

**March 29, 2012**

**SPOKES Public Meeting, NOTES from Euan's Group (MK)**

**STEVEN BURGESS**

**'£10.- per head funding' – how does that compare to 5%?**

£10.- per head means £5 million, which is our target for 2016

This compares with 5% which is £1.4 million.

Budget is not 5% but they are talking about the net spend

Total spend is £90 million, so 5% is £4.5 million.

Government provides about £0.5 million and 1.4 million on top

£10 a head is in addition

Blackhall **response times** were improved but now have gone back to peak times. Standard wait ...(?).

**Hierarchy is not actual. How would you change that?**

We would change the ...(?) Pedestrian delay is too long and traffic is given priorities.

**Does the Green Party have a strong vision?**

Yes, manifesto will have a strong cycling vision

**GORDON MACKENZIE**

5% will grow to 6%. Does not include the tram or flood prevention

**Is there enough stuff?**

No, but we will be growing as the number of projects will evolve.

Condition of the roads. Manhole covers have been fixed, but they break very quickly

Buses cause the problem.

15% of work gets charged back to utilities. We need to get utilities to get things sorted.

**Red boxes: are there any prosecutions?**

Police is involved in raising awareness, then reinforcement likely in June.

Buses and taxis also involved in the discussion group.

**Mixed messages: park in cycle lanes but prosecute for ASLs?**

We will be reviewing parking restrictions.

However, need to keep a balance – shops suppliers etc.

**Princes Street – what about pedestrianisation?**

Lothian buses say it loses them income

Diesel electric on the no. 10 is being piloted – Overway(?) on Princes Street would be a runner but need to have a full discussion.

**ALASTAIR RANKIN**

**Vision for Princes Street, and inadequate Rose Street?**

Dave Anderson wants pedestrianisation, cafes. Trams are helping this and cycle paths.

National Policy – have you not been dragged kicking and screaming?

5% target, would you go further?

£10 head: cannot afford this extra £5 million. Politics is about choices and balancing priorities.

### **Transport has gone up but cycling has gone down**

My understanding is that although there is a decline this year, it increases on average.

Priorities for traffic. Cyclists come at the end. Traffic gets lots of consideration while cyclists are always squeezed. Pro-motoring groups do not have meetings like this. Please pay attention to the SPOKES manifesto.

**Active Travel and 5% budget?** – I am comfortable with this

Priority with traffic lights needs to be given

**How is awareness of drivers to be improved?**

Road safety campaign is about to be launched, I am not aware of the details.

### **CAMERON ROSE**

**EU will likely fine Edinburgh for pollution laws. What would happen to stop us not meeting the air pollution laws?**

We need to develop cycling. We are needing better design research/conferences (e.g. South Bridge – one way: pedestrianisation could be developed better. Greater population and number of ...

**Princes Street proposals:** I don't know but cannot see. Buses – not sure. West End – big problems. We need things like Exhibition Road in London.

**Shut out traffic from centre like Oxford** - we can do it in other areas.

**Congestion charge for 4x4s?**

Congestion charge is dead for at least 5 years. People will not come with politicians.

**20mph speeds limits – support? Extend? Enforcement?**

1. Police cannot enforce this by conventional methods (cameras are help but there is a ...(?))
2. Group and personal support for trial but reservations.  
Could cause more emissions. We will support depending on residents' support at the end of the trial (not supporting the extension: where would the money come from?  
Could get sponsorship – should be explored.

### **LABOUR**

**No further road changes?**

We are fed up with all the changes. Two year moratorium for planning ahead. Getting more input from stakeholders. Get people round the table. Could stall improvements for cyclists.

**Land Use planning reducing the need for travel** – a long way. This was reflected at transport workshops. Is difficult to achieve but agree in principle. Leith and Granton offer potential.

We need to learn from places like Hamberg.

**Home zones – is there support?** Could be used in new developments and in quieter streets. Light responses at Blackhall dip. Traffic better priorities with zebras. Conflicting views on safety.

What is the vision on Princes Street? Labour has yet to decide.

Too many buses but not sure if buses is the answer. Some people struggle with walking.

Need bus/tram interchange.

Support bikes in trams? No strong ....(?)