

**REPORT OF THE CABINET MEMBER FOR TRANSPORT AND  
ROADS**

**WEST MIDLANDS STRATEGIC TRANSPORT PLAN:  
“MOVEMENT FOR GROWTH”.**

**1. Purpose of Report**

- 1.1 This report seeks endorsement of the Strategic Transport Plan, Movement for Growth, which replaces Local Transport Plan 3.

**2. Background**

- 2.1 Movement for Growth replaces the existing West Midlands Local Transport Plan (LTP3) which was approved by the former West Midlands Integrated Transport Authority (WMITA) on 28th March 2011. Like the former West Midlands LTP3, Movement for Growth is a statutory document required under S108 (3) of the Transport Act 2000 (as amended by the Local Transport Act 2008) and sets out the transport strategy and policies for the West Midlands Metropolitan Area.
- 2.2 Changes were made to the draft document following consultation, and the final document takes into account the issues raised by the City Council in its response to consultation.
- 2.3 The former WMITA (dissolved on 29th June 2016) considered and approved Movement for Growth on 17th December 2015. It was subsequently approved by Cabinet on 16th February 2016 and recommended for endorsement by Full Council.
- 2.4 Following the creation of the West Midlands Combined Authority, Movement for Growth was approved by the Combined Authority as the statutory transport plan for the metropolitan area in June 2016.
- 2.5 Movement for Growth forms the Metropolitan Area's overarching Urban Mobility Plan. It aligns well with Birmingham Connected, which reflects local needs and the transport improvements which will support the City's development proposals as set out in the Birmingham Development Plan.

### 3 Proposals

3.1 The proposals set out in Movement for Growth seek to:

- Improve national and regional transport links to boost our economy;
- Improve links across the metropolitan area to provide better access to jobs, education, key services and leisure opportunities;
- Improve links within local communities to reduce reliance on cars for short distance trips and address social exclusion.

3.2 The strategy outlines the key transport objectives for the West Midlands Metropolitan Area, including;

- Supporting progress for a Midlands economic 'Engine for Growth' by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy;
- Developing regional infrastructure to improve movement across the West and East Midlands and to maximise the opportunities provided by HS2;
- Introduce a high quality, fully integrated bus, rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected into wider local bus networks through high quality multi-modal interchanges and improved fares & ticketing;
- Development of a metropolitan main road network ('Key Route Network') to provide for the main flows of people and freight using public and private transport;
- Development of a metropolitan cycle network to provide a network of high quality cycle routes;
- Development of a 'smart' mobility platform to make better use of transport capacity, giving people a wider set of travel options and better information about travel choices.

3.3 This approach seeks to achieve a number of key outcomes for the Metropolitan Area's transport network, these aim to:

- Increase in the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two West Midlands HS2 stations;
- 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 one or two 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 and 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.

## **4 Next Steps**

- 4.1 Transport for the West Midlands is producing a ten year delivery plan which will identify projects and funding to take forward Movement for Growth, to be developed within the context of the WMCA. Where projects are to be delivered by the City Council they will be in addition to existing projects funded through the Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21, which was approved by Cabinet on 16<sup>th</sup> February 2016.

## **Motion**

### **That Full Council:**

- 1: Notes that Birmingham Connected sets out the city's longer term transport aspirations as agreed by Cabinet in November 2014.**
- 2: Recognises Movement for Growth which was adopted by the West Midlands Combined Authority on 26<sup>th</sup> June 2016 as the Statutory Transport Plan for the West Midlands and that the constitution will be amended as appropriate.**
- 3: Notes the report of the Lead Member on the West Midlands Combined Authority Transport Delivery Committee.**

### **Background:**

1. Birmingham Connected <https://www.birmingham.gov.uk/connected>

### **Appendices:**

Appendix 1 – The West Midlands Combined Authority Strategic Transport Plan, Movement for Growth, Full and Summary documents

Appendix 2 – Equalities Analysis

Appendix 3 – Public Transport Provision in Birmingham – Transport for the West Midlands, Report of Councillor Philip Davis, Lead Member West Midlands Combined Authority Transport Delivery Committee