

Report to the Economy, Skills, Transport and Environment Scrutiny Board

8 November 2023

Subject:	West Midlands Local Transport Plan
Director:	Director of Regeneration & Growth Tony McGovern
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1 Recommendations

- 1.1 That the Board considers and comments upon the progress and next steps of the development of the new West Midlands Local Transport Plan.

2 Reasons for Recommendations

- 2.1 The Local Transport Plan is a statutory document prepared by Transport for the West Midlands as part of the West Midlands Combined Authority in its role as Integrated Transport Authority. The Plan covers the seven West Midlands metropolitan local authorities. It therefore forms the adopted transport strategy and policies for Sandwell.
- 2.2 It is therefore important that the plan reflects the aspirations of Sandwell's Corporate Plan, its functions as Local Planning and Highway Authority and supports the boroughs economic growth.
- 2.3 A key element in the preparation of the LTP is the involvement of stakeholders, interested parties and the public. The views of the Board are an important part of this process and TfWM committed to updating the Committee with regard to progress. It is proposed that the



Committee will receive a further update once the draft Area Strategies and Implementation Plans are ready for consultation.

2.4 The final version of the Local Transport Plan will be reported to Cabinet prior to its approval by WMCA Board.

3 How does this deliver objectives of the Corporate Plan?

	<p>Best start in life for children and young people: The LTP will help to deliver a safe and clean transport system which enables more active lifestyles, supports access to education and reduces the health impacts on children and young people</p>
	<p>People live well and age well: The Local Transport Plan contributes to creating a safe and efficient transport network, creating access to opportunity for local people and visitors, and reducing the impacts of transport on people and increasing the health benefits of sustainable active travel.</p>
	<p>Strong resilient communities: Successful communities need access to jobs, services and facilities to enable them to remain healthy and vibrant. The transport network is an important enabler of this.</p>
	<p>Quality homes in thriving neighbourhoods: Both new and existing residential developments should be of good quality design and provide good access and links to shops, services and leisure facilities in order for them to be successful. The Local Transport Plan provides the framework to help inform land use plans and to support bids for funding to ensure the transport network is improved and maintained to support this need.</p>
	<p>A strong and inclusive economy: The provision of a high quality well maintained transport network will improve journey reliability for Sandwell business who rely on it to connect to their suppliers and customers. It will help ensure that Sandwell businesses have access to the labour market and that residents can access opportunities.</p>





A connected and accessible Sandwell
The provision of a high quality walking and cycling, public transport and highway network is vital to enable Sandwell residents to access jobs, education and services both within and beyond the Borough's boundaries.

4 Context and Key Issues

- 4.1 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.
- 4.2 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.
- 4.3 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. Transport for West Midlands has been developing a new, fifth West Midlands LTP, which will cover the period up to around the mid 2030s.

Progress on developing the new Local Transport Plan

- 4.4 The new Local Transport Plan is being developed to help the region respond to key challenges including delivering inclusive growth and the



need to rapidly decarbonise the transport system. The development of the new Local Transport Plan has been undertaken in a number of stages:

- The **LTP Green Paper** was published and consulted on in summer 2021 to 'start a conversation about to change' and to help inform the approach to the new Local Transport Plan.
- Subsequently the **LTP Core Strategy** was consulted on in 2022. It 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).

4.5 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.



4.6 There are three primary outcomes 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.**

The Core Strategy was consulted on in 2022 and finalised and approved by WMCA Board in February 2023 (2022-2023).

4.7 Earlier this year we published our draft **6 Big Moves** which set out more detailed policies and in some cases specific action to support the delivery of the LTPs aims and objectives. The Big Moves cover:

- **Behaviour Change** - This Big Move focuses on how will support behaviour change through promotion of effective policies, working with the public to understand the benefits of these policies and the consequences of not delivering. It also explores how we can deliver our plans with the public around a common understanding and consensus on local appetite for change.
- **Accessible & Inclusive Places** - This Big Move sets out how we will improve our understanding of accessibility and work with local planning authorities to improve how we use land and deliver urban growth and use technology to improve sustainable transport outcomes and accessibility.
- **Walk, Wheel, Cycle and Scoot** - This Big Move sets out how the region can support people to walk, wheel, cycle or scoot when, and where they want, safely and conveniently.
- **Public Transport and Shared Mobility** - This Big Move is about how we will develop, operate and promote public transport and shared mobility services (exclusively hired private vehicles) to support LTP outcomes.
- **Safe, Efficient & Reliable Transport** – This Big Move sets out how we will plan, deliver and operate the transport network to support LTP outcomes.



- **A 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 in the most effective and sustainable manner.

4.8 The consultation on the Big Moves received around 750 responses from the public and stakeholders across the region and was supplemented by deep dive engagement with the TfWM online community and focused sessions with key groups. Overall the majority of responses showed that people were supportive of the approaches being set out in the LTP Big Moves. However, a key area of feedback was that people wanted to see more detail of what will actually happen and be delivered. The next stage of work on the Area Strategies and Implementation Plan will provide this information. Following the consultation the Big Moves are being refined and finalised ahead of approval at a later date.

LTP Area Strategies and Implementation Plan (development underway)

4.9 TfWM is currently working with the local authorities to develop 4 Area Strategies (for Birmingham, the Black Country, Coventry and Solihull) which will translate the Core Strategy and the policies of the Big Moves into plans across the region. The measures in the Area Strategies and Implementation Plan are based on existing known local and regional proposals and priorities (including those currently being progressed as part of the current City Regional Sustainable Transport Settlement (CRSTS)).

4.10 The development of the first set of Area Strategies Plans has focused on measures in two periods:

- A set of “committed” proposals for delivery in the next 0-5 years (up to 2027)
- A set of “indicative” proposals for the next 5-10 years (up to the mid 2030s)

4.11 Measures include a range of multi-modal improvements to key corridors, cycling and walking enhancements, development of future rapid transit schemes and zero emission vehicle infrastructure. The Area Strategy is being developed to be complementary to the emerging Sandwell Plan.



4.12 The proposals in the Area Strategies will be assessed to help us understand how well they perform in terms of the primary outcomes for the LTP including improving accessibility and supporting decarbonisation. The impact of the area strategies against LTP objectives will depend on the blend of investment in alternatives and management of demand, and the trade-offs we make between provision for different travellers. The assessments will help us to understand where we need to refine our strategy. In particular taking account of the geographical spread of interventions across different centres, corridors and neighbourhoods to enable development of a resilient balanced future pipeline of proposals. This will then help to develop the region's second City Regional Sustainable Transport Settlement programme.

Consultation and Engagement

4.13 A broad range of stakeholders as well as the general public have been engaged and have responded through a range of channels across the various consultations to date. Significant effort has been made throughout the LTP process to pro-actively seek input from a demographically and geographically representative range of West Midlands citizens.

4.14 This has included more traditional approaches such as online surveys but also using the TfWM market research community to enable deliberative engagement on the key issues to provide a valuable deeper understanding of people's feelings and views. In addition, local engagement has taken place with local authorities separately.

- Deliberative engagement with via the representative groups via the TfWM Marketing Research OC platform.
- Focussed events with representative bodies of private, third sector organisations and with seldom reached groups.
- Online questionnaire style consultation with general public and wider stakeholders.
- Ongoing conversation with LA partners as LTP options are developed and assessed.

4.15 An engagement strategy for the consultation on the Area Strategies and Implementation Plan will be developed in due course.



Next Steps

- 4.16 The analytical work and development of the area strategies and implementation plans is due to conclude in December. It is currently proposed that how and when to proceed with consultation and engagement on the Area Strategies will be discussed with Strategic Transport Board early in the new year.
- 4.17 Further timescales are dependent on Strategic Transport Board's views on engagement and next steps and the Mayoral election in May 2024 but it is now anticipated that the final version of the LTP will be presented to WMCA Board to consider for adoption later in 2024.

5 Implications

Resources:	The LTP is prepared by Transport for West Midlands and is resourced from its own budgets. Sandwell MBC officers from Transportation Planning and Highways are engaged in the Plan's preparation as part of the core function of these service areas. There are no direct resource implications for the Council.
Legal and Governance:	Since the publication of Local Transport Act 2008 it is a statutory requirement of Integrated Transport Authorities (ITAs) to produce a Local Transport Plan (LTP) to develop policies relating to all aspects of transport, with close collaboration with surrounding Authorities. The ITA function in the West Midlands is exercised by the West Midlands Combined Authority (WMCA).
Risk:	There are no direct risk implications resulting from the course of action recommended in this report.
Equality:	TfWM is carrying out an Integrated Sustainability Appraisal which includes an Equalities Impact Assessment as part of the preparation of the LTP.
Health and Wellbeing:	The LTP will address a wide range of issues relating to health and wellbeing including tackling climate change, poor air quality and the provision of active travel infrastructure such as cycle facilities which are recognised as supporting fitter and healthier lifestyles.
Social Value:	There are no direct social value implications arising from this report as the Plan does not directly authorise



	projects or construction of infrastructure. The social value implications of individual proposals will, where the Council is directly involved in delivery, be assessed as part of the individual approval processes for those projects.
Climate Change:	Decarbonising the transport system is a key objective of the new LTP. The LTP sets out a framework within which WMCA and local authorities can shape and influence transport and travel behaviours in order to decarbonise the transport system in an equitable way.
Corporate Parenting:	There are no specific corporate parenting implications arising from the contents of the report.

6 Appendices

N/A

7. Background Papers

[The LTP green paper](#)

[LTP Core Strategy](#)

[Big Moves Summary](#)

[More detail and information on the LTP](#)

