

Spokes supports the vision “for the Junction is to make it as easy as possible to move about the city without the need for motorised transport” and the aims of the study to:

- Promote a healthy, active and inclusive city through improved connectivity and the provision of safe spaces
- Improve access to key services via active travel for communities in the local area
- Achieve a measurable increase in cycling as an everyday mode choice within five years of construction
- Contribute to the creation of a community led active travel corridor that incorporates local placemaking ideas through continued engagement with the local community
- Facilitate users of all abilities.

The Survey presents a “conceptual design” for the junction. Spokes is happy with the concept, including the full signalisation of the junction, with physical separation of cycle users from general traffic and cycle movements completed in a single phase.

This would give a high level of service in relation the Design Principle of Safety (Cycling by Design). The signals should be designed such that the overall delay for cycle users at the junction is less than the overall delay for motor traffic, ideally with detection of approaching cyclists.

The suggested orbital cycle route through the junction is generally favoured, however in this location we have the following suggested improvements:

1. The overall width of the junction is substantial, making right turns quite circuitous – in particular for cycle users turning right into St Marks Path and the new development from Broughton Road north.
2. Northbound cyclists on Broughton Road should be able to always cycle through the junction except during the pedestrian crossing phase. Consideration should be given to whether the exception should apply to the orbital cycle phase.
3. Cycle users turning left should be able to continue at all times, again with the exception of the pedestrian crossing phase. (See Transport Scotland Cycling by Design p179 Fig 5.10)
4. The cycleway should connect directly to the most useful school entrance.

Spokes is of the opinion that the main cycle usage of the junction will be between McDonald Road and St. Mark's Path. The concept should work well for this. School cycle traffic needs should also be accommodated if different.

It would be helpful to confirm the usage with some monitoring of traffic volumes by mode and route such that the design and operation can prioritise the appropriate movements.

Martin McDonnell, Spokes – the Lothian Cycle Campaign, 25th September 2022

