Strategy**

- 4.1 Public and business engagement on the draft Core Strategy took place between 7 February and 4 April 2022. The response to the engagement on the Core Strategy was the largest to any Local Transport Plan engagement to date, with over 1200 responses across a range of channels.
- 4.2 When looking at the profile of the West Midlands, survey responses were biased towards those from older age groups, males and white ethnic backgrounds. There was a relative lack of responses from younger, female respondents and those from ethnic minorities despite pro-active efforts to engage with these groups. This was identified during the engagement and efforts were made to improve engagement with groups which were under-represented. This remains a key challenge which our engagement strategies need to consider and improve on. There was a good representation of views from people with a disability and from those who owned a car (as well as those who did not).
- 4.3 Overall support for the draft Core Strategy was positive with 61% agreeing with the approach set out. Of the other respondents 27% said they neither agree or disagree or weren't sure. Only 12% said they disagreed or strongly disagreed with the Core Strategy, There were some common themes across the comments on the Core Strategy which were similar across the respondent's location and socioeconomic backgrounds. The two major themes that arose were that public transport is not currently a genuine alternative (mentioned by 31%) and that the Core Strategy lacks the detail of how/when the plans will be delivered (mentioned by 16%).
- 4.4 Many of the additional comments received to the engagement were not explicitly opposing any element of the Core Strategy, but there are two key negative points mentioned by a minority of respondents: the sense that the plan was anti-car / anti-driver, and concerns for the elderly/disabled/low-paid/vulnerable. Both drivers and the disabled were less supportive than non-drivers and respondents with no disability, however a majority of both groups supported the Core Strategy overall (57% of drivers, 51% of disabled people).

4.5 In finalising the Core Strategy and developing the Big Moves and Area Strategy guidance we have reflected on the points and feedback we have received and we will publish a LTP Engagement report document. Some of the issues raised, such as the use of technical language and the accessibility of documents, can be addressed more immediately, whilst others concerning how the transport system is planned and managed need to have sustained focus and attention as we continue to develop and implement strategy over the coming years. However, it is hoped that the approach being taken with this LTP is a key part of responding to these issues.

## 5. Big Moves

5.1 To deliver the behaviour change required, the Core Strategy sets out that there are a range of policies and actions that the region will need to consider and progress across 6 Big Moves. These Big Moves are a framework for the actions we will need to take to improve accessibility and encourage behavioural changes and the principles for how the transport system should be developed and managed. Actions across the Big Moves should not be taken in isolation and through developing programmes of activity we will need to consider how a range of complimentary policies can be used to deliver the most effective outcomes.

5.2 For example, we may consider investing more into improving and subsidising public transport (especially core and local bus services). However, to make this successful/viable we will also need to implement measures which make bus journeys quicker and more reliable (bus priority and reallocating roads space), alongside making travel to destinations such as centres relatively less attractive by car (parking management).

5.3 The 6 Big Moves are:

### **Behaviour Change**

This Big Move is fundamental to both the overall Core Strategy, but also the other 5 Big Moves. To enable the city region to be more prosperous, inclusive and sustainable, we need to tackle the high levels of car dependency in the region. If we cannot support more people to travel less, use cars less and live more locally, then we will be in danger of not meeting the core goals of the Local Transport Plan and most critically those of overarching regional policy such as #WM2041.

This Big Move does not just require different conversations with businesses and communities about how they travel, but also requires TfWM and its partners to work differently to deliver better outcomes for the region, based on a deeper understanding of people's travel needs and the challenges they face in accessing opportunities. This Big Move requires changes in how we govern the transport system, how we change people's experience of the transport system, and how people choose to travel.

### **Accessible and Inclusive Places**

This Big Move is all about creating more accessible places where people don't require a car to live good lives. This entails more careful planning of places with accessibility in mind, as well as improving sustainable transport and digital connectivity to allow people to access opportunities without needing a car. This is not anti-car, but about providing a viable alternative whilst allowing those for whom car may remain the most appropriate choice to still be able to use it, just not without impunity to the impact of that on others living in and using that area.

### **Walk, Wheel, Cycle and Scoot**

This Big Move is needed to support people to walk, wheel, cycle or scoot when and where they want, safely and conveniently. Our vision is: *Everyone in the West Midlands should be enabled to safely access a range of local destinations on foot, in a wheelchair or on a bike or scooter; with the aim of at least half of all trips in our area to be made by active modes by 2030.*



## **Public Transport and Shared Mobility**

This Big Move sets out how we will deliver a safe, convenient, affordable and accessible public and shared transport system, essential for enabling people to travel beyond their local neighbourhood without a car.

## **Safe, Efficient & Reliable Network**

This Big Move sets out the need to develop and manage the West Midlands highway network in a way that improves its reliability and resilience and better supports travel by more sustainable modes of transport.

## **Green transport revolution**

This Big Move deals with how we will make sure that we as make changes to the transport system to deliver behaviour change we are doing it in the most effective and sustainable way. Improving how we travel is not enough to respond to the climate emergency that the region faces today; we need to make sure that the whole transport system (including its infrastructure) has a significantly reduced impact on the environment. The land, water and air that we depend on is being damaged at a rate that is unsustainable. We need to reduce our impacts by pursuing the appropriate policies in an appropriate way to help us minimise and where possible turn back damage to our environment.

- 5.4 These Big Moves have been developed as six separate substantive documents which provide more detail on key policies and principles which should be considered in developing and bringing forward transport (and land use and digital) strategy to deliver the LTPs objectives. The Big Moves will be made available online and it is noted that they are largely technical and aimed at a transport / planning practitioner audience. However, a summary version has also been developed which aims to provide a more accessible, simpler overview of the Big Moves for people and this is attached as Appendix 2. Full versions of the Big Moves are available [here](#). Board approval is sought to consult on these documents.

## **6. Area Strategy Guidance**

- 6.1 The Core Strategy also sets out a commitment to develop 4 supporting LTP Area Strategies (covering Birmingham, the Black Country, Coventry and Solihull) in partnership with our local authorities. The rationale for these area strategies is to help translate the Big Moves into local areas whilst recognising that the region is diverse: - the needs; capacity for change; views of people; and the opportunities and constraints of places, is different in different areas across our region. Whilst some of the measures required across the region might be similar, the approach and pace for introducing them may vary significantly. Through the Area Strategies we can collaboratively build a shared plan for what works best where, including how best to engage and communicate with local communities and stakeholders on the changes that could be made in different places. The existing local transport strategies are the foundation for this.
- 6.2 The development of Area Strategies as part of the region's statutory LTP are not intended to replace local authorities own transport plans and strategies. Instead, it is intended that these will help local authorities give greater weight to their transport priorities and approaches and help ensure that the region is taking forward an appropriate mix of actions. Within this context, existing transport plans will be critical for informing the Area Strategies. They are not intended to replace local authorities own and existing plans and strategies, but will assist by reflecting them within a statutory plan and an enhanced evidence base. This will give them more weight and ensure the region is taking forward an appropriate mix of actions. As noted, the Government will require LTPs to be able to demonstrate and quantify their impacts and is shortly due to publish updated LTP guidance which will also set out how they expect Local Transport Authorities to quantify the impact of LTPs on transport carbon emissions. By developing the Area Strategies, we can establish a consistent approach to understanding and describing transport challenges and the



different types of measures that will be introduced and this will ultimately enable a coherent assessment of the associated outcomes and impacts they can have (for example, how much do they help to reduce carbon emissions, improve air quality, improve access etc.). This will then help us to understand progress and enable the plan to be dynamic, and allowing us to 'ratchet up' strategy measures as necessary. As such this will be a key element of developing the West Midlands' approach to meet Government's requirements on measuring carbon impacts

6.3 To support the development of the Area Strategies and to enable a consistent approach across the region, TfWM working closely to support local authority officers. Collectively this group has developed an approach for doing this, which is now set out in the draft Area Strategy guidance, the summary version is attached as Appendix 3. The Full version of the Area Strategy guidance is available [here](#). The Board are also being asked to endorse this approach enabling the detailed development work to be progressed in partnership between TfWM and the Local Authorities.

6.4 This guidance will form the basis for WMCA and local authorities to start development of the LTP Area Strategies which will help to inform regional and local policy and decision making. The guidance is a starting point, it does not give us all the answers and we will need to keep it under review and evolve it as we continue to develop our thinking over the coming years.

## **7. Next Steps**

7.1 Subject to approval from WMCA Board consultation will be undertaken for 8 weeks on the draft Big Moves from 20 February 2023. The Area Based Strategy framework will also be available for comment for those who might wish to, but as a working technical document. It is also proposed that TfWM and local authority transport officers will begin initial discussions on the development of the Area Strategy documents.

7.2 An Implementation Plan will also be developed setting out priorities for action together with a proposed funding strategy. It is proposed that engagement on a set of 4 Area Strategies and draft Implementation Plan takes place before the end of 2023.

## **8. Financial Implications**

8.1 There are no direct financial commitments as a result of approving the approach and Core Strategy for the LTP. As a statutory duty, the development of the LTP is funded by transport levy and expenditure is within with the approved financial budget for 2022/23 and draft 2023/24 budget.

8.2 As the actions underpinning the implementation of the LTP are developed, the financial implications will be considered within the context of the current medium term financial plan (MTFP) to assess impact and whether proposed activity is within the agreed MTFP funding envelope.

8.3 It is noted that some areas of the LTP may be supported by both existing and new grant funding streams. The LTP aligns to the core priorities of WMCA ensuring that all future funding bids are optimised to meet the Corporate Aims and Objectives signed off by WMCA Board in November 2021.

## **9. Legal Implications**

9.1 In exercising its duties under the Transport Act 2000, amended by the Transport Act 2008 WMCA must have regard to national policy in line with the statutory guidance issued by Department for Transport on LTPs as well as a number of other key pieces of legislation which have been passed subsequently including Equalities Act 2010 and the National Planning Policy Framework. To ensure that WMCA meet the various legislative requirements associated with developing a new Local Transport Plan TfWM have commissioned an Integrated Sustainability Appraisal (ISA) which incorporates:

- Strategic Environmental Assessment (SEA) in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/ 1633, “2004 Regulations” as amended)
- Habitats Regulation Assessment (HRA) (required under Regulation 105 of the Conservation (Natural Habitats, &c.) Regulations 2017 (SI No. 2017/1012, as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 (SI 2019/579)).
- Equality Impact Assessment (EqIA), as required by section 149 of the Equality Act 2010, as amended.
- Community Safety Assessment (CSA) as required by the Crime and Disorder Act 1998 and the Police and Justice Act 2006, as amended.
- Health Impact Assessment – while there is no statutory requirement, it is considered good practice and in keeping with promoting healthy and safe communities as per the National Planning Policy Framework.

9.2 The ISA is aimed at ensuring the early integration of sustainability considerations into the development of LTP. As such it will be an ongoing iterative assessment process informing the LTP as it develops, to ensure that potential significant effects arising from LTP are identified, assessed, mitigation and communicated to plan-makers. The draft initial ISA will also be published for consultation alongside the LTP Core Strategy document.

9.3 The ISA has been reviewed in light of the final version of the Core Strategy and the draft Big Moves and Area Strategy guidance. The review considers that across the areas of sustainability, health, equalities and safety LTP5 continues to perform strongly and remains aligned with the findings of the ISA.

9.4 A core objective of the LTP is to address the issue of transport decarbonisation. LTPs must have regard to national policy objectives and although there are currently no legally binding requirements on combined or local authorities the adoption of net zero carbon emissions by 2050 as a legally binding target under the Climate Change Act 2008 is government policy to which the Plan must have regard. There is also a statutory duty on the Authority to have regard to government guidance issued with respect to mitigation of or adaptation to climate change. The forthcoming update to Local Transport Plan guidance will set out Government’s expectations of Local Transport Authorities to demonstrate how they will deliver ambitious, quantifiable carbon reductions in transport, taking into account the different transport requirements of different areas.

9.5 It will be critical to demonstrate that in preparing the LTP WMCA is considering the issue of climate change and decarbonisation and taking reasonable measures to address this. Full and early public consultation on the plan and ongoing engagement will enhance the Plan and will also make legal challenge at a later date less likely.

## **10. Equalities Implications**

10.1 Transport is an essential part of our lives and plays a critical role in creating a fairer society. The aims of the LTP motives for change have been informed by the needs of people in the West Midlands and the role of the transport system in helping to meet those needs. An Equality Impact Assessment (EqIA), as required by section 149 of the Equality Act 2010 as amended, is being undertaken as part of the ISA to challenge and support the development of the LTP.

10.2 The statutory engagement required on the draft LTP Core Strategy will require an inclusive approach and TfWM will seek to reach a broad range of people and groups.

## 11. Inclusive Growth Implications

11.1 Equity is at the heart of our motives for change and has been informed by the WMCA Inclusive Growth Framework. The LTP is of most positive relevance to the Connected Communities fundamental of this framework, but pertains to several others:

- Climate resilience: achieving the objectives laid out in WM2041 is also at the heart of the motives for change, and is embedded across the six 'big moves' that frame the next 20 years of activity.
- Affordable and safe places: the LTP connects safety and perceived safety to uptake of active travel and mass transit options.
- Health and wellbeing: this is at the heart of the vision for the LTP, which connects the way places are shaped to positive health outcomes – notably, how easy and safe they are to walk, ride and cycle through. Achieving this will realise other health benefits, including those associated with clean air.
- Equality: the inequalities experienced by people in the West Midlands have been reflected in the motives for change.
- Inclusive economy: affordable mobility is key to an inclusive economy, and this too is at the heart of the LTP vision.

11.2 Through the development of policy and strategy against the objectives set in the LTP the harmful impacts of transport and places can be reduced, people who have no or limited access to a car today will be better able to participate in society and our economy, and a better legacy will be secured for future generations. It will be important to ensure that these objectives hold firm, as there are many competing drivers for mobility investment that often supersede inclusive growth considerations.

11.3 There are better ways of being more mobile and having better access without the harmful effects we experience today. It is possible to shift to a system that can work for everyone and everywhere.

## 12. Geographical Area of Report's Implications

12.1 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 the 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.

## 13. Other Implications

N/A

## 14. Schedule of Background Papers

**Reimagining Transport in the West Midlands: A Conversation About Change. LTP Green Paper**, TfWM, 2021

**WM2041 Five Year Plan**, WMCA, 2021

**The Transport Decarbonisation Plan**, DfT, 2021

**Gear Change**, DfT, 2020

**National Bus Strategy**, DfT, 2021

**City Regional Sustainable Transport Settlement**, WMCA Board Report, 17<sup>th</sup> September 2021