



Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure

Introduction

This leaflet introduces the issues covered in the Department for Transport (DfT) publication *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*. The full document contains technical advice on all the topics covered in this leaflet: it will be of interest to transport professionals involved in improving the transport environment and for those seeking to meet obligations under the Disability Discrimination Act 1995. Copies can be obtained from the DfT Free Literature Service (see Availability).

The term 'disability' includes people with physical, sensory or learning impairments. Designs that satisfy the requirements of disabled people also meet the needs of many other people with impaired mobility, for example, people with small children or carrying heavy shopping, those with temporary mobility problems and many older people.



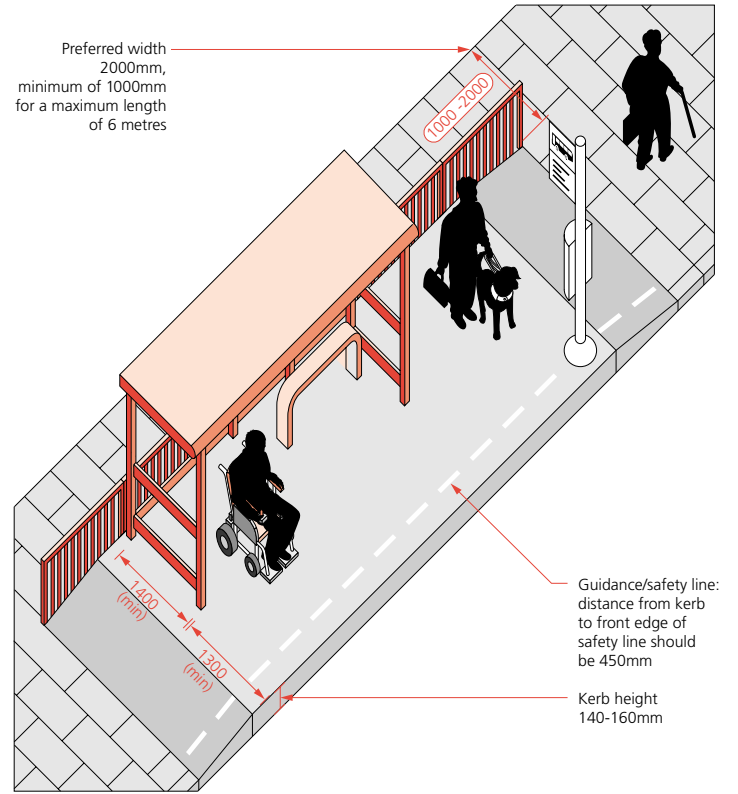
December 2002

Traffic Advisory Unit

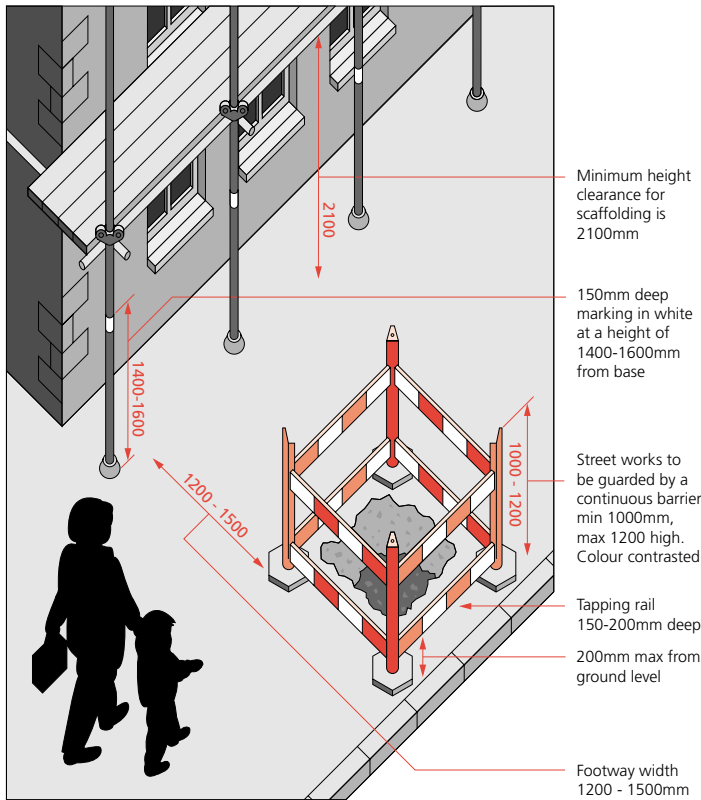
Pedestrian infrastructure

The early sections of the document focus on barriers and obstructions, including temporary ones, which can cause problems for disabled people. These include street-works and obstructions caused by construction work, advertisement boards, over-hanging vegetation, dustbins, and cycles and cars parked on footways. Measures to counter these limitations are considered. Pedestrian crossings are also mentioned with appropriate cross references to other DfT documents (see References). *Inclusive Mobility* also looks at colour, installation and layout of tactile paving in various applications including pedestrian crossing points; at steps and stairs; rail platform edge warnings; segregated shared cycle track/footway surfaces; guidance paths; and other amenities.

Bus stop overall design¹



Streetworks¹



Integration with other transport modes

Many disabled people rely on private cars for independent mobility. Being able to park close to their destination is therefore a fundamental requirement. Provision should be made for car parking spaces designed for use by disabled motorists. *Inclusive Mobility* gives advice on signing, design, number of spaces and management.

Inclusive Mobility also gives details on how bus stops and buses can be improved for disabled people. Similar improvements can be made for taxis and taxi ranks.

¹Diagrams are for illustrative purposes only, please refer to *Inclusive Mobility* for further details.

Access to and within transport related buildings

Inclusive Mobility gives details on best practice for the layout of transport related buildings. For example, they should where practicable be compact to minimise walking distances and reduce the number of isolated areas. Conflict between pedestrians and moving vehicles should be kept to a minimum, and entrances should be accessible and clearly signed.

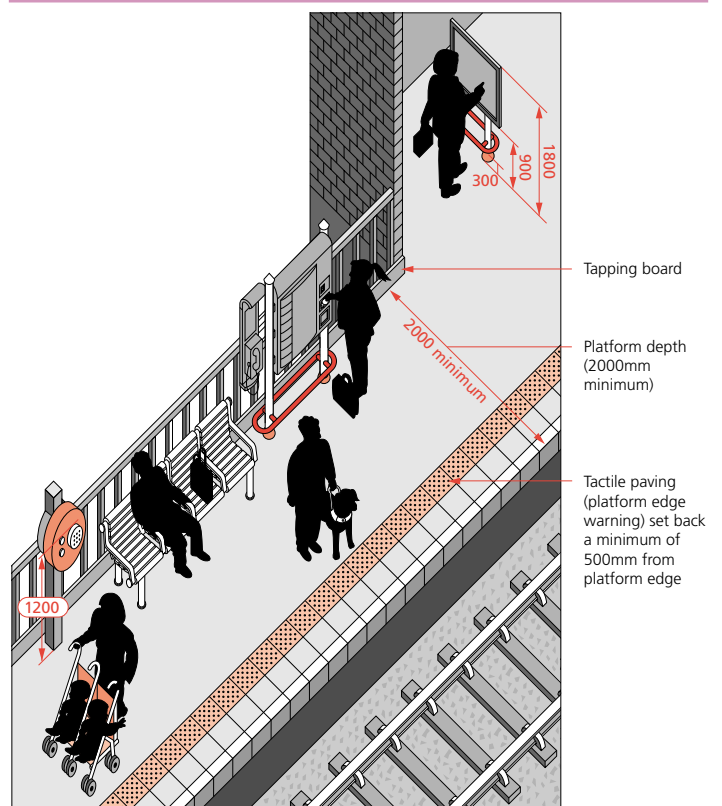
There are also details on other facilities that may improve access for disabled people. These include handrails, sliding doors, walkways, escalators and lifts. It is also important that facilities such as counters, toilets, seating and luggage facilities are designed with disabled people in mind, and guidance on these is provided in the document.

Signing and information must also be in forms that can be used by disabled people. Details are given of how the needs of visually impaired and hearing impaired people can be taken into account and how information can be more easily understood.

Management

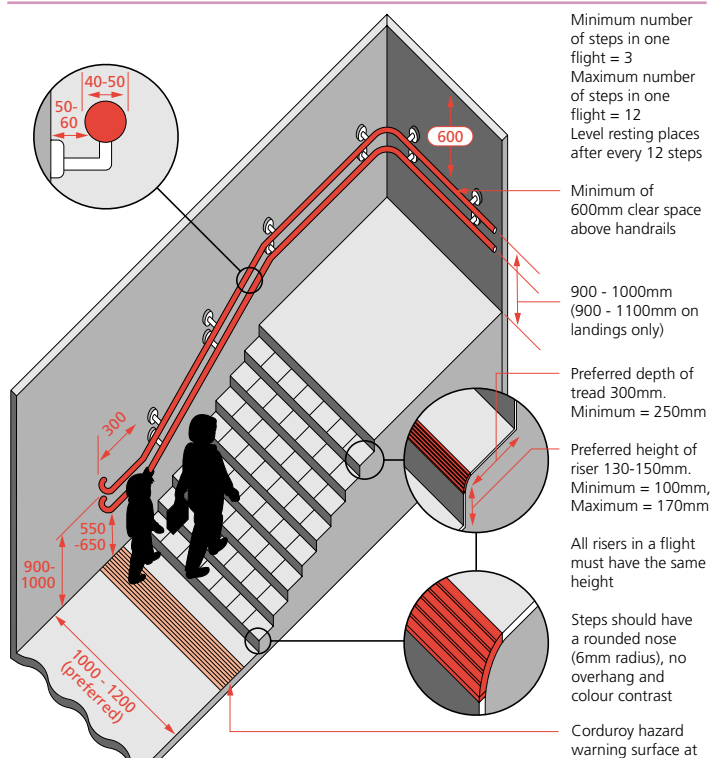
Inclusive Mobility emphasises that consultation on the process of planning and implementing accessible buildings and infrastructure should be carried out with groups representing as wide a range of disabled people as possible. Disabled people should also be directly involved in the development and testing of accessible features. When improvements are completed, this information should be publicised as widely as possible and in a variety of formats.

Platforms: rail services¹



Staff who are in regular contact with the public must be aware of the needs of disabled people. Given the far-reaching nature of the Disability Discrimination Act 1995, it would be advisable for any organisation that is involved with transport and its associated environment to make sure that it has staff who are well-trained and knowledgeable about the transport and mobility needs of disabled people.

Steps and stairs¹



Continuing maintenance programmes will often give the opportunity to make improvements in access at lower costs and with less disruption than those made separately. Staff should be aware of the importance of incorporating access improvements into planned work programmes wherever possible.

Availability

Inclusive Mobility is available from the DfT's Free Literature Service on 0870 1226 236 (Ref IM/01). The document is also available at:

www.mobility-unit.dft.gov.uk/inclusive/index.htm

and on audio cassette from the DfT Mobility and Inclusion Unit (see Enquiries).

This advisory leaflet is also available in audio cassette and Braille formats from the Mobility and Inclusion Unit.

Enquiries

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References

Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, DfT 2002

Guidance on Full Local Transport Plans, DETR 2000

Disability Discrimination Act 1995

Local Transport Note 1/95: The Assessment of Pedestrian Crossings ISBN 0 11 551625 5 £6.00

Local Transport Note 2/95: The Design of Pedestrian Crossings ISBN 0 11 551626 3 £8.00

Guidance on the use of Tactile Paving Surfaces, DETR & The Scottish Office, 1998

Traffic Advisory Leaflet 5/95: Parking for Disabled People, DETR, 1995

Access in the Countryside, British Telecommunications plc 1997

The Department for Transport sponsors a wide range of research into traffic management issues. The results published in Traffic Advisory Leaflets are applicable to England, Wales and Scotland. Attention is drawn to variations in statutory provisions or administrative practices between the countries.

The Traffic Advisory Unit (TAU) is a multi-disciplinary group working within the Department for Transport. The TAU seeks to promote the most effective traffic management and parking techniques for the benefit, safety and convenience of all road users.

Department for Transport

Requests for unpriced TAU publications to:
Charging and Local Transport Division,
Zone 3/23, Great Minster House
76 Marsham Street, London, SW1P 4DR.
Telephone 020 7944 2478
e-mail: tal@dft.gsi.gov.uk

Llywodrath Cynulliad Cymru Welsh Assembly Government

Within Wales, enquiries should be made to:
Welsh Assembly Government,
Transport Directorate, 2nd Floor, Cathays Park,
Cardiff, CF10 3NQ
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