



Example 47 **Visual Mapping Scheme for People with Learning disabilities**

City (country) **Montrose (UK)**

good practice for people with ...	kind of vehicle	kind of measure/approach
... cognitive/learning impairment	city bus	organisational/operational support awareness building

Project description

This case study is based in Montrose, a town of 15,000 people on Scotland's east coast, approximately mid-way between Aberdeen and Dundee. Here an innovative programme was established to assist independent bus travel for clients with learning disabilities who attend an Adult Resource Centre in Montrose.

A visual mapping scheme was developed in order to make sure that people with learning disabilities could use public services wherever possible. The scheme consists of a set of photographs of relevant landmarks that are part of any given journey. Members of the Angus Transport Working Group (a voluntary body) take photos of en route landmarks (e.g. buildings, street signs, bus stops). To take the photos, the volunteers initially accompany clients on the journeys they intend to make. Captions are then added in consultation with clients (e.g. “This is where I catch my bus,” “I get off at the stop after this public house,” etc.). The photos are then put into photo wallets. Clients carry these when making their journeys and are initially accompanied on these journeys, until both carer-givers and clients are confident that the journey can be made safely. For more seasoned travellers the photo wallets provide an invaluable backup. Important bus stops are marked with large yellow triangles to further facilitate independent travel.

By mid 2002, four individuals had travelled independently to the resource centre. By April 2005, this figure had grown to 43. Although the scheme was introduced primarily to facilitate independent travel to/from the resource centre, many clients (as they become more confident and independent) are now making other journeys using the visual mapping system (e.g., trips to local cafes and swimming pools). The same principles described above are utilised to develop visual maps for these journeys. The growth in individuals' confidence achieved by the visual mapping scheme has allowed many to travel more widely while giving them more independence and making public transport more accessible.

The visual mapping system is based on individual journeys. As such, the principles of the system can be applied to any journey and are thus transferable to other towns and cities.

Source:

The Scottish Government: Visual mapping scheme: Angus Council, <http://www.scotland.gov.uk/Publications/2006/05/16145515/9> (21/10/2007)