

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

20 April 2023

DEPUTATION REQUEST

Subject	Deputation
3.1 In relation to Item 7.1 – Major Junction Review Update - report by the Executive Director of Place	(a) Edinburgh Bus Users Group (b) Spokes (written submission attached)

Major junctions review - Spokes deputation

POTENTIAL MAJOR BOOST FOR PEDESTRIAN & CYCLIST SAFETY

Spokes welcomes the report on the major junctions review and agrees with its key findings. We urge the council to implement these as soon as possible.

Junctions are often the places where cyclists are at greatest risk. Of the eight cyclists killed in Edinburgh in the last ten years, seven were killed at junctions. Junction safety is also an issue for pedestrians, given that this is often where one needs to cross, and because of traffic moving in multiple directions.

For a variety of reasons, however, safety improvements at junctions have not received the necessary attention. Such improvements are critical to making cycling and walking safer, and for increasing modal share. We therefore welcome this review as a first step to addressing this across Edinburgh.

One of the reasons often given for not implementing safety improvements at junctions is that doing so will reduce flows of motor vehicles. We believe that this is less important than the safety of those walking or cycling, or those who would like to. We also note the council's policy of reducing car-kilometres travelled by 30% by 2030. Assuming this policy is to be implemented seriously, then reducing traffic flows is going to be required anyway. Reallocating road space at junctions could make an important contribution to this.

We very much welcome both the proposed large-scale interventions at the top ten junctions, and also the "early interventions" at all forty junctions. These early interventions could also be on an experimental basis, using temporary materials, using the new ETRO procedures if necessary. This would be more cost-effective and allow the council to try more radical measures, such as closing slip-roads, knowing that changes can be scaled back if necessary.

Of course, there are far more than forty junctions in Edinburgh which should be made safer for cycling. We are therefore keen that this is only seen as a first step, and that any lessons learned during this process are applied to future projects around the city.

We urge councillors to approve this report. Equally important, implementation must follow as quickly as possible.