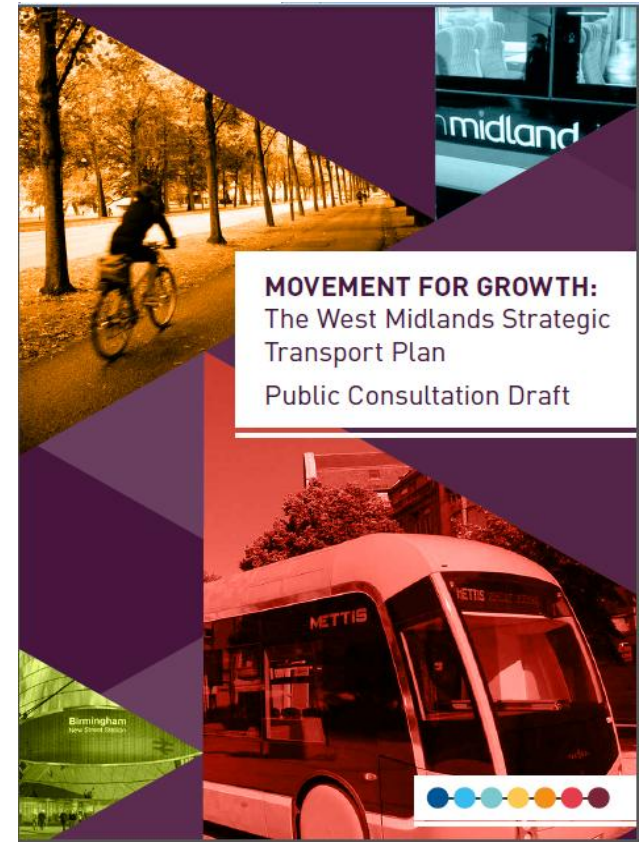


Presentation
ITA Policy and Strategy Team
July 27 – October 16 2015



Introduction

- November 2014, ITA requested production of new transport plan for the West Midlands Metropolitan Area.
- Following informal stakeholder engagement stage in the spring, now have a public consultation draft
- This presentation sets out main points of the public consultation draft plan



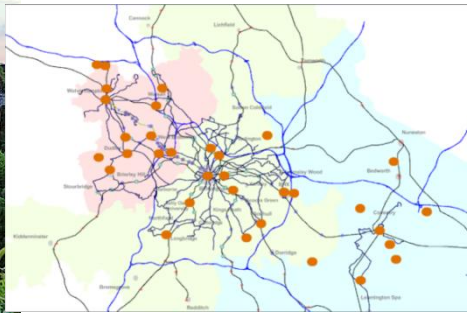
Structure of Presentation

- Main points of the consultation draft plan
- Public consultation process
- Questions/comments



Why a Plan?

- Population increase of 411,000 over next twenty years (same popn size as Liverpool or Bristol)
- Increase of 1.2 m journeys per day
- Need to accommodate this whilst keeping the West Midlands moving and:
- Boost economic growth and improve air quality



In a nutshell:

A vision for transport in the West Midlands (1)

“We will make great progress for a Midlands economic “Engine for Growth”, clean air, improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive conurbation in the world’s sixth largest Economy. We will :

- Introduce a fully integrated rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected to wider local bus networks through high-quality multi-modal interchanges*
- Increase the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two HS2 stations*



A vision for transport in the West Midlands (2)

- Reduce transport's impact on our environment – improving air quality, reducing carbon emissions and improving road safety*
- Use transport improvements to enhance the public realm and attractiveness of our centres*
- Ensure that walking and cycling are a safe and attractive option for many Journeys especially short journeys below 1 or 2 miles, by delivering a strategic cycle network and enhancing local conditions for active travel*
- Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities, health and leisure services*
- Enable businesses to connect to supply chains, key markets and strategic gateways through improved strategic connections by road and rail*
- Maintain and develop our transport infrastructure and services effectively to help ensure they are safe and easily accessible for all"*



A set of objectives and policies for transport improvements to tackle four great challenges:

- Economic Growth and Economic Inclusion
- Population Growth and Housing Development (411,000 extra popn)
- Environment and Public Health (Air Quality , Carbon)
- Social Well-Being



A long term approach :

- making better use of existing road and rail capacity
- new, high quality public transport capacity
- limited new highway capacity
- better junctions at bottlenecks
- a new strategic cycle network: joined-up with local cycle networks
- improved conditions for walking.
- All integrated by smart technology.

This is set out in four tiers of an overall transport system:

- **National/Regional**
- **Metropolitan**
- **Local**
- **Smart mobility**

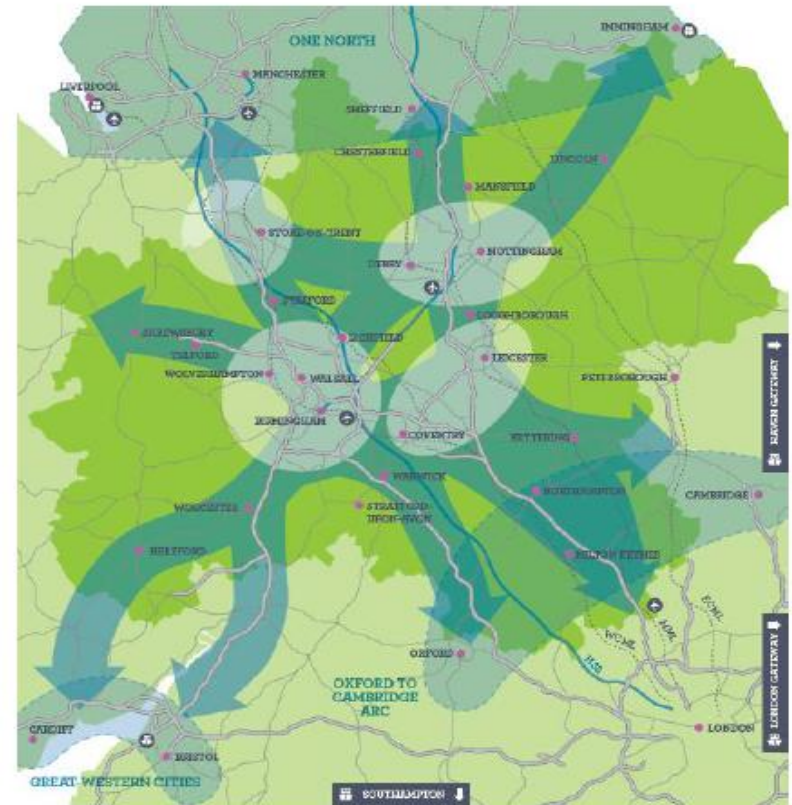


- Ways to fund a long term programme of projects are set out (£200m pa extra capital investment needed)
- A set of performance indicators covering changes to performance of the transport system arising from improvements, changes to transport use arising from these improvements, and outcomes from these changes



National/Regional Tier

- HS2 – maximise its opportunities for
- West Midlands (Connectivity Programme)
- “Midlands Connect” addressing this tier (joint work with East Midlands on transport needs to help businesses grow)



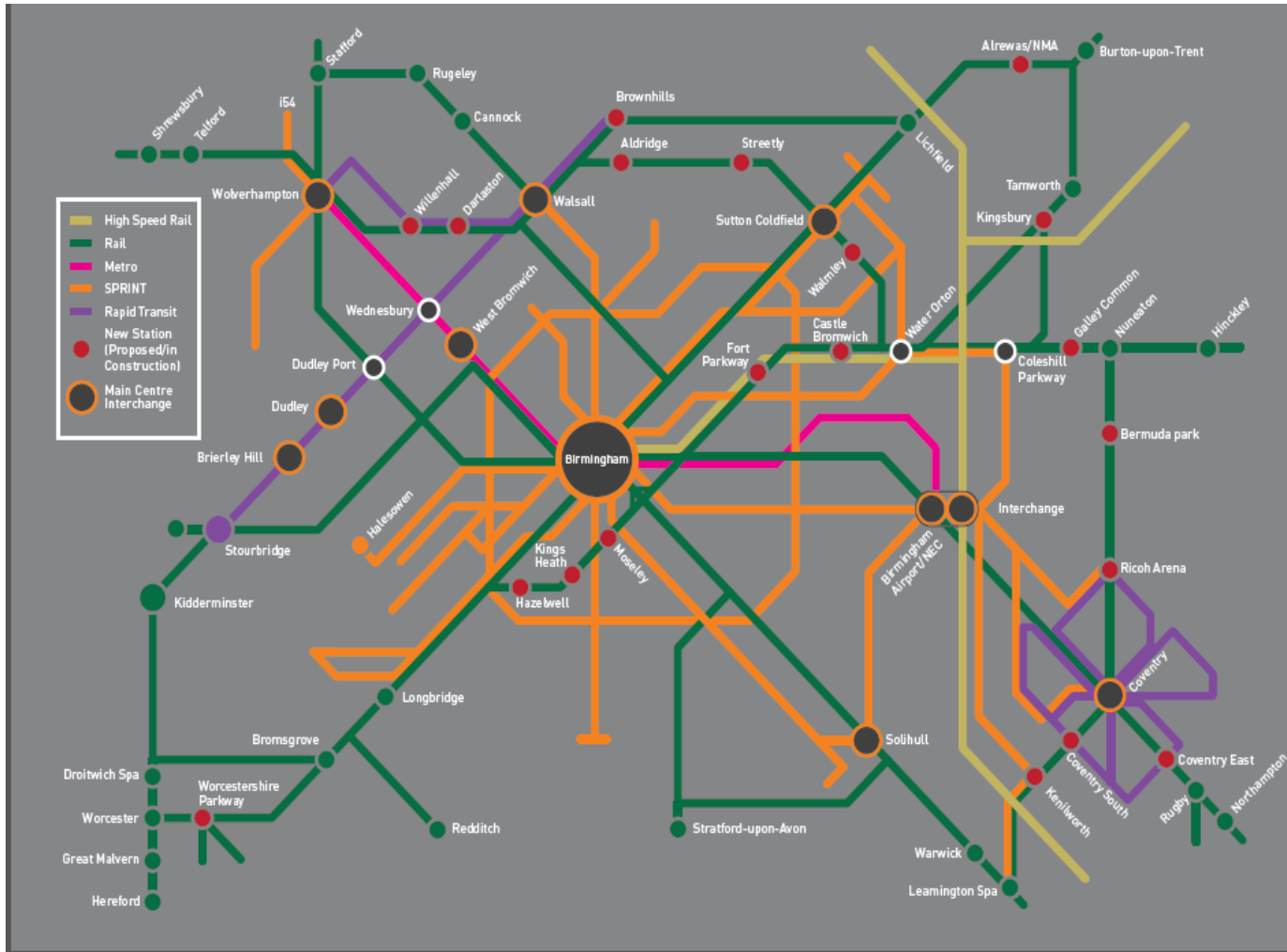
Metropolitan Tier

- Focus of the plan:
- 3 new networks:
- Rail and Rapid Transit Network
- Metropolitan Main Road Network
- Metropolitan Cycle Network

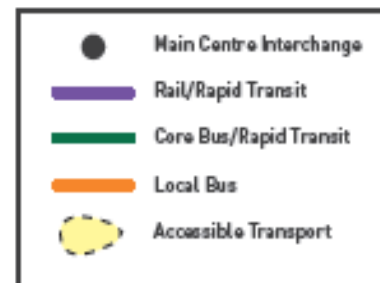
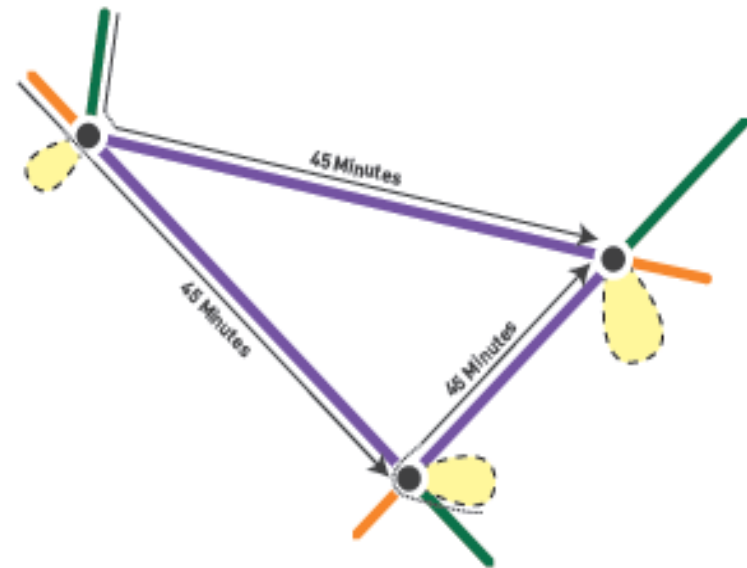


Movement for Growth: Public Consultation Draft

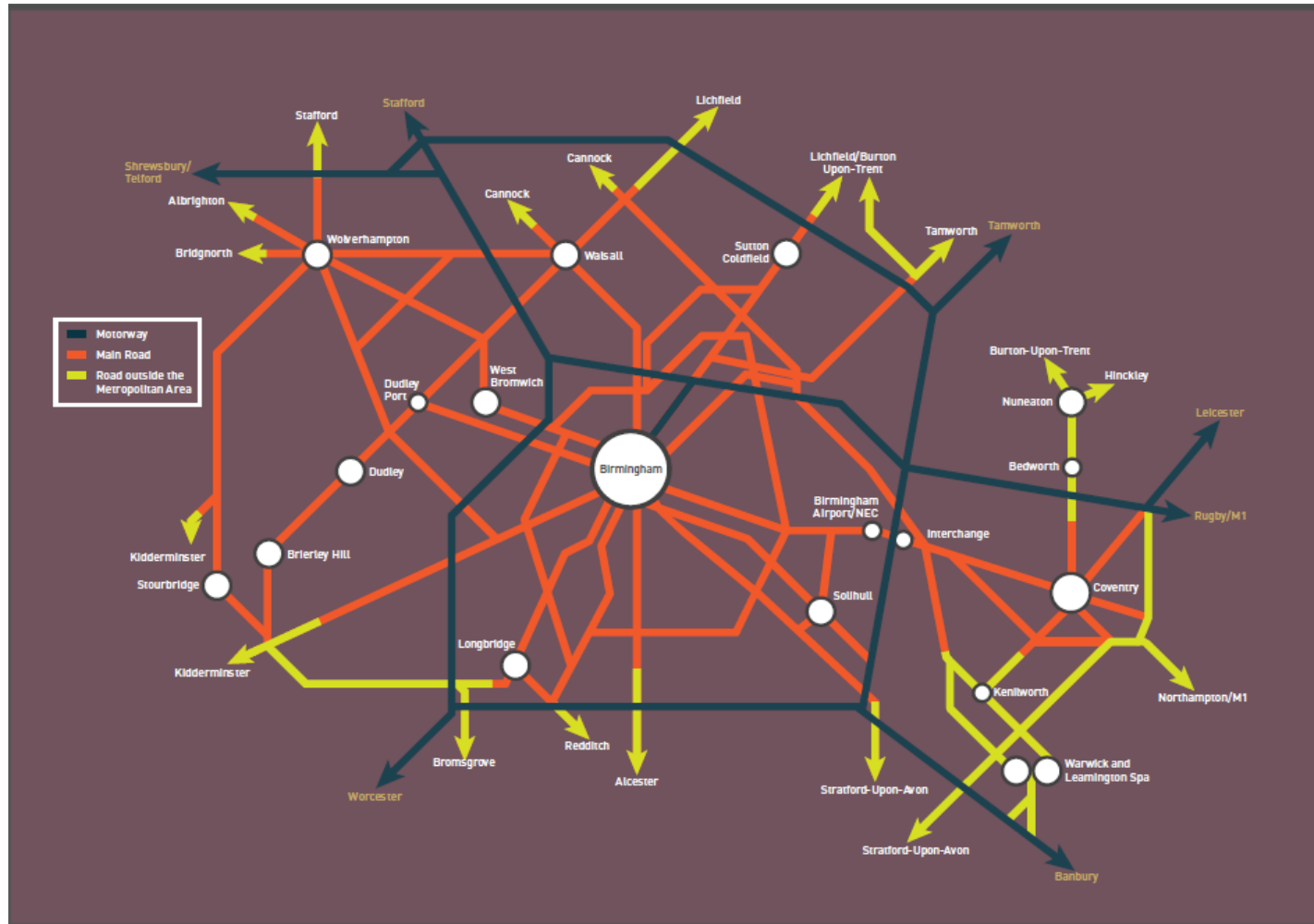
Metropolitan Tier - Rail and Rapid Transit Network



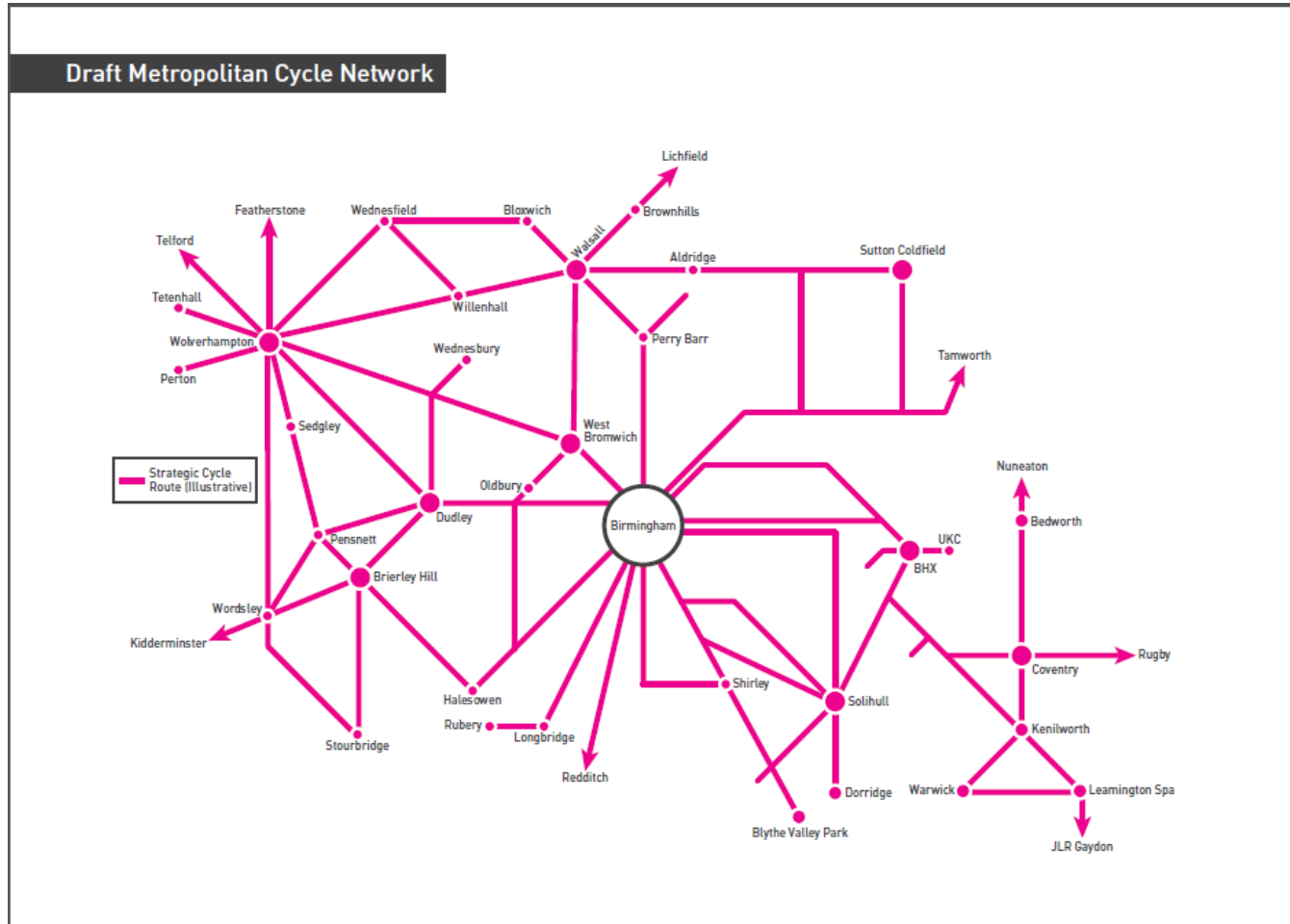
45 mins to at least 3 main centres
by public transport



Metropolitan Tier – Main Road Network



Metropolitan Tier - Metropolitan Cycle Network



Local Tier

- Short trips , walking, cycling, bus

Core Bus Network:



Smart Mobility Tier

- “Glue” which binds all 4 tiers together
- Make best use of capacity and inform people of travel choices



Funding and Delivery

- Long term 20 year major scheme capital programme , plus asset management plus minor work programmes >> £6.5bn over 20 years >> £330 m pa (same as Greater Manchester)
- Shortfall £200m pa
- Debate on a local fund and increased central govt funding
- Integral to current Combined Authority work



Next stages in development of the Strategic Transport Plan

- ITA 16 July meeting : considers draft document for approval for 12 weeks public consultation
- Public consultation on draft plan July 27th to 16th October
- On website, focus groups, 3 TDC's Area Engagement Group meetings, 7 Public Meetings (1 in each District)
- Final approved document December 2015



Questions/Comments

3 Key Questions:

1. Is the overall approach supported? If not what needs to be changed?
2. Is there anything significant missing? If so what?
3. What local sources of finance should be considered for additional capital investment?

Full questionnaire and documents on website:

www.wmita.org.uk/strategy-and-publications

