

# **SATA**

## **Scottish Accessible Transport Alliance**

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Scottish Charity No SC027600

### **Manifesto 2011**

#### **1. About SATA**

The Scottish Accessible Transport Alliance (SATA) was launched in June 1995 to bring the users, planners and providers of transport services together to improve the accessibility of vehicles, vessels and rolling stock, and to provide a range of affordable services, good communication and information, and appropriate support and assistance for disabled people and people with reduced mobility. It now has over 70 individual and corporate members drawn from the voluntary, public and private sectors across Scotland.

#### **2. Objective**

The aim of SATA is to work for the provision of accessible transport as a basic right for all people and to mobilise as many disabled people and people with reduced mobility as possible so that they can enjoy the benefits of travel and have equal opportunities to education and training, health and social services, leisure, recreation and other amenities.

#### **3. Rights and policies**

The UK Government is committed to comprehensive rights for disabled people. It states that 'an integrated transport policy, which encompasses accessible public transport, public transport infrastructure and a barrier-free pedestrian environment, is fundamentally important to delivering that commitment'.

Scotland's National Transport Strategy (2006) set the promotion of social inclusion as one of its 5 high level objectives and the improvement of quality, accessibility and affordability as one of its 3 key outcomes to give people a choice of public transport. Regional Transport Partnerships, local authorities and transport businesses were to be key partners in delivering these strategic outcomes. Access was said to be particularly important for certain groups, such as for older and disabled people, many of whom had difficulty in travelling and would like to travel more.

#### **4. Legislation**

Disabled people should be able to enjoy the same rights, choices and opportunities to use the whole transport and transport environment as non-disabled people. Under the Disability Discrimination Act 1995 it is unlawful to discriminate in the provision of goods, facilities and premises including transport services. The UK Government has also taken powers under the Act to regulate the accessibility standards of land-based transport vehicles, such as trains, buses, coaches and taxis.

Under the 2005 DDA all public authorities have a general duty to promote disability equality and to take steps to account for people's disabilities, even those where that involves treating them more favourably than others.

#### **5. Disabled people and their needs**

Using the definition of disabled people in the DDA 1995, Scotland is estimated to have one million disabled adults, that is 20% of the population. Of these 73% have some form of hearing loss, 45% some form of mobility impairment, 25% will experience a mental health problem, 4% are registered blind/partially sighted and more are visually impaired, 1.8% have a learning disability, and 1.5% depend on a wheelchair for mobility. Over 2500 have dual sensory loss.

Research has shown that for disabled people, transport is the single most important concern at the local level and that the main barriers are the simple lack of accessible services (especially door-to-door transport), vehicle and infrastructure design, waiting times, the attitudes of staff, poor information and high costs (especially taxis). As a result they travel one third less often than other transport users.

## **6. Commitment to action**

SATA has a strong and public commitment to the following actions:

- to support, and where necessary campaign to strengthen, existing disability rights legislation and regulation in respect of public transport;
- to support measures to increase the availability, accessibility and affordability of transport services and in particular:

(1) actions which will reveal the full extent and nature of the unmet needs of disabled people for transport of all kinds, ways to meet them and monitor progress;

(2) a strategy for delivering more door-to-door, demand-responsive transport (DRT) services, including the necessary guidance and finance;

(3) the widening of eligibility for the national Scotland-wide concessionary bus travel scheme to include disabled people on the lower rate of DLA and also to include travel on community transport and door-to-door demand responsive transport (DRT) services;

(4) steps to set national standards and provide funding to expand the provision of concessionary taxi fare ('Taxicard') schemes;

(5) better and more frequent access to local air and ferry services, especially for disabled people in island communities;

(6) national programmes and standards for the training of transport staff at all levels in disability awareness and service delivery;

(7) more effective ways of involving disabled and older people in policy making and the delivery of transport services.

## **7. Invitation**

SATA invites others, in particular all political parties, to support these actions and include them in their own manifestos. We are very willing to engage in discussion about them and enlarge on them. Nor are they exhaustive - there are many other things that can be done to help achieve our objectives. Please contact us.

## **8. Further information**

For further information about SATA and its activities, visit our website [www.scottishaccessibletransport.org.uk](http://www.scottishaccessibletransport.org.uk),

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Date: January 2011

