



West Midlands  
Combined Authority

# WEST MIDLANDS GREENER TOGETHER PANEL

LOCAL TRANSPORT PLAN WORKSHOP 1 (02 November 2024)

# Welcome back

- **Involve:** the UK's public participation charity, on a mission to put people at the heart of decision-making
- **West Midlands Combined Authority:** led by the directly-elected Mayor of the West Midlands. Combined Authorities are set up to invest in their regions through collaboration with partners, including local councils.
- **Facilitators:** Rob, Amanda, Anita, Sean, LaToyah, Geraldine
- **Supporting:** Katie and Jackie (WMCA)
- **Speakers:** David (WMCA)

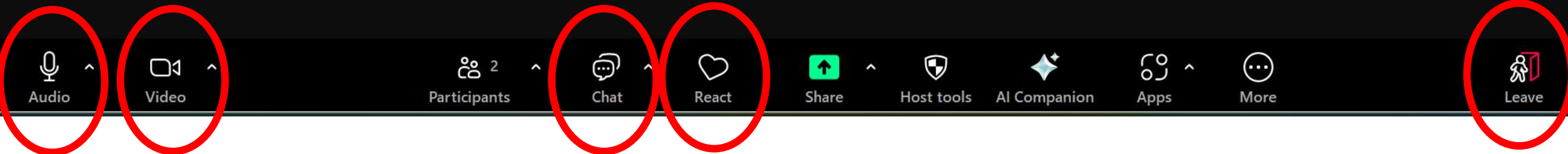
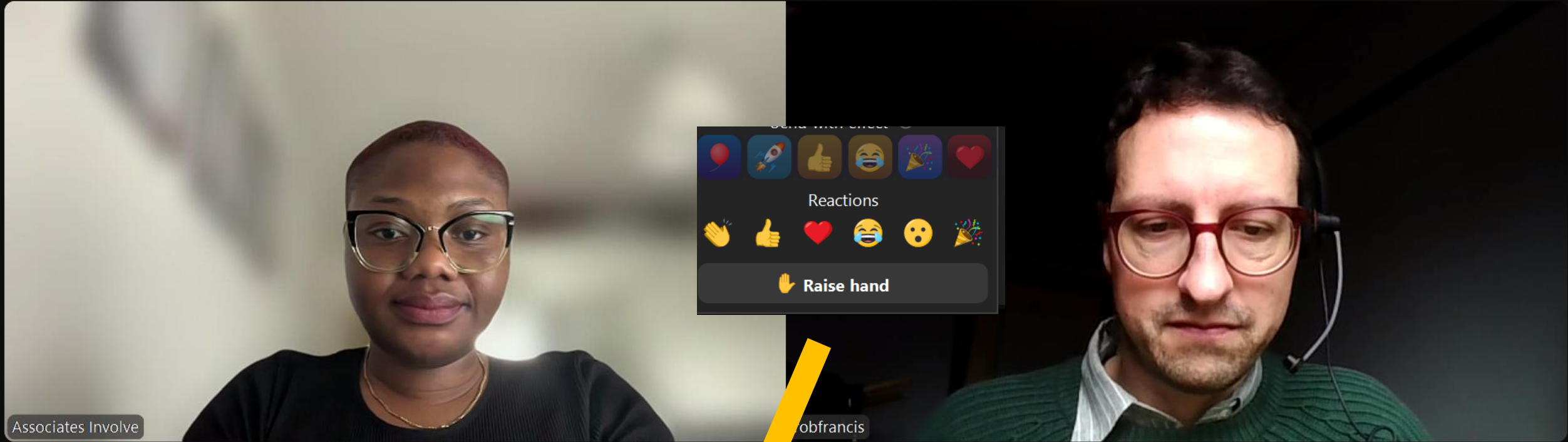
# Ground rules

- There are no right or wrong answers
- If you don't understand something, just ask
- Respect each other and our different views and experiences
- Be mindful how you phrase things to avoid others taking offence or feeling singled out
- Give each other time to speak – the facilitator will help with this
- Give each other your full attention – stay engaged
- Stick to one conversation at a time
- Respect confidentiality
- Try to stay on topic

# Using Zoom

- Please put your camera on so we can see you – whatever state your hair is in!
- Remember to keep yourself on ‘mute’ unless you’re speaking to reduce background noise
- If you want to speak raise your hand by pressing the hand button
- If you’re having problems and fall off the call, email Geraldine for help:  
**[geraldine@involve.org.uk](mailto:geraldine@involve.org.uk)**







**NOV**

**2**

# What's coming up this month

Today we'll be learning about the Local Transport Plan:

- Why it's needed
- What it's for
- What sort of future it could help us create in the West Midlands



**NOV**

**16**

# What's coming up this month

In two weeks' time we'll be meeting face to face and continuing the work we start today. In particular we will want to understand what kind of shift in transport use you would be willing to see and exploring how you think those shifts should be enabled.

# Today's programme

TIME	ITEM
10.00	<b>Welcome and introduction to the session</b>
10.15	<b>Warm-up conversation followed by feedback</b>
10.45	<b>Transport in the West Midlands today</b> <ul style="list-style-type: none"><li>• How we got here, where we're heading and why we need to change</li></ul>
11.00	Buzz in groups
11.10	Q&A with David
11.30	BREAK
11.45	<b>Presentation 2: preparing for a different future</b> <ul style="list-style-type: none"><li>• What could the future of transport look like in the West Midlands and what could that mean for different types of place?</li></ul>
12.00	Discussion in groups
12.45	<b>Feedback</b>
13.00	<b>Close</b>





# Presentation 1: Transport in the West Midlands today

Got questions? Jot them down ready  
for our Q&A



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

**Transport is key to enabling this inclusive growth.**

# What is the LTP?

Statutory transport plan covering the 7 constituent local authorities

Duty of WMCA as the Local Transport Authority

WMCA and 7 constituent authorities must implement the plan

Plan is developed in partnership – constituent authorities and more

Carries weight in public policy decision making – including local planning functions

Key document for making the case for funding

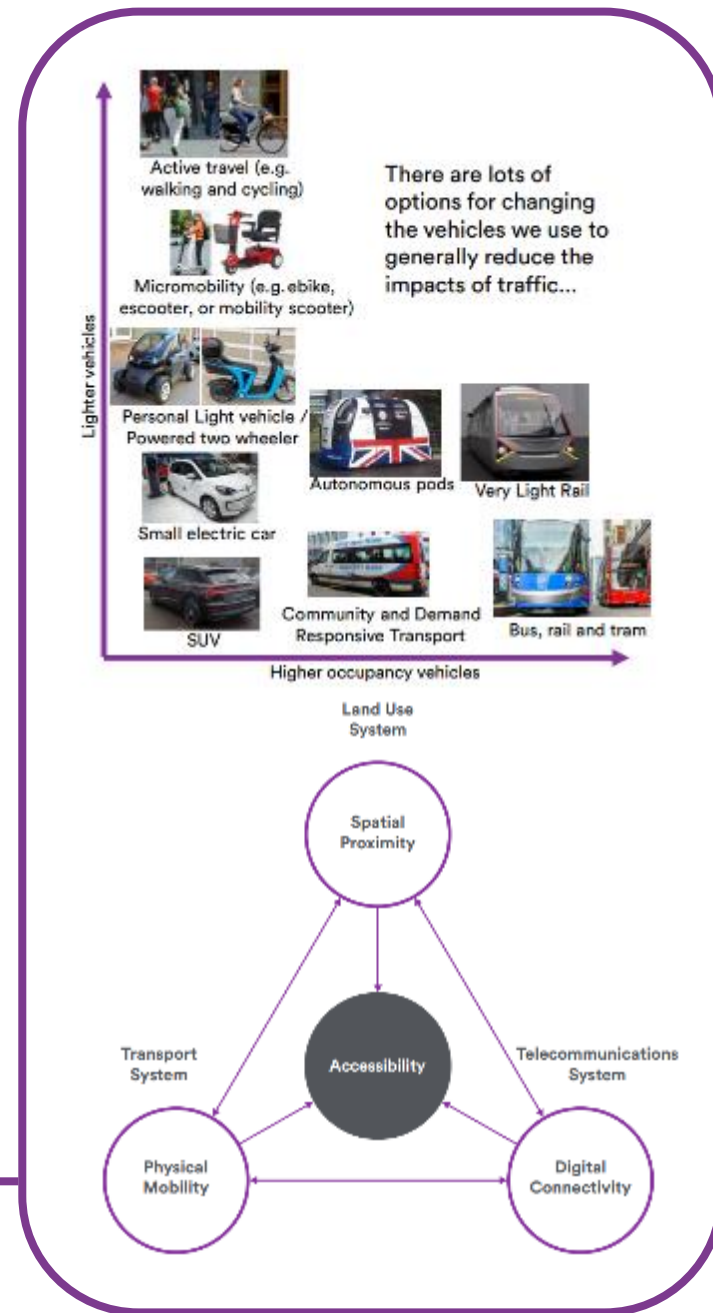


The LTP must set out policies and implementation proposals for the promotion and encouragement of safe, integrated, efficient and economic transport (including the movement of people and goods) to, from and within the area.

# Our ambitions for the region

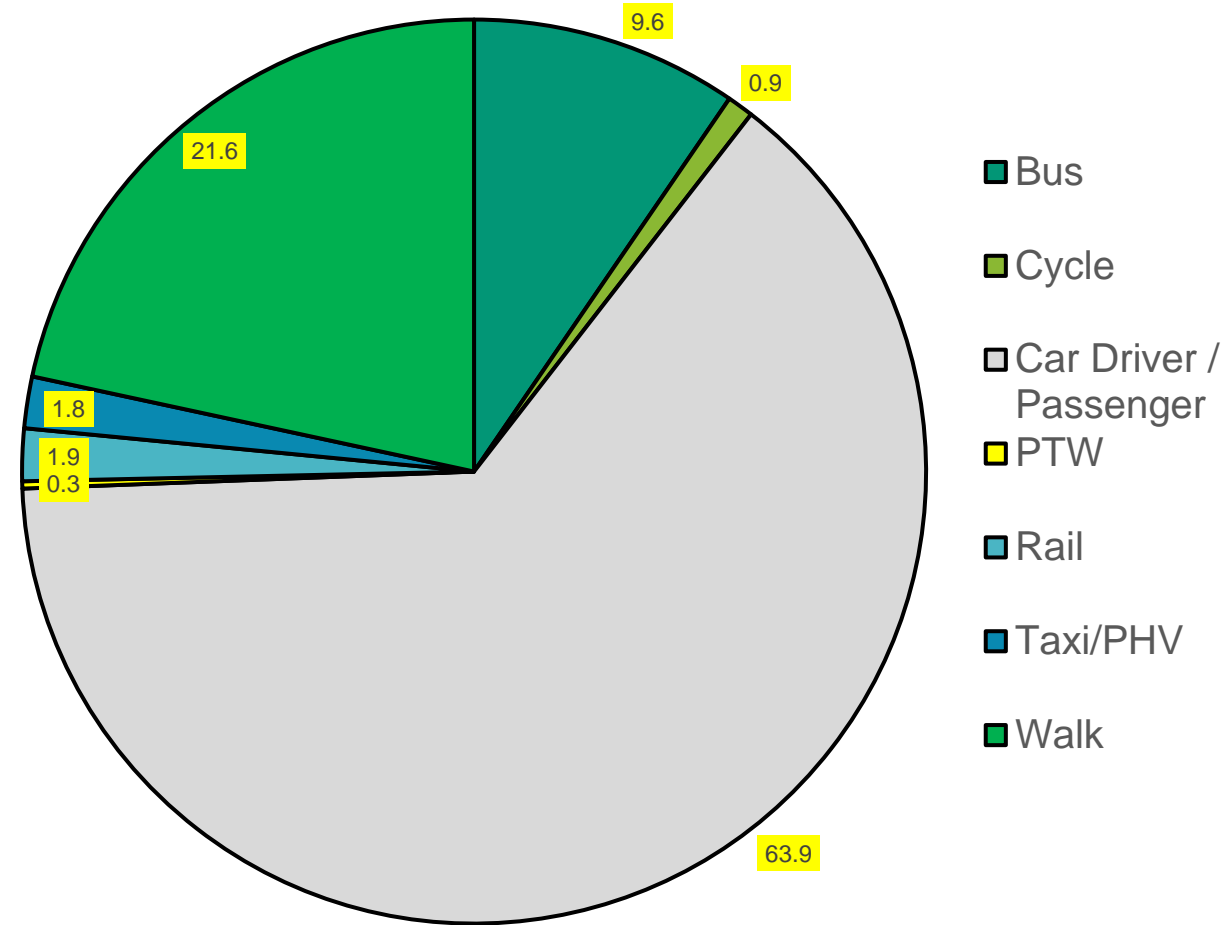


Check out  
[tfwm.org.uk/wmltp5](https://tfwm.org.uk/wmltp5)  
for all your wmltp5  
needs



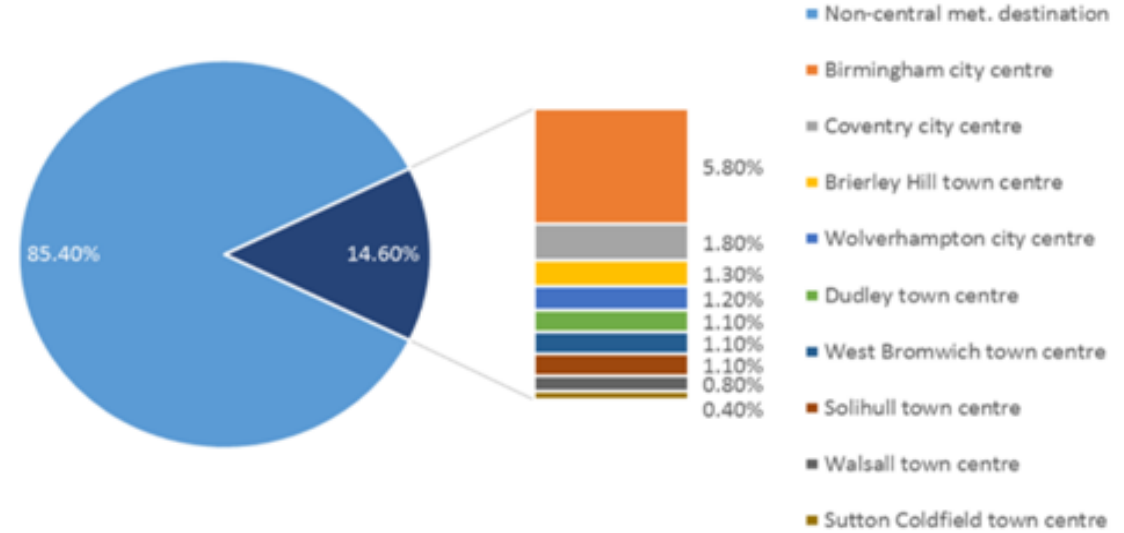
# How people travel in the West Midlands

% WM average mode share for all trips

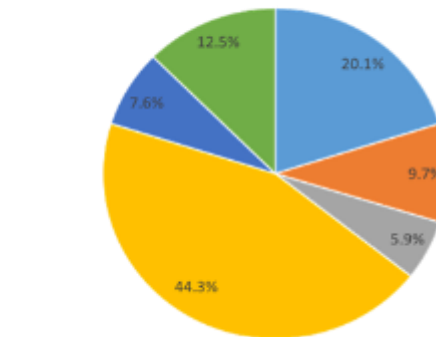


- Bus
- Cycle
- Car Driver / Passenger
- PTW
- Rail
- Taxi/PHV
- Walk

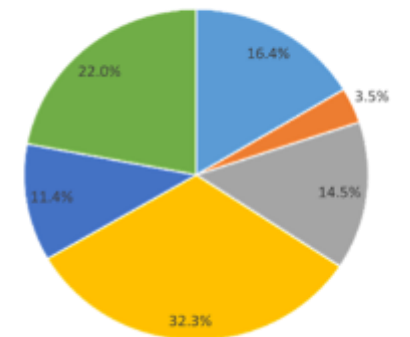
People travelling by car in the AM peak to centres vs. other destinations



Proportion of distance travelled per year by purpose in WM met. area (2013-2015 average)

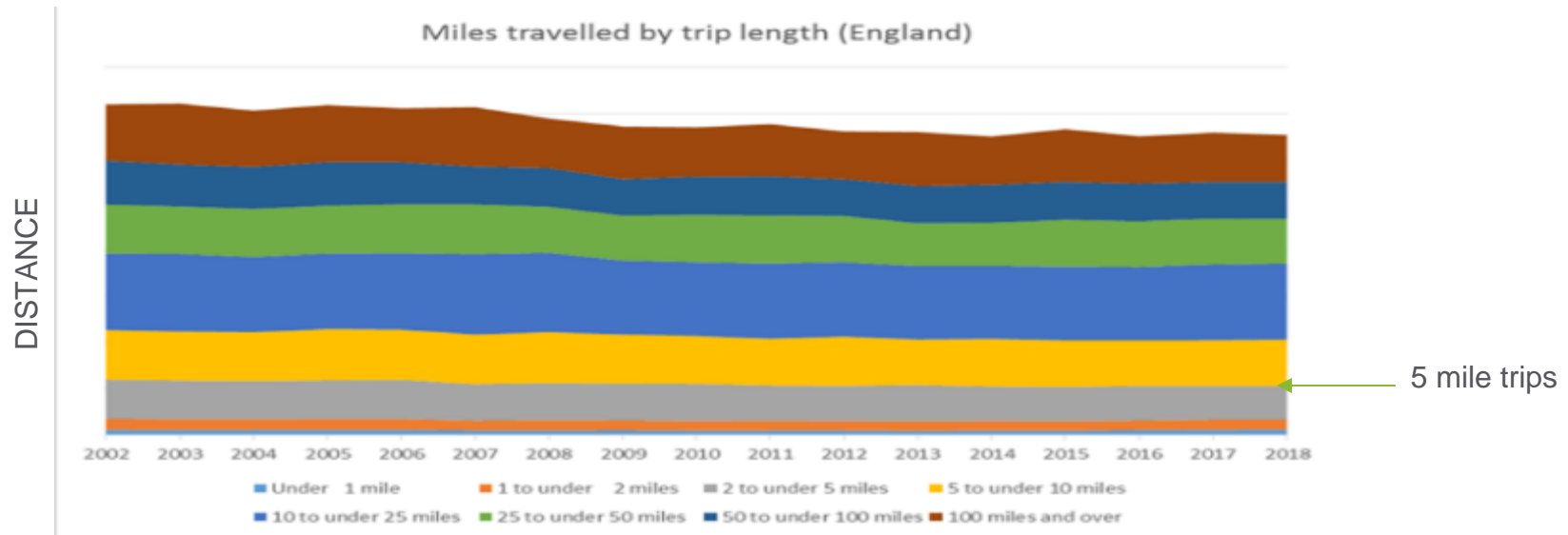
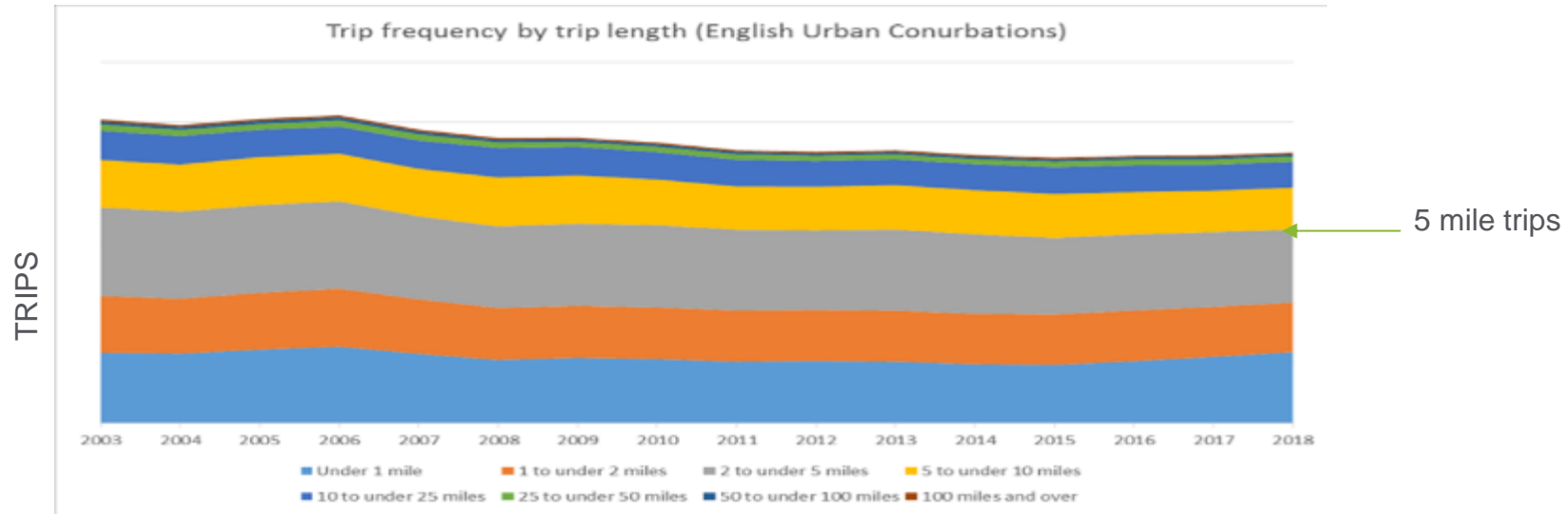


Proportion of trips per year by purpose in WM met. area (2013-2015 average)



- Commuting
- Business
- Education (inc escort)
- Leisure
- Personal
- Shopping

Most travel (80% by distance, 84% by trips) is not commuting



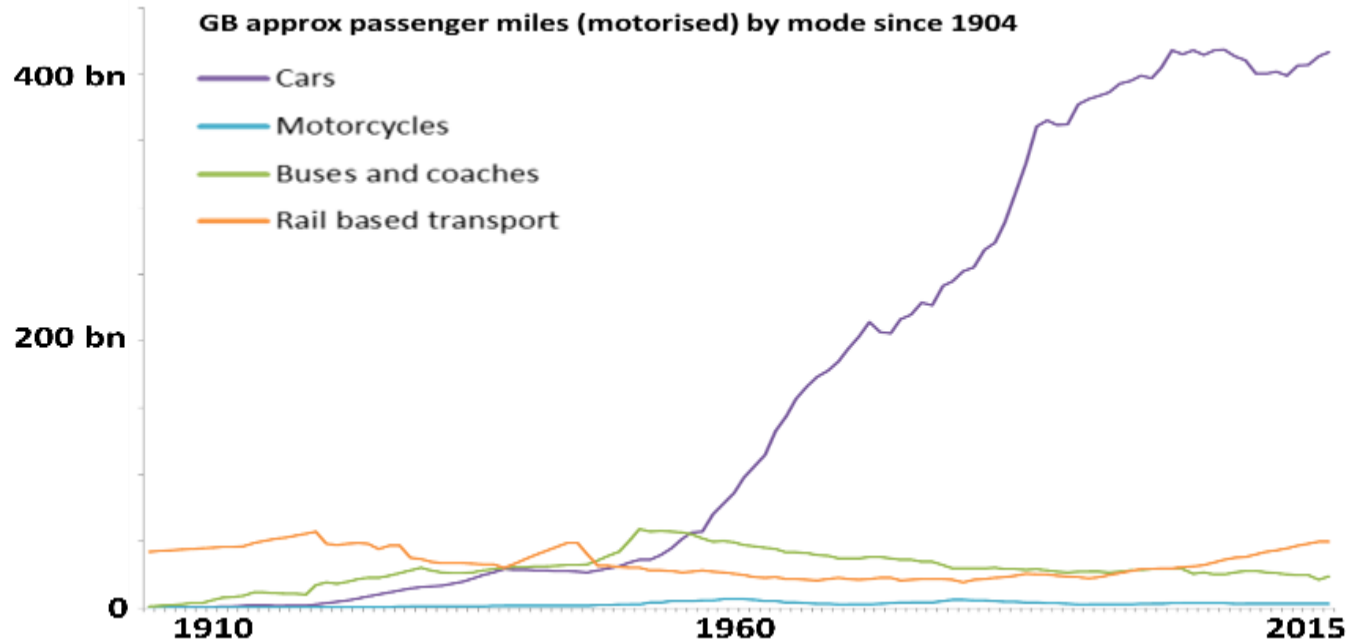
Most trips are short but they account for a very small amount of total distances travelled.

Percentage of trips and distance travelled for short journeys by main modes

		Walk	Cycle	Car	Public transport	Other
Trips	Less than 1 mile	80%	1.1%	18%	0.7%	0.6%
	1 to 2 miles	31%	2.8%	60%	5.3%	1.9%
Distance travelled	Less than 1 mile	76%	1.2%	21%	1.0%	0.6%
	1 to 2 miles	31%	2.9%	59%	5.4%	1.9%

# Transport changed

## Our growing travel demand







## Trends in trips, distance and time spent travelling

In 1965...



945 trips



3,665 miles



349 hours

per person per year

In 2014...



921 trips



6,488 miles

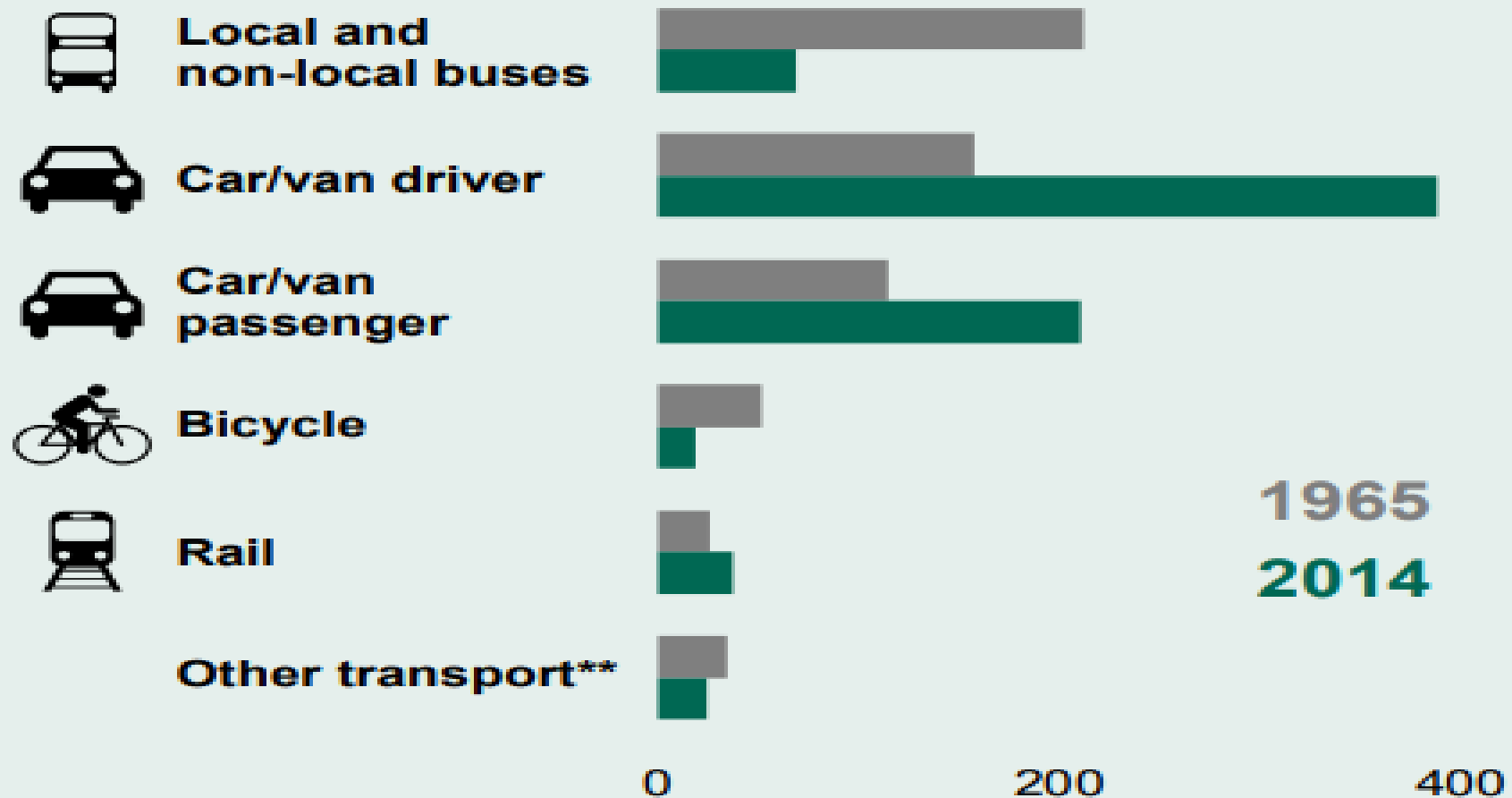


361 hours

per person per year



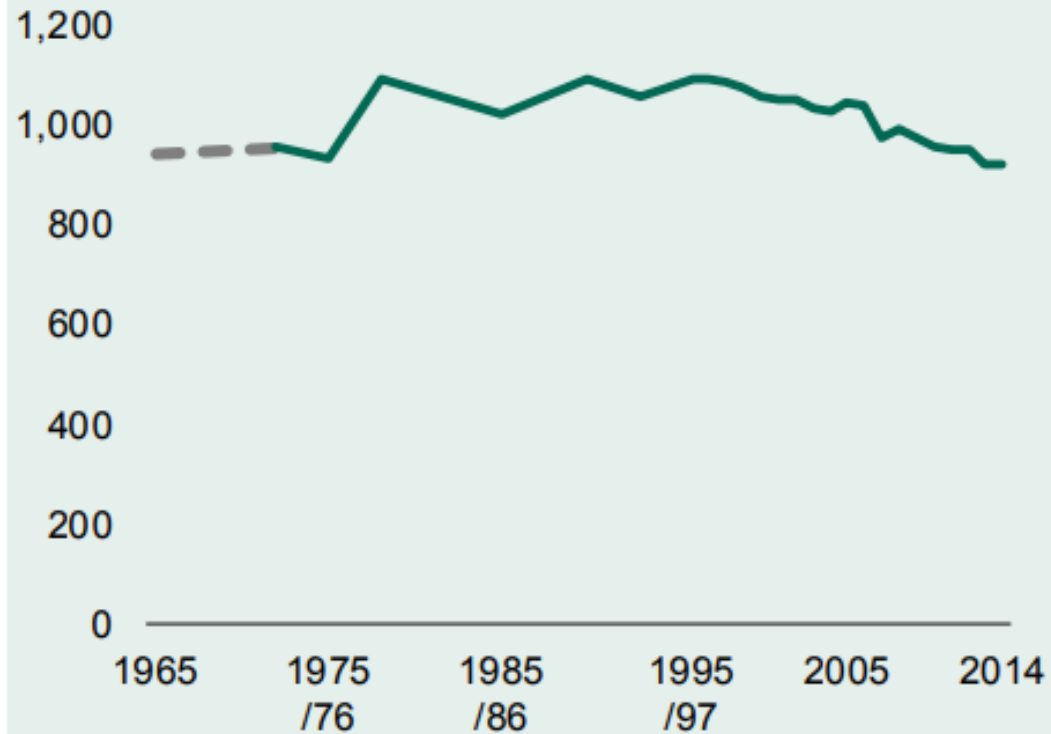
## Average number of stages travelled by mode (excluding walks): 1965 and 2014



\*\* Walks of all lengths excluded for comparability reasons.

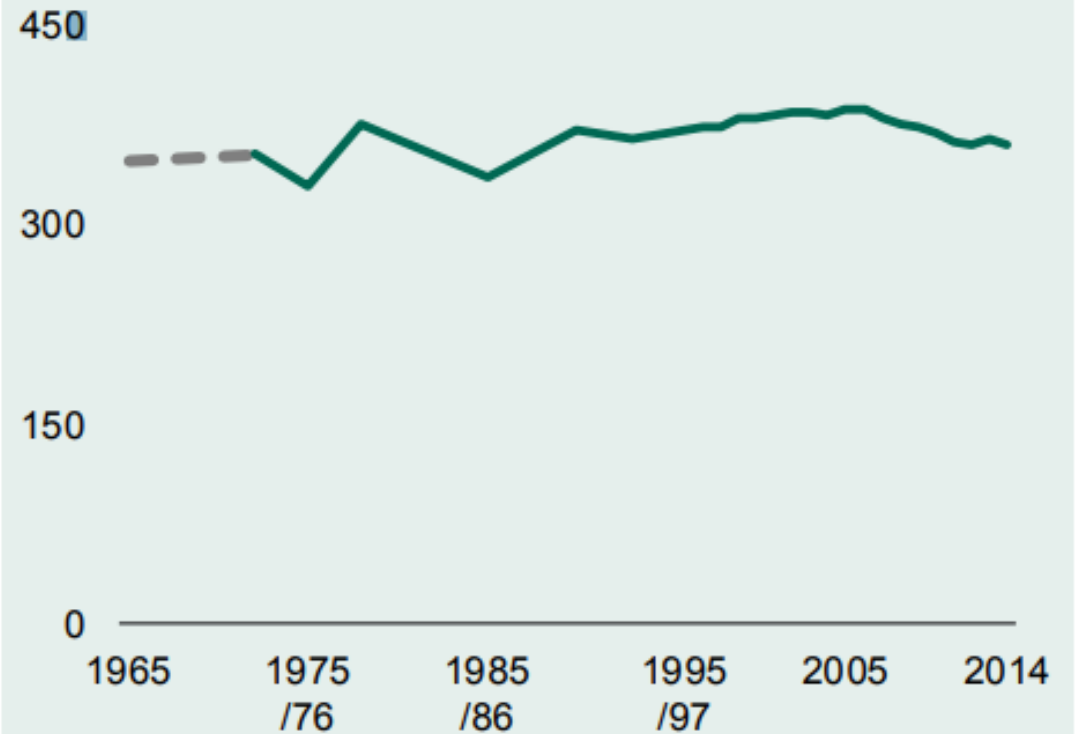
### Trend in trips: England\*\*, 1965 to 2014

trips per person per year



### Trend in time spent travelling: England\*\*, 1965 to 2014

hours per person per year

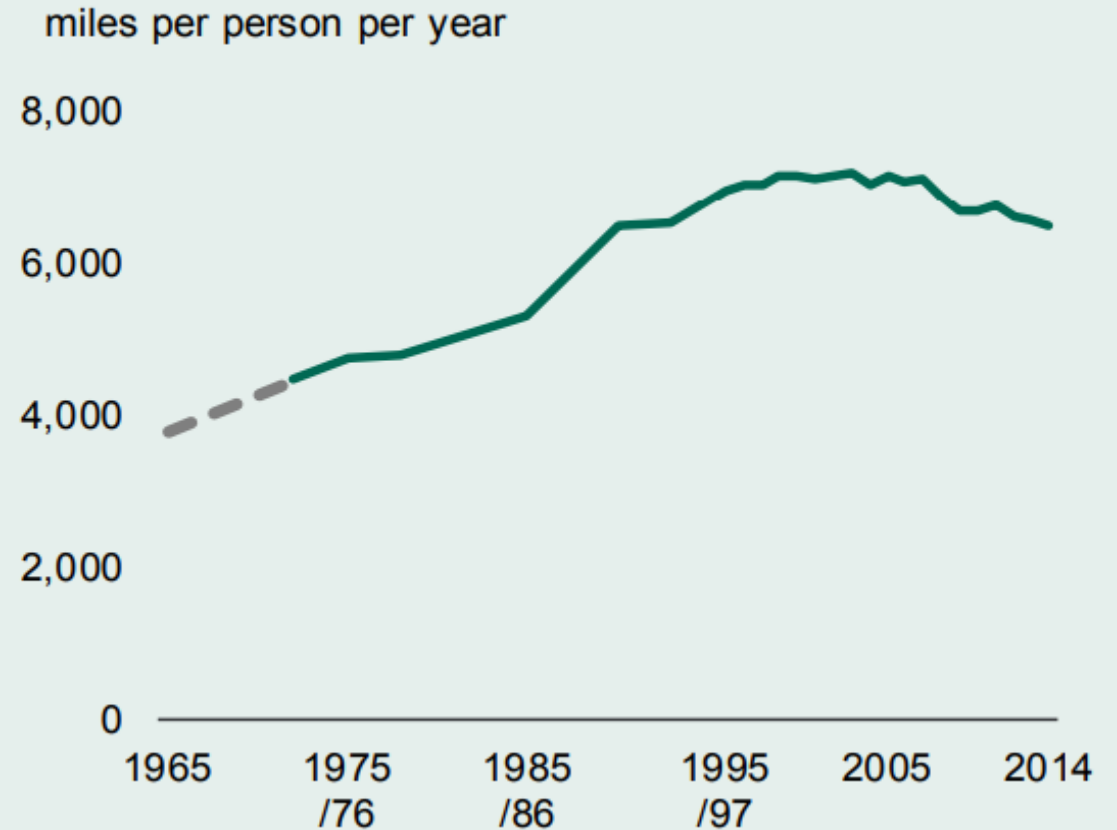




► **Distance:** while trips and time spent travelling have changed little over 50 years, distance travelled has increased by 71% since 1965.

Therefore, for a similar number of trips and time spent travelling, residents of England travel much further than 50 years ago. This change over time is mainly due to changes in mode use.

Trend in distance travelled: England\*, 1965 to 2014





## Trends in car access

In 1965...



**42%** of households had at least one car



**29%** of adults had a driving licence

In 2014...



**76%** of households had at least one car

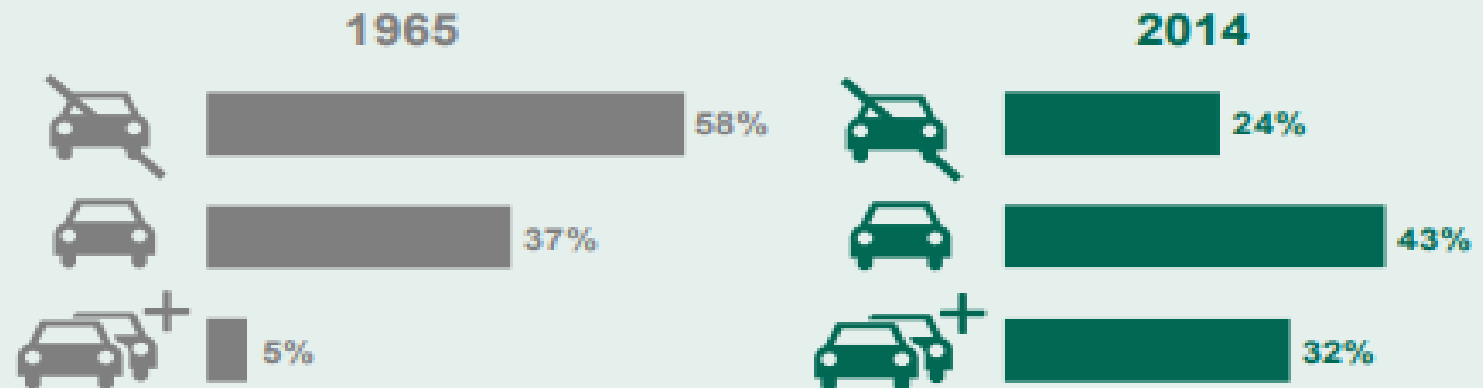


**73%** of adults had a driving licence

### ► Car availability:

Car availability of households has increased in the last 50 years. There has also been a large increase in multi-car households: only 5% of households had two or more cars/vans in 1965, compared to 32% now.

### Household car availability: 1965 and 2014





## Changes in purpose of travel

Reasons for making a trip have remained broadly similar in 40 years\*. Most trip purposes show a slight decrease, except holidays/sport and escort (where the main purpose is to accompany someone else). Some changes in trip rates (averaged over the whole population) could be linked to population change.

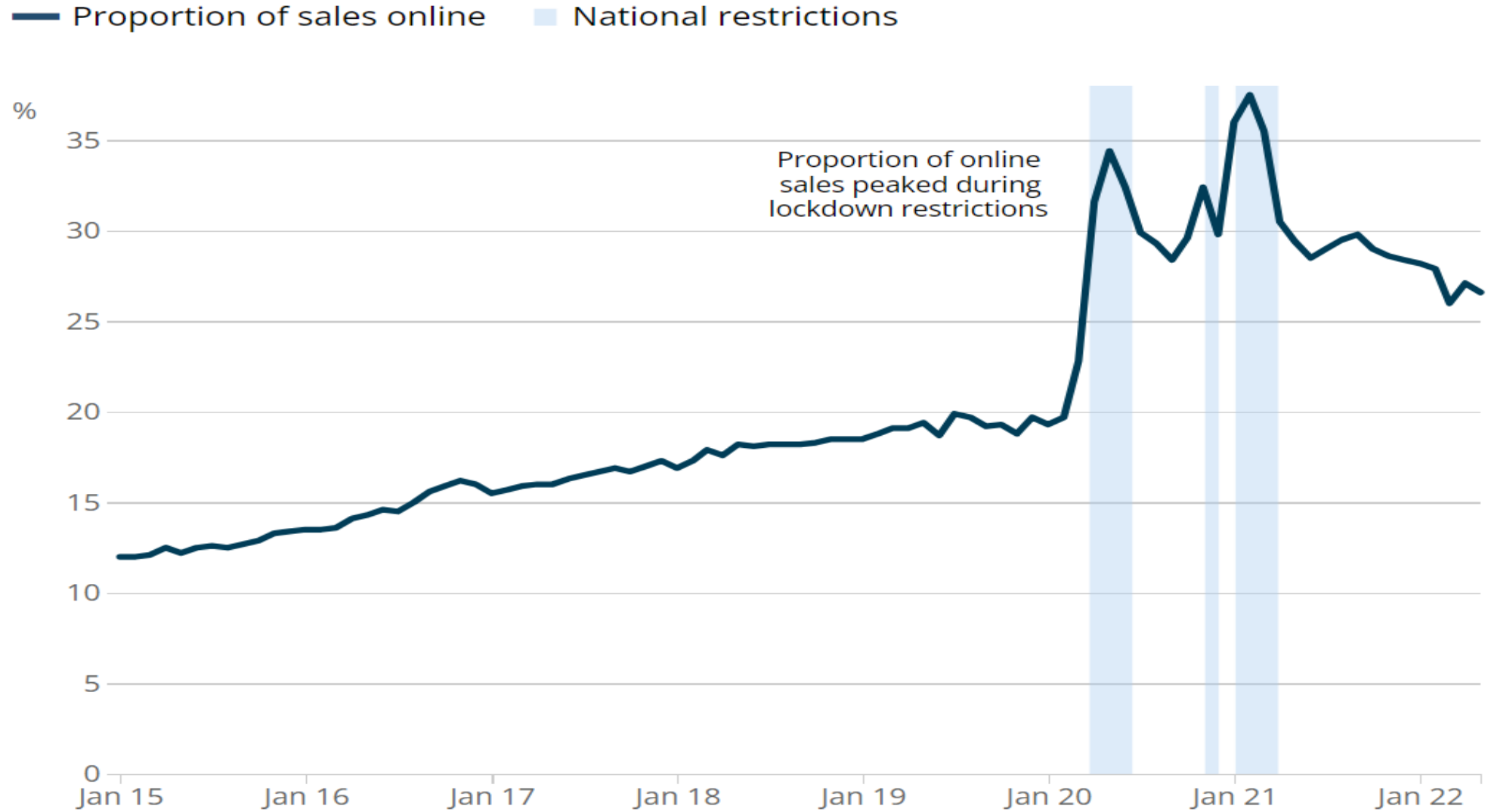


**shopping and personal business**  
remain the most common reasons for making a trip

\* Figures earlier than 1975/76 are not reliable for comparison because of changes in the way purposes are defined in the earliest waves of the survey. Figures presented here relate to 1975/76.

Trips per person per year by purpose, 1975/76 and 2014





Source: Office for National Statistics – Monthly Business Survey – Retail Sales Inquiry

# Budget 2024: Greener describe chancellor's 'utterly nonsensical'

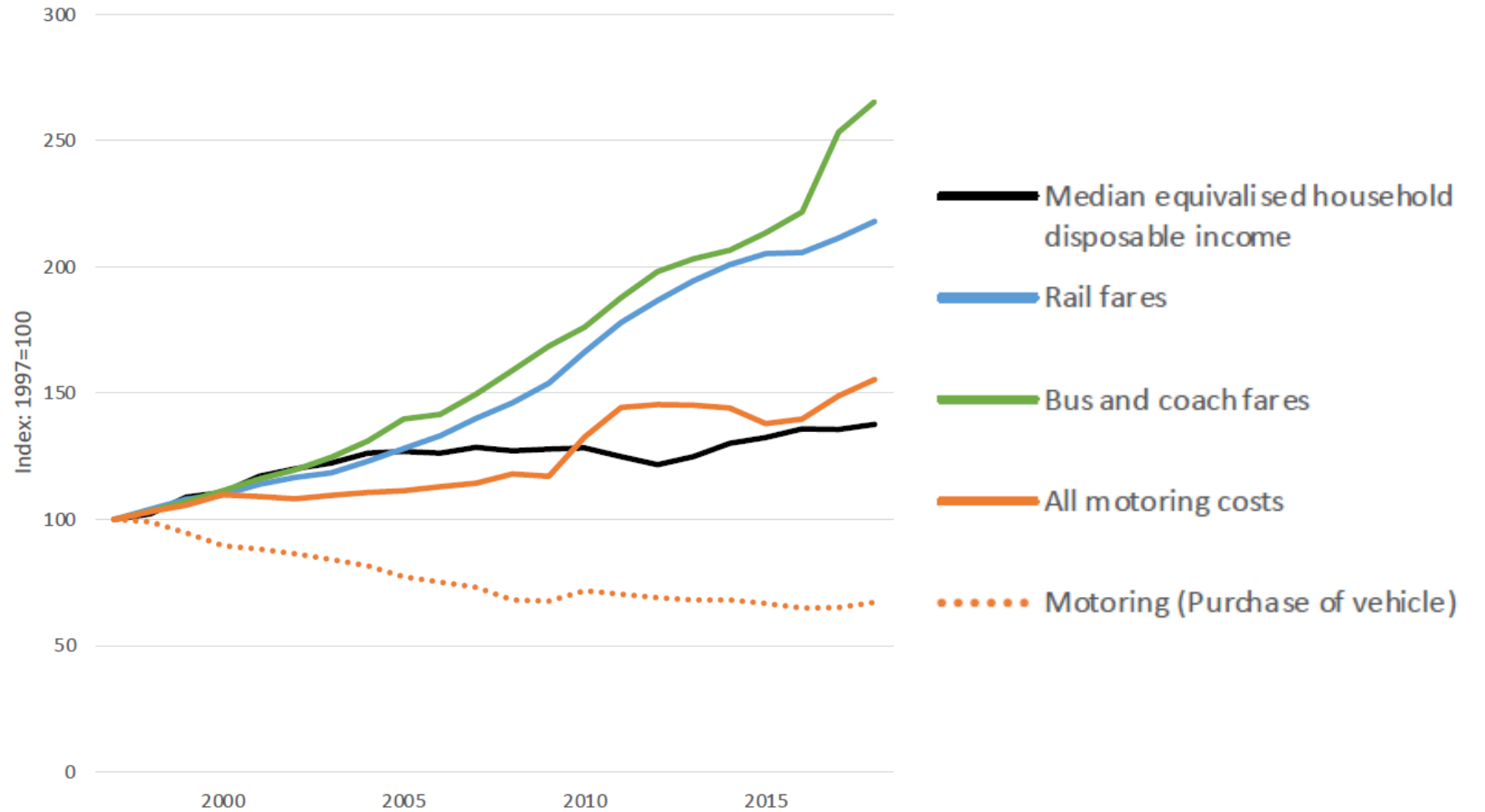
## Changes in the costs of transport (UK) and car ownership (West Midlands)

Freezing fuel duty will have cost the Treasury government's decision will be welcomed by criticised the move, saying it makes no sense

(T) Wednesday 30 October 2024 18:54, UK



Fuel duty freeze to continue into 2025





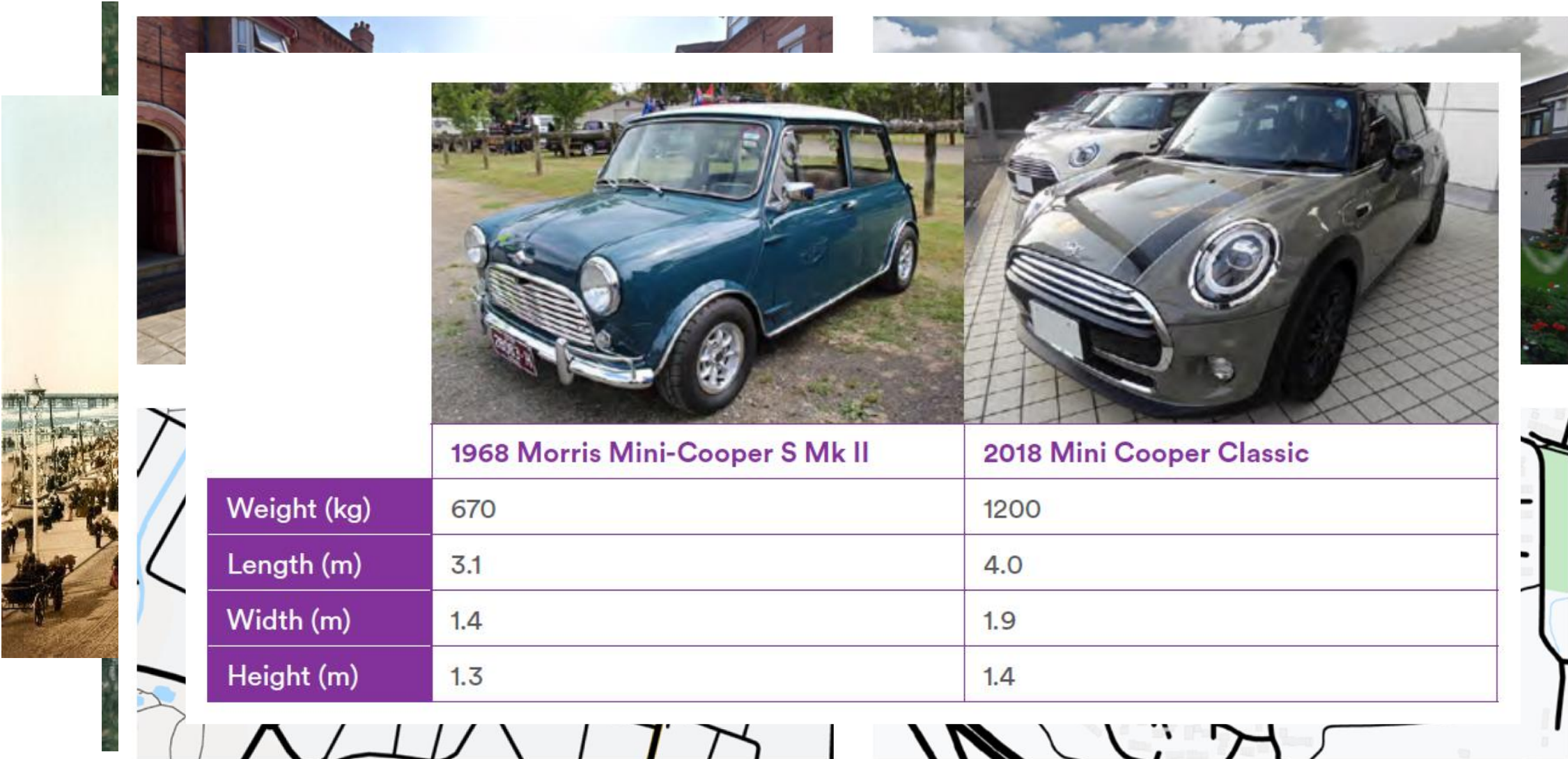
# Our lives and places changed



**1968 Morris Mini-Cooper S Mk II**

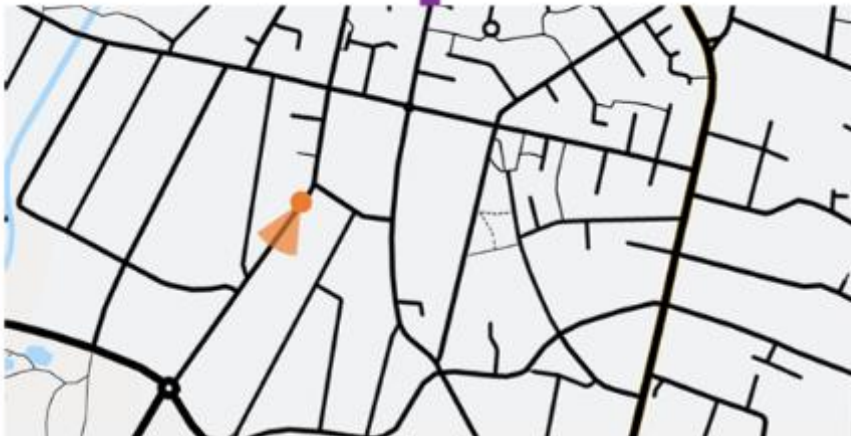
**2018 Mini Cooper Classic**

Weight (kg)	670	1200
Length (m)	3.1	4.0
Width (m)	1.4	1.9
Height (m)	1.3	1.4



# Our lives and places changed

Transport has changed the design and layout of places



Source: Google Street View and Maps

As people could travel further and further, our settlements began to expand, streets became less connected, and buildings became more spread out with lots of space set aside for parking.



# Buzz in groups



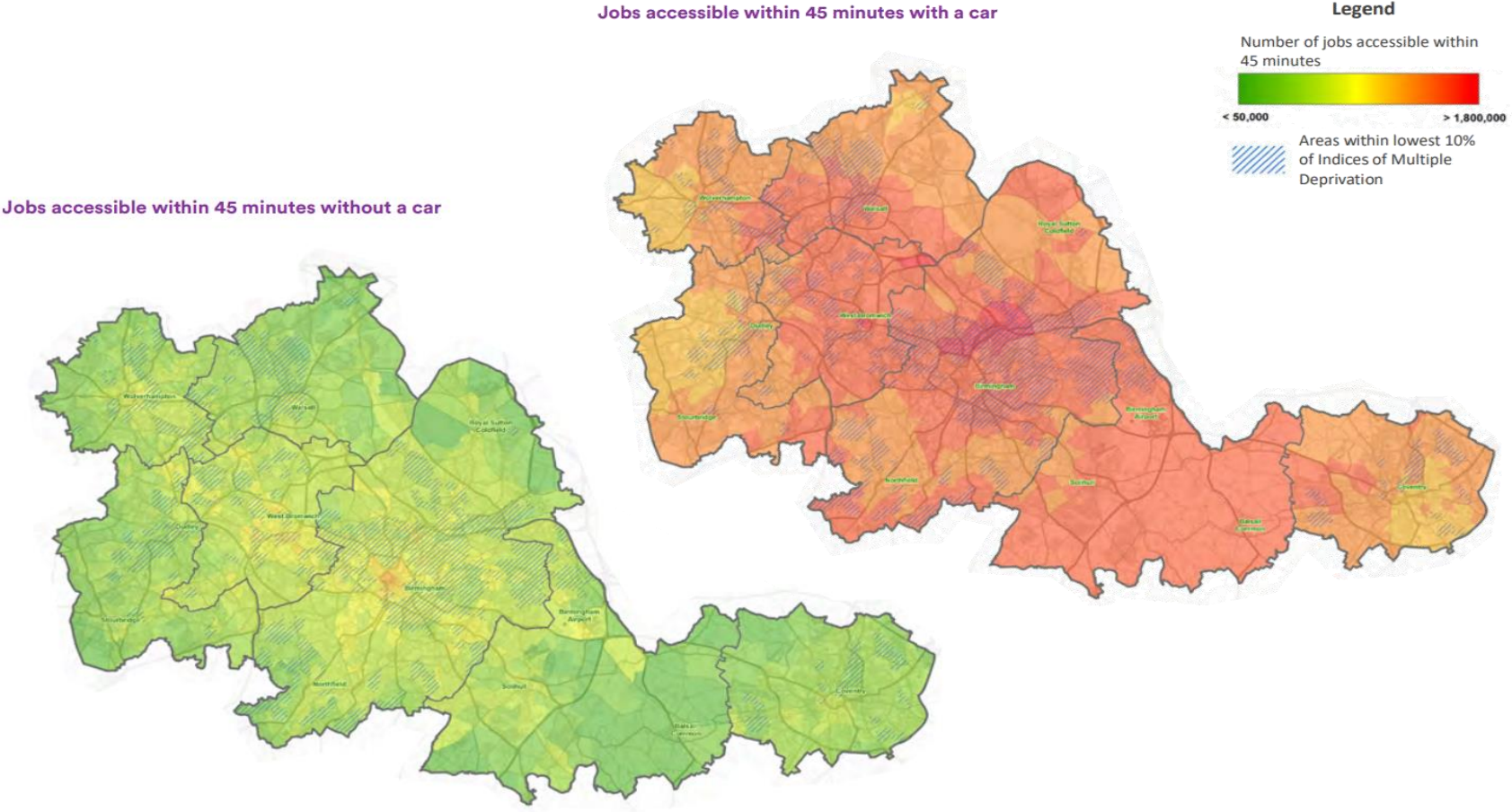
**BREAK**



## Presentation 2: What future could we create?

Got questions? Jot them down ready  
for our Q&A

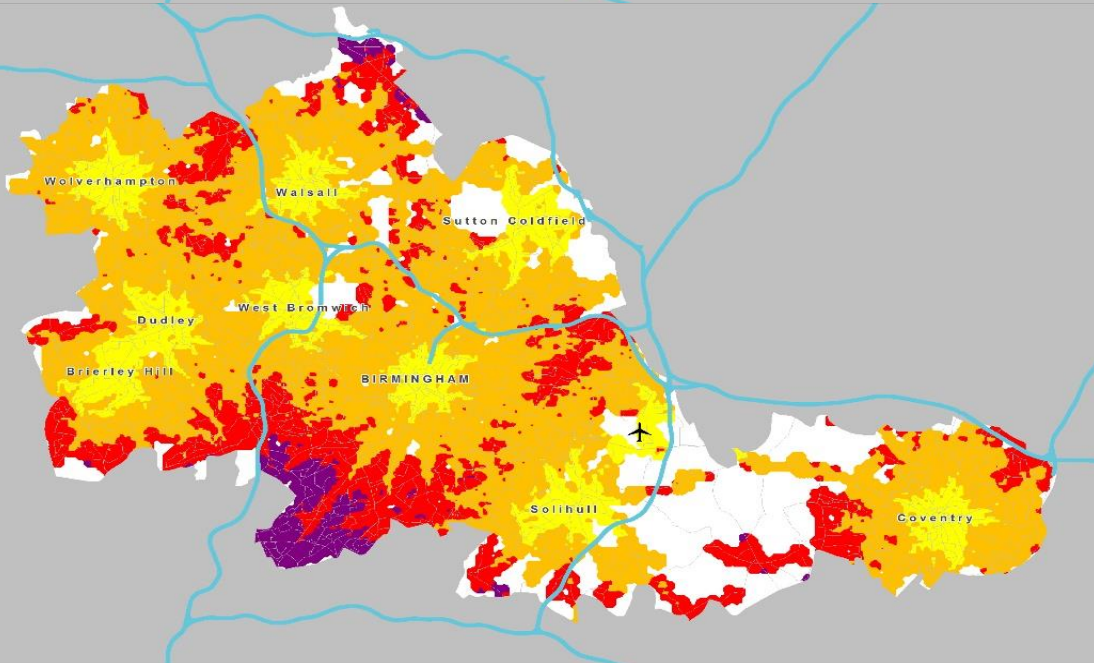
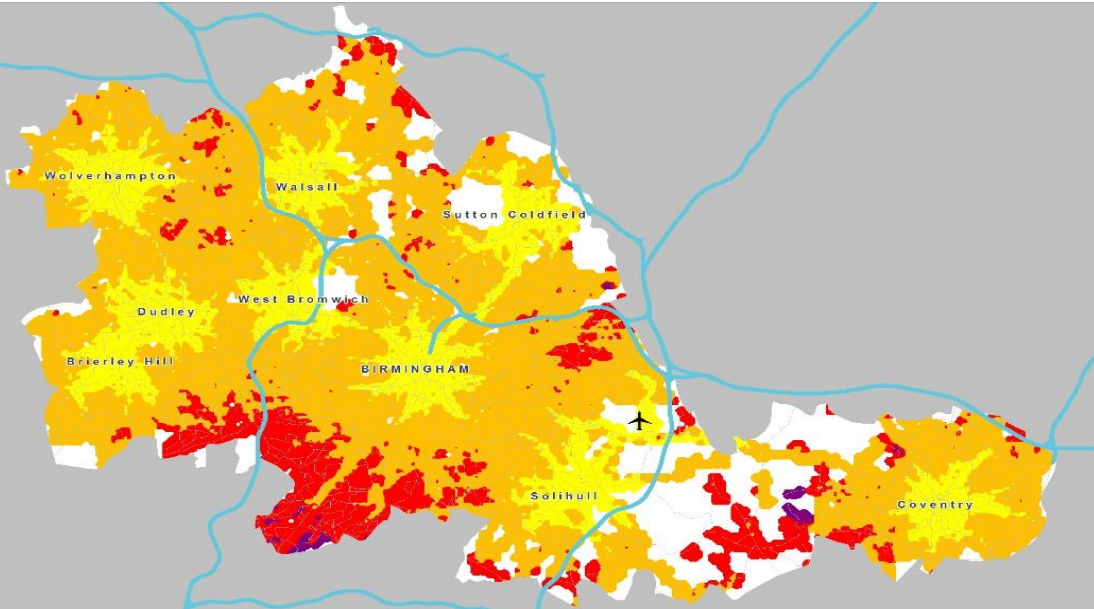
# Challenges - Accessibility



**27% of households have no access to a car.**

The biggest transport gap for citizens' accessibility is between those who do/don't have a car

# Challenges – Accessibility



Bus services make up 80% of all public transport trips across the region and important as a means of travel

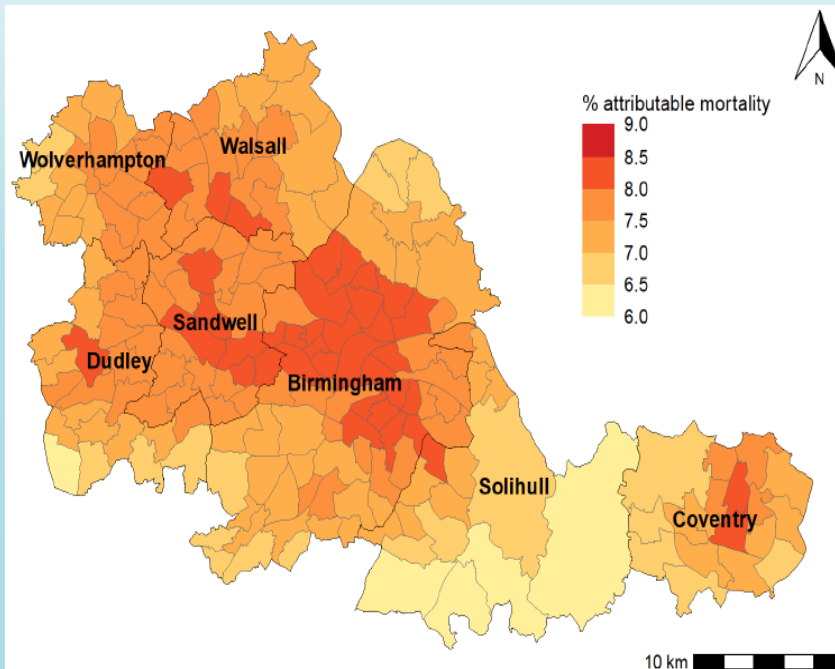
We are seeing our bus services under threat and will require additional funding we could see significant services losses from January 2025.

Increasing traffic is worsening accessibility – this has a direct impact on accessibility via other modes, especially bus which competes with other vehicles for road space.

Between 2008 and 2018, over 200,000 fewer residents were able to access Birmingham City Centre by bus within 45 minutes as a consequence of congestion, increased level of on-street parking, and other factors

# Challenges – Health

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



Researchers have estimated that air pollution in the WMCA area contributes to ~2300 early deaths each year. Pollution also increases the risk of long-term health conditions, including over 2000 new asthma diagnoses among adults and children.

Reducing pollution to within WHO 2021 Global Air Quality Guidelines would gain ~130,000 years of life for the WMCA population over the next 20 years; with most benefits experienced in Birmingham and Sandwell.

These improvements would generate economic savings exceeding £3.2bn over the next 20 years.



# Challenges – Health

## '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



57 lives were lost on our roads in 2022, and around 950 people suffer from serious, sometimes life-changing injuries each year.

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



A third of adults in WMCA are inactive, doing less than



**30min**  
per week of activity

The cost of physical inactivity to the region economy is

**£ 147m**

The Government recommends

**150min**

per week of moderate intense physical activity for a health-related benefit

### Percentage of trips and distance travelled for short journeys by main modes

		Walk	Cycle	Car	Public transport	Other
Trips	Less than 1 mile	80%	1.1%	18%	0.7%	0.6%
	1 to 2 miles	31%	2.8%	60%	5.3%	1.9%
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# Challenges - Places

Traffic and parked vehicles can limit the opportunities to use streets for wider functions and harm “quality of place”.

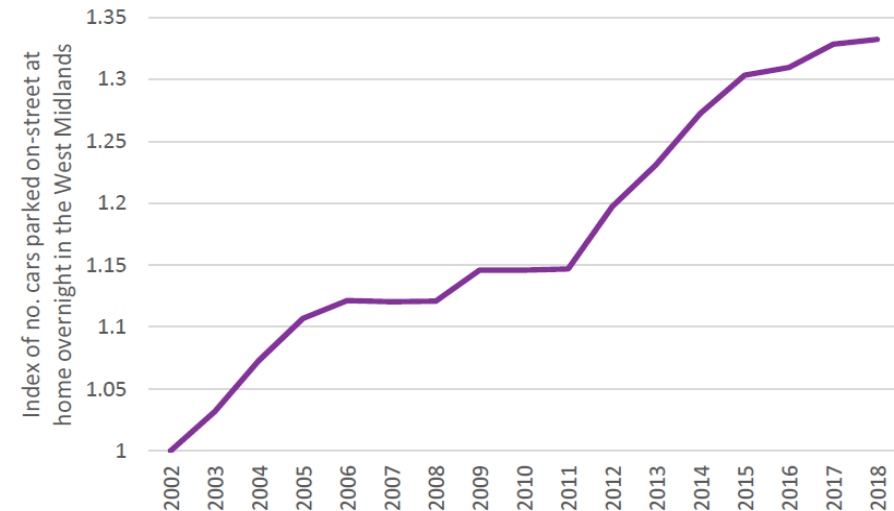
Two thirds of Green Paper respondents felt that levels of traffic on local roads were now a problem.

Recent TfWM engagement found that 72% of residents considered on-street/inconsiderate parking an issue.

Need to deliver 130,000 new homes over the 10 years.  
Nearly a quarter of new developments are still being built outside TfWM’s access standards.

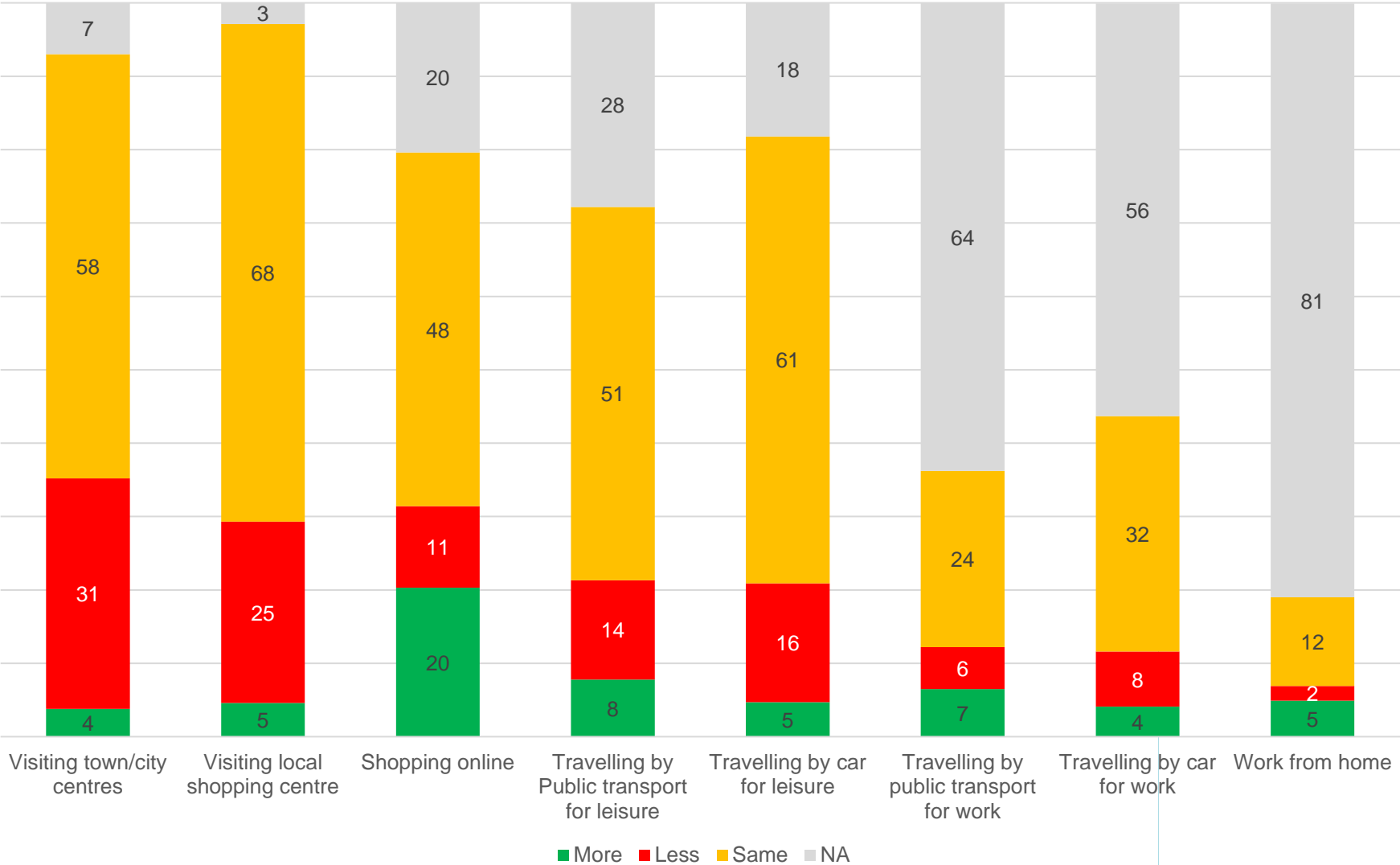


Streets are filling with parked cars



# Challenges – Cost of Living

Effect of cost of living crisis on the following

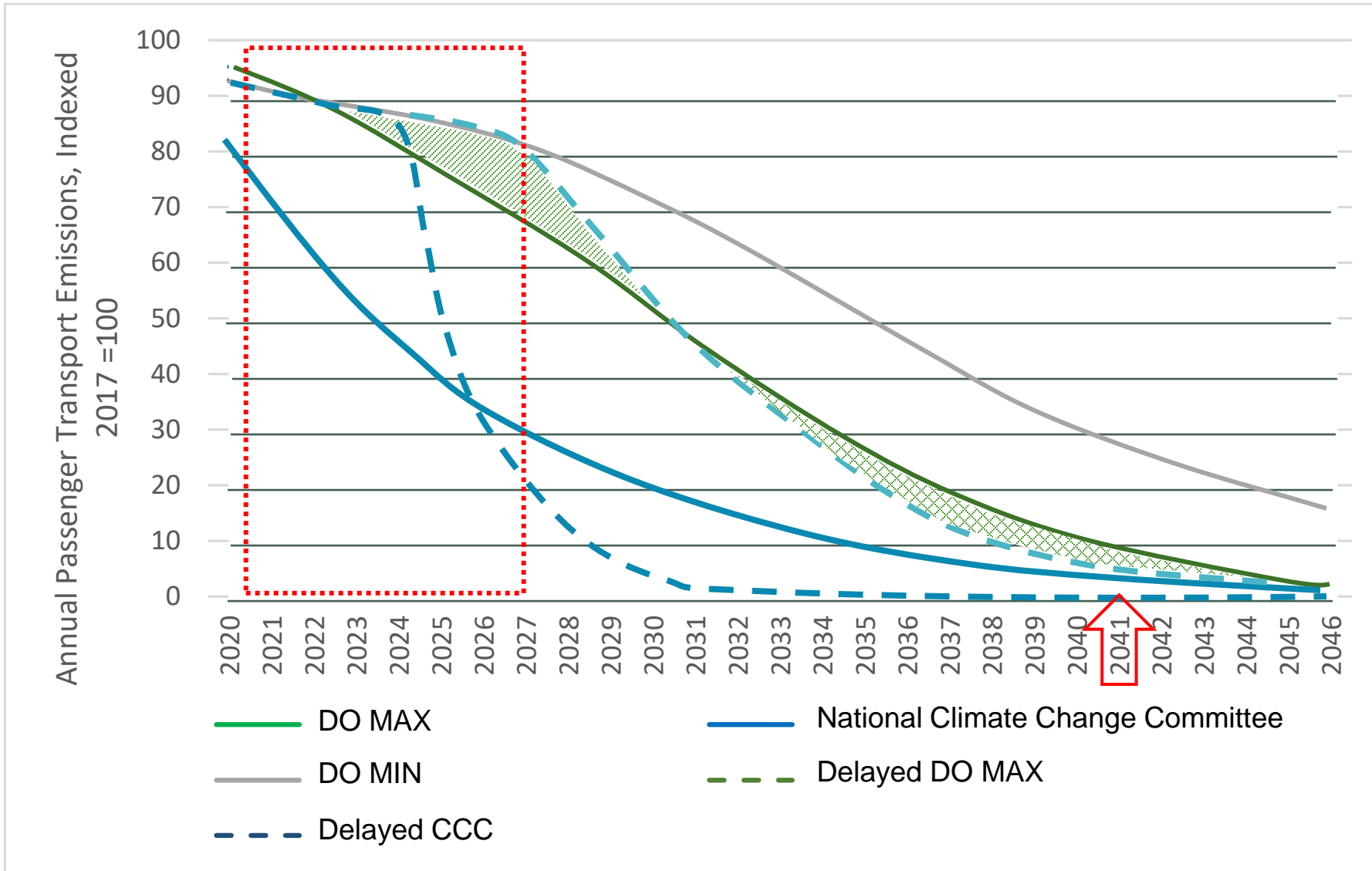


**ECONOMIC COST IS SIGNIFICANT:**

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%

# 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 – Climate Change



**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

43 Reply Share

[Read 8 replies](#)



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

By Daniel Gayne | 5 July 2022

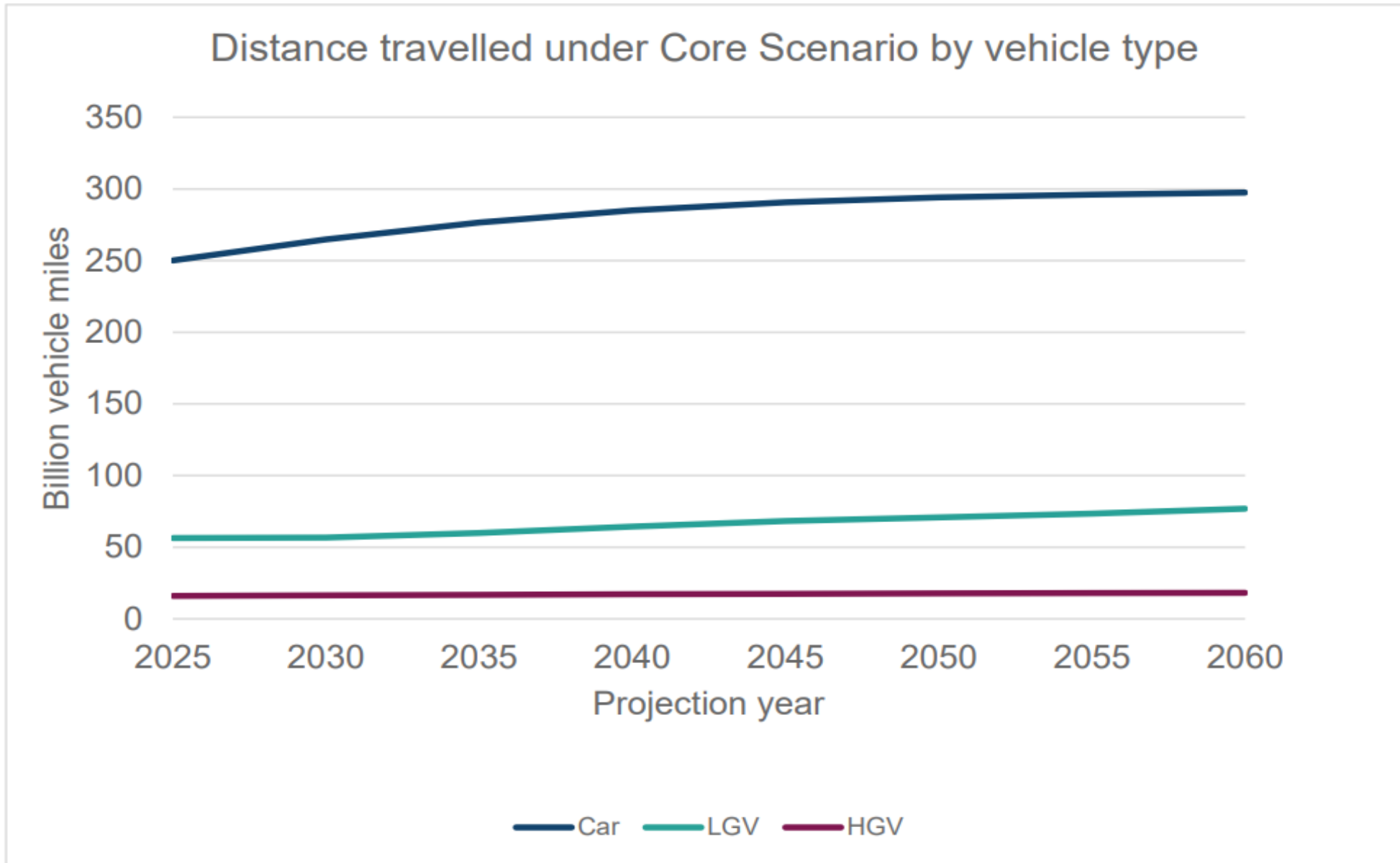
Environment Agency chair calls for Treasury review on issue

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



# How are we doing?

## 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

## Where do we get to? (relative to a do nothing future in early 2030s)

Accessibility



Reduce Traffic



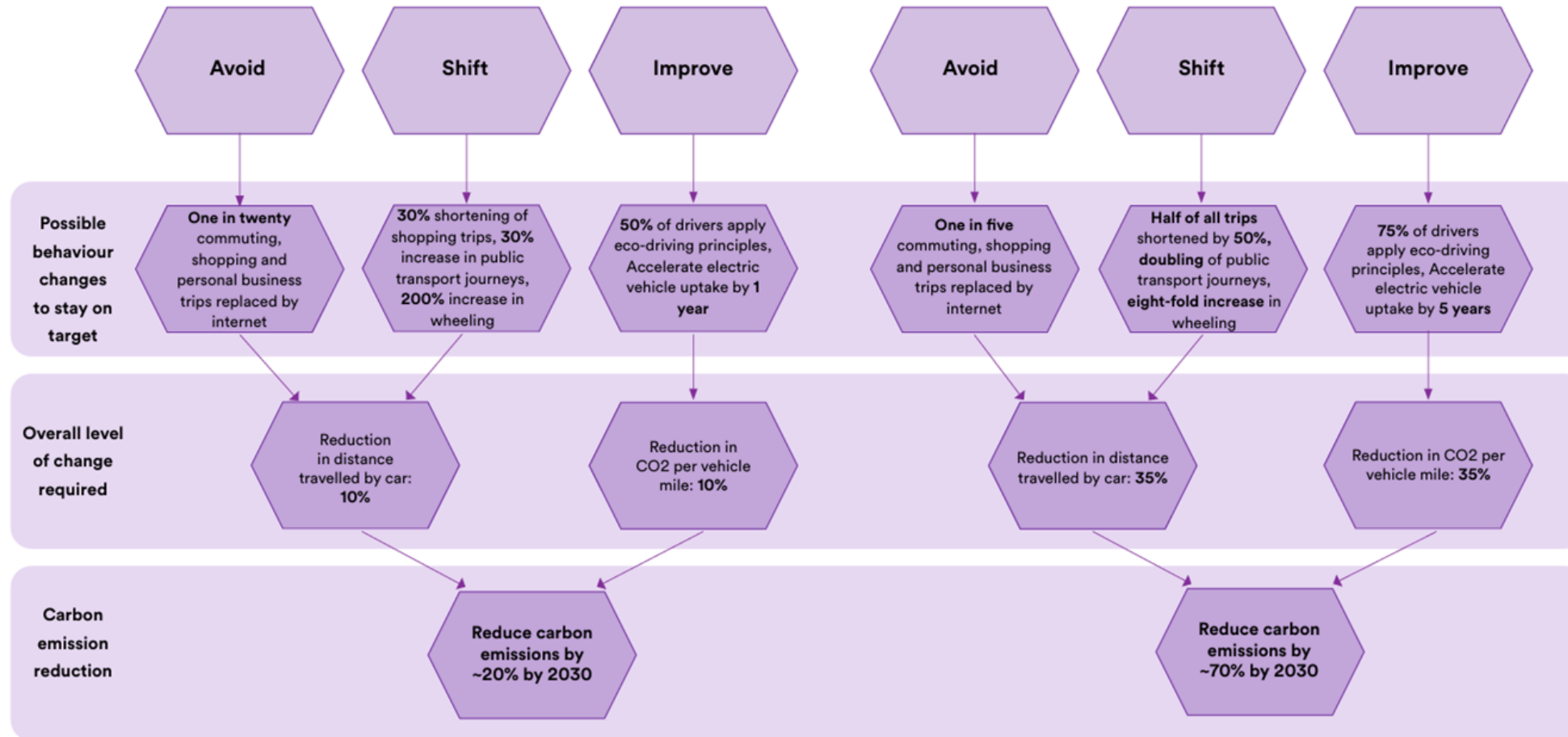
Electrify the transport system



# How can we make the shift?

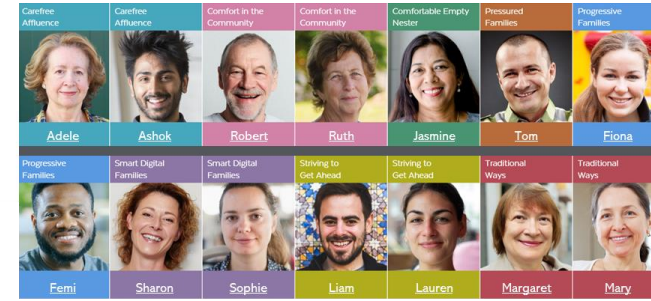
Local delivery of Climate Change Committee's  
Balanced Net Zero Pathway

Local delivery of WMCA's WM2041  
carbon budget and pathway

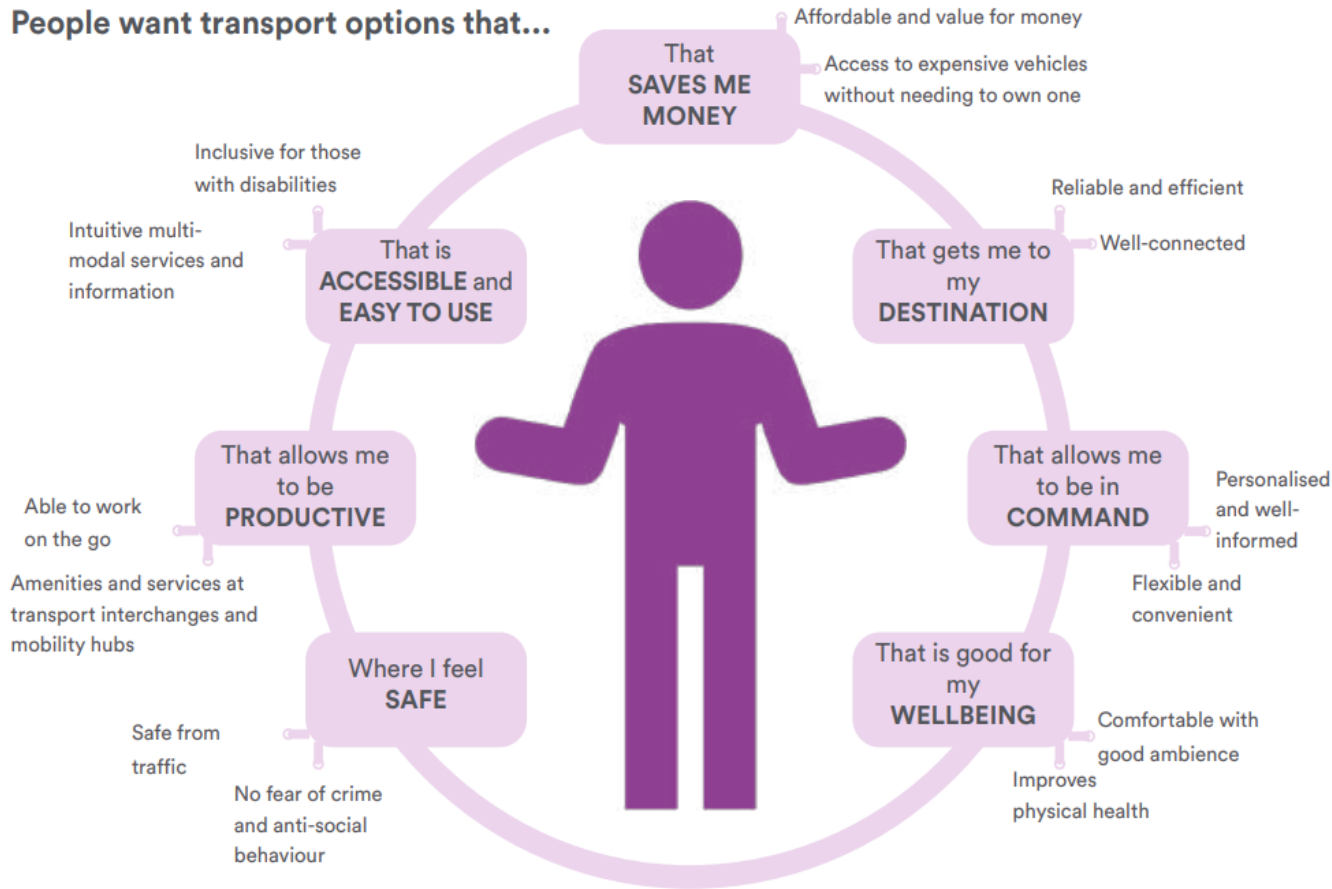




# Big Move 1: Behaviour Change



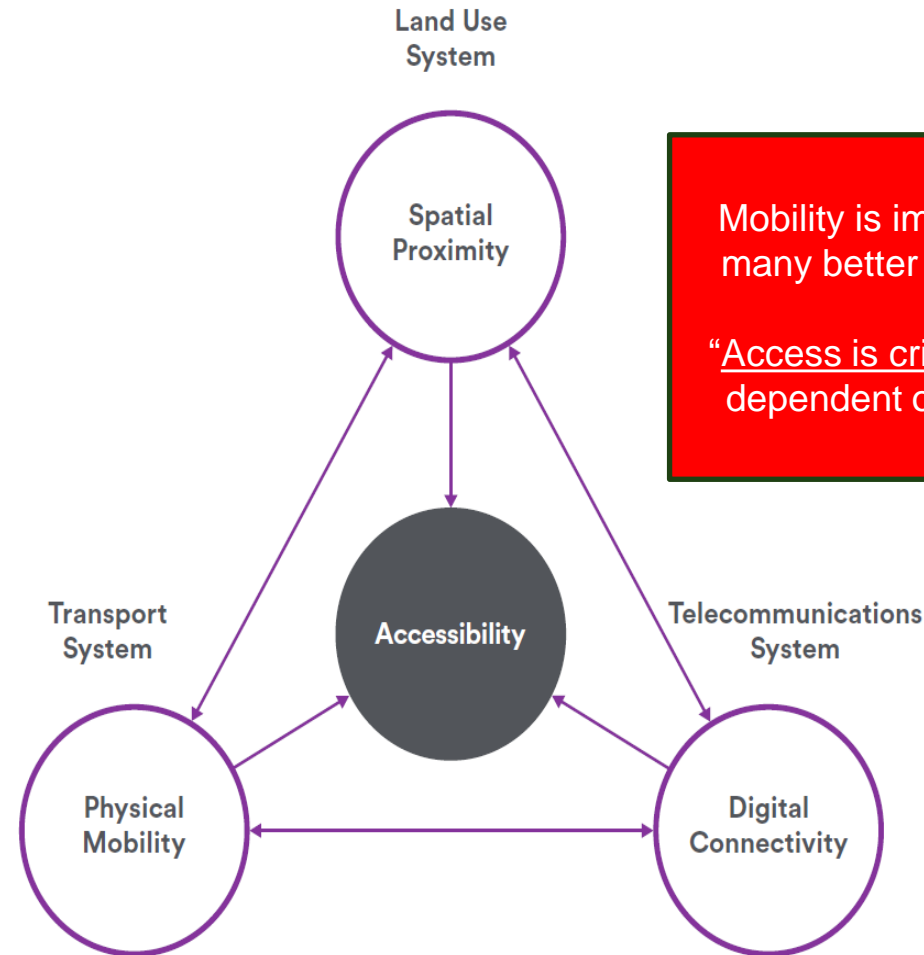
## People want transport options that...



# What could the future be like?



There are lots of options for changing the vehicles we use to generally reduce the impacts of traffic...



Mobility is important, and there are many better ways of being mobile.

“Access is critical but is not only dependent on mobility.”

# What could the future be like?

## What could we do to achieve this in the West Midlands?

There will be more opportunities to live within urban centres close to transport hubs which will make it easier for you to travel by sustainable modes.

Embrace changes to our lifestyles and working practices which allow us to think about how and when we travel differently.

You will have the opportunity to try out and support new transport innovations which help you to connect with people and places cleanly and safely.



# What could the future be like?



# 1. Cities and town centres

- Getting to your nearest urban centre is quick and easy using the clean and efficient public transport network that connects the region.
- An increase in digital working and shopping means that people travel at different times, resulting in a quieter and more reliable transport network without the very busy 'peak times' of the past.
- Once here, moving around the centre is easiest by walking, wheeling and cycling which is prioritised and provided with plenty of space.
- Low levels of traffic have created a quieter and cleaner urban centre for people to enjoy.
- Public spaces encourage people to congregate and socialise. Cafes and restaurants make the most of this.
- Deliveries are made into and around the area using small electric vehicles and cargo bikes.



## 2. Local high street

- Your local high street – which from the mid-20<sup>th</sup> Century was increasingly redesigned around cars – has returned to being designed around people. There are plenty of green spaces, wide footways and places for you to sit while you're out and about.
- The street is accessible and inviting for people of different ages and abilities, providing a pleasant and safe environment for you to enjoy.
- The good range of local shops and services, plus co-working spaces, mean that fewer people need to travel outside of their neighbourhood as often as they used to for their day-to-day needs.
- The street is connected by shared and active transport, including bike and scooter hire schemes, as well as car-clubs and ride hailing services. Access to all of these services is available via one app and at your nearest travel hub.
- For those living in and around areas like this, the benefits of owning and maintaining their own car are a lot less obvious than they used to be.



# 3. Rural living

- Most people living in rural areas don't need to travel as much as they used to as so much of what they do day to day – work, shopping, accessing services – they do at least partly online. So when people travel, it's more often out of choice rather than necessity.
- Within their immediate area, they are more likely to walk or cycle when they can. Roads in rural areas now accommodate walkers and cyclists better than they used to, so it feels safer and more pleasant to get around this way.
- Less traffic and time spent travelling creates a more relaxed way of life and more time for people to do what they enjoy.
- When people do travel, fewer resort to using their own private car than used to be the case. Clean, agile local transport such as taxi services and 'Demand Responsive Transport' make it fairly convenient and cost-effective for most people to get to nearby towns and cities.
- Rural mobility hubs provide access to services including zero carbon community car hire schemes and Park and Ride to help people reach destinations in a timely fashion.



# 4. Older urban neighbourhood

- Your local neighbourhood is safe, quiet and pleasant to walk around.
- There is safe space for children to play outside and for you to stop and chat with your neighbours.
- A lot of people work from home for part of the week and receive online shopping to their door by cargo bike or electric van.
- When people to travel elsewhere there is public transport and cycle paths nearby which connect them to the city centre and other neighbourhoods.
- The residents here own fewer cars than they used to. Most cars you see around the area are electric and shared. This results in a quieter and cleaner environment which is positive for people's health. It also means fewer cars parked outside in the street, so space has been freed up for other things.





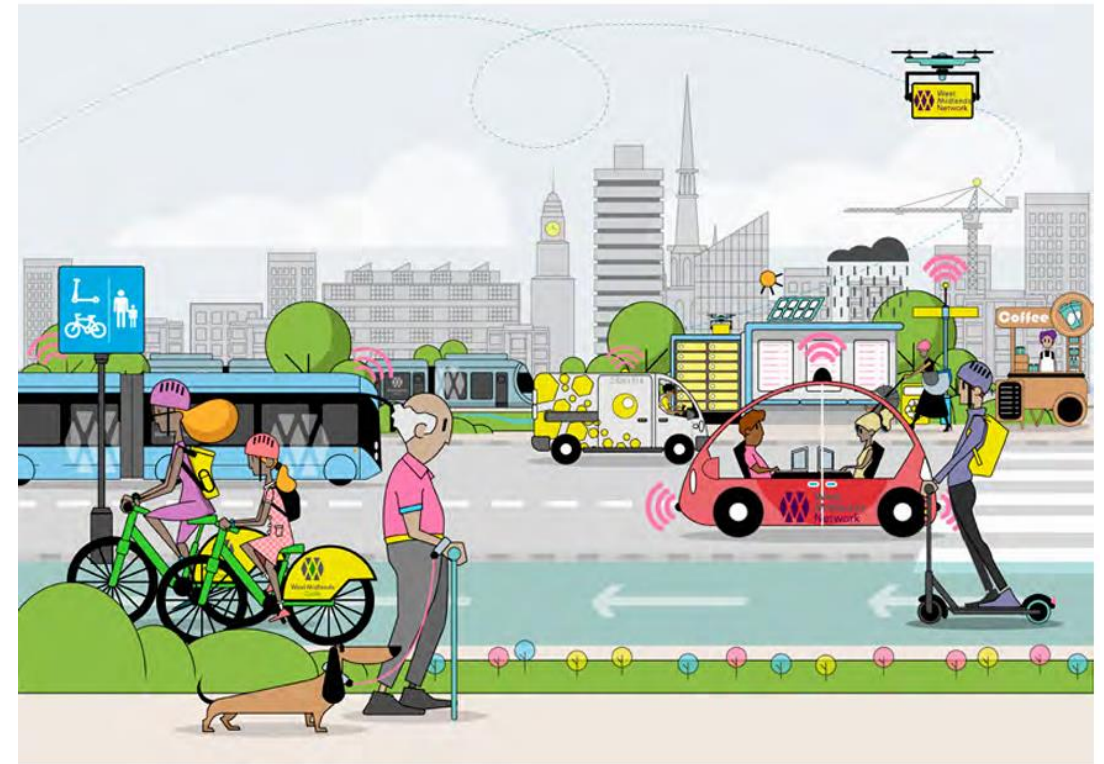
# 5. Suburban neighbourhood

- Originally built in the 1980s, this area has always been considered green and leafy with lots of open space – but it was designed on the assumption that everyone would have their own car.
- Working and shopping from home mean that residents who once had to travel out of the area every day might now make those same journeys just a few times a week. Less travel results in a reduced need for car ownership.
- Instead, local community car clubs make it easy for you to have access to a car when you really need it without the hassle and cost of owning and running your own.
- People are also connected to local town centres by public transport links which are themselves within easy reach by walking, cycling or wheeling.



# 6. Main road

- The typical main road prioritises walking, cycling, wheeling and public transport, with dedicated lanes making these modes of transport quicker, more convenient and more pleasant than they used to be.
- Air is cleaner along these routes than it once was and noise levels are lower.
- Travel information, booking and payment that is personalised to you make travel easy and more enjoyable.
- It is easy to travel without having a negative impact on the planet - public transport is cleaner and more comfortable and with less traffic on the roads it is faster and more reliable.
- Today's 'smart vehicles' communicate with each other to reduce accidents and potential potholes are detected and fixed before they appear.



# Effective policy and strategy

- Our analysis suggest that our current approach is enough to delive rbehaviour change needed.
- We are stuck with a challenge in being able to make walking, cycling and public transport match the car for convenience and comfort.
- We are often told that the alternatives need to be better before measures to make driving less attractive are introduced.
- However, it is difficult to make the case for investment without a clear shift in travel behaviours.

**To change behaviours without compromising what people can access, simultaneous measures would be required to:**

- **reduce barriers and costs to travel by the alternatives to the car; at the same time as**
- **restraining the use of cars using infrastructure design and regulatory measures.**

Symbol	Change relative to levels before the COVID-19 pandemic
-	Little/no change
▲/▼	Notable increase/decrease
▲▲/▼▼	Significant increase/decrease
▲▼/▲▼	Good/bad for Motives for Change

Scenario		Access for those without a car	Amount of car travel everywhere	Amount of car travel to/from centres
1.	Do minimum	-	▲▲▲	▲▲▲
2.	Significantly improve public transport	▲	▲▲▲	▲▲▲
3.	2 + enable micromobility	▲▲	▲▲▲	▲▲▲
4.	Restrain car access to centres only	-	▲▲▲	-
5.	Restrain car travel across the region	-	▼	▼▼
6.	5+2	▲	▼	▼▼
7.	5+3	▲▲	▼	▼▼

# Accounting for uncertainty



No regrets – supporting citizens to walk, wheel, cycle and scoot; improving the reliability of core public transport services; reallocating roadspace, priority and access; increasing the availability of charging/refuelling infrastructure for Zero Emission Vehicles.

**Area strategies will need to be resilient to the uncertainty affecting the future of transport**



# Group discussions



# Headline messages from each group



West Midlands  
Combined Authority

**SEE YOU IN BIRMINGHAM ON  
16<sup>TH</sup> NOVEMBER!**