

from: John Robson
to: low.emission.zone@edinburgh.gov.uk
date: 23 Jan 2023, 20:56
subject: Re: Low emission zone network mitigations - Morrison Street and Tollcross

FAO George King,

Thank you for providing this information regarding the LEZ mitigation proposals.

Please find below Spokes Lothian Planning Group (Spokes PG) comments;

1. Spokes Lothian is concerned there is no segregated cycle provision being proposed on Morrison St. The existing unsegregated (painted) central filter lanes are shown on the proposals as being retained / renewed. These are currently only used by the most confident cyclists and there could be a lot more if a road diet was actually implemented. Morrison St is part of a east-west cycle route avoiding tram tracks of Shandwick Pl & Princes St. As kerbside parking retention is prioritised in the proposals, cycles headed east along Morrison Street will be in the door swing zone at additional risk of injury. This is not acceptable and not in line with the Sustainable Transport Hierarchy. Morrison St is shown as a 'main cycle route' in the Transformation policy and therefore how do these proposals achieve this long term City of Edinburgh Council (CEC) ambition?

http://www.spokes.org.uk/wp-content/uploads/2022/09/ECCTP_Strategy_Low_resolution_Chapter_3-p24-49.pdf

2. Spokes welcomes the shortened crossing at Gardiner Crescent for pedestrians. We would hope the signals implemented will have early release phasing for cycles and be consistent with Edinburgh Street Design Guidance.

3. At Tollcross Spokes considers the right turn allowance unnecessary with a wider review of the whole junction. This has been identified as a high priority of Dangerous junction for those who cycle. It is a multilane signalised junction which only the most confident road cyclists can use. Given there is an alternative loop for motor vehicles via the following, Spokes questions why an alternative is necessary?

- a left turn onto Ponton Street
- turn right into Semple Street
- turn right onto Morrison Street
- Turn right into Lothian Road / Earl Grey Street

Spokes believe this route (could be signed with clear signage for drivers) would act as a deterrent for some motor vehicle journeys around the city by polluting vehicles. If avoiding the LEZ is facilitated then it will mean the aims of encouraging cleaner air will be lost and polluting vehicles will still be present on our streets. Spokes would like to see what has been calculated as being a problem that needs this as the solution.

4. Spokes is also concerned an additional light phasing may mean pedestrians wait even longer to cross Brougham Street at Tollcross. Again we consider this proposal as not being in line with the Sustainable Transport Hierarchy. Spokes is aware of other cities in the UK that have warning signage well in advance of the LEZ areas and therefore think this mitigation may be unnecessary given the .

5. If CEC is implementing the proposals in the next year or two, it leaves Spokes wondering when CEC actually expects to implement the longer-term aspirations to further improve conditions for walking/wheeling and cycles at Tollcross and Morrison Street and will this added traffic still be in place at that time?

6. Spokes would like to see the addition of a segregated Dewar Place to allow a protected uphill cycle route southbound, if practical given the sharp left at the top, and also not to make life difficult for cyclists wanting to go straight ahead into Gardners Cres. We assume if Morrison St is two way there will be less vehicles making the left turn from Dewar Pl into Morrison St eastbound?

Spokes PG are available to discuss any comments raised at a meeting online.

Kind regards, John Robson on behalf of Spokes Planning Group