

Edinburgh City Council, Major Junctions Review

Spokes comments to consultants, April 2022

The attached ranked list of junctions arises from our 2021 MJR work on identifying and ranking dangerous junctions. We set out below our methodology, analyses and scoring:

1. Methodology – Identification of dangerous junctions

- Junctions requiring extra vigilance or to avoid where possible, based on person experiences of Spokes Planning Group members and map analyses.
- Are the location of cyclist fatalities.
- Stand out on crashmap.co.uk as having serious cycling accident clusters or have a lot of comments on the SfP interactive map
- Are marked as dangerous on the Spokes map.

46 Junctions were identified. Where City-Bypass junctions were identified, these have not been included in the MJR review because we doubt that these types of junctions are what the council had in mind, not being urban and also probably a Transport Scotland trunk road responsibility. However, being retained in the listing for completeness, though not scored.

2. Analyses of risk criteria

In seeking tools to use in analysing junctions as a means to identifying design failings with a view to ranking the degree of risk, we identified:

London Cycling Design Standards (LCDS)

<http://content.tfl.gov.uk/lcds-chapter2-toolsandtechniques.pdf>

Sustrans Cycling Guidance Junctions and Crossings

https://ec.europa.eu/transport/sites/transport/files/cycling-guidance/sustrans_junctions_and_crossings.pdf

We mainly chose the risk assessment criteria from the LCDS, and these are described in the 14 column headings in the attached spreadsheet. There are 12 risk criteria and 2 location criteria, the latter being where there have been cyclist fatalities locations and junctions which can't be fully traversed without dismounting. Virtually all of these junctions would already fail the Sustrans criteria about suitability for use by an unaccompanied 12 year old, so that has not been included as a criteria.

3. Scoring, to rank junctions by degree of risk

Each criteria present at a junction scored 1, apart from fatalities and one criteria (*Left hook danger/Left turn advance filter/Left slip lane*) regarded as particularly dangerous - which were scored as 2. These scores were summed for each junction and the junctions were then ranked on order of their score.

4. Scored list of junctions

Clearly, there are more junctions on this list that will be included in the project. However, having reviewed the overall results of the scored ranking, we consider that the outcome is representative. This exercise is from a cycling perspective, but we feel that it is likely to be valid across other stakeholder groups.