

## **UK Network Management Board meeting 25 June 2021 held on Microsoft Teams**

Mark Kemp (Chair)	Hertfordshire County Council representing Adept
Satbir Gill	Hounslow Highways representing TAG
George Henry (for Jonathan Moran)	Transport Scotland
Chris Talbot	Network Rail for Bridge Strike Prevention Group
Freda Rashdi	Highways England
Nick Tyler	UCL
Sally Gibbons	Department for Transport
Philip Robinson	Department for Infrastructure Northern Ireland
Chris Talbot	Network Rail representing the Bridge Strike Prevention Group
Justin Ward	CIHT

**Including:** Pauline Reeves and Sachin Suchak from DfT and David Davies from PACTS

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

Mark Kemp welcomed everyone to the meeting, apologies were noted from Ewan Wallace.

### **2. Road Safety**

George Henry gave a presentation on Scotland's Road Safety Framework to 2030. Pauline Reeves introduced work by DfT on road safety and Sachin Suchak outlined a series of questions that Baroness Vere is posing on road safety currently to improve safety.

There was a discussion on an all roads approach to road safety and this concept was widely supported with ideas to support this such as: the reintroduction of targets was supported, as was a door-to-door approach to safety, and sufficient funding (particularly for local roads). There was a point on how people do not use roads – for active travel – due to concerns over safety, are afraid to use the network, and this is a major issue. Any approach to road safety requires a societal approach.

**Action: UKNMB to feedback views to Pauline Reeves on the questions on road safety by email**

**Action: Philip Robinson to share details of the road safety approach in Northern Ireland with Pauline Reeves**

David Davies noted that PACTS is working on a Safe and healthy mobility strategy noting how road safety is part of a wider agenda of climate change and health

improvement. David Davies noted that the 40% increase in cyclists dying on roads in 2020 (from 2019) would have the effect of increasing the perceived risk and people not cycling as an example. David noted that 20 (mph) was the major focus of the recent UN road safety week, adding that compliance with this was a challenge.

Nick Tyler said that long term funding for road safety and creating a better relationship between central and local government across the piece was required, i.e. not just transport, but also housing, planning, education health policing etc. etc. That should come into the local transport plan, adding that perhaps we should have something more generic for safety, with transport as a major, but not the only, component, so that it can play properly in the context of all safety issues in society, and enable the sense of having to plan for safety including transport.

### **3. Manual for Streets**

Sally Gibbons provided an update on Manual for Streets.

**Action: Justin Ward to explore a more detailed workshop/session on Manual for Streets at the next meeting**

There was a discussion how Manual for Streets would be embedded within the sector, including within the planning system.

Mark Kemp asked about **Part 6 – moving traffic offences** – and Sally said that an interim advice note about preparing applications to allow grant these powers to be permitted by authorities and further statutory guidance was being developed. Sally added that DfT is working with Devolved Administrations about application of this across the UK.

### **4. UKRLG research**

**The Board discussed research proposals:**

Satbir Gill asked about the proposal that he had previously suggested on a **Carbon management toolkit for UK plc**

Mark Kemp proposed:

**How traffic is recovering post the pandemic** – the reality of this has changed the patten of use (reduced peaks and enhanced mid-day travel) – looking at the implications of this would be important as previously the focus was on the peak congestion periods. Does this make it easier to implement active travel measures? Furthermore, what is the balance between different vehicles and modes (internet shopping, for example)

Freda Rashi proposed a number of areas that Highways England is pursuing that could be scaled up for wider application across road networks across the UK, these included:

**Demand management** – trying to extrapolate from Highways England data on Covid travel patterns. Understand the increase in use (e.g. of freight) and Highways England have lots of data on this – applying this to the local road network would be interesting. Highways England have a toolkit that could be interesting to collaborate on with this.

**Active travel and integration** – integrating the networks for active travel.

**Segmentation of customers** – understanding the needs/wants of users – e.g. commercial and freight.

Mark Kemp noted the **Decarbonisation of Transport** – e-charging, e-scooters, etc...that might be of relevance to UKRLG research. An idea such as a behavioural science approach to the blockers for people moving to active travel (as a contributory behavioural change element to the decarbonisation of transport).

David Davies noted issues of Road Safety could be useful to explore monitoring the safety of the system. **What indicators/monitoring framework can be developed to monitor how the ‘Safe System’ approach has been implemented.** David noted PACTS had come up with a report a couple of years ago on this area, but this could be useful at a local level. Mark Kemp supported this idea. George Warren noted that they have been having conversations along those lines about what must happen at an organisation level to deliver a safe systems approach. George said that they are developing several indicators that they would be happy to share.

## **5. Minutes of Last meeting**

**Action: Co-ordination of freight – at the next meeting – Mark Kemp/Justin Ward to arrange for the next meeting.**

## **6. UKRLG**

This was noted.

## **7. Any other business**

Satbir Gill noted for clarification that the Carbon Management Toolkit would be cross-cutting across all Board areas.