



# BIRMINGHAM

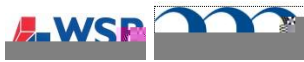
## BIRMINGHAM MOBILITY ACTION PLAN

TECHNICAL WORK PACKAGE 5  
ACCESS STRATEGY FOR PEOPLE WITH DISABILITIES  
NOVEMBER 2014



# Quality Management

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
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(Company)				



# BIRMINGHAM MOBILITY ACTION PLAN – TECHNICAL STUDY GROUP REPORT

## Access Strategy for People with Disabilities

06/11/2014

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# Executive Summary

This guidance has been prepared as part of the development of the Birmingham Connected White Paper and meets the equity objective to create a more accessible, inclusive and fairer transport system. It is not intended to be a stand-alone document, but instead, the principles set out within this document permeate through and are embedded within all sections of the Birmingham Connected White Paper and all resultant transport schemes that are developed under the Birmingham Connected umbrella.

The Equality Act 2010 sets out characteristics which, by law cannot be discriminated against. In transport terms most of these protected groups have the same transport needs and requirements. People with disabilities may have different requirements and hence transport schemes must meet the needs of all users, including those people with disabilities.

The Equality Act defines disability as *a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities*. Census data indicates that 18% of the population of Birmingham identified themselves as having a "Limiting Long-Term Illnesses" (defined within the census as any long-term illness, health problem or disability which limits someone's daily activities or the work they can do). This large section of our population have the same right to access transport as the rest of the population.

The guiding principles of this access strategy have been formed through sourcing approved information from a number of groups that represent people with disabilities to ensure the issues faced by disabled people are included from the perspective of a person with disabilities and not just assumed by people without disabilities.

The guidance is intended to provide an easy reference **for anyone involved in developing and designing any transport schemes within Birmingham**. At the heart of the guidance are two user friendly reference tables. The first, 'The Table of Considerations' provides a simple checklist of key considerations set out clearly, by transport mode and by disability. The second table 'The Design Reference Guide' links to the first and provides more detailed information on each consideration and provides further links to the full background source papers if the reader or designer wishes to focus on a specific area of interest in depth.

We are seeking adherence to a simple statement of intent:

*"For any transport scheme proposed in Birmingham the needs of people with disabilities will be fully taken into consideration."*











whilst this access strategy includes the requirements of those over the state pensionable age in its considerations and recommendations, we look at the needs of people with disabilities, whether age-related or not, and how they can be catered for, rather than assuming all older people have a 'disability'.



**Population in Birmingham - 2014**

2014				
Age	Population (000's)	Number of People in Each Age Group	Percentage of Total Population Identifying as Having a Disability (based on 2011 Census Figures)	Number of People Identifying as Having a Disability

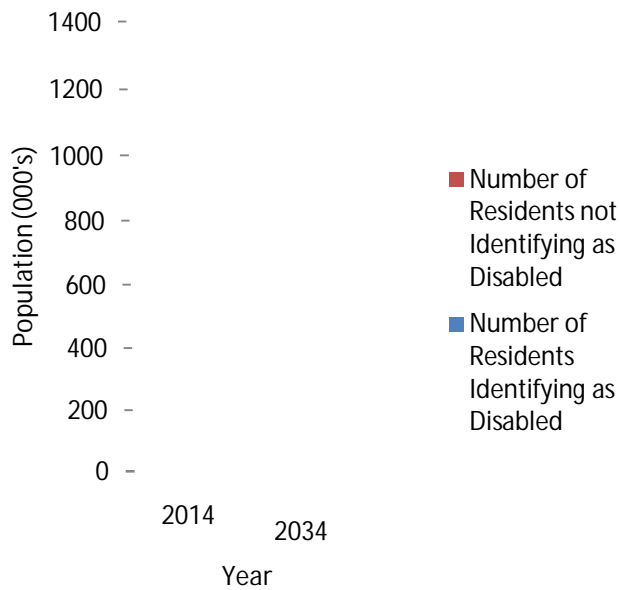


Predicted population in Birmingham – 2034

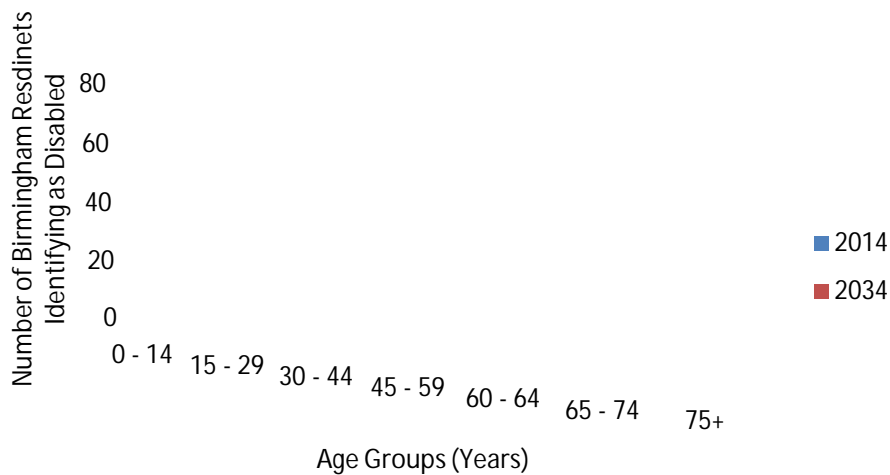
2034					
Age	Population (000's)	Number of People in Each Age Group	Percentage of Total Population Identifying as Having a Disability (based on 2011 Census Figures)	Number of People Identifying as Having a Disability (000's)	Percentage of Total Population of Birmingham Living with a Disability
0-4	88	279	4.46%	11	0.92%
5-9	85				
10-15	106				
16-19	66	271	5.78%	16	1.35%
20-24	108				
25-29	96				
30-34	83	245	11.88%	29	2.33%
35-39	82				
40-44	80				
45-49	72	197	24.38%	48	3.84%
50-54	67				
55-59	58				
60-64	57	57	36.27%	21	1.66%
65-59	54	102	47.16%	48	3.83%
70-74	47				
75-79	36				
80-84	28	100	68.6%	68	5.46%
85-89	20				
90+	15				
<b>All Ages</b>	1,250			<b>242</b>	<b>19%</b>



**Total Residents & Identified as Disabled (2014 & 2034)**



**Residents Identifying as Disabled by Age Group (2014 & 2034)**



It can be seen that people with disabilities make up almost a fifth of the population of Birmingham and this is set to increase. The range of disabilities is wide and encompasses persons of limited mobility, hearing and vision. It includes the elderly, infirm and wheelchair users. The infrastructure, facilities and technology provided by transport networks should therefore go further than just providing wheelchair access and should include aural



and visual information systems, including induction loops, appropriate warning surfaces at the top and bottom of stairs and at platform edges and alternative access arrangements where physical barriers make it impossible or difficult to use the service.<sup>5</sup> We need to ensure this large proportion of our population is not excluded from using our transport system.

## Accessible Birmingham

The demographics define the population in terms of need, but we also must consider the current accessibility of Birmingham. Each section of the Birmingham Connected White Paper reviews specific mode strengths and weaknesses, in terms of capacity, quality and future requirements, to give an overall view of accessibility in the city.

For people with disabilities this analysis highlights both the benefits and disbenefits of living in a major urban centre:

- x a public transport network that is generally more accessible than in many other UK cities;
  - o 85% low floor buses;
  - o level access to Midland Metro trams and level, ramped or lift access to platforms;
  - o good level access to stations, such as the upgraded New Street, although more can be done in local stations, as local trains require a ramp to provide wheelchair access;
  - o however network overcrowding presents specific challenges for travellers with disabilities
- x a well-developed voluntary transport sector meeting individual needs with Ring & Ride door to door services;
- x good levels of accessible taxi availability and capacity, providing a realistic alternative to local bus or rail;
- x many pedestrianised city centre streets, yet sometimes within an overall streetscape designed for and dominated by cars;
- x severance caused by busy ring roads and radial routes, leading to dependence on poor street level crossings or subways/footbridges;
- x some application of shared space designs, but difficult to meet all user's needs;
- x improved signing and directions for all users, but need to consider further needs of people with disabilities;
- x high levels of disabled parking spaces, although not always in optimal locations.

While the image of a city dominated by the car (and therefore less friendly to non-motorised people with disabilities) has receded in the last 10 years, with real steps forward by the Council, Centro and transport



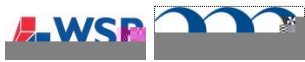
## Reference Groups

It is vitally important to understand the problems that people with disabilities face from their perspective. An able bodied person is often no substitute, however empathetic, as there are always issues that get missed unless you have a disability and regularly use transport systems. A series of consultations were held with a range of stakeholders during the Green Paper stage, albeit that the interaction with people with disabilities was not extensive. Given the timeframe for production of the White Paper this access strategy has drawn on existing policy and guidance, as well as previously approved design guidelines and recommendations from a number of groups with disabilities to develop a definitive overarching approach ensuring ALL disabilities are considered when developing transport strategies.

Where there are conflicts in the needs of different groups these have been drawn out and solutions proposed.

We have aimed to source approved transport considerations from the following groups:

- x NHS England, Birmingham Cross City Clinical Commissioning Group, Birmingham & Solihull Mental Health NHS Foundation Trust
- x Public Health team, Birmingham City Council
- x Department for Transport;
- x World Health Organisation
- x EqIA/DDA officers , BCC
- x Disability Advocates:
  - o RNIB
  - o Guide Dogs for the Blind
  - o Action on Hearing Loss
  - o The International Transport Forum on Cognitive Impairment, Mental Health and Transport;
  - o Scope;
  - o MIND;
  - o Help the Aged and other older people's action groups
- x The Access AssTw u dTnacdn60(Ac)-y0.24 ( )-49 Tfvocates:
  - o



## What is the Table of Considerations?

The Table of Considerations is designed to be a user-friendly simple checklist of design considerations for



- x Car – at the start and end of car trips (provision within the vehicle for a disabled user is up to individual discretion);
- x Non-Mode Specific – cross-mode considerations; and
- x Technology and Information Provision – Other elements that should be considered aside from infrastructure; technological advances and the ability to provide more efficient and accurate information needs to be considered for all user groups.

Once users and modal considerations had been identified a spreadsheet grid was populated with all relevant design considerations by mode for each user group. In order to do this, approved guidelines and recommendations set out by a number of groups representing people with disabilities (as well as other transport and health bodies) have been reviewed. These design considerations either come directly from the approved design guidelines and recommendations issued by the groups identified previously under the





Each full design consideration within the Design Reference Guide lists the relevant source documents which should be referred to for further design policy, standards, full recommendations and overarching principles.

## Monitoring

As part of the strategy we need to develop a picture of what ‘success’ looks like and how that can be measured and monitored, ensuring that we focus on positive impacts on *people*, rather than simply ‘counting’ infrastructure and services introduced which cater for people with disabilities as a purely quantitative measure of success.

In “Fulfilling Potential: making it happen for disabled people” the Government has identified a number of indicators for the success of policies, services and care for people with disabilities. It includes a specific indicator for transport:

- x Transport Headline Indicator: Access to Transport - The proportion of disabled people who do not



## Bibliography

Action on Hearing Loss (2011) Access to public transport for people with hearing loss

Action on Hearing Loss (2011) Access for road users with hearing loss

Applying Inclusive Design Principles to Eco-town Development (2009) Town and Country Planning Association





# Appendices

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