

Cross-Party Group on Cycling, Walking and Buses

10th Meeting

Wednesday 27th November 2019, 18:00-19:30

CR1, Scottish Parliament

MINUTES

Present:

Claudia Beamish MSP (Co-convenor, chair) Alison Johnstone MSP (Co-convenor); Mark James (Transform Scotland, Secretariat), Paul White (Confederation of Passenger Transport (CPT)), Nathalie Libera (Cycling Scotland), Andrew Jarvis (First Bus, Scotland) Chris Thompson (Living Streets Scotland), Christine (#lovemybus champion), Stuart Douglas (Paths for All), Mike Harrison (SATA), Rob Littlejohn (Scotland's Futures Forum), Rowan Stanforth (Climate Change, Scottish Government), Dave du Feu (Spokes), Scott Hall (Stagecoach East Scotland), Claire Daly, Terry Roberts, Lara Fahey (Sustrans Scotland), Cate Vallis (RNIB Scotland), Arthur Homan-Elsy, David Giles (SAPT), Colin Howden, Matt McDonald, Jess Pepper (all Transform Scotland), Marli de Jongh (Univ. of Glasgow/ Scotland's Futures Forum).

Apologies:

Graham Simpson MSP (Deputy Convenor); Ashley Erdman (The Bike Station), Allan McLean (Campaign for Borders Rail), Rachel Murphy (CTA), Rod Mitchell (Cycle Law Scotland), Keith Irving (Cycling Scotland), Neil Gellatly (Dundee City Council), Douglas Clark (Elgin Community Council), Richard Ardern (Friends of the Far North Line), Angela McKenzie (LNER), Stuart Hay (Living Streets Scotland), Mark Patterson (Police Scotland), Adrian Davis (TRI Napier University), Robert Andrew, Steven Stewart (both Stagecoach), Alex Quayle (Sustrans), Robert Samson (Transport Focus), Suzanne Forup (Women's Cycle Forum), Sally Hinchcliffe (Women's Cycle Forum), Graeme Fraser.

1. Welcome and introduction

Claudia Beamish MSP opened proceedings at 18.05, and started by getting everyone to introduce themselves and welcoming the guest speakers: Jess Pepper (Transform Scotland) and Paul White (CPT).

2. Confirmation of agenda

The agenda was accepted

3. Approval of minutes of previous meeting

DECISION: The minutes of the meeting held on 03/09/19 were approved as a correct record after an amendment by Dave du Feu (DdF) and an addition by Keith Irving.

5.10 Keith Irving requested the addition of "for Bikeability through local authorities in particular" after his comment.

6.5 DdF replaced "in which working groups had considered stopping road construction." with "in which recommendation T2 includes reducing trunk road expansion and reducing vehicle numbers".

4. Matters arising from previous meeting

Sam Currie had been notified and the membership had been updated.

Stuart Hay had sent his apologies; however, he had reported that he had met with The City of Edinburgh Council, and that he would be happy to report on the Holyrood-Waverley street audit at the next meeting.

AP The chair asked if Rowan Stanforth could establish the timetable regarding action on Traffic Regulation Orders consultation. It was noted that CEC said it was *the* single most useful change that would increase implementation of new infrastructure. He agreed to enquire with Transport Scotland.

5. AGM

DECISION: Transform Scotland to prepare the Annual Return Form and send to Co-convenors for approval and thenceforth to Sam Currie (Standards, Procedures and Public Appointments Committee).

DECISION: Postholders were re-elected unopposed - Claudia Beamish & Alison Johnstone (Co-convenors), Graham Simpson (Deputy Convenor).

6. Jess Pepper(External Affairs Manager, Transform Scotland) on the #lovemybus campaign

Jess Pepper (JP) reported on the #lovemybus campaign.

The presentation is on the CWB CPG page on the [Transform Scotland Website](#).

7. Christine #lovemybus champion

Christine gave a brief outline of her journey as a Champion. Her application to become a Champion had been [in rhyme](#). She gave two positive stories as #lovemybus champion commuting on X77 from Ayr to Glasgow.

Three main points were:

- Reduction of stress levels from not driving into Glasgow
- Prefers bus to train
- Need for a Priority Lane for multi-occupancy vehicles to shorten journey time to and from Glasgow.

8. Paul White (Director, Confederation of Passenger Transport Scotland) on Scottish bus policy

Paul White (PW) gave a presentation on recent developments in bus policy.

The presentation is on the CWB CPG page on the [Transform Scotland Website](#).

Questions, answers, comments

A number of contributions were made:

Arthur Homan-Elsy suggested concessionary fares remuneration should be looked at to reduce regular fares, as these are affecting the poorest most. PW responded that the current model is capped, so if cap was removed it would reduce the need for higher regular fares. JP said maybe a better quality service would mean cost is less of an issue.

Chris Thompson raised the issue of the walking link to bus stops and the waiting environment at bus stops. He felt that the quality of the bus stop experience needs to be improved. He also emphasised that the efficiency of bus travel needed promoting.

PW reflected that whilst Queen Street railway station revamp cost £120m that Buchanan Street was allocated a mere £5m. The basics of bus travel need to be right - information and shelter.

JP said partnership working needs to provide better facilities.

Christine #lovelybus Champion said with regards to efficiency that when promoting buses the cost of the bus needs to be compared with all cost of car use. She added that there is a noticeable lack of shelters on rural routes and there is a need for flexible space, allowing the carriage of buggies and bikes on buses.

Cate Vallis asked if a future Champion could include a bus user with a disability. JP warmly welcomed the suggestion.

DdF reflected that the reasons for using a bus can be similar to using a bike due to environmental considerations, with survey results showing the reason why people travel by bike increased in 2018/19 due to climate change. He added there is a need to target the 70% of vehicles that are single occupancy.

Claudia Beamish said she had been involved in the Transport Act and wondered whether the Lothian Buses model could be replicated across Scotland. She also said that rural bus routes had been neglected. PW said that the Lothian model of municipal ownership was good but some of the reasons were due to local conditions and in other locations may not always work as well. CPT are working with Transport Scotland to improve services, reduce congestion, and increase modal shift. The rural bus service issue remained a problem which was found difficult to resolve in any country.

JP responded that the campaign had been working with Stagecoach including:

- Bikes on buses (note: Borders Buses have two services that carry bikes, X62 and 253)
- Inclusive fares that included the initial local feeder bus to the bus station before departing to the final destination.
- Young people being consulted with regards to improving accessibility.

Andrew Jarvis pointed out that the cost of running a bus is £35-37/hr irrespective of whether it has any passengers. Need to work together as someone has to pay, whether privately or publicly owned.

The Chair closed the meeting at 19.36 with thanks to all the speakers.

7. DATE OF NEXT MEETING

Wednesday 4 March 2020

It was confirmed there would be four meetings in 2020, with dates of following meetings awaiting confirmation from Co-convenors.

The topic proposed for the next meeting is the: National Walking Strategy.

ACTION: Mark James to ask Stuart Douglas (Paths for All) whether he would speak at the meeting.

Mark James, 02/12/19