

LEZ Mitigation Traffic Orders

Further comments from Spokes Planning Group, 26 May 2023

RSO/23/03 - redetermining of sections from footway to carriageway and vice-versa

TRO/23/04 - changes in turnings, one-ways, etc

TRO/23/05 - changes in waiting/ loading etc

We're grateful for the recent meeting to discuss the mitigation measures for the Low Emission Zone.

After further consideration, Spokes now withdraws our objections to **RSO/23/03** and **TRO/23/05**. This is to enable the junction improvements at Gardner's Crescent, which provide a significantly improved pedestrian environment. However, we remain disappointed that there will be no significant improvements to cycling here, particularly at the existing and planned uphill approaches.

However we maintain our objection to **TRO/23/04**.

Spokes strongly supports the Low Emission Zone and its aims, however **the proposed changes to Morrison Street will worsen conditions for active travel, introducing further traffic and pollution to a street that is identified as a key cycle route.**

Crucially, by removing one westbound lane, the proposed measures will make future planned improvements to Morrison Street far harder, or even impossible, to deliver. Morrison Street is already identified as part of the primary cycle network in the City Mobility Plan and as a main cycle route in the City Centre Transformation plan.

We reiterate that:

- If the Council is serious about its 30% car-km reduction target, it must start designing for less motorised traffic, not more. Morrison Street has significant cycle traffic, and would have even more if it was made safer to cycle on.
- Morrison Street is a core route to Haymarket and West Edinburgh from Lothian Road, Tollcross and the Southside.
- Morrison Street, Torphichen Street, Torphichen Place and Dewar Place are all identified as part of the Primary Cycle Network in the draft City Mobility Plan, with Morrison Street also identified as a location for Place, Wheeling and Walking priority. Morrison Street is further identified as a main cycle route in the City Centre Transformation plan.
- The Circulation Plan says it should prioritise active travel over other modes.
- It is likely to be literally years before Morrison Street is made cycle-friendly (as promised), no details are known of likely facilities, and the existing Traffic Orders will make high quality cycle provision much more difficult to provide.

We urge early implementation of the following:

- Protected cycleways in both directions on Morrison Street and uphill on Dewar Place. This could be achieved initially at low cost using temporary materials.
- Early release lights for cyclists at all junctions, but particularly on the steep uphill exit from Dewar Place
- Allow cyclists to turn left into Gardner's Crescent, possibly using an Ardmillan Terrace/Gorgie Road-style cycleway.
- Provide a one-way exemption for cyclists on Grove Street.
- Remove the ban on cycling west on West Maitland Street.

Some of these changes require adjustments to traffic sequences and reallocation of road space from motor vehicles to active travel. However, they are the kind of changes the council must be willing to adopt if it is to make Edinburgh a city where cycling is a realistic choice for all - and if it is to properly implement its own policy documents referenced above.