

UK Network Management Board meeting held on Teams 8 June 2022

In attendance:

Mark Kemp	Chair of Board, Hertfordshire County Council, ADEPT
Professor Nick Tyler	UCL representing academia
Gary Kemp	DfT
Jonny Moran	Transport Scotland
Graeme Salmon	Department for Infrastructure NI
Sally Gibbons	DfT
Anthony Ferguson	DfT
Justin Ward	CIHT

Guests:

Professor Rachel Aldred – University of Westminster

Peter Ramsey - WSP

1. Welcome, introduction

Mark Kemp welcomed everyone to the Board, apologies were recorded for Satbir Gill, Ewan Wallace, Walter Scott, Freda Rashdi, and Philip Robinson.

2. Key Trends & Issues for Active Travel – 5 key trends

Professor Rachel Aldred gave a presentation noting five key trends highlighting:

- Change is possible and can be fast – looked at a chart of km cycled per person and in the 1950s cycling was commonplace. This dropped off since the 1960s, but demonstrates that a) it is possible for more people to cycle, and b) it can happen quickly
- Priorities equity in active travel beyond the gender gap – highlighting gender is really importance, but furthermore there are barriers to cycling among black men in London (based on recent research from 2021).
- Ambitious schemes have led to fast, measurable change, especially in walking – noting the impact of low traffic neighborhood environments, alongside other factors (protected cycleways etc.). The health economic benefits are significant from this
- Opposition to active travel (especially cycling) investment is strongly skewed by car ownership.
- Controversy about active travel schemes is not only a British thing and lessons can be learnt – Barcelona has a superblocks system that has encountered problems.

Mark Kemp asked a question about propensity to move to active travel in outer London based on interventions put in there. As such, there is relatability from the lessons there for market towns (as opposed to a more heavily urban environment).

Jonny Moran asked about the impact of weather (noting Japan and the Netherlands have high levels of cycling) and that it can be difficult to implement effective schemes for disparate communities. Rachel noted that e-bikes expand distances to travel if there is good infrastructure to enable them to do and that Bristol was an example of this (i.e., you could cycle from the centre out to trails in the countryside).

Professor Nick Tyler asked about the relationship between walking and cycling trips and the activities that people undertake at the end of them i.e., to make those trips more attractive to those modes. Rachel noted employer facilities to support cycle storage was one example.

Mark Kemp noted the inter-urban rural environment and potential need for research in this area asking Sally Gibbons about the interest in this from DfT. Sally Gibbons said that having the evidence of similar benefits in such environments would be helpful. Mark said this could be something that the Board could look at.

Action: Sally Gibbons and Mark Kemp to consider research about how beneficial active travel implementation has been in inter-urban rural areas

Mark Kemp noted that building design was an important point about active travel implementation alongside the infrastructure put on the highways.

3. 30-minute rural community

Peter Ramsey, Associate Director, Future Mobility, WSP gave a presentation. Thinking about rural people will be based on their characteristics, if they are young, old, if they have disabilities, affluence, social isolation, technological issues.

Peter said we need to take a systems-based approach to consider the whole journey, area, organisation. This includes digital connectivity.

There was a question on Digital Demand Responsive Transport (D-DRT) about how important that was. Peter noted that commercial viability was a potential issue and that such services should be considered part of a bundle of interventions. There was a question about active travel implementation, and it was noted that there can be an absence of infrastructure including footways and cycleways.

Jonny Moran noted that 20-minute neighborhoods was important in the policy context in Scotland and said that this is important for planning policy in Scotland.

Mark Kemp highlighted the local transport plan guidance being developed and asked if the 15 – 20 minute communities was considered part of this and Anthony Ferguson asked about good examples of 30 minute communities. Peter provided an example in Oxfordshire where community action was already in place. Nick Tyler highlighted that there could be good lessons from how rural France works, adding that it is important to work with the communities to bring forward innovation and connectivity.

4. Updates

Sally Gibbons noted that Manual for Streets is currently being peer reviewed by the sector. Anthony Fergusson noted that the next parliamentary session will include focus on rail, micro mobility (to legalise different vehicles, most obviously e-scooters) and added a step forward with Moving Traffic Offences with designated areas are coming forward within the next few weeks (a dozen areas where – outside London – areas will be able to conduct enforcement).

Mark Kemp asked about the Road Safety Framework and where this was at - and Anthony Fergusson said that this was likely in Summer/Autumn. Mark noted an update on this would be useful.

Jonny Moran raised a point on the Road Safety Framework 2030 in Scotland is based on the safe systems thinking approach. Jonny said that he would be at Traffex next week with George Henry from Transport Scotland and asked about connections to make at Traffex for a discussion operationally, design-wise, policy-wise around safe systems would be valued.

Action: Mark Kemp to send a message out to ADEPT to engage with Transport Scotland

Action: Mark Kemp to contact Pauline Reeves for an update on the Road Safety Framework

Action: Justin Ward to contact Matts Belin to put in contact with Jonny Moran on safe systems approaches for road safety