

87491981803 - Q&A Report

Living Streets Edinburgh Hustings
Question
It could be argued that active travel investment has been focused on the city centre, rather than the suburbs. How will each party commit to active travel investments in the West and South West?
The Conservatives have highlighted the importance of community consultation before any decisions on the public realm are made. How do they intend to avoid consultation "paralysis" in balance with nationally-set car km reduction targets?
Many of the candidates have highlighted the need to reduce traffic and congestion. I commend these aspirations. How would you intend to make it a reality? Do you think the focus should be modal shift?
I would be interested to know which parties continue to support the diesel-based bus service offered by Lothian Buses, despite the inevitable NOX pollution, albeit reduced by EURO VI compliance. Which parties support a comprehensive change to electric or hydrogen vehicles ?
Is it Policy to eliminate pavement-edge railings (which massively discourage walking safely at junctions by obstructing direct walking routes and which encourage aggressive speeding by wheeled users)?
Why is the 'pedestrianisation' of George St being done in a way which permits obstruction of pavements?
What causes damage to pavements? Maintaining pavements, much like repairing potholes, is a constant piece of work. Yes please fix them, but what are the causes and how would you minimise these causes?
Great to hear so many commitments to improving the atrocious pavements across the city. How will you ensure that improvements are maintained? The deterioration that has been allowed to happen has made life for wheelchair users extremely challenging for many years.
Which of the panellists' parties supports the CEC target of reducing car kilometres by 30% by 2030?
Some Councillors have mentioned street clutter, a key concern of residents included in the 2017 Management Plan of Edinburgh World Heritage. The last few years have seen a dramatic increase in clutter - Spaces for People with the much criticised (by internal audit) intrusion of white posts, the plans to increase the environmentally unsound rubbish containers in streets (often unemptied, and often covered with flytipping), and now the beginning of installation of charging points . What are candidates' views on clutter and streetscape in our World Heritage Site?
Raeburn Place has large black posts down the pavements on both sides. Pushing a wheel chair or a buggy is nigh on impossible. These posts should be removed.
Would pedestrianisation of Stockbridge be a good idea?

Do candidates commit to keep pavements free of further car infrastructure in the form of e-car charging points?

I live at Roseburn. The roadworks for CCWEL have had an awful impact on the traders; one- Bali-Tan is announcing they will close next month. I can see how protected cycle tracks might help where the roads are wide, but Roseburn Terrace is really narrow. The loss of so much parking has led to traders losing 40 to 70% of their income. These traders have to pay their leases even if they close the shop down; their house is the security- so then they will lose their homes too. Yet the Council refuses to consider compensation. Will candidates recognise that streets can only stay alive when the shops we want stay open for business? Why aren't shop needs ever considered? Would the candidates, if they ran the Council, give compensation to businesses that struggle because of street work changes?

Do the candidates agree that pavements should ideally continue across side streets via raised tables, implicitly signalling to drivers that pedestrians have priority? Rather than pedestrians having to cross 'car' space. There are some examples of this already in the city but more could be done.

How would candidates ensure fairness when implementing LEZ and low traffic neighbourhoods and that traffic isn't just dumped on surrounding areas and so drive inequalities?

Why are there huge car parks at Fort Kinnaird, Hermiston Gate, St James Quarter and others when CEC policy is to reduce car use?

How can local people and community councils be positively involved in a genuinely democratic process to assess road and transport measures to influence better local outcomes, rather than be forced to resort to participation requests as sometimes happens now?

I would love to see all parties work together with more empathy and kindness to make Edinburgh a climate conscious city. Why is so much time wasted playing politics, when scientists around the world are screaming for us to make change. Can you all promise us to work together to secure our future, as it relates to transport, and be brave enough to tell people "sorry, we need change"?

the Broughton Road to Bonnington Road corridor has seen hundreds of new flats being built and there has been a massive increase in traffic, associated pollution and speeding from that as well as the traffic that has been moved here because of the the trams on leith Walk, spaces for people and closures of surrounding streets. Not one single mitigation measure has been put in place. This drives health inequalities. What would candidates do to make sure some areas do not become dumping grounds for traffic to help others?

Based on the photo frames in the Tory candidate's background... does he personally support a transport hierarchy that prioritises pedestrians over motorists in Edinburgh? ;-)

One of the primary concerns of pedestrians is the speed of traffic. What actions would the candidates take to reduce traffic speed in the City beyond extending the 20mph limit?

If we want to encourage folk to walk, is it a good idea to have reduced the width of pavements on Leith Walk as part of the trams project?

For historic reasons, Edinburgh has narrower pavements than stipulated in CEC design guidance. What can be done to bring all pavement widths up to an agreed standard? Should it be a priority? Can it be a priority?

How is it safe to allow pavement parking on some streets? This means it's acceptable to share the pavement with pedestrians while a vehicle is pulling in and ??
What about paid parking zones where some folk have to pay for parking but others could park free using a public footpath?? There should be no dubiety. No pavement parking means NO PAVEMENT PARKING! I have been tackling this for nearly 30yrs in our street.

Do candidates think that the 'floating' bus lanes on leith Walk will be safe and accessible?

How do we convert more people to become pedestriations/walkers/wheelers as a first choice?

A lot of focus on EVs, could a holistic approach of getting more people out of cars (so getting rid of their car entirely rather than switching to electric) and walking/wheeling be a better approach and reduce the need for all this new EV infrastructure? Would decrease damage on roads too, make streets safer, etc.

Why has the Scottish Paliament invested in a big fleet of cars for the SNP ministers to use? Surely this is against SNP policies?