

Mobility and Access Committee for Scotland (MACS)

Work Plan: April 2021 – End March 2022

The Mobility and Access Committee for Scotland (MACS) is a non-departmental advisory public body. Within the founding legislation the Scottish Ministers have defined the overall aim for MACS as follows:

“MACS will consider such matters relating to the needs of disabled persons in connection with transport as the Committee think appropriate and give advice to Scottish Ministers”.

In doing so, the Convener aims to ensure, that MACS’ policies and actions supports the wider strategic policies of the Scottish Ministers. This aligns with the Memorandum of Understanding (MoU) between MACS and Transport Scotland (TS), our Sponsors. MACS Strategic Remit is:

- To give Scottish Ministers advice on aspects of policy, legislation and practice affecting the travel needs of disabled people.
- To take account of the broad views and lived experiences of disabled people when giving advice.
- To encourage awareness amongst disabled people in Scotland of developments which affects their mobility, choices and opportunities.
- To work closely with SG and ensure our work programme complements the work being undertaken by the Inclusive Mobility and Transport Committee (IMTAC), the Disabled Persons Transport Advisory Committee (DPTAC), the Equality and Human Rights Commission (EHRC) and other organisations, voluntary and statutory.
- To promote the travel needs of disabled people with designers including transport planners and operators so that these are fully taken into account in the development of vehicles and infrastructure and delivery of services.
- To monitor and evaluate the effectiveness of our work against the above aims and objectives in improving travel opportunities for disabled people in Scotland.

MACS Vision

"MACS believes in a Scotland without the barriers that isolate and exclude disabled people from making their choice of successful door to door journeys"

The Committee's Work Plan

This work plan sets out an overview of the work that the Mobility and Access Committee for Scotland plans to do from April 2021 – end March 2022 in pursuit of its five high level objectives.

It is derived from MACS Strategy for 2021-2024 and has been agreed by MACS Committee Members prior to seeking approval from the Cabinet Secretary for Transport, Infrastructure and Connectivity. It covers the following areas necessary to deliver on our strategic remits and progress our objectives:

- Engaging with disabled people (listening, learning and advocacy)
- Engaging and collaborating with key stakeholders (providing advice, challenge and scrutiny)
- Engaging with Scottish Ministers and providing advice on the travel needs of disabled people
- Responding to consultations and calls for evidence (advocacy)
- Providing guidance and scrutiny to the National Transport Strategy (NTS2) and the Accessible Travel Framework (ATF)
- Developing and learning as a Committee, and
- Monitoring and reporting on our performance.

1. Engaging with disabled people (listening, learning and advocacy)

MACS members will reach out to disabled people and use their existing networks to listen and understand the challenges and needs of disabled people in relation to using public transport. We will take account of these broad views and the lived experiences of disabled people when giving advice and encourage awareness amongst disabled people in Scotland of developments, which affects their mobility, choices and opportunities.

Where we feel an area needs a deeper level of engagement we will undertake this through polls/surveys to gather evidence, roundtable discussions, conferences or themed webinars. For 2021-22 MACS will engage more intensely around the following areas:

- Closing the Mobility Gap through the NTS2 and the ATF
- Making active travel work for disabled people, including through Spaces for People initiatives
- Motability and the Scottish Governments Accessible Vehicle and Equipment Scheme (AVES)
- Transport to Health and Social Care, including the review of Adult Health and Social Care Services
- Demand Responsive Transport, including highlighting inequalities with the National Entitlement Card (concessionary travel) and taxi schemes (linked to tackling inequalities and reducing the mobility gap)
- The 20 minute neighbourhood concept, and
- The National Islands Plan and Islands Connectivity Plan

The above areas will link to developing policies such as Mobility as a Service and Mobility Hubs.

During our work we will ensure connections are made between the need for an accessible, easy to use and affordable public transport system that works for everyone to assist with overcoming some of the negative impacts from C-19 such as more disabled people and older people being at risk of social isolation and loneliness.

2. Engaging and collaborating with key stakeholders (providing advice, challenge and scrutiny)

MACS members will continue to engage with key stakeholders including Scottish Ministers, Transport Scotland, Regional Transport Partnerships, Local Authorities, NHS Boards, Integration Joint Boards, Transport Providers, Relevant Public Bodies, the Society of Chief Officers of Transportation in Scotland (SCOTS), Disabled People Organisations (DPOs), Disability Organisations, the Equality and Human Rights Commission (EHRC), Scottish Road Works Commissioner (SRWC) and our advisory committee colleagues from the Inclusive Mobility and Transport Accessibility Committee (IMTAC) and the Disabled Persons Transport Advisory Committee (DPTAC).

Each workstream will produce an “areas of engagement” matrix, Appendix One, showing key projects of interest. This will be reviewed by the full committee twice yearly and will inform who MACS need to engage with and feed into our work plans. We will use these engagement opportunities to share learning, share successes, pull resources and gain “buy in” to cross organisational, sector or nation initiatives.

3. Engaging with Scottish Ministers and providing advice on the travel needs of disabled people

The Committee’s outputs from areas one and two will stand us in good stead to keep ministers advised on the travel needs and challenges for disabled people. We will identify relevant Ministers to engage with and prepare pre meeting briefing to ensure we maximise our aims and objectives from Ministerial meetings. We will continue to work across Ministerial portfolios.

The Committee will also advise Ministers of significant issues as they arise to keep Minister sighted and where possible offer solutions to explore to address the challenges.

The Committee will respond to asks from Ministers as appropriate.

4. Responding to consultations and calls for evidence (advocacy)

To ensure we contribute to strategy and policy development, the Committee will respond to appropriate consultations and calls for evidence using the information we have gathered through engagements

and from disabled people and/or their representatives. Our consultation responses and calls for evidence will be published on the MACS website.

5. Providing guidance and scrutiny to the National Transport Strategy (NTS2) and the Accessible Travel Framework (ATF)

MACS have a position on the NTS2 Delivery Board, the Transport Equalities Network and the ATF Steering Group. We will continue to engage with these boards and groups (and others) to provide advice, provide scrutiny and offer challenge to the progress of the NTS2 and ATF. We will ensure disabled people's views and their needs are heard within these forums.

Our work in this area will be overseen by the Planning and Strategy Co-Lead and supported via dedicated and themed full committee sessions, where external stakeholders may be invited to give updates.

We will feed back the findings from our reviews of progress annually, highlighting areas of good progress and identifying lags or gaps in reducing the mobility gap and within the reducing inequalities pillar of NTS2.

6. Developing and learning as a Committee

It is important that the Committee continues to learn and develop its members, especially as we hope to welcome several new members joining the Committee. This will be achieved through the performance appraisal process and also through a schedule of themed development days and committee learning sessions.

7. Monitoring and reporting on our performance.

The Committee will monitor its progress at regular intervals through the four Main Committee Meetings, the Workstream Leads Meetings, the Planning and Strategy Meetings, Scoping Days and by reporting progress and sticking points annually within the Annual Report, which is signed off by the Cabinet Secretary for Transport, Infrastructure and Connectivity and then laid before parliament.

An overview of the Committee's governance checks and balances is displayed within Appendix two.

Developing the Committee's Strategic Plan

MACS has identified a number of areas that will be longer term priorities and work to progress these has been outlined within the five high level objectives within our strategic plan for 2021-2024. These will be revisited annually at “MACS Scoping Day” in November to refresh and align with relevant Programme for Government commitments and to ensure MACS strategy remains current to assist with the delivery of the wider Ministerial and Scottish Government Policies.

Appendix One: Committee Structure (key work areas & engagements by work-streams)

Descriptor: This graphic shows MACS key work areas and engagements by work-stream. The Planning and Strategy Workstream over arches the modal work-streams and co-ordinates activities and learning to prevent silo working. The diagram contents are also displayed in text version below.

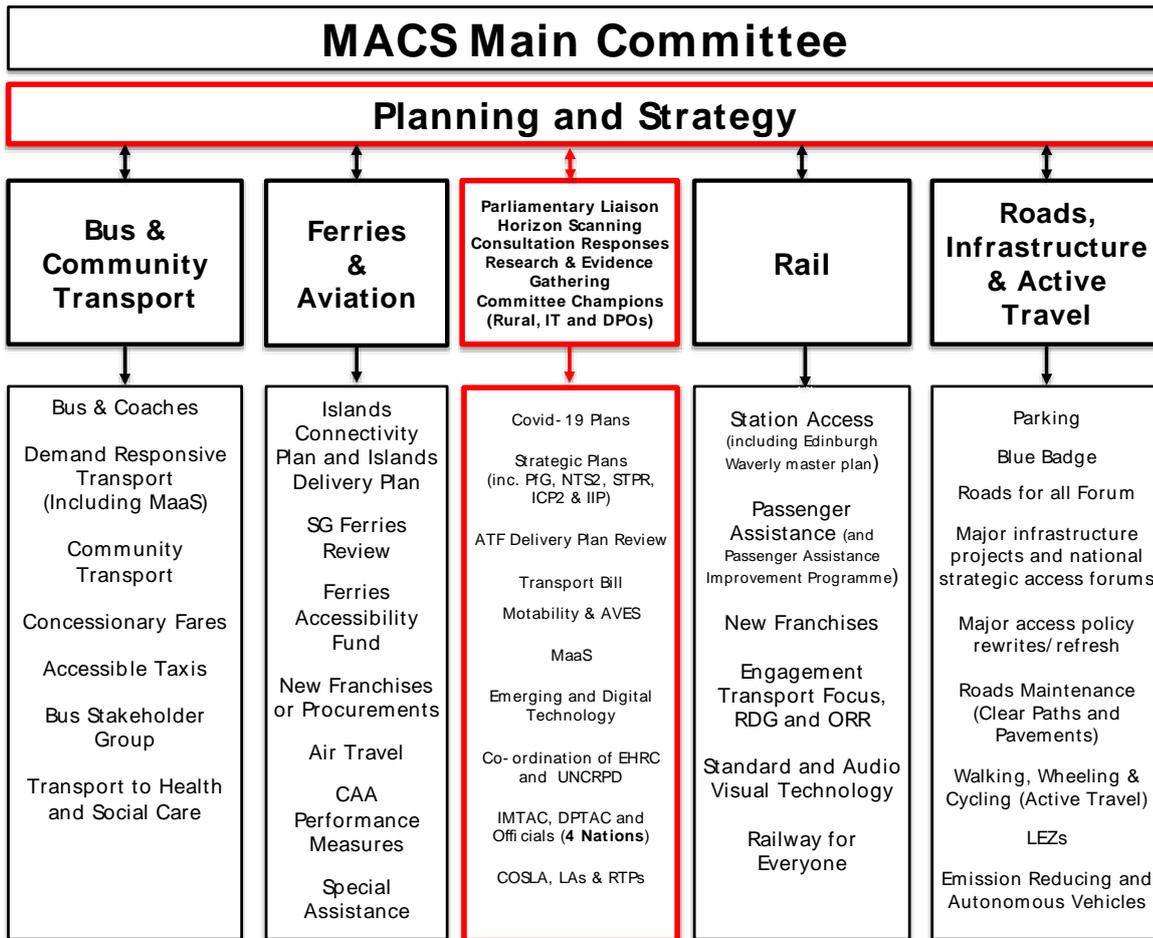
Planning and Strategy: Parliamentary Liaison, Horizon Scanning, Consultation Responses, Research & Evidence Gathering, Committee Champions (Rural, IT and DPOs), Covid-19 Plans, Strategic Plans (including PfG, NTS2, STPR2, ICP & IIP), ATF Delivery Plan Review, Transport Bill, Motability & AVES, MaaS, Emerging and Digital Technology, Co-ordination of EHRC and UNCRPD, IMTAC, DPTAC and Officials (4 Nations), COSLA, LAs & RTPs.

Bus and Community Transport: Bus & Coaches, Demand Responsive Transport (Including MaaS), Community Transport, Concessionary Fares, Accessible Taxis, Bus Stakeholder Group, Transport to Health and Social Care.

Ferries and Aviation: Islands Connectivity Plan and Islands Delivery Plan, SG Ferries Review, Ferries Accessibility Fund, New Franchises or Procurements, Air Travel, CAA, Performance Measures, Special Assistance.

Rail: Station Access (including Edinburgh Waverly master plan), Passenger Assistance (and Passenger Assistance Improvement Programme), New Franchises, Engagement Transport Focus, RDG and ORR, Standard and Audio Visual Technology, Railway for Everyone.

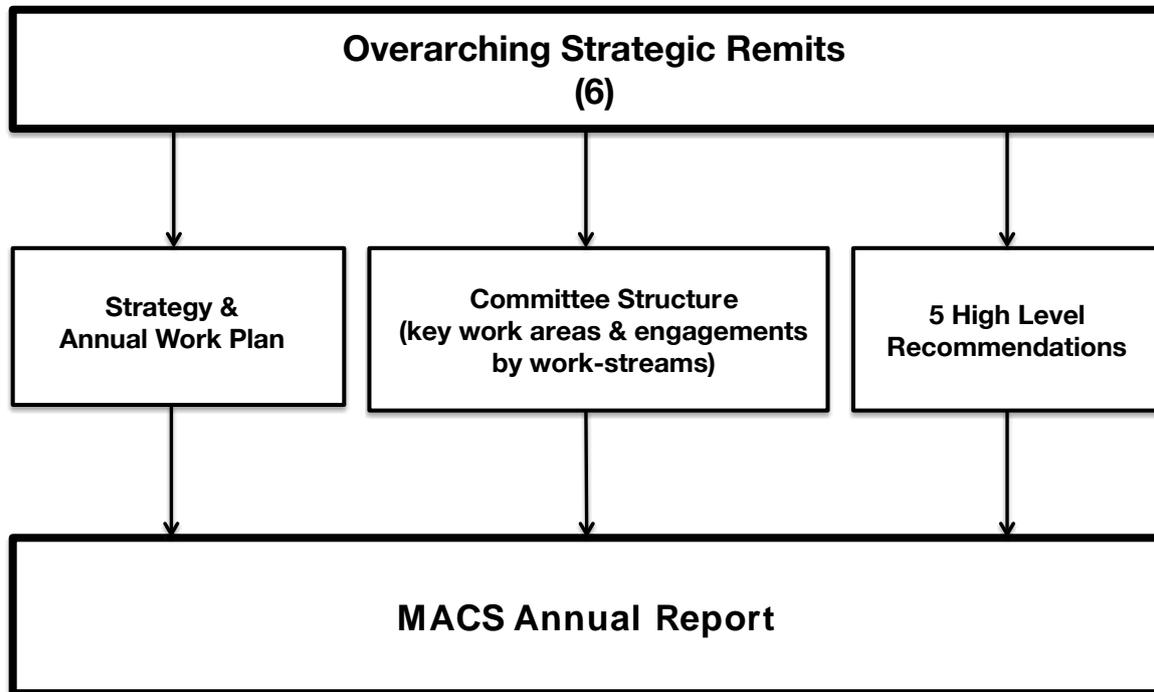
Roads, Infrastructure and Active Travel: Parking, Blue Badge, Roads for all Forum, Major infrastructure projects and national strategic access forums, Major access policy rewrites/refresh, Roads Maintenance, Clear Paths and Pavements, Walking, Wheeling & Cycling (Active Travel), LEZs, Emission Reducing and Autonomous Vehicles.



Appendix Two: This shows the inter-connected layers of checks and balances to ensure MACS fulfils its governance remit.

Descriptor: the graphic below confirms that MACS has six overarching Strategic Remits dropping into the Strategy and Work Plans and the five High Level Recommendations, which drive the Committee's key work areas and engagements. The diagram shows that the output is MACS Annual Report that evidences progress and is laid before parliament. The above fulfil MACS governance checks and balances.

Governance Checks and Balances



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