

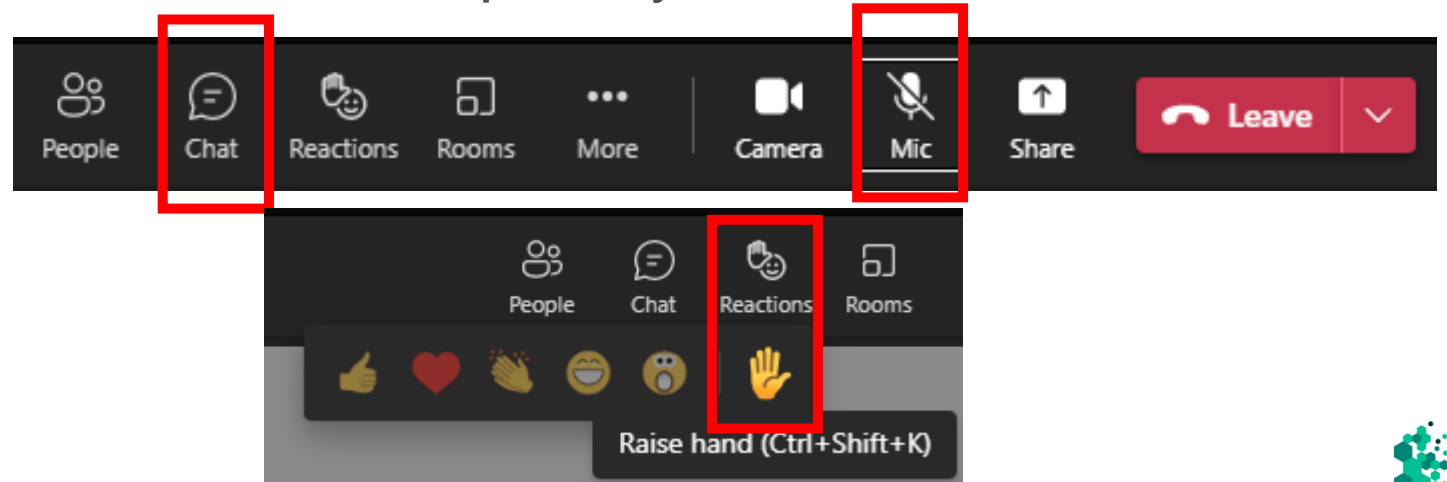
West Midlands Greener Together Forum

13th March 2023



Housekeeping

- If joining online, please stay on mute when in the main room
- Please respect all opinions and allow opportunity for all to speak when in the breakout rooms and to ask questions. We want to ensure all those joining online, and those in-person, feel part of the meeting
- To ask questions online, please write in the chat box or raise your hand to ask the question. If in person, please raise your hands
- No scheduled breaks but please feel free to step away when needed



Agenda

6:00 - 6:05pm: Opening remarks from chair Ed Cox, Executive Director of Strategy, Integration and Net Zero (SINZ) at the WMCA

6:05 - 6:20pm: Purpose of the Greener Together Forum, Ed Cox

6:20 - 6:30pm: David Harris, Transport Strategy and Place Manager at Transport for West Midlands

6:30 - 6:40pm: Jon Hayes, Head of Bus at Transport for West Midlands

6:40 – 6:50pm: Laura Smith, Senior Project Manager and Alistair Crisp, Paths for Everyone Project Manager for Sustrans

6:50 – 7:00pm: Sandra Green, Car Free Birmingham Campaigner for Possible

7:00 - 7:25pm: Breakout rooms

7:25 – 7:55pm: Plenary session with speakers

7:55 - 8:00pm: Community updates and closing remarks

Greener Together Forums Purpose

Purpose

- Bring together all those across the region who are committed to cutting carbon emissions and enhancing the natural environment to discuss, collaborate and debate different initiatives.
- Space for EVERYONE to update one another about their activities to achieve net zero.
- The Forum is a space to share ideas and views that people, campaign groups, organisations and businesses **can ALL take forward and we are ALL leaving the Forum with takeaway actions.**

Advisory Board

- An Advisory Board has been created to help shape the direction and logistics of the Forum.
- We thank David Evans (Birmingham City Council), Danielle Parker (Birmingham Climate Justice Network and West Midlands Climate Coalition) and Kamran Shezad (BAHU Trust) for joining the board.
- Advisory board to help with;
 - To help bring new voices to the Forum
 - Ensure the Forum remains action focused
 - Support with improving the Forum for all
 - To **contribute to the agenda setting** for each meeting

Forum continued ...

Membership

- **Open to everyone**, with no limit to the number of members. Ensure that voices within the Forum are balanced and **everyone gets the opportunity to raise their ideas and concerns.**

Format

- Meetings held **four times a year** for 2 hours between 6-8pm
- Hybrid meeting approach with in-person and online joining options
- Meeting will move around the WMCA area
- WMCA will provide administrative support, with the **agenda open for anyone to bring relevant items to the meeting**

Roles and Responsibilities

- **All to contribute** information, specialist knowledge, expertise, ideas and learning to drive forward discussion and decision-making;
- Members are encouraged to **collaborate** rather than represent the interests of their own organisation;

Follow up information

All slides and notes from Forum meetings are shared on the [West Midlands Greener Together webpage](#) on the WMCA website.

A briefing note is developed after each meeting with answers to questions, sharing information and links requested.

This shall be shared via email after each session and will be available to download from the website.

1.0 Introduction

This note outlines discussions had at the first West Midlands Greener Together Forum on the 28th of June 2022, where the topic discussed was regional retrofit projects. The Forum brought together speakers involved in tackling retrofit from different perspectives, but all with the goal of improving energy efficiency in the region's homes. The WM2041 Five Year Plan has outlined the scale of this challenge: 292,000 homes need to be retrofitted by 2026 to stay on course for achieving net zero by 2041. The speakers were:

George Simms, SMART Hub Lead, Energy Capital – leads on establishing a cross directorate Hub to support the development of a Sustainable Market for Affordable Retrofit Technologies (SMART) across the West Midlands and delivering domestic retrofit solutions.

Phil Beardmore, Environmental Leader, Energy Confidence – Phil supports organisations and householders with energy advice and support to decarbonise businesses. Phil offers whole-house energy advise packages and supports Faith centres to decarbonise their places of worship.

Rachel Jones, Chief Executive, Act on Energy – encourage energy conservation by providing free and impartial advice for householders and small businesses across the West Midlands. They have been addressing Fuel Poverty and Climate Change for over 20 years supporting households through their energy journey.

Immy Kaur, Co-founder and Director, Civic Square - work closely with neighborhoods to experiment and test building resilient, regenerative neighbourhoods. They co-design and co-build spaces at the heart of communities for them to meet, connect and work together to address issues, such as retrofitting their homes.

The following notes reflect the discussions had within the plenary session and questions which followed each speakers' presentations. The presentations can be found on the [website here](#).

Regional retrofit projects

2.0 WMCA Energy Capital retrofit update

- The SMART Hub (Sustainable Market for Affordable Retrofit Technologies) has been set up by the WMCA in 2021, as part of its investment to deliver its net zero targets. The team has already led the region in attracting more than £10m of funding for retrofit projects and has supported partners in additional bids of more than £14m.
- The WMCA's Energy Capital team, as part of a consortium including Sandwell Council, Solihull Community Housing, City of Wolverhampton Council, Community Housing Group, Midland Heart, Orbit Housing Group, and Wrekin Housing Group, had successfully secured £7.5m from the government's Social Housing Decarbonisation Fund. This will be used to retrofit 600 social homes across the region, including the installation of low carbon heating systems and solar panels.
- The Sustainable Warmth Competition programme has also now launched in Elmdon, Solihull, and Foleshill in Coventry, following the award of £2.86m from funding secured by WMCA from central government. The WMCA, local authorities, Act on Energy and other partners have been engaging with residents in the two areas to take up the offer of support to retrofit their homes with a range of environmental solutions – from installing insulation to solar PV to low carbon heat pumps.

Updates from 2022

Raised in previous meetings	Actions taken
Tree planting across the region	<p>Secured £300k from the Woodland Trust to create a West Midlands Forest Partnership to bring regional stakeholders together to meet regional tree planting targets. Will conduct an I-Tree survey for Birmingham, Coventry and Solihull to understand current tree health and canopy cover.</p> <p>Currently working with a supplier to conduct a feasibility study on creating a West Midlands tree nursery.</p> <p>280,000 trees registered on the West Midlands Virtual Forest and 600 whips given away to the public as part of the Right Tree Right Place campaign to remove barriers for people greening their own spaces.</p>
Retrofitting homes	<p>Trailblazer Devolution Deal – WMCA currently negotiating a Trailblazer Devolution ask with government, to redefine the powers of the WMCA across the region. Net Zero is a key part of the ask, and funding for retrofit work will be part of the devolution deal to fund whole neighbourhood projects rather than through single measures. There are also asks to work towards creating an organisation that can support end-to-end customer journey support through retrofitting.</p> <p>We have created an “energy efficiency” advice page on our website to signpost people to advice services in their area. We created a “Is a heatpump right for my home?” guidance to support those considering this option and how to apply for the Boiler Upgrade Scheme. We have also interviewed two families who have retrofitted their homes, to showcase the benefits and will be sharing this on social media and the website.</p>

... Continued Updates

Raised in previous meetings	Actions taken
Fuel Poverty	Convened a meeting with all with Local Authority CEO's to discuss a task group to address the energy crisis, and whilst the outcome was not in favour of a task group, we wrote a fuel poverty action plan, which has been incorporated into our Energy Capital teams SMART Hub retrofit work.

This highlights the work the WMCA has taken, responding to discussions had within this Forum. However, we are in a climate crisis and every organisation within the region needs to be working collectively towards tackling this. Which is why the Forum is a shared space to collaborate, share ideas and work together.

Presentations



West Midlands
Combined Authority



WEST MIDLANDS
Greener Together

West Midlands Local Transport Plan

How TfWM is improving
accessibility,
reducing car dependency and
electrifying transport

David Harris
Transport Strategy & Place Manager

13th March 2023

**Reimagining
transport in the
West Midlands**

West Midlands Local Transport Plan



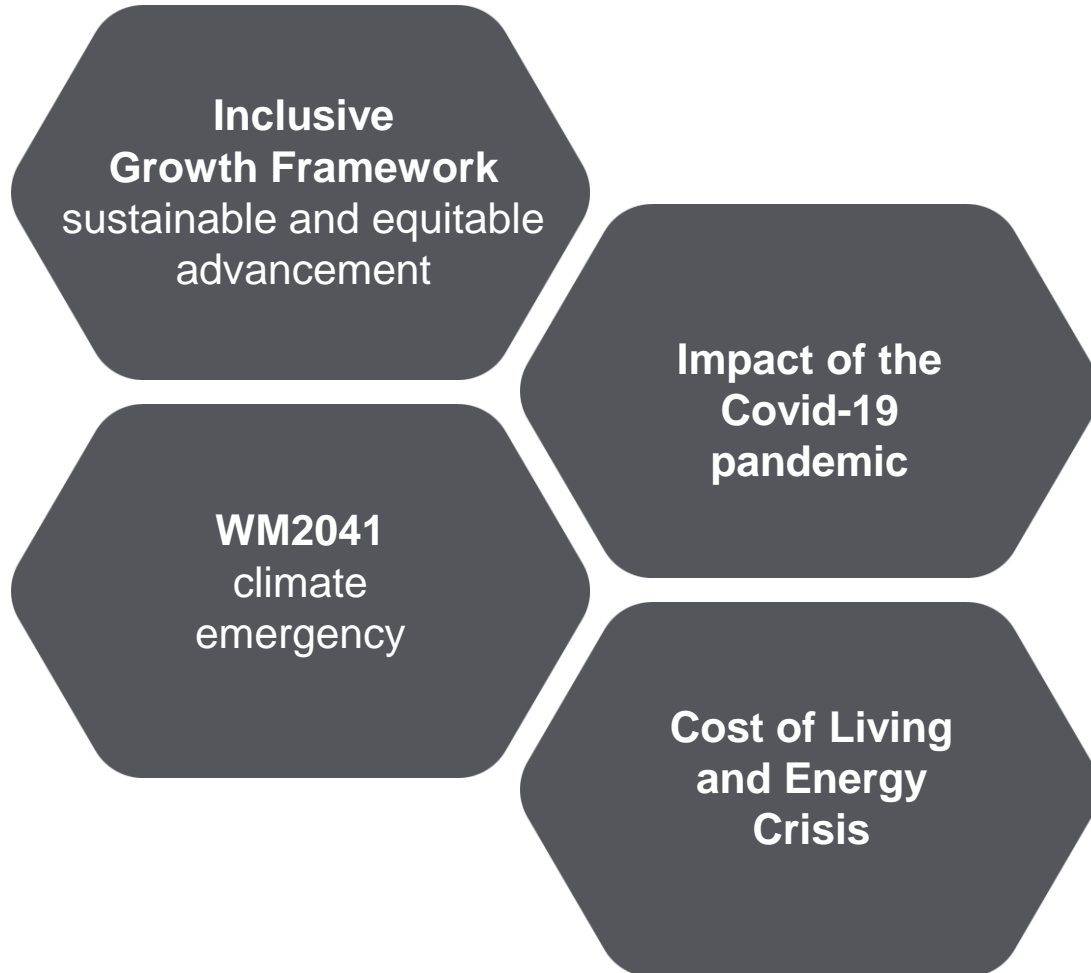
Statutory Transport Plan for the West Midlands
Carries weight in public policy decision making – including local planning functions

Plan is developed in partnership – local authorities and other partners and stakeholders.

Key document for making the case for funding

LTP Core Strategy approved by WMCA Board in February 2023

New policy agendas and challenges



In recent years we've seen a number of significant changes which impact and affect policy and strategy.

Rapid decarbonisation is needed

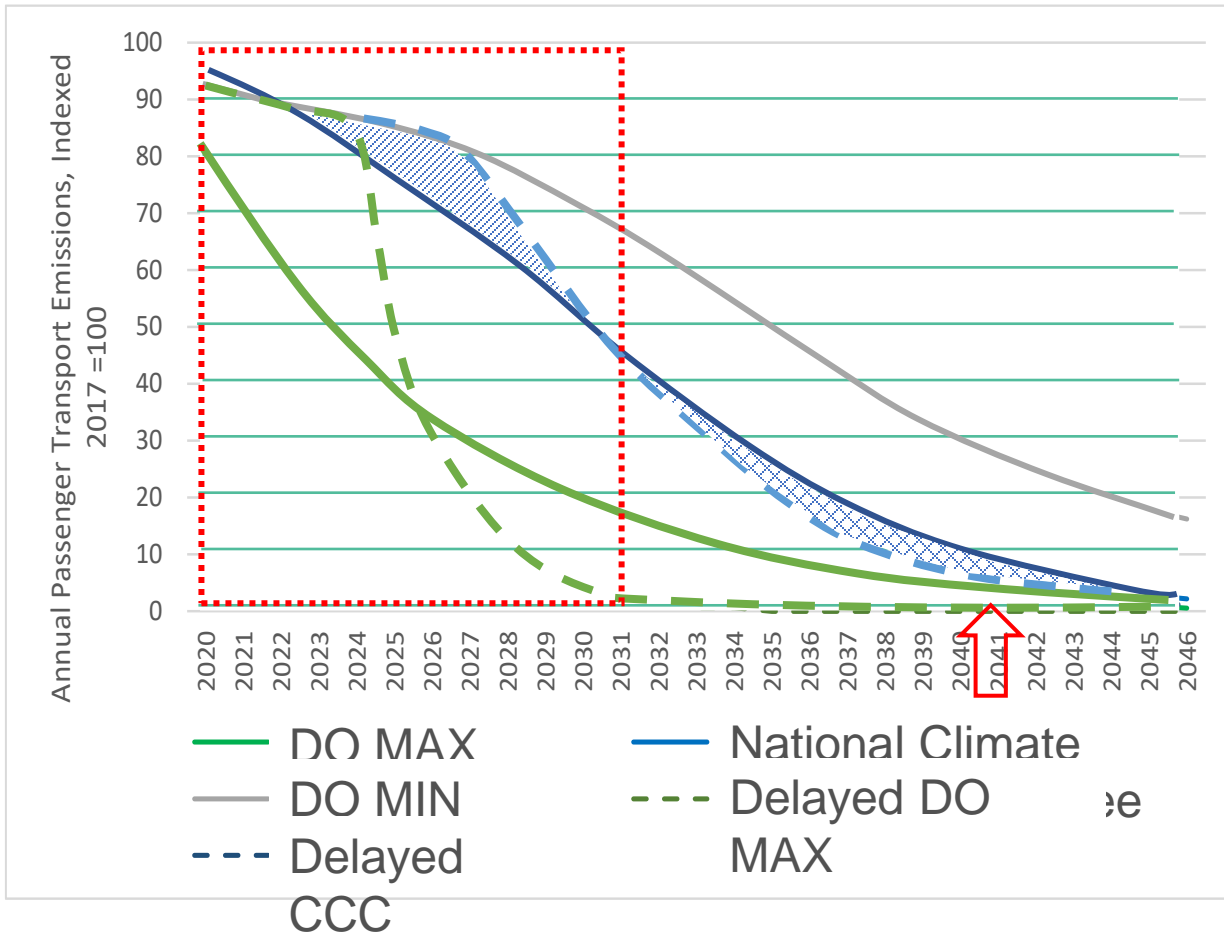
By 2031 under...

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

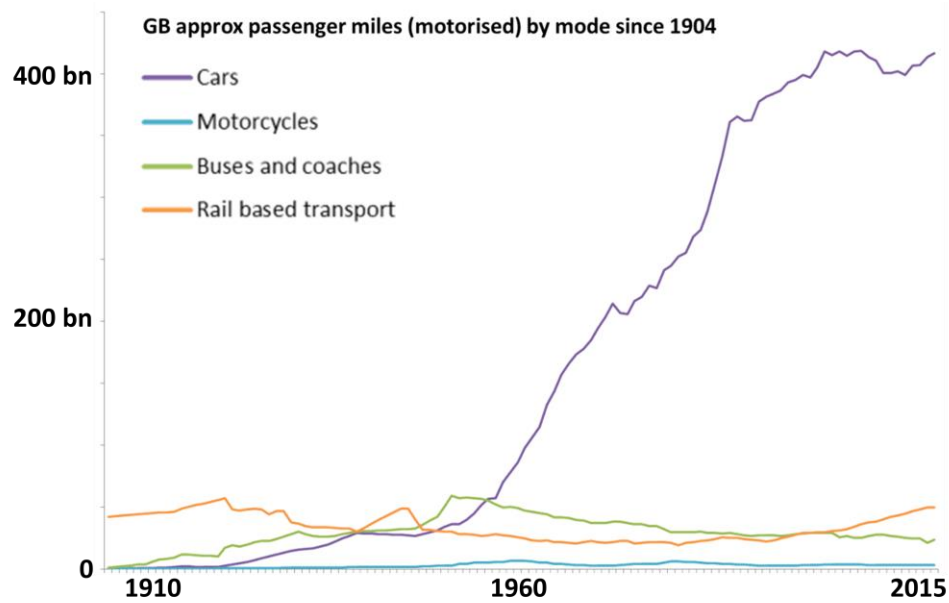
National 2050

- **9%** reduction car travel distance
- **30%** reduction in shopping trip distance
- **30%** increase in PT
- **175%** cycling increase
- **1 yr** Acceleration in EV uptake

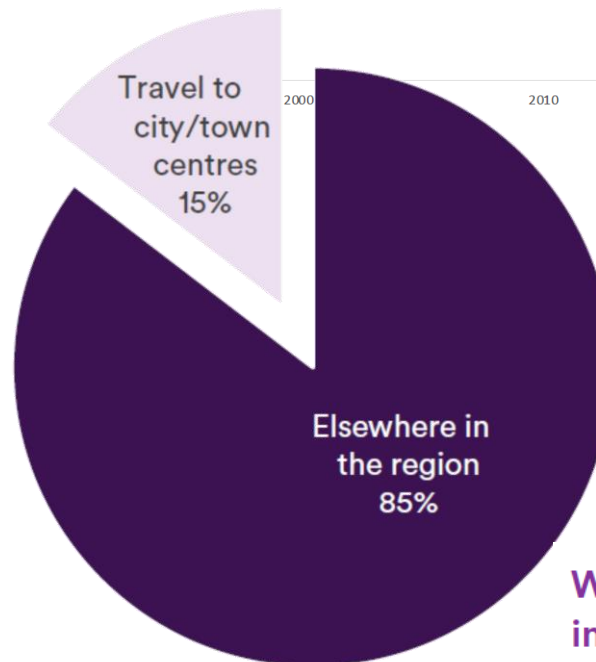
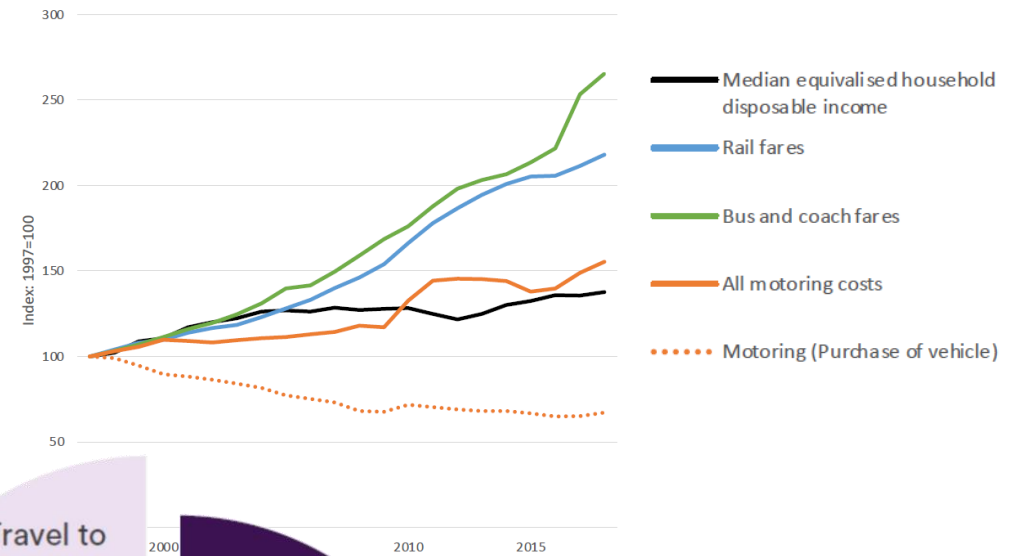


Transport changed

Our growing travel demand



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



Where car trips are going
in peak travel hours

A need for a different approach

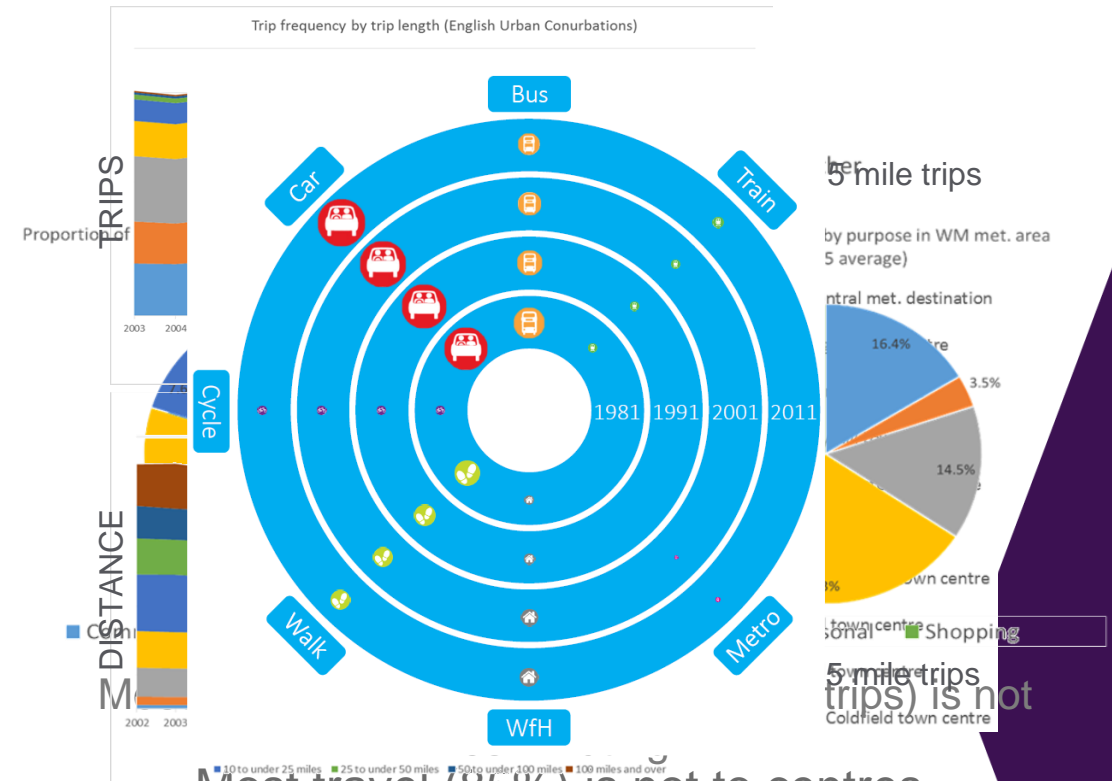
Our current focus is on specific places:

- Congested roads
- Centres
- Particular corridors where PT / active travel investment occurs.

We can have a big effect in these specific places, but when you step back and take a region wide perspective, we're not going to have a significant effect.

This means:

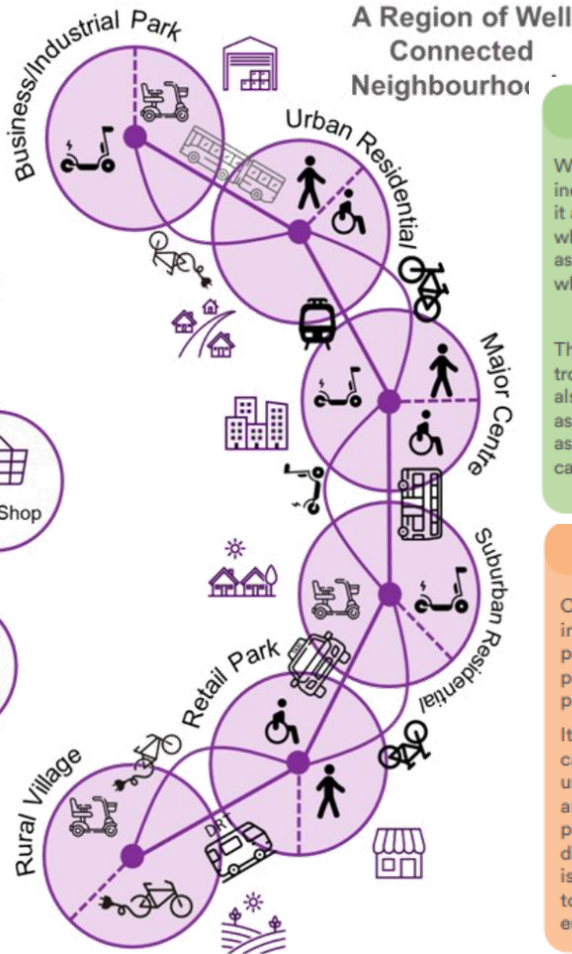
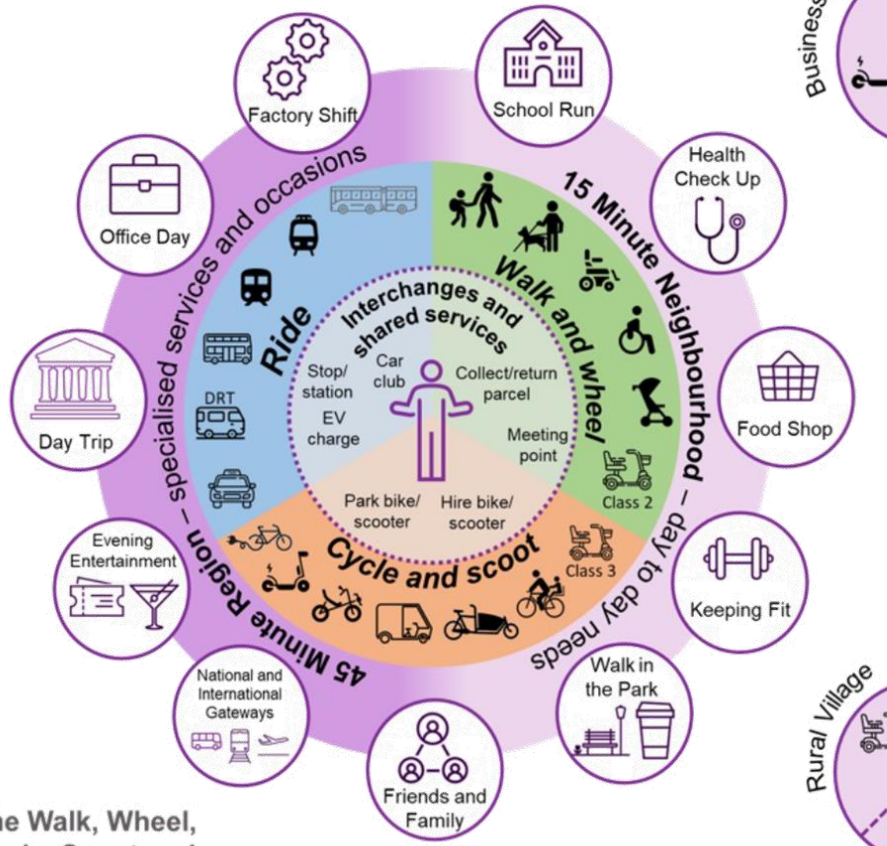
- We're not addressing carbon emissions effectively;
- We're not significantly "levelling up" most of those who are disadvantaged to have fundamentally more equitable access to opportunity;
- Traffic's impacts on local neighbourhoods and streets, and physical activity continue to worsen; and also
- Traffic to many centres isn't going to improve, but it might get "no worse".



Most travel (85%) is not to centres outside the city centre, car dominates, and rail, metro and cycling are all pretty miniscule. Most trips are short but they account for a very small amount of total distances travelled.

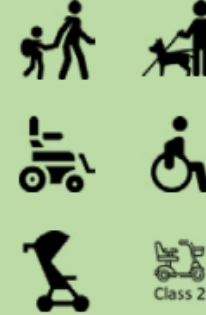


Vision



Walk and wheel

Walking and wheeling includes pedestrians, but it also includes people who use mobility aids such as powered/unpowered wheelchairs.



The use of prams and trolleys by those travelling also needs to be considered as well as other aids such as guide dogs, sticks and canes.

Cycle and scoot

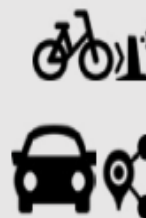
Cycling and scooting includes a range of pedal powered, electrically powered, and pedal assisted personal vehicles.



It includes vehicles that can currently legally be used on public highways and cycleways (such as pedal bikes), as well as new devices that Government is trialling and proposing to legislate for (such as e-scooters.)

Shared services

In our LTP, shared services are services that provide the public access to personal vehicles that they can drive themselves.



They include services like car clubs and cycle/scooter hire.

Ride modes

Fixed public transport

Fixed public transport includes public transport services that run to a fixed timetable, routes and stops.



They include services like buses, trains and trams.

On-demand services

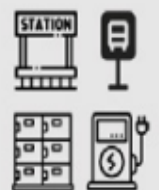
On-demand services include a range of services available to the public which can be requested on on-demand and are not constrained by timetables, specific routes and stops.



They include services like taxis, community transport, and Ring and Ride, and liftsharing.

Interchanges

Interchanges are places where people can access public transport, on-demand, shared transport services, and/or other ancillary transport services.



They include places like bus stops/stations, rail stations, or neighbourhood mobility hubs.

15 Minute Neighbourhoods

a good range of services in our neighbourhoods can be accessed by "walking or wheeling" in a round trip of no more than 15 minutes



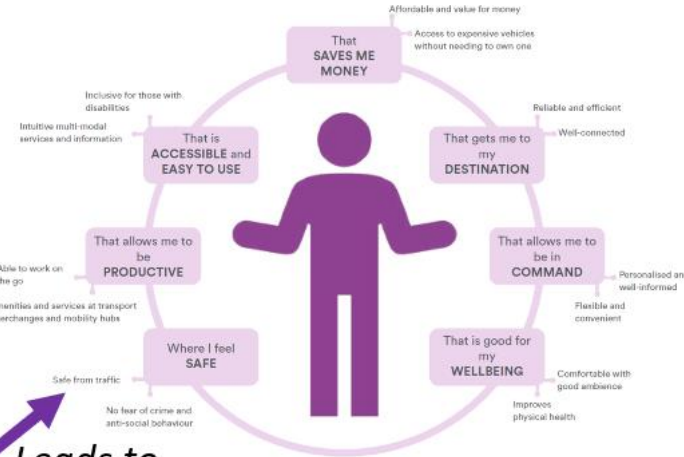
45 Minute Region

a good range of places across our region to undertake work, leisure and socialising can be accessed by "ride" modes within a 45 minute trip.



The Walk, Wheel, Cycle, Scoot and Ride Approach

Perceptions and experiences



Transport system change

- 1 Improve accessibility
- 2 Reduce traffic
- 3 Electrify transport

Our actions

Leads to

Leads to

Leads to

Leads to

6 Big Moves



Behaviour change



Walk, wheel, cycle and scoot



Accessible and inclusive places



Public transport and shared mobility



Safe, efficient and reliable network



Green transport revolution

Behaviour change

Avoid

Avoiding travel – for example by accessing services online and consolidating the trips we make;

Shift

Shifting travel – to places that are more accessible by sustainable modes of transport, such as cycling, walking or public transport and travelling by those modes; and

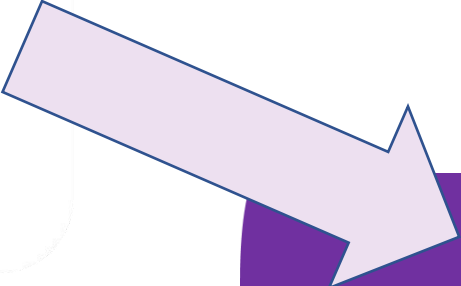
Improve

Improve travel – by designing out emissions and other impacts from the vehicles we use and tailoring their use, for example by adopting ULEVs.

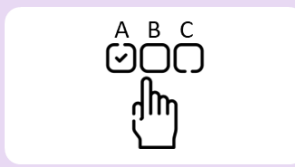




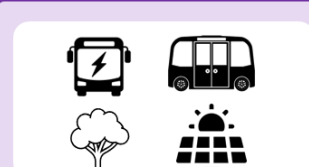
Inclusive growth impacts



- 1 Improve accessibility
- 2 Reduce traffic
- 3 Electrify transport



6 Big Moves

	Behaviour change		Walk, wheel, cycle and scoot
	Accessible and inclusive places		Public transport and shared mobility
	Safe, efficient and reliable network		Green transport revolution

↓
Avoid

↓
Shift

↓
Improve

6 Big Moves

Big Move 1: Behaviour Change

- Leadership
- Vision-led
- User centric
- Inclusive
- Managing demand
- Engaging with the public

Big Move 4: Public Transport and Shared Mobility

- Tiered public transport
- Shared services
- Interchanges
- Managing overall system

Big Move 2: Accessible & Inclusive Places

- Accessibility
- Land use
- Digital Connectivity

Big Move 5: A Safe, Efficient and Reliable transport network

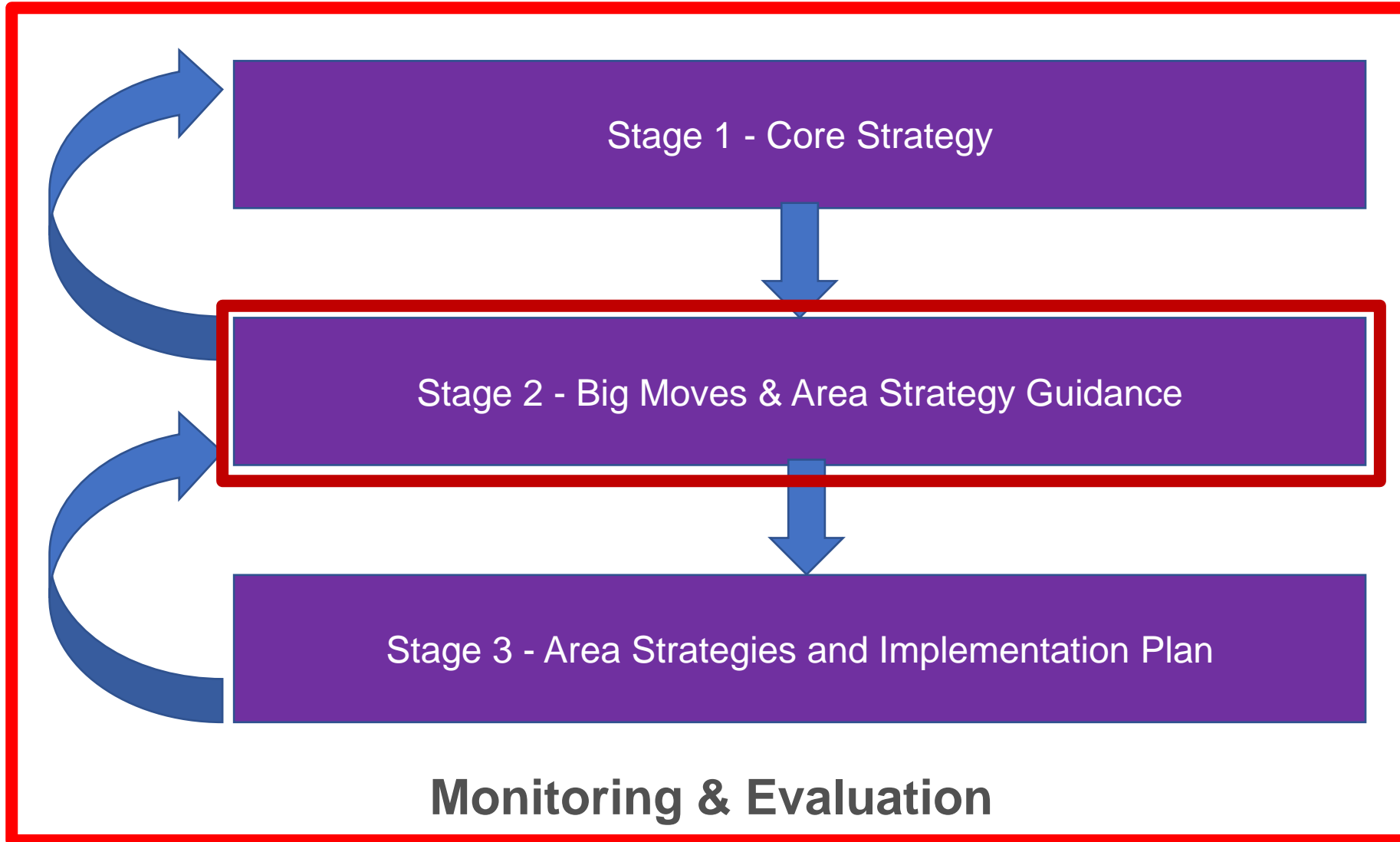
- Planning, developing and investing
- Managing performance
- Maintaining existing network

Big Move 3: Walk, wheel, cycle and scoot

- Infrastructure and networks
- Access the vehicles
- Awareness, skills and knowledge

Big Move 6: A green transport revolution

- Recharging and refuelling
- Enhancing built and natural environment
- Embedding



Done

Wrapping up

Next

Next Steps

TfWM is currently consulting on the draft LTP Big Moves

Consultation open until 17th April

www.tfwm.org.uk/bigmoves

Developing Area Strategies with local authorities during 2023

Final LTP with implementation plan in **late 2023**

Thank you



The Good, the Bad and the Difficult.

Greener Together Forum 13th March 2023

Jon Hayes, Head of Bus
Transport for West Midlands

**Transport for West Midlands (TfWM) – Local Government –
part of West Midlands Combined Authority.
Population; 2.93 million (second biggest region in UK)**



**Largest commercially operated bus network in the UK.
Approx 10% of all bus trips directly funded by TfWM**



**23
4 million bus trips**



44.6m journeys made using our Swift Card per year making it the largest smart card system outside London



4.9 million Metro trips



51 million rail trips



**334K calls answered annually
61,000 emails responded to
11,500 social media responses**

**11,500 bus stops / timetable display
5,000 bus shelters
9 bus stations
12 major interchanges
1,420 Digital displays
67km of dedicated bus lanes**



**2,150 buses operated by 13 bus companies.
430 bus services
71% of buses are Euro VI or better.
70 Electric (130 by end of 2023)
60+ para transit minibuses**

P&R

**60 P&R Car Parks
10,000 spaces**

Context

- 260m passengers per annum pre covid – 10% of England's deregulated bus services
- 90.5% of pre-covid passengers
- 4.5 million passenger trips last week.
- ENCTS patronage (68%) has recovered less than fare paying (96%).
- Current network is just under 90% of pre-covid miles.
- Market Contraction – 5 operators lost across the region and one on periphery. First Bus have retrenched.
- Driver shortages are affecting service performance – 4.3% of mileage lost last week due to drivers.
- Further 1.6% of mileage lost last week due to other factors including highways / congestion.

Delivery in Partnership

Bus Service Improvement Plan contains ambitious proposals to transform the bus network including:

- Three year fares freeze (ongoing from April 2022)
- ‘Bonfire of Bus Tickets’ – significant simplification of bus tickets
- Passenger incentive programme, free or heavily discounted travel for many
- Nine extra TCSO’s to improve safety and security across the network.
- Customer charter
- Additional services procured aligned with BSIP commitments
- Monitoring and performance improvements
- 750 ZEB by end of 2025; 100% Zero Emission 2030.
- Investment in over 100km of new bus priority

 Transport for
West Midlands



West Midlands
Combined Authority

Creating the UK's first All Electric Bus City

Within the next few months, dozens of brand new electric buses will take to the streets of Coventry, in a project led by Transport for West Midlands and funded by the Department for Transport, to create the UK's first All Electric Bus City. In total, up to 300 brand new electric buses will be introduced to ensure that by the end of 2025, every bus service operating to, from and within Coventry is zero emission, revolutionising public transport in the city and making a significant contribution to improving local air quality.

- **Funding** – Total £140 million investment into Coventry's local bus network, with £50 million from DfT.
- **Delivery Partners** – Bus operators National Express (up to 176 buses) and Stagecoach (up to 86 buses). Coventry City Council responsible for bus priority, planning and land / lease arrangements.
- **Project Management** – TfWM is overseeing the overall project management and delivery and is administering the DfT funding.
- **Current Status** – 130 double deck buses ordered by National Express; first batch of 50+ are in operation. Final bus numbers for Stagecoach subject to confirmation following network review.

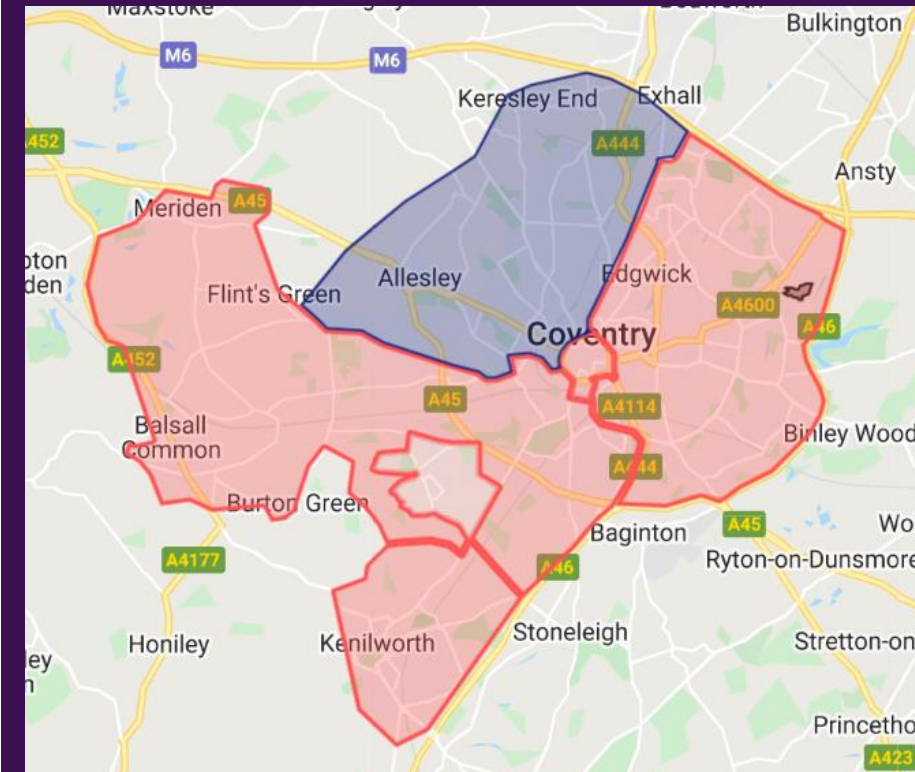


WM On-Demand / Ring & Ride Trial

TfWM have merged the operation of West Midlands On-Demand and Ring & Ride from January 2023 to provide a city-wide DRT whilst maintaining high-levels of accessibility currently available to R&R users.

- **Branding** – WM on Demand (migration of all R&R branding)
- **Pricing / Ticketing** – Distance-based pricing model that offers comparable rates to R&R for those with ENCTS pass. Promotions on ride passes and +1 rides carried over from WMoD current offering
- **Eligibility** – Service open to all, ENCTS pass holders and those below 18 offered 50% off all rides
- **Service Operation** – 6am – 11pm (Mon to Sat), 8am – 3.30 (Sun). Service available through call centre service and via app. Passengers can go anywhere in the zone at any time.
- **Vehicles** – Fully wheelchair accessible, with trained (R&R qualified) drivers.

Operational Coverage



Bus Network - Funding

- Government has been supporting operators since April 2020.
- Since April 2022 funding for the region has been devolved to TfWM
- Devolution has enabled us to attempt to address local issues – e.g. performance and service provision.
- Funding due to end June 2023 – 20 to 30% of network at risk.
- Awaiting confirmation from DfT on arrangements from end June '23 – all options remain on the table including no further funding.
- TfWM have maintained payments for ENCTS passengers at pre-covid levels with an adjustment for network reductions and the underlying trend of reducing use.
- TfWM maintained and increased the budget for subsidised services
- BSIP Transformational Funding.

Wider Considerations and Challenges

Whatever agreements are reached on funding there are wider issues affecting the network right now which may impact our ability to deliver;

- Driver Shortages and sickness
- Bus Company Capacity – WM has lost 5 bus operators since the start of Covid, competition has dwindled significantly.
- Service performance – WM is facing extremely challenging performance from operators and customer experience is poorer than most people are used to seeing through reliability, punctuality, and information. Whilst there are measures within BSIP to address many of these they are not all immediate.
- Risk of Further commercial reductions from bus operators.

Franchising Assessment Activities

- Consider size of future network and resource requirement
- Determine fleet and depot ownership model
- Consider lotting strategy, contract lengths and areas
- Agree ticketing strategy and where revenue risks should lie
- Consider contractual terms, KPIs, role of Authority / operators
- Consider transitional arrangements ensuring service continuity & how appropriate staff capacity and capability is provided
- Consider governance and change management processes
- Develop consultation strategy

Timelines

- January 2023:
Consultants appointed to support Franchising Assessment
- Summer 2023:
Finalise framework against which options will be assessed
- December 2023:
Interim (Draft) Franchising Assessment complete
- June 2024:
Franchising Assessment concluded for CA / Mayoral consideration



Summary

- Continued focus on outcome-driven tasks to support delivery of BSIP, regardless of future regulatory approaches (e.g. network design, service performance, ticketing simplification, decarbonisation)
- Develop processes that could be compatible with either Enhanced Partnership or adapted to enable Franchising
- Develop Franchising to a point where it could be activated if Enhanced Partnership fails to deliver
- Major risks to bus network exist regardless of regulatory approach.



Sustrans

Our vision:

A society where the way we travel creates healthier places and happier lives for everyone.

A UK-wide network of traffic-free paths for everyone, connecting cities, towns and countryside, loved by the communities they serve

Places that connect us to each other and what we need, where everyone can thrive without needing a car



Strategic

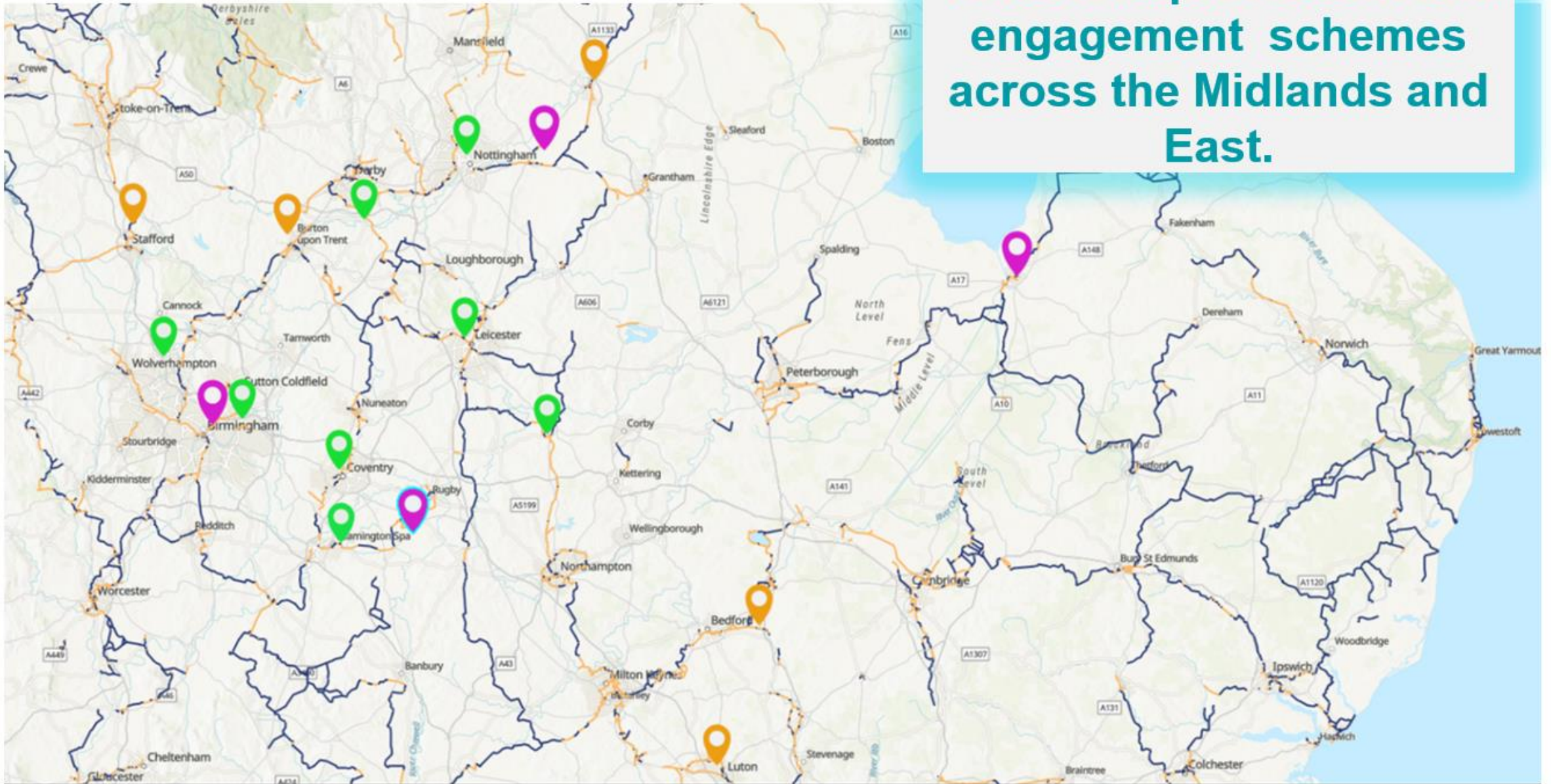


National Cycle Network: Community and Volunteer Engagement

Objective: Engaging the local community, raising awareness and helping to overcome barriers to walking and cycling, as part of Sustrans DfT funded Paths for Everyone programme.



16 NCN improvement and engagement schemes across the Midlands and East.



NCN Engagement Projects

Aim: To engage the local community around recent network improvement phases.

Community Engagement

People Informed
Conversations
Events

- Bike Giveaways
- Dr Bike Sessions
- Cycle Confidence

For Everyone

More diverse people
and groups

- Library Drop-in Activities
- Buddy Rides
- All-day Events

Volunteering

Increasing Volunteer
activity on the NCN

- Health Walks
- Workplace Events
- Ecology Days

West Midlands NCN Engagement

NCN 51, South Coventry

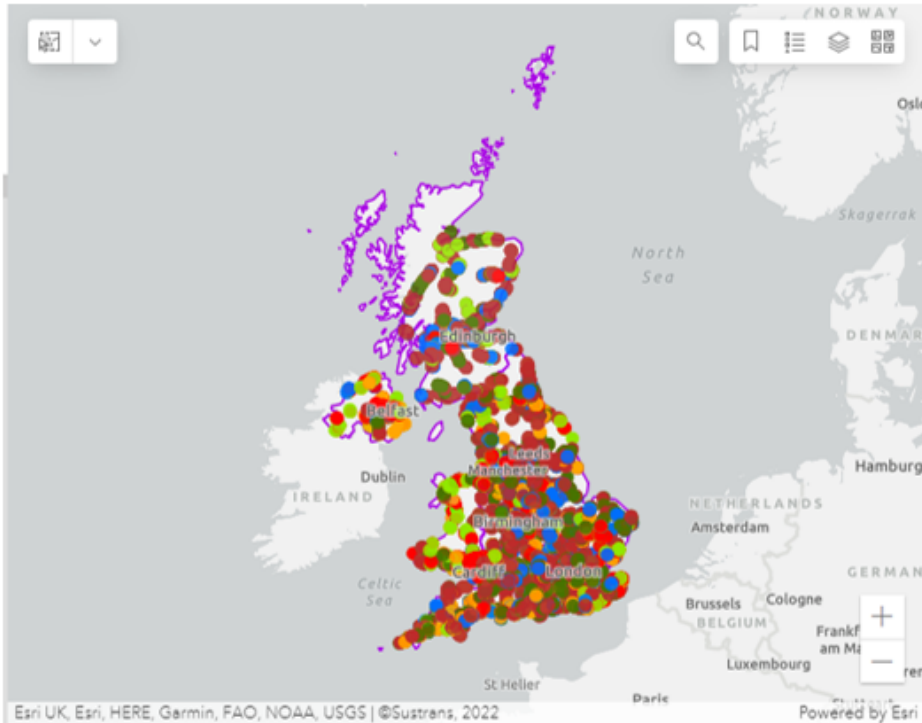
NCN 5, Birmingham to Smethwick

NCN 81, Wolverhampton

NCN 41, Radford Semele, Warwickshire



NCN Barrier Auditing

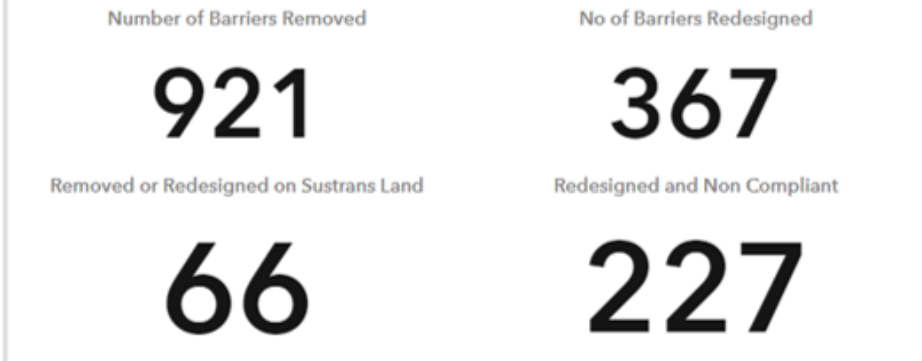


Total Number of Audited Barriers

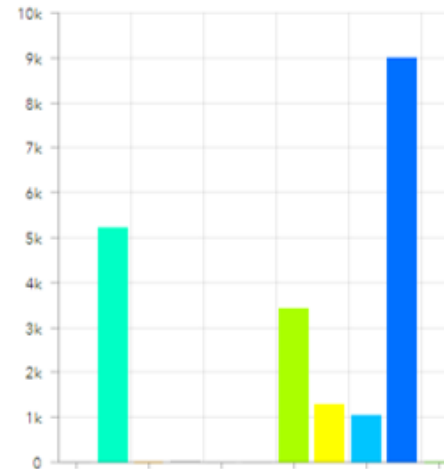
20,000

Number of Barriers Removed or Redesigned

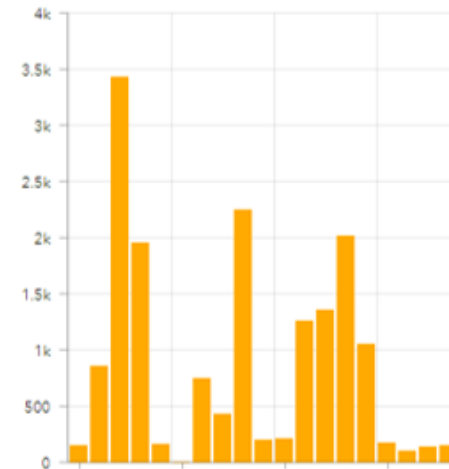
1.3k



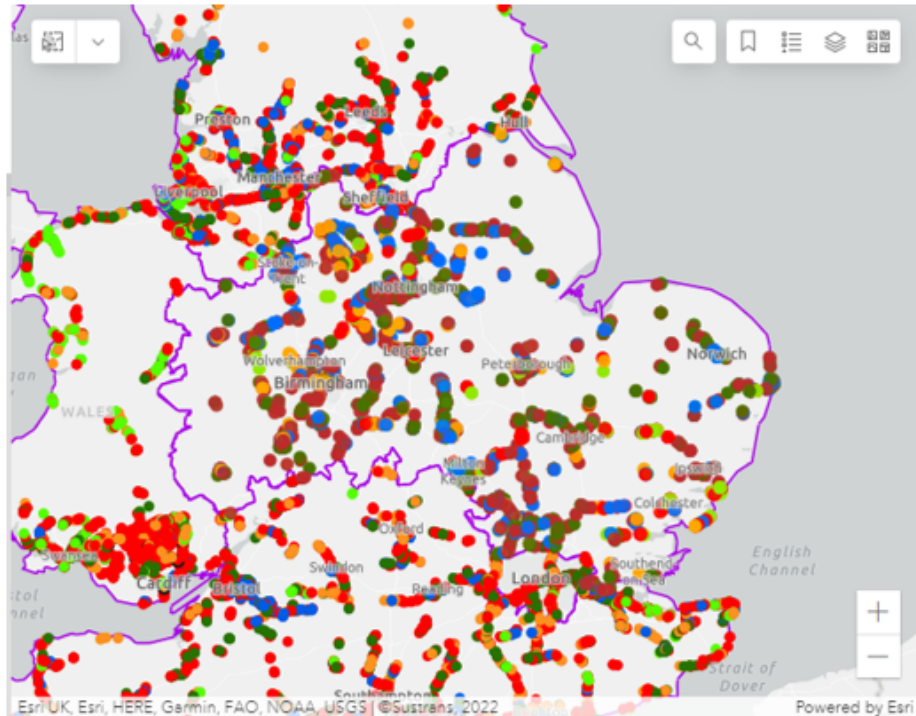
Status



Type of Barriers



Midlands and East

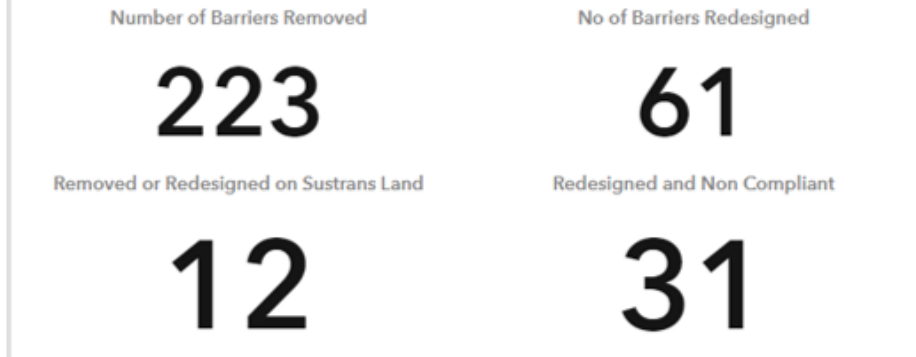


Total Number of Audited Barriers

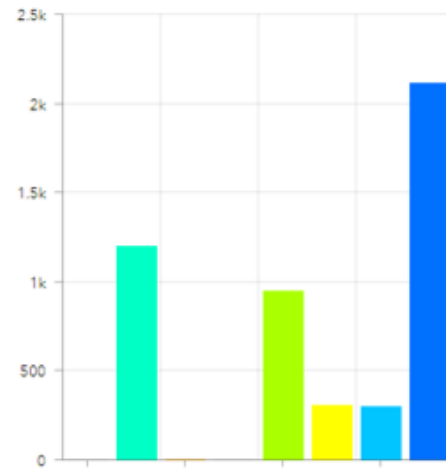
4,862

Number of Barriers Removed or Redesigned

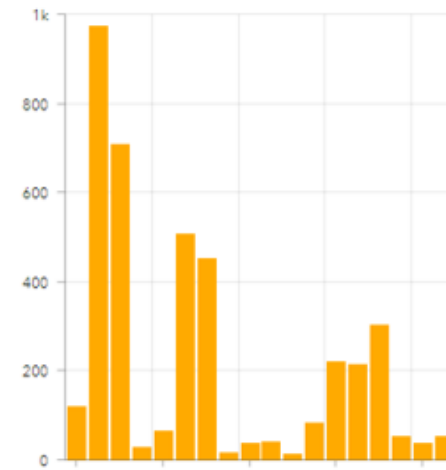
284



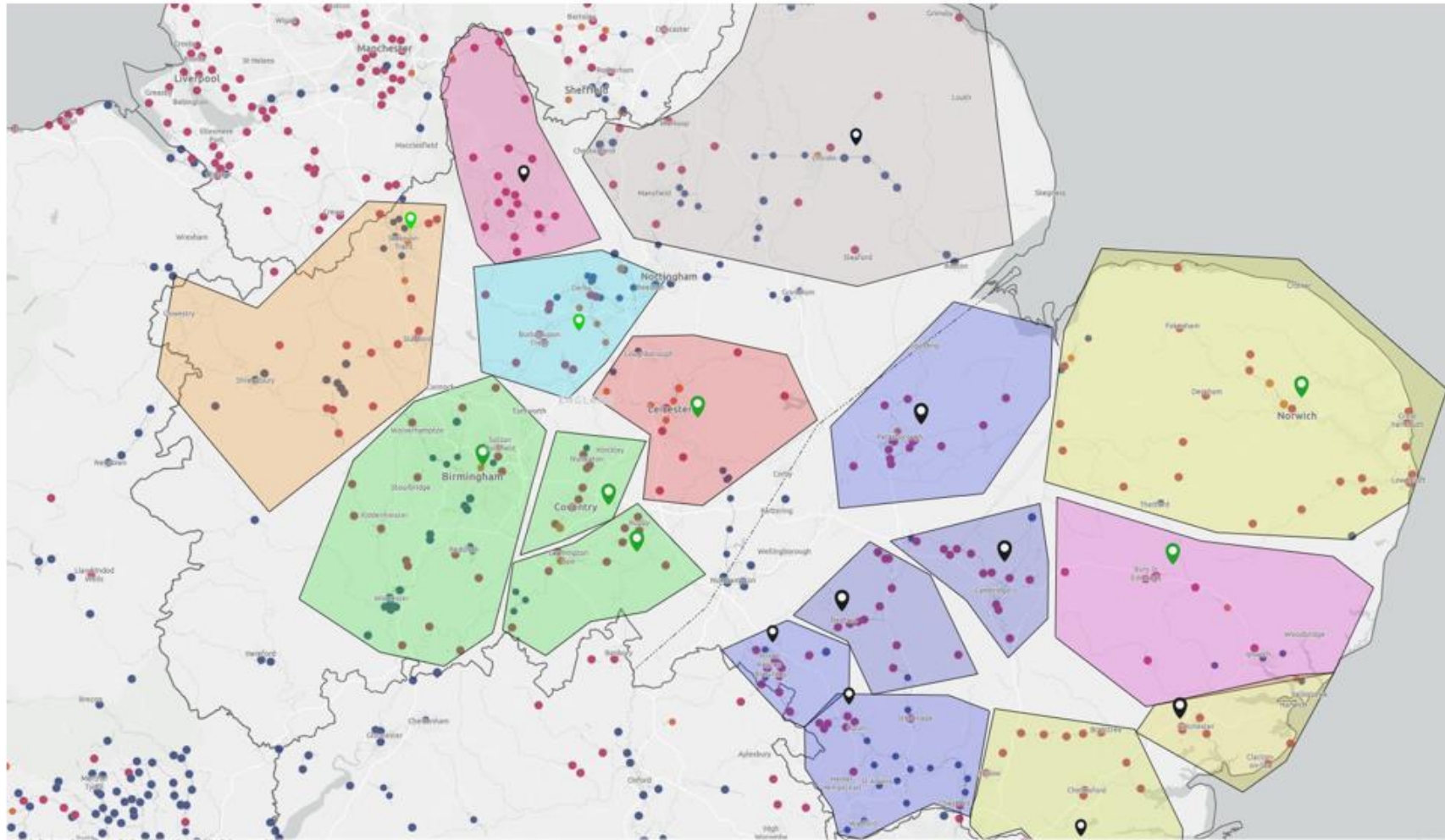
Status



Type of Barriers



Volunteer Barrier Auditing



- Engaging Sustrans volunteers to audit 100% of miles in our region
- Volunteer Community Meetings
- Activities days for local communities and groups

Volunteer Activity Days



3 Worksop, NCN 6 (Bassetlaw)

Dave, (far left) who leads the Bassetlaw volunteer group, ran a lunch & ride day along the Worksop route 6. The group from left to right - Reg, Gill, John and Steve (not pictured) braved a cold September afternoon along the canal route and had the chance to see how a Trike works in practice.

Gill said on the day: "It's really important to have a trike here so we can see in person the impact of poor quality cycle routes for disabled people".



4 Telford, NCN 55 (Staffordshire)

Pete braved Winter Arctic winds to look at accessibility issues on the NCN55. This audit raised important questions about winter cycling.

Pete reflected: I approached this particular volunteer challenge with some hesitancy. I followed the tech instructions sent out beforehand & met up with Ruth from Sustrans at Telford Railway Station on a particularly cold and raw day in December 2022. We started the audit on NCN 55 from the station down on the old Railway track to Madeley. After some guidance from Ruth I got into the swing of saving information on a smartphone for each access point or barrier on the route. Ruth helped with calling out details from the phone messages and I was the scribe. **AE** became



5 Bury St Edmunds, NCN 13 (Suffolk)

Sarah from the Sustrans Network Development team joined up with EcoCarriers BSE to audit barriers that have potential for removal.

EcoCarriers BSE (<https://ecocarriersbse.co.uk/>) is a community benefit society whose aims are to promote and facilitate increased cycling in Bury St Edmunds and surrounding villages to help tackle climate change.

They run a zero-emissions delivery service transporting all sorts of items around the town and surrounding area (meals, cocktails, packages etc). One of their related projects is the Bury Bike Train



6 Great Yarmouth, NCN 30 (Norfolk)

Sustrans Officer Leah, facilitated networking with community stakeholders and delivered training to energise action on Barrier auditing. Together with presentations from CyclingUK, we welcomed new and current volunteers and members of local charities and organisations, to help us on our mission to make the NCN accessible for everyone. Uniting the active travel community together and hearing about the amazing work people are doing, was inspirational, and provided great optimism and opportunities to work together more, helping to create happier, healthier, and connected communities.



Increasing accessibility for Multi-Modal Travel

- **Aim:** Integrated active travel and public transport for everyone.
- National Express – Sustrans collaboration day
- Current provision for assistive cycles is a barrier to increased usage.
- Strong interest from partner charities and transport operators to find a solution.
- We're exploring funding pots and partners to continue the project.



Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

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Hello

A zero carbon society built by everyone?

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Inspiring climate action



1. Car Free?
2. Equity?
3. What next?

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Car Free Cities

At **Possible**, we want to see a zero carbon society, built by, and for, everyone - and we want to see this fast.

Our **Car Free Cities** campaign aims to help local communities reimagine their own neighbourhoods where car dependency is a thing of the past.



What do we mean by Car Free?



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A “car free city” is free of the dangers, pollution, and emissions caused by mass private car ownership.

It's not a city with no cars at all.

There are many people, including some disabled people, who cannot get around without a car. Reducing the number of cars in cities will make their lives easier.

Car dependency is...

... when some city layouts and gaps in public transport cause cars to be favoured over other forms of transport, such as bicycles, public transport, walking and wheeling.



Handsworth workshops





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About Hockley Circus



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Equality to Equity

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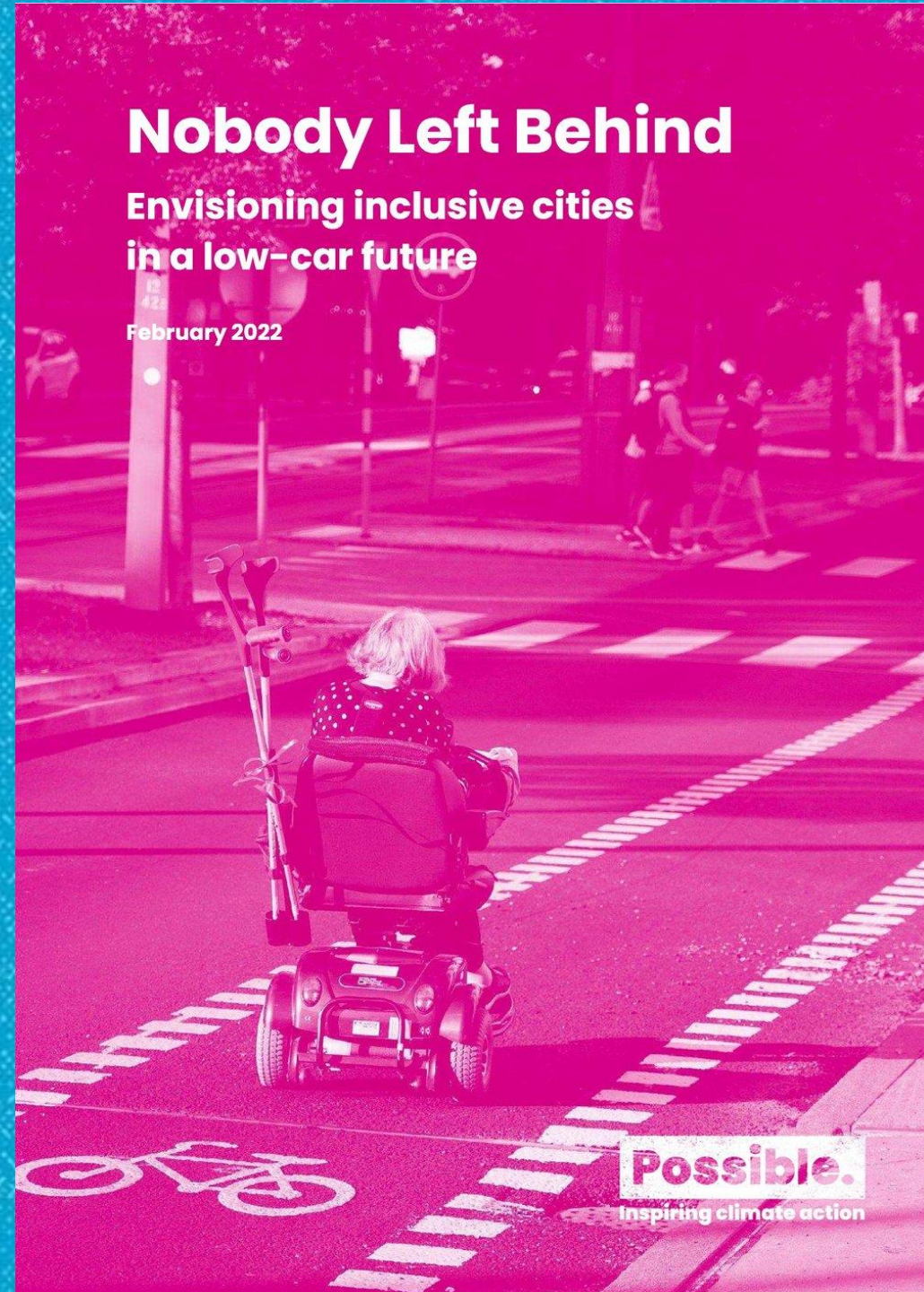
How does the low-car transition impact disabled people?

How can we achieve an inclusive low-car city?

Nobody Left Behind

**Envisioning inclusive cities
in a low-car future**

February 2022



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Disabled People's Travel

Disabled people:

- make $\frac{1}{3}$ fewer trips than non-disabled people
- are twice as likely to not hold a driving licence
- are $\frac{1}{3}$ less likely to have access to a car as the main driver

Though those in paid employment have similar travel patterns & modes to non-disabled people

Findings - Public Transport

- Poor accessibility of some stops, stations & vehicles
- Poor information, eg audio-visual stop information
- People getting stuck on trains
- Staff attitudes

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“Trying to get on a bus at the moment, **trying to even get a bus to stop for you in a wheelchair is, people just don't want you there.** The pavement level isn't right for the bus, there's a mum with a buggy in the space you're meant to be. **So the bus doesn't stop** and you can't get on and it just goes on and on and on.”

- Lora

Findings - Invisibility

“I think it's not going to work if people like us are an added-on thought at the end. **It's got to work. What works for us will work for everybody,** but it's got to be there at the beginning.”

– Lora

Envisioning a low-car city

“It would just be an **impossible existence** for me if I wasn't allowed to have a car.”

– **Jamie**

Envisioning a low-car city

“We need a massive culture change. It's a huge mindset and culture change - **making the roads available to the people who need to drive.** Rather than the people who just want to, or are habitually, used to it, and making the pavement wider and more accessible to the people who need to use the pavements. **All the attention has always gone to cars and making it easy for cars.**”

- Jennie

Some of the recommendations

- Refurbish all pavements
- cut pavement clutter, including EV charge points
- **Protect pavements from parking** (cars, e-scooters and bikes), including banning pavement parking nationally.
- **Introduce widely available on-road accessible parking for bikes, trikes and scooters.**

Recommendations

- **Install more accessible crossings**
- **Extend the protected cycle lane network** and co-produce the designs with disability groups.

Recommendations

- **Provide disabled parking close to pedestrianised areas.**
- Provide frequent and accessible **toilets** and **resting places in public streets.**
- Only fund transport schemes that follow the principles of inclusive design.

www.wearepossible.org

Better Buses for Birmingham coalition

Tuesday 21 March, 10am
The Warehouse, Birmingham

sandra.green@wearepossible.org

Sandra Green

Car Free Birmingham campaigner

sandra.green@wearepossible.org

wearepossible.org/visions

Instagram: [@_wearepossible](https://www.instagram.com/_wearepossible)

Twitter: [@_wearepossible](https://twitter.com/_wearepossible)

**How do you imagine
transport in your
community in five
years' time?**

