



The Mobility and Access Committee for Scotland

Annual Work Programme 2015-16

Prepared pursuant to regulation 9
of the Mobility and Access Committee
for Scotland Regulations 2002

Effective from 31 March 2015

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1. Summary

1.1 Introduction

The Mobility and Access Committee for Scotland (MACS) was set up under section 72 of the Transport (Scotland) Act 2001 to act as the statutory advisor to Scottish Ministers on disability issues in relation to transport. It is an advisory Non-Departmental Public Body sponsored by Transport Scotland.

Extract from section 72 of the Transport (Scotland) Act 2001

(1) The Scottish Ministers may by regulations establish a committee for the purposes of—

(a) considering such matters relating to the needs of disabled persons in connection with transport as the committee think appropriate; and .

(b) giving such advice to the Scottish Ministers in relation to such matters as the committee think appropriate.

This document sets out our work programme for the period from 1 April 2015 to 31 March 2016. It sets out the things we will do in order to work towards our strategic aims. This document gives details of:

- The MACS vision
- Strategic aims
- Long term strategy
- Work priorities for 2015-16
- Outputs, outcomes and reporting

1.2 The MACS Main Committee

Key issues affecting the mobility of, and transport for, disabled people in Scotland are considered by the MACS Main Committee comprising all MACS members.

Section 3 of this document sets out the issues the Main Committee will focus on during 2015-16 in order to ensure progress towards our vision and strategic aims.

1.3 MACS workstreams

Given the limited number of Main Committee meetings and in order to ensure MACS is responsive and conducts in-depth work, we channel work through several workstreams in addition to the Main Committee.

Each workstream comprises lead members and support members, who pool their expertise and experience. Each workstream interacts with a wide range of key stakeholders.

The workstreams for 2015-16 are:

- **Rail**
- **Roads and Active Travel**
- **Bus and Community Transport**
- **Ferries**
- **Planning and Infrastructure**
- **Liaison**

Section 4 of this document sets out in more detail the remit of each workstream and the issues each will focus on during 2015-16 in order to ensure progress towards the MACS vision and strategic aims.

1.4 Changes in this work programme

Much of the work of the Committee is reactive and cannot be anticipated or planned for in advance. For example, in addition to requests for advice which may be received at short notice from Ministers through Transport Scotland, the Committee is sometimes asked to engage in new areas of work by stakeholders such as transport providers. For this reason, this work programme has been designed in order that the Committee has space to fully consider and respond appropriately to new events.

As an example of a new event in the forthcoming reporting period, it is anticipated that work by Transport Scotland arising from the

Accessibility Summit held on 24 March 2015 may form a substantial new area of work where advice is provided by MACS.

This forms one part of the transport accessibility landscape in 2015-16. MACS shall continually evaluate developments in the landscape so we may consider how best to respond. Any amendments to this work programme will be posted on the MACS website and full account of the year's work will be given in the MACS annual report.

2. Vision and Strategic Plan

2.1 Vision

This is the long term outcome which all of MACS work is designed to bring about, and it states that:

MACS believes in a Scotland where anyone with a mobility problem due to some physical, mental or sensory impairment can go when and where everyone else can and have the information and opportunities to do so.

2.2 Strategic Aims

In furtherance of the above vision MACS has a number of key strategic aims which it will pursue. These are:

1. To give Scottish Ministers advice on aspects of policy affecting the travel needs of disabled people.
2. To take account of the broad views and experiences of disabled people when giving advice.
3. To encourage awareness amongst disabled people in Scotland of developments which affect their mobility, choices and opportunities.
4. To work closely with the Scottish Government and ensure our work programme complements the work being undertaken by the Disabled Persons Transport Advisory Committee (DPTAC), the Scottish Office of the Equality and Human Rights Commission and other organisations, voluntary and statutory agencies.
5. To promote the travel needs of disabled people with transport planners and operators so that these are fully taken into account in the delivery of services.

6. To monitor and evaluate the effectiveness of our work against the above aims and objectives in improving travel opportunities for disabled people in Scotland.

2.3 Long Term Strategy

In order to ensure that our advice to Scottish Ministers and the other work which we undertake is clearly focussed on the long term vision we have adopted, our work is focussed on five specific themes. These are:

1. Ensuring that all travel information is accurate and accessible.
2. Removing barriers to the accessibility of public transport services and infrastructure.
3. The identification and promotion of best practice in all areas of public transport provision.
4. Ensuring that all public transport staff undergo appropriate disability equality and awareness training.
5. Ensuring that public transport networks make full use of all potential service providers, and that transport options are in place for people who cannot get to or use conventional public transport services.

2.4 Our ways of working

Throughout its work and in both Main Committee and workstreams:

- MACS will ensure it provides timely, evidence-based advice to Scottish Ministers and others with responsibility for transport provision,
- MACS will seek to identify, share and promote best practice and report on areas of improvement, and
- MACS will act transparently and in the interests of all disabled people in Scotland.

2.5 National Outcomes

The Scottish Government's Purpose is to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.

Our work is designed to further five of the National Outcomes set by the Scottish Government:

- We realise our full economic potential with more and better employment opportunities for our people.
- We have tackled the significant inequalities in Scottish society
- We live longer, healthier lives
- We live in well-designed, sustainable places where we are able to access the amenities and services we need
- Our public services are high quality, continually improving, efficient and responsive to local people's needs

3. The work of the MACS Main Committee in 2015-16

3.1 Introduction

As explained in Part 1, the Main Committee comprises all MACS members. The Main Committee will meet four times in full session during 2015-16. These meetings will be open to the public and Transport Scotland officials will be present.

3.2 Standing agenda items

Every Main Committee meeting includes an agenda item for Transport Scotland to present an update on current work and seek advice on accessibility impacts. There is also a standing agenda item enabling each MACS workstream to report in its work and seek the advice of the Main Committee where necessary.

The Main Committee will agree the MACS Annual Report:

Extract from Mobility and Access Committee for Scotland Regulations 2002:

10. The committee shall prepare and submit to the Scottish Ministers by 30th June each year a report for the previous financial year which gives advice to the Scottish Ministers on such matters relating to the needs of disabled persons in connection with transport as the committee think appropriate.

At one of the Main Committee meetings it is proposed MACS will meet the Minister for Transport and Islands.

3.3 Other business of the Main Committee

The Main Committee's agenda is agreed by the MACS convener. Other business for the Main Committee over and above that described above will be chosen on the basis of its being valuable to the work of MACS, recognising the Main Committee provides a forum distinct from the workstreams for discussion and provision of advice.

4. The work of the MACS Workstreams in 2015-16

4.1 Introduction

As explained in Part 1, there are six MACS workstreams dealing with different transport areas. A description of the plan for each workstream for the next year is provided below.

Workstreams engage in reactive work beyond that mentioned in this work programme. All such work will be described in the Committee's annual report. Each workstream plans its work on the basis that it has time to fully consider and respond appropriately to new events to ensure it can progress the Committee's vision and strategic aims to the greatest extent possible.

4.2 Rail workstream

The MACS rail workstream will continue to advise Transport Scotland on rail accessibility through the Scottish Rail Accessibility Forum (bringing together rail operators, Network Rail and disabled people's organisations) and through direct engagement with officials in the Rail Directorate.

It will advise rail operators about how to make their service accessible through consultation responses (for example on Disabled People's Protection Policies) and direct engagement with the operators.

It will monitor and advise on the impacts of major rail projects including through sitting on the Glasgow Queen Street forum and direct engagement on the Edinburgh-Glasgow Improvement Programme. It will maintain a watching brief on all other projects to ensure accessibility is properly recognised.

It will continue to engage with Transport Focus to share relevant information and continue to examine the National Rail Passenger Survey to inform future work. It will engage with the Office of Rail and Road (formerly the Office of Rail Regulation), particularly to follow up work on handling complaints from disabled people.

It will maintain a watching brief on the TSI:DPRM package and Passenger Assist. To increase the profile of MACS it will attend the 2015 Scottish Rail Conference.

4.3 Roads and active travel workstream

The MACS roads and active travel workstream will continue to advise Transport Scotland on roads accessibility through the Roads for All Forum, Haudagin Access Forum, Forth Replacement Crossing Access Forum, A9 Dualling Access Forum and through direct engagement with officials from relevant directorates.

The workstream will advise Transport Scotland and liaise with other relevant organisations (such as Paths for All) on how best to discharge equality duties in the provision of active travel (walking and cycling) infrastructure in Scotland.

The workstream will maintain a watching brief, contributing as necessary, on the revision of Inclusive Mobility and Tactile Paving guidance by the UK Department for Transport, pavement parking and street furniture.

On the latter subject and in recognition of its importance, the workstream will investigate and monitor where advertising boards and other street furniture pose a problem, and liaise with local authorities on the issue through the Convention of Scottish Local Authorities.

The workstream will also maintain a watching brief on the implications on further devolution to the Scottish Parliament, particularly on speed limits and traffic signs.

Designing Places, Building Streets policies and liaison with the Scottish Government Chief Planner and Chief Architect are also the responsibility of the roads and active travel workstream.

4.4 Bus and community transport workstream

The responsibilities of the bus and community transport workstream extend to taxis and private hire vehicles, together with the Edinburgh Trams scheme. The workstream will continue to advise Transport Scotland on these subjects through direct engagement with the relevant directorates and the Bus Stakeholder Group.

It will also liaise with other relevant organisations in how equality duties might best be discharged through consultation responses and direct engagement.

In the coming year the workstream plans to focus on bus station accessibility, work on community transport, taxi accessibility, the implications of integration of health and social care on accessible transport and the Edinburgh Trams.

4.5 Ferries workstream

The MACS ferries workstream will continue to advise Transport Scotland on ferry accessibility through direct engagement with officials in the Aviation, Maritime, Freight and Canals Directorate. In particular, the workstream has membership of the Ferries Accessibility Fund Management Group and advises Transport Scotland on bids for funds.

The workstream also has membership of the Clyde and Hebridian Ferry Services (CHFS) Health, Accessibility and Social Care Working Group. Through this forum and through direct engagement as requested the workstream will advise Transport Scotland on accessibility in the context of the CHFS contract due to be awarded later in 2015.

The workstream also intends to build on relationships forged with ferry operators and Caledonian Maritime Assets Limited to engage in dialogue on accessibility for disabled people.

4.6 Planning and Infrastructure workstream

The MACS planning and infrastructure workstream will continue to advise Transport Scotland on airports accessibility through direct engagement with officials in the Aviation, Maritime, Freight and Canals Directorate.

This workstream has responsibility for regional transport strategies and will engage with Regional Transport Partnerships (RTPs) as they develop refreshed strategies. It plans to build relationships with RTPs in respect of their disability equality work, offering the assistance of the workstream in RTP policy development.

The workstream has responsibility for strategic development plans and will respond to consultations on draft plans and seek to engage with Strategic Development Plan Authorities to ensure they embed transport accessibility for disabled people in their work.

Similarly, the workstream will respond to local development plan and local transport plan consultations as it considers appropriate.

The workstream will maintain a watching brief on planning and architecture policy developments to the extent they bear on transport accessibility for disabled people and are not the responsibility of the roads and active travel workstream.

4.7 Liaison workstream

The liaison workstream is responsible for a range of areas:

- It is responsible for liaison with DPTAC. One member of the liaison workstream has observer status on DPTAC.
- It is responsible for liaison with Transport Scotland's Bus Stakeholder Group. The convener has membership of the Group.
- It is responsible for embedding equality rights and standards, including the UN Convention on the Rights of Disabled People, in all work. It will ensure that all its activities take account of the progression of disabled people's human rights as set out in UNCRRPD for which Transport Scotland and several of the constituent organisations making up Scotland's transport framework are duty bearers. MACS will ensure that it is equipped to recognise and assess how each tenet of this work plan can help to progress these rights through bespoke guidance for members and review of work outputs.

Additionally, it is responsible for significant engagement with local authorities, the Equality and Human Rights Commission, the Scottish Human Rights Commission and Parliamentary liaison. It also presents information about the Committee's work to other groups such as Regional Transport Partnerships.

5. Conclusions

5.1 Outputs

The work programme set out in the preceding sections is structured in order to be specific, measurable, achievable and time bound to the greatest extent possible. Each of the proposed actions can be monitored and the results identified and reported to Scottish Ministers during or at the end of the 2015-16 reporting period.

5.2 Outcomes

The work of MACS is intended to increase the level of accessibility to transport for disabled people in Scotland in order to reduce the barriers which adversely affect their mobility, choice and independence.

Progress towards these outcomes can be measured through the outputs discussed above and other quantitative and qualitative measures on which MACS can draw, such as the National Rail Passenger Survey.

MACS will monitor progress towards these outcomes and continue to strive for their achievement in the coming and future years.

5.3 Reporting

The structure of this work programme will form the basis of a reporting mechanism which will enable MACS to ensure that disabled people, Scottish Ministers and key stakeholders are kept up to date and aware of our progress. It will also form the basis of a feedback loop which we will use to evaluate our performance in pursuit of our strategic aims.

5.4 Comments from stakeholders

MACS welcomes comments from stakeholders about the contents of this work programme and what may be included in future editions. They may be directed to the secretariat at the address given on the back cover of this document.

Mobility and Access Committee for Scotland

Further copies of this document are available, on request, in audio and large print formats and in community languages (Urdu; Bengali; Gaelic; Hindi; Punjabi; Cantonese; Arabic; Polish).

اس دستاویز کی مزید کاپیاں آڈیو کیسیٹ پر اور بڑے حروف کی چھپائی میں اور کیوٹی کی زبانوں میں طلب کیے جانے پر دستیاب ہیں، برائے مہربانی اس پتہ پر رابطہ کریں:

এই ডকুমেন্ট-এর (দলিল) অতিরিক্ত কপি, অডিও এবং বড়ো ছাপার অক্ষর আকারে এবং সম্প্রদায়ের লোক ভাষায় অনুরোধের মাধ্যমে পাওয়া যাবে, অনুরোধ করে যোগাযোগ করুন:

Gheibhear lethbhreacan a bharrachd ann an cruth ris an èistear, ann an clò mòr agus ann an cànan coimhearsnachd. Cuir fios gu:

इस दस्तावेज़/कागज़ात की और प्रतियाँ, माँगे जाने पर, ऑडियो टेप पर और बड़े अक्षरों में तथा कम्युनिटी भाषाओं में मिल सकती हैं, कृपया संपर्क करें:

ਇਸ ਦਸਤਾਵੇਜ਼/ਕਾਗਜ਼ਾਤ ਦੀਆਂ ਹੋਰ ਕਾਪੀਆਂ, ਮੰਗੇ ਜਾਣ 'ਤੇ, ਆਡੀਓ ਟੇਪ ਉੱਪਰ ਅਤੇ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਅਤੇ ਕੰਮਿਊਨਿਟੀ ਭਾਸ਼ਾਵਾਂ ਦੇ ਵਿਚ ਮਿਲ ਸਕਦੀਆਂ ਹਨ, ਕ੍ਰਿਪਾ ਕਰਕੇ ਸੰਪਰਕ ਕਰੋ:

此文件有更多備份，如果需要，語音版本和大字體版本及少數種族語言版本也可提供，請聯絡：

يمكن أن تطلب النسخ الأخرى من هذا المستند كالتسجيل الصوتي والخط الكبير ونسخ بلغات أخرى، يرجى الإتصال على:

Aby otrzymać niniejszy dokument w innej wersji językowej, na kasecie lub w wersji z powiększonym drukiem, prosimy o kontakt:

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