

## Spokes Hustings 29 March 2012

### Notes from Group A; Chair, Oonagh O'Brien

#### **A: Gordon McKenzie:**

Q1 Policy on bus lane timings?

Report is due on this; has to be a balance, we don't want to lose local shops.

Q2 20mph zones – why not main roads too?

Residents divided; had to have support of police and buses initially. Hopes when scheme established, it can be extended to include main routes. Police will target enforcement from time to time; otherwise, rely on signage and 'pester power' (passengers telling driver not to speed).

Q3 Air Quality?

Moratorium on Low Emission Zones (LEZs) until UK guidance is published, but optimistic CEC will want them.

Q4 the 5% of budget – how will it be spent? Wants more on infrastructure rather than promotion.

Money ring-fenced to start with, but hopes it will become mainstream later. Cycle Forum was given outline of budget for this year; report will be given to Tpt Cttee in Sept.

#### **B: Alasdair Rankin:**

Q1 Provision for cycling in new housing schemes: segregated?

Prefers the 'hierarchical' approach – reduce traffic speeds, provide off-road paths where possible.

Aim for segregation on arterial routes into city, but integration elsewhere.

Q2 Congestion charging?

Other means of discouraging driving into town are better, eg P+R

Q3 New FRB – no cycle lanes on it?

I can see the problem – doesn't make sense.

Q4 20mph zones – enforcement?

Wants early enforcement, to make the point.

Q5 Princes St future?

Favours 'cafe culture', believes trams are too big to leave room for buses as well.

#### **C: Cameron Rose:**

Q1 Bike hire schemes?

Ian Whyte [Tory Cllr] originally proposed one; CR would like one, with sponsorship. But happy to see results of proposed leasing scheme.

Q2 Road surfacing?

Exhibition Rd [S.Kensington] well known, but very expensive, and still too much traffic on it. Shared space is good if traffic reduced. Wants trials of innovative schemes; change the thinking of roads engineers so not always planning for max vehicle numbers; possibilities for Nicolson St/S Bridge corridor. Royal Mile is effective (shared use but at different times of day).

Q3 5% of budget – do you support?

Yes – though not sure a 1% annual increase on this could be sustained.

Q4 Your climate change views are controversial?

Many Gov't responses to cl.ch. have bad consequences; eg bio-fuels remove land from food production, raise food prices; wind power subsidies go mainly to wealthy landowners.

**D: Lesley Hinds:**

Q1 Bikes on trams?

Officials told her they weren't planning for it in the layout. She mentioned she thought it had been agreed, but didn't realise on 'trial' basis, off-peak. Officials told her not done in other cities eg Nottm, Manchester.

Q2 5% of budget?

Supports this; but tpt budget itself may be cut in future years, because Council Tax frozen; and some of the money might come out of 'roads and pavements' budget.

Q3 Raise parking charges to reduce car numbers?

Need to find a balance. Other possibilities, eg work-place charging. Nottm has such a scheme, to raise money for more trams. We should learn from what other cities do.

**E: Steve Burgess:**

Q1 Links into neighbouring authorities?

Need to look for routes, eg Sheriffhall for Dalkeith, and missing links on route to Musselburgh.

Q2 Roads engineers too car-oriented?

Staffing is important. Marshall P. did big things for cycling while in London, and his presence, along with Phil Noble (York experience) and new Cycling Officer Chris B are making a difference.

Q3 Planning Dept not on board for the cycling agenda?

It's the job of Cllrs to make sure officials do their bidding!

Q4 Congestion charging?

Greens supported it at the time; and something similar will have to be looked at again, perhaps LEZs, which have number-plate recognition, vehicles charged according to degree of pollution.

Peter Hawkins

30 March 2012