



RADAR Taxi Campaign – Sixteen years to wait for a taxi!

We ask you to complete this as an individual disabled person (rather than as a representative of a local or regional disability organisation).

Section 1: About you.

Your name.....

Contact address

.....

.....

.....

Telephone.....

Email address.....

Note. Please either tick or circle your responses to those questions requiring a yes or no answer.

Are you a member of a local disability organisation / Access Group Yes / No
If yes, please give details:

Name:.....

Contact address

.....

.....

Telephone.....

Email address.....

Website address (if appropriate).....

Please give a general indication as to the nature of your impairment / disability.

Wheelchair User	Yes	No
Mobility Impaired i.e. walk with aid of sticks or crutches	Yes	No
Visually impaired	Yes	No
Hearing impaired	Yes	No
Learning difficulties	Yes	No
Mental Illness	Yes	No

Other please describe

Please give an indication as to your main occupation/activities

Work (full time)	Yes	No
Work (part time)	Yes	No
Volunteer (full time)	Yes	No
Volunteer (part time)	Yes	No
Education (full time)	Yes	No
Education (part time)	Yes	No

Other please describe.

Section 2. About the area where you live

1: Which of the following would best describe the area in which you live?

Large Urban i.e. City or large Town	Yes	No
Small Urban i.e. small town	Yes	No
Rural	Yes	No

2: Please give an estimate of the areas population (if known).....

3: Name of Local authority.....

4: Main address (if known).....

.....

.....

Section 3: Licensed Taxis

1: Are there any accessible licensed taxis available within your locality?
Yes No

(If yes, please answer questions 2 to 5 and then go Section 4. If no, please answer questions 6 to 11 before going on to Section 4.)

2: If yes, do you know if the local authority consulted with disabled people before licensing the vehicles concerned?
Yes No

3: Are you able to use the vehicles concerned easily and safely? Yes No

4: If yes, how often do you use them and for what journeys?

.....

.....

4a: If no, for what reason(s).....

.....

5: Do you know the type(s) of accessible vehicle are used?
(i.e. London style 'black cabs' such as the Fairway, TX1, TX2 and Metrocab or the Eurocab, and European Taxis).

.....

.....

6: Have you and/ or your local disability organisation contacted the local authority licensing officer / committee regarding their policy of not providing accessible licensed taxis?

Yes No

7: If yes, do you know what their response was?

.....

.....

8: Discounting any other forms of accessible transport that may be available locally. If accessible licensed taxis were also made available what type(s) of journey would you be likely to use them for?

Shopping	Yes	No
To get to work	Yes	No
During work	Yes	No
To get to voluntary work	Yes	No
During voluntary work	Yes	No
School/ college/ classes	Yes	No
Socialising	Yes	No
Medical appointments	Yes	No
Leisure	Yes	No
Holiday / trips out	Yes	No
To visit family or friends	Yes	No
Other please specify		

8a: Are any other forms of accessible transport currently available to you?
 Yes No

8b If Yes, what are they i.e. bus or train and, what journeys do you use them for?

.....

9: Does the lack of a local accessible taxi service prevent you from currently making any of the journeys listed at question 8?
 Yes No

10: If yes, which one(s)?.....
.....

11: If no, what method(s) of transport do you currently use?
.....
.....

Section 4: The Future

Listed below are the main reasons behind RADAR’s Taxi! Campaign, as detailed in Appendix 1. This section gives you the opportunity to comment on these important issues or any others that you believe could affect the availability of accessible licensed taxis now, or in the future. Please use the box below and continue on a separate sheet if necessary.

- **The lack of accessibility regulations for taxis under Part V of the DDA.**
- **The current policies of some local licensing authorities on licensing accessible vehicles and,**
- **The implications for the introduction of the Department for Transport’s policies regarding the introduction of the accessibility regulations.**

Please confirm whether or not you would be happy for RADAR to use any suitable quotes from your response, on a non-attributable basis, in the report which will result from this survey

Yes No

Thank you for taking time to complete this questionnaire. Please return the form by Thursday 8th April to:

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London
EC1B 1BR

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If you have any additional comments about this campaign or any suggestions for future RADAR campaigns, please use the space below.

Appendix 1

The Department for Transport Taxi Accessibility Regulations – Policy Proposals, which stated that once the taxi accessibility regulations were issued, there would be a phased introduction. In ‘phase 1’, the regulations would, over the period 2010-2020, be introduced into certain specified areas.

- A licensing authority population of a least 120,000 people.
- A major transport interchange
- A major tourist attraction or
- An existing mandatory policy resulting in 100% accessible vehicles

Those licensing authorities outside the first phase criteria would **not** be subject to the accessibility regulations. However, the document stated that the Department would be issuing voluntary guidance to those licensing authorities concerned ‘on establishing an appropriate mix of vehicles’. Also, the effectiveness of their guidance would be monitored and at some point (not specified) a view taken on whether the regulations would be extended to all licensing authorities. These arrangements, if approved, will only apply in England and Wales.

RADAR believes that the continued absence of the taxi accessibility regulations, plus the implications of the above policy proposals for their eventual introduction means that many disabled people, and particularly those living in smaller towns and rural areas, face the possibility of having to wait **sixteen years or longer for a taxi!**

Such a situation could have a significant impact on the lives of many disabled people and their families across England and Wales. At one end of the scale it could mean someone is unable to take up a job offer. On a more day-to-day level it will leave some disabled people still heavily reliant upon Dial-a-Ride, community transport or friends and family and therefore unlikely to be able to travel ‘on demand’ as other people do without question.