

Response Number	Q1a	Q1b	Q2a	Q2b	Q3a	Q3b	Q4a
	To what extent do you support the proposals for the Princes Street Junction with South St Andrew Street, travelling eastbound?		To what extent do you support the proposals for the Princes Street Junction with South Charlotte Street, travelling eastbound?		To what extent do you support the proposals for travelling westbound at Haymarket Station?		To what extent do you support the proposals for Haymarket Junction with Dairy Road and Grosvenor Street Option 1?
1	Support	You said that you (Q1a) the proposals for this junction - could you briefly explain your view? Looks as though it separates traffic, tram, and bikes. Would be better if it were completely separate: the traffic islands may not be sufficient	Support	You said that you (Q2a) the proposals for this junction - could you briefly explain your view? Would be better if more ambitious. Better than what's there now.	Support	You said that you (Q3a) the proposals for Haymarket Station - could you briefly explain your view? Following the weird serpentine path could be tough.	Support
2	Neither support or oppose	Selfish walk cycle lanes dont work seems to be dangerous people getting of buses walking straight into cycle lane	Neither support or oppose	Neither support or oppose	Neither support or oppose	They wont use it	Neither support or oppose
3	Strongly support	This design gives the ability to cross at a safe angle, which is not currently possible without swerving up St Andrews street and back onto Princes Street, which isn't a safe manoeuvre in traffic	Strongly support	The current junction is beyond unsafe, I've never seen a safe way to go straight on and so always turn left regardless of where I'm headed. This design would allow me to go straight on at the junction. Brilliant	Strongly support	If the traffic island is moved as far away as I think, this would be a huge improvement. The further over it's moved, the better	Support
4	Support	Generally agree but risk to cyclists whilst merging after St Andrew Street - Additional protective bollard required after pedestrian crossing red paint should not be over existing utility covers prior to crossing as it is confusing	Support	Additional Protective bollard needed to ensure vehicles are segregated from cyclists. How are cyclists to be advised to enter box to proceed on to Princes Street - via middle lane then straight on or right hand lane and filter left? I would feel very vulnerable waiting to go	Support	Cycle lane should run parallel to tram track and not diverge from it on approach to crossing the track. Difficult to look behind before crossing and has already resulted in several near misses with Trams. How are cars and taxis prevented from making right turns out of the drop	Support
5	Support	There needs to be a reallocation of road space to allow a 2 meter wide segregated cycle path running the length of Princes Street. Until that happens this scheme will make a short stretch of Princes Street safer so I do support it, but it is only a start and the overall objective	Support	There needs to be a reallocation of road space to allow a 2 meter wide segregated cycle path running the length of Princes Street. Until that happens this scheme will make a short stretch of Princes Street safer so I do support it, but it is only a start and the overall objective	Strongly oppose	I do not want to be knocked off my bike by someone opening the door of a taxi, this design guarantees that will happen.	Support
6	Strongly support	Providing more space for cyclists on the road is good, as it means they will experience less pressure from nearby cars. The road markings make it easier to see how best for cyclists to cross the tram tracks	Strongly support	Providing space for cyclists travelling east, away from the tram tracks, is really good. However, cyclists coming from Lothian Road will have to navigate a busy junction, crossing multiple lanes and tram tracks, to get into this space. (A solution to this may be proposed in Q2)	Strongly support	reducing the traffic island to increase space for cyclists away from trams - good thing	Strongly support
7	Strongly support		Strongly support	The small advantage given to cyclists waiting at the lights is immediately lost, especially if there are buses stopped at bus stops ahead of them which forces them close to the tram tracks when overtaking, sometimes with buses bearing down on them from behind.	Strongly support		Strongly support
8	Neither support or oppose	Not sure if this is the best solution - it temporarily segregates the cyclist from motorised traffic before forcing them to merge with it again almost immediately. Would prefer full segregation along length of tram line.	Neither support or oppose	It will allow cyclists to proceed along Princes Street without cycling in the same lane as the tram tracks, greatly improving safety.	Oppose	The advisory cycle lane removes the cyclist from the flow of traffic before forcing them into conflict when joining the flow almost immediately after. The cycle lane should be segregated at least until the traffic lights to prevent motorised traffic from blocking cyclists path	Oppose
9	Strongly support	It is currently a dangerous junction to navigate by cycle, and the proposed improvements will make it safer.	Strongly support	The city is already being ruined as a place in which anyone can drive conveniently all for the benefit of a small group of selfish cyclists. More cycle paths entirely away from the road may be required for the purposes of healthy activity - a better public transport system	Strongly support	Narrowing roads for a small group of selfish road users (cyclists) is a ridiculous idea, as has already been shown at Chesser where traffic is now routinely bottle-necked in order that an occasional cyclist should not have to wait in traffic.	Neither support or oppose
10	Strongly oppose	The Council appears to believe that the only road users who actually matter are the smattering of ill-trained cyclists who constantly clog the roads of this city and who continually break the law with impunity on roads which are increasingly made unusable for legitimate road	Strongly oppose	Again, a minor improvement	Strongly support	Looks like a great improvement, however, cycle lane seems to be feeding into road traffic as it splits into 2 lanes which will cause conflict	Oppose
11	Strongly support		Strongly support	Not quite sure what this one is trying to achieve. Perhaps it allows cyclists to stay left as far as the lights and then to move across to continue along Princes St?	Strongly support	more space and less obstacles to negotiate	Support
12	Strongly support	markings, on road show correct route to take and hopefully cars will stay out of this area	Strongly support	Less conflict with other traffic going along Princes street	Strongly support	Minor improvement, but the problem remains that the marked cycle lane stops abruptly and ejects cyclists out into a lane of potentially fast-moving traffic. The dual traffic lane set-up serves little purpose given it just directs a lane of traffic toward multiple heavily used	Strongly support
13	Support	An improvement, but had segregation will be required to keep motor vehicle out of cycle lane until Princes St carriageway widens again east of the Princes St pedestrian crossing, otherwise this will remain a 'pinch point' for cyclists	Strongly support	Again, a minor improvement	Support	Minor improvement. But I wish - oh, but it's not better.	Support
14	Support	well it looks better than it is. I wish you'd actually prioritise cycling and walking though, rather than enduring those forms of transport	Support		Strongly support	This is better but could be better still with hatching applied to the road to the north of the section of the red cycle lane which runs along the reduced island. The danger here is the constant shift from 2 car lanes on Morrison St to 1 wide lane to 2 again as you head west.	Strongly support
15	Strongly support	look much safer than the current layout in terms of crossing angle for cyclists.	Neither support or oppose		Strongly support		Strongly support
16	Strongly support		Strongly support	The recent update to TSRGD states that lead in tails at Advanced Stop Lines (ASLs) are no longer required. The first stop line is leant and looks odd. Can it be perpendicular to the carriageway alignment.	Support		Support
17	Strongly support		Support	Why are there no improvements proposed east bound between South St Charlotte Street and Lothian Road where those riding their bikes are urged to use the same space as the trams?	Support	What provision is there for those riding their bikes to the station?	Support
18				NOTE: ASL on South Charlotte St s/b as shown in existing layout does not currently exist unless a very recent addition? -Eastbound cyclists will have more choice and be safer between lanes - Does not address my principal problem using this junction which is that s/b on 5. Char	Support	No experience with this junction.	Strongly support
19	Strongly support	Extra space on left will allow cyclists to take a safer line across from tracks	Support	Sensible, minimal impact	Support	Sensible, minimal impact	Support
20	Neither support or oppose	You should take the opportunity to improve it for pedestrians on the east side of the St Andrew St-Princes St junction by extending the footway to the west i.e. following the curve of the tram track. This would reduce the width of the crossing. Vehicles are not allowed to turn	Support		Support	Removing the chicanes is a big plus, and this will make it easier to follow the cycle track. The other hazards of this junction (crossing tram lines, joining traffic) will not be significantly changed.	Support
21	Neither support or oppose	Not a junction that I use, so can't comment on the benefit/drawback	Support	It's a bit tricky to get past there, so widening the cycle access to Princes St is beneficial.	Support	This is still dangerous garbage. You will get people killed with this design. Experienced cyclists won't use this layout. Inexperienced cyclists will not cycle in this area.	Oppose
22	Oppose	This is impossible to support without more information on the cycle green phase. I.e how long will the early start be? Will there be a cycle only green phase? This design bakes in conflict where the cycle lane rejoins the main carriageway. It is very unlikely that cyclists e	Strongly oppose		Strongly oppose		Oppose
23	Strongly support	This is currently a very bad spot for cyclists - the current layout often creates dangerous conflicts with motorists who are in the wrong lane to travel straight ahead, but proceed straight ahead anyway, cutting up cyclists who are correctly positioned. The extra signals are	Strongly support	Better continuation of the ASL for cyclists proceeding straight ahead, avoiding collisions and making it easier to get into the right position beside motorists also proceeding straight ahead.	Support	OK, as long as signaling does not create potential collisions between tram and cycles. (Presume this does not require cycles to give way here when crossing the tram tracks?)	Support
24	Oppose	No arrangement in which cars, bicycles and trams share the same space can work. You need to pick two from those three at most. In this case, without segregation for the cycle lanes it's a waste of time. Yellow boxes and advisory lanes are routinely - almost universally ignore	Oppose	Advanced stop zones are universally ignored by Edinburgh motorists.	Strongly oppose	Cyclists are required to leave the carriageway and then join back into free-flowing traffic while crossing tram tracks at too shallow an angle. This is a death trap.	Oppose
25	Support	It is a minimal loss of pavement with attendant gain for cyclist safety. Its a shame this was not included in the initial designs for the tram. It would appear that not enough attention was given to that having forgotten that this generation of cyclist in Scotland have no car	Strongly support	This is a minimal physical change to the junction layout that will increase safety. I know from my own usage on a bike at this junction how vulnerable it feels to have minimal bike space between the Charlotte Square traffic and the tram tracks when I head east along Princes St	Support	This has not been a well thought junction at Haymarket and any improvement in safety is welcomed	Support
26	Support	The traffic system here is already chaos for pedestrians as lights too slow to change causing frustration and pedestrians crossing on red.	Support	I don't see many cyclists here, cyclist do not obey signals and go when it is clear	Neither support or oppose	This makes a junction even more complicated	Neither support or oppose
27	Strongly oppose	This is well overdue.	Strongly oppose	I think the pavement on Princes Street should contain a segregated cycle lane because this design still forces cyclists to mix with heavy traffic and cars and sometimes always ignore the red advanced cycle line.	Strongly oppose	This design does NOTHING to improve cycle safety. The cycle lane is not segregated. The cycle lane runs inches from the tram tracks and the design is very dangerous.	Strongly Oppose
28	Strongly support	Like the coloured lane for cyclists and angle for crossing tramlines	Strongly support	Like the designated extended coloured area for cyclists	Strongly support	Good to have coloured cycle lanes with anti-slip surfaces	Strongly support
29	Strongly support	In general I support the idea behind the proposed scheme. On this particular junction, however, I don't support the narrowing of the footpath that is caused by the proposal as the area is well frequented by pedestrians. I do, however, understand that due to the location of the	Strongly support	In general I support the idea behind the proposed scheme. South Charlotte Street could do with a proper segregated cycle path that connects to the segregated cycle network to be built along George Street.	Support	In general I support the idea behind the proposed scheme, but this is a tricky location. The proposed scheme might cause problems with stationary buses at the Haymarket stop which might force cyclists to quickly cross 2 lanes of traffic to get into the right lane. A better id	Oppose
30	Support		Strongly support		Support		Oppose
31	Strongly oppose		Strongly oppose		Strongly support		Oppose
32							
33	Support	The angle of the proposed lane relative to the tram tracks, on the bend onto St Andrew St, is shallow. I understand that its very difficult to make that angle closer to 90 degrees, but bikes will slip there.	Support	If the lights have the function of having a separate green for bikes, then I would strongly agree. If that is the case, and I've missed it, then apologies.	Strongly support		Support
34	Oppose		Oppose		Oppose		Oppose
35	Oppose	Narrows an already busy pavement. As a cyclist not sure how many would obey any red lights, but would use own judgement. Can see a lot of pedestrian conflict with on the eastern side of St Andrew Street	Oppose	ASZ needs to be towards Princes Street, most cyclists go that way rather than St Charlotte St. Also potential for cyclists not from Edinburgh to sit in the proposed ASZ thinking it is for both lanes and getting caught out when the lights change.	Oppose	Still putting westbound cyclists into the path of motor vehicles	Oppose
36	Strongly support	Cyclists are protected	Strongly support	Protected cyclists	Support	The area around the last rank is a real problem as it kicks out cyclists into the traffic. This proposal allows the cyclists safer crossing of the tram tracks but doesn't address the main challenge	Support
37	Strongly oppose	Completely unnecessary and waste of tax payers money, the junction is safe enough for cyclists.	Strongly oppose	Completely unnecessary and waste of tax payers money, the junction is safe enough for cyclists.	Strongly oppose	Completely unnecessary and waste of tax payers money, the junction is safe enough for cyclists.	Strongly support
38	Strongly support	Seems to achieve the aim of guiding cycles to a safer position to cross the tracks. Why does the cycle lane not extend across the eastern pinch point?	Oppose	Can't travel east though the red box are turning left in two lanes. At the same time the Princes St. lights are red to allow traffic out of S. Charlotte St. There is not enough space in the new red box corner for stationary bikes. Anyone on a bike, following the Highway Code, it will be easier to go straight	Neither support or oppose	Still poor protection. The entry to the cycle lane runs close to and parallel to the tram tracks.	Support
39	Strongly support	I think it is a safer way to cross the tramline	Strongly support	At present we have to fight with buses on top of the tram tracks. It would seem to be an improvement.	Strongly support	Not sure this one but I hope it will work better	Strongly support
40	Strongly support	Crossing the tram rails at a greater angle would seem to make sense.	Strongly support	Same answer as before.	Neither support or oppose		Support
41	Strongly support	Ride a bike on the route regularly. It's not nice.	Strongly support		Neither support or oppose		Support
42	Oppose	While the proposal does somewhat improve the crossing of the tram tracks, I believe this is outweighed by the increased danger from other road users. The current layout is kept sufficiently narrow by the traffic island in the centre of Princes Street that only the most pooped	Support	This is a good adaptation to the undesirability of lane 3 due to the presence of tram tracks. In its proposed form, however, the benefit is most likely to be reaped by frequent users. I believe additional signage and road markings should be present to show road users travellers	Support	This is a sensible adaptation, but I am concerned by the possibility of other road users cutting the corner and passing through the sudden end of the cycle lane as they move into lane 1 of Haymarket Terrace. This could be mitigated firstly by making the cycle lane mandatory and	Strongly Oppose
43	Strongly support	The proposals will give cyclists more breathing space	Strongly support	Same. More space for cyclists means more safety	Strongly support	bits	Strongly support
44	Support	taking traffic and cyclists away from each other is good, less opportunity for accidents and collisions	Oppose	the red boxes are rarely observed by drivers and can often be difficult to get to due to other traffic - a better solution is needed	Oppose	not sure its much of an improvement - another solution is required	Support
45	Oppose	As the road is effectively becoming wider, then it is a larger risk for pedestrians crossing	Support	No negative impact for pedestrians.	Neither support or oppose		Strongly Oppose
46	Oppose	Unless all cycle routes are made mandatory then you're wasting time and money.	Oppose	By allowing the start first for cyclists you will be building up congestion for other vehicles as I have no confidence you will manage traffic light changes. In addition, how will this affect pedestrian crossings? Far more pedestrians than cyclists and crossing points already	Oppose	Why is the cyclist lane only advisory? Make it mandatory or advise cyclists to get off their bikes and walk. Would also cut down any potential claims from those who ignore advice and fall off their bikes.	Neither support or oppose
47	Strongly oppose	The amount of road space given over to cyclists is disproportionate to the volume of cyclists compared to other road users and pedestrians	Strongly oppose	As before	Strongly oppose	As before	Strongly Oppose
48	Strongly support	This section of road is currently narrow and there is a likelihood that vehicles will try to overtake cyclist when there is not enough safe space to do so. Widening the road and creating a segregated cycle lane alleviates this problem.	Strongly support	The problem is similar to situation 1. Although on my bus I always allow cyclists to leave the stop line before I move.	Oppose	The cycle lane falls into the area where buses will be preparing to approach the bus stops at Haymarket. Two sets of road users trying to use the same space will inevitably lead to conflict and potentially collisions	Neither support or oppose
49	Strongly support	Priority should be given to non vehicular traffic, particularly in the city centre.	Strongly support	This proposal would take the pressure off cyclists needing to change lane, which can be quite stressful with lots of traffic around you	Neither support or oppose		Support
50	Strongly oppose	Cyclists have to take responsibility for themselves. My father cycled to and from work for years and never had a problem with tram lines. We live in an age where people abdicate responsibility and expect others to spend time and money doing what they should be doing for them.	Strongly oppose	It is not necessary. Cyclists are being given too much power. They cause accidents and should be held accountable mat to moment the cycling body say jump and we say how high?	Strongly oppose	As before.	Oppose
51	Oppose	You are proposing to reduce the pavement width at this junction. It's a busy area and the full width for pedestrians is required at peak times. I don't see a need to put in an island/bollard either as this is just more street furniture which gets in the way.	Support	This seems sensible	Neither support or oppose	The new proposals don't seem to impinge on the flow of traffic. I'm more concerned about where the pedestrian crossing at this busy junction will be. People coming out of Haymarket station need an easily accessible crossing to take them safely to the bus rank and buses get	Neither support or oppose
52	Strongly support	It looks like a good idea by giving the cyclists more space. However can a traffic island be added close before the corner? To make sure that eager car drivers do not sit in the cycle lane.	Strongly support	This means that the cyclists do not have to cross the tramlines or balance on a small piece of road next to the tramline.	Neither support or oppose	This does not improve the situation significantly. The change is good to make a separation between the drop-off point and the cycle lane but it does not change crossing the tramlines.	Neither support or oppose
53	Strongly oppose	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road.	Strongly oppose	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road.	Strongly oppose	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road.	Strongly Oppose
54	Strongly support	Safer separation from other vehicles and better cross tram track angle	Support	safer	Support	Safer angles near tram tracks	Strongly support
55	Oppose	Until the majority of cyclists obey the rules of the road, obey traffic lights, do not ride on pavements and cycle with consideration for other road users, and use the cycle lanes I do not think any further public funds should be spent on schemes that are unused.	Oppose	As previous comment	Oppose	As previous comment	Oppose
56	Support	I think that the proposed layout of a separated cycle lane and new traffic signal will improve cycle safety	Strongly support	The proposed changes will give cyclists the space that they need on this junction. A very good proposal	Neither support or oppose	I am not familiar with this junction	Neither support or oppose
57	Strongly support	Before travelling ahead required bicycles to merge with the lane of traffic while crossing the tram tracks. In such narrow situations it is also advisable as the cyclist to take 'primary position' - the centre of the lane - to prevent cars overtaking dangerously close. Move	Support	agree but strongly feel that these changes are not enough. The proposed changes means that a cyclist turning right from Lothian Road onto Princes Street will now be able to use the middle lane when continuing down Princes Street. (The right most of the left turn lanes for r	Strongly support	Moving the traffic island reduces the pinch point between cars and tram tracks for the cyclists. This is a very good result. However I still have some concern about the eastern most point of the traffic island - what is the width between the island and the tram tracks? If it	Strongly support
58					Neither support or oppose	Cyclists won't take that little kink detour	Support
59	Strongly oppose	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own actions by obeying existing traffic signals, cycle lanes and other measures put in place to make them safe. They have a responsibility for themselves a	Strongly oppose	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own actions by obeying existing traffic signals, cycle lanes and other measures put in place to make them safe. They have a responsibility for themselves a	Strongly oppose	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own actions by obeying existing traffic signals, cycle lanes and other measures put in place to make them safe. They have a responsibility for themselves a	Strongly Oppose
60	Strongly oppose	You are making the already messy junction way more convoluted and confusing than it already is. You are going to frustrate and inhibit everyone.	Neither support or oppose	Not sure what this is actually trying to do. The Tram and Taxi lane is the one that will cause the cyclists issue. Why not remove the path in the middle of the junction and widen that area?	Neither support or oppose	Still have to cut across the trams. You should also swap the Taxi and drop off areas about allowing the drops off area to access before the island and leave before the island. This stops the traffic mixing with the cyclists at all. Put a light up to stop the Taxis leaving wh	Oppose
61	Support	Because the cycle lane is on the road, not the pavement. It's essential to segregate cyclists from pedestrians with a level-change between them.	Support		Support	See Q1b.	Support
62	Support	Well, it is better than the existing situation, at this junction only.	Support	As per Q1	Oppose	It's so dangerous there for bikes that I take a different route to avoid it altogether. Sat but true. Fill in the gaps on the tram tracks, please! Even if it's just at the killer junctions it would be better than nothing	Support
63	Support	I expect it will be safer	Support	I expect it will be safer	Support	I expect it will be safer	Neither support or oppose
64	Oppose	Unnecessary, when I was a child we managed without being told how to cross tram tracks and when I and millions cross tram tracks when cycling in the Netherlands	Support	Helps protect cyclist from errant vehicle drivers who fail to observe and allow for cyclist while acknowledging a massive improvement in the provision for a cyclist. It is confused somewhat by the option for a cyclist to be in the shared bus/tram lane to proceed east but that the ASL is to the left of this. This would open options for cyclists to be in the mid	Support	While this is a massive improvement for cyclists crossing the tram lines, the rejoining traffic still has issues. If there was a reduction in road markings to one lane at the Haymarket station then this would encourage some more appropriate driver behaviour and alle	Support
65	Support	The allowance for cyclists to progress is a more acceptable angle and is a definite improvement. However I have a number of concerns given that this junction is subject to heavy congestion and traffic often gets stuck in the middle and/or the volume of pedestrian cross	Neither support or oppose	It reduces the tram track/bike conflict significantly and gives bikes a clear space to "escape" from car traffic. However, this junction is tied directly to the right turn proceeding it (from Lothian Road). If bikes cannot be in front of cars at that point perhaps using advan	Support	That bit of road is a mess. The proposals might improve it slightly but without some other segregation between cars and bikes (timing of lights?) it will still be an intimidating and dangerous curve.	Oppose
66	Support	It seems a sensible approach to reducing the issues with cyclists crossing tram tracks whilst maintaining pedestrian access. I would also like to see some other steps taken, for example working to use rubber reinforcement to reduce the chance of bike wheels "squeezing into" tram	Strongly support		Neither support or oppose		Oppose
67	Strongly oppose	As usual the council are willing to help the cyclists, whom is going to foot the bill for these changes? Cyclists pay no road tax, no insurance and many of them run the red light anyway get them to pay. And the state of the roads just now are terrible how many road users here	Strongly oppose	As before	Strongly oppose	As before	Strongly Oppose
68	Support	It improves safety without any significant damage to road or pedestrian traffic interests.	Support	It improves safety without any significant damage to road or pedestrian traffic interests.	Support	It improves safety without any significant damage to road or pedestrian traffic interests.	Support
69	Support	Cyclists re-joining the single lane is a large conflict point in the current set up. This removes that. Concerns would be the large number of pedestrians that are commonly seen at junctions on Princes street. Less space for them could cause more overcrowding.	Oppose	I do not believe this will have any positive impact on cyclist/tram/car safety. Moving the kerb line may make traffic in the right lane heading up to Charlotte Square believe they can proceed down Princes street	Support	This is an improvement on the existing. It will unlikely reduce the number of incidents as I believe it is more down to poor cyclist training.	Support
70	Support	Currently very narrow section to cycle through parallel with the tram tracks. Easy for wheel to slip into tracks	Strongly support	Currently difficult to get into right hand lane if turning towards George Street	Support	Good, but haven't had issue with current layout.	Strongly support
71	Strongly support	A segregated bike lane in its own right only way to safely cross the tram tracks here. Currently, I have to keep left and then make a sharp 45 degree turn in the carriageway to get to the right hand side of the tram tracks, a manoeuvre which frequently results in confusion	Support	I have two concerns here - Buses stopped at the bus stop on Princes Street may cause cyclists to have to squeeze between the bus and tram line, although apart from a segregated cycle lane like on Leith Walk, I can't see any solution 2. Cars stopping in the advance stop zone.	Oppose	This layout forces cyclists to veer into a lane of traffic - I have already had several close calls here when motorists have tried to overtake me when I enter the cycle lane, and then cut the corner into the cycle lane. At the very least this should be a mandatory cycle lane	Support
72	Support	This junction is extremely dangerous for cyclists since cars/buses often attempt to pass quickly as you cross the tram lines at an angle that moves you into the flow of traffic. Segregation here is crucial to the safety of those who cycle and should improve vehicle flow if it	Neither support or oppose	No improvement offered with this plan. Cyclist must cut across two lanes of traffic from kerbline to access stop zone for travelling eastbound rather than northbound. Red access lane to stop zone forces cyclist to head northbound. Cyclists should be provided an advanced stop	Strongly support	Better approach for cyclists but does not prevent cars from cutting line through corners. Inclusion of stand-alone bollards at appropriate spacing as to not affect tram services that segregate this lane with main traffic flow would allow for a better integration of cyclists b	Support
73	Strongly oppose	It is a waste of public money as if the cyclist's responsibility to watch out for tram tracks, not for tax payers money to provide for a dedicated 'crossing lane' when it is common sense that should be exercised.	Strongly oppose	This is utterly pointless, the cyclist already has an area in which to stop in front of traffic, no need to extend it.	Strongly oppose	Again a complete waste of public money, it is for the cyclist to be aware of hazards, just like pedestrians and drivers, not for money to be squandered providing them fancy coloured lanes	Strongly Oppose
74	Support	A dedicated lane for cycling is a good approach, especially as only buses will be sharing the road surface. Other than that I do have some concerns for the points where the lowered part of the pavements meet the cycle lane, as some pedestrians may interpret that as an extensi	Neither support or oppose	In my view this is a very difficult junction for cyclists, as drivers and pedestrians alike do not seem to be aware of the sequence and the permissions to cross. The fact that cars use this junction as the main route to Lothian Road, or the way out of Princes Street makes it	Support	something was needed there.	Oppose
75	Strongly oppose	yes, a complete waste of time and money as the cyclists that are predominantly on Edinburgh roads are some of the most ignorant people on the road system.	Strongly oppose	same as last	Strongly oppose	same	Strongly Oppose
76	Neither support or oppose		Support		Neither support or oppose		Strongly Oppose
77	Strongly support	I'm a keen and experienced cyclist but am terrified of the tram tracks. Any improvements would be welcome	Support		Strongly support	This is the most dangerous part of the system. Any improvements would be welcome.	Support
78	Neither support or oppose	if cyclists need to be navigated over tram lines then so be it short of banning them from going near any tram lines	Neither support or oppose	Seems to be a large area for cyclists and if cyclists need to be navigated over tram lines so be it	Neither support or oppose	Again if cyclists need to be navigated over tram lines so be it short of banning them from any where near tram lines.	Neither support or oppose
79	Strongly support	making a mandatory cycle lane is a good move and widening the access for cyclist. However I still think red tarmac is not enough!	Support	Widening the area for waiting for cyclists is beneficial. However this junction is terrible for pedestrians and needs to be able to accommodate the number of people waiting (otherwise they will spill into the cycling space)	Neither support or oppose		Support
80	Strongly support	That junction can be lethal to cyclists. One thing that needs to be taken in to account is that junction can cause a lot of traffic, and I feel this could help reduce that	Strongly support	This would give cyclists more space from the tram tracks to get to this junction. One problem may be that the traffic island gets quite full of pedestrians and that would need to be considered	Neither support or oppose	I am not aware there is an issue at this junction. Could be a waste of time	Support
81	Support	This option is safer for cyclists at this junction.	Support	Extending the safe box makes much more sense than the current arrangement and greatly improves safety	Support	Seems a sensible proposal for this area - however suspect some cyclists will not take the whole corner and use the existing road layout - also expect there will be issues with people pulling out of the drop off area and properly giving way to oncoming cyclists.	Support

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82	Strongly support	These measures would reduce the risk of crossing the tracks at a dangerous angle.	Strongly support	Much better - the current access onto Princes Street is way too tight for cyclists to share with buses, and currently the only viable option is to cycle between the tracks.	Strongly support	Reduces risk of crossing the tracks at a dangerous angle.	Strongly support
83	Oppose	not required	Oppose	unlike	Oppose	poor layout	Oppose
84	Oppose	This is a very busy crossing that often sees crowds gathering to cross on either side of the junction. The proposal requires narrowing of the pavement, leaving insufficient space for pedestrians gathering to cross on the west side of the junction.	Neither support or oppose		Neither support or oppose		Neither support or oppose
85	Support	The angle of the crossing is much more acceptable	Neither support or oppose	I have no issue with this side of the road on this particular junction	Neither support or oppose	This is almost exactly like the cycle route is design now so see little difference	Oppose
86	Support	This seems like a reasonable solution to the specific problem of crossing tram tracks. Generally however I very much disagree with cycle tracks which start and end seemingly randomly.	Strongly support	Cycle boxes are great but they rarely seem to be well enforced, furthermore, depending on the current traffic it can be hard to get to them without an obvious cycle lane leading all the way to it.	Neither support or oppose		Strongly support
87	Support	I support anything that improves cycling safety in Edinburgh. I have a concern that if the cyclist moves left to stay on the safe route across the tram tracks, that this would encourage a dangerous overtake from a driver which could cause a collision when the cyclist moves back.	Strongly support	This solution would mean that I could cross the tram tracks at the end of Lothian Road at a better angle, i.e. not need to take the corner so sharply	Support	This is an improvement, but I still don't like the fact that the cyclist is removed from the main road, and then deposited back on it very quickly, which seems to encourage quick, potentially dangerous overtakes from drivers, with a chance of collision when the cyclist re-enters.	Support
88	Support		Support	It is better than existing but cyclists need separated completely for safety	Neither support or oppose	The road existing apart from the tram rails immediately outside Haymarket station (shading East on west malland street just through the main lights at Haymarket. This needs a cycle lane or share the tram lane. To fix this junction without addressing that issue is point)	Neither support or oppose
89	Strongly oppose	The more facilities you introduce for cyclists, the less attention they pay to their own safety.	Strongly oppose	As before, the more facilities you provide for cyclists, the less attention they pay to their own safety.	Strongly oppose	As before, the more facilities you provide for cyclists, the less attention they pay to their own safety.	Strongly Oppose
90	Strongly support	The proposal will make it safer for cyclists to cross the tram tracks as the angle at which they cycle over them will change. In addition, the red surface and more prominent traffic lights/traffic island for cyclists will alert tram/bus/cars to cyclists.	Support	It would be safer to, in addition to what is being proposed, broaden the right lane slightly or add a cycle lane in between both far lanes (as done at Haymarket). At the moment, when cycling towards the traffic light on the left side of the right lane (i.e. staying on Princes)	Support		Support
91	Strongly support	Moves to increase safety should generally be supported and this proposal looks as if it could work.	Strongly support	As before!	Support	Don't know this crossing but moves to increase safety should generally be supported	Neither support or oppose
92	Oppose	Cyclists don't follow existing cycle lanes. More lanes and signs will look ugly for Princes street.	Oppose	Traffic island is smaller, greater risk to pedestrians.	Strongly oppose	As it stands, this junction is a nightmare for drivers and pedestrians. The proposal will make it worse.	Strongly Oppose
93	Oppose	Cyclists should have alternative route	Strongly oppose	Junction not suitable for cyclists, should be another route separate from traffic.	Oppose	dangerous junction, cyclists be safer if they dismount here	Strongly Oppose
94	Strongly support	I knew the girl killed who died on the tram tracks.	Strongly support	We shouldn't get killed on the way to class.	Strongly support	Cycling should be a safe option for going to class.	Support
95	Strongly oppose	This is insufficient to properly protect cyclists. We need proper segregated infrastructure.	Strongly oppose	This is insufficient to properly protect cyclists. We need proper segregated infrastructure.	Strongly oppose	This is insufficient to properly protect cyclists. We need proper segregated infrastructure.	Strongly Oppose
96	Strongly support		Strongly support	Would be better to have an increased area to rest when traffic lights are red for cyclists. I support these plans.	Strongly support	Support strongly as it allows cyclists to cross tracks at better angle in keeping with natural route of cycling on the road.	Strongly support
97	Strongly support	This will provide extra room for cyclists in this narrow section of road. I'm constantly squeezed by taxis or other cars here either entering from the west or from Waverley bridge while negotiating the shallow angle off the tram tracks in particular the inside one.	Support	It looks ok, although heading east/straight on is actually in the lane turning left. This may cause confusion.	Neither support or oppose	This doesn't seem much different than the current arrangement. The biggest issue here is pedestrians standing in the cycle lane blocking it instead of using a designated pedestrian crossing.	Neither support or oppose
98	Strongly support	Safer for all	Strongly support	Safer for all	Strongly oppose	Here the proposal reduces the length of the dedicated cycle lane on the main carriageway, and it eliminates cycles from the taxi area. This is an error in my view as cycles will exploit the refuge area offered by the taxi area as it is off the main road and near to the cycle	Strongly support
99	Strongly support	It will improve safety for cycling, encourage more to cycle, thus reduce congestion.	Strongly support	It should help cyclists to manoeuvre the junction safely and not in the flow of traffic.	Strongly support	Cycle lane will be more visible and the route easier to manage without the sharp turn.	Support
100	Strongly support	We need to encourage more people to cycle so anything that makes it safer is important. There are too many cars and it seems to be getting worse.	Strongly support	Cyclists need more room.	Strongly support	This a notoriously dangerous stretch of road for cyclists and has to be made safer.	Strongly support
101	Support		Support		Strongly support		Support
102	Support	Segregates cyclists at this pinch point	Support	Distances cyclists from tram tracks	Neither support or oppose	No view	Support
103	Support	Provides for a better crossing angle for eastbound cyclist across the tram tracks.	Support		Support	Provides a better approaching angle for westbound cyclists.	Support
104	Strongly support	Something needs to be done urgently. It's not perfect and the angles could be better and ultimately it needs to be fully segregated on both directions.	Strongly support	A big improvement that would make going straight on possible without near certainty of death or serious injury. However the design doesn't go far enough, a lane of traffic should be removed for left hand turns with the ridiculous light timings changed and some additional peds.	Strongly support	The further the traffic island is loved the better.	Support
105	Neither support or oppose	Seems sensible to use the extended pavement for a cycle lane, but I'll bet that most cyclists continue to go straight ahead at the junction, rather than follow the new 'bendy' path.	Oppose	Unclear what path cyclists are supposed to take. Should they follow the 'left turn only' lanes to the red zone even though they are going straight ahead? Or should they be in the 'ahead only' lane until the junction, then slide to the side to get in the red zone? Better to	Support	Seems sensible. Transition from main road to cycle lane is more obvious.	Oppose
106	Neither support or oppose	The proposed layout doesn't seem to provide much benefit, and would result in work and money (albeit not huge amount) being wasted.	Strongly support	Red cycle boxes are easier for drivers to take note of than "blank" boxes.	Support	The proposed markings are easier for drivers to spot than the current ones, allowing them to avoid cyclists' areas.	Neither support or oppose
107	Strongly support		Strongly support		Strongly support		Strongly support
108	Support		Strongly support	There is currently no provision for cycling straight down Princes St other than crossing two lanes of traffic and standing in the middle of the road.	Neither support or oppose	This is still a poor solution. It's only marginally better than what's there now, and it still has much the same sharp turn across the tram lines which has caused so many problems.	Neither support or oppose
109	Support	safer he better	Support	as before	Support	as before	Strongly support
110	Support	Improves track crossing angle	Strongly support	Advanced stop lines for cyclists make a big difference	Neither support or oppose	Although it improves the crossing of the tram tracks, it still presents a problem for cyclists having to re-claim space in the inner lane from cars, where the road narrows at the start of the tram platform. For that reason I never use the current marked safety lane, but cross.	Support
111	Strongly support	Travelling east by bicycle past Top Shop on Princes is utterly intimidating, even for an experienced cyclist. While most drivers play well back, I have been forced to show-riveting assertiveness by drivers tail-gating me as I try to cross the tram tracks safely. This is the	Strongly support	The new layout seems to give cyclists added visibility and space. It will still be intimidating for inexperienced cyclists.	Strongly support	This highlighted and better defined space for cyclists is a benefit. The junction has already been improved for cyclists, after the initial tram layout.	Strongly support
112	Oppose	Whilst the concept is sound, the addition of new bollards and islands in the road way just adds more obstacles to both cyclists/vehicles and for pedestrians to stand on. Reducing the width of the pavement outside Topshop to increase the width of the road to allow for a cycle	Support	This appears to be a good proposal, along with the increased friction road surface. This is a narrow road section - could some of the pavement be reclaimed to increase the width of the road to reduce the compression of traffic? A similar increase friction surface should be ad	Support	looks good. How do cyclists access the cycle rack? Do they come through the taxi rank and onto the pavement? Is there a rule/allowance for this with a ramp transition? Signage etc? How do cyclists leaving the station on bikes transition onto the East bound cycleway?	Strongly support
113	Strongly oppose	Princes Street should have a designated, segregated cycle way. There should be tram, one traffic lane each way and a cycle lane. It is our premier street in the capital and it is too dangerous for cycling.	Strongly oppose	Princes Street should have a segregated cycle way to avoid further injury.	Strongly oppose	This is a recipe for disaster with the cycle lane curving across so many busy traffic lanes. Segregated cycle way required.	Strongly Oppose
114	Neither support or oppose	I cycle this route every day and find I have to slow down and swerve dangerously to get my wheels more perpendicular to the tram track. If there is traffic behind it's terrifying. Cycle infrastructure in Edinburgh city center is practically nonexistent and I believe that's	Strongly support	This junction could particularly make use of extended box.	Strongly oppose	Even though, the second part of the lane leads cyclists correctly over the tram tracks, first part falls on correct distance and safe crossing of the westbound leading tram tracks. Note that entering the lane is in particular highly unsafe.	Strongly support
115	Strongly support		Strongly support		Strongly support		Strongly support
116	Strongly oppose	Will restrict passage for pedestrians on an incredibly busy part of Princes Street for ped traffic.	Oppose	This junction is tricky to navigate for cars as it is round the bend, the way the junction will be changed will make that worse. It also encourages cyclists to be in a left turn lane to go straight on which is against Highway Code	Oppose	This design is better than the others, but it is a huge waste of money given that this was just built. This should have been thought of already. Just as Cars have to do if cyclists do not find an area safe thanks to the trams they should find an alternative route or the trams	Oppose
117	Strongly support	Often cycle this junction on my morning commute and find it tricky, with success dependant on the good will of taxis and buses to give me extra space to manoeuvre through the junction. This provides an alternative space that doesn't make it dependant on good will.	Strongly support	Same as previous answer. There should also be support to move into the right hand lane onto princes street if coming from shandwick place. Hard to get across the lanes with lots of cars and often forced to turn towards charlotte square.	Neither support or oppose	Doesn't seem to significantly improved from current set up. I find it safest to go through taxi rank currently.	Support
118	Strongly support		Strongly support	Safer at this junction as lots of pedestrians too	Strongly support	Increases safety	Support
119	Strongly support	The council needs to do more for cyclist I used to cycle and don't anymore due to nervousness in roads.	Strongly support		Strongly support	Increases safety	Oppose
120	Support	Dedicated cycle lane but should be segregated and tram crossing perpendicular to tram lines	Support	Would prefer no cars on princes st	Neither support or oppose	looks dangerous	Oppose
121	Strongly support	I am a regular cyclist on Edinburgh roads and this is a step in the correct direction to give some protection to cyclists. As long as the traffic signals are obvious to all there have complete belief in it. However, there needs to be some regular visible signs of patrols so th	Strongly support	again, it gives some additional protection to cyclists on a very busy junctions.	Strongly support	An improvement to the crossing of the trams, however, when wet even at this angle, back wheels slip. Can some sort of non-slip paint or rubber be applied to this section and other similar sections where cyclists cross?	Strongly support
122	Strongly support	Angle of crossing is 45 degrees which doesn't meet 60 degree minimum recommended as safe. No real improvement and mandatory definition needs clarification. Seems odd to make one compulsory lane in city centre when other aren't	Strongly support	The box may provide space at the end of a cycle lane leading to it would be of more benefit as there is already an advance start box. Having cyclist along this section from Lothian Rd to Charlotte Sq many times at rush hour a segregated lane on the north side would provide gr	Strongly oppose	What is the angle of crossing? Not shown on diagram. If no better than it is now then what is the point?	Strongly Oppose
123	Strongly support		Strongly support		Strongly support		Support
124	Strongly support	The personally had problems at this junction, you can't get a reasonable angle across the tracks while keeping in lane, and if you move out of the lane you need to turn sharply to get that angle and traffic won't let you merge back in. This would provide a route that cross	Support	Currently have to enter the middle lane anyway when crossing the tracks, so it's quite reasonable to continue along there, unlike trying to move into the narrow strip next to the track in the ahead lane. I do worry a little that drivers won't understand why cyclists are in	Support	I think changing that traffic island will help a bit, but I think the entrance to the drop-off area should be moved in a little (i.e. having a little off the east side of the traffic island and moving the dashed line a little south) because there isn't much room - the diagr	Strongly support
125	Strongly support		Strongly support		Strongly support		Support
126	Strongly support	The existing layout is clearly both a real risk to cyclists and pedestrians and a danger for bike users. This looks to be a vast improvement	Strongly support	Another clearly existing dangerous road and junction layout pushing cyclists into buses. This is long overdue improvement	Support	This looks to be a sensible alteration. There still need to be further improvements to avoid buses coming in on cyclists though, (particularly First buses)	Neither support or oppose
127	Support	Looks a sensible layout and removes the dangers of crossing the tram tracks at an acute angle	Neither support or oppose	Can't see the rationale for simply extending the bike box	Support	looks better and safer	Oppose
128	Strongly support	As a cyclist who often crosses that junction, it always feels like I am increased risk, the plan looks like a great improvement and will feel safer	Strongly support	I often cycle through this junction and feel pushed into the path of the buses, the amended layout looks much safer	Support	rarely cycle this way and have little personal experience, but the amended layout looks like an improvement.	Neither support or oppose
129	Support	They give cyclists a better route.	Support	Makes sense for cyclists.	Support	First, the plan to move the cycle lane to the other side of the traffic island will increase the potential conflict with the tram particularly at the start of the red section. Second, the introduction of three designated taxi bays just after Ryrie's will lead to a fourth taxi	Support
130	Neither support or oppose	No strong views on this aspect.	Oppose	The advanced cycle area should be extended across the bus/tram/taxi/cycle lane	Strongly oppose		Support
131	Oppose		Support		Neither support or oppose		Neither support or oppose
132	Support	In principle reasonable. Key concern is the curve following the rounded edge of the pavement. There is a risk, particularly at busy times on the pavement that pedestrians will continue to walk straight on and step on to or being dangerously close to the cycle path. The pave	Neither support or oppose	Agree need for advance zone for cyclists. However, concern on bottleneck shape for straight on, especially as the advance zone is not full full across roadway - this risks cyclists being pushed up against buses. The traffic island should be cut back to give a full lane width	Oppose	Proposal does not adequately address the problem of crossing tram tracks at other than 90 degrees. The overriding objective should be zero fatalities or injury requiring medical attention. What are the probabilities of cyclists having a fall from a bike when crossing tra	Neither support or oppose
133	Support	It better than what is there - the more dedicated cycle lanes we can put in place the better	Strongly support	ASZones are really helpful for cyclists - so it's good that these will be put in place. The changes to the bollard obviously help to keep the cycle flow. Currently, the passage along princes street for cyclists is a little fraught - trying to keep out of tramway but also navig	Neither support or oppose	Although having cycle lanes helps - this is only a short section so the benefit may not be so great.	Neither support or oppose
134	Support	Every little helps. And this is a little. How about segregated lanes all down Princes Street?	Support	Refer to my last answer.	Support	It could help a bit.	Neither support or oppose
135	Oppose	Early release light okay, cycle lane' disagree with. That section already busy and when using public transport (Tram and bus) it is often the one that is most congested. Not sure why pedestrians are have to loose pavement space again, when over 60% of cyclists don't use th	Neither support or oppose	Its already marked. Save the money and use it to repair potholes	Neither support or oppose	Might be worth somebody spending time at Haymarket and observing how many cyclists decide that the tram route equals a cycle path.	Oppose
136	Neither support or oppose	I pass 5th St, Andrew St junction often. I have never needed to cross the tram tracks by 'swerving'. It would be good to have more designated room for cyclists at this junction, but I don't want the traffic island with a bollard to form a dangerous barrier where space for	Support	like the forward extension of the bicycle reserve. But the area out of the way of cars turning left into 5th, Charlotte St. is too small. The area could be extended to the end of the traffic island. That might mean that the traffic light on the island is difficult to see fo	Strongly support	This advisory route looks much safer, and simpler.	Neither support or oppose
137	Strongly support	A mandatory cycle lane will help reduce the current pressure of having to squeeze between cars and the tram lines	Strongly support	Should make it easier for cyclists to go straight instead of being forced to turn/juggle yourself into straight traffic.	Oppose	Red paint doesn't really help - a proper solution must be found here which allows cyclist to be safe	Support
138	Support	The proposals will make it safer and easier to move along that stretch of Princes St	Neither support or oppose	These proposals will help if a cyclist is at the front of the traffic when the light is red. However if he or she is in the flow of traffic the cyclist and going on the Princes Street would have to get into the lane nearest the central reservation well before these lights as th	Neither support or oppose	The cycle lane offers improvements but comes to an abrupt end. Also, towards its end cars will almost certainly drift into the cycle lane.	Support
139	Strongly oppose	Will hold back public transport	Strongly oppose	Too much conflict with other transport. No evidence that cyclists pay attention to any road marking or signals already in place.	Oppose	Even more cyclists will use the tram only route endangering other users.	Strongly Oppose
140	Support	seems fine	Support	ASL should extend to the right, in front of the BUS LANE	Support	really should have been designed better in the first place!	Support
141	Support		Support		Neither support or oppose	More protection needed here - such as a curb between cycle lane and road.	Neither support or oppose
142	Oppose	Potentially dangerous for pedestrians crossing Princes Street when not using a designated crossing. Cyclists may be cycling quite fast	Oppose	Cyclists moving off from a stationary position blocking 2 lanes of traffic may slow traffic down leading to more congestion	Support	Won't affect traffic flow	Oppose
143	Strongly support		Strongly support		Strongly support		Oppose
144	Support	Any move to improve the safety of cyclists on Princes St is to be welcomed, however enforcement, of ASLs etc, is required for any system to work.	Support	Enforcement required to make this work, cameras at the junction and automatic fines for breaches please.	Support	Any improvement welcome. Important to properly segregate traffic here.	Neither support or oppose
145	Oppose	As a cyclist, I would be in the right hand lane here since buses stop along the length of princes street. The pinch point after the junction may be a little daunting.	Oppose	It is slightly unclear as to whether a cyclist can continue along Princes Street from the box, since the cycle box extends from a left turn lane. Maybe extend cycle box into outer lanes of princes street?	Neither support or oppose	Cycle lanes for crossing tram lines are great, however tram approaches from the cyclist's blind spot. May need additional warnings to cyclist before crossing tracks	Support
146	Strongly oppose	Common sense should guide cyclists instead of the council having to spend money because cyclists won't take a safer route.	Strongly oppose	As far previous question	Strongly oppose	Why is everything suddenly all about the cyclists. They know where the tram lines sit up to them to keep themselves safe the same as pedestrians have to do.	Strongly Oppose
147	Oppose	not required	Oppose	not safe for cyclists	Oppose	not required	Strongly Oppose
148	Strongly oppose	The traffic in the city centre needs a complete rethink! Tinkering with arrangements for cyclists is but the answer	Strongly oppose	Council needs to think beyond tinkering with traffic issues. A complete overhaul is needed.	Strongly oppose	Council needs to think beyond tinkering with traffic issues. A complete overhaul is needed.	Strongly Oppose
149	Strongly support	The proposals look like they will make navigating this area on a cycle a much less dangerous prospect by providing a safer crossing angle, and guaranteed space at a busy junction.	Strongly support	Similar to Q1b, this junction can be quite intimidating so having a bit more space will be of great benefit.	Strongly support	Isn't regularly use this piece of road, but it can be very busy at times and having a path through it that is understood by cyclists and motorists should keep everyone safer.	Support
150	Strongly support		Strongly support		Strongly support		Strongly support
151	Strongly support	Greater designation for cyclists is necessary. Actually I'd prefer this to go further with SEGREGATED cycle lanes all the way along Princes Street.	Support	I-shaped ASLs are poor for combining pedal and HGV traffic. Surely you know this by now? These proposals don't go far enough to make cycling safer and encourage more active travel.	Support	Better than what's already there but these proposals don't go far enough to make cycling safer and encourage more active travel.	Support
152	Neither support or oppose	Any improvement is welcome. I object to mandatory cycle lanes. It is too little, when what is needed is a protected cycle lane running the length of Princes St.	Support	another small improvement, but again, not enough.	Oppose	The angle of crossing is more acute than the Council's recommendations for safety.	Oppose
153	Support		Support	Keeps cyclists clear of tramlines. Have used these lanes frequently and usually used the middle lane, finally moving over to the right-hand lane when spoken to continue down Princes Street.	Support		Support
154	Support	Keeps cyclists clear of tramlines.	Support		Support	More direct cycling route.	Support
155	Strongly support	THIS IS AN IMPROVEMENT! This is one of several locations around the tram line where the original design is extremely dangerous. The proposed design is not perfect, but it is a very significant improvement. Almost any improvement is worth fighting for. I personally know of some	Strongly support	THIS IS AN IMPROVEMENT! This is one of several locations around the tram line where the original design is extremely dangerous. Clearly the current design here already seems to have led to a death. I was heartbroken and utterly disgusted when this happened. I and so many othe	Support	THIS IS AN IMPROVEMENT! This is one of several locations around the tram line where the original design is extremely dangerous - even with the minor (and) amendments since added. I wrote to both the police and to Edinburgh Council before the road opened here, predicting this	Strongly support
154	Oppose	This does not address all movements across the tram track - such as a right turn from Waverley Bridge to Princes Street or left turn with intention to then turn right to South St David Street	Oppose	There are no lane markings' to help traffic maintain their course as they negotiate the left turn into South Charlotte Street	Oppose	Cyclists are directed into the path of vehicles travelling west!	Neither support or oppose
157	Strongly support	That section of road is very narrow for both cars, buses and cycles so taking a little of the pavement should improve this for cyclists. South St Andrew Street is very wide and you feel very exposed as a cyclist on it currently so having a specific route for cyclists would b	Support	This would be an improvement as currently this junction is very narrow for cyclists. However, other vehicles are likely to also advance (beyond the white line) in line with cyclists to try to get past them when the lights go green. The issue still remains after this of the	Strongly support	The current system is terrible and most cyclists don't follow it as it's much slower and not nice cycling with semi parked taxis with people going in and out of. Just a pity there isn't a cut through for cyclists to turn left from Dairy Road onto Haymarket Terrace as cur	Support
158	Strongly support	I don't enjoy cycling along the narrow traffic lane, knowing I'm coming up to tramlines, and with traffic behind me.	Strongly support	Getting into Princes St here is currently very narrow and there is plenty opportunity to widen the entry point	Strongly support	This will encourage more people to use what is the safest way to cross, although the angle at second lines is not ideal.	Oppose
159	Support	This looks to be an improvement on the current junction. However a lack of segregation means cycles are on the main carriageway either side of the short cycle path and need to regain traffic after the junction which may cause accidents.	Support	Again, this is an improvement over the existing design. However the design still requires bikes to merge with traffic and move across lanes on the junction approach. Previous accidents are thought to be caused by vehicles and bikes being on the same carriageway, when this des	Neither support or oppose	The redesign of the junction holds no advantage over the existing design, there is no separation between traffic flows, and bike still have to cross the line of tram tracks and traffic flow.	Support
160	Strongly support	The proposed cycle route across the tram tracks looks to be at a safer angle (slightly) compared to the current "straight on" option for travelling by bike East along Princes St	Strongly support	Improved ASL ... good	Strongly support	It and wary riders should tackle this junction at present.	Neither support or oppose
161	Strongly oppose	I want the council to place pedestrian safety ahead of cyclist safety. As a pedestrian the greatest dangers I encounter on a daily basis is high speed cyclists on footpaths and cyclists ignoring signals at crossings and junctions.	Strongly oppose	I want the council to place pedestrian safety ahead of cyclist safety. As a pedestrian the greatest dangers I encounter on a daily basis are high speed cyclists on pavements and cyclists ignoring signals at crossings and junctions.	Strongly oppose	I want the council to put pedestrian safety ahead of cyclist safety. As a pedestrian the greatest dangers I face on a daily basis are high speed cyclists on footpaths and cyclists ignoring signals at crossings and junctions.	Strongly Oppose
162	Strongly support	Generally support any measures to increase cycling in Edinburgh, especially safety.	Strongly support	See previous answer.	Strongly support	See previous answer.	Strongly support
163	Neither support or oppose		Neither support or oppose		Neither support or oppose		Neither support or oppose
164	Support	Seems to make sense - gives a better angle for crossing the tram lines. Don't understand why the red surface changes to grey before the actual rails, though - as that's the most important part of the route for cyclists to follow.	Oppose	Better to extend the advance box for cycles over the tram lines for cyclists going along Princes Street - just as it is going the other way at the same junction. Avoids cyclists wanting to go straight ahead at the junction from having to use the left-turn lane and their 'push	Support	Gives a better angle for crossing the rails, and having one, clearly marked route is less confusing than having two routes as at present.	Oppose
165	Strongly support	I support Spokes' view that this will improve cycle access along Princes Street and from Princes Street into Waverley Bridge, both of which I regularly use.	Strongly support	Again, I follow Spokes' view	Strongly support	It seems to me the improved surfacing and street furniture will improve the cycling provision	Oppose
166	Strongly support	The existing provision is poor and needs improvement. This is a start, although complete segregation from motorised traffic would be preferable. I am concerned too about the right hand turn from Waverley Bridge into Princes Street. This does not seem to have been considered in	Strongly support		Strongly support	It is an improvement on existing provision. But it remains a dangerous compromise.	Strongly Oppose
167	Support	it's an improvement	Support	more room for cycles	Neither support or oppose	unsure if this is any better	Neither support or oppose
168	Support	I think it's good to give cyclists visual guidance on how to cross the tracks safely however, this should only be a first step. The cycle paths start out of nowhere, appear to be about 5 metres long and ends nowhere (well, in the middle of the road), the difficulty to nav	Support	again, this is an okay start but doesn't go far enough at all. It seems to be some tinkering around the edges.	Support	much better but cyclists still need to come from the somewhere on the road and are then left in the middle of the road at the end of 2.5 m long cyclepaths. It won't suddenly make me cycle the route. I'd rather be in a metallic box and accidentally hit someone than being accl	Neither support or oppose
169	Strongly support	It is safer for cyclists yet there is still plenty of space for pedestrians.	Strongly support	Safer and more space for cyclists.	Strongly support	Safer route for cyclists to cross tram tracks is more noticeable.	Support
170	Strongly support	The particular junction narrows massively to give a further down the street, and any extra space will make cycling safer	Strongly support	Again, vehicles tend to encroach into any area, so making extra space makes cycling safer.	Support	Iterative improvement of existing design.	Support
171	Oppose	Looks very confusing for both cyclists and drivers. Could lead to accidents.	Support	looks ok	Neither support or oppose	This looks ok but aren't there already red cycle lanes there? This section of road is pretty confusing. Needs simplification for all road users.	Support
172	Strongly support	I have always approached this point with trepidation: this looks a lot safer angle to cross the tracks, and the improved surface will be better	Strongly support	This is a hectic junction and the advanced stop is a great idea. Also the advance green light is good!	Strongly support	I couldn't believe that the original layout was ever considered!	Support
173	Support	yes	Support	is	Support		Oppose

Response Number	Q1a	Q1b	Q2a	Q2b	Q3a	Q3b	Q4a
	To what extent do you support the proposals for the Princes Street Junction with South St Andrew Street, travelling eastbound?	You said that you (Q1a) the proposals for this junction - could you briefly explain your view?	To what extent do you support the proposals for the Princes Street Junction with South Charlotte Street, travelling eastbound?	You said that you (Q2a) the proposals for this junction - could you briefly explain your view?	To what extent do you support the proposals for travelling westbound at Haymarket Station?	You said that you (Q3a) the proposals for Haymarket Station - could you briefly explain your view?	To what extent do you support the proposals for Haymarket Junction with Dairy Road and Grosvenor Street Option 1?
174	Neither support or oppose	Cyclists should be kept off roads where trams operate	Neither support or oppose	There is no need for cyclists to use the few roads also used by trams	Neither support or oppose	Keep cyclists away from roads used by trams	Neither support or oppose
175	Strongly oppose	stop wasting money on the tiny percentage of people who a/cycle and b) use these routes. You've closed George street to make it easier for cyclists so send them on that road rather than clogging up the busy princes street!	Strongly oppose	see previous comments	Neither support or oppose		Neither support or oppose
176	Support	Greater safety for crossing the tracks	Support	Seems I make sense, although I am not sure there is enough space for both buses and bikes.	Neither support or oppose	I don't think this is a solution. the way the bike lane separates from the road traffic for re-joining after is not very safe...	Oppose
177	Support	This is a useful cycle path as Princes Street is hard to navigate with many buses and taxis. This should help prevent slipping on tracks.	Strongly support	This is a necessary change as it was near impossible to cycle straight on from this junction. I have always had to get off my bike and wait with pedestrians as I couldn't fit in with buses and cars behind me get impatient	Strongly support	This makes sense as current delineation can be confusing.	Support
178	Strongly support	Separate cycle lane, clear anti-skid markings and low-level cycle lights are genuine safety features.	Strongly oppose	No safety value, and in fact undermines cyclist safety - No feeder cycle lane to the ASL. So it relies on cyclists to weave through other traffic in order to get to the front of the junction, especially by undertaking. This is both potentially dangerous and contrary to rule	Strongly support	Clearly marked line. Removes unnecessary ASL.	Strongly support
179	Strongly oppose	The cycle lane is squashed into an already bottleneck prone bit of road. I'm sure this could be better designed.	Strongly support	This makes sense.	Strongly support	Much better. It beggars belief that it wasn't designed like this in the first place.	Strongly support
180	Support	Providing additional safety at this point for cyclists is welcome. It is currently difficult to proceed along Princes Street, negotiate the tram tracks and protect oneself from following drivers. It's not wholehearted support, as the crossing angle is still only 45 degrees	Support	Again, this is welcome, however could be improved further. An early release for cyclists travelling along Princes Street would help, although this may have been discounted. The remaining risk at this point is pose by drivers pulling into the inside lane prior to the merge	Support	This appears better than at the moment, as cyclists aren't being asked to choose between safety and convenience (diverting them off the carriageway to wait to cross the tramlines). It's also better than the other designs presented due to the crossing being closer than the ot	Support
181	Strongly oppose	No road space to create this and cyclists should exercise common sense and watch out for dangers like other road users.	Strongly oppose	No road space to create this and cyclists should exercise common sense and watch out for dangers like other road users.	Strongly oppose	No road space to create this and cyclists should exercise common sense and watch out for dangers like other road users.	Strongly Oppose
182	Support	It is an improvement from what is currently in place but still forces cyclists to cross tram tracks not even close to the recommended 90 degree angle and doesn't provide any substantial segregation to protect them from traffic. The marked cycle lane also appears from nowhere	Support	It is an improvement from what is currently in place but there is no marked cycle lane before or after the ASL. This solution will also involve the loss of pavement on an extremely busy street. A rather better solution might be to restrict access to motor vehicles at this jun	Oppose	The design still forces cyclists to cross tram tracks not even close to the recommended 90 degree angle and doesn't provide any segregation to protect them from traffic. The marked cycle lane also appears from nowhere and then disappears again as soon as the tram tracks are	Neither support or oppose
183	Strongly support	The cycle lane crossing of the tracks appears to be designed around a 45 degree crossing angle, yet studies from around the world have shown that 60 degrees is the minimum safe crossing angle. https://www.citylab.com/transportation/2017/08/the-brutal-saga-of-one-very-poorly-designed-railroad-crossing/535926/	Strongly support	There needs to be an Advanced Stop Line for cyclists heading West as well. This would form an important refuge.	Neither support or oppose	The track crossing angle is below 30 degrees. This is very unsafe. Studies from around the world have shown that 60 degrees is the minimum safe crossing angle. https://www.citylab.com/transportation/2017/08/the-brutal-saga-of-one-very-poorly-designed-railroad-crossing/535926/	Neither support or oppose
184	Support	It separates cyclists from cars while crossing the tram line	Support	It provides a safe area to wait for east going cyclists, however, they may be hit by cars turning left	Neither support or oppose	While it is an improvement from the existing, somewhat confusing, route in which west going cyclists are segregated and stopped, the end of the red markings will result in conflict with motorised traffic - a fully segregated solution should be sought	Strongly Oppose
185	Support		Support		Support		Strongly Oppose
186	Strongly oppose	It would be wrong to reduce the width of Edinburgh's busiest pavement	Neither support or oppose		Oppose	There do not appear to be any measures which improve this busy and congested location for pedestrians?	Neither support or oppose
187	Strongly oppose		Strongly oppose		Strongly oppose		Strongly Oppose
188	Strongly support	Currently, I avoid Princes street on a bike because I am so worried about tramline crossings. If sufficient measures of this kind were introduced, it may make it possible to do some journeys that are currently very difficult to do by bike.	Strongly support	Although I avoid this area at present, the proposal looks very sensible.	Neither support or oppose	do support making changes in this area, however the proposal does not address what from observation I believe to be the most dangerous aspect of this junction. I frequently see taxis and other vehicles stopped on the double yellow lines / loading restrictions just to the ea	Strongly support
189	Support		Strongly support	This is a dreadful corner for pedestrians to cross at. By halting traffic further back from the corner will provide breathing space for pedestrians and cyclists alike	Strongly oppose	This is a poor solution. Pedestrians frequently cross the road at this point, stepping out into the path of cyclists. If this solution is to be used, a barrier should be erected to prevent pedestrians stepping on to the road at this point	Strongly Oppose
190	Strongly oppose	There is a need for change at this location. Under the current arrangements, the single lane is too narrow for vehicles to safely overtake cyclists. This means cyclists are free to choose their own path across the tracks, at any angle, in order to reduce the risk of falling o	Strongly support	Reducing the size of the traffic island will create a safe route for cyclists to negotiate the junction, well away from the tram tracks.	Strongly oppose	There is a need for change at this location. At present, cyclists are funnelled into a very narrow space between tram tracks and kerb at two locations: outside Ryrie's Bar and alongside the island in front of the taxi bay. In between these two locations, cyclists also have to	Strongly Oppose
191	Strongly support	This begins to correct a hugely problematic section of road that should never have been constructed in its current form - it is obviously dangerous for cyclists as things stand. The eastbound lane should be extended however, to dissuade motor vehicles from cutting into cycle	Strongly support	This is a minimal response to the problems at this junction, but the increase in space should allow greater separation from the tramlines. It still needs greater protection for cyclists on the east side of the junction, to prevent buses cutting in early	Strongly support	This does seem to smooth out the cycle route usefully, although it will remain problematic as the lane delivers cycles into a pinch point - more protection is needed at this exit point. The road area here needs much clearer markings for motor vehicles to limit their line in	Oppose
192	Support	They improve safety for cyclists, hence supporting, but not as much as they could, hence not strongly supporting	Support	Same as last time: better for cyclists but could be even better	Support	I cycle through here regularly and it's dangerous. The existing provisions for cyclists are so rubbish and such an afterthought that they're hard to use. This is a definite improvement but again it could be so much better	Support
193	Neither support or oppose	Does not affect our business either way	Neither support or oppose	does not effect our business directly	Oppose	only concern is the narrowing of the road's entrance from Haymarket Terrace's impact on flow speed and would prefer not to narrow as this may impact our business on grosvenor Street	Strongly Oppose
194	Support	I support it provided that: (a) Cyclists are properly segregated from pedestrians. For the safety of blind pedestrians, this segregation must involve a level-change - typically a kerb - which can be perceived and followed by a guide dog. (b) Any implementation of early release	Support	See Q1b	Support	See Q1b	Neither support or oppose
195	Strongly oppose	I fully agree with more space for cyclists and applaud the dedicated lane (at the expense of pedestrian areas, but would contest that the only safe way to cross tram tracks on a bike is either perpendicular or on foot - I would propose a dismount / cross on foot / remount ops	Strongly support	Totally sensible	Strongly oppose	would propose a dismount / cross on foot / remount process would be safer	Support
196	Strongly oppose	there seems to be a real danger of cyclists and teams coming together right at the junction, cyclists for the most part are very unpredictable and pushing bikes and teams to one central point seems a terrible idea. Keep cyclists to the middle of the road away from the chance	Strongly oppose	Now see the problem with Advance stop lines is that they simply don't work. I've seen all types of vehicles obstructing them even police vehicles and when they very people supposed to uphold the laws of the land break them, why will anyone else follow suit? No the answer here	Neither support or oppose	No comment to add	Strongly Oppose
197	Support	In almost all situations, I would oppose the removal of footway space, especially on Princes Street. However, in this case, it is a necessary move to allow cyclists to cross the tracks safely.	Neither support or oppose	I absolutely support the change to the ASL box here, so that it is safer for cyclists going straight on. However, the signage prior to reaching the box looks like it will still imply that cyclists need to be in the tram lane to go straight on. Can this be improved?	Support	A worthwhile amelioration to a truly horrible junction. I worry that cyclists will still get squeezed when the cycle lane ends at the zigzags, though. Are two traffic lanes really needed here?	Support
198	Support		Strongly support		Support		Neither support or oppose
199	Support	I actively avoid this junction while cycling because of the risk faced when crossing the tram tracks - a clearly delineated bike lane that runs more perpendicular to the tracks where they cross would enable me to cycle across the junction with more confidence.	Strongly support	At present this junction confuses me and the filter on the traffic lights can make it feel dangerous as a cyclist. An expanded a clearer box for bikes would go some way to address this.	Strongly support	This stretch of road is currently a mess of lines making it easier as a cyclist to take the lane - itself a danger. The clearer layout of the new plan would make me feel confident enough to follow the bike lane.	Support
200	Strongly support	This junction dangerously narrows forcing cyclists in front of other traffic or more often than not traffic (usually taxis in my experience) feels the need to squeeze past cyclists trying to navigate the tracks.	Strongly support	The lack of straight ahead cycle route here is very dangerous. Seen some dangerous behaviour here from general traffic but also cyclists nipping through.	Support	The light signals here are awful, you currently have to wait an age. However I am not sure about how much general traffic will respect the cycle lane. Enforcement needed but perhaps a raise section between cycle lane and road to "remind drivers"	Support
201	Strongly oppose	Princes Street should have a segregated cycle lane along the entire length.	Strongly oppose	There should be a segregated cycle lane along the entire length of Princes Street.	Strongly oppose	There should be a segregated cycle lane along the entire length of Princes Street and continuing through Haymarket. The angle of crossing the tram lines is very dangerous.	Strongly Oppose
202	Strongly oppose	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at traffic lights so drivers can see you and are aware of your presence	Oppose	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at traffic lights so drivers can see you and are aware of your presence. This will also entail traffic lights being altered otherwise traffic will ba			Support
203	Oppose	Loss of pedestrian space and widening the junction for pedestrians crossing	Neither support or oppose	Don't see any change apart from paint	Neither support or oppose	No improvements for pedestrians	Strongly support
204	Support	It's an improvement on the current arrangement which is difficult to negotiate	Strongly support	This is a big improvement on the current layout for cyclists who want to continue onto princes street. Currently there is no space for cyclists who get trapped between cars turning into charlotte sq and buses heading to princes street.	Support	The proposal provides more space for cyclists between the taxi rank and the tram line.	Neither support or oppose
205	Support	Agree with principle of realignment and segregation but overall proposal feels disconnected. Will there be an advanced release for cyclists here? The segregation should be extended east and west to avoid dangerous merge back into traffic.	Neither support or oppose	Without taking risks to	Support	Better than existing but could be improved even further with a bit of holistic thinking around longer term strategy rather than just short term/ quick win	Neither support or oppose
206	Strongly oppose	There is no segregated cycle lane in the picture.	Strongly oppose	Motor traffic should not be allowed near this area. There needs to be segregated cycle routes.	Strongly oppose	There needs to be a segregated cycle path. If the council is serious about cycle safety, then motor vehicles will be banned from the area.	Strongly Oppose
207	Strongly support	Because there needs to be more dedicated cycle lanes	Neither support or oppose	It's good to give more space to cycles, but don't think this one goes far enough. Some space from the pavement could make this a cycle lane from the turn onto Princes St	Neither support or oppose	Again, I don't think this is going far enough. And within close proximity to the taxi rank, they'll be doing u-turns and all sorts, could be dangerous.	Strongly support
208	Support	It moves cyclists away from the traffic and hopefully keeps them off the pavements along Princes Street	Strongly support	think it also provides reassurance to pedestrians by moving the general traffic back from the crossing	Neither support or oppose	I'm not too familiar with this junction so can't comment	Strongly support
209	Support	It's a marked improvement, but I feel having rubber strips along this section of the tramlines would be easier. Furthermore, I feel that this route could be straighter. This trend towards bendy cycle lanes is odd to me	Neither support or oppose	When the pedestrian crossing more as this area can be crowded, especially during peak seasons. Extend the cycle path area to extend over where the tram is, so as to avoid ambiguity as to where cyclists are allowed to be during a red light. This layout feels like it may misle	Strongly oppose	Feels like it would be easier and safer to just put rubber or plastic in the rails, you wouldn't need to do all this. I'd also suggest something green on the island to deter people standing on it and make the area more pleasing. Plus the bigger issue with crossing tracks, in	Support
210	Strongly support	I support increased cycle use and public transport in city centre with a view to keeping cars out of city centre	Strongly support	Again anything that encourages cyclists and reduces cars in city centre has to be an improvement	Strongly support	Same reasons as previously stated	Neither support or oppose
211	Support	The proposed change will help cycling through that part of Princes Street. Currently I find it challenging.	Support	This change is required as no space is available for cyclist waiting at the traffic light to go straight onto Princes Street. This is particularly important as most traffic going that way is represented by buses.	Support	I hardly follow the current signage due to the fact that you leave and then rejoin the road. The new layout looks like an improvement.	Support
212	Support	Much improved safety	Support	Box junctions will need to be strictly enforced.	Support		Support
213	Oppose	The changes to the kerb line make this an irregular layout and could cause confusion to partially sighted or blind pedestrians.	Oppose	The reduction in size of the traffic island could cause problems for pedestrians as this island can get extremely congested with pedestrians crossing this busy junction.	Neither support or oppose	No issues.	Neither support or oppose
214	Strongly support	Slippery and surrounded by large vehicles	Strongly support	Bus drivers need to be kept back when going onto Princes St	Oppose	Takes the cyclist too wide. Have to deviate when going round the corner to go onto the new red track. Not likely to be done by most cyclists.	Strongly support
215	Strongly support	I think it is imperative to the usability of Princes Street as a cycle way to take all possible measures to increase the safety of cycle next to tram tracks.	Support	I feel it is important to utilise early release lights for cyclists in this location.	Support	Whilst it is important to do what we can to improve cycling conditions next to tram tracks and increase safety for cyclists, this is a particularly hazardous and busy area. Traffic has the capacity to come at the cyclist from all angles and as such I think a segregated cycle	Support
216	Strongly support	It gives more separation from motor vehicles and the angle for crossing the tram tracks is slightly increased. I especially like the bollard to physically separate the lanes.	Support	It makes it easier to get away/be seen by buses when waiting at the red light	Strongly support	this addresses the frankly unusable current solution and confirms the actual route most cyclists take at this point.	Strongly support
217	Strongly support	It's a very busy junction as the road narrows ahead so would be beneficial to have the dedicated cycle lane	Support		Neither support or oppose	It doesn't appear to be a significant amendment	Strongly support
218	Oppose	I live in Haymarket and regularly either take the tram, walk or cycle along Princes Street. As a cyclist this is the second most dangerous part of the journey. As a pedestrian it's also a frustrating junction that takes a long time for the lights to change and leads to many	Oppose	As a cyclist I loathe advance stop boxes. To use them you have to filter through heavy traffic and hope that it doesn't start to move. If it starts to move you're at risk of a full turn and instant death. On this bit of Princes Street it is so busy with buses that filtering i	Oppose	why "advisory"? Why is it ok for motor vehicles to use this cycle lane when it is convenient? I'm at a loss to how this makes anything safer for anyone. In particular I have no idea how anyone renting a bike from the station will use this layout. You've also just made it hard	Neither support or oppose
219	Support		Support	It is an improvement for cyclists, but a reduction in the island area should be matched with pedestrian lights going green much more often to prevent large build ups of pedestrians.	Strongly support		Support
220	Strongly support		Support	The extended ASL and cycle entry into P St is an improvement, I'd like to see one of the two left turn lanes turned into a filter for cycles however. The junction is still awful.	Neither support or oppose	You're just repainting the existing jug handle?	Oppose
221	Support	Creating a specific cycle section increases visibility and awareness by vehicles I am still concerned about buses overtaking at or near the junction and then pulling in	Strongly support	Any improvement here is welcome. I am still concerned that there is not enough space for cycles turning right from Lothian Rd and intending to go straight along Princes St but finding the bike box full and have no where to go with traffic coming from behind and wanting to tur	Support	This junction definitely needs improvement I don't see how bicycles are protected when they swing left only to come back into the flow of traffic. Why not make an inside lane a bus/cycle lane so that at peak times cars can't change lanes and ignore cyclists? During the current	Support
222	Support	This is the line that I would take across the tracks here anyway.	Oppose	This requires cyclists heading East along Princes Street to be in the left turn lane, rather than the lane for straight ahead. This will likely result in conflict with drivers heading left and buses / taxis heading straight on. A better solution would have been to reduce the	Neither support or oppose	The proposed design still does not resolve the conflict between cyclists and other vehicles as the cycle lane hooks across the tram lines and back into the road.	Neither support or oppose
223	Neither support or oppose	We note that the pedestrian crossings have been widened and ask what consideration has been given to increased crossing time at a junction which already has limited scope for increased green time for buses and trams.	Support		Strongly support		Strongly Oppose
224	Strongly support	The proposals provide a less dangerous angle for crossing the tram tracks, however possibilities for further increasing the angle should be investigated. Reducing the pavement build out should also improve pedestrian safety as currently visibility of traffic coming from west	Strongly support	Currently there is hardly any space at all for cyclists coming from the West to continue along Princes Street - this should provide a clear space for cyclists in future.	Strongly support	A further improvement on current safety measures, but more can be done - as proposed in the COWEL route plan.	Support
225	Strongly support	This arrangements formalises what many cyclists have been doing already and gives space to cycle in what, due to the single-lane nature of the road in question, is a particularly stressful track crossing. When I am cycling, I avoid this road where possible as a result	Strongly support	Expanding the ASL here is very welcome as this is a particularly unpleasant section of road to negotiate, especially at busy times. However, the change here does not go far enough. I am disappointed to see that no changes appear to have been made to the westbound carriageway.	Support	It is unfortunate that such an odd, unintuitive route is necessary to route cyclists across this junction, however this seems to be the only safe way given the track locations. It is positive that only one general traffic lane is provided through this section to allow cyclist	Support
226	Support	This could be much better. All this does is apply a 'sticking plaster'. It won't help if the number, speed and intensity of drivers remains.	Support	again, this is marginal improvement, reflecting what I do already when travelling through here. Earlier this year I took this route with my daughter: she is confident on her bike, and the proposed paint might have re-assured her that what we were doing was okay. But it would	Support	This is such a mess. It should never have been built like this. I really don't see how a bit of paint on the road could fix it, but I suppose it's better than nothing. I have just stopped going this way, especially if I am cycling with my kids. We get off and walk - making	Neither support or oppose
227	Neither support or oppose	Support better access for bikes, but not taking space from pedestrians. Must take space from motor vehicles instead	Neither support or oppose	No comments	Oppose	Too confined. Bike lanes need to be segregated and suitable for adults & kids. Otherwise no point in making them	
228	Strongly support	I cycled this way for several years before I moved house, and this area always felt risky so the improvement here is extremely welcome. The risk is that you currently have to wiggle around the tramlines and to do this you need to move out the flow of traffic, which risks poop	Strongly support	Again, this is a small but very welcome improvement as cyclists often undertake traffic queued in the rightmost lane (waiting at a red signal to get onto Princes Street), only to find there is nowhere to wait. The new ASL makes this much safer. I do hope you'll consider an AS	Support	This goes a long way to sorting out the mess of the existing cycle lane, which is unnecessarily twisty. I am worried that there is a left hook risk when a cyclist is coming back into traffic and vehicles are heading for the left lane. I hope you'll consider extending the cgd	Support

Response Number	Q4b	Q4a	Q4b	Q4a	Q4a_other	Q4b	Q4a
	You said that you (Q4a) the proposals for Haymarket Junction - could you briefly explain your view?	To what extent do you support the proposals for Haymarket Junction Option 2?	You said that you (Q5a) the proposals for Haymarket Junction - could you briefly explain your view?	On balance of the impact of the proposals and timescales and risk associated with delivery, which option would you favour?	Please specify other	Space for comments	To what extent do you support the proposals for Haymarket Junction on approach to Haymarket?
1	Seems much safer in general.	Strongly support	Much less likely to get sideswiped by car, though it's likely many will ignore the signage.	Option 2		Safer is better. Cycling on roads in Edinburgh is terrifying.	Support
2	worst work just leave as it is	Strongly Oppose	takes and cars wont take the any notice of this you have buses having to avoid cars putting in front of them bikes crossing in front trams its just a cock up from the start	Other	leave it be		Strongly oppose
3	Option one is an obvious safety improvement to cycling. (However, not as good as option 2). It also improves the pedestrian realm by narrowing the crossing	Strongly support	This would prevent left hooks which would greatly improve cycle safety compared to it's current form. - A manoeuvre cyclists are particularly at risk of around the tracks due to the weaving so often required to safely manoeuvre around them. The traffic modelling would only have relevance if it took into account the modal shift that improving cycle safety and discouraging driving would create. Induced demand/ traffic evaporation is something the council needs to seriously consider in its designs.	Option 2		Improved cycle safety, and potential for traffic evaporation, everything a 21st century city could want	Support
4	Westbound Morrison street markings are incorrect Conflict with traffic turning in to Grosvenor street (ped and cyclists)	Support	Conflict with traffic turning in to Grosvenor street (ped and cyclists)	Option 2			Support
5	Anything that bans or limits the use of motorised vehicles in the City Centre works.	Support				Just get it done immediately	Oppose
6	It's clearly a massive improvement on current situation	Neither support or oppose	In theory I like the idea of making the road one way to vehicles other than bikes, however, I do not know the local geography well enough to understand how it would affect traffic flow etc.	Option 1			Support
7		Neither support or oppose		Option 1			Strongly support
8	Will not prevent motorised traffic from cutting in front of cyclist, only a ban on access to Grosvenor Street will prevent this.	Neither support or oppose	Support ban on cars turning into Grosvenor Street but would want to see the cycle lane segregated at the start and end, with both start and end points extended to prevent them being blocked by congested traffic.	Option 2		Proceed with option 1 for no but adapt to option 2 (with improved segregation) ASAP.	Support
9	While they would moderately improve safety, option #2 would improve safety by a much greater degree.	Strongly support	Option #2 greatly improves cyclist safety.	Option 2		Following the council's stated policy of including pedestrian priority when junctions are re-designed, the proposed raised-table crossing of Grosvenor Street (which provides no pedestrian priority) should be replaced with a continuous footway.	Strongly support
10	There is already far, far too much pandering to a small group of selfish road users - cyclists. The safest option by far is simply to ban cyclists from roads, which are not intended for them.	Strongly Oppose	Edinburgh is already the worst city in Scotland, and possibly the UK, to drive in. More restrictions on legitimate roads traffic to support a few cyclists is the last thing we need.	Other		The council should, for once, listen to the majority of people who live and work in the city - and who overwhelmingly do not cycle on the roads - and start restricting cycle use on roads, not encouraging it at the expense of legitimate road traffic.	Strongly oppose
11		Strongly support		Option 2			Support
12	Implement option 1 then move onto option 2 later	Strongly support	to previous answer do both	Other	option 1 to start then implement option 2 later		Strongly support
13		Strongly support		Option 2			Strongly support
14		Strongly support		Option 2			Support
15	Much better layout	Support	A good idea. Don't see why this can't be built and then the one-way implemented later. Why would the whole scheme be delayed in option 2 as the road layout physically looks identical.	Option 1			Neither support or oppose
16		Strongly support					Strongly support
17		Strongly support	support Option 2 that restricts entry to Grosvenor Street to cycles only however I would question the reduction of the radius on the west corner of Grosvenor Street and Haymarket Terrace as it may restrict cyclists turning left into Grosvenor Street. Additionally, CEC new Street Design Guidance states that tactile paving need only be two rows wide at signalised crossings. The designs show 3 rows.	Option 2			Support
18	I have the described problem every day, and have learned to ride extremely defensively here. Option 1 appears to be a good common sense solution by making access to Grosvenor street more of a turn for vehicles and highlight the possibility of cyclists crossing the entrance to Grosvenor st. Option 2 might not be necessary, probably best to do option 1 first and evaluate afterwards.	Support	Might not be necessary, it would be best to evaluate results from option 1 first.	Option 1		Option 1 first, 2 can always be done later if light of experience.	Support
20	Reduces width of ped crossing at Grosvenor St. Would be even better to close Grosvenor St access completely.	Strongly support	Minimises traffic flow through Grosvenor St junction. Would be even better to close completely	Option 2			Strongly support
21	It will make it easier to cross the tram tracks, but I do not believe it will significantly affect the danger of traffic entering Grosvenor st	Strongly support	Whilst there is still danger from people stopping at the bus stop further up, I believe this addresses most of the issues associated with the junction itself.	Option 2			Neither support or oppose
22	This entire area needs to be rethought. There is no dedicated space for cycling meaning this will not be used by anyone but the hardest and bravest (i.e no one represented on your logo above and to the right of this box)	Oppose	As previous	Other	Might as well leave it as it is. Total garbage.		Oppose
23	More visible cycle lane is improvement. Better crossing angle on tram tracks	Support	Not clear what happens at Grosvenor Street here. There is a Turn Left lane, but the other lane is unmarked, can cyclists turn right here? (no right turn implies not, but is still unclear because of lane markings. Support in principle restrictions on turning for motor traffic.	Other	Option 2, but clearer signs and lane markings on Grosvenor Street side	Option 2 better in principle, but need signage and lane markings clarifying	Strongly support
24	Again, the scheme depends on yellow boxes and advisory lanes. Both are routinely ignored. Vehicle-proof segregation is the only solution.	Oppose	Paint has no effect on Edinburgh drivers. This proposal is hopeless.	Other	Full segregation.	Full segregation following the Dutch cycle design manual is needed, or, failing that, taking out all the 'cycle' infrastructure and allowing a free for all. Bad, half-baked infrastructure looks in conflict to our streets.	Oppose
25	It is an improvement in safety	Strongly support	It is a better improvement in safety	Option 2			Strongly support
26		Support		Option 2			Neither support or oppose
27	Too complex	Strongly Oppose	Wont solve problem				Strongly oppose
28	There is NO segregated cycle lane here. This is just as dangerous as before.	Strongly Oppose	This design is extremely dangerous because you are mixing cyclists with trams.			Neither because they are death traps for cyclists. Neither routes have a single centimetre of segregation	Support
29	Improvement on current situation	Support	Even better for cyclists	Option 2			Support
30	In my opinion it is a big issue that vehicles are cutting into cyclists' paths when turning left. This issue is not solved by this proposal.	Strongly support	This option is preferable due to it enabling a safe turn into the left side street. I further believe that banning cars from entering the side street from Haymarket would be a good step to eventually reduce the number of unnecessary car journeys, by reducing car driver's options.	Option 2			Support
31		Oppose		Other	No change.		Strongly support
32		Strongly support		Option 2			Support
33		Oppose		Option 2			Oppose
34	Angle of crossing tram track to shallow, and why the need for extended pavements, this only encourages pedestrians to jumble while crossing road	Oppose	Tram angle to shallow, will also encourage more traffic into cycle lane for trying to get into correct lane for Palmerston Place and then Grosvenor Street	Option 1		Angle of crossing tram tracks needs changed	Neither support or oppose
35	It appears ok	Strongly support	Better support for cyclists	Option 2			Strongly support
37	Only support this to ensure option 2 does not happen, better of 2 evils	Strongly Oppose	Completely unnecessary and waste of tax payers money, the junction is safe enough for cyclists, and banning cars from using the road as it was meant is ridiculous to help a couple of cyclists, this proposal will damage the economy as people avoid the area.	Option 1		Would rather neither option was carried out	Strongly oppose
38	If the road marking are strong and maintained I don't see a need to ban motor cars from turning	Neither support or oppose	See my answer to option 1	Option 1			Strongly support
39	safer for cyclists	Strongly support		Option 2			Strongly support
40	Better support for cyclists is a bonus	Strongly support	Much better to given the restriction on cars	Option 2			Support
41		Neither support or oppose		Option 1			Support
42	This proposal will encourage road users travelling by bicycle to put themselves into an unsafe road position to the left of other traffic where they are not best able to see and be seen by other road users. This is particularly critical at three points. Firstly, there is a significant risk of other road users turning into Grosvenor Street failing to see or misjudging the speed of a road user in the cycle lane and colliding with them as they turn left. The second point is when the turn tightens, I believe there is a significant risk of other road users encroaching into the cycle lane through misjudging the bend, as frequently happens where Hanover Street/The Mound crosses Princes Street. It would be difficult to mitigate this risk by providing physical separation through kerbs or armadillo humps due to the need to allow road users to travel from Haymarket Terrace to Grosvenor Street. Finally, the other particularly critical point is when the cycle lane suddenly stops after Grosvenor Street. The cycle lane should be extended at least until West Maitland Street widens, and this extension should be made mandatory and enforced with kerbs or armadillo humps.	Neither support or oppose	This proposal mitigates the risk of a road user turning left into Grosvenor Street and colliding with a road user in the cycle lane, and if this scheme must be proceeded with in some manner, this is worth a potential 18-month delay. Nonetheless, the sudden end of the cycle lane and the risk of incursions into the cycle lane due to misjudgement of its curve. I believe it would be safer to encourage road users travelling by bike to maintain the primary position, in the centre of the moving traffic lane, from lane 1 of Dairy Road all the way through to West Maitland Street.	Option 2			Support
43	Option 1 seems reasonable.	Neither support or oppose	The implementation will be expensive	Option 1			Strongly support
44	seems to reduce danger to cyclists - not sure its sufficient though	Oppose	not sure that the additional work will justify the benefits over option 1	Other	something to further separate cyclists and motorists is needed		Support
45	A cycle lane on road crossing traffic lanes may cause confusion for road users. Cycle lanes should always be on left of traffic lane.	Strongly Oppose	As per previous comment. Cycle lanes should be to the left of traffic lane to avoid risk of confusion, and not cross over.	Other	Why can it not be left as is, and ensure cyclists have to sit a cycling proficiency test	No change here is better. All road users need to be considered	Support
46		Oppose	The task to implement these changes will cause major congestion at a very busy junction. Add in substantial expenditure and fail to see how a business case could be made for this proposal. By banning cars turning into Grosvenor Street you will increase traffic flow along Palmerston Place. Have you included the cost of improving the road there... i.e. properly repairing all the potholes?	Other	None of them	Until cycle lanes/paths become mandatory, cyclists will choose quickest route regardless of how safe or dangerous it is. All the proposals will cost a lot of money, cause disruption and inconvenience for all (pedestrians, motorists, public transport and even cyclists). How will you measure how much, if any, these proposals improve things for all users of pavements and roads?	Neither support or oppose
47	Same as previously	Strongly Oppose	As before	Other	Neither		Strongly oppose
48		Support	Reducing the entry and exit points to this busy and complicated junction would surely help safety as road user have less to look out for.	Option 2			Neither support or oppose
49	The new road markings would help vehicles as well as cyclists	Neither support or oppose		Option 1			Neither support or oppose
50	If cluster paid attention and stuck to the rules of the road there would be no problem.	Oppose	As before. The money could be better spent elsewhere.	Other	Neither.	There are many more important things to spend the money on.	Oppose
51	Once again I am concerned about the effect on pedestrians when you reduce footpaths. Having a short cycle path which then disappears seems a bit pointless.	Oppose	I think closing Grosvenor Road to traffic turning left from Haymarket is a mistake. Once again you are penalising car drivers	Option 1			Oppose
52	The adjustments would make it safer for cyclists to cross but they are still in danger by being cut by other traffic. The raised table will work for normal cars but not for vans. If the left hand lane is Grosvenor street only with the cyclist having the opportunity to stay in the right lane this would keep them separate.	Oppose	This make it safer for cyclists and is better in that sense but it takes longer to complete and adds longer journeys for car drivers meaning more pollution in the city	Option 2			Support
53	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road.	Strongly Oppose	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road.	Other	None of the above	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road.	Strongly oppose
54	safer but not too difficult in terms of equalities therefore quicker to implement.	Neither support or oppose	slower to implement than option 1	Option 1			Strongly support
55	Until the majority of cyclists obey the rules of the road, obey traffic lights, do not ride on pavements and cycle with consideration for other road users, and use the cycle lanes I do not think any further public funds should be spent on schemes that are unused.	Oppose	As previous comment	Other	Cyclists on the whole ignore cycle lanes and priority routes so why create more to be unused	Until the majority of cyclists obey the rules of the road, obey traffic lights, do not ride on pavements and cycle with consideration for other road users, and use the cycle lanes I do not think any further public funds should be spent on schemes that are unused.	Oppose
56	I am not familiar with this junction	Neither support or oppose	I am not familiar with this junction	Other	Sorry I don't have a view on this, I do not use these junctions		Neither support or oppose
57	I think the coloured cycle lanes make it clearer to the motorists that cyclists may be travelling straight. Also, the cyclist can choose to take primary position in the centre of the lane should they wish after the tram tracks	Strongly support	I also strongly support this solution but that is with the caveat that I do not see what impact that would have on the rest of the traffic flow throughout the area. I would also be eager for the solution to be implemented sooner rather than later. Is it possible to implement Option 1, then conduct the modelling and implement Option 2 if that makes sense? Overall, I feel Option 1 will likely solve most accidents but Option 2 would guarantee this.	Option 1		Prefer Option 2 but not if it takes 18 months with no other solution in between. Is it possible to implement Option 1 then implement Option 2 later if it does not impact the other traffic flow to greatly at a later date?	Neither support or oppose
58	Doesn't impact too much on other traffic an D should follow the natural route that cyclists should take anyway	Oppose	Don't see the need for this one	Option 1			Neither support or oppose
59	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own actions by obeying existing traffic signals, cycle lanes and other measures put in place to make them safe. They have a responsibility for themselves and do not want the council bending over backwards for them, spending more tax payers money and causing more travel delays for ordinary commuters who use trams and buses in the centre of Edinburgh. These new measures, if implemented, will like other schemes, be ignored by cyclists.	Strongly Oppose	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own actions by obeying existing traffic signals, cycle lanes and other measures put in place to make them safe. They have a responsibility for themselves and do not want the council bending over backwards for them, spending more tax payers money and causing more travel delays for ordinary commuters who use trams and buses in the centre of Edinburgh. These new measures, if implemented, will like other schemes, be ignored by cyclists.	Other	More education of cyclists and enforcement of the existing regulations already in place.	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own actions by obeying existing traffic signals, cycle lanes and other measures put in place to make them safe. They have a responsibility for themselves and do not want the council bending over backwards for them, spending more tax payers money and causing more travel delays for ordinary commuters who use trams and buses in the centre of Edinburgh. These new measures, if implemented, will like other schemes, be ignored by cyclists.	Strongly oppose
60	You still restrict the flow of traffic into Grosvenor Square. Also, what has the speed of the vehicles got to do with this? You say the raised road will slow them down by what way will that affect anything. The traffic is already going at 20. Plus you muddy the area between path and road meaning people just walk out into traffic or people either cut the corner too close or go too wide. What you're doing is adding a cycle lane, not a bad idea, and then making everything else way, way more complicated than it needs to be.	Strongly Oppose	How many people cycle into Grosvenor square? What routes from there can you use to cycle around the city? Are you taking cyclists away from princess street here and shuttling them along George or Queen street? No, you are focusing on just this one junction with a head down approach. This is always the worst of the two as it will make everything worse, take longer, cost more money and disrupt everyone in the process.	Other	Start again.	You need to rethink this whole area. A quick fix, perhaps parts of number 1. Otherwise neither is a good option, both are fundamentally flawed and you need to think again but take into account the wider area.	Neither support or oppose
61	See Q1b. And you must ensure the cycle racks do not obstruct pedestrians on the footway. This might mean widening the footway.	Support	Same as previous question	Option 2		Safer.	Support
62	Something has to be done I guess	Oppose	I think banning things is the last resort. Is this really going to work?	Option 1		It's just such a mess there. I don't know if it will ever be a safe place to cycle round there, just a little bit less deadly I guess.	Support
63	Option 2 looks better	Support	I'm in favour of closing entry to Grosvenor St by other traffic.	Option 2			Support
64	I like the making of red cycle lanes across the junction because it reminds drivers that they should expect and respect cyclists.	Neither support or oppose	see response to Option 1	Option 1		as comments for option 1	Support
65	This proposal allows for much better crossing points and while the traffic route of travel to Gov St. is still more direct the raised table should elicit more responsible driving behaviour. The preference for pedestrians crossing allows for more direct lines too.	Oppose	The turning radius for cyclists into Gov St. is too tight and if it were altered it may encourage drivers to ignore the no entry. Also if the no entry is adhered to, it may encourage drivers to rush to get to the road junction to turn left.	Option 1			Support
66	Pretty paint will do nothing to stop drivers' left hooking' cyclists with out other reinforcement.	Support	It's a better proposal because it removes the 'left hook' risk. However, without improved traffic light phasing it will still be an intimidating area of road for less experienced cyclists, with them having to take account of tram track crossing angle at the same time as being aware of traffic accelerating past them from the lights.	Option 2			Neither support or oppose
67	As before	Strongly Oppose	Denying road traffic from Dairy Road the chance to turn up Grosvenor Street will increase congestion in West Maitland Street where traffic can already back up from the lights at the Palmerston Place junction - Option 2 will make this problem much worse with traffic delay and air quality impacts.	Other	Cyclists should pay for these changes or be made to take a highway code test.		Strongly oppose
68	It improves safety without any significant damage to road or pedestrian traffic interests.	Strongly Oppose		Option 1		Because it is the only one that makes sense.	Support
69	The angle at which cyclists encounter tram tracks needs to be improved	Strongly Oppose	Banning more access for cars in Haymarket will cause a strain on the already crowded surrounding routes.	Option 1			Oppose
70		Support		Option 2		I think option 2 would improve pedestrians experience at this junction as well as cyclists.	Neither support or oppose
71	This seems perfectly reasonable, but does not solve the issue of drivers' left hooking' cyclists as they turn into Grosvenor Street.	Strongly support	Even with the additional delay, this seems like the best option. It would be preferable if option 1 could be implemented and then the required traffic modelling, etc could take place following that, and then potentially option 2 implemented.	Option 2		As already commented - ideally option 1 could take place and then replaced with option 2 after the additional traffic modelling, etc has taken place.	Strongly support
72	Better than current layout but not the best option. Cars will still cut off cyclists on left turn as they look to 'beat' them to the junction after the lights.	Strongly support	Do it once and do it right. This option would significantly improve cycle safety in this zone. A cycle lane could easily be extended up to the traffic light junction at Palmerston Place which would almost eliminate any issues in this area.	Option 2		A staged delivery could occur whereby changes to road and pavement fabric could be undertaken in line with Option 1 proposal with the intention of upgrading to Option 2 as road traffic analyses has been achieved and warrants etc have been awarded. Option 2 would substantially improve cyclist and pedestrian safety in this area and should be fundamental to this current improvement programme.	Strongly support
73	This junction is already a nightmare to navigate and most often already congested. This will only compound the existing shambles that Edinburgh Council has made of the Haymarket junction and Haymarket area in general.	Strongly Oppose	This junction is already a nightmare to navigate and most often already congested. This will only compound the existing shambles that Edinburgh Council has made of the Haymarket junction and Haymarket area in general. Also cyclists should be made to exercise due care and attention, not be pandering to by being provided dedicated lanes every time they have to dangerously cross a tram track.	Other	None.	All proposals are a waste of public money, would lead to increased congestion and frustration and only provide to solve issues that don't exist, a particular favourite of the Council.	Strongly oppose
74	It doesn't address any of the challenges at the junction other than how to cross the tram lines safely, yes, why is Edinburgh insisting that cyclists are the only people worthy of using the road? Stop trying to get rid of motor vehicles, these of us that live outside the city need a car, and need more parking, give more effort to flowing the traffic, that's here and get rid of cyclists altogether. the have cycle paths throughout the city, use them and also get wearing helmets made law along with LIGHTS and HIGH VIZ JACKETS, maybe then other road users would be able to see the ignorant cyclists when they are around.	Support	Safer option for cyclists compared to Option 1.	Option 2		It is not safe as it is, I don't think that option 1 will make it much safer and while exploring how to implement it you may improve on the design.	Neither support or oppose
75		Strongly Oppose	same as last	Other	none.	stop wasting my council tax money on a tiny minority of people not worthy of the effort, if they cant do the basics of having decent lights, a helmet and high viz clothing they clearly shouldn't be riding a bike and should not be on the road, also start charging them for use of the roads, a road tax for cyclists.	Strongly oppose
76		Strongly Oppose		Other			Neither support or oppose
77		Strongly support	option 2 safer option	Option 2			Strongly support
78	Again it seems cyclists need a lot of management what about pedestrians manage cyclists away from cyclists. Access for vehicles should be kept.	Oppose	vehicles access should be maintained	Option 1			Support
79	Looks like the simplest solution. Enforcement of junction boxes/speeds needed for all vehicles.	Neither support or oppose	as outlined the delay is detrimental. We need to save lives now	Option 1			Strongly support
80		Strongly support		Other	build option 1, then consider upgrading to 2	That junction is dangerous for cyclists to cross, and the sooner the better for the upgrades. However, I feel option 2 would be better	Oppose
81	This option is okay - however I prefer option two - limiting the turn to Grosvenor Street to cyclists reduces the potential for accidents and vehicles turning into cyclists.	Support	Preferred option - see previous answer.	Option 2			Support

Response Number	Q4b	Q4a	Q4a	Q4a	Q4a_other	Q4b	Q4a
82	You said that you (Q4a) the proposals for Haymarket Junction - could you briefly explain your view? The current layout leaves too much ambiguity over right of way and intended exit from the junction. Marking the cycle lane explicitly would reduce this.	To what extent do you support the proposals for Haymarket Junction Option 2?	You said that you (Q4a) the proposals for Haymarket Junction - could you briefly explain your view? For cyclists, this option would essentially eliminate the risk of collision. This is better than just reducing it with a marked cycle lane which still relies on drivers paying attention to the road markings.	On balance of the impact of the proposals and timescales and risk associated with delivery, which option would you favour?	Please specify other	Space for comments	To what extent do you support the proposals for Haymarket Junction on approach to Haymarket?
83	alternative route for cyclists should be provided	Strongly support	Oppose	Option 2	Other	spend the money on improving the road surface	Strongly support
84	As it stands regardless of the angle of the cycle lane, cars turning left in to Grosvenor Street will risk knocking cyclists who continue to Atholl Place	Neither support or oppose	Neither support or oppose	Option 2			Neither support or oppose
85		Support	Makes it safer for cyclists to continue up Atholl Place without running the risk of vehicles turning in to Grosvenor Road.	Option 2			Neither support or oppose
86	Seems like some worthwhile well thought out additions	Strongly support		Option 1		Could option 1 not be implemented as a stop gap towards option 2, it seemed to me like option 2 would be preferable with lots of overlap with option 1 anyway.	Support
87	This seems like an improvement for crossing the tracks	Strongly support	This seems like a better proposal, which should improve cycling safety in Edinburgh. It should be implemented, regardless if it takes 18 months longer, as it will be much more safe in the long run.	Option 2		See previous comment. Much safer solution, should be implemented regardless of it taking longer. Will improve safety longer term.	Neither support or oppose
88	All these "improvements" will just add to clutter and confusion of road markings already associated with the tram system. Then there is the cost- many cyclists are students who will not contribute to the cost of these proposals, unlike the rest of Edinburgh's hard pressed Council Tax payers.	Neither support or oppose	see earlier comment on route to wards princes street just to east of this junction. death trap from commercial vehicles and cyclist mixing especially for cyclists turning right. needs a cycle lane	Other	dedicated complete cycle lane or shared tram bus cycle lane		Neither support or oppose
89		Strongly Oppose	All these "improvements" will just add to clutter and confusion of road markings already associated with the tram system. Then there is the cost- many cyclists are students who will not contribute to the cost of these proposals, unlike the rest of Edinburgh's hard pressed Council Tax payers.				Strongly oppose
90		Support		Option 2			Support
91	I prefer option 2 but if it fails then option 1 looks OK	Strongly support	Separating cyclists and traffic at this messy junction seems certain to improve safety. More separation!	Option 2			Neither support or oppose
92	It makes an already complicated junction even more difficult for pedestrians.	Strongly Oppose	It makes an already difficult junction more complex for pedestrians.	Other	Make it compulsory for cyclists to sit a road awareness course for their own and pedestrian safety a nurse alternatives.	money could be better spent on repairing potholes etc:	Neither support or oppose
93	general traffic should have priority, cyclists routed via quieter streets.	Strongly Oppose	not safe for cyclists	Other			Strongly oppose
94		Strongly support	cycling is a healthy option and we should be encouraging people to do it, rather than having people afraid to do it because of risk to life	Option 2			Strongly support
95	Crossing tram tracks at 45 degree angle is extremely dangerous, particularly in wet weather	Support	Although crossing of tram tracks at 45 degree angle is still dangerous, at least this option is better than option 1 at Grosvenor Street	Option 2		The angle for crossing tram tracks must be reconsidered on safety grounds	Support
96		Strongly support	Safer option for all road users.	Option 2			Support
97	It will help a little.	Support	It will help more and vehicles can turn left at the next junction easily enough. There isn't much of an advantage for turning left here anyway apart from local traffic.	Option 2		To create a partial one way system here would be safest.	Neither support or oppose
98	Clear designated areas for cycles and motor vehicles. Safer for all	Strongly support	Much safer for cyclists turning into Grosvenor Street, they would not get cut up by left turning vehicles. To mitigate this happening cyclists are likely to ignore the cycle path and ride in the middle of the carriageway to deliberately prevent vehicles passing them.	Option 2			Strongly support
99	improved visibility of cycle lane will help bikes stuck to it and will help cars be more aware of them.	Strongly support	This improves visibility but also eliminates the greatest problem.	Option 2			Neither support or oppose
100	While I am in favour of making it easier to cycle I don't want to make it impossible for cars to get around the city	Oppose	I feel this might make traffic worse in what is already a congested area.	Option 1			Strongly support
101		Support		Option 1			Support
102	Does improve cyclist safety, but without significant impact on car flow	Neither support or oppose		Option 1			Support
103		Support		Option 2			Support
104	The other one is better but I'd take any improvement	Strongly support	The better option.	Option 2			Strongly support
105	The provisions for cycles are good, but it makes for a much worse junction for traffic turning in to Grosvenor Street by narrowing the road. That will cause traffic problems, no need to extend the pavement as shown.	Strongly Oppose	Traffic needs to be able to turn into Grosvenor Street. This will cause even worse traffic problems than Option 1.	Other	Like Option 1, but without reducing the width of the road at the junction		Support
106	it's not as effective as option 2, but I do not oppose option 1.	Strongly support	It's clearer for vehicles to see that there's no entry.	Option 2			Strongly support
107		Strongly Oppose		Option 1			Strongly support
108	This isn't really a solution - an arbitrary lane in the road introducing a slight curve to the natural is unlikely to be respected by either cyclists or motorists.	Support	This solution is better as the closure of access to Grosvenor Street removes the conflict with traffic crossing. I personally haven't had many issues at this junction.	Option 2		As a cyclist I would also like to see an option to turn left from Dairy Road to across Haymarket Station and Haymarket Terrace. I use this route a lot and current access is to sneak up the inside of buses and then have to jump onto the pavement. As access to a station this is very poor.	Neither support or oppose
109	as before	Support	more difficult	Option 1		as before	Support
110		Strongly support	I feel that even the improved alignment in option 1 won't be enough to stop cars cutting across cyclists. Option 2 seems the only safe approach.	Option 2		But as option 2 is apparently option 1 plus some signage, can't you do first 1 then 2?	Support
111	provisionally support Option One, unless the planned traffic modelling clearly shows that with Option Two there would be no additional congestion to expected levels of motor traffic at any part of Haymarket.	Neither support or oppose	My main city transport is a bicycle, therefore in theory I support limiting car options. But at Haymarket these could cause delay and congestion in an area where European legal levels of pollutants are already often broken. Traffic would also be funnelled into an area that is to some extent residential.	Option 1		See earlier remarks.	Strongly support
112	Best option out of the 2. Looks like an appropriate cycle route and should be implemented asap. The delay and additional legal and modelling cost to implement Option 2 outweighs the benefit.	Oppose	As per previous comment, feel Option 1 is preferred.	Option 1			Support
113	This junction is an absolute nightmare to cycle and has seen significant injuries and even a fatality. There needs to be a segregated cycle lane with fewer traffic lanes now. How many injuries does there have to be before segregation is implemented and the universally accepted traffic hierarchy is accepted?	Strongly Oppose	See reply above.	Other	Segregated cycle way	See response above.	Strongly oppose
114	Good solution to the current issue. However, proposed red lane should be extended as drivers are particularly keen to cut off cyclists in that section.	Support	As for option 1, I agree with the design, but do not see the necessity of disallowing the turns.	Option 1			Strongly support
115		Strongly support		Option 2			Strongly support
116	would support if the pavement wasn't extended to narrow the road entering Grosvenor street	Strongly Oppose	Don't ban cars from Grosvenor street. You may not like cars but they are far more common than bikes. Stop prioritising the minority	Other	Option 1 without narrowing Grosvenor street		Support
117		Strongly support	Overall safer	Option 2			Strongly support
118	I prefer option 2	Strongly support		Option 2			Strongly support
119		Strongly support	Prefer	Option 2			Strongly support
120	Looks dangerous, car bias	Strongly support	Removing cars removes danger	Option 2		This needs done properly, which takes time	Strongly support
121	As a car driver, I occasionally come this way, so the "No left hand turn" could seem inconvenient, as a cyclist, it offers a safer path which I would support	Strongly support	This again offers a good or improved section on a busy junction for cyclists	Option 1			Strongly support
122	Because cars cutting left is the main concern. Also angle of crossing is shown as 45 degrees which is below 60 degree safe minimum.	Support	The one way changes I support. I don't support the 45 degree crossing angle as below 60 degree safe minimum.	Option 2		Option 2 but with safer crossing angle at 60 degrees or more.	Strongly support
123		Strongly support	Traffic flow into Grosvenor St is dangerous to cyclists & pedestrians	Option 2			Strongly support
124	I think this would help with getting the right crossing angle and making other road users aware of where cyclists will be.	Support	While I understand (and have experienced) that drivers don't pay enough attention to cycle lanes when turning left, I'm not sure whether it's worth the extra delay. I might be, I simply don't know.	Other	Sorry, I really don't know!		Neither support or oppose
125	This is a slight improvement on the existing structure and markings. However, taking cyclists at a more acute angle and pushing them away from the traffic, then introducing them at Grosvenor Street introduces another risk when trucks and cars throw themselves left	Strongly support	preventing trucks and cars from turning left is an important safety measure. Once cyclists and vehicles are brought closer around Grosvenor Street I feel it's important to prevent left turning accidents. The lane markings are more relevant in this case	Option 2			Strongly support
126		Strongly support		Option 2			Support
127	Don't like the idea of banning vehicles - it's already a nightmare of a junction. Further confusion could lead to accidents	Oppose	Too confusing for motorists and pedestrians - could end up in collisions	Other	leave it as is or slightly reconfigure the angles of bike lanes and tram tracks		Strongly support
128		Support	safer all round.	Option 2			Support
129	It's good but not the best option.	Support	Since the tram was handed half the width of West Maitland Street other traffic heading east has been subject to serious delays. Re-routing traffic which currently uses Grosvenor Street along West Maitland Street would make these delays unsupportable	Option 1		Better than at present without causing problems in West Maitland Street	Neither support or oppose
130	Slightly better than at present	Oppose		Option 1			Support
131		Neither support or oppose		Option 1			Support
132	See prior comment. Provide for a cyclist only green light crossing to avoid potential conflict and danger inherent with vehicles and acute crossing of tram tracks.	Neither support or oppose	Refer comment to option 1. Helpful to ban certain vehicle movement which is an improvement on option 1 but fundamental issue not solved	Other	Dedicated green light crossing time for cyclists		Strongly support
133	The cycle lane is an improvement - but the safety issues from cars turn left to Grosvenor Street remain and are very concerning. I'm not sure I can see how the proposed changes to the junction do much to mitigate this, seeing as it is like the result of cars thinking they have enough time/space/distance to get past cyclists at the Dairy junction before turning left (when they demonstrably don't). I'd suggest having a two stage traffic signal to allow cyclist to go first. Cycling this route I would take a primary position in the middle of the left hand lane to discourage an traffic turning left to over take we on the junction.	Strongly support	This is a much safer option. Staggering that it would take so much extra time to implement. What wrong with just turning down Palmerston Place?	Option 2			Neither support or oppose
134	Because I think option 2 would be better.	Support		Option 1			Support
135	What is being planned to stop cyclists cutting across vehicles at the Grosvenor Street junction amongst others - jumping off and on pavements because they don't like colour of the lights?	Neither support or oppose	Wouldn't it be better to look at the junction as a whole. Not the easiest to one to get through.	Other	Look at the bigger picture of all traffic flow through Edinburgh	Trams have enough issue getting along Princes street in rush hour. Unlike cyclists, Trams don't have the option to weave in and out of traffic, ignore rules of the road and go on/off pavements when they want. Trams often stuck behind buses that are blocking the tram tracks along Princes street. Only going to get worse when Leith street reopens.	Oppose
136	Option 1 is an improvement on this sometimes frightening intersection (for me as a 64 y.o. cyclist). Not as good as option 2. I expect that with option 1 I will continue to dismount and walk the junction at busy times. I could also wish that the 20mph restriction were respected.	Strongly support	I would feel safer not to have to worry about conflicts with cars turning left into Grosvenor St.	Option 2		I think option 2 would be safer.	Support
137	It's a bit better, but not as good as option 2	Strongly support	Only this option will reduce the risk of motorists hitting cyclists. I am not convinced of the advantages of stopping motorised traffic turn right onto Grosvenor Street if the other changes are made. If this did happen it would be helpful to let cyclists turn right as it is a way off the busier roads. I think this used to be a bus route.	Option 2			Support
138	This provides a clearly marked cycle lane, and a clearly marked lane for other vehicles.	Neither support or oppose		Option 1			Neither support or oppose
139	Slowing the traffic heading for Grosvenor will cause more conflict as traffic clears this area. Banning vehicles from Grosvenor will increase delays and pollution at Manor Place Extra delays to public transport will not assist anyone.	Strongly Oppose	Extra delays will be caused by funneling more traffic into the junction at Manor Place, blocking the bus stops and increasing journey time for public transport users.	Other	leave it alone	Whilst riding a bike must be enjoyable to those who enjoy this hobby, a good free moving public transport system is necessary to move people around the city. The plans will prevent public transport moving freely and should be avoided.	Strongly oppose
140	seems fine	Support	similar to opt 1	Option 1		I support the implementation of option 1, as the engineering works appear to be the same as for option 2. However, I would also recommend conducting the necessary modelling work once Opt 1 is implemented, so that "something" is already in place and, if necessary, can be improved further after modelling/TPO work is complete.	Support
141		Support		Option 2			Support
142	Need to keep traffic flowing	Strongly Oppose	Council needs to recognise that people use cars/vans for a reason. A much higher priority should be given to keep traffic flowing smoothly	Other			Neither support or oppose
143	This option is not enough to reduce the risks to cyclists at that junction.	Strongly support	This option will significantly improve the safety of cyclists at that junction, and it is worth the wait.	Option 2			Strongly support
144		Support		Option 2		Removing traffic from the route is welcome	Support
145	The addition of the cycle lane is good. The ability to still be able to drive down Grosvenor Street is ideal, as it removes cars from the next section of road, where as a cyclist I tend to change lane.	Oppose	It forces cars towards Princes Street. As a cyclist, this is where I tend to change lanes, so it will just move the collision zone between cars and cyclists along the road.	Option 1			Neither support or oppose
146	As for previous question	Strongly Oppose	As for previous question				Strongly oppose
147	alternative route for cyclists should be explored	Strongly Oppose	offer alternative	Other	none		Strongly oppose
148	Council needs to think beyond tinkering with traffic issues. A complete overhaul is needed	Strongly Oppose	Council needs to think beyond tinkering with traffic issues. A complete overhaul is needed	Other	Trams and cyclists (and other traffic) don't mix. Rethink the traffic options in city centre	If you want people to cycle through city centre more controls on other traffic are needed. A much bolder approach to the needs of visitors - locals and tourists is nerve. The routes through Princes Street are a nightmare and a better solution to the traffic issues is needed other than tinkering with issues around cycling	Strongly oppose
149	Another junction with poor crossing angle and can be quite daunting	Strongly support	The additional time to implement these measures would hopefully be worthwhile in the long term. Making this decision would be contingent on analysis of the types and severity of accidents occurring here.	Option 2		Without additional information on accident occurrences, I'd prefer the solution which is likely to do more good in the longer term.	Strongly support
150		Neither support or oppose		Option 1			Strongly support
151	Better than nothing and doesn't stop you from pursuing Option 2 as well.	Strongly support	Because it would make cycling safer!	Option 2			Strongly support
152	I prefer option 2	Support	It's better, but the crossing angle isn't great, and the cycle path is narrow.	Other	Protected cycle infrastructure		Neither support or oppose
153		Strongly support		Option 2			Support
154	Better visual guide for cyclists to cross tram tracks safely, and for motorists to see where they can expect cyclists to be.	Strongly support	Would minimise risk to cyclists at this busy junction.	Option 2			Support
155	THIS IS AN IMPROVEMENT. This is an improvement from the current design. I particularly like that it makes the situation safer for people on foot. I would prefer to see people banned from driving into Grosvenor Street, but also believe that changes should be implemented as soon as possible. I believe that it ought to be possible to provide a segregated cycle track here - so that those crossing the end of Grosvenor Street on foot would do so in two stages - but I can appreciate that others may be likely to see this as dangerous (so am content with the improvement suggested).	Strongly support	THIS IS AN IMPROVEMENT. This is an improvement from the current design. I particularly like that it makes the situation safer for people on foot. As above - I would prefer to see people banned from driving into Grosvenor Street, but also believe that changes should be implemented as soon as possible. I believe that it ought to be possible to provide a segregated cycle track here - so that those crossing the end of Grosvenor Street on foot would do so in two stages - but I can appreciate that others may be likely to see this as dangerous (so am content with the improvement suggested).	Other		I can't answer this. Changes are needed. They are needed immediately. Asking whether I'm happy to put people at risk for longer because nobody is prepared to make the more complex design happen faster isn't appropriate. Clearly one option would be to do the work on hard infrastructure, and to make changes to the legalities later.	Strongly support
156		Oppose	Why prevent vehicles entering Grosvenor Street?	Other	What is so special about Grosvenor Street that these proposals don't appear at Palmerston Place, etc	What is so special about Grosvenor Street that these proposals don't appear at Palmerston Place, etc	Neither support or oppose
157	Currently it's very dangerous and the proposals should help. However, I think cars and vans will still go straight across underpassing cyclists. A 1 minute advance at the traffic lights for cyclists would help.	Neither support or oppose	As a cyclist I support it but is this not making car drivers have to do even more circles to travel west from Dairy Road?	Option 1		Controlling the traffic in the city centre with more one way streets, closed off minor routes etc to get everyone on the main controlled routes is evidently not working by the current congestion so I think this could take in excess of 18 months and may be short lived anyway. I think option 1 could be a start. If it doesn't work, option 2 could then be taken on.	Support
158	Option 1 is probably better than nothing but I am not sure. It still leaves the cyclist at significant risk as motorists don't always look left - and with a raised table to negotiate their minds may be on 'straight ahead' even more than now, even if they are not speeding as much as now.	Strongly support	This is the only safe measure for cyclists here, and will also make crossing much nicer for pedestrians, only having to check emerging motor traffic.	Option 2			Support
159	Improvement, but not perfect	Support	Better improvement, but does not segregate traffic flow.	Option 2			Support
160	Slight improvement on existing	Strongly support	Much better than option 1, protects cyclists from vehicles entering Grosvenor St	Option 2			Strongly support
161	I want the council to have greater concern for pedestrian safety than cyclist safety. As a pedestrian the greatest dangers I face on a daily basis are high speed cyclists on footpaths and cyclists ignoring signals at crossings and junctions.	Strongly Oppose	I want the council to place pedestrian safety ahead of cyclist safety. As a pedestrian the greatest dangers I face on a daily basis are high speed cyclists on footpaths and cyclists ignoring signals at crossings and junctions.	Other	I want the council to place pedestrian safety ahead of cyclist safety	I want the council to place pedestrian safety ahead of cyclist safety. As a pedestrian the greatest dangers I face on a daily basis are high speed cyclists on footpaths and cyclists ignoring signals at crossings and junctions.	Strongly oppose
162		Support		Option 2			Strongly support
163		Neither support or oppose					
164	The marked cycle route is a good idea, but bulldozing the pavement and restricting the entry to Grosvenor Street is a bad idea that will disrupt traffic flow. One (diverted) bus in slightly the wrong place and the junction is blocked. Maybe have an advance green light for cyclists coming out of Dairy Road and heading into town?	Strongly Oppose	Agree, having a marked route is a good idea, but making Grosvenor Street "No Entry" is a bad one that will disrupt traffic - where will the vehicles go instead? Constraining the junction by extending the footpath is still a bad idea. This will just create problems elsewhere.	Other	Marked cycle route, no change to the pavement at the Grosvenor Street junction.	And regular enforcing of the rules for box junctions - the existing ones look like car parks at times. Get the wardens out and start fining people who enter when there is stationary traffic blocking their exit. Happens every day at this junction.	Neither support or oppose
165	It doesn't solve the problem of cars turning across cycles heading along to Shankwell Place	Strongly support	This does resolve the problem of cars turning across cyclists, and generally improving facilities for active travel and reducing ease of motorised traffic is a good thing.	Option 2		Even though it would take longer, the final outcome would be better	Strongly support
166	Risk of cyclists being hit by cars entering Grosvenor Road	Strongly support	Reduced risk being hit by motorists entering Grosvenor Road	Option 2			Strongly support
167	not much better than existing, no way of getting from Dairy Road to the cycle rack at the station except pushing along the footway	Support	better - but still doesn't deal with getting from Dairy Road to the station cycle racks	Option 2		This is still going to be the worst junction on the tram system	Support
168	the entire junction is so complicated that I don't even want to go near it. It's such an annoying junction - no matter who you are, cyclist, pedestrian or car driver, the entire junction just appears to be poor urban planning, this is a mild improvement but it seems like the entire junction needs to be rebuilt to make it fit for purpose - for all.	Support	sorry, can't see the difference between the two.	Option 2		option two cause I support anything that reduces the many directions traffic can take or come from at this badly designed junction, proposal 3, rebuild the entire thing and make it as simple as possible, it's just too complicated.	Neither support or oppose
169	Safe route for cyclists more noticeable	Strongly support	Considerably safer for cyclists. From my observations, little traffic turns left onto Grosvenor Street anyway.	Option 2			Neither support or oppose
170		Strongly support		Option 2			Neither support or oppose
171	Please use plain language in public consultations. 'Raised table' is meaningless to most people. This whole Haymarket junction is a nightmare when it is busy. Checked box area is huge so it is hard for drivers to judge when they can enter. Frustrating for all (please think of all road users, not just cyclists). Slowing traffic rather than preventing it by creating one way/no entry is welcomed.	Strongly Oppose	The one way systems are already a nightmare around this area - no more please.	Option 1			Oppose
172	Almost all the problems solved. The disadvantage of a legal process for changing traffic is the only reason this option is provided.	Strongly support	Just bite the bullet and do it properly. In a year or two motor traffic will need to be limited anyway	Option 2		It's just a great shame that the tramline set the agenda. 250 accidents and one fatality is a big price to pay - not to mention the legal costs.	Strongly support
173		Support		Option 2			Support

Response Number	Q4a	Q4a	Q4a	Q4a	Q4a_other	Q4b	Q4a
	You said that you (Q4a) the proposals for Haymarket Junction - could you briefly explain your view?	To what extent do you support the proposals for Haymarket Junction Option 2?	You said that you (Q5a) the proposals for Haymarket Junction - could you briefly explain your view?	On balance of the impact of the proposals and timescales and risk associated with delivery, which option would you favour?	Please specify other	Space for comments	To what extent do you support the proposals for Haymarket Yards on approach to Haymarket?
174	There is no need for cyclists to use roads already in use by trams	Neither support or oppose	Cyclists do not need to be on tram routes	Other	No cyclists in tram routes		Neither support or oppose
175		Neither support or oppose		Other	doesn't matter which one	neither is a perfect solution	Support
176	Would still clash for vehicle accessing Grosvenor street	Strongly support	Very reasonable option, would make this junction much simpler safer	Option 2		It is a much better long term plan	Support
177	It is a good plan	Strongly support	This would make this route much safer. Slowing down traffic benefits cyclists, pedestrians and local residents etc. Haymarket could be a much nicer area as a result.	Option 2			Strongly support
178	Clearly marked cycle lane improves safety for cyclists navigating junction and tram tracks. Retains appropriate vehicular access from Dairy Rd to Grosvenor St.	Strongly Oppose	The only route available for traffic from Dairy Rd would be along West Maitland St, much of which would then want to turn onto Palmerston Place. Traffic (especially buses) approaching from Dairy Rd is already subject to delays at Haymarket Junction, especially when trams pass. Even when lights are at green, access to West Maitland St can already be blocked by queuing traffic. Buses in particular attempting to cross the junction, serve the bus stop at West Maitland St and then proceed over the next junction towards Shankwick Place would be subject to potentially major rush-hour delays.	Option 1		Option 2 could really disadvantage thousands of public transport users heading into town, especially at rush hour, on a daily basis - and the Council should be looking to protect these users' interests.	Strongly oppose
179		Strongly support		Option 1			Support
180	Option 1 does indeed improve the route for cyclists from Dairy Road, although Option 2 would be better. My remaining concern is with the transition to West Maitland Street - there is no cycle provision on this road, so cyclists are safest to adopt a primary position in whichever lane is appropriate for their journey. Providing a much safer route for crossing the tramlines then leaves them well to the left of where they should now be for safety, and demonstrates the issues inherent in piecemeal design remediation, rather than building in cycle routes from the beginning. Should either of these options go ahead, then West Maitland Street's cycle provision should be addressed next, if it isn't possible to extend the design considerations to this point. I note that there has been no consideration of the West Maitland Street/Torphichen Street junction.	Support	Option 2 is the best of the two designs proposed for this junction, eliminating the risk of left hooks, which may be otherwise increased through the marked cycle route to the left of the general traffic lane. My remaining concern is with the transition to West Maitland Street - there is no cycle provision on this road, so cyclists are safest to adopt a primary position in whichever lane is appropriate for their journey. Providing a much safer route for crossing the tramlines then leaves them well to the left of where they should now be for safety, and demonstrates the issues inherent in piecemeal design remediation, rather than building in cycle routes from the beginning. Should either of these options go ahead, then West Maitland Street's cycle provision should be addressed next, if it isn't possible to extend the design considerations to this point. I note that there has been no consideration of the West Maitland Street/Torphichen Street junction.	Option 2		Option 2 should be pursued, and that should not prevent the implementation of option 1 immediately. However with both options, cycle provision on West Maitland Street and the route into Torphichen Street should be designed too.	Neither support or oppose
181	No road space to create this and cyclists should exercise common sense and watch out for dangers like other road users.	Strongly Oppose	No road space to create this and cyclists should exercise common sense and watch out for dangers like other road users.	Other	None.	No road space to create this and cyclists should exercise common sense and watch out for dangers like other road users.	Strongly oppose
182	It is a minor improvement from what is currently in place but still forces cyclists to cross tram tracks not even close to the recommended 90 degree angle and doesn't provide any segregation to protect them from traffic. The marked cycle lane also appears from nowhere and then disappears again as soon as the tram tracks are crossed. This solution will also involve the loss of pavement on a busy street. A better solution might be to restrict access to motor vehicles at this junction so that cyclists are able to cross tram tracks without undue pressure or to install continuous segregation.	Neither support or oppose	It is a minor improvement from what is currently in place but still forces cyclists to cross tram tracks not even close to the recommended 90 degree angle and doesn't provide any segregation to protect them from traffic. The marked cycle lane also appears from nowhere and then disappears again as soon as the tram tracks are crossed. This solution will also involve the loss of pavement on a busy street. A better solution might be to restrict access to motor vehicles at this junction so that cyclists are able to cross tram tracks without undue pressure or to install continuous segregation.	Other	More restrictions to traffic allowed through the junction or installation of a segregated cycle path		Oppose
183	Option 1 is unsafe as it is likely that vehicles entering Grosvenor Street will not expect cyclists to turn right across their path and will result in crashes.	Strongly support	Option 2 is far safer for cyclists as motor vehicles are not able to cut across their path. Option 2 helps prevent rat running in a residential area, which is good. Residents and business wishing to access Grosvenor St. would only suffer a few seconds delay by turning left at Palmerston Pl. then left again. Traffic modelling is flawed because it doesn't model "people" movements i.e. pedestrians, cyclists and buses (i.e. the fact that buses are high occupancy). It also doesn't model mode switching. Basically, you get what you design for. Time to ditch outdated traffic modelling. There is so much yellow boating over the junction, it is hard to see how drivers could possibly avoid getting caught in the boxing at some point.	Option 2			Strongly support
184	Motorised traffic will turn left into cyclists travelling from Dairy road east. The junction is complicated. cyclists must look out for tram lines, motorised traffic overtaking the added risk of motorised traffic turning left makes this an unacceptable solution.	Support	This solution removes the risk of motorised traffic legally turning left across the path of the cyclist. There will be a danger from cars turning left despite the no entry signs. Advance go signals for cyclists would help.	Option 2			Support
185		Strongly Oppose		Other			Support
186	reducing the width of Grosvenor Street is welcome as this will make it easier for pedestrians to cross. However, the footway on West Maitland Street will be reduced, which will adversely affect walking.	Neither support or oppose		Other		Wayne of public money	Support
187	Wayne of public money	Strongly Oppose		Other			Strongly oppose
188	Although I rarely make this transition on a bike or in a car, it looks like the design makes it clear for all road users how bikes will travel through the junction, thus improving safety for all.	Support	It does look like the design will make the junction safer, while providing minimal disruption for other vehicles. I think Option 1 goes a long way to improving things and that given the additional resource and time for option 2, it may be sensible to implement option 1 initially.	Option 1			Neither support or oppose
189	Routing cyclists at this angle is against how a cyclist would prefer to enter a right-hand bend. Cyclists will be likely to swing into the flow of traffic to achieve the most efficient way of navigating the junction	Strongly Oppose	Routing cyclists at this angle is against how a cyclist would prefer to enter a right-hand bend. Cyclists will be likely to swing into the flow of traffic to achieve the most efficient way of navigating the junction	Other	Neither solution is satisfactory	Routing cyclists at this angle is against how a cyclist would prefer to enter a right-hand bend. Cyclists will be likely to swing into the flow of traffic to achieve the most efficient way of navigating the junction	Neither support or oppose
190	There is need for change at this location. You have explained that drivers turning into Grosvenor Street frequently cut off cyclists continuing straight along West Maitland Street, but also there is currently no indication of the safe crossing angle for cyclists. Cyclists are likely to veer far left while crossing the tracks at close to 90°, this will encourage drivers to overtake them thus being in position to perform the 'left hook' into Grosvenor Street. However, as there are no explicit lane markings, at present some drivers in the nearside lane do give way to cyclists who want to merge back into the traffic after making a wide crossing of the tracks. I cannot support this proposal. Your proposal formalises and encourages a crossing angle of only 45°. This is unsafe for bikes with narrow tyres, and all bikes in wet weather or following wear of the tarmac surface and will lead to more crashes than at present. Your proposal further makes conditions more dangerous by explicitly providing two lanes of general traffic alongside the advisory cycle lane and thus cyclists who fall off are likely to fall into the line of moving traffic, unexpectedly, from the side. It is not clear that there is a need to maintain two lanes of general traffic from Dairy Road into West Maitland Street. This is a busy city centre area for pedestrians, buses, taxis and service vehicles but I am confident that a single lane for vehicles would suffice. If one vehicle lane was closed, a segregated cycle lane could be provided, separated by kerbs and bollards from vehicles. It would be very simple to design this whilst maintaining vehicle access to Grosvenor Street. The segregated lane could easily continue the full length of West Maitland Street, Shankwick Place and Princes Street, but the need is most pressing at junctions like Haymarket.	Strongly Oppose	There is need for change at this location. You have explained that drivers turning into Grosvenor Street frequently cut off cyclists continuing straight along West Maitland Street, but also there is currently no indication of the safe crossing angle for cyclists. Cyclists are likely to veer far left while crossing the tracks at close to 90°, this will encourage drivers to overtake them thus being in position to perform the 'left hook' into Grosvenor Street. However, as there are no explicit lane markings, at present some drivers in the nearside lane do give way to cyclists who want to merge back into the traffic after making a wide crossing of the tracks. I cannot support this proposal. Your proposal formalises and encourages a crossing angle of only 45°. This is unsafe for bikes with narrow tyres, and all bikes in wet weather or following wear of the tarmac surface and will lead to more crashes than at present. Your proposal further makes conditions more dangerous by explicitly providing two lanes of general traffic alongside the advisory cycle lane and thus cyclists who fall off are likely to fall into the line of moving traffic, unexpectedly, from the side. It is not clear that there is a need to maintain two lanes of general traffic from Dairy Road into West Maitland Street. This is a busy city centre area for pedestrians, buses, taxis and service vehicles but I am confident that a single lane for vehicles would suffice. If one vehicle lane was closed, a segregated cycle lane could be provided, separated by kerbs and bollards from vehicles. It would be very simple to design this whilst maintaining vehicle access to Grosvenor Street. The segregated lane could easily continue the full length of West Maitland Street, Shankwick Place and Princes Street, but the need is most pressing at junctions like Haymarket.	Other	Improved crossing angles, plus segregation/Copenhagen junction to protect cyclists.	A Copenhagen style junction here would likely be more protective for cyclists and reduce left hook accidents, whilst still allowing traffic to turn into GS from Dairy Road - the raised table would slow them sufficiently to enable them to give way to cyclists proceeding West to east after crossing at a much safer, steeper angle.	Neither support or oppose
191	The crossing angle for cyclists is below the minimum safe angle of 60 degrees - this will be dangerous in wet conditions in particular. Although it reduces conflict of motor vehicles, more effort is needed to prevent motor vehicles cutting across cyclists here.	Oppose	The crossing angle here is less than the minimum safe angle of 60 degrees. No entry to Grosvenor Street is desirable, and should be introduced as early as possible. Can a temporary change be introduced to trial the change while formal approvals are sought?	Other			Neither support or oppose
192	It's an improvement but won't solve many of the problems.	Strongly support	It solves some of the problems so is better.	Option 2			Strongly support
193	only concern is the narrowing of the road's entrance from Haymarket Terrace's impact on flow speed and would prefer not to narrow as this may impact our business on Grosvenor Street	Strongly Oppose	only concern is the narrowing of the road's entrance from Haymarket Terrace's impact on flow speed and would prefer not to narrow as this may impact our business on Grosvenor Street	Option 2		only concern is the narrowing of the road's entrance from Haymarket Terrace's impact on flow speed and would prefer not to narrow as this may impact our business on Grosvenor Street	Neither support or oppose
194		Neither support or oppose		Option 1			Support
195		Oppose		Option 1			Strongly oppose
196	Still too dangerous. Other option is better	Strongly support	Ban cars from turning entirely cutting out a massive dangerous situation with cars and cyclists colliding	Option 2			Neither support or oppose
197	Offsetting the junction would be a clear improvement, but would not solve the problem completely	Strongly support	This is even better. Grosvenor Street must not be accessible for motor traffic from Dairy Road. Even better would be bollarding the end of Grosvenor Street, so that drivers aren't even tempted to go that way.	Option 2			Support
198		Support		Option 2			Neither support or oppose
199	A clear bike lane and narrower entrance to Grosvenor St would make drivers slow down and be more aware of cyclists on their left, although cycling up the inside of a car that may or may not turn is still not enjoyable.	Support	This seems a marginally better option than option 1 because of the safety from turning vehicles. However, the delay in implementation makes this seem a less attractive option, and it doesn't seem incompatible with option 1 being implemented first so maybe option 1 for define and following up with option 2 would work best?	Other	Option 1 as a priority, then option 2 as a follow-up if the junction remains dangerous		Strongly support
200		Strongly support		Option 2			Strongly support
201	This does not address the dominance of cars at this junction.	Support	This affords some protection to cyclists from the current number of collisions.	Option 2			Strongly oppose
202	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at traffic lights so drivers can see you and are aware of your presence Also the yellow boxes on this stretch of road are constantly ignored, by blocking the right turn up Grosvenor Street, more traffic will block junction. This is also exacerbated by the bus stops on West Maitland Street also holding up traffic.	Strongly Oppose	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at traffic lights so drivers can see you and are aware of your presence Also the yellow boxes on this stretch of road are constantly ignored, by blocking the right turn up Grosvenor Street, more traffic will block junction. This is also exacerbated by the bus stops on West Maitland Street also holding up traffic.	Option 1			Neither support or oppose
203	For pedestrians there is a very long wait at the traffic lights. Narrowing this junction will make it much easier to cross and ignore the traffic lights.	Strongly support	For pedestrians there is a very long wait at the traffic lights when no traffic is actually passing. Making it no entry should mean a much longer pedestrian crossing phase. Note I would also place a no entry for cyclists on the road, but provide an alternative method for entering the street	Other	No entry (with no exclusion) - produce alternative method for cyclists to enter street		Neither support or oppose
204	I think that allowing access to cars from Dairy road to Grosvenor street will mean cyclists at risk due to position of the proposed advisory cycle route.	Support	This is a better proposal and safer for cycling however it may cause additional traffic taking up space in the yellow boxes at peak times.	Option 2			Support
205	Prefer option 2. 18 month delay is ridiculous so why not implement op 1 and 2 in parallel with banning traffic left turn to follow	Strongly support	Lots of benefits in restricting vehicle traffic into Grosvenor. More thinking along these lines required	Option 2			Neither support or oppose
206	The junction has no segregated cycle path, and continues to be dominated by motor vehicles.	Strongly Oppose	The proposed cycle lanes are just painted on a road. Motor vehicles must be banned from the entire road if the area is to be safe for cyclists.	Other	Ban all motor vehicles from the junction at Haymarket. This solution will be quick and cheap to do.		Strongly oppose
207	The only option which allows vehicles to enter and exit Grosvenor St. Speaking as a cyclist and a driver	Oppose	Due to vehicles not being allowed to enter Grosvenor St.	Option 1			Support
208	think it's a simpler solution for all road users and means less signage and confusion. The raised table is a good idea	Oppose	I don't like it as it means more signage and confusion. This area can already be complex for unfamiliar motorists due to the various no entries and one ways	Option 1			Support
209	I'm confused why we can't just do this then phase in the second part later. I don't really follow this one	Support		Option 2		The bigger issue is access to and from Atholl place for cyclists. Option 2 seems more logical on balance though	Support
210	prefer option 2	Strongly support	The more we keep cars out of city centre the better	Option 2			Neither support or oppose
211	Better of the two	Neither support or oppose	I am not convinced that the extra complexity of this solution would greatly improve on Option 1.	Option 1			Neither support or oppose
212	Better than current, but still dangerous at Grosvenor St.	Strongly support	Removes issues with Grosvenor Street	Option 2			Support
213	As a pedestrian I support increased footpath width at this junction. As a driver the mass of line markings makes this junction more confusing and therefore less safe.	Neither support or oppose	Same comment as previous.	Other	No preference.		Support
214	Traffic going from Dairy towards Shankwick generally has to wait a long time, so drivers become impatient and less aware of cyclists. The queues back from Shankwick block Grosvenor, so cars are generally pretty bad into getting in position.	Strongly support	See my answer for the previous one. The no entry to Grosvenor is best solution.	Option 2		Lane discipline of drivers going left into Grosvenor is terrible	Neither support or oppose
215		Strongly support	I think the banning of vehicles from turning into that road is the only option to prevent cyclists from being cut up by traffic coming from behind the...	Option 2			Support
216	this is the most workable option. I currently use this junction several times a week (on the left lane) and it is ok to use as most cars either turn left into Grosvenor St or use the right lane (to turn right at the next set of lights). Sometimes drivers in the right lane pull over because they want to turn into Grosvenor St unexpectedly. This would only be addressed by option 2 and it would depend on traffic counts if that is a feasible solution as in my experience that is a popular route.	Support	I still support this Option even though the first option seems better. Also, a delay is never a good thing and depending on traffic counts the changes are not coming anyway. If they do, however, I think the layout and flow suits cyclists very well.	Option 1		as outlined in my comments for previous question	Support
217		Neither support or oppose		Option 1			Support
218	Basically it does nothing meaningful to help. I live on Cobden Terrace off Dairy Place. My wife cycles through this junction to work every week day. It is one of the most dangerous junctions in Edinburgh. The only way to do it is to take the central position so that cars cannot cut past you. This also gives a slightly better angle over the tram lines. This prevents you from getting that. Arguably it makes it more likely that a car will cut past. It also makes it harder to get into the right hand lane if you need to Torphichen Street. something I do reasonably frequently. I've got to ask but has whoever designed these plans ever cycled in the area? Every change is either meaningless or makes things worse.	Support	As a cyclist who uses this junction a lot, this is better. But look, the implication behind this and all the other ones so far is that bicycles travel in the road with motor traffic. That is absolutely why you have so many accidents with cyclists because it is inherently dangerous. Imagine someone said that roads were for motor vehicles and wheelchair users. You would be appalled. Well cyclists are at a similar degree of risk. A much better idea would be a cycle crossing in parallel with the pedestrian crossing across Haymarket Terrace. You don't need to paint the roads, you cross the tramlines at right angles and you don't even need to make Grosvenor Street 1 way.	Option 2		Though to be precise I would favour a parallel bike crossing with the pedestrian one.	Neither support or oppose
219		Strongly support	Vehicles should be stopped going in to Grosvenor street from Haymarket. It currently dangerous as pedestrians cross not always looking for the small amount of traffic that may be coming and current lights are red too much of the time.	Option 2			Support
220	support option 2	Strongly support	Option 2 removes the left hook hazard	Option 2			Strongly support
221	Crossing the tracks and a dedicated cycle surface will be safer	Strongly support	Avoiding turning across traffic in to Grosvenor St will prevent rat run traffic.	Option 2		Improves safety for both cyclists and pedestrians more than option 1	Support
222	It is somewhat of an improvement (supposing you plan to go straight ahead at the next junction and not towards Torphichen Street, however I feel Option 2 is a better solution. Since the traffic has been prevented from heading from Clifton Terrace to West Maitland Street this junction has been much safer to cycle, however when the general traffic resumes, the main issue here is when cars are blocking the junction - adherence to red lights / yellow boxes / not blocking the junction would generally improve this junction more.	Support	See response to previous question	Option 2			Neither support or oppose
223	Our answer can be broken down into three parts: 1. Introduction of new dedicated cycle lane Dairy Road to West Maitland Street - we support this part of the design. 2. Raised table at the mouth of Grosvenor Street - we strongly oppose this measure. Grosvenor Street is a strategic diversion route for a closure of Haymarket Terrace and West Maitland Street. These buses could be turning hard left while traversing the table which creates a risk for passengers on the upper deck who might be jolted out of their seats. If there is good reason for it being there is the design recommended for use by buses? 3. Junction narrowing at Grosvenor Street - we oppose this measure. As well as being a strategic diversion route for the closure of Haymarket Terrace and West Maitland Street, Grosvenor Street is used by coaches serving the hotel on Grosvenor Street. Has sweep path analysis been carried out for long vehicles (buses and coaches) entering or exiting Grosvenor Street under these proposals? Improves crossing for cyclists and reduces risk of being 'left-hooked' by vehicles turning into Grosvenor Street. Would prefer Option 2 on this point. However, the track crossing angle is still sub-optimal and surface markings should be included to direct cyclists into the new lane for Grosvenor Street and West Maitland Street. Would it be possible to implement this in 2 phases, Option 1 becoming Phase 1 and implemented now with Option 2 as Phase 2, once surveys have been carried out, orders completed etc?	Strongly Oppose	As noted in Q5a Grosvenor Street is a strategic diversion route for a closure of Haymarket Terrace and West Maitland Street. The proposal to close Grosvenor Street would ensure that Dairy Road would have no bus service or indeed any vehicular traffic in the event of any road closure on West Maitland Street.	Other	Option 1 without the raised table at Grosvenor Street	The other option noted above would be favoured should we reassured that the correct swept path analysis shows the junction can still be used as a strategic diversionary route.	Neither support or oppose
224		Strongly support	This provides a better solution to the 'left hook' problem of traffic turning into Grosvenor Street. However given the protected implementation period, could Option 1 be implemented in the meantime?	Option 2		As stated - would prefer option 1 for a quick solution with the traffic ban to follow.	Strongly support
225		Strongly support	Grosvenor Street provides an unnecessary 'rat run' onto Palmerston Place at the cost of danger to cyclists and inconvenience to pedestrians who, as a result, rarely get a green man and have to judge where traffic will appear from in order to cross in a timely fashion. It should definitely be closed. I am concerned however about two lanes being maintained across the junction. The proposed layout creates the impression that it is safe for motorists to overtake cyclists very closely while they are negotiating tram lines at a sub-optimal angle. As well as being seriously unpleasant, this increases risk of further serious and fatal incidents should a cyclist fall off their bike at this point. Reducing traffic to one lane across the junction (consistent with the perpendicular route past Haymarket Station) perhaps with a change in kerblines/markings to maximise the distance between cyclists and general traffic would allow a safe overtaking distance for traffic, reduce potential lane drift across the junction as motorists try to 'dodge' cyclists, and make crossing the junction a smoother experience for all users. If traffic modelling must take place before the turn into Grosvenor Place is banned, the impact of removing a lane through the junction could be assessed at this point too.	Option 2			Support
226	it's a slight improvement, but as recognised by proposal 2, it does not resolve the real dangers.	Strongly support	this is better. more difficult to accomplish, but if it saves lives, surely worth it?	Option 2		be brave. save lives.	Support
227	This is a huge improvement, and in my 3 years commuting from Dairy to the East End this was the scariest part of the journey. The revised lanes and corner radii at Grosvenor Street are a massive improvement to cycle safety. Please implement as soon as possible!	Strongly support	As per previous comment, this is a huge improvement to cycle safety and I really welcome this. I prefer option 2 as it prevents rat running via Landsown Crescent, which is important once this becomes part of the east-west route. The detour for vehicles heading access to Grosvenor Street itself is minimal, so I think it's the right decision.	Option 2		You mention that Option 2 might delay or even risk implementation, but the road layout between Option 1 and 2 look the same, so I wonder if you could proceed with the build outs and lane changes for Option 1, while progressing the TRO for Option 2 in parallel. This means that safety is improved ASAP, but you can still deliver Option 2 as a 'fast follow-on', and avoid any risk if the TRO doesn't get approved.	Support

Response Number	Q7b	Q8a	Q8b	Q9a	Q9b
				To what extent do you support the proposals for providing early release signal phasing for cyclists at the junctions proposed in the consultation documents and the above overview maps?	
	You said that you (Q7a) the proposals for Haymarket Yards- could you briefly explain your view?	To what extent do you support the proposals for Cutlins Road?	You said that you (Q8a) the proposals for Cutlins Road - could you briefly explain your view?		You said that you (Q9a) the proposal for installing early release signal phasing for cyclists - could you briefly explain your view?
1	Very minor change but better than what's the now.	Strongly support		Strongly support	Sounds better.
2	leave as it is	Strongly oppose	stop wasting money	Strongly support	good idea
3	improved safety heading Northwards but no alterations heading Southwards, where cycling is near impossible in my opinion. The manoeuvre is far too tight turning left into Haymarket yards, there simply isn't room to avoid the tracks and the pavement. You must find a solution to this problem. Could the pavement be narrowed (potentially with alterations to the stairs/ lamppost behind)?	Support		Strongly support	Having used these in Cambridge in the past, I've always thought they'd offer huge safety advantages in relation to the tram tracks. Especially at the bottom of The Mound which I
4	Is space sufficient for largest vehicle using the yards to prevent conflict with trams and cyclists - drawing only shows 3.5t Panel van	Support	How do I know where to cross heading north? insufficient signage. Do I cross road and mount east pavement and then cross? Markings need to clearer	Strongly support	
5	Reallocate road space from motorised vehicles to enable safe cycling and walking	Support	Reallocate road space from motorised vehicles to enable safe cycling and walking	Support	Reallocate road space from motorised vehicles to allow safe cycling and walking.
6	I can't see any huge advantages over the current road layout, other than moving traffic very slightly further away from the tram lines	Strongly support	Raised tables will help calm traffic. I like the widening of the pavements to make room for cyclists and pedestrians to share the space. All help to make the space more suitable for vulnerable road users.	Strongly support	They give cyclists a head start on the rest of the traffic. This helps with 1) making other vehicles more aware of cyclists' presence, and 2) allowing cyclists the time and space
7		Strongly support		Strongly support	
8	Drivers on the whole ignore exist ASL or cut up cyclist by cutting the corner, this will prevent this assuming drivers stay clear of the new ASL	Neither support or oppose	An improvement but would prefer segregation of pedestrian/cyclist at this junction and the length of Cutlins Road	Support	Would like to see this approach at all major junctions.
9		Strongly support		Strongly support	They will improve cycle safety.
10	Further unneeded pandering to a tiny minority who should not be on the roads in the first place, which will only serve to have cyclists wobbling about the road directly in front of legitimate road traffic.	Neither support or oppose		Strongly oppose	Although everyone in the city knows the Council has no interest in the opinions of the majority, and exists only to pander to the cycling lobby, I repeat that the best thing to
11		Neither support or oppose		Strongly support	
12	more space for cyclist	Strongly support	better linkage to existing paths	Strongly support	gives cyclists a head start on the cars
13		Neither support or oppose		Strongly support	
14	slightly better sightlines	Strongly support	Needs it	Strongly support	
15	not sure what this is trying to achieve. The danger in Haymarket Yards occurs the other way, as the cycle lane to the left of the tram tracks is so narrow and leaves no room for error if someone steps off the pavement. It would be better fixing that than this.	Neither support or oppose	Don't know this junction	Strongly support	Have seen this work well in Cambridge
16		Strongly support		Strongly support	
17	On Haymarket Yards between the tram track and the road kerb there is a narrow cycle lane and at the service access behind COSA there is an awkward line marking to guide cyclists over the tram tracks. Can red textured (similar to that added on Princes Street and at Haymarket Station) be added at these locations.	Strongly support		Strongly support	
18					
19	Minor improvement	Support	Not a junction I use, but seems to be an incremental improvement	Support	This would certainly be useful at s. charlotte st s/b, but impact on congestion could make overall cycling & driving situation worse.
20		Strongly support		Support	Am not entirely convinced. However, on balance probably worthwhile.
21	Access to the bike area is normally blocked by cars being too close to the pavement. Thus moving an inaccessible area forwards is unlikely to make any real difference to usage of the cycle only area. However moving this forward will likely allow 1 car to stop without blocking the tram, and I think if you extend the cycle lane a bit further down the side. It may encourage cars to stop further from the curb, and allow access to this area.	Neither support or oppose	Not a junction that I've ever used.	Neither support or oppose	I would trial them in a few areas before widespread deployment (I've never seen them in use in any city I've visited) - not saying it's a bad idea though. Generally, most of the
22	No dedicated space for cycling. This will not make cyclists safer or encourage more cyclists onto the route	Oppose	There is plenty of room here for dedicated space for cycling. Shared paths are a compromise that work for nobody	Support	Early starts for cyclists are a useful measure to improve safety on routes. But without dedicated space for cycling their utility will be marginal at best
23	Better visibility on approach to stop line	Strongly support	New footway link is good idea	Strongly support	Previous implementations in other cities suggest safety improvement in reducing collisions. Seem like sensible places to install in Edinburgh based on the plan supplied.
24	Paint makes no difference to drivers' behaviour. This will simply be ignored	Oppose	Welcome to Toytown!	Oppose	Early release signal phasing for cyclists is likely to: 1) Make car drivers angry and resentful 2) Make less fit and confident cyclists anxious. You can think of this proposal
25	Simple improvement which should have been designed in when built	Strongly support		Strongly support	As a cyclist I think they are a good idea. As a pedestrian and driver I have no problem with them. However there are times when I wonder the sense of encouraging provision for c
26		Support		Support	
27	Won't solve problem	Strongly oppose	Too much work for too few cyclists	Strongly oppose	Useless. Won't solve problem
28		Strongly support		Strongly support	This is really needed. I strongly agree with it. Drivers usually don't care and will go when the cycle green light come on so I'd like to know how this will be enforced otherwise.
29	Improvement on current situation	Support	Don't cycle here built looks like a safer option for pedestrians and cyclists	Strongly support	It makes complete sense as we take longer to get going and this way we can be away before cars start chucking out acceleration fumes and we're out of drivers ways so they know
30	While I support every bit of improvement to the cycling infrastructure, I feel that the money could be better spent elsewhere as this junction is already safe for cyclists to navigate.	Strongly support	Good proposal! I also suggest to make introduce a segregated path going south on Cutlins Road (uphill) to connect with the Union Canal towpath.	Strongly support	Early release signals are an essential safety feature which are common in mainland Europe and missing from the streets of Edinburgh
31		Strongly support		Support	
32				Strongly support	Many vehicles currently ignore painted cycle lanes on The Mound/Princes St/ Hanover St crossing point and out off cyclists at the corners. Advanced cyclist lights will help cycl
33		Strongly support		Strongly support	This will increase safety for cyclists. Simple
34		Oppose		Oppose	
35		Oppose	Waste of money, what is the point of extending pavements, when the pavements are hardly used. Feel safer with road as it is now. Less chance of conflict	Strongly oppose	As a cyclist, I would much rather sit in my place in the traffic, at least then the traffic is aware of my presence and I can see them. Do not like the thought of setting off and
36		Strongly support		Strongly support	Much safer for cyclists
37	Completely unnecessary and waste of tax payers money, the junction is safe enough for cyclists.	Strongly oppose	Completely unnecessary and waste of tax payers money, the junction is safe enough for cyclists.	Strongly oppose	Completely unnecessary and waste of tax payers money, the junction is safe enough for cyclists. Delaying motor vehicles at red lights even longer adds to pollution and damages t
38	Anything that gets cyclists further up the hill. It's easier to get started	Support	Don't know this junction.	Strongly support	Good news for cyclists.
39		Strongly support		Strongly support	Early release would increase safety for cyclist
40	never use this stretch, but support the better protection for cyclists	Support	I never use this stretch, but am supportive of the extra protection for cyclists and pedestrians.	Strongly support	I think this is an excellent idea, although the problem of getting to the pole position is always challenging. You either have to pass on the inside - not great with buses and t
41		Neither support or oppose		Strongly support	Have used these in other cities - works very well, cyclists feel - and are - safer - also means they're less likely to go on the pavement to get away from the huge tipper trucks.
42	Not a huge change, but certainly it is an improvement	Support	This improves the links of the tram-track-side shared path, but no details have been given about how road users travelling by bike should move to or from the shared paths and the north/south Cutlins Road. This is important so that road users travelling by bicycle can plan their path through the junction properly and so that road users travelling by foot are aware of the potential for a bicycle to join them on the pavement	Neither support or oppose	I don't filter or use cycle boxes, so I can't really say if they'd either improve things or cause problems.
43		Strongly support		Strongly support	
44	its better and puts cyclists further towards junction - although motorists don't often observe cycle filters	Strongly support	crossing points are required to help crossing for all parties	Strongly support	these would allow cyclists more space, especially as the current filters are often ignored
45	Advance release for cyclists will reduce the risk of bad behaviour and poor adherence to Highway Code.	Neither support or oppose	Just put a normal pedestrian crossing in place.	Neither support or oppose	Do cyclists pay attention to the light signals in Edinburgh?
46		Neither support or oppose		Oppose	Why not just have early release signals at every traffic light? Would make it easier if every traffic light was the same. I am, of course, being sarcastic. As before, the costs
47	As before	Strongly oppose	As before	Strongly oppose	As before
48		Neither support or oppose		Support	The concept of early release is good, it seems to be working quite well on Leith Walk. But the idea falls down when most cyclists ignore red lights anyway (I'm speaking now as a
49		Strongly support	The addition of more signage would benefit cyclists. I use this route regularly on my bike and the first time I was unaware the pavement was suitable for cyclists as well as pedestrians. It made crossing the junction to get onto the path alongside the tramway difficult and I ended up having to get off my bike.	Strongly support	Anything which helps cyclists cross junctions safely is a benefit, and gives people more confidence to take their bikes onto the roads
50	As before.	Oppose	As before.	Oppose	Not necessary.
51	Have you watched how cyclists travel from the west towards Haymarket junction with the tram? I have, and most do not stay on the road at this point at all but move towards Rosebery House pavement. As a pedestrian crossing at this junction, I can hear trams coming and take appropriate action but cyclists don't ring bells to warn of their approach from various directions, not always the roadway.	Oppose	Please do not change the corner radius! This does not result in traffic slowing to check and make a more awkward turn left but rather, cars mount the footway to continue to cut the corner. I am seriously concerned about the number of places where I have seen this traffic layout put in place only to see cars mounting the pavement, sometimes because the left turn necessitates moving out into oncoming traffic.	Neither support or oppose	Cyclists do this anyway!
52	It is an improvement but not really a necessary one. The current situation suffices because the road is not busy	Support	It improves the situation but instead of a raised table can it be traffic lights. Raised tables do not work for vans which is the majority of traffic. Also can the cyclepath be extended to the canal instead of starting 3/4 of the way down	Support	Yes this would be great because it will be much quieter for cyclists to cross. However, this will only work if other traffic will wait which will not happen as soon as they flip
53	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road.	Strongly oppose	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road.	Strongly oppose	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed and insured like any other road user. Their bi
54	safety and simple to implement	Support		Strongly support	Just such a sensible system to put in place, should have been put in place long ago!
55	Until the majority of cyclists obey the rules of the road, obey traffic lights, do not ride on pavements and cycle with consideration for other road users, and use the cycle lanes I do not think any further public funds should be spent on schemes that are unused.	Oppose	Until the majority of cyclists obey the rules of the road, obey traffic lights, do not ride on pavements and cycle with consideration for other road users, and use the cycle lanes I do not think any further public funds should be spent on schemes that are unused.	Oppose	Until the majority of cyclists obey the rules of the road, obey traffic lights, do not ride on pavements and cycle with consideration for other road users, and use the cycle lan
56	don't have a view on this, I do not use this junction	Neither support or oppose	I don't have a view on this, I do not use this junction	Strongly support	These early release signals seem to be a great plan that give clarity to cyclists and other road users. Currently, as a cyclist, I often feel that car users want to rush cyclist
57	You have not addressed the problems of cycling parallel to the tram tracks down Haymarket Yards. You have no options to manoeuvre (cyclists wobble all the time) if you are cycling between a curb and a tram. I understand there is not much room on that street but it is an issue that should be addressed. Can part of the pedestrian path be used to widen the cycle path?	Strongly support	increasing usability for paths by cyclists is always a good thing. As is increasing the links between paths and the roads.	Strongly support	This is a fantastic solution as it helps cyclists position themselves in the lanes they need to be without worrying about the initial traffic flow.
58	Don't quite see the need for this one	Strongly oppose	No need for this one	Strongly oppose	No need for this expense. From my experience in various parts of the city cyclists don't even stop at red lights anyway. They merely slow down have a quick look round then conti
59	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own actions by obeying existing traffic signals, cycle lanes and other measures put in place to make them safe. They have a responsibility for themselves and do not want the council bending over backwards for them, spending more tax payers money and causing more travel delays for ordinary commuters who use trams and buses in the centre of Edinburgh. These new measures, if implemented, will like other schemes, be ignored by cyclists.	Strongly oppose	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own actions by obeying existing traffic signals, cycle lanes and other measures put in place to make them safe. They have a responsibility for themselves and I do not want the council bending over backwards for them, spending more tax payers money and causing more travel delays for ordinary commuters who use trams and buses in the centre of Edinburgh. These new measures, if implemented, will like other schemes, be ignored by cyclists.	Strongly oppose	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own actions by obeying existing traffic signals, cycle l
60		Support		Oppose	What's the cost of this? What's the disruption that you are going to cause doing all of these? Are they all needed? What criteria do you use for stating which are suitable?
61		Support	See Q7b.	Neither support or oppose	
62	Better than current situation.	Neither support or oppose	It's usually quiet round there.	Support	Makes sense, works elsewhere.
63	I expect it will be safer	Support	I expect it will be safer	Strongly support	Any changes which give cyclists priority are to be welcomed
64	helps keep cyclist and vehicles on the correct track without cutting the corner	Neither support or oppose	There should be a continuous cycle/pedestrian route between the 2 sets of crossings	Strongly support	'early release' helps get cyclists away from cars and makes sense of the cycle boxes at the traffic lights
65		Neither support or oppose		Strongly support	Advances must be of 5 seconds or longer, the first advance on Leith Walk is not sufficient.
66		Neither support or oppose		Strongly support	Almost all of those junctions have turns or tram tracks immediately before or after them. Dealing with these features whilst at the same time dealing with traffic can be intem
67	As before	Strongly oppose	As before	Strongly oppose	As before
68	It improves safety without any significant damage to road or pedestrian traffic interests.	Support	It improves safety without any significant damage to road or pedestrian traffic interests.	Oppose	These lights may be justified at junctions with real problems but not scattered everywhere as seems to be being proposed.
69	Articulated lorries may struggle to clear the junction in time due to the new island	Support		Strongly oppose	Improvements in Edinburgh should be towards decreasing journey times not increasing interruptions. The extra time allowed for early release will in increased delays and polluti
70	I think this junction is OK at the moment, very low volume of traffic. Although improvements welcomed I think the impact will be minimal	Neither support or oppose	Don't know this area, don't know the impact	Support	Currently cycle down Leith walk and the early release at McDonald Road does make it feel safer. Especially with large number of buses on this stretch of road
71	I have not personally used this junction, and am not aware of any problems at it. However, the proposed action seems positive and has no drawbacks that I can see.	Strongly support		Strongly support	I frequently cycle along Princes Street in both directions, and frequently have to cycle in ways in which I am not comfortable - either squeezed to one side of the tram tracks o
72	A superior stop zone for cyclists will be a great improvement however it is sometimes difficult for cyclists to access the stop zone when cars are queued at the junction therefore it may be appropriate to extend the red cycle lane to further down Haymarket Yards. This being said, a better cycle stop zone still does not prevent other vehicles from blocking zone for cyclists	Strongly support	Forcing cyclists and pedestrians to cross tramlines at station or 30 metre in the other direction makes no sense. This is a logical, useful and safe improvement.	Strongly support	Early release signal phasing for cyclists is fundamental to the welfare of cyclists on the road and will not only improve safety standards but may also encourage more people to
73	Completely pointless and unnecessary, solves nothing	Support	A common sense approach to increasing pedestrian safety.	Strongly oppose	A waste of public money, would lead to increased congestion and frustration and only provide to solve issues that don't exist. This will not make cyclists any safer and only pa
74	I'm not certain how much of an improvement this proposal is - also who is it an improvement for?	Support	some signage is definitely required at that junction	Strongly support	Cars are sometimes too close for comfort at traffic lights. Early release signal phasing for cyclists will give cyclists a bit more breathing space to start cycling in safety.
75	same as last answer	Strongly oppose	same	Strongly oppose	Stop wasting money, most cyclists just jump on and off their bikes or ignore traffic signals anyway. If you are serious about cycle safety, do a survey of how cyclists behave an
76		Neither support or oppose		Strongly oppose	
77		Neither support or oppose	I'm not familiar with this area	Strongly support	
78	Seems okay	Support	Something for pedestrians	Neither support or oppose	All for cyclists if this means holding up other users so be it.
79	Better visual connection for cyclist. Safer	Neither support or oppose	not sure what the issues are here so unable to comment.	Strongly support	I have experienced this in other cities and it creates a more comfortable cycling environment.
80	This is unnecessary and there is no problem here	Neither support or oppose	I am unfamiliar with this area	Strongly support	Early release will give cyclists a lot more confidence when setting off
81	These steps would much improve safety	Support	I particularly like the fact that the cycle way will be highlighted to show and encourage more people to use it for cycling	Support	These systems are used elsewhere and have proved successful. Anything to improve the safety of road users is a benefit.

Response Number	Q7a	Q7a	Q7a	Q7a	Q7a
	You said that you (Q7a) the proposals for Haymarket Yards- could you briefly explain your view?	To what extent do you support the proposals for Cutlins Road?	You said that you (Q7a) the proposals for Cutlins Road - could you briefly explain your view?	To what extent do you support the proposals for providing early release signal phasing for cyclists at the junctions proposed in the consultation documents and the above overview maps?	You said that you (Q7a) the proposals for installing early release signal phasing for cyclists - could you briefly explain your view?
82	Advanced zones are always a good idea to reduce risk to cyclists at junctions.	Strongly support	This will reduce the risk to both pedestrians and cyclists	Strongly support	Advance release means that drivers will have a much better view of cyclists as they pull away from the lights. This includes knowing how many cyclists are waiting - this is not
83	not required	Oppose	Cutlins Road should be open to all traffic which will avoid congestion at nearby junctions	Strongly oppose	Logical to have faster moving traffic - released first thereby allowing cyclists time to proceed safely.
84		Neither support or oppose		Support	
85	I have no problem with this junction	Neither support or oppose	I do no cycle this route	Strongly support	Early release signals allow drivers to recognise that there are cyclists on the road.
86	don't understand the benefit here	Strongly support		Strongly support	There is good evidence that these should improve safety, they should also reduce cyclist anxiety. They would need to be enforced strongly. Why not include red light cameras to c
87	I'm not totally sure what this change is accomplishing	Support	This improves cycling experience in Edinburgh	Strongly support	I can see this having a very positive effect on cycle safety in Edinburgh
88	insignificant low risk junction	Neither support or oppose	unfamiliar wit this junction on bike	Strongly support	good for safety but cyclist should have safe route through athol crescent
89	All these "improvements" will just add to clutter and confusion of road markings already associated with the tram system. There is the cost- many cyclists are students who will not contribute to the cost of these proposals, unlike the rest of Edinburgh's hard pressed Council Tax payers.	Strongly oppose	All these "improvements" will just add to clutter and confusion of road markings already associated with the tram system. Then there is the cost- many cyclists are students who will not contribute to the cost of these proposals, unlike the rest of Edinburgh's hard pressed Council Tax payers.	Strongly oppose	Is there no end to the City of Edinburgh Council's love affair with traffic signals?
90		Support		Neither support or oppose	In my experience from the early release signals on Leith Walk, many drivers didn't realise that the green light is exclusively for cyclists and start driving - this is still the
91	I don't know the junction well enough to comment.	Support	I don't know the road very well except as a car driver but as previously I'm all for safety!	Neither support or oppose	I have no experience to help me decide.
92	Trivial change	Oppose	Roads in Edinburgh are a danger to cyclists with the potholes- money would be better spent fixing those before adding lamps to existing roads.	Strongly oppose	Cyclists often dont conform to traffic lights anyway.
93	unnecessary - tram should have priority	Strongly oppose	road should be open to all traffic	Strongly oppose	safer for faster traffic to get away first and allow cyclists time to move off without pressure
94		Strongly support		Strongly support	
95	Slight improvement on current position	Support	Minor improvement to current position	Strongly support	Cycle early release must be at least 10 seconds from a large, properly marked ASL. Light/ASL must be enforced by police
96	It is difficult to see when it is clear to leave this junction as a cyclist	Support		Strongly support	Having cycled in this area and used early release in other locations, I can see the benefit it would bring for cyclist safety and putting drivers at ease.
97	Same as current arrangement.	Support	Looks safer.	Strongly support	The one at McDonald road is a great improvement especially when turning right although an extra second or two would help.
98	Safer for all by virtue of designated areas. The set off point may be uphill so proposal is sensible and takes into account a slow start for cyclists	Oppose	Suggest integrating the cycle crossing with the pelican crossing near the tram stop instead.	Strongly support	safer all round for all. This proposal could see massive increase in the number of cyclists using the city
99	I'm not sure what benefit it would have.	Neither support or oppose	Unfamiliar with this area.	Strongly support	They have proven safety benefits.
100	It gives a better position.	Strongly support	The new proposal would appear to aid pedestrians and cyclists in this area.	Strongly support	Getting cyclists going and out of the way of the driver is a sensible option.
101		Support		Strongly support	
102		Support		Support	Positive changes. Only concern is that pedestrians will need to be aware that cyclists are released early - not that cyclists are jumping the lights.
103		Support	Maintenance arrangements will need to be in place to ensure STRAIL is competently maintained.	Support	Edinburgh Trams needs to understand the proposed traffic signal staging and timings prior to implementation.
104		Strongly support	The road markings in this area at the moment are not near clear enough. Good improvement.	Strongly support	Needs to be sufficient length at least 5 seconds I think
105	Seems fine	Neither support or oppose	Seems sensible, but my experience is that cyclists give very little consideration to pedestrians on shared spaces and treat them like cycle paths - a wider, physically segregated space would be better.	Support	Lets bikes get away early (provided drivers haven't occupied the red zoned). But need to ensure the green phase for all traffic is not reduced, and that any pedestrian cross
106	Red cycle boxes are preferable, as they're easier for cars to spot (and avoid) on approach.	Support	It's clearer to spot that pedestrians as well as cycles use the designated areas.	Neither support or oppose	I'm afraid the images are too small to read the information presented, and there's no way to enlarge it (saving the image isn't an option).
107		Strongly support		Strongly support	
108	Can't see that this is any improvement?	Support	Sensible to put something here. I've never had particular issues around this junction (and I use it often) because it is fairly quiet.	Strongly support	This is the first on street development I have seen in this city that actually prioritises cyclists, rather than making them have to fit around motorists needs, so I think it's
109	best of a difficult option	Strongly support	as before	Strongly support	as before
110		Strongly support	I have struggled to safely and easily cross the tracks here several time - this seems an excellent addition with no downsides.	Strongly support	Particularly exiting Morrison Street westbound, onto Haymarket Terrace. There is a significant issue with the narrowing of the road just beyond this junction, and an early role
111	Access to and from the official cycle route just west of Haymarket is simply awful. The refusal to address safe cycling issues here, while the tram was in design stage, has left a layout it is almost impossible to adapt to safe and reasonable cycling. This is shown by the patchy measure being suggested in this proposal. I know this is no arena to suggest other solutions. Haymarket Station Concourse actually crosses the railway line, yet there is no pedestrian or cycle access to Dairy Road. I am mystified as to why there is, or could not be, a proper bridge for pedestrians and bikes to reach Dairy Road instead of the very awkward crossing this proposal unsuccessfully addresses.	Strongly support	No particular comment	Strongly support	This is one of the most effective ways to provide a safer and more reassuring cycling environment. It should be standard with all new city centre traffic lights, especially to e
112	Agree with this proposal. Moving the cyclist waiting area forward is a good idea, but will only benefit if vehicles do not wait in this area and fines begin to be levied against motorists.	Support	Looks like a good proposal - as well as the Blue circle signage, could the cycle and pedestrian lanes be segregated (similar to the meadows) with a solid white line? Or is there not enough width?	Strongly support	Good idea, as long as the pedestrians are also warned. Pedestrians will always try to cross whenever they can and by adding in another traffic go time to the sequence may con
113	This will never work. The traffic is always backed up across the junction. Drivers pay no attention to cyclists and injuries are commonplace. Segregated solution is the only one that will work.	Strongly oppose	This new layout involves two lengthy waits for cyclists and puts them at the bottom of the hierarchy again.	Strongly oppose	This major cycling route is so integral to the city centre cycle infrastructure that it must be segregated along its entire route. The early release proposal is a poor compromise
114		Support		Strongly support	Early release signals have proven to be highly useful in multiple places, in which I had the pleasure of cycling. Even though, not currently as suitable for installation (traff
115		Strongly support		Strongly support	
116		Oppose	Support all apart from the raised surfaces	Strongly oppose	Early release doesn't work, as per my experiences on both walk
117		Support		Strongly support	
118		Strongly support		Strongly support	
119	Cycling away from a junction is often frighteni g in heavy traffic this would help	Strongly support		Strongly support	Helps safety
120		Strongly support		Strongly support	
121	with the additional cyclist traffic signal, this will help and improve this section for cyclists heading to Haymarket	Strongly support	the only negative of this proposal is the merging of footpaths and cycle lanes. We now give cyclists a different type of problem, pedestrians that don't recognise or appreciate the cycle lanes. There has to be obvious directions for all users's otherwise we could see regular conflict	Strongly support	even as a car driver, giving the cyclist ahead start would make this a little easier as I should be more aware of the cyclists
122	makes total sense.	Support	Positive change. Only comment is additional crossing should play east and west on north side of tram tracks. Seems odd if a cyclist wants to turn right onto the cycle route it is more difficult for them?	Strongly support	Beneficial for cyclists.
123		Strongly support		Strongly support	
124	I'm not sure what this is for?	Neither support or oppose		Strongly support	These are helpful for getting into the right position and into drivers' awareness. I'm particularly keen on the one from Lothian Road into Princes St, and the ones across the M
125		Strongly support		Strongly support	
126	this keeps cyclists more out of the way of trams	Oppose	Not a fan of raised roads and roadhumps which are dangerous.	Strongly support	Early release signalling makes sense in the context of safety and clarity for all road users
127	minor tweak to layout should help cyclists - not sure how it impacts on pedestrians (or at all)	Strongly oppose	what happens when the cyclist gets onto the pathway?	Strongly oppose	Too much confusion for vehicle drivers, cyclists and pedestrians. the same lights should be used by all road users - with the exception of trams who have different signals. Not
128	rarely cycle this way and have little personal experience, but the amended layout looks like an improvement.	Support	I rarely cycle this way and have little personal experience, but the amended layout looks like an improvement.	Strongly support	I already have experience of early release signal phasing elsewhere in the city and I think they improve cycling safety
129	Bigger island is better for pedestrians. Unsure about wee island though.	Support	Greater safety.	Support	They normally jump the gun anyway so may as well introduce it.
130	May be some help for cyclists.	Neither support or oppose	May be some help for cyclists.	Support	Removes the need for cyclists to jump the lights to escape chasing motorists.
131		Neither support or oppose		Strongly oppose	
132	clear advance zone and adequate space to carry out safe crossing of tram tracks	Support	Improvement on existing, but insufficient. Have traffic light crossings on roads to allow for safe crossing and to stimulate correct behaviour.	Strongly support	Early release (at a minimum) should be the norm
133		Support		Strongly support	These are excellent and making negotiation busy junctions a lot less stressful for everyone. My experience though of the Leith Walk one is that they are slightly too short. They
134	Every little helps.	Strongly support	I've never been here.	Strongly support	
135	Its already marked save money and spend it on fixing potholes. Often see cyclists following the tram tracks to turn Right at this junction.	Oppose	What the lights at that junction as for	Support	Support assuming the cyclists use them rather than on and of pavement rather than wait.
136	It looks safer, but I have not cycled into or out of Haymarket Yards before.	Strongly support	The new crossings will add to cycling safety.	Strongly support	Occasionally motor vehicles join me waiting in an advance stopping area for cyclists. I then feel endangered and less visible. Early release would give motorists more time to se
137	better than current stat	Strongly support	better links	Strongly support	If no early release, motorists will try to overtake cyclists right at the start of the green phase, increasing stress and pressure and potentially causing accidents. However, it
138	have not come out of this junction recently so don't feel I can comment	Neither support or oppose	Not familiar with this area enough to comment	Strongly support	Early release should be standard.
139	When did you last see a cyclist conform to a Traffic Signal? More money wasted as cyclists, on all the evidence easily available by a walk through town, do not generally comply with existing traffic regulations.	Strongly oppose	The layout will cause conflict between cyclists and pedestrians. Could one side of the crossing be for cyclists, and the other for pedestrians? There is a crossing about 20m in the other direction for the tram stop. The map shows the tram stop as Edinburgh Park. Edinburgh Park tram stop is about 800m away. This is Edinburgh Park Station tram stop.	Strongly oppose	From evidence easily seen in Edinburgh city centre, very few (if any) cyclists stop at existing traffic signals, so this will be a waste of money.
140	not sure if it's worth the hassle, but sure, implement it if there's an actual need	Support	I support the crossing of the tram lines. However, the crossing of the Cutlins Rd east should be much closer to the mouth of the junction, aligned with the pedestrian & cyclist desire lines, not set back 10-20m from the junction!	Strongly support	early release is a practical and simple solution which is well worth implementing in all possible locations. However, ensure there is enough advantage given to cyclists (i.e. m
141		Strongly support		Strongly support	
142	it won't affect traffic flow	Neither support or oppose		Strongly oppose	Has any impact on vehicle congestion been done?
143		Strongly support		Strongly support	Early release signals allow cyclists to position themselves better, especially if they are looking to turn right at major junctions.
144	Requires enforcement to succeed	Support		Strongly support	Any moves to improve safety and to encourage more use of cycles are to be welcomed. Giving Priority to vulnerable road users sends a message and is clearly the way to go. Must b
145	I have not cycled or driven here, so no idea of how this junction tends to interact. However, generally more defined areas for cyclists to occupy is good in my view	Strongly support	Cars approaching from the south tend to go through this junction rather fast, this will hopefully slow them a little	Neither support or oppose	I have not noticed the difference between sets of lights where the early release lights exist, though as a cyclist it is a nice addition. My only concern is drivers may feel the
146	Enough money has been spent on provisions for cyclists. Time money was spent improving pavements.	Strongly oppose	Cycle paths already exist in this area	Strongly oppose	If cyclists can't keep up with traffic they should take the bus instead
147	unnecessary	Strongly oppose	reduce congestion and pollution by opening up road to all traffic	Strongly oppose	not safe
148	Council needs to think beyond tinkering with traffic issues. A complete overhaul is needed.	Strongly oppose	Council needs to think beyond tinkering with traffic issues. A complete overhaul is needed.	Strongly oppose	Council needs to think beyond tinkering with traffic issues. A complete overhaul is needed
149	A turn onto a busy road - any additional time and space to clear the junction would be beneficial. Especially as if I'm remembering correctly cyclists using the ASL are going up hill	Strongly support	Unsegregated shared paths are a good way to combat issues where managing road layout is difficult, and this looks like a great spot for it	Strongly support	Early release signals make such a big difference when using a busy junction, work with great effect on Leith Walk and I think almost anywhere suitable - especially with some of
150	More please so motorists have to come to terms with sharing spaces with cyclists. But stop using L-shaped ASLs, and start building segregated infrastructure	Support	Good but doesn't go far enough. Paint on roads is advertising. It doesn't stop motorists hitting cyclists	Strongly support	Safer for cyclists and gets motorists used to sharing the road
151	152 it's a small improvement, would prefer big improvements.	Neither support or oppose	Not familiar with the area	Strongly support	Good quick fix to improve safety
153		Support		Strongly support	
154		Support		Support	Increases safety of cyclists getting into position for a right hand turn, and gives cyclists a head-start to avoid potholes more safely instead of changing direction to avoid a
155	THIS IS AN IMPROVEMENT: I approve of this change. REMAINING ISSUES: There is no longer a requirement for a lead-in cycle lane to an advance stop area and the tiny lane shown here adds little to the design (other than complexity). It might help to make such a lane slightly longer in order to have an actual effect on keeping traffic clear, but it seems unlikely at this location that this would have an effect. There is also an existing regular problem at this junction where those "driving" right (leaving Haymarket Yards) encounter a red traffic signal which is actually intended for observation by people travelling east on the main road. They treat this red signal as a signal to stop for what they clearly regard as a pedestrian crossing. This causes anger where someone more familiar with the road layout is following, with typically poor driver behaviour resulting (as the person behind insists on letting the person ahead know how stupid they are by the repeated use of their horn). It might be helpful to look at what can be done to change this.	Neither support or oppose	I don't know this junction, but the improvements seem relatively sensible. I would encourage the use of an even smaller radius of kerb/corner where possible. If the intention is to make it possible/ safer to cross Cutlins road then further reducing the radius would help as much as adding a raised table.	Strongly support	Edinburgh has a very very long way to go in terms of becoming properly friendly for cycling. I'm happy to take any improvement. If this is the improvement currently on offer the
156		Oppose	There are no facilities to establish priority for pedestrians (or cyclists) across either carriageway or warning of them crossing the road!	Oppose	What is being done to provide 'early release' of pedestrians from their intolerably long waits to cross the road?
157	Currently hardly any cars come up that street... Waiting more on the flat for the traffic lights would be nice. Quite a few people are going to the train station from here so an easy crossing point to the station would be handy.	Strongly support	I cycle down to Cutlins Road from the canal towpath every day and then east along to South Cyle. This works fine going this way (though people continuously cut out of Bankhead Terrace infront of cyclists) but is a nightmare coming back. Having the extra tram crossing would be great as would having a bit of cycle path going up the hill. However, can this cycle path continue up the west side of the hill to get to the towpath? The plans definitely improve the system at the junction but a lot of people cycle up the hill to the canal. Currently, many cycle up the pavement as the road is horrible to go up. The hill gets very steep around the point of the Bankhead Terrace junction meaning cyclists are going very slowly and cars routinely cut infront of them either going up or down the hill. There is a lot of grass on the west side of the hill - can this not be made into a cycle path? Or the current pavement widened to make a cycle lane?	Strongly support	Great providing policing to stop cars also going early is enforced
158		Strongly support		Strongly support	Especially for less fast cyclists this reduces the traffic pressure, especially at difficult junctions or where tramlines. Problem is that you are often not in the Advanced are
159	Improved design	Neither support or oppose		Neither support or oppose	The current early release lights, while an improvement, do not allow bicycles to clear the junction prior to the release of cars. Which means cars begin moving while many bikes
160	The ASL is helpful	Strongly support	Safer for bikes joining the main cycle path	Strongly support	Always safer for bikes to have a few seconds' start on the motor traffic
161	I want the council to place pedestrian safety ahead of cyclist safety. As a pedestrian the greatest dangers I face on a daily basis are high speed cyclists on footpaths and cyclists ignoring signals at crossings and junctions.	Strongly oppose	I want the council to place pedestrian safety ahead of cyclist safety. As a pedestrian the greatest dangers I face on a daily basis are high speed cyclists on footpaths and cyclists ignoring signals at crossings and junctions.	Strongly oppose	I want the council to place pedestrian safety ahead of cyclist safety. As a pedestrian the greatest dangers I face on a daily basis are high speed cyclists on footpaths and cycl
162		Strongly support		Strongly support	
163		Neither support or oppose		Strongly oppose	
164	Marking the ASL in red makes it more visible, and moving it forward means the traffic island in Haymarket Yards needs changing, but I don't see why the new island in Haymarket Terrace is required	Strongly oppose	More mixed use pathways/crossings. As a pedestrian I use the existing mixed use pathways around that area and cyclists constantly behave as though they were private cycle lanes. Rare to hear a bell before a bike passes, and instructions to cyclists regularly ignored (eg there is at least one "cyclists dismount" sign in the area that is never obeyed). Need to keep pedestrians and cyclists separate.	Support	Cycle early release is a good idea PROVIDED that the times for the rest of the traffic stay the same, including the time for pedestrians to cross. In fact, at many junctions pe
165	Advanced areas for cyclists are a real boon - cars do take note and you feel safer as a cyclist	Strongly support	It's not a route that I use but I support Spokes' view	Strongly support	Early release signal phasing is great! I want it everywhere. It makes a real difference - otherwise you find yourself risking either waiting in traffic to turn or going early to
166	Improvement on existing provision	Strongly support	improvement on existing provision	Strongly support	Improved safety for cyclists
167	better	Support	better access to Edinburgh Park	Strongly support	always a good idea to give cyclists a head start
168	that's not even a proposal, is it? the changes are so small, I would assume the council does such things on a daily basis without having a public consultation, you're just building a tiny new signal island, come back with the real stuff, like building a real cycle path.	Support	cool, a new crossing to cross the tramway, again, fairly normal stuff and nothing extraordinary why am I being asked if I'm okay with a new crossing across the tram tracks? yes, sure, build 10 more and don't ask me again.	Support	Also wee token, keep it up.
169	do not see that much traffic or cyclists use Haymarket Yards.	Strongly support	Will make travel across tram tracks easier for both cyclist and pedestrians.	Support	I do not think it is needed for some of the junctions but I think it is a good idea in general.
170		Support		Strongly support	Gives cyclist time to move instead of drivers trying to "race the lights"
171	Don't agree with advanced lights for cyclists. No issue with another pole or painting bus red	Neither support or oppose	I don't know this junction well but my experience of this area is that it needs improved parking facilities so people can make better use of the public transport network. Poor parking due to congestion has resulted in junctions viewpoints becoming restricted. If the system is simpler for all road users it will be safer.	Oppose	This is not a priority. Maintaining the roads would be of much greater benefit to all road users including cyclists.
172	Sensible modification	Strongly support	I can't believe that this wasn't put in at the design stage	Strongly support	If we are to encourage active travel and reduce air pollution and congestion, we need to make cycling less threatening and easier for all. The advantage of getting started acro
173		Support		Strongly support	

Response Number	Q7a	Q8a	Q8b	Q9a	Q9b
	You said that you (Q7a) the proposals for Haymarket Yards- could you briefly explain your view?	To what extent do you support the proposals for Cullins Road?	You said that you (Q8a) the proposals for Cullins Road - could you briefly explain your view?	To what extent do you support the proposals for providing early release signal phasing for cyclists at the junctions proposed in the consultation documents and the above overview maps?	You said that you (Q9a) the proposals for installing early release signal phasing for cyclists - could you briefly explain your view?
174	Cyclists should not be on tram routes	Neither support or oppose	Cyclists should not use tram routes	Neither support or oppose	Cyclists should not use tram routes at all
175	no real change to existing	Support		Strongly oppose	stop slowing down traffic even more for the very small number of cyclists
176	much clearer setup	Support	Better design for pedestrians and cyclists	Strongly support	Seen in many European cities, and works very well
177	This will make this junction much more accessible.	Strongly support	Necessary changes	Strongly support	Early signalling makes the cyclists feel much safer
178	ASL has no safety value, and in fact undermines cyclist safety - No feeder cycle lane to the ASL. So it relies on cyclists to weave through other traffic in order to get to the front of the junction, especially by undertaking. This is both potentially dangerous and contrary to Rule 163 of the Highway Code says "Overtake only when it is safe and legal to do so. You should... only overtake on the left if the vehicle in front is signalling to turn right, and there is room to do so". - Even by design, ASL serves no purpose for many cyclists, who pass when lights are already at green. - Cyclists risk colliding with traffic when lights turn green - increases risk of conflict with drivers, if they then have to attempt to overtake cyclists again. - Undermines argument that drivers should give 1.5m space when overtaking cyclists, if cyclists pass with very little margin. - Does nothing to encourage nervous potential cyclists to cycle more. It's simply a sop to already assertive/opportunistic cyclists, who focus on speed over safety. - The safest course of action for cyclists at a junction is to wait in line and adopt primary position.	Neither support or oppose		Strongly oppose	Early release signals, like ASLs, have no safety value, and in fact undermine cyclist safety. - No feeder cycle lane to the front of the junction. So the early release signal r
179		Strongly oppose	Shared paths are an awful idea. They don't work.	Strongly support	
180	I don't understand the rationale for this proposal, but that may be my ignorance or unfamiliarity with the route in all states of traffic. My primary issue with Haymarket Yards is being constrained into the gutter by the tramlines, with drivers then attempting to "squeeze" past dangerously close. Once you manage to reach the ASL, you're already past the tramline dangers, and I expect drivers will block it just as carelessly regardless of where it is positioned.	Support	These crossings are very welcome indeed, making the routes from Cullins Road to/from the South Gyle estate much improved. Currently Gyle-bound, I use the signalised crossing and on return, join Cullins Road near the junction (where the "no entry" is routinely ignored). My primary concern is the crossings do not have pedestrian/cyclist priority and speed limits (as with the no entry above) are routinely ignored on Cullins Road. The raised tables may help with that, but consideration should be given to providing active travel priority (zebra or "tiger" crossings). Arguably a toucan crossing shouldn't be required in a 20mph zone, but time will tell	Support	Early release does further improve the utility of ASLs, however these are only marginal gains on something of only limited usage. The flowchart provided at http://www.magratom.com
181	Completely unnecessary expense, cyclists should exercise common sense and watch out for dangers like other road users	Strongly oppose	Unnecessarily expensive step when cyclists and pedestrians can already cross safely using common sense.	Strongly oppose	Another ridiculous idea which will cause further congestion and not have any real benefit to cyclists
182	It is not clear what this change hopes to achieve. An advanced traffic light for cyclists might be a better solution if the problem is that vehicles tend to turn across the inside of cyclists as they turn right from this junction, further restriction of motor vehicles or the installation of a segregated cycle path	Support	This is an improvement but the radius of the corners should be tightened further to reduce vehicle speed, traffic should be further restricted and segregated cycle paths should be installed.	Strongly support	All roads in Edinburgh should be upgraded to include early release traffic signal phasing for cyclists, continuous cycle paths, ASL/ASL and full segregation.
183	Why is there nothing for cyclists further south on Haymarket Yards? At the moment they must attempt to cycle down 30cm of gap between the kerb and the tracks (on both sides). Ridiculous.	Strongly support	Good.	Strongly support	Early release needs to give more than 3 seconds headstart. 10 seconds would be better.
184		Support		Support	Early release appears to be a proven way to improve cyclist safety where segregated routes are not provided. Where you do not provide this option you should do so.
185		Strongly oppose	Ramps and tables damage vehicles and pose a hazard when they inevitably fall into disrepair.	Oppose	If the road is clear, vehicles should be able to move freely. Especially at night there is no point in vehicles sitting stationary for longer than necessary
186					
187		Strongly oppose		Strongly oppose	
188	Not sure I understand the purpose of this - is it to enhance pedestrian safety?	Support	If there is demand for this crossing, then I support it. I tend to join the shared use path further east than this.	Strongly support	I particularly support this on Princes street. While I avoid cycling along Princes street, it is very difficult to avoid crossing it and the signal changes should give you time
189	It is difficult to see what benefit this change will have	Neither support or oppose		Strongly support	I support early release for cyclists but would be concerned that these would lead to confusion for drivers who may misinterpret the signals, or assume that because a cyclist has
190	I am familiar with this location and my wife uses it daily as part of her commute. Neither of us are aware of a particular problem here and we cannot understand the need to move the stop lines forward by a few metres. Perhaps you have evidence that there is a problem and that your design will improve it, but I have no opinion.	Oppose	There is a need to provide some infrastructure to allow cyclists to travel from Cullins Road to the railway underpass. I do not support the current proposal because it forces any cyclist who wants to make this manoeuvre to use a shared use pavement and give way to vehicle traffic while crossing two roads. Shared use pavements at junctions cause conflict between pedestrians and cyclists. It appears that you have required to locate the tram track crossing away from switches, presumably as these are moving parts which are sensitive to damage and could possibly trap a child's hand. I would suggest that 20m is more distance than necessary, and that all you need to do is add some cycle symbols to the road, showing a recommended route from Cullins Road across Bankhead Drive, over a dropped kerb and directly over the tram tracks. This would create a crossing that is closer to the desire line and which does not require any shared use pavements, all for a much reduced cost.	Oppose	There is a need to provide separation between cyclist and vehicle movements when crossing tram tracks. Early release phasing can help by providing separation in time rather than
191	This change doesn't really seem to offer any benefits and doesn't address the most serious issue that cyclists are ridiculously squeezed by tram tracks in both directions. This is a very scary route to cycle partly due to the proximity to the teams and partly due to reduced visibility being so far back at the junction. Also I'm sure sometimes the lights don't notice a bike as I always have to wait far longer when there's just me than when there's a tram or car too. These improvements will help	Neither support or oppose	Proposal has some good aspects, but corner radii could be reduced even more to slow traffic.	Support	Sensible to try these, although they seem to have a very short release advantaged time for cyclists and rely on the cyclists being in Advanced stop zones, which it is not always
192	not sure this will impact our business	Neither support or oppose	does not directly impact our business	Neither support or oppose	The more of a head start we get, the safer cyclists are
193	See Q1b	Support	See Q1b	Support	See Q1b
194	No real benefit + a low traffic area	Strongly support		Strongly oppose	Don't agree with cycle early release - it simply delays everyone else (public transport, pedestrians, other road users) and creates congestion
195	No comment	Strongly support	N/c	Strongly support	As long as the signal delay is long enough to allow cyclists to get out the way of cars completely
196		Support		Support	The length of early release should be as long as possible. New York's recently added ones give cyclists 5-7s of a head start, which is enough for most cyclists to clear the junc.
197		Neither support or oppose		Support	
198		Support		Strongly support	Many of these junctions are frequented by buses and taxis, and early releases for cyclists would reduce the uncertainty about who has priority when the light turns green, which
199	It's disconcerting as a cyclist not being able to see around buildings to other cars at a junction (even with traffic lights) - especially on a road commonly used by emergency vehicles. The increased visibility from this change would certainly make cycling through this junction safer - especially as it is an outlet for a common bike route	Support	The access to shared space routes without cars is definitely a plus, but the raised sections where one would join these routes from the road force cyclists to slow even if turning across traffic which would make me feel less safe than if these weren't raised	Strongly support	Currently cycling through these areas there is a lot of pressure from drivers, this would help
200	Hopefully this will improve driver behaviour	Support		Strongly support	
201	There should be a segregated cycle lane. Fewer traffic lanes.	Support		Strongly support	
202		Neither support or oppose		Strongly oppose	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at traffic lights so drivers can see you and are a
203	No improvement for the thousands of pedestrians that use this junction every day	Oppose	Corner radius currently large to allow HGV traffic to exit the industrial estate. Pavements will be mangled in months from HGV's driving over it.	Neither support or oppose	
204		Support		Support	
205	ASLs are useless without connecting cycle lanes. What about west best route here - it is terrible.	Strongly support		Strongly support	
206	Cars should be banned from the whole area in order to make the area safe for everyone.	Strongly oppose	The only way to make Cullins Road safe for cyclists is to ban all motor vehicles from using the area.	Neither support or oppose	I do not know what safety benefits there are from early release signals. I can see safety benefits from banning cars from these areas, but that does not seem to be an option for
207	More room/visibility for cyclists	Support	More visibility /awareness for cyclists	Strongly support	I think this works well at McDonald Rd junction, so am in favour of a blanket introduction
208	It gives cyclists more chance to get moving on a hill	Support	Raised tables will slow the traffic down for pedestrians and cyclists	Support	Support as long as the signalling is clear for motorists and doesn't result in the need for lots of additional signage in the centre of the city
209	Slightly better, but cyclists would still be setting off from a hill, which is a nuisance to drivers around them as it takes longer for them to set off, plus it needs to be clearer around there for cyclists to go left into Haymarket yards, down the hill.	Oppose	Still confused how cyclists turn left into Cullins rd to get up to Heriot-Watt without going onto the pavement. I feel like I've essentially been breaking the law or been a pain to pedestrians this whole time. The road feels like a missed opportunity.	Strongly support	West Maitland/Althol pl should be accessible for cyclists in general. I mentioned earlier, but early access should be on anywhere with a hill, Haymarket yards and down place fo
210	I'm ok with it	Support	Looks sensible	Strongly support	Everything should be done to support cyclists safety and encourage use in city centre with a resultant reduction in cars in city centre. There is sufficient public transport
211		Strongly support	Crossing both roads either on foot or when cycling is currently very difficult.	Neither support or oppose	I never felt the requirement to be released earlier from a traffic light. Most of the time I find myself clear of the traffic once the light turns green.
212	Better traffic separation and visibility	Neither support or oppose		Strongly support	Better traffic separation
213	No change to pedestrians space.	Neither support or oppose	Not a visitor to this part of the city so no comment to make.	Support	Support, as long as pedestrian safety is not compromised in any way by cyclists.
214	Don't travel that way so can't comment.	Neither support or oppose	Little traffic there.	Strongly support	Should be introduced at every junction.
215	I don't think this is sufficient for the safety of cyclists. Fines should be introduced for cars occupying cycle boxes.	Neither support or oppose	I have little knowledge of this particular area.	Strongly support	Early release signalling has the potential to greatly improve safety for cyclists by removing the risk of being cut up by vehicles from behind.
216	not sure how much better the additional bollard would be but it could potentially reduce risky early overtaking by drivers	Strongly support	I especially like the new footway to join the existing shared use path - it makes it easier when turning right as you don't have to go back on yourself	Strongly support	my experience of the early signal phasing on Leith Walk is very positive and I would like to see a lot more of those! however, if the signal could be extended by another second
217		Neither support or oppose		Strongly support	It will make it safe for cyclists as it will help take account of the lower acceleration and occasions of cars force (sometimes dangerously) overtaking off the lights
218	I haven't used this much. Aside from the main problems with ASLs it looks to make sense. However I can tell you from a desire line analysis that what will happen is pedestrians standing in the middle of the road on the enlarged island as well as the new one. The new island enables pedestrians to cross at the shortest point and use it as a refuge. This seems likely to increase the risk of conflicts.	Oppose	I've never used this junction though I have cycled past frequently. It seems wrong-headed. If the intent is to facilitate pedestrian and cycle access from the tram and cycle access from the cycle path to Hermiton Gate then this seems to send them all round the houses. Why not just add a parallel cycle crossing to the pedestrian one that's already there?	Support	In general supportive but without segregated cycle lanes you can't get safely filter through the traffic to get to the lights for early release. It is a marginal improvement for
219		Strongly support		Strongly support	Early release light would be great. I currently treat Amber as early release but is not always enough time. There are missing Early Release lights on around West Maitland Stree
220	Seems fine, but I'm not sure what specific problem this layout fixes?	Support	For the sake of a slap of paint and two flashing poles, I would much rather see both crossings be well lit tiger crossings thus affording vulnerable user priority. I support crossings in this location.	Strongly support	Early release, like ASLs, still only helps if you approach lights on red.
221	Dedicated ATL box allows uphill start to be safer for cyclists	Neither support or oppose	Don't use this route	Neither support or oppose	I don't understand whether this will be of benefit or not
222	I'm not sure what moving the ASL forward will achieve. The main issue here is the extreme narrowness of the 'cycle lane' between the tram tracks and the pavement (in both directions)	Neither support or oppose	I have not used this junction therefore cannot comment	Support	Cyclists should have early release as standard at all junctions, however these are only useful when the lights are red on approach and the cyclist has time to filter to the fron
223		Strongly oppose	Both sections of Cullins Road are bus routes and we do not support the introduction of these raised tables.		
224	Seems sensible.	Support	Seems sensible although I have heard that better alternatives could be offered.	Strongly support	Early release will give cyclists who are stopped at the lights a chance to get into an appropriate position in relation to tram tracks before motor vehicles start to squeeze the
225		Support	These are positive changes. However, unsignalised crossings so close to a junction can be unpleasant, with traffic "appearing" as pedestrians and cyclists begin to cross. A more positive change would be the use of Tiger Crossings to give cycle and pedestrian traffic priority. As someone who drives through this location fairly regularly, from the level of foot and cycle traffic I observe I do not believe this would cause particular delays to motor traffic but would make the "active travel" experience significantly more pleasant.	Strongly support	This would be very helpful, although the Leith Walk lights offer a very short "early release" time and longer may be needed to negotiate tram tracks. Longer timings should parti
226	The changes are so minuscule as to be a joke, but marginally better than what was there before. When I go through here I am nearly always heading for Dairy, or Haymarket, so I shall be forced to dismount as usual. More "sticking plaster".	Support	I cycle this a lot, almost always with my children. This whole shared path is crappy (because the language). It needs far more than this to make it usable, convenient and safe. But I suppose this doesn't make it any worse. Most cyclists will just stay on the road, what a waste of paint.	Strongly support	Yes please, but we need them in more places so that drivers grow accustomed to them.
227				Strongly support	Early release for bikes in the city is a good idea. But not at the expense of pedestrians phase. Peds must come first because that is Scottish hcc policy
228		Support		Strongly support	It is super duper exciting to see such a widespread deployment of early release signals. I believe they will improve safety by enabling cyclists to negotiate the tram tracks bet

Edinburgh Tram Route Cycle Safety Consultation: Comments by Living Streets Edinburgh

A. Introduction

Living Streets Edinburgh Group (LSEG) is the local voluntary arm of the national charity, Living Streets, which campaigns for better conditions for 'everyday walking'. In LSEG our key aim is to promote walking as a safe, enjoyable and easy way of getting around the city.

The main general point that we would want to make in relation to this consultation is that, while we understand the urgent need to review the tram routes in the light of the legitimate concerns for the safety of cyclists, the main victims of road vehicle collisions are pedestrians. Their needs should be at the forefront of thinking on improvements to the tram route, bearing in mind also that 99% of tram users access the tram on foot (or wheelchair). The motion to Council by Cllr Macinnes in June explicitly aimed to enhance pedestrian and cyclist safety and convenience (our emphasis); this initiative should therefore be named as 'Tram Route Pedestrian and Cycle Safety Consultation'.

However there is little in this proposal to address the specific needs of pedestrians and we want to see much more vigorous action to address a number of long-standing problems which pedestrians face on the tram route in the city centre. In particular, we have frequently drawn attention to the unacceptably long wait times that people walking along Princes Street face when trying to cross adjoining streets such as Frederick Street, Hanover Street and South St David Street. We strongly recommend that the pedestrian phases are reviewed at all signalled junctions along Princes Street (and indeed along the entire route, for example at Haymarket). The aim would be to reduce the wait times for pedestrians to cross and if necessary increase 'green man' times and the frequency of crossing opportunities. Making these improvements will in turn increase pedestrian safety, as it will reduce the incidence of 'red man' crossing, which is encouraged by the unacceptably long times that people have to wait for the pedestrian phase.

In addition, we believe that this is the right opportunity to install the 'missing pedestrian crossing' at Ryans Bar, which was approved by Transport and Environment Committee in August 2014 as part of the 'post tram city centre review'. This is an important gap in pedestrian provision in the city centre; again this junction was explicitly referred to in Cllr Macinnes' motion. This review should also consider other potential gaps in pedestrian networks where crossings are needed. One example would be another pedestrian crossing of Princes Street, to the west of South Charlotte Street and there are likely to be a number of others.

Finally, the city centre retains a considerable number of temporary features, many of which are trip hazards, such as rubber kerbs, patching of paving and other remnants of the tram construction which have not yet been properly remedied. Permanent reinstatement works are overdue. We can supply more detail on specific locations and issues.

B. Location-specific observations (west to east)

We make the following observations on some specific locations mentioned in the proposal which will affect people walking.

Haymarket Yards:

We are happy with the design proposals for this location, which offer enhanced pedestrian crossing facilities. The main problem for pedestrians crossing Haymarket Yards however is the inordinately long wait that people walking often have to wait to cross this junction which has relatively little traffic. We would like to see signal timings altered in favour of people walking.

Haymarket:

North of Ryries/Starbucks is a severe pinch point for pedestrians, especially problematic when many passengers disembark from busy trains at Haymarket Station. There is also a step parallel to the kerb, separating the pavement from the carriageway here which is an unpleasant trip hazard.

Edinburgh Tram Route Cycle Safety Consultation: Comments by Living Streets Edinburgh

There appear to be no plans to improve this space for the thousands of pedestrians who use it and we would ask that improvements for walking here are introduced.

Grosvenor Street:

We welcome the narrowing of Grosvenor Street, which will make it easier for people walking to cross. We note that, to the immediate east of Grosvenor Street, the northern pavement of West Maitland Street is to be reduced from 4.9 to 3.8 metres. We would prefer not to see this, although, taken together with the improvements to crossing Grosvenor Street, we are minded to compromise on this as a net improvement for walking. However, this is dependent on the pavement being kept clear of clutter such as bins, poles, A-boards etc. We are therefore concerned at the note that "Existing cycle racks and traffic sign relocated to new footway area". We seek assurances that if the pavement is narrowed, new obstructions are not placed on it: this would be entirely unacceptable.

Princes Street at South St Andrew Street:

We note that it is proposed to reduce the width of the pavement significantly - from 11.14 metres to 8.4 metres at the widest point and from 7.55 metres to 6.42 metres adjacent to the corner. While we understand the need to introduce an acceptable geometry for the cycle route crossing the tram tracks at this location, we oppose this potential loss of pedestrian space on Edinburgh's principal pedestrian street which is used by over a million people every week (bit.ly/2qfA8Dp). The reduction of the space available to people on foot here would increase the risk of pedestrians spilling into the carriageway/tram tracks. A shared walking/cycling space or a cycle bypass bisecting the pavement would also be totally unacceptable and we call for a fresh approach to improving cycling safety – which does not compromise pedestrian safety or convenience – at this key location.

On behalf of
Living Streets Edinburgh Group

8/4/18

Spokes response to consultation on Tram Route Cycle Safety Improvements (Phase 3)

This is a response to the consultation at

<https://consultationhub.edinburgh.gov.uk/sfc/tram-route-cycle-safety-improvements/>

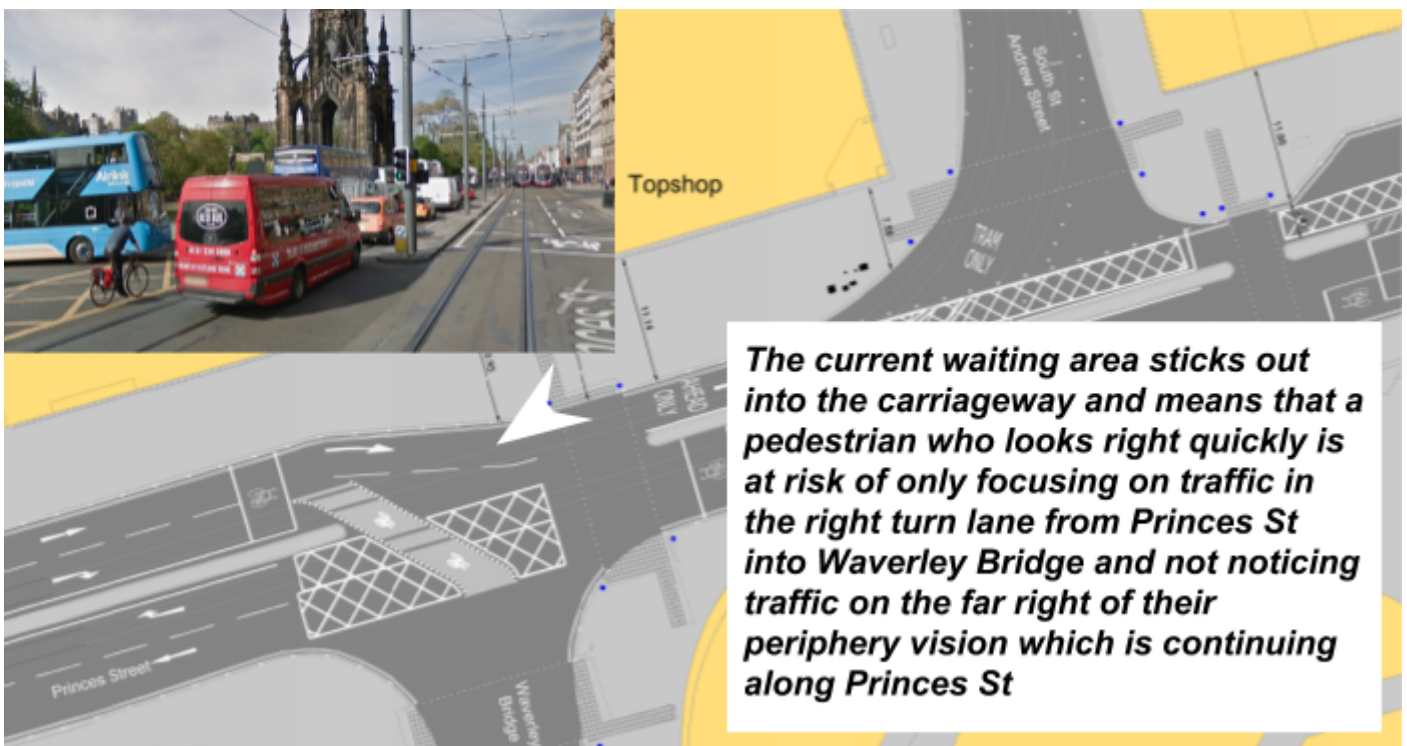
Early release signals

Spokes is excited to see widespread deployment of early release signals and we hope that these will become more commonplace in Edinburgh, especially in other situations where cyclists are particularly at risk, like uphill starts.

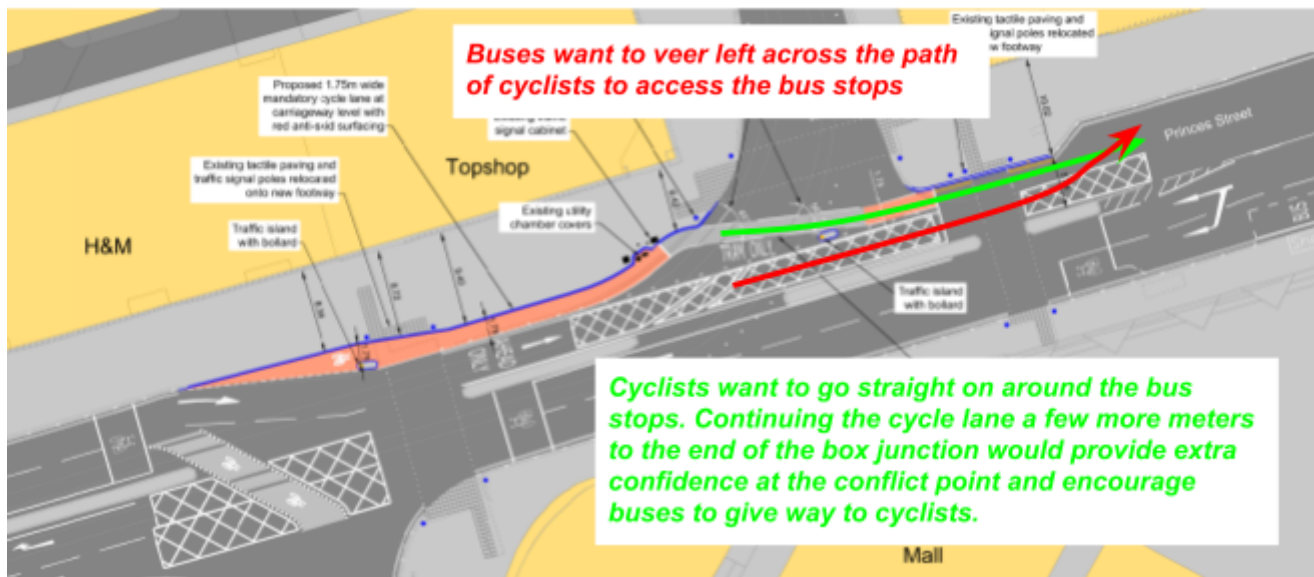
Princes Street and South St. Andrew Street

This is one of the riskier interactions with the tram tracks and so the improvement here is very welcome. We believe the proposed cycle lane does achieve the desired objective, and that the splitter islands are a key element for ensuring that other traffic gives cyclists space.

We recognise that this cycle lane results in some loss of pedestrian space, but there are valid reasons in this case. First, the footway is still as wide or wider than other sections along Princes Street and there are no bus stops cluttering this stretch of footway. Moreover, moving back the waiting area for the pedestrian crossing outside H&M/Topshop improves pedestrian safety by giving them a better sight line for vehicles continuing along Princes Street. The current waiting area protrudes into the carriageway and is aligned with the right turn lane from Princes Street into Waverley Bridge. This means that a pedestrian looking right is at risk of only focusing on this traffic and not realising that traffic continuing straight along Princes Street is actually further right in their peripheral vision. Introducing the cycle lane results in the waiting area being moved back and substantially reducing this risk.



With regard to the cycle lane itself, we're concerned that the cycle lane ends abruptly at the point where cyclists are trying to head straight on and buses are trying to cross their path to get to the bus stops. This conflict point is worse than it was before as the new cycle lane means cyclists are out the flow of traffic rather than in amongst it. We ask that you extend the cycle lane a little further east to help encourage buses to give priority to cyclists. We realise that extending the lane all the way to the East End junction is out-of-scope for this project (though it would be welcome in future), but even extending the lane a few more metres to the start of the bus stops would make a big difference.



Princes Street and South Charlotte Street

Reconfiguring this island is a small but nonetheless helpful improvement and we're pleased to see this.

It remains disappointing though that, on the other side of the road where Princes Street meets the West End junction, there is still no advance stop line for cyclists. This is a scary place to ride as there are 3 lanes of traffic. Additionally, the signalling is such that traffic can be queued in the right lane waiting to continue onto Shandwick Place and so cyclists may use the left lanes to undertake the queued traffic (and avoid the tram lines), only to get to the front of the queue and discover there is no ASL to take refuge in and they're stuck in the middle lane with traffic approaching from behind and nowhere to go.

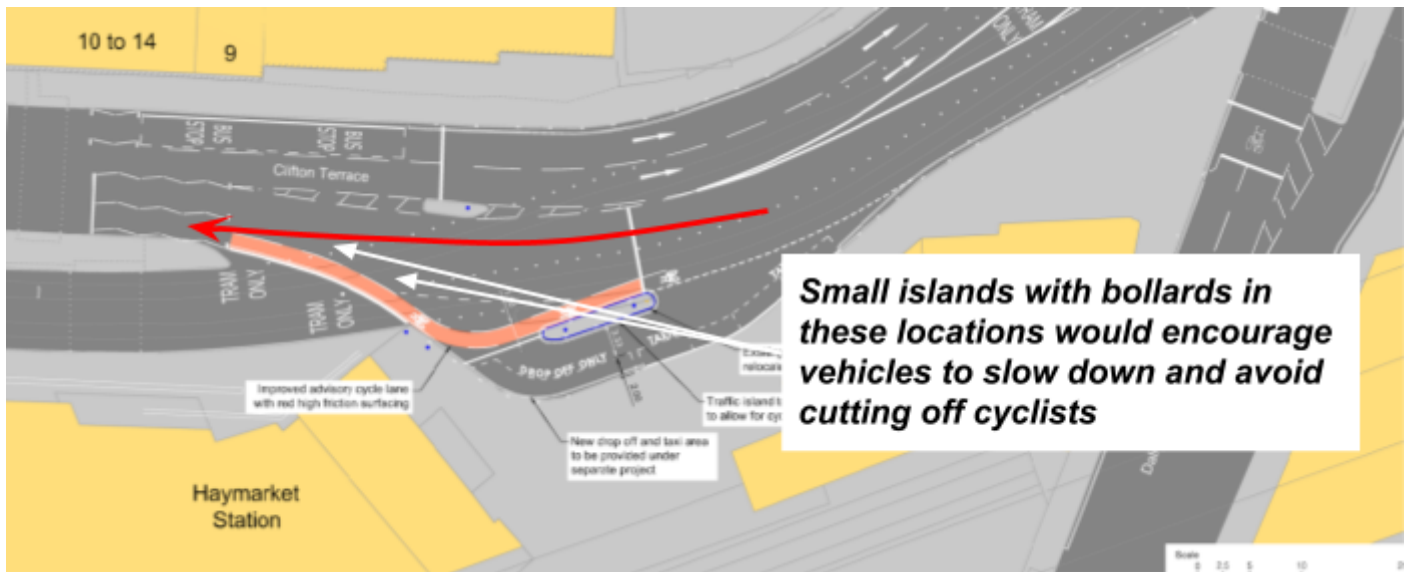
We understand that there are complications with installing an ASL here due to tram signalling equipment, but we can't stress enough how helpful an ASL here would be. We hope that you'll reconsider this in Phase 4, or otherwise reconfigure the West End junction to make it safer for cyclists.



Haymarket Station

While we welcome the reconfiguration of this currently awkward cycle lane, we remain concerned that the cycle lane takes cyclists out of the flow of traffic and then suddenly angles them straight back into it at the point where the lane ends. We'd ask that you consider whether small traffic islands with bollards (as proposed for the South St. Andrew Street junction) could help to ensure vehicles provides space for re-integrating cyclists into the main carriageway, and avoid vehicles aiming for the left hand lane on Haymarket Terrace cutting off a cyclist who is at the left of their peripheral vision.

We also note that the draft of the CCWEL TRO (TRO/17/91) published in November 2017 proposes to widen the cycle lane (reducing the number of lanes going into Haymarket Terrace to one) and carry it on to the pedestrian crossing. We strongly support this approach as it further reduces the risk of cyclists being cut off as there is no left lane for a vehicle to aim for in the first place.



Haymarket Junction

We'd specifically like to thank the council for their constructive engagement with Spokes about this area. The solution proposed now is much safer than the original measures that were proposed in Phase 1.

We strongly advocate Option 2 which bans entry into Grosvenor Street. In addition to guaranteeing that vehicles don't cross the path of a cyclist, this also avoids vehicles rat-running via Grosvenor Street to access Palmerston Place. This is an especially important concern once Lansdowne Crescent becomes part of the CCWEL route.

We recognise that there are hotels and residents who will need vehicle access to Grosvenor Street, but we observe that the inconvenience for them is minimal as they simply need to continue onto West Maitland Street and execute straightforward left turns into Palmerston Place, Lansdowne Crescent, and Grosvenor Street. Google Maps suggests that the typical delay is only 1-2 minutes even at peak times, which we believe is a reasonable trade off given the reduction in rat-running and associated improvements to cyclist safety.

On behalf of the Spokes Planning Group
10th April 2018