The metropolitan area

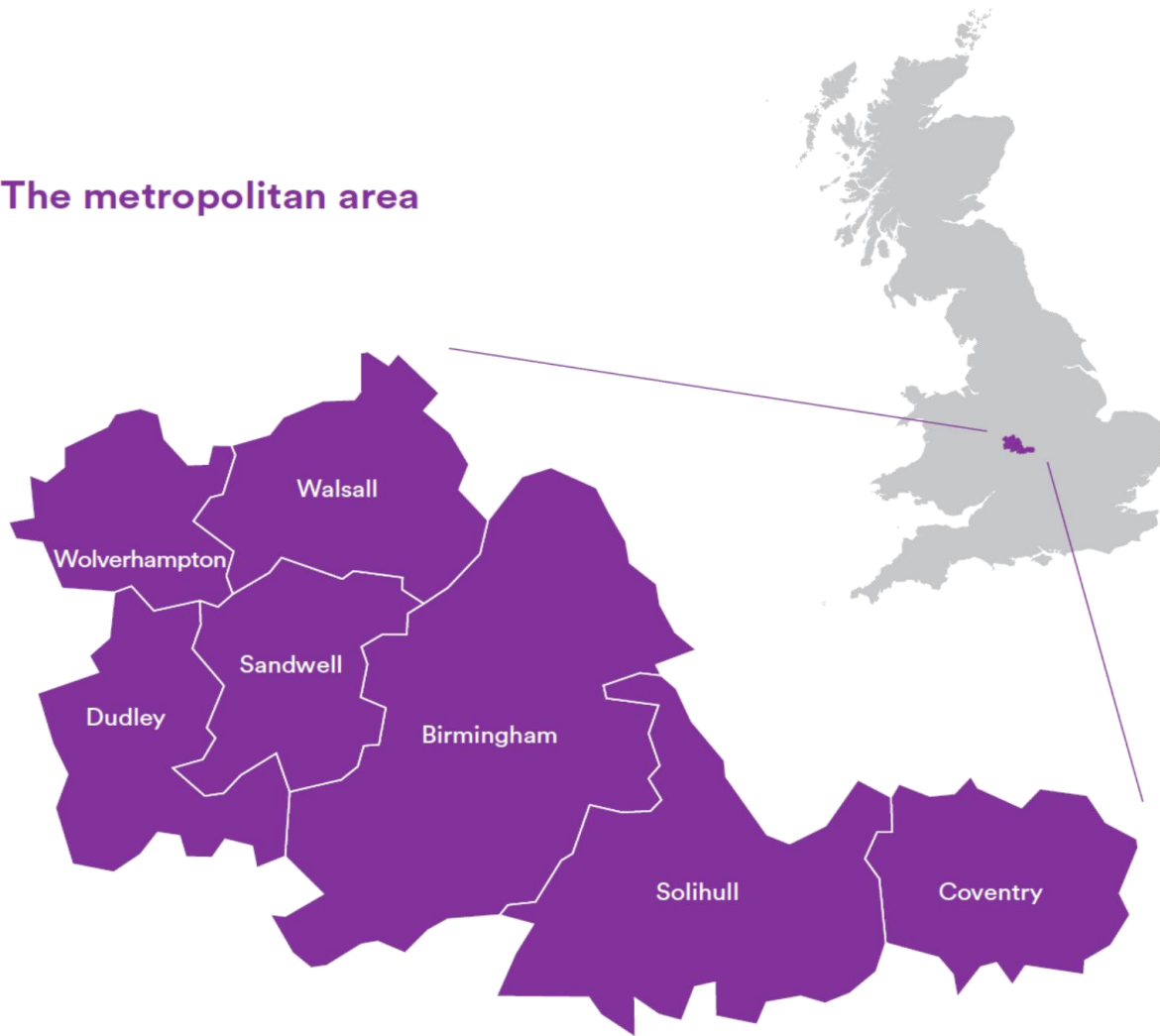**Transport for West Midlands** → the transport bit of… **West Midlands Combined Authority**

We're the **Local Transport Authority**

Our constituent authorities are **planning authorities**, **highway and traffic authorities**, and more…

Birmingham City Council

CITY OF WOLVERHAMPTON COUNCIL

Solihull METROPOLITAN BOROUGH COUNCIL

Coventry City Council

Dudley Metropolitan Borough Council

Sandwell Metropolitan Borough Council

Walsall Council

and there are many other organisations we work with.

Decarbonisation requires a **definitive pace of change**

Tyndall°Centre
for Climate Change Research
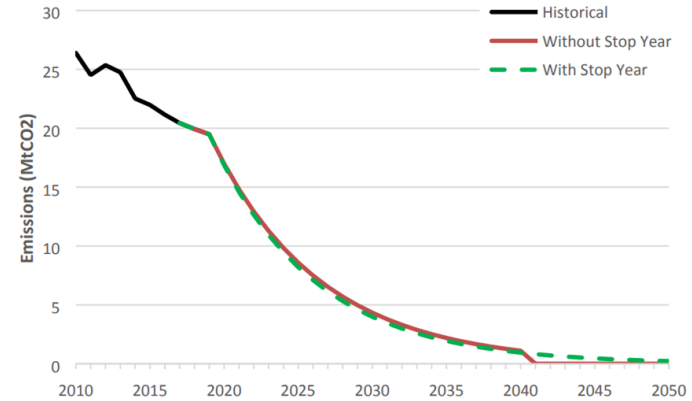
Energy CO_2 only emissions pathways (**2010-2050**) for WMCA premised on the recommended carbon budget
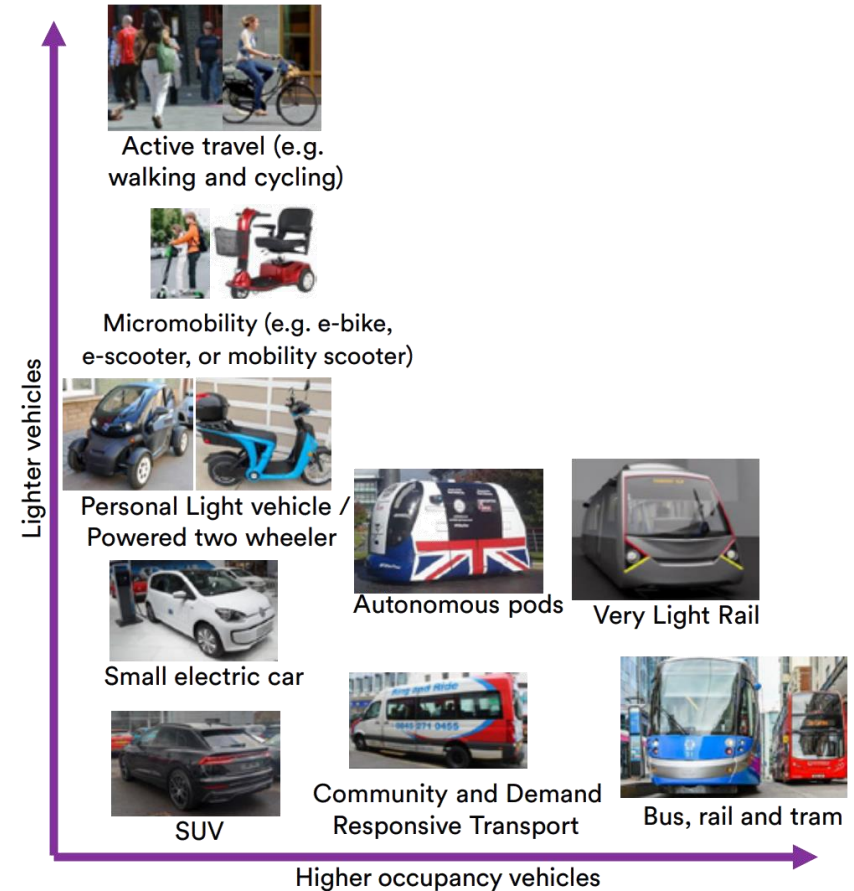
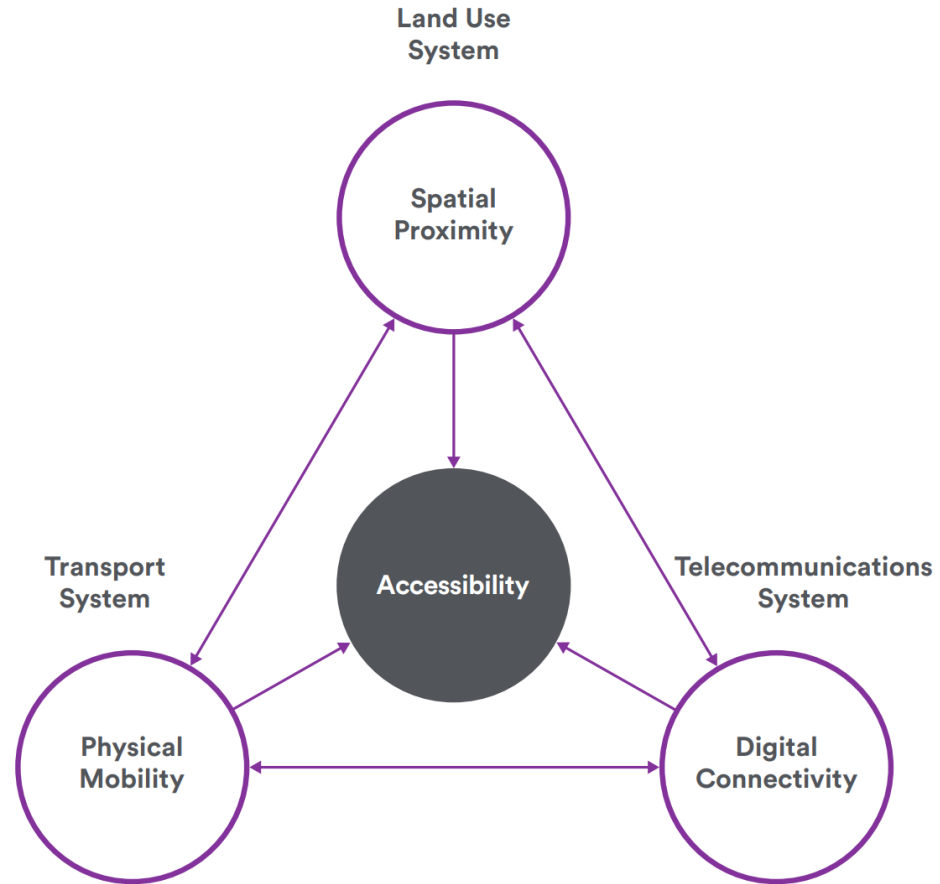Note – options are stop year so zero emissions by 2041, or 5% emissions by 2041 and this continuing to reduce afterwards. Both approaches are compatible with the Paris agreement requirements. Our recommendation is a stop year by 2041.

What mileage reductions required (by mid 2030s)?

20%   others' range (not Gov)   60%

35%

our estimate
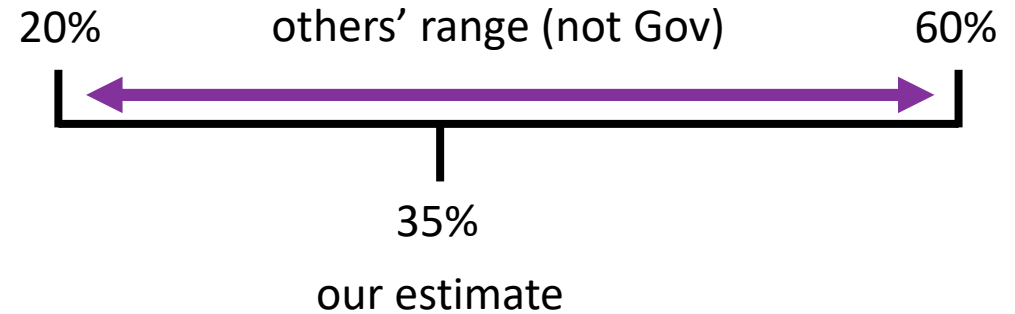
There are lots of pathways to "have it all"

There are lots of pathways to "have it all"

Ho Chi Minh City, Vietnam

Copenhagen, Denmark
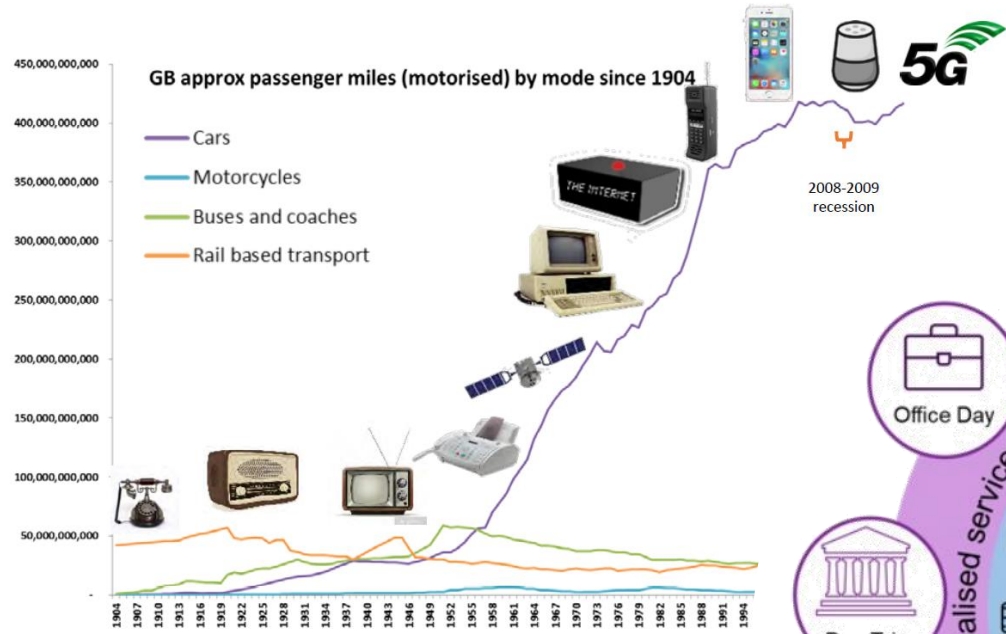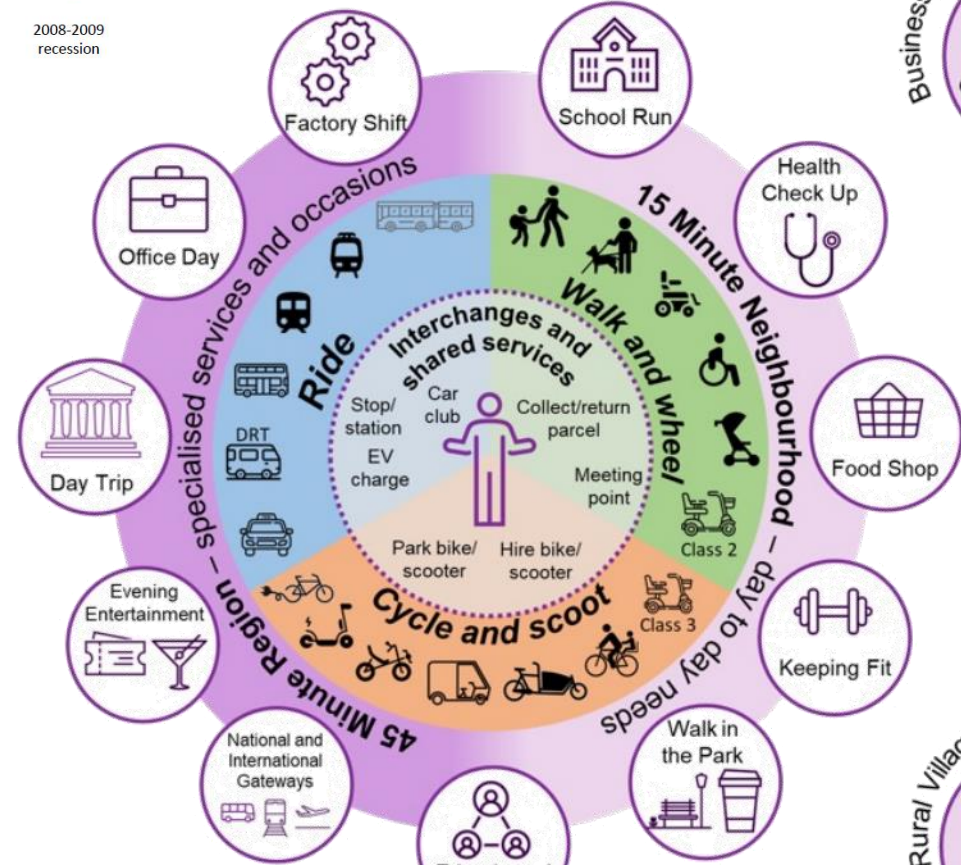
Tokyo, Japan

Curitiba, Brazil

Houston, USA

Kampala, Uganda

Travel and telecommunications have both increased a lot

GB approx passenger miles (motorised) by mode since 1904
- Cars
- Motorcycles
- Buses and coaches
- Rail based transport

2008-2009 recession

Source: Transport Statistics Great Britain (DfT)

The Walk, Wheel, Cycle, Scoot and Ride Approach

Factory Shift

School Run

Health Check Up

Office Day

15 Minute Neighbourhood

specialised services and occasions

Walk and wheel

Ride

Interchanges and shared services

Stop/station · Car club · Collect/return parcel

EV charge · Meeting point

Park bike/scooter · Hire bike/scooter

Cycle and scoot

45 Minute Region

day to day needs

Day Trip

Food Shop

Evening Entertainment

Class 2

Class 3

Keeping Fit

National and International Gateways

Walk in the Park

Friends and Family

DRT

A Region of Well Connected Neighbourhoods

Business/Industrial Park

Urban Residential

Major Centre

Suburban Residential

Retail Park

Rural Village

DRT

Policy – Approach – Making an Impact

To achieve our aims and the vision – to change behaviours without compromising what people can access – simultaneous measures would be required to:

- Enable people to travel by better alternatives by investing in measures that support better access to what people need via these alternatives; and

- Manage demand by discouraging the behaviours we want to do less of using physical measures (such as allocating less space to particular vehicles), and regulatory measures (such as increasing the price of travel by particular means, restricting access to particular roads or limiting speeds).

We will take this into account when assessing the case for and impact of proposals.

"These kind of changes are on a scale that the UK has never yet achieved to tackle congestion or air quality concerns. They cannot be achieved through incremental changes to existing policy packages and through nudging people to make slightly different choices.

This level of systemic change requires investment in new options, but also a good deal of local political bravery and engagement with people to create a vision of a zero carbon future which communities benefit from."

Our Leaders have the appetite to be bolder through vision led planning – through the use of space and priority

Advocacy, consensus, shared burden is key

> We will drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding

LTAs are expecting a focus on demonstrating demand reduction.

> The Government has some of the most ambitious targets in the world to decarbonise the UK's transport system. These already assume a level of car mileage, and so there are no plans currently to introduce specific targets to reduce car use.

-10% to +100%

The range of possible assumed car mileage change in Decarbonising Transport assumptions

> The Transport Decarbonisation Plan recognised the need to move away from transport planning based on predicting future demand to provide capacity and committed to move towards a vision-led approach that sets an outcome communities want to achieve with transport solutions capable of delivering those outcomes.

> continued absolute traffic growth is likely under all scenarios, and therefore enhancements on the national road network will be necessary in order to ensure the national road network operates effectively in the face of growing demand. Infrastructure interventions can include measures such as addressing pinch points and improving flow aimed at addressing localised issues to help address reliability, predictability, and capacity issues at specific locations, which can in turn improve overall performance of the wider network of local roads and the SRN in that location.

No LTA is an island - achieving bold change requires ambition from within and without...

Within local control	Bold

Uncertainties

Weaker national and local demand management policy

Lower level of funding (esp. revenue)

Stronger national and local demand management policy

Higher levels of funding (esp. revenue)

Implications

Increase car dependence

Managing decline of services and maintaining the core network

Reducing car dependence

Enabling aspirational levels of service

Our Focus

Focus on supporting those who can't drive

Focus on significant levels of behaviour change and modal shift

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.