

Transport Delivery Committee

Date	6 January 2020
Report title	Safe and Sustainable Lead Member Reference Group Annual Report
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Report has been considered by	Councillor Diana Holl-Allen, Lead Member Safe and Sustainable Transport

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the summary of the Safe and Sustainable Travel portfolio.

1. Purpose

1.1 To outline the work on the Safe and Sustainable Travel Portfolio.

2. Background

2.1 The Safe and Sustainable Travel Portfolio focuses on the delivery of sustainable travel initiatives, and programmes delivered by the Safer Travel Team. Work on equalities and inclusion in public transport is also included in this portfolio.

2.2 The West Midlands Cycling Charter outlines the key principles that all partners, including the seven constituent Local Authorities, have adopted to deliver the required step change in cycling across the West Midlands Metropolitan area. It represents a shared vision and approach that will increase cycling levels across the West Midlands.

2.3 A detailed Action Plan is currently being delivered with the target of increasing levels of cycling to 5% of all trips by 2023 from the current levels of 1.7% (Census Data, 2011).

2.4 The Cycling Charter is based on the following four principles:

- Leadership and Profile
- Cycling Network
- Promoting and Encouraging Cycling
- Funding.

2.5 The Safer Travel Partnership consists of just over 100 staff brought together from a number of organisations including TfWM, West Midlands Police, British Transport Police, operators and private security companies. Managed through TfWM, the Partnership has the main objectives of delivering the Safer Travel Plan, reducing/managing crime levels on public transport and making passengers feel safe.

2.6 The Safer Travel Partnership is nationally unique and has received praise at both a national and European level for its innovative crime reduction methods and for bringing together a range of partners to deliver the results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model (NIM). This approach has ensured that the right resource is in the right place, at the right times, doing the right things to reduce crime and make passengers feel safer.

2.7 The Equalities and Diversity Manager oversees equalities and accessibility issues within hiring practices and services at WMCA/TfWM. Each report presented to the boards of WMCA (e.g. Transport Delivery Committee, WMCA, Strategic Transport Officers Group) includes a statement on equalities and diversity to ensure programmes of work are inclusive and accessible to all. A response was also provided on behalf of WMCA on the DfT Accessible Travel Report. Of particular concern was accessibility at unmanned rail stations.

2.8 Together with the Head of Demand Management, our Travel Choices Team in the Network Resilience directorate are working with partner local authorities and transport authorities to enable targeted travel demand management strategies tied to a programme of key regional investment projects.

2.9 TfWM recognises that people can make more informed decisions about their journeys when they have access to the right information. Managing demand is a key pillar in our Congestion Management Plan. Our Travel Demand Management (TDM) approach, which is a key part of our wider Congestion Management Plan, comprises of strategies to help keep businesses, education bodies, communities, visitors and residents informed so they can best move around the region.

2.10 Safe and Sustainable Travel Members Group Monthly Meetings Forward Plan:

Date	Theme
July 22 2019	Forward Plan Review
Sept 9 2019	Employment Engagement Update
Nov 4 2019	Cycling Charter and Safer Travel Reports
Jan 6 2020	Travel Demand Update
Feb 10 2020	Equality and Diversity Update
16 March 2020	Cycling Charter and Safer Travel Reports
8 June 2020	Forward Plan Review

2.9 Biannual reports are submitted to TDC by Safer Travel and Cycling Charter progress.

3. Legal Implications

3.1. There are no direct legal implications arising from this report however Legal and procurement support will be required as the Local Cycling and Walking Infrastructure Plan evolves especially around collaborative working arrangements between other sectors and emerging funding arrangements and procurement support will be required as the LCWIP evolves especially around collaborative working arrangements between other sectors and emerging funding arrangements

4. Equalities Implications

4.1. The West Midlands Cycling Charter does not result in any negative disproportionate impact for any of the protected characteristics. However, cycling nationally (and regionally) is unequal with cyclists more likely being male, young, non-disabled and white. To improve wider participation and representation there needs to be a stronger focus on the creation of more inclusive cycling environments (both in terms of infrastructure and cycling route choices) that can cater for bikes of all sizes, including tricycles, trailers and tandems and for all different types of cyclists. Moreover, promotion of cycling activities and opportunities needs to be reflective of the diversity of the region, both in terms of the images used and the way information is disseminated and communicated to residents.

4.2. A number of the Cycling Charter Action Plan activities are likely to have a positive impact on different equality groups by raising awareness and promoting cycling more widely as well as through infrastructure and other improvements and initiatives.

4.3. Some people with special needs or physical disabilities may be able to benefit from programmes in the region that use adapted bicycles and they are referred to the organisations that deliver these. ParkRide and Wheels for All are initiatives organised by Midland Mencap and Cycling Projects in various locations across the UK including the West Midlands (Sutton Coldfield, Coventry, Birmingham, and Solihull).

5. Inclusive Growth Implications

5.1. The development of the West Midlands LCWIP supports inclusive growth by supporting the following themes:

- Affordable, safe, and connected places
- Sustainability
- Health and Wellbeing
- Equality
- Economy

5.2. As accessible and low cost modes of transport, cycling and walking can help people access their local high streets, jobs and education.

6. Geographical Area of Report's Implications

- 6.1. TfWM will work with Constituent Local Authorities to manage cross border relationships and align cycling and walking schemes to ensure consistency in access and quality. Approximately 57% of journeys in the West Midlands cross an administrative boundary.
- 6.2. Several members of the West Midlands Cycling Charter Steering Group have remits that cover the wider WMCA 3 LEP geography. Cycling UK and Living Streets have community development officers hosted by TfWM to deliver promotional schemes across the region.

7. Other Implications

- 7.1. Improving cycling and walking provisions to increase levels will have a positive impact on air quality and health.

8. Schedule of Background Papers

- 8.1. [West Midlands Cycling Charter](#)
- 8.2. [Travel Demand Management](#)