

Spokes meeting with Cllrs Macinnes & Doran, Weds 2 August 2017

Below are ideas for areas we would hope to cover in the discussion, rather than a formal agenda.

This is quite a long list - we appreciate there may not be time to cover everything, and so the list is in a very rough order of priority.

1. Brief intro from councillors

- What are the priorities for this council on transport and specifically cycling?
- Any points the Convener and Vice Convener specifically want to discuss at this meeting?

2. Brief intro about spokes, and how we relate to the council. In particular...

- Most of our contact with the council is on **physical infrastructure** - cycle and transport projects, planning proposals, 'place' projects, etc and most of the topics below relate to that.
- However, Spokes also undertakes a great deal of **public contact and awareness-raising**. This includes promoting cycling for everyday transport [e.g. spokes maps, stalls at community festivals, public meetings] and increasing road-danger awareness by motorists [e.g. Bike Alert video and leaflet, and participating in Edinburgh and Lothian Young Driver events]
- We are interested in **cycling as transport** (including leisure) but not in competitive cycling.
- "**Critical friend**" - We make an effort to support the Council publicly when appropriate, and we try to make criticism constructive - but will criticise strongly if necessary (e.g. the cutbacks in bus lane timings last year).
- We make a big effort to encourage **individuals** to contact their councillors rather than leaving everything up to us and other cycling organisations.

3. City Centre

- Opportunity for major re-think at start of new Council. George Street is already planned, but **Princes Street** must not stay as it is for another 5 years – needs major traffic reduction to allow a segregated cyclistroute and wider footways.
- Importance of **West-East route** - this is the Council's 'flagship' cycling proposal, providing segregated link into the city centre from West and East. Invaluable contribution by former Transport Convener, Vice-Convener and officers, in achieving all-party support despite controversies. Vital that it keeps to timetable and maintaining all-party support if possible. However it is a compromise in parts, with below-standard widths, and future projects should meet official standards.
- Also need **N-S route(s)** through city centre - Lothian Rd, Meadows to George St, Leith Street. We are supporting the Council's bid for Community Links Plus funding.

4. Segregated routes on main roads

- A programme of segregated cyclistroutes on main road routes should be a priority [W-E route is first example]. Such roads tend to be the most direct and the least hilly, but the most scary and dangerous at present.

5. Funding

- Value of the **10% commitment** (& kudos it brings to council e.g. in Scottish Parliament)
- **City/Region Deal** - can cycling be built in further? In particular, cash for city-centre rethink? – Glasgow is using City Deal cash to make Sauchiehall Street and other central streets much more cycle and walker friendly. Secondly, how can we ensure that areas such as the Waterfront and West Edinburgh which are getting City Deal cash will incorporate quality cycle facilities?
- Can council lobby government for **new transport powers** to encourage sustainable travel and bring in new sources of transport funding - e.g. charging for number of car spaces at workplaces, superstores, leisure centres, etc; or congestion charging.

6. Multiple project delays

- This is very disappointing: examples below are projects where *some or much planning has been done*, but little or no *implementation*. Is the problem insufficient staffing, or what?
- Rollout of the **secure onstreet bike storage** for tenements, following successful pilot – the pilot process began in 2011. Meanwhile London has literally 100s of such containers.
- **Tramline safety measures**, talked about for several years, only Haymarket implemented.
- **Meadows-Canal route**, originally promised for 2016, now 2018.
- **Roseburn-Canal route**, original public consultation 2014, nothing happened since
- Many **small connections** between offroad routes, consulted on last year.

7. Coordination within the council

- **The move to local decisions** means that cycle facilities don't always follow Council standards e.g. Magdalene Gardens. There is a need to ensure links with central active-travel team expertise and standards.
- **Transport v. planning relationship**. Cycling is usually included in planning policies, area briefs, etc; but there are often big failures in actual developments/ planning application approvals and enforcement.

8. Cycle/ Active Travel Forum

- The **ideal format** is not easy to decide. In the last council there was a wide and diverse membership, including reps from pedestrian and cyclist bodies plus members of the public. This made it difficult to cover more than a couple of topics in detail or to follow up issues from one meeting to the next. The role of the Forum thus became more a **sounding board** whereas in the previous Council it had been more **holding the Council to account** and ensuring that issues were not forgotten or unduly delayed. The latter approach, with only organisational reps, probably worked more effectively.

9. Wider promotion issues

- **Bold car-free days/initiatives** – e.g. 700 towns & cities in 30 countries are now registered for European Mobility Week (which incorporates car-free day).
- Importance of **support for community cycling initiatives** - e.g. Bike Station, Edinburgh Festival of Cycling. They help grow the cycling culture and so support council initiatives.
- **Employers** - carrot & stick both essential - Ed Uni has reduced car commuting to just 16% of staff, by a combination of carrot and stick.
- Spokes support for Council initiatives such as **20mph** and **School Streets**.