

**Minutes of Meeting held on Tuesday 20<sup>th</sup> April 2021  
Via Microsoft Teams 1100 – 13:00**

**Present:**

Linda Bamford (LB) - Chair  
Michael Tornow (MT)  
Naghat Ahmed (NA)  
Fraser Sutherland (FS)  
Audrey Birt (AB)  
Hussein Patwa (HP)  
Marsali Craig (MC)  
Joanne Devitt (JD)  
Susan Fulton (SF)  
David Hunter (DH)  
Keith Robertson (KR)  
Hilary Stubbs (HS)

**Secretariat:**

Karen Armstrong (KA) – Deputy Sponsor (joined at 1120-1200 hours)  
Maureen Olliffe (MO) – Accessible Travel Policy  
Alexis Devlin (AD) - Secretariat

**Agenda item 1: Welcome, Apologies and Housekeeping.**

1.1 The Convener welcomed everyone to the meeting and introduced everyone for orientation purposes.

1.2 The Convener apologised for the absence of the minutes from the January 2021 Main Committee Meeting. She explained that the note of the meeting with the Minister for Older People and Equalities had been agreed and the discussion and subsequent actions on the Strategic Plan and Work Plan had been progressed. These documents had now been approved by the Cabinet Secretary for Transport, Infrastructure and Connectivity.

The Convener explained that the draft minute of the remainder of the January 2021 meeting would be circulated shortly for committee member's comments and then approval prior to being published on the MACS website.

**Action Point One:** Secretariat to circulate the minutes from the January 2021 Main Committee meeting to the full committee for comment and then to finalise and post of MACS website.

## **Agenda item 2: Update from Convener (including any questions from the Convener's report – super report)**

2.1 The Convener drew attention to and discussed page 2 of the Convener's Update Report. This gave more information on 20 Minute Neighbourhoods, which was an area from the Programme for Government (PfG) commitments the committee agreed they would work around. MACS and Disability Equality Scotland have been working in partnership with the Health and Social Care Alliance (The Alliance), who have now released dates for four themed events to take a deeper look at 20 minute neighbourhoods and what this means to disabled people. The Convener encouraged members to sign up for events where they had an interest. DH and AB would be presenting at one or two of the themed events and AB and the Convener would be assisting with facilitating some of the group breakout discussions.

2.1.1 The Convener continued to explain how this tied into MACS focus on the first and last mile of journeys, inter modal connections and the need to prioritise people's thinking and actions around clear, well maintained, clutter free pavements with ample drop kerbs to improve accessibility in local neighbourhoods, access to local amenities and public transport.

The Convener asked if everyone was content with the proposed approach in line with the recently agreed work plan. A committee member stated that Active Travel was now a feature in most, if not all, political parties manifestos and that this is something MACS should consider in more detail to continue to push for progress in inclusive active travel.

2.1.2 There was a general consensus that these manifestos included many areas MACS had been trying to progress as a follow up to their external engagements/discussions and what they were hearing from disabled people in relation to the barriers to active travel and how "left behind" disabled people felt with this agenda.

2.1.3 LB and KR gave a brief update on some of their engagements with TS Active Travel Team. These meetings focussing on the need to

promote the need for active travel to be more inclusive but also highlighted that currently disabled people were being excluded from many initiatives and projects such as on street bike hire schemes. These discussions were continuing and TS Active Travel Team (Sustainable Transport Policy Officer), had agreed to run a National Survey on non-standard bike hire schemes to explore this and identify what could be done to reduce these inequalities.

DH had also been engaging with TS Head of Sustainable and Active Travel, highlighting the needs of pedestrians and wheelies. These discussions are focussing on local neighbourhoods, pedestrian access to services and routes to bus stops and transport termini etcetera.

The Convener continued to have regular catch ups with the Behaviour Change Policy Lead in the Active Travel Team and these discussions focussed on the gaps but also on looking at behavioural changes to promote more inclusive active travel.

### **Agenda item 3: Sponsor Team Update**

3.1 The Deputy Sponsor joined the meeting and gave her update, which included on-going work on the 2020-21 Annual Delivery Plan, MACS recruitment, the publication of the WSP (consultants commissioned to carry out research) Report on inclusive design in Town Centres and Busy Street areas and finally the launch of the hate crime charter on public transport on 24 March 2021.

MACS asked about the update in relation to Active Travel within the Sponsor team paper (referring back to the previous discussion before KA joined) and their understanding that in the eventuality that Councils were not able to spend their full Spaces for People allocations this would be rolled into Sustran's Places for Everyone budgets. MACS wanted to raise a suggestion that a new accessible funding stream might be created. KA suggested the best way to approach this would be to write to the Head of Active and Sustainable Travel directly.

3.2 A discussion followed in relation to the next generation travel data for the Traveline App and a series of workshops that Transport Scotland are currently undertaking to define the necessary technical functions and non-functional requirements. A webinar is being scheduled dedicated to exploring and understanding disabled peoples user needs, looking at research undertaken to date, emerging service changes and associated

standards. The outputs from this will feed into this next stage in Traveline's development.

3.3 A suggestion was also given to introduce an update on Mobility as a Service (MaaS) and Demand Responsive Transport (DRT) in future Sponsor Team Updates. The Deputy Sponsor agreed this was a good idea and to action this, and also to perhaps enhance the update, by asking MACS members in advance of each main committee meeting if there was anything particular from TS policy teams that they also wanted included in addition to the usual modal updates.

**Action Point Two:** Sponsor Team report to include an update on MaaS and DRT

**Action Point Three:** Deputy Sponsor to check in with MACS members, while preparing Sponsor Team Update paper, to identify any areas the committee wish information on.

#### **Agenda Item 4: Workstream Leads Update**

**4.1 Planning and Strategy:** DH gave a brief overview of MACS Motability Sub Groups work and confirmed that he was scheduled to speak about MACS current position on Motability at the 4 Nations meeting at the end of April 2021. He confirmed the main areas of concerns to MACS remained value for money and they intended to make 2 asks to the CEO of Motability (Barry Le Grys).

1. That Motability Customers receive an annual dividend return from the profits generated from customers payments via Personal Independence Payments and Disability Living Allowance.
2. That customers are allowed to keep their leased power wheelchairs, mobility scooter or mobility aids at the end of the lease period, rather than return for resale and further profits for Motability, given that these mobility aids would be more than paid for during the lease period given the costs of leasing.

The Committee confirmed that they were in agreement with this position.

**4.3 Rail:** HP provided an updated on the following areas.

At a recent Office of Road and Rail (ORR) meeting, tactile surfaces at train stations was raised but as a health and safety issue and not an accessibility one.

A staff passenger assistance booking application is being released to assist and track passengers that require assistance, with further updates released later in the year.

During this quarter the Rail Workstream members continued to attend meetings with Transport Scotland Rail Policy Team officials and a meeting would be set up to introduce the new MACS Members to the TS Rail Team.

<p><b>Action Point Four:</b> Secretariat to send out a Doodle poll to set up the next round of meetings between MACS Rail Workstream and TS Rail Policy Leads.</p>
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**4.4 Bus and Community Transport:** AB provided an updated on the following areas.

Work-stream members attended a recent pre-consultation meeting on Community Transport and found this a useful opportunity to feed into this key piece of work early.

An update was given in relation to the next scheduled meeting of the taxi work, where they are discussing the good practice guide and the on-going survey in relation to taxi card schemes, driver training and make-up of the accessible taxi fleet in each Local Authority area.

The Secretariat has sent out a Doodle poll seeking available timings for the next meeting.

**4.5 Roads, Infrastructure and Active Travel:** KR provided an updated on the following areas.

Arrangements and the agenda content for the Development Day taking place in April 2021. The Secretariat will resend the information to attendees.

KR raised the committee's attention to the research in relation to kerb and pavement heights. On 19 October 2009 the report of experiments that took place in May and June 2009 at the University College London's Pedestrian Accessibility Movement and Environment Laboratory

(PAMELA) on behalf of guide dogs determined that the minimum height of the kerb that someone with a long cane or a guide dog could follow was 60 mm. However, this research was flawed because it was carried out only under laboratory conditions.

Even though most of us agree that 60 mm should be the minimum height required for the delineation kerb it is felt that this information, as it stands, cannot adequately be contained within the research on inclusive street design or inclusive mobility. As a result, Transport Scotland standards branch will be carrying out research via a consultancy firm to deliver qualitative research into the minimum height for delineation curbs that will stand up to scrutiny and consequently be included in inclusive street design research and inclusive mobility. It should be added that these two documents, for the first time, will be working documents that can be added to at any given time.

The Scottish Law Commission have again been in contact with MACS members to take part in a consultation on the proposed regulatory framework for automated vehicles. SF and KR met with representatives of the Scottish law commission as a precursor to submitting the relevant consultation questions that will affect disabled people. Thereafter, MACS will submit our views on the relevant questions.

**4.6 Ferries and Aviation:** HS provided an updated on the following areas.

The ferries were adapting to the COVID restrictions on social distancing, but this meant a reduction in passenger numbers. This is having an impact on availability of tickets. CALMAC have agreed to give priority to those requiring a hospital appointment or key workers.

North Link Ferries have procedures in place to allow passengers who wish to isolate (not due to infections) to board early and go immediately to a cabin. They have also introduced a special handcuff link for passengers requiring assistance.

The Ferries Assistance Fund has made offers to a number of submissions and work is commencing on projects such as Mallaig Harbour shelter.

Aviation continues to be hit hard, but HS has undertaken a virtual meeting with Glasgow airport to discuss changes to their assistance.

Mobility as a Service (MaaS) second round of awards have been considered by the panel this month and HS has been very pleased to see applications which include Demand Responsive Transport and transport to health. HS represents MACS on this awards panel and provide comments on the accessibility and inclusivity of each submission.

Comments on the consultation on the Islands Plan Route Map have been provided on behalf of MACS.

### **Agenda Item 5: Key Messages for Twitter**

5.1 Rail Workstream Leads – It was agreed that MACS would post a Twitter message regarding passenger assistance for Rail Travel and the reduction notice to one hour from 1 April 2021.

### **Agenda Item 6: AOB**

6.1 HS raised Mobility as a Service (MaaS) as the second phase of funding has been released and applications are now open. Some of the applications are continuations of previous projects and some are brand new.

It was agreed that this item needed more time for discussion and it would be added to the agenda for 4 May 2021, where HS would give an overview and lead the discussion.

**Action Point Five:** Convener to add Mobility as a Service to the agenda for 4 May 2021.

### **Agenda Item 7: Close**

The Convener thanked everyone for attending and closed the meeting.

Summary of Action points from 20 April 2021:

<b>No.</b>	<b>Ref</b>	<b>Action</b>	<b>Update</b>
1	1.2	Secretariat to circulate the minutes from the Jan 2021 Main Committee meeting to the full committee for comment and then to finalise and post of MACS website.	On-going

2	3.3	Sponsor Team report to include an update on MaaS and DRT	On-going
3	3.3	Deputy Sponsor to check in with MACS members, while preparing Sponsor Team Update paper, to identify any areas the committee wish information on.	On-going
4	4.3	Secretariat to send out a Doodle poll to set up the next round of meetings between MACS Rail Workstream and TS Rail Policy Leads.	Completed
5	6.1	Convener to add Mobility as a Service to the agenda for 4 May	Completed