

**SATA**

**Scottish Accessible Transport Alliance**

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**Scottish Charity No 027600**

**Networking on Transport**

**ANNUAL REPORT**

**2006/7**

# **Scottish Accessible Transport Alliance**

## **Annual Report 2006/7**

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### **1. Introduction**

SATA is a Scotland-wide association of individuals and groups whose aim is to work for the provision of accessible transport as a basic right for all people. This report outlines its concerns and activities over the year to the Annual General Meeting on 13<sup>th</sup> September 2007.

### **2. Membership**

The membership of SATA is made up of individuals and representatives from a mix of voluntary, statutory and commercial organisations, including many groups of disabled people, local authorities, national agencies and transport operators. Currently the total number of members is 76, comprising 60 corporate bodies and 16 individuals. These are listed in Appendix A.

Membership is based on the payment of an annual subscription unless waived by the Management Committee, the rates to be agreed at an Annual General Meeting or Special Meeting.

All members are invited to 'full' and 'open' meetings and receive copies of agenda, minutes and other papers. Between meetings they are kept abreast with transport developments and issues.

### **3. Full and Open Meetings of Members**

SATA's constitution says that full meetings of SATA members should be held not less than three times a year. It has been decided that some of these will be advertised as being open to non-members. In line with this, full meetings took place at Dial-a-Journey, Stirling, on the afternoons of 16<sup>th</sup> November and 8<sup>th</sup> February. An open meeting took place in Inverness on 17<sup>th</sup> May and another will be held in Edinburgh following the AGM on 13<sup>th</sup> September.

Agenda items have included information exchange and feedback from other meetings and conferences. The following gave presentations:

**February:** Gordon Catchlove, Fraud Prevention Officer, City of Edinburgh Council, on Blue Badge Scheme Enforcement.

**May:** Ranald Robertson, Programme Manager, HITRANS, on Making Bus Services Across the Highlands and Islands More Accessible.

The subject for presentations at the **September** meeting will be Demand Responsive Transport – Developing Flexible, Affordable and Coordinated Services. The speakers are Alastair Short of SESTRAN and Wayne Pearson of Handicabs (Lothian).

#### **4. Management Committee and Office Bearers**

Meetings of the Committee were held immediately before the full meetings in Stirling in November and February on the dates given above. In May the committee met in Stirling on 10<sup>th</sup> May, a week before the open meeting in Inverness.

At the AGM in September, Stanley Flett, Maggie Killin, Alan Rees and Peter Ingram-Monk were re-elected respectively as Chairperson, Secretary and Treasurer/Membership Secretary. Peter Ingram-Monk resigned in March due to pressure of work. Alan Rees took over his responsibilities on an interim basis from April at the start of the new financial year.

The following were elected as Committee Members: Paul Cross, Bob Edwards, Douglas Gilroy, Victoria Cunningham, Pat McGuigan, Jim Ritchie and Muriel Williams.

#### **5. Business**

The following matters were considered during the year:

##### **Scottish Parliament**

The report ‘Removing Barriers and Creating Opportunities’ produced by the Parliament’s Equal Opportunities Committee in March which made 27 recommendations on transport. The report was the result of a long running inquiry following the European Year of Disabled People in 2003. Among the recommendations was a call for a “coherent and comprehensive strategy for achieving equality of mobility for disabled people” which should be “an

integral part of national, regional and local transport strategies” and backed up by “clear target setting and monitoring”. Disabled people should be actively in the strategic development, design, implementation and monitoring of transport services.

Jackie Bailie MSP published her proposals for a Disabled Person’s Parking Bill. SATA members welcomed them and now hope the proposals will go forward in the new session following the May elections.

### **Scotland’s National Transport Strategy**

The Scottish Executive consulted on its National Transport Strategy (NTS) in April 2006 and SATA responded in July as reported in last year’s annual report. It was finally published in December in full and summary form and was later followed by ‘daughter’ documents on bus and rail services.

Included in the National Strategy was a commitment to “promote improvement of the overall accessibility of the transport network for older and disabled people and those with limited mobility”. The Executive said “We would like to see duties for transport authorities and providers enforced and policed through the setting of targets that are clear and can be properly monitored. Such targets need to relate to measurable outcomes of transport initiatives rather than the provision of services. Contracts with transport operators should include specific relevant performance measures.”

On taking office after the May election, the new administration has undertaken to pursue the strategy whilst reassessing some of the major transport projects put forward by its predecessors.

### **Transport Scotland**

Representatives of the new Scottish Executive agency, Transport Scotland, have attended SATA meetings as observers. SATA was represented at meetings of its Scottish Rail Accessibility Forum and the Roads for All working group.

### **Concessionary Fare Schemes**

As reported last year, the Executive introduced the Scotland-wide free bus scheme for older and disabled people from April 2006. It is committed to spending £322 million on the scheme over the next two years including the introduction of smart cards. Since the launch there has been a reported uptake of over 950,000 cards but as SATA anticipated many eligible people

are unable to benefit from the scheme notably because many bus and coach services are inaccessible or unavailable. We therefore welcome the undertaking to review the scheme after two years and as part of this review to consider extending the scheme to include flexible, demand responsive and community transport services.

The Executive consulted on amendments to the Blue Badge Scheme. SATA raised no objection but did oppose the proposal to give local authorities discretion to raise the badge charge from £2 to £20.

### **Regional Transport Strategies**

The seven Regional Transport Partnerships (RTPs) were established during this period and consulted on their Regional Transport Strategies (RTS). SATA representatives attended a number of stakeholder meetings around the country and responded in detail to the various proposals. The May meeting in Inverness was addressed by a representative from HITRANS and at the meeting following the AGM in September a representative from SESTRAN will give a presentation.

### **Disability Rights and Transport**

SATA welcomed the coming into force on 4<sup>th</sup> December 2006 of the provisions of the Disability Discrimination Act 2005 which ended the exemptions under Part 3 of the 1995 Act in respect of transport services. From the same date there were also new provisions for public authorities, including local authorities, health authorities and regional transport partnerships, to have a duty to promote disability equality (the Disability Equality Duty).

The Disability Rights Commission launched a campaign for increased disability rights awareness and published 'A Practical Guide for Buses and Scheduled Coaches', the first of a series of Good Practice Guides for Transport Providers under the heading 'Transport and Discrimination'.

### **Public Transport Services**

#### **(1) Bus coach services**

The national Scotland-wide concession scheme has benefited many older and disabled people but has excluded others because of the absence of accessible services. At the February meeting in Stirling, Stagecoach demonstrated a lift-equipped coach and in June members attended the 'Try a Bus' day in Edinburgh organised by ECAS.

A Young Scot concession scheme for young people aged 16 to 18 was introduced in January and also covered train and ferry travel.

## **(2) Taxi and private hire services**

In November SATA's Secretary attended a meeting of the Scottish Taxi Federation in Stirling over their members' concerns about the impact of the new provisions under Part 3 of the DDA 1995 and to explain SATA's policy.

Along with others, representations were made to the City of Edinburgh Council asking for a review of its policy not to issue taxicards to holders of the national bus Entitlement Card and this was later undertaken and the policy changed.

SATA did not take a position on proposals to amend the licensing regulations for taxi vehicles in the city, recognising that there were many issues involved and its members were reflecting different views.

RADAR asked to use SATA's policy statement on taxis and private hire cars in its publicity campaign.

Members' attention was drawn to a paper 'Improving Access to Taxis' submitted to the European Conference of Ministers of Transport in February amid concerns that the Department for Transport was moving away from its long-standing commitment to introduce mandatory regulations under Part 5 of the DDA.

## **(3) Rail services**

Representatives of First ScotRail have regularly attended meetings and given detailed reports on developments. Network Rail, GNER and Virgin Trains have also attended on occasion.

At the invitation of First ScotRail, members took part in a Mystery Shopper exercise. The UK-wide watchdog 'Passenger Focus' has approached SATA to assist in a similar scheme it is sponsoring.

The impact of ticket barriers, especially for blind and sight impaired people, has been a matter of on-going concern as the installation of these barriers at stations across Scotland has increased. However the provision of additional staff at gates appears to have eased the problem.

Proposals for major improvements at Waverley, Haymarket and Aberdeen have been the subject of consultation, as have the development of Glasgow and Edinburgh airport rail links and the new Airdrie-Bathgate line.

With more rail network responsibilities now devolved to Scotland, Transport Scotland will shortly be consulting on a revision of the train and station Code of Practice as will First ScotRail and other operators on their Disabled Persons' Protection Policies (DPPPs)

#### **(4) Air services**

SATA responded positively to the earlier consultation on EU proposals for regulations regarding the carriage of disabled people and people with reduced mobility when travelling by air. We welcomed the introduction of these regulations and proposals to enforce them partially from July 2007 and completely from July 2008 whilst at the same time having concerns about the ability of small airports to implement them without additional government funding.

#### **(5) Ferry services**

In association with stakeholders, including the Mobility and Access Committee for Scotland (MACS) the Disabled Persons Transport Advisory Committee (DPTAC) has been revising its guidance on the design of ferries. MACS has a particular concern for the accessibility of small vessels operating between the Scottish islands.

### **Transport Environment**

Transport Scotland has undertaken an audit of the trunk road network to meet its duties under the Disability Equality Duty and SATA assisted Halcrow in the gathering of evidence as well as being represented on a working group.

Initiated by SATA member, Peter Ingram-Monk, the School of the Built Environment at Heriot Watt University has successfully run a number of courses on Inclusive Environmental Access and Design. To assist students to understand the mobility and transport implications, Alan Rees was commissioned to write 'Place to Place' as a guide to sources of information on transport policies and services in Scotland. This is now being updated and made more widely available.

## **6. Contacts with other organisations**

As well as its members, SATA maintains contact with the following:

Access Exchange International

Access for All Forum

Association of Train Operating Companies (ATOC)

Borders Rural Transport Forum

Bus and Coach Watchdog

Department for Transport

Derek Haldane Consultancy

Describe Online

Dial-a-Journey, Stirling

Disabled Persons Transport Advisory Committee (DPTAC)

Disability Rights Commission

Halcrow

HITRANS

JMW Ltd

Mobility and Access Committee for Scotland (MACS)

Mobility Choice (re Mobility Roadshow Scotland)

NESTRAN

Network Rail

Reid-Howie Associates

Scottish Executive (various departments)

Scottish Parliament (committees and cross party groups)

Scottish Transport Studies Group

SESTRAN

TACTRAN

Transport Initiatives Edinburgh (tie Ltd)

Transport Research Institute, Napier University

UK Disability Forum for Europe

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## **7. Finance**

SATA's financial year runs from April to March.

### **Income**

Income is mainly derived from annual subscriptions from individual and corporate members. This has significantly increased over the period and members are listed in Appendix A.

Other sources of income are bank interest and individual, corporate and trust donations. We acknowledge financial support from The Ian Mactaggart Trust and Halcrow. Applications for grants from the Scottish Executive and The Big Lottery have proved unsuccessful. Approaches to motor manufacturers and transport operators have yet to gain support.

### **Expenditure**

SATA has no paid staff or office and so currently funds are only required to meet the expenses of office bearers and other members working in a voluntary capacity. Even so expenditure has exceeded income especially on travel.

### **Balance**

For a second year a deficit has been incurred which has eaten into reserves and reduced the balance to an unsustainable low level. The situation was addressed in a Business Plan which set out SATA's key objectives and the resources needed to meet them. Work on this is ongoing and in the meantime measures are being taken to limit expenditure to a minimum.

An income and expenditure statement for the 12 months to March 2007 is shown in Appendix B.

### **8. Appreciation**

The Office Bearers and Management Committee members record their appreciation of all who support SATA and contribute to its activities. They look forward to this continuing and developing in the coming year to strengthen the organisation and achieve its aims.

**For copies of this report, to ask for it in different formats, or to make comments on it, please contact:**

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**August 2007**

## **Appendix A - Members**

**Corporate Members** Aberdeen Action on Disability  
Aberdeen Disability Action Ltd  
Aberdeenshire Independent Travel Project  
Angus Transport Forum  
Arthritis Care in Scotland  
Artlink Edinburgh  
Badenoch & Strathspey Transport Company  
Capability Scotland  
Community Transport Association UK  
Cumnock Doon Valley Access Panel  
Deeside Access Panel  
Democracy, Disability and Society Group  
Disability Advisory Group, Aberdeen  
Disability Shetland  
Disability West Lothian  
Disabled Persons Housing Service  
Dumfries & Galloway Access Panel  
Dumfries & Galloway Centre for Independent Living  
Dumfries & Galloway Coalition of Disabled People  
Dundee Accessible Transport Action Group (DATAG)  
ECAS  
ENABLE Scotland  
Elap Engineering Ltd  
Fife Council Transportation Service  
Fife Independent Disability Network  
First ScotRail Ltd  
Forum on Discrimination, Edinburgh  
Glasgow Access Panel  
Glasgow Centre for Inclusive Living  
Gordon Disability Action  
GNER  
Handicabs (Lothian)  
Help the Aged (Scotland)  
Highland Council, TEC Services, Inverness  
Highlands & Islands Equality Forum (HIEF)  
Inclusion Scotland  
Inverclyde Council on Disability  
Journeyplan Ltd

Leonard Cheshire  
Lochaber Action on Disability  
Lochaber Disability Access Panel  
Lochaber Transport Forum  
London Taxis International Vehicles Ltd  
Lothian Community Transport Services  
National Federation for the Blind  
North Lanarkshire Disability Forum  
Northlink Ferries  
Orkney Disability Forum  
PAMIS  
Prestonfield Neighbourhood Project  
RADAR  
Scottish Council on Deafness  
Scottish Disability Equality Forum  
South Edinburgh Amenities Group (SEAG)  
Strathclyde Partnership for Transport (SPT)  
TRANSform Scotland  
Visibility  
West Dunbartonshire Access Panel  
West Dunbartonshire Partnership (WDCPP)  
WRVS

**Individual** Ballantine, John  
**Members** Campbell, Jean  
Cross, Paul  
Flett, Stanley  
Gilroy, Douglas (Hon. Life Member)  
Goodall, Jan  
Greener, Jennifer  
Ingram-Monk, Peter  
Killin, Maggie  
MacDonald, Mina  
Patullo, Thomas  
Rees, Alan, MBE  
Ritchie, James  
Robinson, Terry  
Sim, Ruth  
Williams, Muriel (Hon. Life Member)

**Appendix B - Income and Expenditure Statement  
for the year to 31<sup>st</sup> March 2007**

Balance at 1 <sup>st</sup> April 2006	£	£
		1,492.72
<b>Income</b>		
Subscriptions	1,040.00	
Contributions	200.00	
Bank Interest	8.53	1,248.53
<b>Expenditure</b>		
Travel	724.00	
Printing & Stationery	434.93	
Telephone & Postage	223.66	
Subscriptions	30.00	
Meetings	424.62	
Computer Services	523.91	2,361.12
Balance at 31 <sup>st</sup> March 2007		<u>380.13</u>

**Represented by:**

Bank account	476.22
Uncashed cheques	96.09
	<u>£380.13</u>

Prepared by Peter Ingram-Monk  
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**For details about SATA  
Including meeting dates, proceedings, links and how to join,  
Visit our website ~**

[www.scottishaccessibletransport.org](http://www.scottishaccessibletransport.org)

