

PoP meeting with Humza Yousaf, Minister for Transport & the Islands, 15.3.17

David Brennan [also involved in Bearsway support campaign]

Sally Hinchcliffe [also involved in Dumfries cycle campaign]

Dave du Feu [also involved in Spokes, Lothian cycle campaign]

AREAS FOR DISCUSSION

Background

1. Active Travel Task Force

- Welcome for the task force
- Timescale/ urgency of recommendations

2. 2020 10% cycle-usage ambition

- Cycling levels roughly static (up in some areas where there is investment, down in others)
- An evidence-based ambitious target based on guaranteed consistent annual funding is needed (such as 15% by 2030, based on £20 per head consistent funding).

Barriers to ambitious local projects

3. Central government cycling/ active travel investment

- Only sufficient for one or two ambitious CL+ schemes per year in whole of Scotland
- Far below levels of successful European cycling cities, and in the past was year-by-year
- Funding not only enables schemes, but shows the level of political priority for cycling

4. Staffing & design

- Insufficient expert staff time availability in many councils
- Consultants can help but significant council high-level input essential
- Designs must be bold to ensure maximum support (and then use) by cyclists
- The new *Cycling by Design* must be high quality and apply to councils, not just trunk roads
- Modelling must include benefits to all, including health, etc.

5. Local opposition

- Very serious issue – e.g. Ayr, Bearsway, Roseburn
- Need extensive early publicity/consultation on the actual impacts, which again means significant staff time, and high-level political support
- Some people may be disadvantaged [e.g. loss of parking/loading]; it must be shown clearly how the advantages outweigh this, so as to gain wider public support.

6. Local councillors

- Councillors can be very susceptible to strong locally-based 'anti' campaigns
- They will be helped by a strong Council and Government political lead which is exemplified by government investment in the local authority for schemes which are bold
- Strong manifesto commitments help ensure councillors stay on side: e.g. 10% of transport budgets, as previewed for Glasgow SNP and Edinburgh Labour & Green manifestos.
- Give councils greater responsibilities to ensure safer streets and cleaner air.

Supporting information

- See submissions to the AT Task Force from Pedal on Parliament, Spokes and other groups