



# **Local Transport Plans**

## **Policy Statement**

**March 2005**

### **Joint Committee on Mobility of Blind and Partially Sighted People**

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**Joint Committee on Mobility of Blind and Partially Sighted People Policy Statement on:****Local Transport Plans & Blind, Deafblind and Partially Sighted People****Introduction**

The Joint Committee on Mobility of Blind and Partially Sighted People is an independent body consisting of representatives of the principle organisations of and for blind, deafblind and partially sighted people with a specific interest in access and mobility. The Joint Committee believes that blind, deafblind and partially sighted people should be able to move around safely, independently and without undue restriction.

Currently this is not the position and blind, deafblind and partially sighted people experience enormous barriers to freedom of movement, seriously limiting their opportunities and choices.

The Joint Committee believes that Local Transport Plans should set out a strategy to improve the quality of the travelling environment for blind, deafblind and partially sighted people, and for other disabled people. Local Transport Plans are the mechanism by which Local Transport Authorities are required to set out their policies and plans for changes to the transport system over a five year period seeking to ensure implementation of integrated transport policies. The first full Local Transport Plans in England and Wales were produced in 2000. The Government has issued guidance for the second round of Local Transport Plans to cover the period 2006 to 2011.

This policy statement is intended to be a useful resource for local societies and access groups on what they should ask for in the local transport plan process. It also serves as a guide for local authorities to ensure they are including all the elements necessary to ensure blind, deafblind and partially sighted people can move around safely, independently and without undue restriction.

**What are Local Transport Plans (LTPs)?**

The Transport Act 2000 gave local authorities a statutory requirement to produce Local Transport Plans.

Local Transport Plans:

- are the key to the delivery of integrated transport locally
- are drawn up every 5 years
- are based on wide consultation with local people, businesses, transport operators and community groups, including disabled people

- include future investment plans and propose packages of measures to meet local transport needs.

The plans cover all forms of transport, being used to co-ordinate and improve local transport and strategies for improving conditions. They should also include measures to reduce social exclusion and address the needs of different groups in society, including disabled people.

The Department for Transport has published new guidance for the second round of Local Transport Plans (published December 2004)<sup>1</sup>

The guidance aims to facilitate the delivery of better local transport as quickly as possible, by:

- enhancing the quality of local transport planning;
- increasing the effectiveness of the LTP system as a performance management system;
- and focusing efforts on a small number of key priorities.

The Government priorities for local transport planning are:

- Congestion
- Accessibility
- Air Quality
- Safer roads
- Other Quality of Life issues

### **The Government's Transport Strategy**

The Government set out its overall transport strategy in the Transport White Paper 'The Future of Transport' in July 2004. This recognises the vital role that extending mobility plays in meeting the wider objectives for the economy and an inclusive society.

### **Social Inclusion through local transport planning**

The SEU report *Making the Connections* highlighted the significant role that local transport can play in reducing social exclusion. Different people have different transport needs so local authorities should consider how their policies address the transport requirements of different groups, including disabled people, women, older people, younger people, carers, people from ethnic communities and people on low incomes. Improving access to jobs and services is the key means of helping to meet these requirements through transport planning, but authorities should also take opportunities to ensure local transport policies across the board contribute towards social inclusion objectives.

The Disability Rights Task Force report, 'From Exclusion to Inclusion' stated that: "For disabled people to be able to travel, all aspects of the transport chain must be accessible. The benefits of new vehicles and systems will be minimised, or lost

altogether, if disabled people find that they cannot move easily and safely between transport modes." Further, "Disabled people also need accessible information on transport if they are to benefit from new vehicles and systems."

DPTAC, the government's statutory advisory committee on access in transport, commissioned a MORI survey into the attitudes of disabled people to public transport (2002). The research findings showed that poor access to transport and the poor condition of the pedestrian environment were major causes of concern to disabled people, and that disabled people did not consider that those responsible for providing and operating public transport sufficiently understand their requirements.

The Government is committed to social inclusion, and access to goods, facilities and services through the Disability Discrimination Act. The Government is proposing to make it unlawful for a public authority to discriminate against a disabled person in carrying out its functions, and to impose a duty on the public sector to promote disability equality. This will include local authorities work on transport planning.

### **LTP guidance and disabled people**

The Government guidance to Local Authorities on what it expects within Local Transport Plans includes the following with regard to disability issues:

'Local authorities should address issues that affect disabled people and those with impaired mobility in the pedestrian environment and in and around public transport services and infrastructure, by working with operators and infrastructure owners.

Disabled people are particularly at risk of social exclusion. Increasingly, new transport vehicles must meet the technical requirements of the Disability Discrimination Act (DDA). But the design of the pedestrian environment, and public transport and highways infrastructure is as important for the mobility of disabled people as the ability to get on and off vehicles. Also for some disabled people, particularly those with mental health conditions, accessible transport information and suitably trained transport staff are the key factors in enabling them to access public transport. Authorities should work closely with travel operators to ensure infrastructure improvements and access policies complement the introduction of more accessible vehicles and maximise the benefits for disabled people.'

(DfT Full Guidance on Local Transport Plans, second edition, 2004)

### **Local Transport Plans Accessibility Strategies**

The Government's Local Transport Plan Guidance includes a new requirement for accessibility strategies, including local targets for accessibility improvements.

Authorities should include their framework accessibility strategies within their 2005 provisional LTPs and submit their completed accessibility strategies as part of their final LTPs in March 2006.

DfT is providing accessibility guidance and technical support<sup>ii</sup>.

The Accessibility strategy should:

- Set out the high level vision and objectives for accessibility;
- Identify local accessibility priorities;
- Consider changes to the provision of services, not just transport solutions;
- Be developed with partners and stakeholders; and
- Include locally determined targets.

### **Involvement of stakeholders**

One of the criteria for assessing Local Transport Plans will be the effectiveness of consultation and involvement of stakeholders in local transport. This must include companies delivering transport services, other local businesses, local public services, local communities and special interest groups.

It is essential that access and disability groups are fully involved in the development of Local Transport Plans. The Dept for Transport Guidance states that authorities should ensure Local Transport Plans are available to disabled people and should consult on their needs such as formats and languages required. Authorities are also instructed to make provision for disabled people wishing to comment on, or ask about, the Local Transport Plan.

This policy statement aims to help authorities consider the important issues for creating accessible travelling environments. It also aims to act as a resource for local groups highlighting key issues they may wish to cover in consultation with authorities.

### **Demographic issues**

There are 8½ million disabled people in the UK, including over a million blind and partially sighted people. Almost 2 million people with significant sight loss<sup>iii</sup> would have difficulty, even with the aid of glasses, in recognising a friend across the street. Many also have additional disabilities, particularly hearing loss, and experience serious problems moving around the built environment. Those engaged in providing transport services and facilities should always take their needs into account.

*It is predicted that over the next 30 years*

The proportion of the population over 65 will increase by 40%

The number of people aged over 65 will double;

The proportion over 80 will increase by 100% and the number will treble

Over the same period the overall population will increase by less than 7%.<sup>iv</sup>

The growing disabled and older population will have social as well as economic implications if those responsible for the provision of transport systems and built environments do not recognise and address the need for more inclusive environments. Local authorities should assess local demographic changes and take these into account. The pensions debate and possibility that more older people will remain in employment should also be taken into account.

The future increase in the numbers of visually impaired and other disabled people due to the increasing age profile will mean many newly visually impaired people will have lost their sight late in life so will have lower confidence and are less likely to have received mobility training than people visually impaired from a young age. Thus confidence using the transport environment will become a greater issue in the future.

### **Blind and partially sighted people and travel chains**

There are over one million blind and partially sighted people in the UK and nearly two million people with a significant sight problem according to figures from "Disability in Great Britain"<sup>v</sup>. Many also have additional disabilities.

Transport planning is clearly a key element in promoting social inclusion. To give one example, GDBA research<sup>vi</sup> showed that, because of problems encountered when moving about the pedestrian environment or accessing public transport, a quarter of blind and partially sighted adults never go out of their home on their own rising to nearly a third of those over 65. This contributes to isolation and social exclusion. People with sight problems are acknowledged as among the most socially excluded in society. Research published in the British Medical Journal 2002 showed that loss of sight is the third most common reason for suicide, after terminal illness and loss of a partner.

The RNIB has recently produced 'Travellers' Tales' (2002)<sup>vii</sup>. Research involved qualitative surveys of the experiences of visually impaired people and showed that the poor condition of the pedestrian environment and poor access to transport are major factors limiting the mobility and independence of visually impaired people.

Research has shown that 13% of disabled people would get out more if there were better facilities and 18% would if there was improved assistance.

GDBA found 88% of blind and partially sighted people claim never to have received any outdoor mobility training despite 84% of those receiving training saying it improved their skills and independence.

Blind, deafblind and partially sighted people typically have lower incomes due to their lack of employment opportunities and social exclusion from the opportunities and choices available to sighted people. According to "Disability in Great Britain" the incomes of disabled adults were 20 to 30% lower than those of non-disabled people (these figures included disability benefits).

RNIB research for "Rights of Way"<sup>viii</sup> revealed that over 30% of blind, deafblind and partially sighted people are prevented from using public transport because of the barriers they face and that 49% listed access to information about buses as a problem and 46% the design of buses.

Under the Disability Discrimination Act Accessibility Regulations have been introduced for new rail vehicles, buses and coaches and are due for regulated taxis to enable greater access by disabled people.

However, as recognised by Government, getting the vehicle design right is pointless if the infrastructure, information and pedestrian environment is inaccessible. For blind, deafblind and partially sighted people journeys are made up of a number of links in a chain. If any of the links in the travel chain present a barrier or risk of personal safety then the whole journey may become impossible.

**“There are just so many things that can go wrong. I worry about them all the time. And as soon as I get where I’m going, I start worrying about having to come back. Sighted people have no idea.”**  
Quote from a blind person in Rights of Way, RNIB

In order to develop a situation where blind, deafblind or partially sighted people can travel safely and independently, it is necessary to address not only public transport issues, but also each element that comprises a link or potential break in the travel chain.

A transport policy, if it is to be effective and inclusive, must address all the issues, especially the environmental correlation between different forms of transport and reducing the need to travel through integrated land use and transport policies.

## **Key Issues**

### **Walking and the pedestrian environment**

Both for short journeys and for access to public transport, walking is a low-cost, healthy and socially inclusive way of travelling. For many blind, deafblind and partially sighted people the walking environment is fundamental to independent and safe mobility.

The improvement of the pedestrian environment and provision of enhanced public spaces are included in the Government ‘Quality of Life’ priority. There are a wide range of potential hazards to blind, deafblind and partially sighted people when walking but the necessary changes are relatively simple and benefit all pedestrians.

These should include measures to make walking easier and safer, including;

- auditing pedestrian routes and identifying barriers and obstructions
- consulting disabled people on priority routes for improvement
- creating a transport hierarchy where disabled people and pedestrians are at the top, resulting in for example street lighting that meets the needs of pedestrians not just motorists.
- recognising many disabled people have limited mobility ranges and ensuring planning decisions include provision for pedestrians, limiting walking distances

- ensuring road crossings and other pedestrian facilities meet pedestrian needs and providing more controlled crossings, including audible and tactile information and dropped kerbs with tactile paving surfaces at controlled crossings.
- ensuring tactile paving surfaces are laid and upgraded to conform to the DfT guidance (originally from DETR)
- tackling pavement parking in conjunction with enforcement agencies
- removing unnecessary or redundant street furniture and obstacles, including rubbish bags and old street signs.
- ensuring adequate protection of road and street works and trimming of overhanging trees and bushes.
- implementing policies to manage shop a-boards and street cafes.
- maintaining and upgrading the quality of footways and footpaths to remove trip hazards.
- ensuring safe provision for cyclists on carriageways and removing the need for shared facilities.

Inclusive Mobility, guide to best practice on access to pedestrian and transport infrastructure, produced by the Department for Transport Mobility and Inclusion Unit should be adopted by all authorities.<sup>ix</sup>

### **Mobility training**

Very few blind, deafblind and partially sighted people receive any mobility training to help them overcome the barriers that they face in the street environment. The Joint Committee believes that LTPs could include a call for greater mobility training for blind, deafblind and partially sighted people. Transport authorities should work with Local Authority Social Services and Education Departments that provide directly, or via contract to outside agencies, Rehabilitation workers for visually impaired people, to prepare strategies to increase the availability of mobility training.

### **Safer Roads**

Road safety should not focus on the number of casualties in an area but the dangers facing pedestrians and other road users and the effect on behaviour. It is to no-one's benefit if casualties fall as a result of fewer and fewer people braving the pedestrian environment.

The Joint Committee is working at a national level to try and influence national road safety and speed management issues. It believes the Government should signal a greater emphasis on reducing road danger, investing in traffic calming and enforcing speed limits. A coalition of disability and environment groups have established the safer speeds initiative and way to go campaign [www.waytogo.org.uk](http://www.waytogo.org.uk) Authorities at the local level are likely to deliver these aims. The Joint Committee believes they should ask for and be given the resources to reduce road danger and all road users to be safe.

Authorities could call for

- Greater use of lower speeds and 20mph areas
- Hypothecation of revenue from speed cameras to be retained locally for improvements to road safety.
- Home Zones and other schemes where the priorities are reversed and pedestrians come first. However home zones must be carefully designed to take into account the needs of blind and partially sighted people. The Joint committee has called for research to underpin design guidance for home zones.

## Cycling

Cycling should play an important role in integrated transport and the National Strategy for Cycling aims for a sustained increase in cycling. However, recent cycling schemes have caused considerable concerns and difficulties for blind, deafblind and partially sighted people, particularly where pedestrian routes are converted to shared use.

The Joint Committee believes LTPs offer Authorities the opportunity to ensure that cycling is encouraged through making conditions safer and more attractive in the carriageway. This must be seen in the context of The National Cycling Strategy, which states that: 'most cycling takes place on the road and this will continue to be the case. So it is essential that the road network is made suitable for cycling'. Government guidance says the same, considering shared use a last resort.

Cycling must be promoted but;

- It must not be at the expense of pedestrians
- Conditions on the carriageway should be made safer and more attractive to cyclists
- Local Transport Authorities and cycling bodies should work to ensure cycle facilities are on carriageways, including reallocating road space to cycle schemes
- Illegal cycling on the footway must be addressed as it is becoming more widespread and prevalent. Footway cycling is one of the most common causes of concern among blind, deafblind and partially sighted people when travelling.

The Joint Committee has produced a policy statement on adjacent facilities for pedestrians and cyclists.<sup>x</sup>

## Congestion

The Joint Committee favours reallocation of road space to other road users where it can ensure;

- Safe and improved pedestrian facilities
- Cycling facilities in the carriageway, segregated from pedestrians
- Bus priority routes, for example at junctions

### Road user charging and workplace parking charges

Local transport has and continues to be seriously under funded. Road user charging and Workplace charging offers the potential to generate significant new revenue streams to provide users with a choice of transport and deliver integrated transport.

The Joint Committee believes that Blue (formerly Orange) badge holders and registered blind and partially sighted people, should be exempt from charging schemes as many disabled people, including blind people, are dependent on private cars for independent mobility.

With workplace charging schemes the Joint Committee proposes that licences should require the provision of accessible parking places as a proportion of the total. This would provide parking for disabled people and accessible parking places should be exempt from any charging unless abused.

### Parking

If measures are taken to reduce the availability of parking it is crucial that there is greater enforcement of parking restrictions. Pavement parking creates serious problems for visually impaired pedestrians, as well as other disabled people.

Cars parked on pavements can be the cause of accidents for visually impaired people as they are an obstruction that they can not see and do not expect. It also damages the pavement surface and increases the risk of pavement falls, which cost Authorities dearly.

Enforcement of parking restrictions should respect the Blue (formerly Orange) Badge scheme concessions.

The Joint Committee recommend that;

- Authorities consider partnerships with enforcement agencies to ensure conditions do not deteriorate.
- Authorities can apply to become a decriminalised parking area. This enables the more efficient and effective of enforcement controls and can generate additional revenue for spending on road or parking improvements.

### Buses

Buses have a key role to play in the delivery of integrated transport yet RNIB research demonstrated 49% of blind and partially sighted finding it difficult to get information about buses and 46% difficult to use bus vehicles.<sup>xi</sup>

The Disability Discrimination Act PSV Accessibility Regulations govern the design of new bus vehicles improving their accessibility. It is vital that accessible buses are able to be used to their maximum potential, both for users and for the companies investing in new fleets.

PSV Accessibility Regulations do not yet require audible/visual announcements on buses. The Joint Committee is working with the DfT on a programme to develop guidance on this and we call for audible/visual announcements to be required in regulations without delay and in the meantime for local authorities and bus operators to be introducing these.<sup>xii</sup>

LTPs should encourage the provision of more accessible buses through the development of bus strategies and partnerships with operators, through:

- involving disabled people in consultation on developing bus strategies both as users and potential users of services
- ensuring information is accessible in a variety of formats meeting the needs of sensory impaired people
- access to travel information is necessary before people travel and during journeys, therefore all information should be accessible, including that provided on the street, at stations and in vehicles. Information should include details of the services, arrivals times, routes etc and also any delays or alterations. Passenger Information in accessible forms, audible and visual, must be available throughout the transport infrastructure. Any new systems should conform to access standards to be prepared by the Real Time Information Group funded by DfT.<sup>xiii</sup>
- accessibility of vehicles and infrastructure should be a central feature of quality partnerships. Infrastructure should also be taken to include the pedestrian environment, ensuring disabled customers can reach bus services
- ensuring accessible vehicles can pull into the kerb at all stops is essential in providing seamless interchanges for disabled people. Enforcement of parking restrictions is crucial to ensure obstructions are not in place and requires the involvement of enforcement agencies in any partnership.
- Members of the Joint Committee are concerned about hail and ride buses and request only bus stops. As visually impaired people cannot see the bus approaching this service is not accessible. The use of regular bus stops must be incorporated in any hail and ride service. Bus operators must stop when there is someone waiting at a bus stop not rely on people, who may be unable to see the bus, requesting a stop.<sup>xiv</sup> The practice of buses 'leapfrogging ahead' at bus stops also makes it difficult for visually impaired people to locate the bus they want, similarly at bus stops where there are too many buses arriving together which means that a bus may not be able to pull into the correct bus stop.
- Staff training is important for bus travel, as for all forms of transport. The attitude of bus drivers can make a significant difference to the experience of disabled people. Some bus companies insist that baby buggies must be folded, this can cause difficulty for a blind or partially sighted parent who also needs to keep hold of a toddler.
- having a fleet of accessible buses spread thinly over a network is not beneficial to users as it creates uncertainty about the accessibility of services. Operators and local authorities should agree priorities with disabled people over particular routes and ensure the whole route and every vehicle used on it is accessible.

## Concessionary fares

The Joint Committee has produced a further policy statement on Concessionary fares. It believes concessions should be integrated with all forms of travel, be transferable throughout the country and funded by Central Government with Local Authorities retaining the right to enhance provisions. Crucially this statement makes it clear that even free travel does not replace or diminish the need for public transport improvements in availability, information provision, staffing and physical changes to accessibility.

## Rail

Rail schemes can play an important role in local transport networks.

Under the DDA Rail Vehicle Accessibility Regulations, all new rail vehicles must now meet accessibility standards and all should meet these standards by 2020. Accessibility of stations is covered under Part 3 of the DDA and all stations should have plans for improving access. The Government also intends to lift the current exemption to the DDA which applies to services on board vehicles such as trains.

The Department for Transport and the Strategic Rail Authority (SRA) announced in March 2005 funding of £370 million earmarked for further accessibility improvements on the national rail network. Strategic partnerships at local level can help increase the effectiveness of access improvements.

Local authorities should act as facilitators for enabling improvements in local rail services. In an LTP this should include the following to ensure improved accessibility for disabled people;

- consultation with disabled people on local priorities for access improvements
- promoting awareness of access improvements and any travel concessions
- integration of local bus concession schemes with rail services
- ensuring rail services are accessible by other modes of travel, including ensuring accessible pedestrian routes to stations and links with bus stops and taxi points.
- replacement buses and coaches used when trains are cancelled should be accessible and assistance provided for those who need it.
- considering rail partnerships to bring forward access improvements, for example addressing concerns over unstaffed stations. Staff can provide reassurance, advice, information and assistance. Stations without staff are a major deterrent for many disabled people.
- travel information should be accessible both before and during travel. Pre-journey information should include details of the accessibility of stations, the availability of staff and details of any engineering works or other disruptions. There should also be information on interchanges with other transport such as buses and the availability of accessible taxis at stations.
- Level crossings may be part of the pedestrian route and should be fully accessible and safe. Blind and partially sighted people face particular hazards at level

crossings. Rail and highway authorities should work together to improve level crossings.<sup>xv</sup>

## Trams

As with buses and trains information provision, audible and visual, is a key issue. Trams and tracks should be carefully designed to be fully accessible and there should be accessible links with other transport such as buses and trains. Tracks should not impede access of pedestrians, cane users are particularly at risk. Pedestrian crossing points must include appropriate tactile paving.

## Taxis and private hire vehicles

Taxi and private hire vehicles are an essential form of transport for blind, deafblind and partially sighted people who rely on them for safe and independent mobility, particularly where public transport is inaccessible or unavailable. Blind and partially sighted people rely more on taxis than the general population, although their incomes are lower. 35 per cent of disabled people report spending more on their transport costs as a result of their disability.

Key issues for taxis and private hire vehicles include:

- Accessibility regulations for taxis have been long delayed and should be introduced without further undue delay. They should include the needs of blind, deafblind and partially sighted people.
- Local Authorities should monitor the implementation of s37 of the Disability Discrimination Act 1995 which placed a duty on regulated taxi drivers to carry assistance dogs at no extra charge to the user.
- Private hire vehicles are also required to carry assistance dogs. This should also be monitored by local transport authorities. The Joint Committee is concerned about the effectiveness of this requirement and has received reports from guide dog owners of refusal to carry guide dogs. This is often difficult for a blind person to challenge or prove. Local authorities could for instance conduct 'mystery shopper' type exercises and develop strategies to raise awareness among taxi and phv operators and among assistance dog users.
- Local authorities could help co-ordinate disability equality training for all public transport service staff, including taxi and private hire vehicle drivers. This training must include familiarity with assistance dogs.
- Where public transport is limited, local authorities should be imaginative in the role of taxis and minicabs to ensure transport is available. This could include integrating concessions to be valid on taxis and private hire vehicles.
- One area of concern to visually impaired people is the difficulty of knowing the correct cost of a taxi journey, as the taxi meter cannot be read. Talking meters have been researched. A taxi meter should be developed to a specification agreed with user representative organisations. The provision of a receipt with taxi number

recorded would help, as would the taxi number in Braille, clear large print and tactile in the cab.

### **Voluntary and community transport**

Voluntary and community transport can provide essential and specialist services meeting needs other providers cannot. The general policy on voluntary, community and door-to-door transport should be to integrate provision with mainstream services and maximise its use and appeal to disabled people. Authorities should involve voluntary and community transport operators in partnerships ensuring the maximum benefit is derived from any service.

Disabled users and potential users should be consulted and involved in planning and designing services to meet their needs. Any service should be available to people who can not use public transport, including blind and partially sighted people. Concessions should be integrated with community transport.

### **Integrated Transport**

Accessible interchanges are vital to disabled people, ensuring a smooth transition between different links in the travel chain. The Future Integrated Transport Programme research is a useful resource.<sup>xvi</sup>

Integration with development plans can help avoid creating future travel needs, through seeking to minimise the needs to travel and ensuring access by a variety of travel modes. The specific needs of disabled people must be included in all these considerations.

### **Staff Training**

Training is recognised as a key issue in delivering accessibility. This should involve disability equality training for all staff, from front line to managers and elected members, and training in access and inclusive design for professionals involved in the development and delivery of local transport plans.

Transport Authorities should also take the lead in developing and delivering disability equality training to public transport operators including those involved in rail, bus, taxis and private hire vehicles.

### **Annual Progress Reports**

Local Transport Plans have required annual progress reports since their introduction in 2000. The first annual progress report under this second round of Local Transport Plans must be produced by July 2007.

Section 109 of the Transport Act 2000 places a duty on local authorities to keep their LTP under review, and to alter it if they consider it appropriate to do so.

Just as consultation and involvement of stakeholders, including disabled people, are a requirement when producing Local Transport Plans, the Joint Committee recommends that stakeholders should be consulted on progress, and that any measure of progress against objectives must include processes to measure the effect on the transport choices and opportunities of people, including disabled people. Where Local Transport Plans are reviewed and objectives altered stakeholders, including disabled people must be involved.

### Public Sector Duty

The proposed public sector duty to promote disability equality will include transport authorities. Local Transport Authorities are likely to be required to produce a Disability Equality Scheme. The Joint Committee consider it would be prudent for transport authorities to plan ahead for this duty and to consider the guidance produced by the DRC in the draft Code of Practice.<sup>xvii</sup>

Finally it should be remembered that virtually every improvement to accessibility for disabled people would benefit all travellers.

### JCMBPS Policy Statements

Policy statements are available from the Joint Committee on the following topics:

Walking Strategies

Concessionary fares

Bus Stops

Pedestrian Crossings

Level Crossings

Adjacent facilities for pedestrians and cyclists.

Taxis and private hire vehicles.

Carol Thomas

March 2005

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<sup>i</sup> Full Guidance on Local Transport Plans second edition, DfT, 2004 available on [www.dft.gov.uk](http://www.dft.gov.uk)

<sup>ii</sup> DfT consulted on accessibility planning guidance in 2004 and intends to publish guidance in 2005. Accessibility Planning Website can be found on - <http://www.accessibilityplanning.gov.uk/>

Within **reach** - training and advice support from SDG - [Within-reach.org.uk](http://Within-reach.org.uk)

<sup>iii</sup> Figures from the 1999 DSS Research report No.94 'Disability in Great Britain' indicated there were an estimated 1.97 million people with a significant sight loss.

<sup>iv</sup> Source: DRC

<sup>v</sup> DSS, 1999, Disability in Great Britain.

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- vi GDBA, A New Way Forward
- vii Travellers' Tales, RNIB
- viii Baker M, 1999, Rights of Way, RNIB, London
- ix Inclusive Mobility, guide to best practice in pedestrian and transport infrastructure, DfT, 2002
- x JCMBPS, Policy Statement on adjacent facilities for pedestrians and cyclists, available from JCMBPS tel 020 7391 2002 email [jcmbps@rnib.org.uk](mailto:jcmbps@rnib.org.uk)
- xi Rights of Way, RNIB 1999
- xii 'The Announce system - making bus travel accessible for all' – *DfT*
- xiii [www.rtiq.org.uk](http://www.rtiq.org.uk)
- xiv JCMBPS Policy Statement on Bus Stops (2004)
- xv JCMBPS Policy Statement on Level Crossings (2005)
- xvi Future Integrated Transport Programme Progress and Results, DfT, 2004
- xvii DRC Draft Code of Practice – Duty to Promote Disability Equality. February 2004. [www.drc.org.uk](http://www.drc.org.uk)