

Cross Party Group on Cycling

Minutes of Meeting Thursday, 18 June 2013

Committee Room 2, Scottish Parliament, 5:30 – 7:30pm

1. Welcome and Introductions	Jim Eadie, MSP welcomed the group.	
	<p>In attendance were:</p> <p>Jim Eadie MSP, Co-Convenor of Group (JE) Alison Johnstone MSP, Co-Convenor of Group (AJ) Keith Brown MSP, Minister for Transport and Veterans (KB) Cllr Jim Orr, City of Edinburgh Council (JO) Dave du Feu – Spokes (DdF) John Lauder – Sustrans (JL) Janice Fenny – Sustrans (JF) Ian Aitken – Cycling Scotland (IA) Nathan Kaczmarek – Cycling Scotland (NK) Ben Miller – MSP Staff (BM) Karen Furey – Transport Scotland (KF) Rona Gibb – Paths for All (RG) Janice Gray – Paths for All (JG) Helen Todd – Ramblers Scotland (HT) Rod Mitchell – Cycle Law Scotland (RM) Peter Hawkins – CTC Scotland (PH) Mark Kiehlmann – ED’s Cycle Co-op (MK) Ken Dixon – Newhaven (KD) Tricia Fort – GoBike (TF) Chris Thompson – Living Streets (CT) Hugh Thomas – Pedal on Parliament (HTh) Kim Harding – Pedal on Parliament (KH) Dave Frew – SCOTS (DF) Ian McNicoll – Andrew Cyclist Charitable Trust (IM) Calum Smith – Scottish Parliament (CS) Chris Hill – City Cycling Edinburgh (CH)</p> <p>Apologies were received from: Sarah Boyack, MSP Claudia Beamish, MSP Chris Oliver – CTC Scotland Donald Urquhart – CTC Scotland Keith Irving – Living Streets Jim Riach – Scottish Cycling</p>	
2. Minutes of the previous meeting and Matters	<p>JE asked attendees to approve the minutes of the previous meeting.</p> <p>DdF made a note for the previous minutes regarding an</p>	

<p>Arising</p>	<p>agreement for the Co-conveners to follow-up with Malcolm Wardlaw regarding the forthcoming update to the ICD10 records and respond to this on behalf of the group. Mr. Wardlaw sent report, and this is being followed up by JE.</p> <p>DdF also raised the topic of bike storage sheds in front gardens and that this was identified as a Permitted Development issue that the CPG could possibly feed into. AJ has written to Minister for Local Government and Planning, Derek Mackay, regarding this.</p> <p>All remaining actions accounted for and completed and minutes were approved.</p> <p>Proposed: AJ</p> <p>Seconded: KH</p>	
<p>3. Keith Brown, Minister for Transport and Veterans</p>	<p>JE introduced Keith Brown, Minister for Transport and Veterans.</p> <p>KB began by welcoming the group and expressing satisfaction at ability to work with the CPG to promote cycling. KB also noted that JO would add a few words regarding the recent study trip to the Netherlands.</p> <p>KB noted that the refresh of the Cycling Action Plan for Scotland was due to be published imminently, but highlighted a few key developments that would be contained within. This includes the continuation of the 10% vision and that this would be a call for the Scottish Government, Local Authorities and stakeholders to work together to achieve this. In addition, there will be a Leadership Summit in autumn that will invite senior and elected officials from local authorities to come together to discuss the strategic approach to increasing cycling in local authorities. Other key developments in the refresh of CAPS include ensuring access to bikes, enhanced cross-portfolio working and an enhanced monitoring and evaluation framework.</p> <p>KB covered the funding provided over the last three years (£58m or £3.60 per head). KB also emphasised the importance of local authorities and commitments from them; particularly as over 90% of roads are locally controlled.</p>	

	<p>KB continued with feedback from the Netherlands study trip. Particular highlights included implementation of infrastructure such as segregation at higher speeds as well as traffic management in other areas to make cars feel like the 'guest' on the roads. KB noted a 15% reduction in fatalities in the Netherlands where speed had been reduced. KB added the integrated nature of transport in the Netherlands, particularly with regard to ticketing and access to/from stations, including cycle hire, smart cards and cycle parking. KB also highlighted that there is cycle training in the Netherlands from three years old, and this helps ensure a cultural consideration for cycling. KB noted that the autumn Leadership Summit will feature a review/report from the Netherlands study trip.</p> <p>KB then introduced JO who spoke in more detail on the Netherlands study visit.</p> <p>JO provided an overview of the visit, which was organised by the Dutch Cycling Embassy following the Cycling Scotland 'Love Cycling, Go Dutch' Conference in November 2012. The meeting was to look at a wide variety of examples of cycling and integrated transport in the Netherlands and to meet with parliamentarians and elected members from the national government and municipalities. JO extended invitations to Cllr Frank McAveety from Glasgow City Council as well as KB. Other officials attended from London, Manchester and Bristol.</p> <p>JO highlighted that the Dutch model was that cycling should be safe for all, easy and fast and that speed reduction was key along with providing adequate cycle parking which, in turn, attracted increased business to retail and shopping areas. JO also highlighted three key actions to take away from the study trip: 1) writing to a Scottish newspaper to encourage them to take a similar position that The Times have in encouraging debate and coverage of cycling issues; 2) When infrastructure projects are implemented, particularly bypasses, there should be a restrictions in place on the local networks in order to transfer through traffic to the new infrastructure; JO will approach the Finance Convener in regard to this; 3) Encourage school trips to ensure that children and young people are able to see and</p>	
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	<p>experience the cycling culture and developments in the Netherlands.</p> <p>Following the conclusion of the presentations by KB and JO, JE opened the floor to questions.</p> <p>MK noted that cycle training begins in the Netherlands at a very young age compared to in Scotland and asked the Minister whether there would be consideration of this going forward in Scotland and whether there may be funding for encouraging cycle training at a younger age.</p> <p>KB responded that the focus would remain on P5-7 for the time being, but also noted that it is an interesting proposition. KB also noted that RTPs and Local Authorities could have a part to play in encouraging training at a younger age as well.</p> <p>CH raised concerns regarding funding for cycle training being used for utilising instructor mentors and staff time and questioned whether cycle trainers should be paid rather than volunteer. AJ also noted concerns regarding the volunteer workforce and asked how certain the Government is that the volunteer force can deliver on the motion from last year's Parliamentary Debate on Cycling that all children should be offered on-road training by 2015. KB referred the question to IA who highlighted that the recent support plus funding was not just for instructor mentors, but also to help fund background checks and staff time in order to upskill the set of volunteer trainers already in place. IA noted that it is not only parents who are involved, but also staff at the schools and other people in the community, with over 4,000 volunteers across Scotland. The drive to get these volunteers trained has resulted in over 1,200 completing training courses since 2009. KB added that he does not see any reason to change the approach from volunteer based and the approach to mentoring particularly considering the financial impact that a paid workforce would have, but also did note that if there are not enough volunteers or issues are arising in the future, then this could be revisited again and solutions sought.</p>	
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	<p>HTH queried whether there was any content within the refresh of CAPS that could aid Pedal on Parliament in achieving its manifesto (particularly 20mph speed limits). KB noted the importance of the relationship with local authorities and that the Concordat is in place to ensure that policies are not necessarily prescribed for local authorities by the Scottish Government. KB noted that there is a role for speed reduction and that the leadership summit could be a key opportunity to raise this. KB also noted the importance that stakeholders play, such as Sustrans, in engaging with LAs, but there could be opportunities to widen this engagement, particularly with Regional Transport Partnerships.</p> <p>DdF noted the current consultation process for the National Planning Framework 3 and that the proposed developments within contain cycling and walking, but the focus is primarily on long-distance routes for leisure/tourism purposes rather than local networks that may have a greater effect on increasing the level of cycling towards the 10% vision. DdF also noted the Spokes submission to the NPF3 consultation and asked whether the Minister would expand on this proposed development to ensure that it did not just focus on leisure/tourism trips but to help support the 10% vision within CAPS.</p> <p>KB noted that the NPF3 process is taken forward by his colleague, Derek Mackay, Minister for Local Government and Planning. KB noted that the primary focus should be on commuting and every day cycling trips. KB noted that key to delivery is identification of routes and agreement with local authorities to ensure connectivity and an on-going maintenance regime.</p> <p>KB addressed a point raised by IM about quality of reinstatement after utility works by noting that some progress has been made on this with development of the Roadworks Register and that recently there has been some action by the Roadworks Commissioner on requiring higher standards through fines for sub-standard reinstatement. KB noted that London has made progress on this and provides a good example for planning for roadworks and reinstatement.</p>	
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	<p>KB also was asked by RG about the linkages between CAPS and the emerging Walking Strategy. KB focused on the health benefits link and also about looking to ensure it is safe to access both walking and cycling opportunities. KB added that there also needs to be consideration on changing public perception of walking, particularly in light of perceptions on safety.</p> <p>IA asked whether the trip to the Netherlands provided any insight as to how national and local government could work together on cycling. JO noted that national government in the Netherlands does not compel local authorities as it is more devolved. However, both local and national governments agree that cycling is a positive thing. JO added that there is a different consideration in terms of traffic management as well, with traffic diverted from people-friendly areas and cycling developed as the fastest mode. KB added that there is still some competition for road space, but in many places the idea was that the car is the guest. KB also noted the good use of space in the Netherlands, with cars giving way to cyclists particularly on narrow streets and good collaboration between local and national government.</p> <p>JL raised potential for funding coming from other budget areas, such as health, climate change and planning (e.g., through developer gain). KB indicated that there is commitment to look at cross-department funding for cycling. KB also noted that local authorities should also look to alternative streams of funding, such as gain from wind farm development. KB added that longer-term planning should look at what is needed to reach the 10% vision, particularly with regard to resources needed.</p> <p>KH raised the issue of safety and 20mph speed limits and KB responded that the local authorities should take the lead in this and national government would work with local authorities on this and help spread best-practice.</p> <p>TF asked about the impact of the Netherlands visit on Glasgow. KB and JO noted that Cllr Frank McAveety would be best placed to discuss this, but JO noted that there is potential in Glasgow, but consideration of</p>	
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	<p>different demographics and different set up of cycling campaign groups (when compared with Edinburgh). KB noted the potential and work done in Glasgow with £2.5m matched funding and the opportunity of the Glasgow 2014 Commonwealth Games.</p> <p>JE thanked KB and JO for attending.</p>	
<p>4. Cycling Policy</p>	<p>JE introduced the next topic and handed the duties of Chair to AJ.</p> <p>NK introduced the National Planning Framework 3 and Scottish Planning Policy consultation that is currently underway (due 23 July). NK noted that cycling was included in the NPF3 main issues report, particularly with regard to a ‘proposed development’ for long distance walking and cycling routes. NK added that there was an opportunity for stakeholders to feedback, particularly as there were consultation questions relating to ‘every day’ cycling journeys and other issues that directly relate to cycling.</p> <p>JL noted that Sustrans, Scottish Natural Heritage and Scottish Canals were identified in the NPF3 in relation to the long-distance routes proposals as stakeholders to provide feedback/proposals on creating coherent networks. This involved identifying issues such as barriers in terms of infrastructure breaks and land ownership situations. JL added that this was being developed in partnership and that this would be submitted as a direct response to the long-distance route proposed development, but Sustrans would be supporting a national coherent network through towns and ensuring that there is a framework to ensure high-quality, well-signed routes with on-going maintenance.</p> <p>DdF noted the Spokes proposal that had been submitted in the call for proposed developments in earlier phases of NPF3 development. DdF also added that there could be instances where designation of some routes may have a negative impact on other nearby cycling routes being upgraded or open to cycling (e.g., Princes Street and George Street in Edinburgh).</p> <p>RG noted that the inclusion of walking and cycling networks in the NPF3 was positive, but there should be consideration of the larger network at a local and</p>	

	<p>regional level as well as the long-distance routes. RG also added that the Central Scotland Green Network was noted as a key delivery agent for active travel networks in the NPF3.</p> <p>In relation to planning, IM noted that Section 75 agreements provide an excellent opportunity not just to retrofit cycling networks near new developments, but also to ensure that good quality cycling networks are included in the package delivered as part of the new development.</p> <p>DF noted that there is progress being made with regard to Section 75 agreements and there have been good examples where cycling networks and considerations have been designed into new developments.</p> <p>JL and HT noted that consultation and discussions surrounding the Land Reform Act also highlighted issues with regard to implementing access rights with barriers being put in place that remove access rights.</p> <p>AJ summarised that it is important for stakeholders to feed back as part of the NPF3, SPP and LRA processes. AJ noted that it would be of benefit for the CPG to respond regarding the NPF3 and LRA concerns/issues briefly as some themes have clearly emerged through the conversation.</p> <p>ACTION:</p> <p>Submit brief response to NPF3 consultation or Minister for Local Government and Planning on key issues surrounding NPF3 / LRA</p> <p>DdF added that there could be some consideration of the Get Britain Cycling Report and/or Westminster’s All-Party Parliamentary Cycling Group (APPCG) and the process that they conducted which fed into the Get Britain Cycling Report. DdF noted that Mark Lazarovicz, MP, Edinburgh North and Leith and Lord Berkeley could be good potential speakers on this subject.</p> <p>ACTION:</p> <p>Look into inviting APPCG representation to present at a future CPG meeting on the Get Britain Cycling Report</p>	<p>CPG (NK / BM)</p> <p>CPG (BM)</p>
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	<p>and other developments in the wider-UK context.</p>	
<p>5. Mutual Respect Campaign</p>	<p>AJ introduced IA and KD who covered the forthcoming Mutual Respect campaign.</p> <p>IA introduced the Mutual Respect campaign, including a brief overview of consultation process, market testing and key message development, and introduced KD from Newhaven who have developed the campaign.</p> <p>KD introduced the idea and noted that the aim of the campaign is to make roads a safer place for all. The tone of the campaign was shaped by market research and the key messages to bring across; ‘mini-sin’ ideas.</p> <p>KD noted that three potential routes were explored, but the route decided upon, after market research and consultation with stakeholders, was the ‘Nice Way Code’; a re-imagining of the Highway Code that uses reminders for all road users to bring across messages to help make all road-users more aware of their actions and the shared roadspace environment.</p> <p>KD showed some conceptual drawings and wording for the campaign.</p> <p>AJ opened the floor for questions and discussion.</p> <p>In response to a conceptual drawing relating to cycling on pavements, TF raised the issue that it is often difficult to know where people are allowed to cycle on shared-use paths and this could lead to some confusion. IA noted this point and highlighted the importance for consistent signage across local authority areas for shared-use paths.</p> <p>CH and KH raised concerns about messaging relating to overtaking buses and queried the source for advice behind some of the messaging. IA noted that the messaging was supported by evidence and this evidence could be sent to them to gather any further feedback on this particular message.</p>	

	<p>ACTION:</p> <p>IA to send CH and KH the guidance used for Mutual Respect Campaign message development regarding buses / large-vehicles.</p> <p>PH raised concerns about the messaging, particularly red light jumping, for cyclists and that this message was being broadcast to all even though it only concerned a small minority. PH also expressed concern that the campaign was focusing too much on cyclists and not on other road users.</p> <p>KD and IA indicated that the messaging would be for all road-users and would be presented even-handedly as well. KD added that the market research showed that the messages will not connect if they are not even-handed and that the market research groups warmed up to the messaging when the tone was not so accusatory. IA also added that the development of the campaign involved consulting with 40 stakeholders, including the CPG members, and the key messages were agreed with key stakeholder groups.</p> <p>CT noted the hierarchy of vulnerability and that pedestrian needs should be considered. CT also noted that the pedestrian messages should link to the Highway Code the responsibilities it places on pedestrians.</p> <p>JL noted that if there is still an opportunity to alter the messaging, an explanation of some infrastructure may be useful (e.g., shared-use paths, advanced stop lines, etc.)</p> <p>AJ summarised that the Group had expressed some reservations and concerns about aspects of the campaign and hopes that the campaign will be as effective as possible.</p>	<p>IA</p>
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6. Safer Streets	<p>AJ thanked the Group for writing to the Crown Office and Procurator Fiscal Service regarding the Audrey Fyfe case. The result is that the decision will go to appeal.</p> <p>RM updated on strict liability. RM noted recent discussions with active travel groups, within Scottish Parliament and the public through an online petition in trying to gain consensus on a message for strict liability. RM noted that there is a good link with the Respect Campaign and that there has been cross-party support for the strict liability initiative. CS raised a query on terminology, particularly between ‘presumed’ vs. ‘strict’ liability and noted that communication on this needs to be clear.</p> <p>AJ offered to host a reception on covering Strict Liability. Details will be circulated to the group once this has been finalised (provisionally 10 October).</p>	
7. AOB	<p>KH noted that during the Edinburgh Festival of Cycling, Mikael Colville-Andersen presented and that he has established links with him and his Danish colleagues. If anyone was interested in study trips or further information, KH could put them in touch.</p>	
8. Date of Next Meeting	<p>TBC, likely to be late-September</p>	