Out and about with your wheelchair

DLF Factsheet

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INTRODUCTION

Despite the freedom to negotiate steep slopes and climb kerbs offered by modern, lightweight, manual wheelchairs and powered vehicles, many buildings and modes of transport have to be adapted so that those in wheelchairs can use them. The various ways in which these obstacles can be overcome are discussed in this factsheet.

For up-to-date product and supplier information, please contact our equipment helpline which is open Monday to Friday from 10am to 4pm, tel: 0845 130 9177 (calls charged at local rate), or if you use textphone: 020 7432 8009.

Alternatively, you can write to our letter enquiry service or contact us via e-mail at advice@dlf.org.uk . To help us give you a concise and informative reply, please provide us with as much detail as possible including information on the difficulties you are having and any solutions you have considered, including equipment ideas.

SOURCES OF SUPPLY - WHO CAN HELP?

Local authority provision

Most statutory provision of ramps, stairlifts etc, is carried out by or through the occupational therapy department based at the local social services.

Alterations (adaptations) to your home to provide access to essential areas are the legal responsibility of the local authority, and are funded through Disabled Facilities Grants (DFGs). These could cover, for example, stairlifts, access to the outside, access to toilets. You may be expected to pay towards the cost. Your contribution is assessed through a means test, and the grant awarded ranges from 0 – 100% of the cost up to a limit of £25,000. DFGs are available to owners and tenants in both private and rented housing. An occupational therapist from the social services department will assess the necessity and practicality of any adaptation before the award of the grant.

People living in Scotland should contact their local authority, as the law there is different.

Education service

Equipment needed primarily for education, including access devices such as ramps, adaptations to school premises, wheelchairs for mobility, as well as other writing, speech and computer equipment, may be funded from the following sources:

- schools (own resources budgets; whether statutory or independent);
- education and library boards;
- Scottish Office Education Department (SOED) special needs grants for people in higher education.

This could include equipment for an individual such as a wheelchair, chair, or cushion, or equipment for common use around the school, e.g. ramps and

stairlifts. In theory, the equipment should be used only for educational purposes.

Employment services

Employment equipment and adaptations are defined as any equipment whose primary purpose is to meet employment need. Employment equipment and adaptations are provided through:

- Disability Employment Advisers (DEAs) who work from local job centres and who, as well as providing a wide range of advice and help to people who have particular difficulties in finding or keeping work because of a disability, can also advise on how to obtain equipment for employment;

- Access to Work (AtW) advisers have specialist knowledge of the AtW programme which provides support to disabled people and their employers to help overcome work related obstacles resulting from disability.

Help provided by the AtW scheme will depend on the needs of the individual, and may be specialised equipment, a communicator, a support worker, adaptations to work premesis and assistance with travel to work.. The amount available is dependent on the help required.

For people who have been in a job for less than six weeks or are about to start work, AtW will cover 100% of approved costs. For those who have been in their jobs for six weeks or more when they apply, it will cover 80% of costs between £300 and £10,000 and all costs over £10,000.

Contact your local Job Centre or Job Centreplus office to make an appointment with the DEA. The Job Centreplus Disability Service team can put you in contact with the AtW adviser.

PURCHASE OF EQUIPMENT

Private purchase

Private purchase may be preferred either because a person wishes to buy privately, or because the statutory services are unable to provide the item required.

Second-hand equipment

Some second-hand equipment can be bought through commercial suppliers. Although the equipment tends to be more expensive than it would be if bought from a private individual, usually it has been overhauled and may carry a guarantee of up to 12 months.

Many disability organisations publish journals which contain advertisements for second-hand equipment. DLF has a factsheet, which lists these, ‘Sources of second hand equipment’.

Funding from charitable sources

A directory entitled *A guide to grants for Individuals in need* published by the Directory for Social Change (see useful

addresses) contains the most complete list of charities and organisations that provide grants and funding. It contains details of all the charities that provide grants, for what purpose they provide them and who is eligible.

SELECTING THE APPROPRIATE EQUIPMENT

Before buying, try to see and try out the equipment. The Disabled Living Centres around the country have a wide range of equipment on display. All can give advice and information on wheelchairs and related equipment. For details of your nearest centre, contact the Disabled Living Centres Council (see useful addresses). (Updater's correction here – not in other factsheets)

Check whether the supplier belongs to the British Healthcare Trades Association (BHTA) (see useful addresses). This association produces codes of good practice to which its members are expected to conform.

GETTING IN AND AROUND BUILDINGS

All modern public buildings have to conform to the Part M building regulations, which lay down guidelines for making them accessible to disabled people. The guidelines specify widths of doorways, gradients of ramps, and lay down how wheelchair accessible lifts should be installed. However, buildings constructed before these regulations came into force and those exempt from the regulations, such as domestic housing, can be adapted, or items of equipment installed in them, to enable a wheelchair user to move with relative ease into and around a multi-storey building. For details of specific design and construction information, contact the Centre for Accessible Environments (see useful addresses) which produces information and design sheets about adapting public and domestic buildings to make them more accessible to disabled people.

The following items of equipment could be considered:

RAMPS

Permanent ramping is usually the best solution. The recommended gradient for a person operating a user-propelled wheelchair to use is 1:12 (i.e. a 12-foot-long ramp would be needed in place of two, six-inch steps). In some cases a permanent ramp is impractical as it may extend across a public footpath, or onto someone else's property. In this situation, portable ramps, which can be taken away easily after use, may be the solution. There are several different types of portable ramps.

Channelling ramps

These ramps come in pairs and can be made of fibreglass, wood or metal, and often can be linked together by an adjustable bar to hold them at the correct distance apart.

They come in a variety of lengths; the longer ones usually fold or are telescopic to make them easier to move about.

One-piece ramps

These are wide ramps and are therefore used singly. They may fold in two or roll up. Usually made of aluminium or steel with a slip- resistant surface, they tend to be used only to cover short distances because of the overall size of the ramp.

Portable roll-up ramps may need to be fixed into a flattened position. One-piece ramps are easier to use than channel ramps as there is no bar to adjust.

Section ramps

Section ramps are similar to one-piece ramps, but can be slotted together to form a long ramp to cover a greater distance. The length is supported on adjustable legs/feet, and usually a handrail can be bought as an option.

Electric wheelchair and scooter ramps

These ramps have been specifically designed to take the additional weight of an electric wheelchair or scooter. A three wheeled scooter user needs either a one-piece ramp or channelling ramps which have been designed so that there is an extra channel for the front wheel.

Kerb ramps

Short channelling kerb ramps could be carried on the back of an electric vehicle or wheelchair to be used when climbing steep kerbs. Most users would require another person to put down and remove the ramps.

Threshold ramps

The small, bridge shaped, portable threshold ramps can be used to travel over the raised threshold of standard doors or patio-type sliding doors, which have runners set into the floor in which the doors slide.

SHORT RISE LIFTS

These elevating, platform lifts, usually large enough to take a wheelchair, are designed to cover short rises, e.g. beside or over steps. Indoor and outdoor versions are available.

The relevant British Standards are:

BS 6440:1993 - for powered lifting platforms - applies to indoor use only, to lift to a maximum height of 1.98 metres. This standard specifies that:

- speed should not exceed 0.15 metres per second;
- rated load should not be less than 115kg;
- the platform surface should be slip-resistant;
- the method of opening the doors, gates

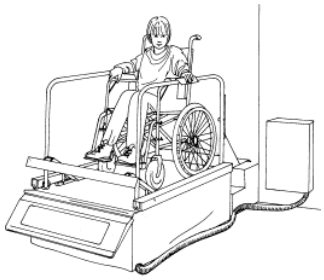
or barriers should be appropriate to the user and placed between 100cm - 110cm above the floor surface.
BS 5323:1980 - amended in 1987 for scissor lifts - applies to lifts with a maximum working height of 1.98 metres above ground level and to mobile scissor lifts of any working height.

This standard specifies that:

- if electrically powered, unless totally enclosed, the lift should be fitted with a safety trip frame on the underside of the platform, which will automatically stop the mechanism if it senses an obstruction in the way.

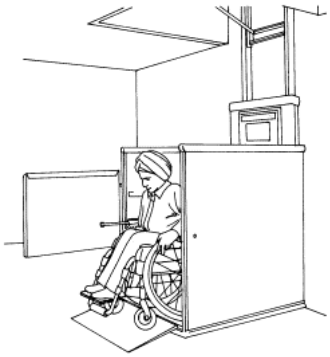
Fixed lifts

Fixed lifts, which are electrically operated, have to be permanently wired into the mains. To enable the wheelchair user to have level access, the mechanism of many models has to be sunk below ground level in a pit so that the platform is flush with the ground at its lowest position.



Where this is not possible, a ramped access to the platform will be necessary. Some platforms lift vertically so that they would have to be placed next to, or instead of, steps; others have a bridging mechanism so that, when not in use, the steps can be used in the normal way and, when in use, the platform lifts up and over the steps. Check whether the lift has a back-up emergency battery in case of mains failure. Side support rails are advisable.

THROUGH FLOOR LIFTS (NO SHAFT)



Through floor powered lifts are designed to be used in domestic situations. The lift car may be fully or partially enclosed and is usually only large enough to take a seated or wheelchair passenger. Lifts with an entrance of less than 65cm are not suitable for wheelchair use.

However, the controls can usually be operated either by the user or by an attendant from either floor. The tracking for the lift is wall mounted and the car travels up or down these tracks and through a trap door in the floor/ceiling of the upper level. This gap is filled by an infill when the lift is on the ground floor.

It is essential that regular maintenance is carried out, and that the lifts are inspected and tested every six months by a qualified lift engineer.

STAIRLIFTS WITH A WHEELCHAIR PLATFORM

These powered lifts are mounted on stair-fixed tracks that follow the line of the stairs. The track may be on one or both sides of the stairs. This particular type has a platform large enough to carry a wheelchair and its user. Some platforms fold down from against the wall where they are stored when not in use, others rest in a floor recess when not in use. Wide stairs are needed because of the size of the platform.

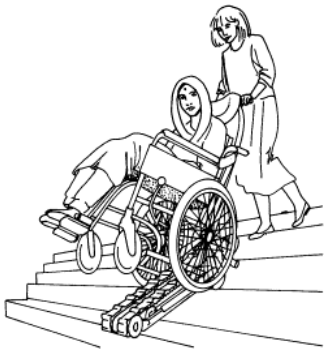
Check whether the stairs can be used in the normal way when the stairlift is not in use.

The current British Standard covering powered stairlifts is BS 5776:1979 amended 1982.

Stairlifts should be inspected at least once every 12 months.

Stairlifts are often cheaper to install than traditional vertical lifts since they do not usually involve building alterations.

ATTENDANT OPERATED MOBILE STAIRCLIMBERS



Mobile stairclimbers are attendant operated and powered devices that will climb up and down a flight of stairs. In some cases the stairclimber takes the wheelchair and its occupant and transfer is not necessary. They can be transported and used on different staircases. There are two main types:

- those which have wheelclusters which rotate to move the chair up and down;
- those which have wheels within caterpillar tracks which grip on the stairs.

The attendant needs training whichever type is used.

ELECTRIC WHEELCHAIRS WITH A STAIR CLIMBING FACILITY

These are powered wheelchairs which have a special wheel arrangement that enables them to walk up kerbs and stairs. They allow the stair climbing to be controlled independently by the user.

TRANSPORTING A WHEELCHAIR IN A VEHICLE

There are many different types of wheelchair and powered vehicle and numerous models and sizes of car or van. The following section is divided into two depending on whether the user will be staying in his/her wheelchair either as driver or passenger, or whether the wheelchair is to be transported separately.

TRANSPORTING AN UNOCCCUPIED WHEELCHAIR OR POWERED VEHICLE

Methods of loading unoccupied wheelchairs and scooters, both manual and powered, depend on many variables. Some people may be able to load their own chairs into a boot or hatchback and walk back to the driver or passenger seat; others will rely on someone else to do this. Many features of the vehicle will assist with the transporting of a wheelchair or scooter. A hatchback or estate with low level access will be easier than a saloon boot with a sill. Where the boot has a high lip then manual lifting should be avoided and a winch or hoist considered.

Before purchasing a vehicle advice can be sought on suitability of vehicles, vehicles for access and access equipment. Contact: Ford Magic, Mobility Centres or the Mobility Advice and Vehicle Information Service (see useful addresses).

Wheelchairs can be heavy and cumbersome and the recommended weights for lifting can be lower than the actual weight of the chairs. The method of loading may not be within the capabilities of the handler so an assessment of the risk involved is needed. Other ways of transporting the chair should be considered (see later).

The options for transporting rigid and folding framed wheelchairs are different; however, removing detachable parts, i.e. footrests and armrests, will make the chair lighter and the job easier.

Folding wheelchair into the boot of the car.

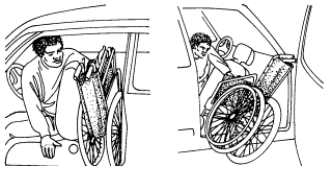
A carpet or rug can be used to cover the floor of the boot and rest over the edge of the boot to protect the bodywork and bumper. The wheelchair should be reduced to its smallest size and weight, the backrests folded, if possible, and the brakes applied. This makes it easier to grasp the chair. The helper places the wheelchair on his/her strongest side and uses his/her knee to help pivot the base of the chair away from him/her to bring the wheelchair to rest on the edge of the boot.

From here the wheelchair can be slid into position in the boot. The rug can be used to cover the chair.

To bring the chair out of the boot the rug is repositioned and the chair pulled to the edge of the boot. The handler places one foot in front of the other. As the weight of the chair is pulled out, the front foot moves backwards so that the chair lands between his/her feet.

Folding wheelchair into space behind passenger seat

In a two-door car the front seat will have to be pushed forwards to create the space needed. A travel rug can be used to protect the front edge of the back seat. The handler stands facing the opened back door with the wheelchair between him/herself and the door. The wheelchair, in its most compact and folded state is tipped back onto its larger wheels and its front castors placed on the sill. The brakes are kept off. It can then be levered into position so that it rests on its front with the backrest uppermost. This procedure is reversed to get the chair out. Although not recommended, a chair could be levered over the sill and pulled in from the drivers seat, in a two-door car.



Rigid chair onto the front passenger seat

The chair will need to be reduced to its most compact size. This is usually done by folding down the backrest and taking the quick release wheels off. On some models the front castors can be removed. The wheelchair user, having transferred into the driver seat can then lift and bring the frame across the front of his/her body and place it onto the passenger seat. There are models of rigid frame chair designed to make transfer across the body easier. The frame should then be secured by a seat belt to prevent it causing damage in the event of an accident.

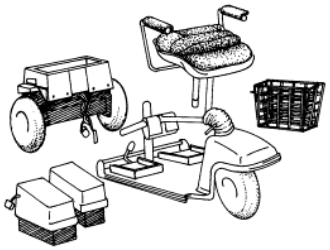
Rigid framed chair into a boot

This is done by reducing the size and weight of a chair. Unless the user is able to walk from the boot of the car, having loaded the chair into it, he/she will need help. If this is not within the capabilities of the handler then an alternative method of transporting the chair may have to be considered.

POWERED VEHICLES

Most electric wheelchairs and scooters can be dismantled into what are described

as manageable parts. In many cases, however, these parts are still very heavy, and most people, especially those at risk from back problems, should be advised not to lift them in and out of the boot of the car. If lifting these components is absolutely necessary, the majority of users will need help from someone else.



Four-wheeled buggies and Class 3 vehicles cannot be dismantled for transporting.

Ramps

Different types of ramps can be used to get a wheelchair or powered vehicle into the back of the car. Once again the user will generally need help to do this. If a wheelchair is to be taken up a ramp into the back of the car, the hatch should be level-access, i.e. without a boot sill. If there is a sill, an alternative method will have to be considered.

Some electric vehicles can be partially dismantled and then driven up a ramp and into the back of an estate car. Check that the inside height of the car will accommodate the vehicle. The capacity of the ramp will need to be suitable to take the weight of the powered vehicle.

Hoists

Various hoisting mechanisms will lift a wheelchair or component parts into the car.

They may lift/hoist into one of the following places:

- into the boot;
- into the back of the car;
- onto the roof.

Some have independent battery power; others use power from the car battery. Some will only lift a certain type of wheelchair, eg manual wheelchair or scooter. Others will lift most types of wheelchair or scooter, although usually they have a maximum capacity.

Lifting vehicle into the boot

These hoists can be attached to the rear of the car - usually inside the boot or hatchback. A boom/lifting arm slots into the main body of the hoist, and the wheelchair or scooter is attached by a hook or strap mechanism. Once the arm is raised to the correct height it can be

manually moved in and out of the boot or it can be powered.

A hoist is available that will lift and unoccupied wheelchair into the boot of the car from a position next to the driver's door.

Lifting vehicle into back of the car

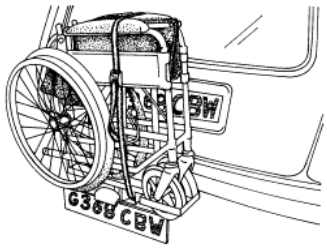
These hoists can be fixed inside the car and will lift a wheelchair to be stored either behind the seat of the driver or passenger, or in an area which has been freed by the removal of the back passenger seats.

Lifting vehicle onto the roof

These hoists will lift a manual or electric wheelchair (depending on the model) onto the roof of the car where it is stored in a large fibreglass box or canopy. They can usually be controlled by the wheelchair user from the front seat of the car.

Wheelchair racks and trailers

Racks can carry a folded manual wheelchair on the back of the car. The rack is fitted onto a towing bracket or ball.



The wheelchair must be lifted or levered onto the rack. An extra car number plate will be required if the rack conceals the existing one at the rear.

Trailers

Trailers can be attached to the rear of the car using a tow bar, and can be used to transport large electric wheelchairs, scooters or buggies. Access to the trailer may be by ramp or hydraulic lift.

VEHICLE ACCESS FOR OCCUPIED WHEELCHAIRS

Ramps

The slope of the ramp is dictated by what is practicable and manageable. It is possible to push/drive a passenger and the wheelchair up ramps into the back of a vehicle (usually a van/minibus). Manual wheelchair users will probably need someone to help them get up the slope. Check that electric wheelchairs can cope with the gradient and that the capacity of the ramp is sufficient.

Lifts and tail lifts

Electrically operated platform lifts, usually powered by the battery of the vehicle, can lift a wheelchair and its passenger into the back or side of a van or minibus. Some lift vertically and the user propels into the van, others lift and then swing into the van, where the wheelchair remains for the rest of the journey clamped to the platform. When not in use, some fold

away inside the vehicle, others are stored under the vehicle chassis. The controls may be user and/or attendant operated.

Free standing platform lifts can also provide access for a wheelchair.

The Transport Wheelchair

This system uses a seat which acts as both a wheelchair seat and a car seat, The seat swivels out of the car and slots onto a wheelchair base which is stored in the boot of the car while the passenger is transported in the car. It eliminates a transfer from one seat to another between wheelchair and car..

Cars with a dropped floor

Many makes and models of small cars and vans have been especially adapted with dropped floors and raised roofs so that a passenger in a wheelchair can be wheeled quickly and easily into the back (where the chair is clamped to the floor) and can remain in the wheelchair for the whole of the journey. Access is gained via a combination of lowering the rear suspension, small ramps and hydraulic lifts. Most vehicles can accommodate only one wheelchair with up to six seated passengers.

TRANSPORTING A DRIVER IN A WHEELCHAIR

Some drivers who are wheelchair users would prefer to drive directly from their wheelchair - usually into adapted vans and minibuses which are converted to allow independent access - rather than transfer into the car seat and have to store their wheelchair somewhere. An easy-to-use/automatic clamping system then comes into operation to secure the wheelchair in place. A seat belt or harness must still be used to secure the driver.

Tail lifts

These electrically operated platform lifts, usually powered by the battery of the vehicle, can lift the wheelchair and the driver into the vehicle. The controls may be lift-attached or operated by remote control. When not in use, some of the platforms fold away inside the vehicle, while others are stored under the vehicle chassis.

SAFETY OF OCCUPIED WHEELCHAIR DURING TRANSPORTATION

Ideally, users in wheelchairs should not travel in cars, taxis or minibuses unless safety is ensured by the appropriate use of a restraint system.
In public service vehicles this is achieved by anchoring wheelchairs to the floor of

the vehicle then securing the user within the wheelchair by belts/harnesses. These systems are called wheelchair tie down and restraint systems (WTORS), There are a range of systems so that individual needs can be met. More information can be obtained from:

- *The safety of wheelchair occupants in road passenger vehicles* (report). Prepared for the Mobility and Inclusion Unit, Department of Transport (2003).

- *Guidance on the safe transportation of wheelchairs* Medical Devices Agency (MDA) DB2003(03).

- Mobility Centres

- DLF Information Service

General information

- Every wheelchair should be secured in a wheelchair facing forwards position. Most wheelchairs have very little lateral strength.

- Both the wheelchair/pushchair and the user should be restrained using separate devices.

TRAVEL IN A WHEELCHAIR USING PUBLIC TRANSPORT AND LOCAL SCHEMES

The Disability Discrimination Act (DDA) has speeded up accessibility on public transport as it has given the government the authority to set standards for public transport. There will however be some public transport which, although accessible, does not comply with DDA standards.

It is wise to check additional requirements with transport operators in advance of any journey.

TRAINS

Trams, light railways and trains come under the Rail Vehicle Accessibility Regulations 1998 and the Rail Vehicle Accessibility (Amendment) Regulations 2000. All trains should be accessible by 2004 but not all will be compliant until 2040.

All the modern intercity trains have spaces in their carriages where wheelchair users can remain seated in their wheelchairs. However, the numbers are limited, and help is required from train/station staff to use a one-piece folding ramp to get on and off the train.

Modern, local trains can be boarded with help from station staff and the BR ramp. As yet there are no specified wheelchair spaces. The user needs either to transfer onto the train seat, or to remain in the wheelchair in the area near to the door.

The old style local train carriages are inaccessible to wheelchair users who may instead have to travel in the guards van. These trains should be phased out by 2004. Not all stations are accessible, and

many small ones are not manned during the day so that help cannot be sought from station staff.

BUSES

Since 2001 new buses with over 22 passengers have had to meet Public Service Accessibility Regulations. There are many low floor buses with access ramps in circulation at the moment. The timescales for different types of buses to be compliant vary. However, to be compliant they will have to have at least one space for a wheelchair and entrance and exits will be wide enough for access.

New coaches that carry more than 22 passengers will have to be accessible for wheelchairs by 2005.

TAXIS

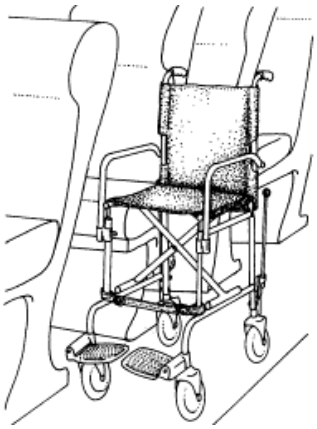
Although there are plans for all cabs to be compliant it will take some time. Since January 2000, all licensed cabs in London have had to be wheelchair accessible. There are some authorities outside London who will only license accessible taxis. Minicabs are not covered by the proposed changes.

Any of the modern London-style black cabs can carry passengers in a wheelchair. Access is via metal channelling ramps, after which the wheelchair user and the chair are secured by clamps and/or an inertia seat belt.

Some of the larger minibus-type taxis have been adapted to take wheelchair passengers.

The Taxi Card Scheme allows disabled people who are unable to use other forms of public transport to travel by taxi at a cheaper rate. Check with your local council.

AEROPLANES



Most airline companies are geared to transporting passengers who use wheelchairs, although some are better than others! Check with specific airlines for details.

Passengers are not able to travel while remaining seated in their own wheelchairs. They will need to transfer into a specially adapted narrow wheelchair to be taken onto and around the plane, and transfer into the aeroplane seat for flying. The toilets tend to be small and not very accessible. For further details see Access *to air travel, guidance for disabled and less mobile passengers* from DPTAC.

(Disabled Persons Transport Advisory Committee – see useful addresses.)

Most airlines will carry electric wheelchairs as long as they have gel batteries, which are disconnected during the flight. Buckingham Engineering Ltd will hire dry batteries for wheelchair users who are only going to fly occasionally.

It is essential to inform the airline when you purchase your ticket of your particular needs, including the type of chair you wish to carry.

For electric wheelchair users who are flying to a country with 110v electricity supply, charging the batteries will need to be arranged.

It is essential to ensure that the equipment is adequately ensured to cover loss and damage. Contact Tripscope for advice about batteries, charging and travel generally (see useful addresses).

DIAL-A-RIDE SCHEMES

These locally run schemes have accessible minibuses which can transport wheelchair users and other disabled people to their destination. To use the service, the disabled person needs to be a member of the local group. Rides can be booked by phone for a trip any time between early morning and late evening. Dial-a-Ride schemes usually operate only within the vicinity of their own boroughs.

USEFUL ADDRESSES

British Healthcare Trades Association (BHTA)
New Loom House
Suite 4.06
101 Black Church Lane
London E1 1LU
Tel 020 7702 2141
Fax: 020 7680 4048
Email: bhta@bhta.com
Website: www.bhta.com

Centre for Accessible Environments (CAE)
70 South Lambeth Road
London SW8 1RL
Tel/Textphone: 020 7840 0125
Fax: 020 7840 5811
Email: info@cae.org.uk
website: www.cae.org.uk

Department for Transport Mobility and Inclusions Unit
Local Government and the Regions
Great Minster House
76, Marsham St
London W1P 4DR
Tel: 020 7944 8300
Fax: 020 7944 6102
Website: www.mobility-unit.dft.gov.uk

ASSIST UK (formerly DLCC)
Redbank House
4 St Chads Street
Cheetham
Manchester M8 8QA
Tel: 0870 770 2866
Fax :0870 770 2867
Textphone :0870 770 5813
Email: general.info@assist-uk.org
Website: www.assist-uk.org

Ford M.A.G.I.C.
Unit 2 Wintersells Road
Byfleet
Surrey
KT14 7LF
Tel: 0800 240 241
Email: help@fordmagic.co.uk

Medical and Healthcare Products Regulatory Agency (MHRA)
Wheeled Mobility Section
241 Bristol Avenue
Bispham
Blackpool
FY2 0BR
Tel: 01253 596 000
Fax: 01253 596 177
Email: bav@mhra.gsi.gov.uk
Website: www.medical-devices.gov.uk

Mobility Advice and Vehicle Information Service
0 Wing Macadam Ave
Old Wokingham Road
Crowthorne
Berkshire
RG45 6XD
Tel: 01344 661000
Email: mavis@dft.gsi.gov.uk
Website: www.dft.gov.uk

Mobility Centres
Use website at www.justmobility.co.uk to find nearest centre.

TripScope
The Vassall Centre
Gill Avenue
Fishponds
Bristol
BS16 2QQ
Helpline: 08457 585 641
Fax: 0117 939 7782
Email: enquiries@tripscope.org.uk
Website: www.tripscope.org.uk

Lift and Escalator Industry Association
33-34 Devonshire Street
London W1G 6PY
Tel: 020 7935 3013
Fax: 020 7935 3321
Email: enquiries@leia.co.uk
Homepage: www.leia.co.uk

DPTAC
Zone 4/24 Great Minster House
76 Marsham Street
London
SW1P 4DR
Telephone: 020 7944 8011
Textphone: 020 7944 3277
Email: dptac@dft.gsi.gov.uk
Website:www.dptac.gov.uk

Donation Form

We hope this factsheet has proven useful to you. If you would like to help the DLF continue to provide valuable information such as this, you may wish to consider making a small donation towards our work. As a charity, we rely on the generosity of the public to help us continue to help older and disabled people lead independent lives.

Your Details

Name: _____

Address: _____

_____

Postcode: _____

Please accept my gift of:

£5 ☐ £10 ☐ £20 ☐ £30 ☐ £ _____ other

Please make cheques/postal order/ CAF Voucher payable to **Disabled Living Foundation**

Or charge my: Visa ☐ CAF ☐ Mastercard ☐ Amex ☐ Maestro ☐

Card Number ☐☐☐☐/☐☐☐☐/☐☐☐☐/☐☐☐☐

Security Code ☐☐☐☐ (last 3 digits located on back of card, or 4 digits for Amex)

Expiry Date ___/___ Valid From ___/___ Issue No (Switch) ☐

Name of cardholder _____ Date: ____/____/____

Signature of cardholder _____

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☐ I am a UK taxpayer and want the Disabled Living Foundation to treat all donations I have made since 6 April 2000 and all donations I make in the future as Gift Aid donations until I notify you otherwise.

NB: You must pay an amount of income tax and/or capital gains tax at least equal to the tax we reclaim on your donations in the tax year (currently 28p for every £1 you give)

Please print out and return your completed form and cheque (if applicable) to:
Fundraising Department, Disabled Living Foundation,
380-384 Harrow Road, London W9 2HU

Thank You

☐ Please tick here if you would prefer not to receive further communications from the DLF.

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