

SATA
Scottish Accessible Transport Alliance

Scottish Charity SC027600

Open Meeting

Minutes of the Meeting held at 1.15 pm on 11th November 2010 at RNIB, 12-14 Hillside Crescent, Edinburgh

Present: Stanley Flett (Chairman & Individual Member), John Ballantine (Treasurer & Individual Member), Arthur Cowie (LDAP), Douglas Gilroy (Individual), Margaret Gilroy (Individual Member), Jan Goodall (Individual Member), Jane Horsburgh (Blind Dogs Scotland), Douglas Hush (Individual), Paul Kelsey (London Taxi Company), John MacDonald (CTA), Pat McGuigan (Individual Member), Jim McKay (Individual Member), Rod Merchison (Individual Member), John Moore (LCTS), Patrick Nyamurandira (First ScotRail), Alan Rees, (Secretary & Individual Member), Mandy Reid (SCoD), Terry Robinson (Individual Member).

In attendance: Chris Clark (Transport Scotland), Chris Bruce (LTC), Catherine Dobbie (LTC), Brian Juffs (Scottish Government).

Apologies: Fiona Anderson (North Link Ferries), Kate Cross (Individual Member), Paul Cross (Individual Member), Derek Dewar (Individual Member), David Griffiths (Ecas), Maggie Killin (Individual Member), Lilian Lawson (SCoD), Jim Ritchie (Individual Member).

1. Welcome

Stanley Flett welcomed those present to the meeting.

2. Apologies for absence

The apologies were accepted.

3. Minutes of the Full Meeting on 16th September 2010

The Minutes had been circulated. Their adoption was proposed by Terry Robinson, seconded by Jim McKay and approved.

4. Matters arising

There were no matters arising from the Minutes.

5. Report from the Management Committee

The Secretary, Alan Rees, reported as follows:

(1) Committee co-option

Rod Murchison had been co-opted to fill the one vacancy on the Committee

(2) SATA News No 5

The latest newsletter had been circulated and would be posted on the website.

(3) Meetings Organiser/Minute Secretary

The position had been advertised to SATA members and an application had been received.

(4) Finance and membership

The financial situation was satisfactory but some members had yet to renew their annual subscriptions.

(5) 2011 meetings and conference

A draft schedule of meetings had been circulated and a conference was being considered to mark 30 years since the International Year of Disabled People (IYDP).

(6) SATA's emergency resolution on cuts

The resolution passed at the AGM had been widely circulated. A response from the Transport Minister, Stewart Stephenson, had been sent to SATA members.

(7) Consultations

Details of consultations had been circulated and responses invited, namely on:

- Public Sector Equality Special Duty Draft Regulations by the Scottish Government
- Regulation of Dropped Kerbs and Pavement Parking (Scotland) Bill by Ross Finnie MSP

(8) Disability-Related Harassment Inquiry

The Equality & Human Rights Commission had invited Stan Flett to give evidence on behalf of SATA to its Inquiry Panel on 30th November

(9) SATA Manifesto

Comments were invited on the contents of SATA's Manifesto for the Scottish Parliament Election in May

6. Information exchange

(a) First ScotRail

Patrick Nyamurandira said he would be submitting a written report to the Secretary for circulation to members on the details of access improvements. But he mentioned that the introduction of the new Class 380 trains had been delayed and news updates would be given on the ScotRail website. He also reported that

a report by Passenger Focus on the Assisted Passenger Reservation Service would be published at the end of November. Finally he asked for more feedback on facilities at stations and train services there being a special e-mail address: FSR.Inclusion.Feedback@firstgroup.com

In answer to a question from Pat McGuigan, he said the delay in introducing the Class 380 trains would need some adjustments in the programme for transferring existing trains to the Airdrie-Bathgate line.

(b) Transport Scotland

Chris Clark said there was good news that the Access for All Programme was now expected to avoid cuts. This would be confirmed in February.

c) London Taxi Company (formerly London Taxis International)

Paul Kelsey introduced himself and his colleagues representing the newly formed re-branded company LTC. Andrew Overton who had previously represented LTI was retiring. He drew attention to the review being undertaken by Perth & Kinross Council on the licensing of taxis in Perth City and urged SATA to make a submission as his company would be doing to obtain more wheelchair accessible vehicles. He mention that his company was in partnership with a Japanese company and as a result the cost of their vehicle with the same facilities (including a swivel seat, side step and ramp) would be reduced from c £37,000 to between £28,000 and £32,000.

7. Presentation

'Where does public transport sit on society's agenda?'

by Brian Juffs, Senior Bus Development Adviser, Scottish Government

Brian introduced himself as an operator of buses since 1973 and from 2005-2007 as Managing Director of First Scotland East covering Edinburgh, the Lothians, Scottish Borders, Falkirk, Stirlingshire and Clackmannan and services to Glasgow and Carlisle. Since 1981 he had been associated with the provision of accessible transport in the UK and the Far East. He was seconded to the Scottish Government eighteen months ago and had been an observer on MACS.

He thought the biggest problem for users and providers of public transport was that it did not command the human interest that other subjects had, being concerned with the mundane task of getting from A to B. We had failed to get bus-based public transport on society's agenda, even at the bottom of the list. Key decisions had passed to local authorities as a result of the Concordat between the Scottish Government and CoSLA. The objectives in 2006 National Transport Strategy remained to (1) improve journey times, tackle congestion, improve connections in order to obtain economic growth, social inclusion, integration and safety, (2) reduce emissions and an tackle climate change issues

to protect the environment and improve health, (3) improve quality, accessibility and affordability to give people a choice of better quality and value for money public transport as an alternative to the car.

Priority for buses on the road is an imperative. With little or no state aid for new buses, operators have invested tens of millions of pounds in new accessible vehicles since 2000 and will continue to do so in the drive towards comprehensive accessibility for all types of vehicle by 2020. There are parts of the country that will always require subsidy and given the powers available under the Transport Act 1985 it is up to local authority decision-makers to judge where to prioritise expenditure on socially necessary services.

It is essential to identify the economic, social, health and welfare contributions that local bus services make to the nation and communities. He said that one way to get buses climbing the list of priorities was to articulate their undeniable link to the higher level targets in the Single Outcome Agreements in the Scottish Government/CoSLA Concordat. He advocated a 'ladder of integrated thinking, policy making and decision-making' to establish their role in the delivery of key national and more emotive policies. He drew on a *Centre for Cities* report in 2008 to outline rungs of a ladder which would involve the integration of (1) public transport information (2) public transport services (3) ticketing (4) inter-sector partnership between providers (5) transport authority co-operation (6) transport and land use (7) education, health and social services. (He welcomed the performance audit of transport for health and social care to be undertaken by Audit Scotland) and (8) the environment, social and economic policy. This latter was the 'holy grail' for SATA if it wished to achieve its objectives.

Following questions about how to move the agenda forward, including the role of CPT, CoSLA, Regional Transport Partnerships, staff training and the use of technology and branding on buses, Stan Flett warmly thanked Brian for his presentation.

8. AOCB

No other business was raised by members.

9. Close and Next Meeting

Stanley Flett closed the meeting and looked forward to the next meeting at 1.30 pm on Tuesday 8th February 2011 at the Forth Valley Sensory Centre, Camelot, Falkirk.