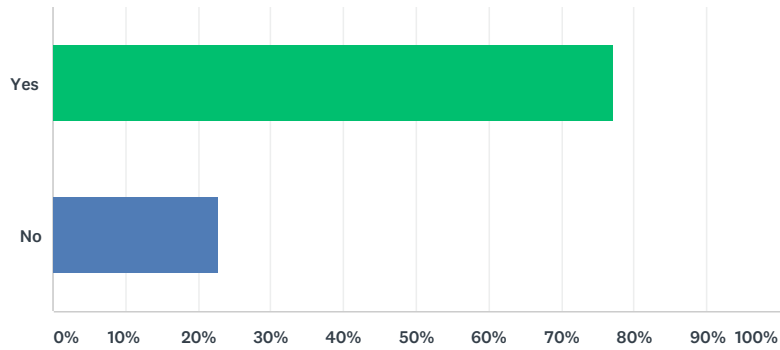


Q1 Do you think national minimum standards of accessibility should be developed for Highly Automated Road Passenger Services (HARPS)?

Answered: 22 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	77.27%	17
No	22.73%	5
TOTAL		22

Q2 If yes, what standards would you suggest? please share below:

Answered: 12 Skipped: 11

#	RESPONSES	DATE
1	Complete provision for those in wheelchairs plus those who are part-time wheelchair users and mobility aide users such as walking sticks.	11/13/2019 6:52 PM
2	Ensure minimal empty HARPS driving about wasting fuel, adding to congestion. Ensure vulnerable people are able to communicate with transport staff.	11/12/2019 11:12 AM
3	MUST HAVE BEEN A DRIVER PREVIOUSLY NEED FOR CHECKS FOR PEOPLE WHO ARE BANNED ON CLASS 1 DRUGS	11/8/2019 2:03 PM
4	not sure: needs disabled people's involvement however!	11/8/2019 1:10 PM
5	User-in-charge vehicles are useless for unaccompanied children. Passenger-only vehicles would be useless in remote rural areas. Better to have sherootim (shared taxi) service as operated in many middle-east countries.	11/7/2019 11:43 PM
6	Autonomous vehicles are still a long way off as sensor technology is still not reliable or fast enough to respond to the variables found in driving. There would be the same issues of today as in the future - not enough accessible vehicles, and sharing just won't work particularly in a rural environment. Ultimately, cost and economics will be the overriding factor of a public designed service. Short urban routes which only allow the same type of autonomous vehicles may work as this approach reduces variables.	11/7/2019 8:37 PM
7	Start off with automatic buses with a user-in-charge" These buses would have more than one place for a wheelchair-user. This would save bus drivers' jobs and get people trusting the system	11/7/2019 6:46 PM
8	Don't really know is my true answer to question 1. So many things we do not know about these vehicles - there could be so many problems. Far more research and trials needed before they could be introduced. What safety quarantees?etc	11/7/2019 4:19 PM
9	These type of vehicles could be very beneficial to people living with a range of different long term condition and disabilities who are not able to drive or no longer allowed to because of symptoms associated with their medical condition. So making sure that these type of vehicles are accessible to everyone is important we don't want to be in the situation we can be just know with people living with disabilities having to pay a lot of money to have adaptations add to their vehicle or the issue the problem people can have trying to find an accessible etc. These vehicles could be the future of transport and we need to make sure that they are fully inclusive	11/7/2019 3:24 PM
10	These services should only be used by people who are unable to use public transport	11/7/2019 1:30 PM
11	I am by no means a Luddite, I am a user of technology and value technology, neither am I fearful of change but I am also a driver, wheelchair user, pedestrian, ex-cyclist and ex-motor cyclist and am very much aware of what can go wrong with motor vehicles, influences of weather and also technology, their weaknesses and their vulnerabilities and quite frankly we are a very long way off matching such essential technologies with vehicles to fully automate them. Such automation will require massive and very costly additions to existing infrastructures and will place a great demand an an inferior GPS system and one prone to massive variation and inaccuracy, one which is also prone to sudden and unannounced losses of data due to military interference/prioritisation! This is still very much science fiction! It is in all seriousness "an accident waiting to happen"!	11/7/2019 12:40 PM
12	I dont believe HARPS would work for most but if introduced there should be minimum standards of accessibility. Perhaps most importantly the need for communication. In the case of public transport, someone must be in charge to manage priority seating	11/7/2019 12:14 PM

Automated Vehicles – Accessibility Outcomes

Disability Equality Scotland briefing paper



Overview

Disability Equality Scotland is a national charity working to achieve full access and inclusion for disabled people in Scotland.

We promote access in its widest sense. This includes access to the built and natural environment and access to the same opportunities as are enjoyed by others in our communities thus promoting a life of dignity, respect and independence. This extends beyond physical access to include access to information, access to inclusive communication and inclusion in decision-making, whether with planners over inclusive design or transport providers about accessible travel.

Our aim is for every disabled person to have the opportunity to participate in a fulfilling life and for their voice(s) to be heard. We represent the views of individuals with any type of impairment, as well as disability organisations and groups who share our values.

We are a membership organisation and as such listen to the views of disabled people and champion on their behalf. We work to influence the policies of the Scottish Government, which affect how disabled people live, and work to encourage others to be inclusive and informed in their attitudes towards disabled people.

We are also the umbrella organisation for all disability Access Panels in Scotland and the principal provider of support and guidance to the Access Panels presently representing disabled persons at a local level throughout Scotland. Access Panels are committed to improving access and equality in its widest form, which means access to the physical environment, Education, Housing, Health, Transport, Leisure & Recreation and Social Justice amongst other areas.

Weekly Poll

Each week Disability Equality Scotland send out a poll question to our members on a topical issue. For the week commencing 13 January 2020, Disability Equality Scotland posed the following question:

Do you agree with the accessibility outcomes proposed by the Law Commission?

We received 275 responses to the poll. The results were as follows:

- YES – 98% (270 respondents)
- NO – 2% (5 respondents)

Comments

The comments that we received from our members provide further insight into their opinions on this topic.

Agree with the Outcomes

“These appear to be a pretty solid set of outcomes.”

“A positive looking set of outcomes for a change. Well done Law Commission. Leading the way! Just a pity other transport operators don’t follow suit and redesign their transport services using these outcomes as a baseline.”

“I would agree that these are a good set of outcomes.”

“These show a really good consideration and understanding of people’s travel needs.”

“The issues of Inclusive Communication, accessible information and systems/practices will be a challenge but they do sit within the principles/outcomes!”

“Great to see the consideration of Carers in here.”

Consultation with Disabled People

“Good outcomes. Disabled people need to be involved in the evolution of the outcomes.”

“These outcomes are welcome, however the development of them will be heavily reliant of involving the right people in the development including engaging with disabled people.”

“Hopefully there will be meaningful engagement with DPOs and Disabled People to develop these outcomes.”

Concerns

“I am a full-time carer to a severely disabled husband, and this seems like an even more hazardous travel outcome on top of travel problems already faced.”

“No provision has been considered for safe removal of disabled passengers should a vehicle break down between accessible stops. This applies across all disabilities from wheelchair users to, learning difficulties, hearing impaired and visually impaired users.”

“We are 'jumping the gun' here, current viewpoints are emerging that autonomous vehicles may never become reality due not being able to meet known driving variables.”

Improvements

“There would be a benefit to including a further outcome that focuses on reducing inequalities and ensuring the inequality gap is not widened in terms of usability/accessibility and ease of use for all with autonomous vehicles and also ensures affordability for all.”

“Overall the Outcomes look good however if you take time to study them then there are a number of points that need to be addressed. Outcome 2 Passengers must be able to board and alight the vehicle? How will this impact on Wheelchair users, such as the height of the vehicle from the ground? Automatic ramp? Disabled people take longer to get on and off most types of transport how will this impact on these vehicles. Outcome 3 What exactly does reasonably comfortable mean? Accessible Awareness training for transport staff? This needs to be something that covers a wide range of different conditions, such as the different size of wheelchairs, children chairs, standard manual wheelchair, power chair or scooter and bariatric wheelchair etc. Outcome 9 Training for Disabled users? This sounds very good on paper however there needs to be standards set so that people know what to expect. Outcome 10, if there is no staff on these

vehicles will there be good video equipment installed to record each journey so that any issue anti-social behaviour or disability hate crime can be looked at?"

"Outcomes are good but if they become law, they need to be enforced."

Disability Equality Scotland
January 2020