

## **UK Network Management Board meeting 3 September 2020 held on Microsoft Teams**

Mark Kemp (Chair)	Hertfordshire County Council representing Adept
Ewan Wallace	Aberdeenshire Council representing SCOTS
Satbir Gill	Hounslow Highways representing TAG
Andrew Sherry	Transport for London
George Henry (for Trevor McIlhatton)	Transport Scotland
Sally Gibbons	Department for Transport
Philip Robinson	Department for Infrastructure Northern Ireland
Justin Ward	CIHT

### **1. Welcome, introduction and apologies**

Mark Kemp welcomed everyone to the meeting, apologies were noted from Freda Rashdi, Mark Wheel and Nick Tyler.

### **2. Network Management Duty guidance on road space reallocation, and the publication of the ‘Gear Change’ document on walking and cycling: <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england> (Sally Gibbons)**

Sally Gibbons invited comments from Board members to the road space reallocation document and also for feedback on the Emergency Active Travel Fund. Mark Kemp commented on the flexibility of the funding, adding that for the next tranche Hertfordshire had invited a range of comments and suggestions. He added the need to consider the potential for a re-focusing of highways maintenance funding to support the wider move to increased cycling.

Ewan Wallace said that SCOTS has been working closely with Sustrans on what is being deployed and there have been a huge range of lessons learnt from this. Ewan said a pan-UK wide review of what has been learnt would be useful, adding that engineering knowledge was useful to enable meaningful discussion for applying schemes on the ground. Ewan said that the exit strategy was important and concluded that, with the opportunity for having lots of trials, gaining political support and additional funding would be important to drive forward change. The Board noted the tranche 2 announcement would be coming forward shortly.

Mark Kemp added that the revenue/capital allocation was a point worth discussing as a number of clients are struggling to release revenue as this has been difficult. Sally Gibbons said that she would take this forward this observation.

**Action: Active Travel Focus for the next meeting – proposed invitees - Ewan Wallace to provide contact details to Mark Kemp/Justin Ward for John Lauder from Sustrans and George Henry proposed Jill Mullholland**

## 2. Highway Code Review

Sally Gibbons said this was initially an action out of the cycling and walking safety review and that this work had involved a lot of the active travel transport groups. The DfT is now running a consultation that runs till mid-October and includes safe passing distance (1.5 meters has been used in other countries). Satbir Gill asked whether passing speed was included. The consultation is live:

<https://www.gov.uk/government/consultations/review-of-the-highway-code-to-improve-road-safety-for-cyclists-pedestrians-and-horse-riders>

Ewan Wallace confirmed that SCOTS will be responding to this and have been briefing colleagues in COSLA.

## 5. Updates from members' representative bodies

**TAG** – Satbir Gill said that in Hounslow they are progressing safe distancing schemes and other London Boroughs are implementing similar schemes and through LoTAG they are seeking to learn the lessons from this. Satbir asked Sally Gibbons when the Section 74 permitting charges (Streetworks Permits) were being reviewed and Sally said that she would ask.

**TfL** – Andrew Sherry said that the focus has been on re-allocation of road space, creating new cycle lanes and space for pedestrians, alongside amendments to signals to give more times for pedestrian crossing. Andrew added TfL are providing hand sanitizers. Andrew added that delivering EV charging points, whilst upgrading assets for utilities, and school transport planning, were also in focus.

**Action: Collate the lessons' learnt from the activity to support active travel for an article in Transportation Professional**

**Transport Scotland** – George Henry said that the Government fund 'Spaces for People' (£39m across Scotland) is now going through the process of implementing schemes. George said that there were mixed views on the schemes from the public. George said that two network management contracts for the south are now in place and running well and procurement has started on the two northern areas. The new Road Safety Framework to 2030 was going through final stages and will shortly go out for consultation.

**Scotland** – Ewan Wallace said the Covid response has continued very effectively working across all sectors of Government. Ewan said that the meetings set-up through UKRLG had been very useful to share and use guidance within the sector. The transition areas for Edinburgh and Glasgow and capacity issues is going well. Budget setting is now a major focus for Scottish authorities – with Covid expenditure and future expenditure: elements included, road maintenance expenditure. Ewan concluded with returning to school – in terms of information, alteration to vehicles, and so on – and that this has gone very smoothly in Scotland. Ewan said that guidance process has been built off very good consultation.

**Northern Ireland** – Philip Robinson said that mainly in the city of Belfast new pop-up cycle lanes were being implemented, initially for the three main Hospitals to allow key workers get to them; additionally - measures were put for increasing footways widths and bus lane space. Philip said in Belfast only 5% of the office space is being used, and that the city is fairly quiet at the moment. By the end of September there will be a review of the success of the pop-up cycle lanes (implemented since June).

**ADEPT** – Mark Kemp said that there has been looking at economic recovery and the role of transport in this.

## **6. Minutes of UKRLG**

Justin Ward highlighted that the security work had been completed.

**Action: Justin Ward to use security guidance for the next article in Transportation Professional**

## **7. Minutes of last meeting**

The minutes were approved.

## **8. AOB**

E-scooter trials – Justin Ward asked about the trials and Mark Kemp noted a key issues was on the size of the wheels and the implications for defect policies.