

## Geo St stakeholder mtg 6.6.23 ... Spokes notes

### Positives

1. Still closed 24 hours to general traffic
2. Enforcement is now proposed to be access by controlled bollards
3. CEC is applying to Scot gov to be allowed to apply a 10 mph speed limit
4. Connecting cycle lanes on Hannover Street still included
5. CEC has plans to provide safe access for cyclists from Charlotte Sq to George St to facilitate the continuation of the CCWL route. No detail was given

### Negatives

1. Although it is asserted that what's being created is a "Pedestrian and cycle street" with effectively 'vehicle free' periods (10:00am-7:00pm Mondays-Saturdays and 12:00pm-7:00pm on Sundays) it will likely be less safe for cycling than the previously proposed segregated cycle lane, because of these time limits and as more exemptions are given.
2. Cycling in the morning "rush hour" remains outwith the restricted access hours, so commuter cyclists will be mixing pre-10am with delivery vehicles and taxis.
3. The previously given undertakings that black cab taxis would not be allowed on George Street are now dead. Taxis still to be excluded in the daytime restricted hours, but that could be diluted further. Two (7pm to 10am) taxi ranks are now to be included. We complained about the dilution and asserted that taxis will now use George St as a fast through route. Officers replied that there is a chance that that could be reduced/prevented by appropriate programming of the taxi navigation systems which are apparently now widely used and we asked that that be made an access condition.
4. The daytime exempted access list is now quite long (see below) and there is a danger of further exemption creep.
5. PHV/Ubers remain excluded for now, but vociferous complain about that at the TEC from the industry and the Conservatives. Officers pointed out that black cab taxis, "hansom cabs" are legally defined, whereas PHV are not. Likely to be a legal challenge.
6. Hotel drop-off and collection coaches have now been granted a daytime exemption, with both major hotels pushing for guests' cars to also be allowed in to drop off and collect luggage.
7. We also felt that there was a hardening of attitudes. E.G. Forcibly pointed out that the mid-block widened carriageway spaces are for vehicle use, not pedestrian overspill/circulation.

### Final Operational Plan Summary - Access Exemptions

There are a number of vehicle types, purposes and users which will be given 'exempt' status from traffic restrictions proposed. Exemptions will be granted access to George Street during restricted hours. This would be managed using the proposed intercom when the HVM bollards are closed. Examples include:

#### No permits or permissions required

- Blue badge holders (all times)
- Coaches (all times, for hotel drop off only)
- Emergency maintenance or repairs
- Emergency vehicles
- Funeral & Undertaker services
- Gov and Council Vehicles
- Loading & Servicing (window only)
- Medical (GP, nurse, carers)
- Post office vehicles
- Secured deliveries. E.g. cash deliveries
- Taxis (Window Only)

#### With Council Permits and Permissions

- Events vehicles (transporting/installing equipment etc.)
- Non-emergency and planned building maintenance, construction works.
- Special events; weddings, VIPs