

Cross Party Group on Cycling

Minutes of Meeting

Wednesday, 25 February 2015

5:30-7pm, Committee Room 6, Scottish Parliament

1. Welcome and Introductions	Claudia Beamish, MSP welcomed the group.	
	<p>In attendance:</p> <p>Claudia Beamish, MSP, Co-Convener (CB) - CHAIR Jim Eadie, MSP, Co-Convener (JE) Alison Johnstone, MSP, Co-Convener (AJ) Derek Mackay, MSP, Minister for Transport & Islands (DM) [arrived after start] John Dietz - Abellio (JD) Helen Todd – Ramblers Scotland (HT) Ian McNicoll – Andrew Cyclist Charitable Trust (IM) Janice Fenny – Sustrans (JF) Daisy Narayanan – Sustrans (DN) Rona Gibb – Paths for All (RG) Gary Cummins – CTC (GC) Kathy Gilchrist – Scottish Cycling (KG) Nathan Kaczmariski – Cycling Scotland (NK) Rod Mitchell – Cycle Law Scotland (RM) Brenda Mitchell – Cycle Law Scotland (BrM) Kim Harding – Pedal on Parliament (KH) Dave Brennan – Pedal on Parliament (DB) Karen Furey – Transport Scotland (KF) [arrived after start] Jim Oliver – Transport Scotland (JO) [arrived after start] Maureen Kidd – Cycling Scotland (MK) Keith Irving – Cycling Scotland (KI) Colin Howden – Transform Scotland (CH) Dave du Feu – Spokes (DdF) Tricia Fort – GoBike (TF) Chris Thompson – Living Streets (CT) Ben Miller – MSP Staff (BM) Victoria Leiper – Glasgow Bike Station (VL) [arrived after start] Dave Holladay – Observer (DH) [arrived after start]</p> <p>Apologies were received from:</p> <p>Sarah Boyack, MSP Chris Oliver, RoadShare Hugh Thomas, Pedal on Parliament Dave Frew, SCOTS Craig Burn, Scottish Cycling John Lauder, Sustrans Neil Langhorn, Transpor Scotland Greg Chauvet, Glasgow Bike Station</p>	

<p>2. Minutes of the previous meeting and Matters Arising</p>	<p>2.1 Previous Minutes</p> <p>CB introduced the minutes from the previous meeting.</p> <p>Regarding ACTION 1:</p> <p>This was noted as ongoing and would be set up for a future meeting</p> <p>Regarding ACTION 3:</p> <p>BM noted the letter was sent to National Rail in October 2014 and they received a reply in November 2014.</p> <p>JE also noted further discussions with City of Edinburgh Council (CEC) regarding the access issues at Waverley Station. CEC had been in touch with JE as I&CI Committee Convener to look into this further. JE noted that the I&CI Committee have a short inquiry planned with Network Rail to take place before summer. JE will keep the CPG informed on progress on this matter.</p> <p>ACTION 1: JE to keep CPG Members up-to-date on the I&CI Committee inquiry planned with Network Rail.</p> <p>DdF reported that Cllr Lesley Hinds, Edinburgh Council Transport Convener, had asked Mark Carne, Network Rail Chief Executive, to come to Edinburgh to discuss the Waverley access problems, including the need to open up one of the Waverley Bridge ramps for pedestrians and cyclists, since discussions with Network Rail locally had been ineffective. CPG agreed to send a brief note to Cllr Hinds supporting her initiative and enclosing a copy of the CPG's own letter to Network Rail.</p> <p>ACTION 2: CPG to send note to Cllr Hinds supporting initiative and enclosing copy of CPG letter to Network Rail</p> <p>No further points of accuracy or comments on Actions were raised.</p> <p>3.2 Matters Arising</p> <p>TF raised two other matters arising. First noting that the speakers from the previous CPG, Carlyn Fraser and Phil Noble, would be presenting on speed limit</p>	<p>JE</p> <p>CPG (BM)</p>
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	<p>initiatives at the upcoming GoBike meeting (11 March).</p> <p>Also on the subject of speed limits, TF noted the petition that was started to call for a default 20mph speed limit for most streets in Glasgow.</p> <p>CB asked attendees to approve the minutes of the previous meeting.</p> <p>Proposed: TF</p> <p>Seconded: DdF</p> <p><i>All other actions were accounted for and minutes approved.</i></p>	
<p>3. John Dietz, Abellio</p>	<p>CB introduced John Dietz, Abellio to present on the Abellio’s plans for cycling as the new franchise holder for ScotRail (starting in April).</p> <p>JD introduced himself noted that the heart of the Abellio bid is of course operating trains, but they are going to bring experience from the Netherlands where they have successfully helped progress integrated transport journeys. JD noted that a key aspect to Abellio’s successful bid was this integration, and particularly the emphasis on encouraging cycling.</p> <p>JD noted that they have established a deep alliance agreement with National Rail to help with efficiencies. This should help in discussions going forward and that they are already working together in the same building and building relationships.</p> <p>JD noted the aim of transforming intercity network – looking at Glasgow to Inverness in under 3 hours. Abellio will also team up with other transport operators to make the journey as integrated and good as possible. Active travel is key to this integration, particularly with stations in cities and villages.</p> <p>JD also noted the development of a multi-modal smartcard, bringing experience in the Netherlands, and with the first integration to be the Subway in Glasgow, followed by trains and buses following that.</p> <p>JD highlighted that there will also be a multi-modal journey planner developed to supplement better</p>	

	<p>integration.</p> <p>JD noted an international summit that would be held alternatively in Scotland and the Netherlands where good practice and information would be exchanged.</p> <p>JD noted that 3,500 cycle parking spaces would be in place in the first 3 years and that the aim is for these to be covered and secure. In addition, JD noted 3 'cyclepoints' in Glasgow, Edinburgh and Stirling.</p> <p>JD emphasised the importance of engagement with local councils and communities to help implement better facilities and access.</p> <p>JD noted that station cycling facilities would be improved with better parking, Bike and Go cycle hire schemes and partnerships with existing cycle hire schemes (e.g., Nextbike in Glasgow and Stirling).</p> <p>[DM arrived]</p> <p>CB noted the arrival of DM and asked whether questions for JD could be returned to later as the Minister had limited time. The CPG agreed to return to questions for JD.</p> <p>[Following agenda item 4, the CPG returned to questions for JD]</p> <p>CB opened the floor to questions for JD.</p> <p>AJ asked about the practicality of carrying bikes on trains and noted a large amount of correspondence that she has with people who wish to take bicycles on trains – particularly in terms of affordability for cycle hire. AJ noted the Danish train carriages that are wholly devoted to carrying bicycles.</p> <p>JD noted that there is a trade-off between bicycle carriage space and passenger space and both must be considered. JD noted that the plan is to not encourage bicycle carriage during peak hours, but certainly on off-peak trains, particularly to leisure destinations. JD added that registering a bicycle space would be more straightforward as well, with real-time information provided to ensure that there is availability. JD also</p>	
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	<p>noted that they are discussing with train manufacturers innovative solutions for carrying items such as bicycles. JD added that they are looking at introducing a trailer for rail replacement buses that would allow some bicycles to be carried on routes with planned disruptions.</p> <p>DdF asked for clarification on peak hour bicycle carriage, and JD noted that there are no plans to discourage carriage during peak hours, e.g., no ticketing, but will promote hire bicycles.</p> <p>CT noted that the commute could be difficult to accommodate and that the philosophy of sharing things such as cycle hire would be beneficial to ease space constraints, but added that leisure is different and requires different consideration.</p> <p>DN noted access to stations and work that is being undertaken to improve placemaking and establish links with communities. JD noted that they have been and will continue to be happy to work in partnership with local authorities and communities.</p> <p>CB thanked JD on behalf of the group and thanked all for their questions.</p> <p>ACTION 3: PDF of JD presentation to be distributed to CPG with meeting papers</p>	<p>CPG (NK)</p>
<p>4. Derek Mackay, MSP, Minister for Transport & Islands</p>	<p>CB introduced DM to present to the CPG.</p> <p>DM noted his background, including previously working as Minister for Local Government and Planning and prior to that being council leader in Renfrewshire.</p> <p>DM noted the designation in the NPF3 of the national walking and cycling network in his previous Ministerial role and the weight of the designation in planning and material consideration terms.</p> <p>DM highlighted that the first debate he led in this new post was on active travel. DM noted that it was useful as the purpose was to gather information and hear from other parliamentarians/stakeholders on priorities for active travel.</p>	

	<p>DM noted the forthcoming Annual Cycling Monitoring Report from Cycling Scotland as well as Sustrans' celebrations surrounding the 20th anniversary of the National Cycle Network (NCN).</p> <p>DM noted the importance of partnership working, particularly with local authorities as they are responsible for the vast majority of roads. DM identified the Ministerial summit to be held later in the year as a good opportunity to discuss cycling and walking with local authority heads.</p> <p>DM noted cross-ministerial support and that all support will help lever in focus on active travel.</p> <p>DM identified an emphasis on benefits, looking at making space for cycling, including the place based approach to planning; furthering education and training including training and support in schools through Bikeability Scotland; and support for the guidance developed on 20mph schemes.</p> <p>DM noted that transport governance is complex and that it should be examined to find efficiencies and to better establish accountability and responsibility.</p> <p>DM noted that he is examining on how to put walking and cycling as a priority for investment and noted that major commitments such as the A9, if done well, can provide benefits for walking and cycling.</p> <p>DM identified Abellio as a potential game changer, with enthusiasm to take best practice from the Netherlands and set them in a Scottish context.</p> <p>DM highlighted that cycling cannot solely be about sport, but about day-to-day travel. DM explained that Legacy from the Commonwealth Games would see people cycling as an everyday activity, where cycling reaches a critical mass.</p> <p>DM noted exemplar projects and that local authorities can identify options and commit to showcase how to reach critical mass.</p>	
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	<p>DM closed by noting that he is happy to continue to take forward walking and cycling.</p> <p>CB thanked DM for his presentation and opened the floor to questions.</p> <p>DH noted the Construction Logistics and Cycle Safety (CLOCS) and Fleet Operator Recognition Scheme (FORS) programmes that operate in London and whether this was something to be debated or considered in Scotland.</p> <p>DM noted that this is something he would be interested in looking into and happy to hear more.</p> <p>DdF noted two potential practical solutions that could be beneficial to increasing cycling, but Scottish Parliament could influence. First, DdF noted domestic bike storage sheds and changes to Permitted Development (PD) guidelines to allow for these to be built. Second, DdF noted that rail projects should integrate cycling from the beginning. As an example, DdF noted the Airdrie-Bathgate line and that now improvements are being implemented, but it could have been more cost-effective and straightforward if these cycling improvements were included from the beginning.</p> <p>DM noted that Abellio has made a good start with their pledges to improve cycling and rail integration. DM noted that approaching the issue surrounding domestic bike storage sheds may require looking at the interface between community and spatial planning, along with the bigger picture. DM noted that there may be some issues surrounding conservation areas, but noted examples where there needed to be compromises, e.g., communal bin stores. DM noted that he would do some research and report back to the CPG on the issue of domestic bike storage sheds and PD.</p>	
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	<p>DM asked DdF to write to him with details of the garden sheds and the rail integration issues, so that he could follow them up further.</p> <p>ACTION 4: DdF to write to DM with details on garden sheds and rail integration issues.</p> <p>ACTION 5: DM to report back to the CPG on findings surrounding domestic bike storage sheds and Permitted Development</p> <p>DB noted an invitation to DM to attend Pedal on Parliament 2015 and also to join him on a commute by bike. DB also cited Cycling by Design guidance and pointed out that its minimums are potentially lowering standards in practice.</p> <p>DM noted that email is the preferable way to get in touch or through a letter. DM noted that he has a bike and is going to be getting back on the road and is looking forward to doing so.</p> <p>DM highlighted the importance of improving bottle-necks or missing links for cycling to make sure the whole journey is possible.</p> <p>CB took several questions at a time at this point.</p> <p>TF and KH noted 20mph schemes. KH asked about presumed liability. GC asked about cycle touring opportunities, particularly in light of large infrastructure projects on the A9 which is a key cycle touring corridor. KI asked about the First Minister's priorities and noted that cycling delivers on each and every priority.</p> <p>DM noted that SG has published guidance on 20mph, but that these schemes are ultimately for communities to decide. DM noted that the SG is supportive, but has no plans to make them compulsory.</p> <p>DM noted that he will read the further evidence from RoadShare on the case for presumed liability. DM noted that tourism is important and he will ensure that the questions are asked, particularly when looking at these larger infrastructure projects.</p>	<p>DdF</p> <p>DM</p>
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	<p>DM noted that inequality is the key priority and is definitely at the forefront of his mind. DM noted access to bikes, affordable schemes are key to this – particularly as it cuts across many portfolios.</p> <p>CB thanked DM and thanked all for their questions.</p> <p>[DM departed the meeting]</p>	
5. Annual Monitoring Report	<p>CB introduced KI to speak on the Annual Cycling Monitoring Report.</p> <p>KI noted that Cycling Scotland has developed the Annual Cycling Monitoring Report in relation to CAPS Action 18. KI noted that the report will be launched the week commencing 2 March.</p>	
6. Safer cycling and presumed liability	<p>CB introduced BrM and RM to speak on the Road Share campaign.</p> <p>BrM introduced the topic again and RM updated on some recent developments including reference to Presumed Liability during the Scottish Parliament debate on Active Travel; Mark Beaumont joining the steering group for Road Share; support stated from Roadpeace and Brake; and British Cycling highlighting the campaign on its website with support from Chris Boardman. RM also noted that over 8,000 have signed the petition now.</p> <p>RM also noted that the research on evidence surrounding presumed liability in other countries is being finalised and is due to be published in mid-March. RM noted that the report will be made available to the CPG prior to publication.</p> <p>ACTION 6: RM to provide report before publication and for this to be circulated to members</p>	RM and CPG (BM)
7. AOCB	<p>CB asked whether there was any AOCB.</p> <p>DB noted the date for Pedal on Parliament is 25 April 2015 and that this will feature closed roads and asked the CPG to spread the word.</p> <p>Some suggestions for future topics were taken, these included the CLOCS and FORS scheme (as mentioned in Agenda Item 4), looking more into transport funding,</p>	

	discussions surrounding the Road Share research and a presentation by Rachel Aldred who conducting the Near Miss Project (www.nearmiss.bike).	
8. Date of Next Meeting	CB closed the meeting and noted that the next meeting will be on 31 March 2015 from 5:30pm to 7:30pm in Scottish Parliament and will be the AGM.	