

TRANSPORT SCOTLAND Disability Discrimination Acts 'Roads For All' 3 Year Report 2007-2010



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'Roads For All' 3 Year Report 2007-2010

TRANSPORT SCOTLAND

Contents

1	Executive Summary	3
2	Trunk Road Accessibility Objectives 2007-2010	4
	2.1 Roads for All	4
3	Progress	5
	3.1 2007 – 2010 Progress	5
4	Objective 1 - Removing Barriers to Access	6
	4.1 Action 1a	6
	4.2 Action 1b	10
	4.3 Action 1c	12
5	Objective 2 - Improving Awareness	14
	5.1 Action 2a	14
	5.2 Action 2b	15
	5.3 Action 2c	16
6	Objective 3 - Developing Good Practice	18
	6.1 Action 3a	18
	6.2 Action 3b	18
	6.3 Action 3c	18
	6.4 Action 3d	19
7	Objective 4 - Making Facilities Accessible	20
	7.1 Action 4a	20
	7.2 Action 4b	21
8	Objective 5 - Improving Journeys	22
	8.1 Action 5a	22
	8.2 Action 5b	23
9	Objective 6 - Encouraging Mobility	25
	9.1 Action 6a	25
	9.2 Action 6b	25
10	Conclusion	28
	10.1 Progress 2007 – 2010	28
	10.2 New Legislative Context – Equality Act 2010	28
	10.3 Next Steps and Future Actions	28
	Appendix A – Revised Trunk Road Accessibility Action Plan	29
	Appendix B – Prioritisation by Road Corridor	31

TRANSPORT SCOTLAND Disability Discrimination Acts 'Roads For All' 3 Year Report 2007-2010



1 Executive Summary

Since its publication in December 2006, significant progress has been made in taking forward the Trunk Road Accessibility Action Plan by Transport Scotland and the Roads for All Forum.

During the first three years (2007 – 2010) several major strands of work have been completed. The first was the full access audit of the trunk road network. The audit results permitted the identification and costing of works to remove barriers to access from the trunk road network. Prioritised option programmes for the implementation of the access works were then developed.

To assist designers taking forward new schemes and remedial works, a 'Good Practice Guide for Roads' was developed and published in September 2009 and a series of training programmes was developed and delivered to Transport Scotland staff, consultants, contractors and local authority staff. A national conference was held in June 2010 to promote the issue of accessible roads and this brought together disabled people, representative organisations and roads practitioners from throughout Scotland.

Other strands of work that have been progressed include journey surveys to establish the access needs of people to facilities and services from the trunk road network; an upgrade of motorway emergency telephones has been instigated incorporating inclusive design features; a review of contemporary technology to aid accessibility, with pilot projects implemented; and a review of rural public transport infrastructure to improve accessibility, with pilot projects identified. Importantly, disabled people have been involved in all aspects of this work including the development of pilot projects.

The updated Trunk Road Accessibility Action Plan is included at Appendix A.

2 Trunk Road Accessibility Objectives 2007-2010

2.1 Roads for All

The Trunk Road Accessibility Action Plan, 'Roads for All', was published in December 2006. The 'Roads for All' objectives were:

- 1 To make Scotland's trunk road network safer and more accessible for all users by the removal of barriers to movement along and across trunk roads.
- 2 To develop all professional and technical staff involved in the design, construction, operation and maintenance of the trunk road network to recognise and understand the needs of disabled people.
- 3 To ensure the design, construction, operation and maintenance of the trunk road network meets the needs of disabled people through the involvement of disabled people in the development of good practice guidance.
- 4 To make facilities and services more accessible from the trunk road network.
- 5 To make journeys secure and comfortable for all by working with other service providers and utilising appropriate technology.
- 6 To promote journeys by public transport by working with local authorities, regional transport partnerships and operators to improve access, facilities and information at bus stops etc. directly accessed from trunk roads.

3 Progress

3.1 2007 – 2010 Progress

Since its publication, significant progress has been made on the Action Plan. Transport Scotland extended the remit of the original Working Group as the Roads for All Forum to provide ongoing involvement in the implementation of the Action Plan and appointed consultants to assist in taking it forward. The following major strands of work have been progressed during the first three years:

- full access audit of the trunk road network;
- identification and costing of works to remove barriers to access;
- prioritisation of works to remove barriers to access by trunk road corridor based on population and road use;
- development of prioritised option programmes for the removal of barriers to access;
- development and publication of the 'Good Practice Guide for Roads';
- identification of training needs and delivery of training programmes;
- national conference held on 8 June 2010;
- journey surveys to establish the access needs of people to facilities and services from the trunk road network;
- upgrade of motorway emergency telephones programmed incorporating inclusive design features;
- review of contemporary technology available to aid accessibility, with pilot projects being implemented;
- review of public transport infrastructure to improve accessibility, with pilot projects identified; and
- continued involvement of disabled people in all aspects of this work including pilot projects.

The purpose of this 3-Year Report is to provide a summary of the progress that has been made in the implementation of the Trunk Road Accessibility Action Plan. In addition, the next steps required to take forward each outstanding action are identified and listed.

Detailed progress against each of the objectives and actions is set out in the following chapters. The Trunk Road Accessibility Action Plan has been reviewed and is included at Appendix A of this Annual Report.

4 Objective 1 - Removing Barriers to Access

To make Scotland's trunk road network safer and more accessible for all users by the removal of barriers to movement along and across trunk roads.

4.1 Action 1a

Audit the whole trunk road network and conduct a desktop review of existing asset information including bus stops to identify the total extent of all types of barrier to travel for all users of the trunk road network.

Target

August 2007.

Progress

Complete. The trunk road network audit was completed in November 2007.

Purpose and scope of the audit

The purpose of the audit was to identify and quantify the total extent of all types of barriers to access for all users of the trunk road network as well as to identify any operational or maintenance aspects which could create barriers. The audit covered infrastructure and features which form part of the trunk road network or are contiguous with it in such a way as to be integral to its use by both motorised and non-motorised users. Such features included:

- footways, footpaths, cycle-paths and other surfaces used by non-motorised users;
- footbridges, underpasses, ramps and steps;
- lay-bys and rest areas;
- parking facilities;
- bus stops and bus shelters;
- pedestrian crossing points (controlled and uncontrolled);
- street furniture (including lighting columns, guardrails, bollards and the like); and
- road signs and other roadside information.

The audit did not extend to motorway service areas or other roadside facilities not operated or directly controlled by Transport Scotland. The location of these facilities was however logged during the audit as well as any road signs that direct the public from the trunk road network to accessible facilities (see Action 4b).

Methodology

It was essential that information was collected and recorded in a consistent and repeatable way. This was achieved by the use of a standard checklist of features which identified potential barriers to access. The checklist was prepared against pre-determined standards based on a review of current international good practice as set out in relevant publications (Inclusive Mobility, BS 8300, Guidance on the Use of Tactile Paving Surfaces, Design Manual for Roads and Bridges etc.) and in light of the findings of a sample audit carried out in October 2006.

Because of the large volume of information, data was collected using ruggedised tablet PCs with data capture software, integrated GPS and web cameras attached. This equipment is similar to that used by the trunk road Operating Companies to capture defects as part of the existing maintenance regime. The data capture software, RDC, was developed in line with systems already used within Transport Scotland.



Scale of the audit

The resources required to undertake the full audit of the network (3,500 km) amounted to approximately 150 person-weeks. The audit was undertaken by nine teams of two, comprising one experienced person and one assistant, engaged over a 16 week period. The planning and management of the auditing process amounted to approximately 35 person-weeks. The on-site audit started in late July 2007 and was completed by mid-November 2007.

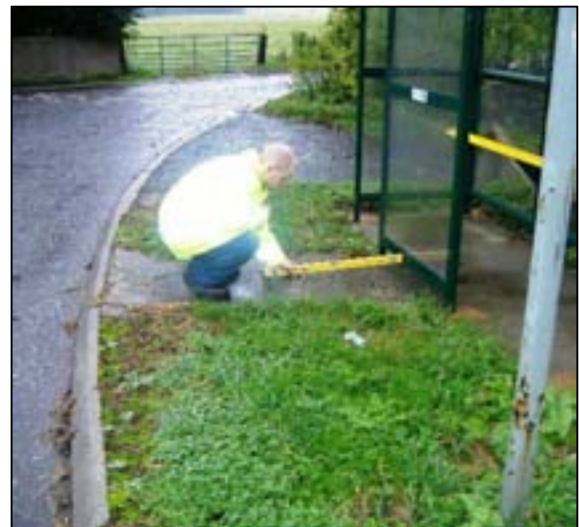
Key findings of the audit

There were a number of barriers to access on the audit checklist which could be classed as maintenance or operational issues. The total of these barriers logged was 2,150 which accounts for 6 per cent of the 35,000 barriers identified on the trunk road network. The most frequent included:

- 845 locations with poor footway surfacing;
- 621 locations of overgrown vegetation;
- 273 service covers not flush;
- 239 locations of inadequate drainage (ponding);
- 62 occurrences of redundant street furniture;
- 42 occurrences of gaps in the footway exceeding 10 millimetres in a horizontal plane; and
- 16 locations with outdated/worn blister profile on tactile paving units.

The following are the most commonly occurring barriers to access identified on the trunk road network and account for 58 per cent of the 35,000 barriers identified. The figure in brackets is the proportion relative to the total number of barriers logged.

- 4,164 pedestrian crossings with a lack of tactile paving (11.9 per cent);
- 3,077 pedestrian crossings with the kerb upstand in excess of 6 millimetres (8.8 per cent);
- 2,924 lighting columns with a lack of tonal contrast banding (8.3 per cent) (the total number of lighting columns on the network is approx. 20,400);
- 1,273 pedestrian crossings with the dropped kerb transition area excessively steep (3.6 per cent);
- 1,236 lay-bys with a lack of footway facilities (the total number of lay-bys on the network is 2,415) (3.5 per cent);
- 1,216 pedestrian crossings with a lack of dropped kerb (3.4 per cent);
- 999 signs with a lack of tonal contrast banding (2.8 per cent) (the total number of signs on the network is approx. 51,300);
- 939 pedestrian crossings with single transition dropped kerbs (excessively steep) (2.7 per cent);
- 877 bus stops with lack of a boarding kerb (2.5 per cent);
- 735 bus stops located in narrow footways (2.1 per cent);
- 651 bus stops with illegible timetables (1.9 per cent);
- 634 sections of footway with lack of rear edge definition (1.8 per cent);
- 582 bus stops with no shelter (1.7 per cent);
- 539 sections of overgrown footway (1.5 per cent); and
- 512 sections of footway with excessive crossfall (1.5 per cent).



There are numerous overbridges, footbridges and underpasses which cross the trunk road network, the majority of which form a route for non-motorised users. These were audited and the following summarises the key findings:

- 52 ramped structures have excessive longitudinal gradient, rise or length;
- 34 structures have a lack of tactile warning surfaces on their adjoining staircases;
- 34 structures have poorly designed handrails;
- 21 structures where handrails are not provided on both sides of a ramp or staircase;
- 20 structures where ramps have not been accompanied by steps;
- 11 structures with stepped ramps; and
- 9 structures where stairs have not been accompanied by a ramp.



Of all the barriers on the trunk road network the split between urban and rural roads was approximately 50:50. The majority of barriers occurred on single carriageway roads (71 per cent). Urban single carriageways accounted for 40 per cent of all the barriers, followed by rural single carriageways at 31 per cent, rural dual carriageways at 16 per cent and the last 13 per cent attributed to urban dual carriageways.

4.2 Action 1b

Conduct a desktop review of good practice standards, develop appropriate equality impact assessment and test of reasonableness tools, agree these through the Roads for All Forum.

Target

December 2007.

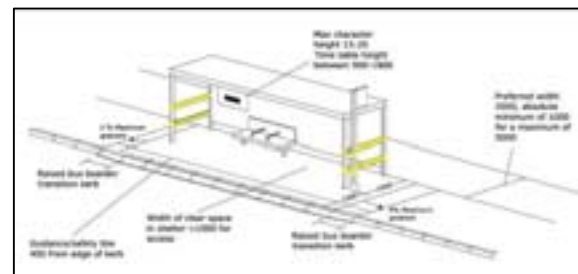
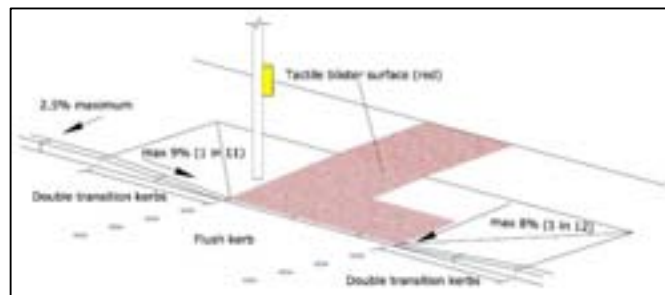
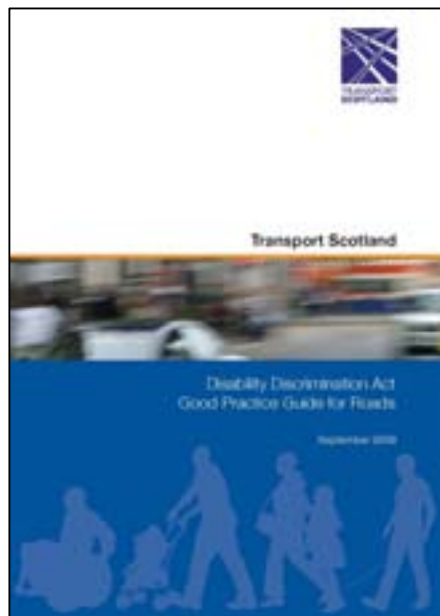
Progress

Complete. The 'Good Practice Guide for Roads' was published in September 2009.

Good Practice Guide for Roads

The Guide summarises Transport Scotland's policies and design standards in relation to inclusive design in the construction, operation and maintenance of road infrastructure. Inclusive design is an approach which aims to create environments which can be used by everyone regardless of age or disability.

The Guide gives a synopsis of current good practice standards and guidance from the UK and overseas. There are no new recommendations within this document and it is not necessarily a substitute for referring to the source material. Transport Scotland's position is explained where there are differences between standards.



Good Practice Guide for Roads – Equality Impact Assessment (EqIA)

The Guide also highlights the duties imposed by the Disability Discrimination Act (DDA) 2005 which require public authorities to assess the impact of their policies on disability equality and make improvements where necessary and reasonable. In this context 'policy' is taken to mean activities, functions, strategies, legislation, programmes and services or processes.

The Guide refers practitioners to the Scottish Government's EqIA tool for carrying out Equality Impact Assessments. This tool has the capability of considering equality in a wider sense than the scope of the Guide which focuses solely on disability equality and specifically on those factors directly relating to the design, construction, operation and maintenance of road infrastructure.

Good Practice Guide for Roads – Test of Reasonableness

A Road Authority must give due consideration to the many competing legal duties that apply to management, operation and maintenance of the road network against the resources available. The trunk road audit identified barriers to access on the network but a proportion of these barriers will have limited impact, for example due to their location, while others could be extremely costly to address, for example providing ramps on every footbridge. A Test of Reasonableness has been developed and included in the Guide in recognition of the intent of DDA 2005. The methodology involves consideration of the benefit of removing a barrier to accessibility against the cost. That said the methodology recognises that the DDA 2005 allows authorities to treat disabled people more favourably and the methodology adopts a consultative approach.



Next steps

The published Guide is Scotland's reference document for inclusive design, to which all involved in road design, construction, operation and maintenance can refer until the standards become integral to the Design Manual for Roads and Bridges.

Output from other actions in the Trunk Road Accessibility Action Plan will feed into the Guide, with periodic updates to the Guide anticipated.

4.3 Action 1c

In consultation with the Roads for All Forum, develop prioritised action programmes based on the findings of the full audit and EqIA and Tests of Reasonableness. The programmes will utilise existing maintenance programmes where possible. Progress will be monitored and reported annually.

Original Target

March 2008.

Revised Target

Ongoing.

Progress

A draft prioritised action programme was prepared in January 2009 as detailed below.

Prioritisation

The audit of the trunk road network identified that many millions of pounds of work is required to make the network fully accessible to all potential users. Works such as the proposed replacement of motorway emergency telephones with accessible units and certain lower cost mass action work such as applying tonal contrasting to street furniture may be carried out on a “network wide” basis and could be termed “easy wins”. However higher cost work requires to be planned and programmed over a period of time.

The aim is to meet the Government’s vision that by 2025, disabled people will have the same opportunities and choices as non-disabled people (‘Improving the Life Chances of Disabled People – Final Report’, January 2005, Prime Minister’s Strategy Unit). The table below sets out the anticipated spend profile over the next 14 years to address these barriers to an accessible network.

Table of spend profile for accessibility works

Unit	4 year programme of “easy wins” (e.g. emergency phones; tonal contrast; pedestrian crossing reconstruction)	Other work that could be addressed within maintenance programmes over the 14 year period	Remainder of works as a 10 year standalone programme of accessibility works
	2011 – 2015	2011 – 2025	2015 – 2025
North West	£ 2,306,187	£ 1,422,051	£ 4,722,267
North East	£ 2,788,779	£ 3,113,007	£ 4,351,953
South East	£ 2,297,484	£ 289,884	£ 2,129,749
South West	£ 2,468,242	£ 679,442	£ 12,860,868
Totals	£ 9,860,692	£ 5,504,384	£ 24,064,837

All values at 3G rates (2008)

Tackling such high cost phased programmes requires prioritisation so that the greatest benefit can be realised “upfront” to maximise value for money. In consultation with the Roads for All Forum it was agreed that targeting movement within corridors that linked populations with health, education, employment and other social and economic facilities was the best approach. This recognised that if such corridors were not tackled as a whole then the corridor could potentially remain “inaccessible” until such time as the last barrier to movement was removed.

As a significant proportion of any population (i.e. more than 20 per cent) are disabled, it was agreed by the Roads for All Forum that prioritisation should be by way of existing corridor movement potential. This was measured by way of current corridor traffic flow (Annual Average Daily Traffic) combined with the adjacent corridor population for townships accessed primarily from the trunk road. This methodology allowed for both motorised and non-motorised users to be given equal consideration in the process. The trunk road network was subsequently divided into 47 corridors which were prioritised on the above basis, the results of which are shown in Appendix B.

A simple prioritised programme of “easy wins” and standalone higher cost works fails to recognise the opportunities available to include identified DDA works within other maintenance and improvement works to achieve the aim in advance of 2025 and ensure maximum value for money. The practical aspects of merging the maintenance and improvement programmes with the identified DDA works has been considered by Transport Scotland. Procedures have been developed to implement this, pending availability of funding to deliver the works.

Next steps

Transport Scotland to investigate the availability of funding and merge maintenance and improvement works with the prioritised DDA programme to maximise value for money, and report back to the Roads for All Forum annually on progress.

5 Objective 2 - Improving Awareness

To develop all professional and technical staff involved in the design, construction, operation and maintenance of the trunk road network to recognise and understand the needs of disabled people.

5.1 Action 2a

Sponsor and support the introduction of appropriate training programmes on inclusive design for all Transport Scotland staff involved in the design, construction, operation and maintenance of the trunk road network. This will include general disability awareness training and specific technical training for staff directly involved in design decisions. Provide lectures, seminars and awareness training on inclusive design for consultants, contractors and others involved in designing, constructing, operating and maintaining the trunk road network.

Original Target

September 2007.

Revised Target

Ongoing.

Progress

An ongoing training programme was developed and introduced, as detailed below.

Training

Interviews with Transport Scotland staff were undertaken in early 2007 to gauge the awareness, understanding, and level of training previously provided to Transport Scotland's roads staff on this subject. There were also discussions with Transport Scotland's training coordinator to establish the type and format of training for roads staff. On reviewing the findings of this consultation process it was agreed that there was a need to train Transport Scotland staff in inclusive design as follows.

General awareness training – this was rolled out in September 2008 to all Transport Scotland staff to highlight awareness of the needs of disabled people.

Technical training – training in current good practice was given to the technical roads staff within Transport Scotland who are responsible for the management of road maintenance and capital improvement programmes. The technical training was then extended to include consultants and other design organisations who are involved in the delivery of maintenance and capital works for Transport Scotland. The Society of Chief Officers of Transportation in Scotland (SCOTS) expressed interest in delivery of awareness seminars to Local Authority staff, these training sessions were held in November and December 2009.

The technical training was based on the standards set out in the 'Good Practice Guide for Roads'.



Next steps

Continue general awareness and technical training sessions as required.

5.2 Action 2b

Develop and introduce accessibility audits to road safety audits and require road safety auditors to undertake appropriate training.

Original Target

December 2007.

Revised Target

Autumn 2011.

Progress

In order to audit the implementation of the standards set out in the 'Good Practice Guide for Roads' in future road schemes, it is intended that accessibility audits will become an integral part of the design process with formal audits conducted at key stages. Road safety audits do currently consider vulnerable road users, but only in the context of safety. An accessibility audit should therefore be carried out independently from road safety audits to ensure due diligence as regards accessibility and safety issues. It is recognised that the level of accessibility training offered to road safety auditors is limited and it is intended that a training syllabus will be developed to increase awareness. Action 2b will be amended to refocus its aim: 'Develop and introduce accessibility audits and require road safety auditors to undertake training on the needs of disabled people'.

Next steps

The accessibility audit process will be developed and added as an Appendix to the 'Good Practice Guide for Roads' in 2011. In conjunction, a training syllabus for road safety auditors will be developed with the aim of raising auditor's awareness of the needs of disabled people.

5.3 Action 2c

Promote a national conference on 'Roads for All' to raise awareness among transport professionals and others across the country.

Original Target

February 2009.

Progress

Complete. The national conference was held in Glasgow on 8 June 2010.

'Roads for All' Conference

The purpose of the conference was to raise awareness in the wider roads community of the issues faced in making road travel accessible to all with the aim of achieving the Government's vision that by 2025, disabled people will have the same opportunities and choices as non-disabled people. Chaired by writer and broadcaster Muriel Gray, the theme of the conference was "working together to open the door to independent travel along Scotland's roads".



The public, private and voluntary sectors were all represented on the day with delegates attending from local authorities, central government, contractors, consultants, disability organisations, charities and access panels amongst others. The conference offered an opportunity for both transport practitioners and transport users from all backgrounds to come together to share their knowledge and learn from the experiences of others.



The Minister for Transport, Infrastructure and Climate Change delivered the keynote address and stressed the Scottish Government's commitment to the drive to improve accessibility in Scotland. A short video covering a range of disabled people's experiences was shown to highlight the issues faced when undertaking journeys on the road network. Other presentations covered a range of topics including the legal perspective; the work of local access panels; case studies of Transport Scotland pilot projects; and how technology can be utilised to enhance journeys.



6 Objective 3 - Developing Good Practice

To ensure the design, construction, operation and maintenance of the trunk road network meets the needs of disabled people through the involvement of disabled people in the development of good practice guidance.

6.1 Action 3a

Reconstitute the working group as the Roads for All Forum, comprising Transport Scotland engineering staff, representative groups, police and road transport operators.

Target

December 2006.

Progress

Complete. The Roads for All Forum has since met quarterly to review progress on the Action Plan.

Next steps

The Roads for All Forum will continue to meet quarterly.

6.2 Action 3b

Resource Transport Scotland to ensure timeous progress with the Trunk Road Accessibility Action Plan.

Target

December 2006.

Progress

Complete. Consultant Halcrow Group Ltd has been appointed to assist Transport Scotland and the Roads for All Forum with implementation of the Trunk Road Accessibility Action Plan.

6.3 Action 3c

Agree the terms of reference for the Roads for All Forum (e.g. review policies and standards and help to establish priorities and monitor and review progress in addressing the actions within this plan).

Target

February 2007.

Progress

Complete.

Next steps

Continuous development and progress with the involvement of the Working Group.

6.4 Action 3d

Continue the involvement with local access and other representative groups and ensure that appropriate stakeholder groups are included on the list of non-statutory trunk road consultees for inclusive design purposes.

Target

Ongoing.

Progress

Ongoing.

Next steps

Continuous development and progress of the Trunk Road Accessibility Action Plan is being driven by the Roads for All Forum, with the involvement of stakeholder groups who are included on the list of non-statutory trunk road consultees for inclusive design purposes.



7 Objective 4 - Making Facilities Accessible

To make facilities and services more accessible from the trunk road network.

7.1 Action 4a

Undertake journey surveys to establish the access needs of people to facilities and services and consider additional information, for example, existing bus stop location studies.

Original Target

December 2007.

Revised Target

Summer 2011.

Progress

Journey surveys have been undertaken with access panels across Scotland.

Methodology

A range of areas across the country were to be represented so that the surveys were truly reflective of the current level of accessibility across Scotland. Surveys were to be conducted in a mixture of urban and rural areas, as well as areas with differing socio-economic profiles. Surveys were also to be conducted from the perspective of a variety of modes.

Prior to commencing the surveys meetings were held with local access panels to gain an understanding of the journeys and routes that matter most to them. This determined which routes were to be surveyed in their area.

Surveys were carried out by members of the local access panels, along with an auditor. Surveyors were briefed on the project and provided with an appropriate level of training prior to commencing the surveys. Results were recorded by the auditor to ensure consistency across all surveys. The onus was on the surveyors to identify and report any problems, issues and constraints identified along the route. Although the auditor had a checklist for identifying individual barriers to travel, a more qualitative approach was also used. The survey groups were asked to make comment on the overall level of accessibility along a whole journey, to identify their priorities along the route, and to comment on what changes would make the biggest difference to their ability to travel the route.



Next steps

Results of the journey surveys will be analysed and reviewed in order to develop a greater understanding of the access needs of disabled people. The findings will be incorporated into a report to be issued to and considered by the Roads for All Forum, before finalising recommendations. The recommendations of the report will feed into the prioritised action programme to address barriers found during the audit of the trunk road network (see Action 1c).

7.2 Action 4b

Working with other bodies including transport operators, consider the scope for improving access to facilities and services located on or adjacent to the trunk road network.

Original Target

December 2008.

Revised Target

Autumn 2011.

Progress

No progress to date.

Next steps

Development and agreement of the brief through the Roads for All Forum.

8 Objective 5 - Improving Journeys

To make journeys secure and comfortable for all by working with other service providers and utilising appropriate technology.

8.1 Action 5a

Capture and evaluate information on emergency facilities and support services on trunk roads, considering potential changes in telecommunication technology.

Original Target

December 2007.

Revised Target

Ongoing.

Progress

Accessibility requirements have been considered in the new layout design for emergency telephones, including where facilities are to be provided behind vehicle restraint systems. The new layout has been implemented during 2010 with work to replace all emergency telephone units on the network underway. An example unit is shown in the pictures below.



Next steps

Any further changes to facilities will be reviewed by the Roads for All Forum.

8.2 Action 5b

Bring forward possible options for the introduction of contemporary technology in conjunction with other advances and transport initiatives.

Original Target

December 2008.

Revised Target

Summer 2011.

Progress

A review of the contemporary technology available to aid accessibility was undertaken, with case studies considered where possible. The 'Use of Contemporary Technology' report has been finalised following consultation with the Roads for All Forum. Technologies have been considered which reduce barriers to travel in relation to the four elements of travel: information, accessibility, journey and onward travel.

The report recommends technologies that would be useful to assist disabled people, and emphasises the need for standards that improve accessibility without inhibiting the development of future technologies. The report also encourages better training so that the technologies can be fully utilised. A preference for technology that is beneficial to all users, not just disabled people, is recommended.

A major finding of the report was that, at present, there is a mixture of differing signalised road crossing types and that there is uncertainty regarding which is the most appropriate for disabled people. Additionally, the report recommended the use of Radio Frequency Identification (RFID) technology to facilitate contactless demand at road crossings. The report recommended that a pilot project be undertaken to test technologies and layouts for pedestrian crossings to assist disabled people.



In partnership with the City of Edinburgh Council, a pilot project has been established at the new PUFFIN crossing on Minto Street, Edinburgh, adjacent to the Royal Blind School. The pilot project will investigate the use of dual near sided/

far sided pedestrian aspects and test the use of RFID demand technology. A Steering Group has been set up to oversee the project.

To date, observation and attitudinal surveys have been undertaken at the crossing prior to the trial technologies being installed.

Next steps

The trial technologies will be installed late Summer 2010 and the pilot project findings will be reported in Summer 2011. The Roads for All Forum will continue to monitor emerging technologies and their applicability to the Trunk Road network.

9 Objective 6 - Encouraging Mobility

To promote journeys by public transport by working with local authorities, regional transport partnerships and operators to improve access, facilities and information at bus stops etc. directly accessed from trunk roads.

9.1 Action 6a

Consult existing forums and stakeholders and bring forward proposals for improving public transport infrastructure on and adjacent to the trunk road network.

Target

June 2007.

Progress

Complete. Consultation with Local Authorities and bus operators was undertaken to find examples of existing good practice, including interchange arrangements with buses, coaches and ferries. A subsequent workshop was held in January 2009 to determine which of these examples of good practice adequately addressed issues associated with bus route integrity, road layout and bus stop facilities for all ranges of users and disabilities. The workshop was attended by members of the Roads for All Forum, additional disability organisations identified as being pro-active in public transport matters, bus companies, Local Authority representatives and bus user representatives. The consultation exercise concluded that an accessible rural bus hub in conjunction with minimum specification bus stops would improve access to public transport. Stakeholders were also of the view that a corridor approach to access enhancement is required so that users can be assured that, wherever they choose to board or alight along a route, the bus stop will be fully accessible.

Next steps

Develop concepts for designs to resolve issues which have not been addressed in the 'Good Practice Guide for Roads' (see Action 6b).

9.2 Action 6b

In conjunction with the Roads for All Forum develop appropriate standards as regards the layout and access to public transport facilities on and adjacent to trunk roads. Consider the scope for pilot and demonstration projects.

Original Target

December 2007

Revised Target

Summer 2012.

Progress

It was agreed by the Roads for All Forum that a Rural Bus Hub Pilot Project should be undertaken. A variety of specific locations and corridors were considered. Initial assessment work concluded that the proposed Rural Bus Hub Pilot Project

could be developed at some suitable location on the A95 between Aberlour and the A95/A9 junction north of Aviemore. The route was surveyed and potential sites identified at Aberlour, Grantown, Cromdale and near Marypark.

Following further consultation with key stakeholders, Transport Scotland agreed the project be extended to form a Rural Transport Corridor Pilot Project. The A95 Aviemore – Grantown corridor was selected for development, as it starts and ends with transport interchanges and has rural sections suitable for the introduction of “good practice” bus stops.

The pilot project is being developed in distinct phases and Phase One – Preliminary Design was effectively completed in June 2010, with the project being the subject of a case study presented at the 2010 ‘Roads for All’ Conference.

A Steering Group has been set up to oversee the project and has representatives from Transport Scotland, The Highland Council, HITRANS, Bear Scotland, Cairngorms National Park Authority, Stagecoach and the Local Access Panel.

Tasks undertaken include:

- survey of existing bus stops – to record existing infrastructure and identify problems;
- survey of existing bus vehicles – to record current services and accessibility issues;
- survey of bus usage – to identify current levels of local bus service patronage;
- initial consultation – to highlight the project and seek initial feedback;
- conceptual design improvements of existing bus stops – development of initial proposals for discussion;
- preliminary designs for seven sites – an initial phase of proposed improvements that would be subject to detailed consultation; and
- Phase One Summary Report



Existing Grass Verge



Proposed Improvements

Next steps

The Steering Group has agreed the general principles of the proposed improvements at seven initial sites, which include three transport interchanges and four rural locations. Phase Two of the project will refine the preliminary designs,

which will then be subject to detailed consultation. Following this, detailed designs will be prepared and refined cost estimates developed.

Phase Three will seek to implement improvements, initially at selected locations, in order to demonstrate good practice. Phase Four will be the monitoring of any implemented improvements and a review of their impact.

10 Conclusion

10.1 Progress 2007 – 2010

Considerable progress has been made in implementing the actions set out at the end of 2006. A total of 16 actions were listed under the six objectives of the Action Plan. Seven of these actions are complete, with the majority of the remainder substantially complete or ongoing.

10.2 New Legislative Context – Equality Act 2010

The Equality Act 2010 became an Act of Parliament on 8 April 2010. Within the Act a Public Sector Equality Duty places responsibilities on public authorities to have due regard to the elimination of discrimination, promotion of equality and the fostering of good relations.

Scottish Ministers have the power to place specific duties on public authorities to help them deliver on the Equality Duty. Under the Disability Equality Duty it was the specific duties which covered issues such as the production of schemes, actions plans, impact assessment and reporting. Following a public consultation which ended in November 2010, proposals for specific duties are currently being considered by Scottish Ministers. Any new duties established would come into force in 2011 but have yet to be published.

10.3 Next Steps and Future Actions

This three-year report provides a summary of the actions that have been completed up to and including June 2010.

Once the specific duties arising from the Public Sector Equality Duty are known any need for an updated Trunk Road Accessibility Action Plan will be considered.

Appendix A – Revised Trunk Road Accessibility Action Plan

No	Objective	Description of actions	Original Target	Revised Target	
1	To make Scotland's trunk road network safer and more accessible for all users by the removal of barriers to movement along and across trunk roads.	a	Audit the whole trunk road network and conduct a desktop review of existing asset information including bus stops to identify the total extent of all types of barrier to travel for all users of the trunk road network.	August 2007	Achieved November 2007
		b	Conduct a desktop review of good practice standards, develop appropriate equality impact assessment and test of reasonableness tools, agree these through the Roads for All Forum.	December 2007	Achieved September 2009
		c	In consultation with the Roads for All Forum, develop prioritised action programmes based on the findings of the full audit and EqlA and Tests of Reasonableness. The programmes will utilise existing maintenance programmes where possible. Progress will be monitored and reported annually.	March 2008	Ongoing
2	To develop all professional and technical staff involved in the design, construction, operation and maintenance of the trunk road network to recognise and understand the needs of disabled people.	a	Sponsor and support the introduction of appropriate training programmes on inclusive design for all Transport Scotland staff involved in the design, construction, operation and maintenance of the trunk road network. This will include general disability awareness training and specific technical training for staff directly involved in design decisions. Provide lectures, seminars and awareness training on inclusive design for consultants, contractors and others involved in designing, constructing, operating and maintaining the trunk road network.	September 2007	Ongoing
		b	Develop and introduce accessibility audits and require road safety auditors to undertake training on the needs of disabled people.	December 2007	Summer 2011
		c	Promote a national conference on 'Roads for All' to raise awareness among transport professionals and others across the country.	February 2009	Achieved June 2010
3	To ensure the design, construction, operation and maintenance of the trunk road network meets the needs of disabled people	a	Reconstitute the working group as the Roads for All Forum, comprising Transport Scotland engineering staff, representative groups, police and road transport operators.	December 2006	Achieved
		b	Resource Transport Scotland to ensure timeous progress with the Trunk Road Accessibility Action Plan.	December 2006	Achieved
		c	Agree the terms of reference for the Roads for All Forum (e.g. review policies and standards and help to establish priorities and monitor and review progress in addressing the actions within this plan).	February 2007	Achieved

Key: Action Complete:

Action ongoing:

No	Objective		Description of actions	Original Target	Revised Target
	through the involvement of disabled people in the development of good practice guidance.	d	Continue the involvement with local access panels and other representative groups and ensure that appropriate stakeholder groups are included on the list of non-statutory trunk road consultees for inclusive design purposes.	Ongoing	Ongoing
4	To make facilities and services more accessible from the trunk road network.	a	Undertake journey surveys to establish the access needs of people to facilities and services and consider additional information, for example, existing bus stop location studies.	December 2007	Summer 2011
		b	Working with other bodies including transport operators, consider the scope for improving access to facilities and services located on or adjacent to the trunk road network.	December 2008	Autumn 2011
5	To make journeys secure and comfortable for all by working with other service providers and utilising appropriate technology.	a	Capture and evaluate information on emergency facilities and support services on trunk roads, considering potential changes in telecommunication technology.	December 2007	Ongoing
		b	Bring forward possible options for the introduction of contemporary technology in conjunction with other advances and transport initiatives. Implement a pilot project for enhanced facilities at controlled pedestrian crossings.	December 2008	Summer 2011
6	To promote journeys by public transport by working with local authorities, regional transport partnerships and operators to improve access, facilities and information at bus stops etc. directly accessed from trunk roads.	a	Consult existing forums and stakeholders and bring forward proposals for improving public transport infrastructure on and adjacent to the trunk road network.	June 2007	Achieved
		b	In conjunction with the Roads for All Forum develop appropriate standards as regards the layout and access to public transport facilities on and adjacent to trunk roads. Implement a pilot project for an accessible rural public transport corridor.	December 2007	Summer 2012

Key: Action Complete:

Action ongoing:

Appendix B – Prioritisation by Road Corridor

Priority	Road Name	Corridor Start	Corridor End	Major towns along route
1	A96	Aberdeen	Inverness (A96)	Keith, Fochabers, Mosstodloch, Elgin, Forres, Nairn
2	A725	Shawhead	Queensway R'bout (E. Kilbride)	East Kilbride
3	A8 A78	West Ferry Interchange (Langbank) Greenock	Greenock Prestwick	Port Glasgow, Greenock, Inverkip, Largs, Fairlie
4	A90	Bridge of Dee R'about	Parkway R'about A956	Aberdeen
5	A737 A738	St James Interchange (M8) Kilwinning	Kilwinning Ardrossan	Dalry, Kilwinning
6	A726	Queensway R'bout (E. Kilbride)	M77	East Kilbride
7	A90	Aberdeen (Parkway R'about A956)	Fraserburgh	Boddam, Kirktown, Fraserburgh
8	A9 A99	Inverness Latheron	Scrabster (Thurso) Wick	Golspie, Brora, Thurso, Wick
9	A92 A972 A90	Tay Bridge (N) A92 Dundee Dundee (Invergowrie R'about)	A972 (Dundee) A90 Forfar Rd Emock Rd R'about	Dundee
10	A77	Fenwick	Stranraer	Maybole, Galloway, Ballantrae, Stranraer, Turnberry
11	A6091 A7	Newstead (A68) Galashiels	Galashiels (A7) Caonbie Bypass (Border)	Selkirk, Hawick, Langholm
12	A90	Perth	Dundee (Invergowrie R'about)	
13	A92	Halbeath (M90)	Tay Bridge (North)	
14	A76	Dumfries	Kilmarnock	Sanquhar, Kirkconnel, New Cumnock, Mauchline

Priority	Road Name	Corridor Start	Corridor End	Major towns along route
15	A898 A82	Erskine Interchange Dalnottar Interchange	Dalnottar Interchange Fort William	Dumbarton, Fort William
16	A82	Inverness (Bught Rd)	Inverness (A9)	Inverness
17	A90	Dundee (Emock Road R'about)	Aberdeen (Bridge of Dee R'about)	
18	A9	Dunblane R'about	Perth (Glenalmond R'about)	
19	A876 A985	Bowtrees R'about Kincardine Bridge	Kincardine Admiralty Road R'about (Rosyth)	Rosyth
20	A1	Edinburgh (from City Bypass)	Berwick Upon Tweed (Border)	Cockburnspath, Houndwood
21	A68	Edinburgh (from City Bypass)	Carter Bar (Border)	Pathhead, Lauder, St Boswells, Jedburgh
22	A85 A85	Perth (A9) Lochearnhead	Lochearnhead Crianlarich	Methven, Crieff, Comrie, St Fillans
23	A977	Longannet R'about	Gartarry R'about	Kincardine
24	A82	Fort William	Inverness (Bught Rd)	Fort William
25	A701	Dumfries	Beattock (Joining A74(M))	Locharbriggs
26	A75 A751	Gretna Inchparks	Stranraer Innernessan	Stranraer
27	A702	Edinburgh (from City Bypass)	Abington (Joining A74(M))	West Linton, Biggar
28	A84	Stirling (M9)	Lochearnhead	Doune, Callander
29	A87 A887	Invergarry Invermoriston	UIG Up to the A87	Portree, Kensaleyre
30	A83	Tarbet (Loch Lomond)	Kennacraig	Ardrishaig, Tarbert
31	A9	Perth (Glenalmond R'about)	Inverness	
32	A830	Fort William	Mallaig	Corpach, Kinlocheil, Glenfinnan, Beoraidbeg
33	A835 A893	Tore Ullapool (Shore St)	Ullapool Ullapool (Shore St)	Leckmelm, Ullapool

Priority	Road Name	Corridor Start	Corridor End	Major towns along route
34	A828	Connel	South Ballachulish	Benderloch
35	A889 A86	Dalwhinnie Kingussie	Laggan Bridge Spean Bridge	Dalwhinnie, Newtonmore, Kingussie, Laggan
36	A85	Tyndrum	Oban	Dalmally
37	A95	Granish (Aviemore)	Keith	Charlestown
38	M77	Glasgow	Fenwick	Fenwick, Netherplace, Newton Mearns, Thornliebank, Nitshill, Pollokshields, Govan
39	M8	West Ferry Interchange	Baillieston	Bishopton, Renfrew, Govan, Pollokshields, Garthamlock, Queenslie, Easterhouse
40	M74 A74 (M)	Glasgow Abington	Abington Gretna (Border)	Carmyle, Shettleston, Uddingston, Bothwell, Larkhall, Blackwood, Kirkmuirhill, Abington, Crawford, Beattock, Lockerbie, Ecclefechan, Gretna
41	M8	Newhouse	Edinburgh	Harthill, Whitburn, Blackburn, Livingston, Newbridge
42	M9	Edinburgh (Newbridge R'about)	Dunblane R'about	Kirkliston, Linlithgow, Polmont, Grangemouth, Cambusbarron
43	A720	Edinburgh (Gogar)	Edinburgh (A1)	
44	M90	Inverkeithing	Perth	Rosyth, Kelty, Kinross, Milnathort
45	M898	Craigton Interchange	Erskine Interchange	Erskine
46	M80 M80	Glasgow Haggs	Crowwood Bannockburn	Springburn, Denny, Stoneywood, Auchenbowie
47	A823 (M)	Masterton Interchange (M90)	Pitreavie R'about	Dunfermline
48	M876	Dennyloanhead	Bowtrees R'about	Dennyloanhead, Stenhousemuir
49	M73	Mollinsburn	Maryville (Joining M74)	



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