Fact Sheet ISEMOA Task 2.3
State of the art regarding guidance-materials on accessibility

ISEMOA Partner Contributing the Information	South and East Cork Area Development Ltd
Title in Original Language	Transport Access for All - The Sectoral Plan for Accessible Transport under the Disability Act 2005
Title in English	Transport Access for All - The Sectoral Plan for Accessible Transport under the Disability Act 2005
Year	July 2006 with revised Edition published in 2008
Initiator	Department of Transport of Ireland
Author / Editor of Guideline	Department of Transport of Ireland
Supporting Parties	National Disability Authority of Ireland

Guidance developed by (one pick only)	☒ Administration / Political actor	☐ PRM lobby group	☐ Organization	☐ Operator
Type of Document (one pick only)	☐ Book	☐ Website	☐ Article	☐ Magazine
	☐ Leaflet	☐ Flyer	☐ *.doc	☒ *.pdf
Link, ISBN, ISSN, Bibliographical Data (one pick only)	☒ Link	☐ ISBN	☐ ISSN	☐ Bibliographical data

	http://www.transport.ie/viewitem.asp?id=11491&lang=ENG&loc=1512
Further information	http://www.transport.ie/viewitem.asp?id=11491&lang=ENG&loc=1512
Developed in	Ireland
To Be Applied in	Ireland
Language	English

Kind of Paper (one pick only)	☒ Strategy paper	☐ Policy paper	☐ QM process	☐ Technical standard
	☐ Other:			

Target Area (you can pick both)	☒ Urban		☒ Rural	

Dedicated to (you can pick more than one)	☒ Local / Regional administration	☒ Designers / technicians	☒ Operators	☒ PRM

Type of PRM Affected (you can pick more than one)	☒ Visual impaired	☒ Motor impaired	☒ Hearing impaired	☒ Cognitive / Learning impaired

Application Field (you can pick both)	☒ Public Transport		☐ Public Space	

Approach (you can pick more than one)	☒ Engineering, design, technology, planning	☐ Financial support, funding	☒ Organisational / operational support	☒ Awareness building, education

Are Standards Provided?	☒ Yes	☐ No
If yes - Please Describe (e.g. footpath width, gradients etc.)	Features of accessible mainstreamed public transport will include the following: • Full unassisted access for wheelchair users (and for prams and buggies) including, where appropriate, accessible toilets and lifts. • Features to aid people with difficulties in walking, gripping, reaching or balancing, including slip resistant surfaces, handrails and handholds. • Facilities to aid people with vision impairments, deafness or hearing loss, and other impairments. These include the consistent use of colour contrasts, clear signing and lighting, non-reflective surfaces, audio and visual announcements, tactile and audible guidance surfaces, warning systems and induction loops. • Facilities to aid people with learning disabilities or mental health problems. These include clear oral and written information and consistent staff training in recognising and understanding the needs of people. The Department of Transport will work closely with the National Disability Authority to ensure that the principles of excellence in universal design fully inform policy and plans for making the public transport system as accessible as possible for people with disabilities	
Topics of the guideline	The scope of the Sectoral Plan will continue to cover the following public transport services and related issues: • Bus and rail services provided by or on behalf of Bus Éireann, Dublin Bus and Iarnród Éireann, • Licensed scheduled public transport services provided by private bus operators, • Light rail services, • Proposed plans for a Metro for Dublin, • Taxi and Hackney services, • Rural Transport Services provided under the Rural Transport Programme, • Air transport services, • Maritime passenger transport services, • Parking facilities and Driver Training.	

Description of the guideline	This Plan sets out a series of time bound and measurable targets and a number of policy objectives and time bound targets for making all modes of transport more accessible to people with mobility, sensory and cognitive impairments. In general, the timescales for the various elements of the Plan provide for completion by 2015 in line with the Transport 21 investment programme. The Plan promotes the principle of mainstreaming by requiring accessibility to be an integral element of the public transport services. The Department of Transport reaffirmed its commitment to the objective of fully accessible public transport in its Statement of Strategy 2008-2010. This objective involves the development of accessible public transport services to the highest possible standards for the greatest number of people with mobility, sensory and cognitive impairments in the shortest possible time, having regard to resource, technical and other constraints. Transport Access for All now (2008 revised edition) includes appropriate interim targets for each action which will provide a timeline and framework for delivery and implementation of the remaining and emerging actions over the lifetime of the Plan. They will also assist in monitoring progress made in the coming years which will be reviewed every 6 months through progress reports to the National Disability Strategy Stakeholders Monitoring Group as well as through future bi-annual reviews of Transport Access for All. Since the finalisation of the Sectoral Plan in 2006, progress has been monitored regularly and periodic reports have been made to the Public Transport Accessibility Committee and the National Disability Strategy Stakeholders Monitoring Group. Significant progress has been made by the public transport agencies and companies on the targets for their areas relating to accessible public transport vehicles and infrastructure. 74% of the Dublin Bus Fleet is low-floor, wheel chair accessible and 105 routes are now served by such buses. Bus Éireann has met its target of one-hundred percent accessibility of its city bus services (Cork, Galway, Limerick and Waterford) and has purchased a number of new generation wheelchair accessible coaches. The newer DART and diesel railcars are accessible with features including equipment to facilitate automated audible station announcements. These accessibility features have now been extended to the early generations of DART carriages, as part of Iarnród Éireann's current refurbishment programme. Iarnród Éireann is continuing to replace its inter-city fleet with accessible rolling stock. The retrofit of Irish Rail Stations is underway based on an agreed programme of works. Retrofit works at all bus stations is progressing at a steady pace and is due to be completed by the end of this year. 39% of Dublin Bus Stops have been upgraded to accessibility standards.
Execution (one pick only)	☐ Advisory ☒ Partly mandatory ☐ Mandatory (Legally binding)

Any More Comment?	Detailed reports on progress against the Plan's targets are prepared periodically for consideration by the National Disability Strategy Stakeholders Monitoring Group (NDSSMG) and these are freely available to interested parties. From 2009 onwards, the Department of Transport will publish its reports on the Department's website www.transport.ie once they have been considered by the NDSSMG.
	
	Accessibility Audits
	
	The Centre for Excellence in Universal Design (CEUD) was established in January 2007 under the Disability Act 2005 and is an integral part of the National Disability Strategy. The Centre is part of the National Disability Authority (NDA) which is the lead state agency on disability issues, providing independent expert advice to Government on policy and practice. Ireland is the first country in the world to place Universal Design on a statutory footing, emphasising the Government's commitment to improving the daily lives of people with a disability.
	
	The CEUD has produced IT Accessibility Guidelines - design guidelines that cover key components of the public transport information infrastructure including:
	– Information displays
	– Kiosks (for ticketing and information)
	     Locating and accessing the terminal (terminal environment)
	     Using the terminal (Terminal software and hardware)
	– Written instructions and advertisements (posters and leaflets)
	– Information published on the web
	– Smart Card systems – design considerations for the wide variety of aspects to a service that uses Smart Cards, eg
	     • how to apply for a card,
	     • technology used in the card,
	     • enabling customisation of interfaces used on terminals that interact with the card,
	     • Contact and contactless smart cards
	     • Potential of Near Field Communications (NFC) to improve service usability - contactless transactions.
	
	The Department will continue to encourage transport companies and local authorities to consult with CEUD in meeting their accessibility requirements under the Disability Act 2005.