

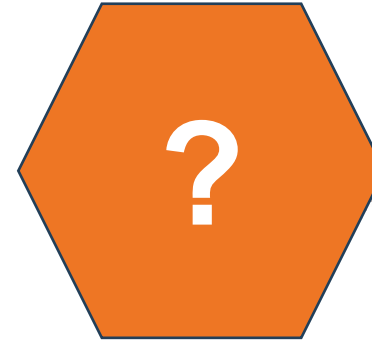
# Reimagining transport in the West Midlands

a conversation  
about change

## WMCA Greener Together Forum – Climate Change Adaptation

15<sup>th</sup> June 2024

**David Harris**  
Transport Strategy & Place  
Manager



Insert Name Here....  
Mayor of the  
West Midlands

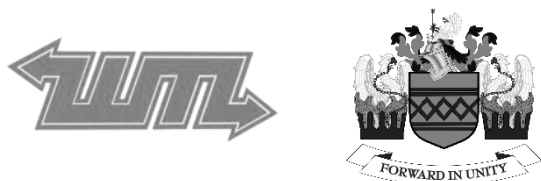
*‘Building a better  
connected, more  
prosperous, fairer,  
greener and healthier  
West Midlands’*

# About TfWM



We are the **local transport authority** for the West Midlands metropolitan area

Precursors – since 1969



## The transport arm of the WMCA

Produce a statutory Local Transport Plan (LTP)

Coordinate public transport services & assets

Concurrent powers on Key Route Network



### Partnership brands



### Modal brands



### Ticketing

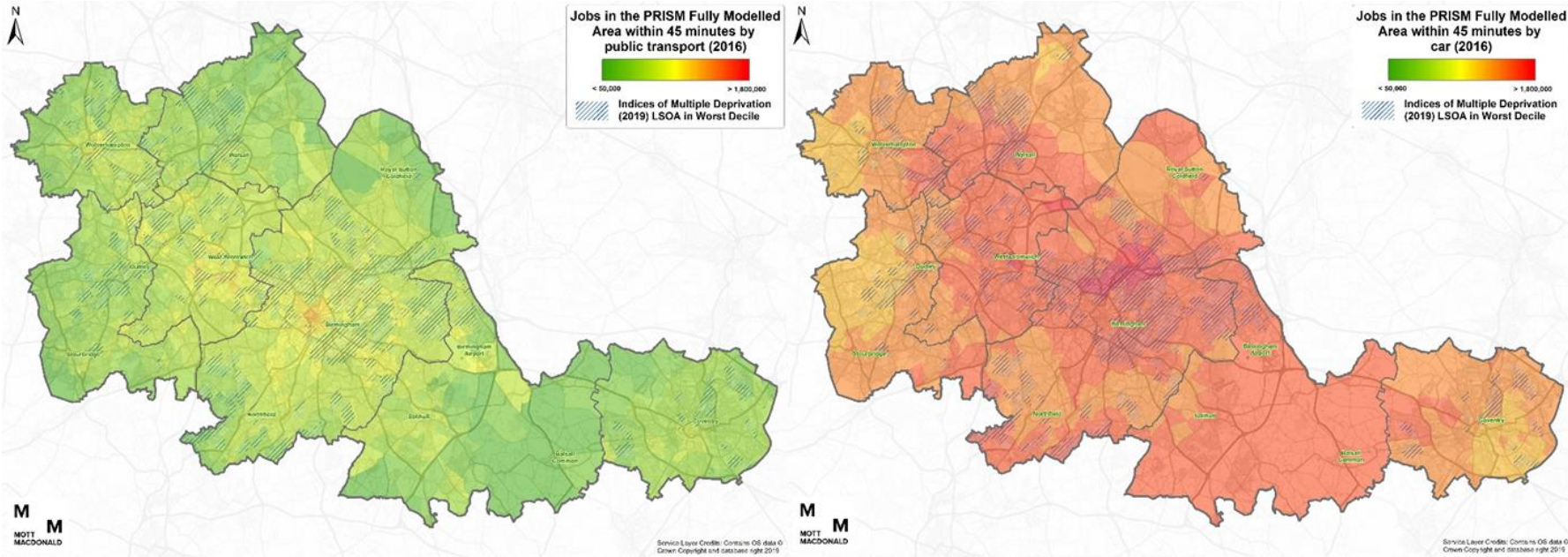




**We have ambitions around building a better connected, more prosperous, fairer, greener and healthier West Midlands.**

**Transport is key to enabling this.**

# Challenges – Accessibility



Jobs within 45 mins by car

Jobs within 45 mins by PT

People with cars can access more than those without.

Most West Midlands residents could access more than double the job opportunities within 45 minutes of where they live with a car than without a car.

63% of West Midlands journey are made by car, and many of them single occupancy.

85% of journeys are not made to our city centres.

27% of households have no access to a car.

Traffic and Travel

## The number of bus services drops in Birmingham the West Midlands to all time low, new data shows

By Andrew Dowdeswell, Data Reporter

Published 22nd May 2024, 06:02 BST

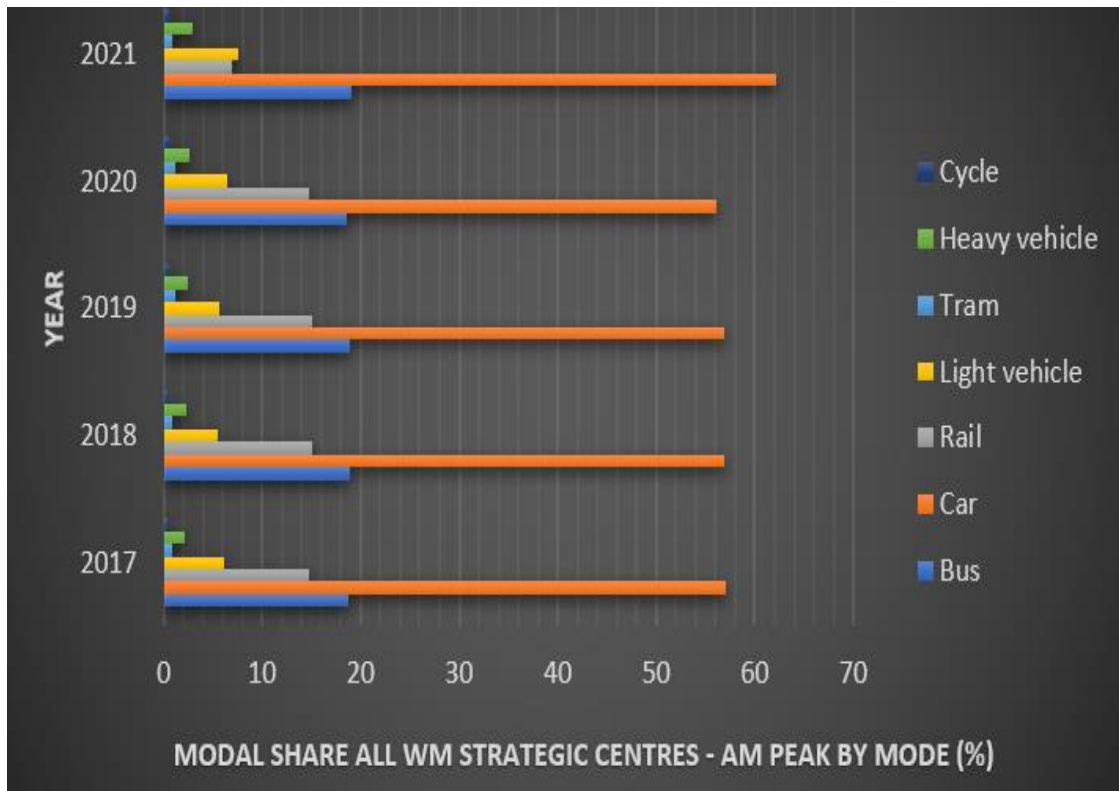


The Department for Transport data shows that the number of bus and coach services in the West Midlands has slumped to an all time low

Campaigners are urging the Government to work with local authorities and bus operators to expand and improve bus services.

The call comes as new data shows the number of services has dropped to an all time low in the West Midlands.

## Midlands borough among UK's 'unhealthiest places' where 7 in 10 are 'too fat'



### 'People feel scared about walking': the cost of car culture in Birmingham

After pedestrian deaths and assaults on traffic wardens, a city designed for motorists is fighting for change



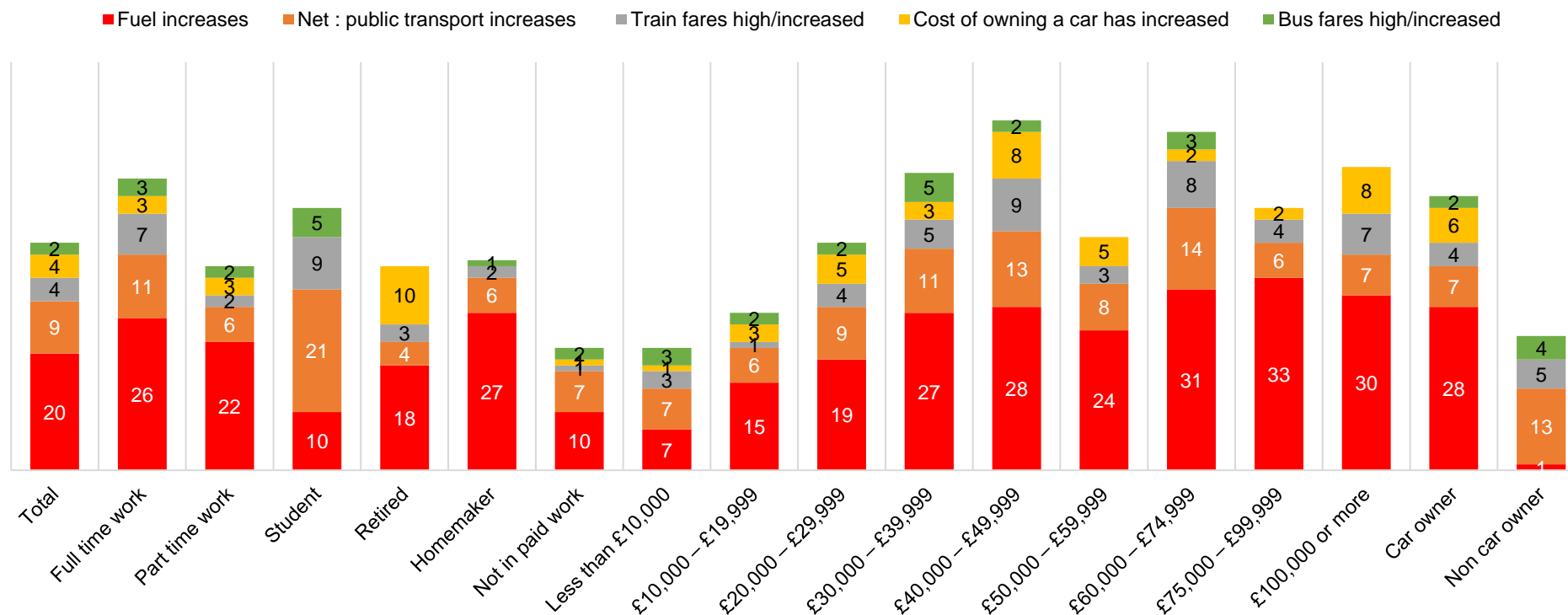
# Challenges - Cost of Living

In terms of behaviour change two thirds were spending less on non essential items, half had changed the frequency/way they travel or were using less fuel at home

As a result of the cost of living over two fifths had cut back on non essential travel, while a quarter were using the car less and walking more.

The main reason for transport costs increasing was the rising costs of fuel, with this impacting more affluent groups and car owners

% Affected By Increases In Fuel And Public Transport Costs



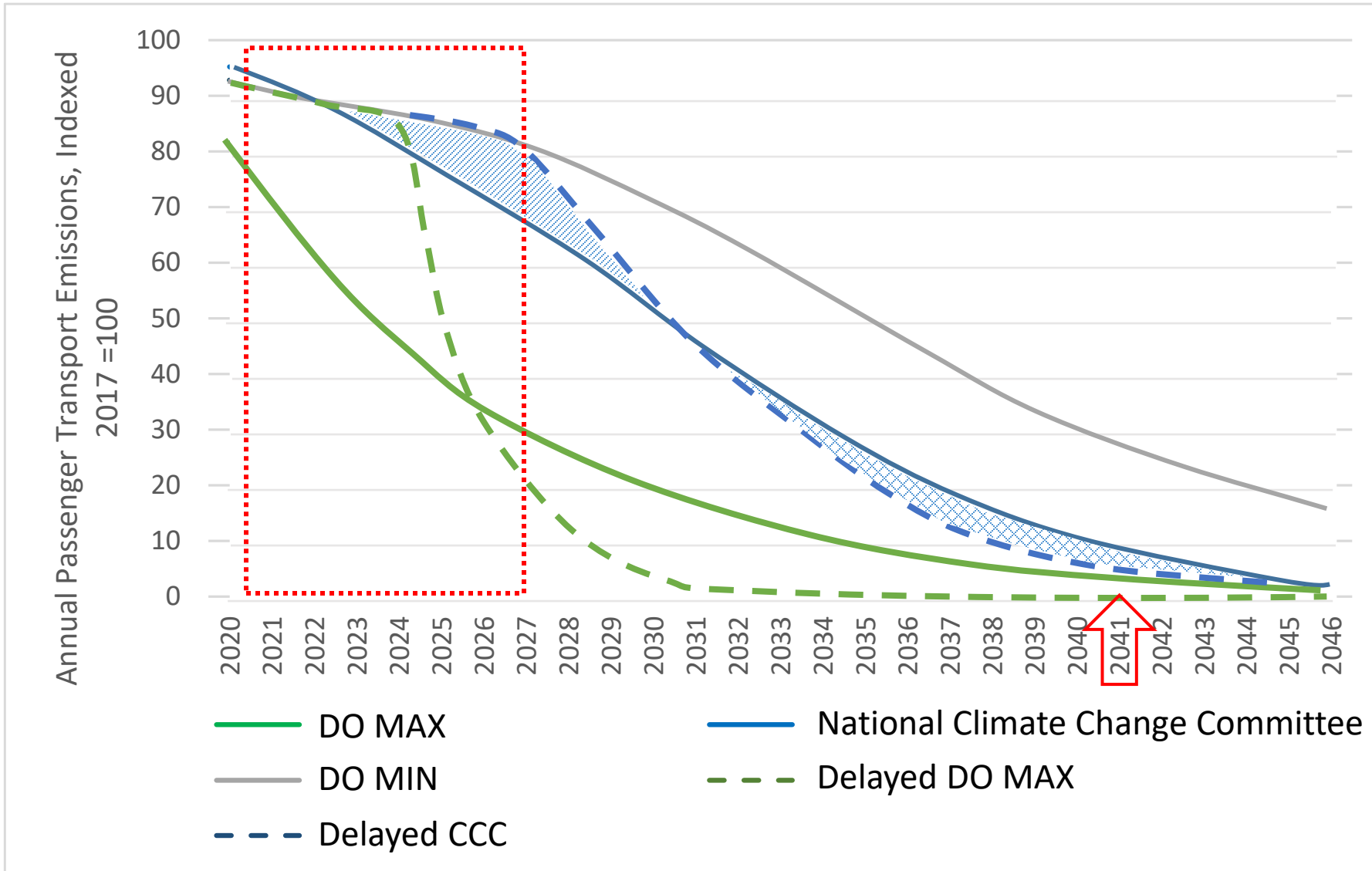
## ECONOMIC COST IS SIGNIFICANT:

After housing, transport is the next biggest household cost.

23% of ALL households struggled with their usual bills in '22, spending less on non-essential items by 71%

Question: Please describe in what ways your transport costs have increased ? Base 1143 respondents % exceed 100 due to multiple responses: NB: the figure for net public transport costs includes codes for higher increased bus fares /rail fares/metro fare/public transport in general

# Challenges – Decarbonisation



## By 2031 under...

### WM2041

- 36% reduction car travel distance
- 50% reduction in shopping trip distance
- 100% increase in PT
- 700% cycling increase
- 5-6 yr Acceleration in EV uptake

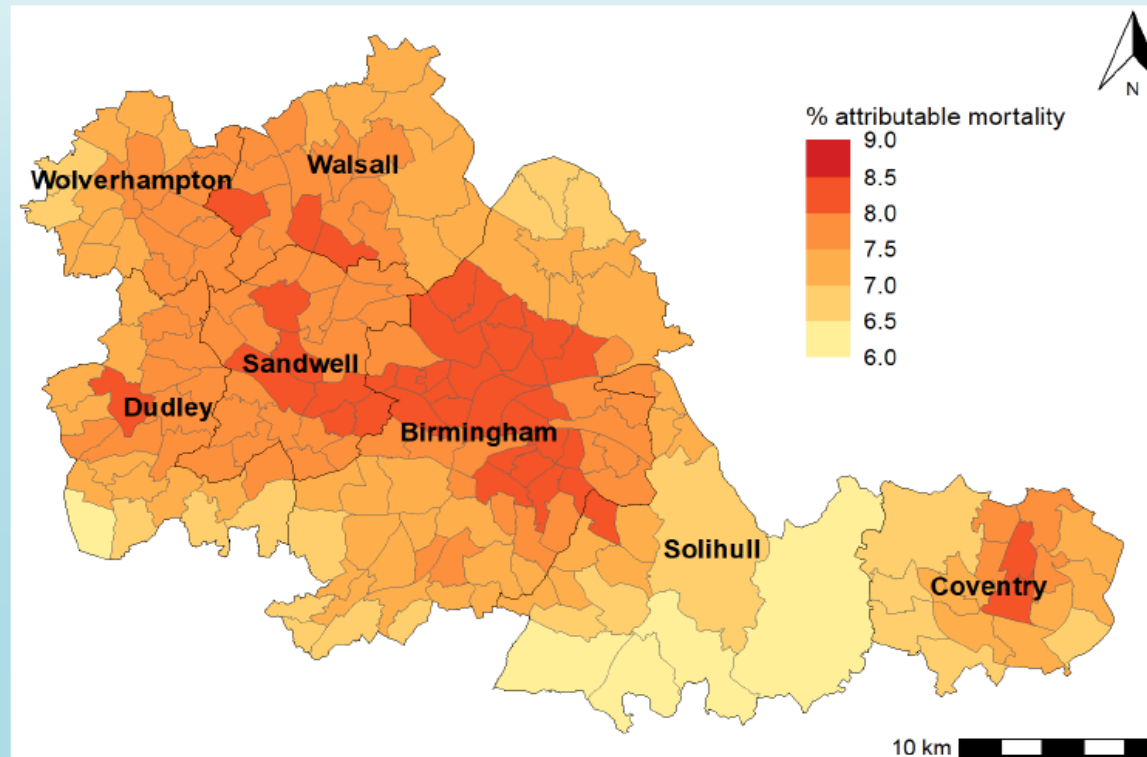
### National 2050

- 9% reduction car travel distance
- 30% reduction in shopping trip distance
- 30% increase in PT
- 175% cycling increase
- 1 yr Acceleration in EV uptake



# Challenges – Air Quality

## Percentage of early deaths attributable to air pollution at ward level in the WMCA (2019)



# Challenges – Ensuring a resilient network



**Birmingham New Street**   
 BHM @NetworkRailBHM · Follow

⚠️ Damaged overhead power lines on the railway north of New Street means all services in and out of the station are currently stopped or disrupted.

🚫 Because of the hot weather, DO NOT TRAVEL by train today

@WestMidRailway @AvantiWestCoast @CrossCountryUK @LNRailway @tfwrail

1:49 PM · Jul 19, 2022

NEWS

👍 43    💬 Reply    ↗ Share

[Read 8 replies](#)



## Infrastructure investments worth £650bn at risk if climate resilience neglected

By Daniel Gayne | 5 July 2022

Environment Agency chair calls for Treasury review on issue

Nearly £650bn of public and private infrastructure investment planned by 2030 are at risk unless climate impacts are factored into planning and delivery.



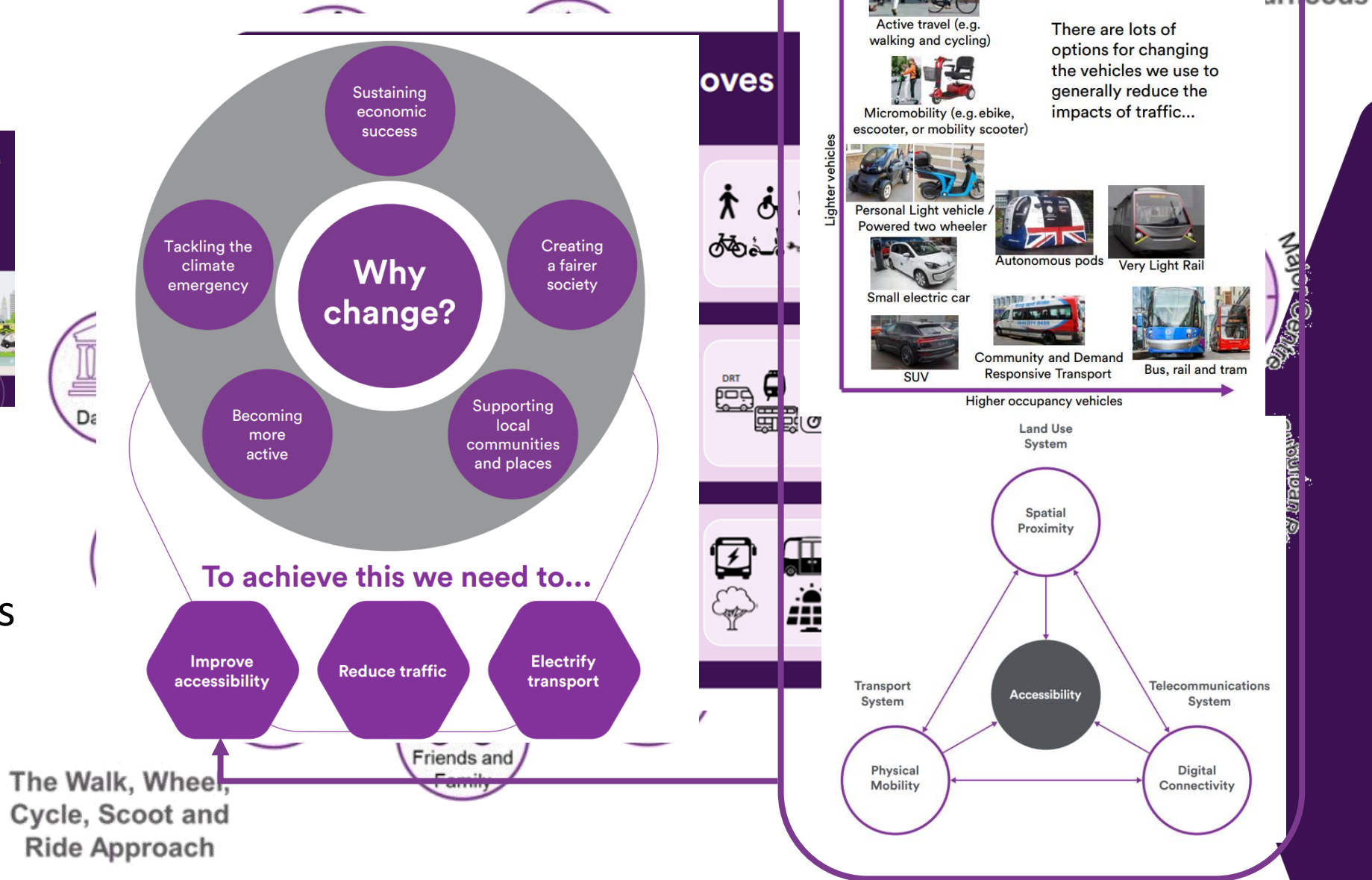
CLIMATE

## UK insurers set to pick up £219mn subsidence claims bill from 2022 heatwave

# Our ambitions for the region



Check out [tfwm.org.uk/wmltp5](https://tfwm.org.uk/wmltp5) for all your wmltp5 needs



# Current scale of our impacts

## Where were we aiming (by early-mid 2030s)

- Half of all urban trips by active modes
- 10-35% reduction vkm
- 10-35% reduction CO2/vkm

## What's our schemes' impacts (relative to a do nothing future in early 2030s)

### Accessibility

- ~2% increase in distances cycled
- ~3% increase in PT trips

### Reduce Traffic

- ~0.6% reduction in car trips

### Electrify Transport

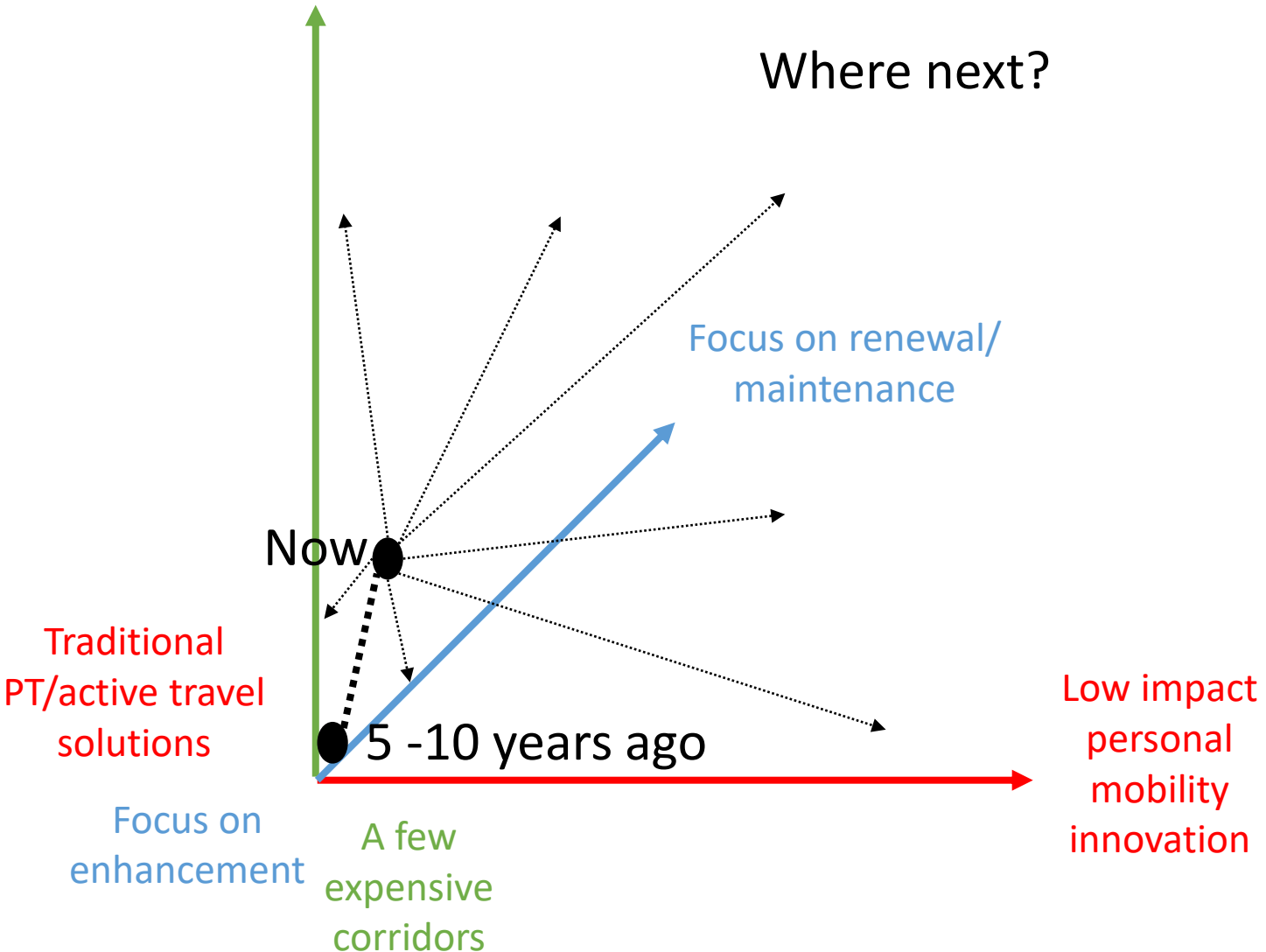
	Current public chargers		2030 public chargers (projected need)		Additional chargers needed
	Total	Per 100,000 pop.	Total	Per 100,000 pop.	
West Midlands (met. area)	2,500	90	14,300	460	11,800
Birmingham	500	50	5,100	430	1,800

## What's going to push us back

- Bus frequencies dropped by 33.2% from 2010-2023
- Vehicle miles could increase by 5-12% from 2025-2035

# Reimagining Transport in the West Midlands

Many low-cost interventions across region



# Emerging Delivery 2027-2030+

Behaviour Change

Accessible & Inclusive  
Places

Public Transport &  
Shared Mobility

Walk, Wheel, Cycle and  
Scoot

A Safe, Efficient and  
Reliable Network

A Green Transport  
Revolution

## Delivery

- Mobility Hubs/shared mobility offers (subject to business case)
- Further Swift Smart Ticketing/MaaS Upgrade
- Incentivisation Programmes

- HS2 Growth infrastructure
- Infrastructure and services needed to support place-based strategies, LUZ, EZs etc.

- Outcome of bus delivery options work could have a significant impact on future funding. If a franchising option was selected funding could be needed for new vehicles, depots, charging/fuelling facilities
- In any scenario, funding to stabilise the network will be essential in this period.
- Further bus priority corridors
- LTP Rapid Transit corridors including Hagley Rd, East B'ham/North Solihull Corridor, Walsall/Stourbridge.
- Rail scheme development

- Completion of CRSTS 1 corridor schemes
- LCWIP priority routes
- Further investment in infrastructure to support walking

- Significant need for additional maintenance across a range of highway assets;
  - Road surface and potholes.
  - Pavements and active travel
  - Traffic signal technology
  - Structures
- Road safety measures in line with regional strategy
- Public Transport Infrastructure asset renewal
- Climate adaptation

- Further EV and alternative fuels infrastructure for both personal and commercial uses
- Additional Ultra Rapid Charging Transit Station

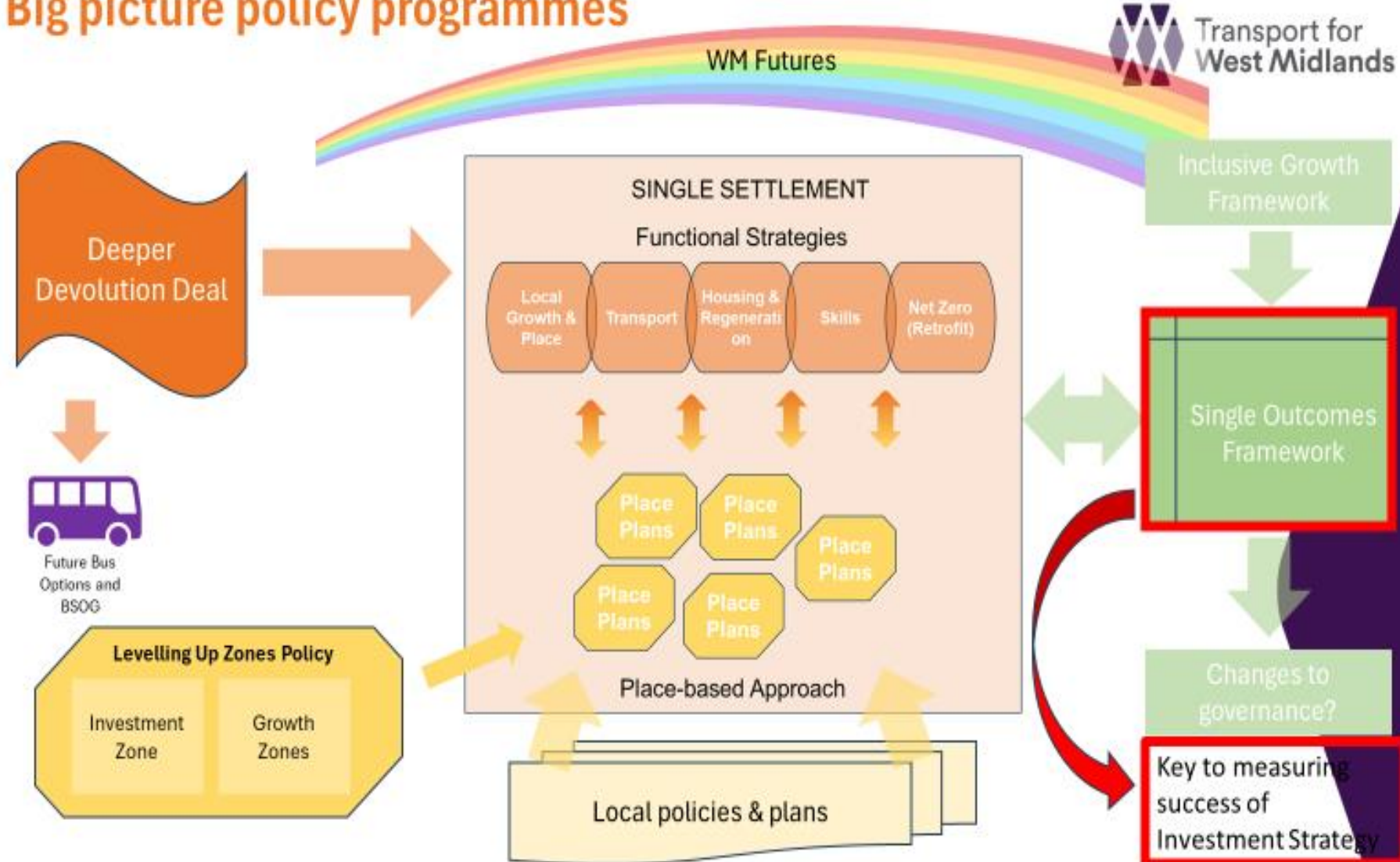
Complete CRSTS 1 commitments / Local Network Improvement Plan

# Devolution and Single Settlement will help us to deliver

Memorandum of Understanding for the Single Settlements with Greater Manchester and West Midlands Combined Authorities

November 2023

## Big picture policy programmes



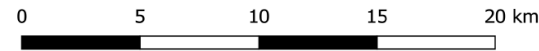
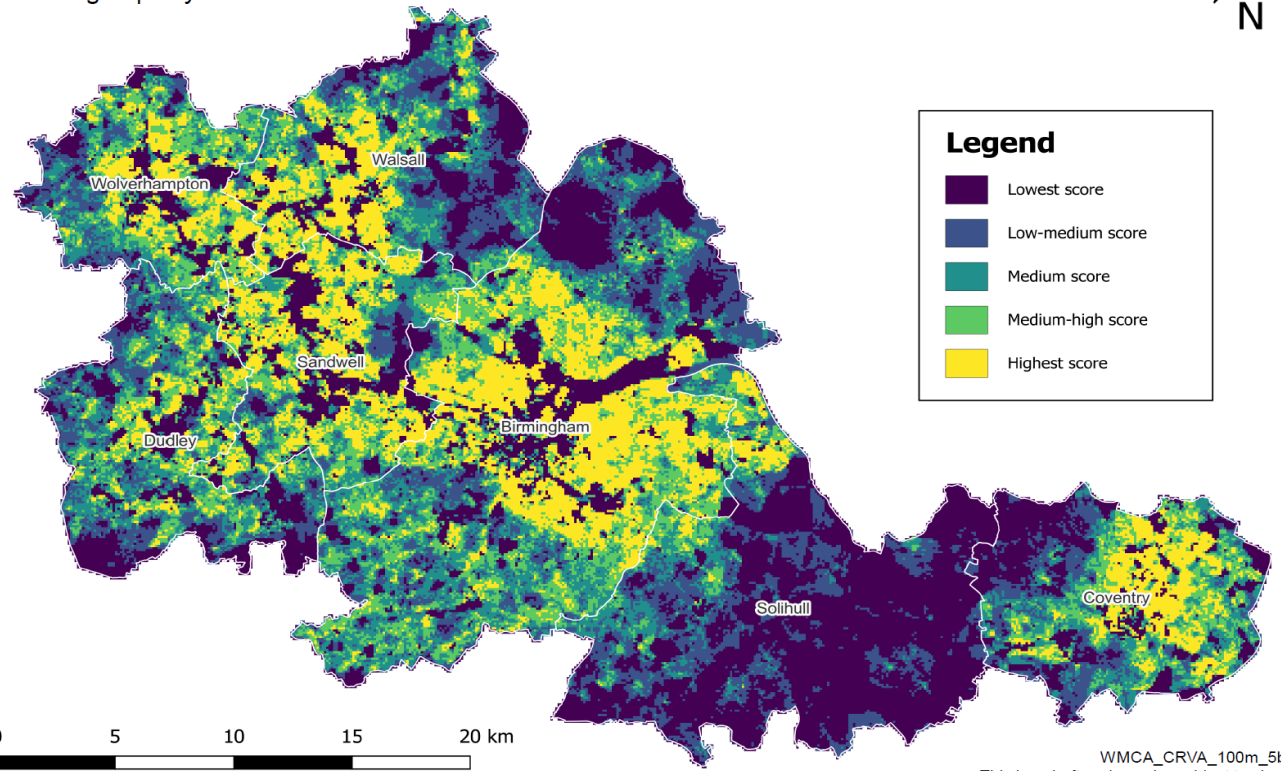



**Department for Transport**

**LIVELABS2**  
Decarbonising Local Roads

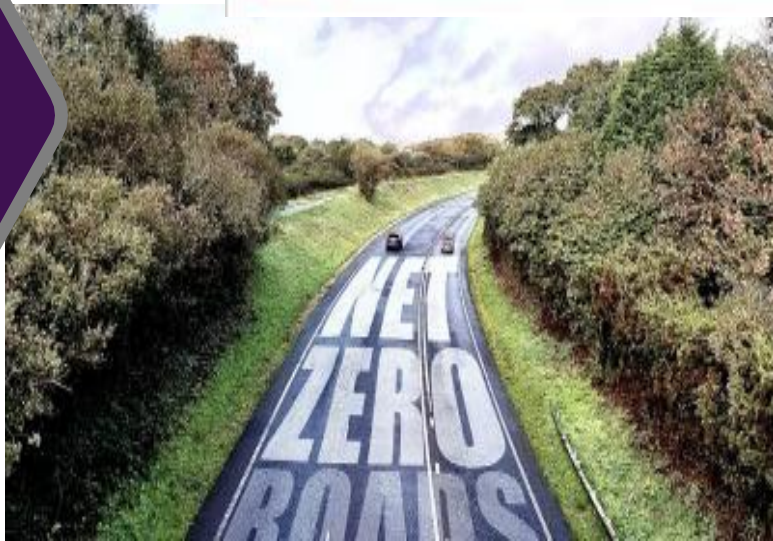
**Climate risk and vulnerability scores for the West Midlands**

100m resolution  
5 colour groups by score



WMCA\_CRVA\_100m\_5bins  
This is a draft and may be subject to change

**Regional Transport Coordination Centre**





# The cost of adaptation...?

- Nationally the value of the national maintenance backlog is estimated to be in the region of £14bn.
- Regionally we think this could be in the ball park of £500m to bring everything up to standard.
- Future planning of transport infrastructure will need to involve an assessment of whether the costs of adaptation are higher or lower than the avoided costs of disruption and the indirect benefits of adaptation.
- The costs of not adapting could also be significant – not just in terms of infrastructure but wider impacts on people, places and the economy.



# ***JOURNEYS FOR EVERYONE***

