To what extent do you support the proposals for Princes Street junction wit South St Andrew	the th	To what extent do you support the proposals for the Princes Street junction with South Charlotte		To what extent do you support the proposals for travelling westbound at		To what exten support the pr Haymarket Jur Dalry Road and
Street, travelling eastbourn 1 Support	47? You said that you (O1a) 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 no be sufficient.		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.	Haymarket Station? 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.	Grosvenor Stre Support
2 Neither support or oppose	leith walk cycle laines dont work seems to be dangerous people getting of buses walking straight into cycle lane	Neither support or oppose	wont work	Neither support or oppose	they wont use it	Neither suppor
3 Strongly support	This design gives the ability to cross at a safe angle, which is not currently possible without swerving up \$1 Andrews street and back onto Princes Street, which isn't a safe manouvre in traffic Generally agree but risk to cyclists whilst merging after \$1.51 Andrew Street - Additional protective bolland required after	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. Additional Protective bollard needed to ensure vehicles are sagregated 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	Strongly 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	
4 Support 5 Support	pedestrian crossing red paint should not be over existing utility covers prior to crossing as it is confusing there needs to be a reallocation of road space to allow a 2 meter wide segregated cycle path cunning 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 overal objec.	Support Support	vulnerable waiting to pro 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 overal cipic. Providing scarce for cartists travelling and away from the transtracks is really upon Housear cyclist coming from Lothian.	Support Strongly oppose	turns out of the drop 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 Support
6 Strongly support 7 Strongly support	Prodding more space for cyclists on the road is good, as it means they will experience less pressure from nearty cars. The road markings make it easier to see how best fro cyclists to cross the tram tracks.	Support Strongly support	Providing space for cyclists travelling east, away from the tram tracks, is really good. However, cyclists coming from Lothian Boad will have to engigete a key junction, crossing multiple lanes and tram tracks, to get into this space. (A solution to this may be proposed in o The small advantage given to cyclists waiting at the lights is immediately lost, especially if there are buses stopped at bus stops	Strongly support Strongly support	reducing the traffic island to increase space for cyclists away from trams = good thing The advisory cycle lane removes the cyclist from the flow of traffic before forcing them into conflict when joining the flow	Strongly suppo 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 if tram line.	Neither support or oppose	ahead of them which forces them close to the tram tracks when overtaking, sometimes with buses bearing down on them from behind. It will allow cyclists to proceed along Prince's street without cycling in the same lane as the tram tracks, greatly improving	Oppose	almost immediately affer. The cycle lane should be segregated at least until the traffic lights to prevent motorised traffic from blocking cyclists pat They make a dangerous junction safer, although more must be done in the future as even the proposed designs puts cyclists in	Oppose
9 Strongly support	It is currently a dangerous junction to navigate by cycle, and the proposed improvements will make it safer. The Council appears to believe that the only road users who actually matter are the smattering of ill-trained cyclists who	Strongly support	safety. 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	Strongly support	a position to navigate tram tracks in mixed-traffic.	Neither suppor
10 Strongly appase 11 Strongly support	constantly dog the mode electric receivance and the state of the law with impactly or roads which are increasingly made unusuable for legitimate road.	Strongly appose Strongly support	ined by a meany county toward as a pase in which in york can three conveniency also do selected on a same group of sense cyclists. More cycle paths entirely away from the road may be required for the purposes of healthy activity - a better public transport system i	Strongly oppose Strongly support	Marrowing roads for a small group of selfish nead users (cyclists) is a ridiculous idea, as has already been shown at Chesser where traffic is now routinely bottle intecked in order that no nocasional cyclist housil not have been used in traffic. 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 Support
12 Strongly support	markings, on road show correct route to take and hopefully cars will stay out of this area An improvement, but hard segregation will be required to keep motor vehicle out of cycle lane until Princes St carriageway	Strongly support	less conflict with other traffic going along princes street	Strongly support	more space and less obstacles to negotiate Minor improvement, but the problem remains that the marked cycle lane stops abruptly and ejects cyclists out into a lane of potentially fast-moring traffic. The dual traffic lane set-up serves little purpose given it just directs a lane of traffic toward	Strongly suppo
13 Support 14 Support	widens again east of the Princes St pedestrian crossing, otherwise this will remain a pinch point for cyclists well it looks better than it is. I wish you'd actually prioritise cycling and walking though, rather than enduring those forms of transport	Strongly support Support	Again, a minor ingrovement	Neither support or oppose Support	multiple heavely used Minor improvement. But I wish - oh, let's not bother This is better but could be better still with halching applied to the road to the north of the section of the red cycle lane which	Support
15 Strongly support 16 Strongly support	look much safer than the current layout in terms of crossing angle for cyclists.	Neither support or oppose 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 \$1?	Strongly support Strongly support	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 suppo
17 Strongly support		Support Support	The recent update to TSRDG states that load in talls at Advanced Stop Lines (ASA) are no longer required. The first stop line is south and looks odd. Can it be perpendicular to the carriageowa alignment. Why are there no improvements proposed east bound between South St Charlotte Street and Lothian Road where those riding their bibkes are upged to use the same space as the trains?	Support	What provision is there for those riding their bikes to the station?	Support
10.04			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	S		St
19 Strongly support 20 Neither support or oppose	Extra space on left will allow cyclists to take a safe line across tram tracks. You should stake the opportunity to improve if for pedestrians on the east side of the SI Andrew SI-Princes SI 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. Weblides are not allowed to tur	Support	Junction which is that s/b on S. Char Sensible, minimal impact	Support	No experience with this junction. Sensible, minimal impact	Strongly 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. This is still a horniby dangerous and intimidating junction for cyclists. The design does nothing to address the fundamental	Support	Removing the chicane is a big plus, and this will make it easier to follow the cycle track. The other hasards of this junction (crossing tram lines, joining traffic) will not be significantly changed.	Support
22 Oppose	This is impossible to support without more information on the cycle green phase. Le how long will the early start be? Will ther 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 appose	This is still a hornthy dangerous and intimidating junction for cyclists. The design does nothing to address the fundamental problems here is there is no delicated space for cycling - Inexperienced cyclists will not mix with fast moving vehicles here, completely severing th	Strongly oppose	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
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 lare to travel straight ahead, but proceed straight ahead anyway, cutting up cyclists who are correctly positioned. The cutra signals are No arrangement in which cars, bicycles and trams share the same space can work. You need to pick two from those three at	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	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 lajorore. It is a minimal loss of pavement with attendant gain for cyclist safety. Its a shame this was not included in the initial delays for the tram. It would appear that not enough attention was given to that having forgotten that this generation of cyclist in	Oppose	Advanced stop zones are universally ignored by Edinburgh motorists. This a minimal physical change to the junction leyout that will increase safety. I know from my own usage on a bike at this junction how vulnerable if eels to have minimal bike space between the Charlotte Square traffic and the tram tracks when I	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 26 Support	Scotland have no con	Strongly support Support	head east along Princes Stre	Support Neither support or oppose	This has not been a well thought junction at Haymarket and any improvement in safety is welcomed	Support Neither suppo
27 Strongly appase 28 Strongly support	The traffic system here is already chaos for pediestrians as lights too slow to change causing frustration and pediestrians crossing on real. This is well overdue.	Strongly oppose Support	I dont see many cyclists here, cyclist do not obey signals and go when It is clear. If 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 lorrise slawlys signore the red advanced Cycle line.	Strongly oppose Strongly oppose	This makes a junction even more complicated This design does NOTHING to improve Cycle safety. The Cycle lane is not segregated. The Cycle lane runs inches from the tran- tracks and the design is very dangerous.	Strongly Oppo
29 Strongly support	Like the coloured lane for cyclists and angle for crossing tramlines in general I support the idea behind the proposed scheme. On this particular junction, however, I don't support the narrowing	Strongly support	Like the designated extended coloured area for cyclists	Strongly support	Good to have coloured cycle lanes with anti skid surfaces lin general I support the idea behind the proposed scheme, but this is a tricky location. The proposed scheme might cause	Support Support
30 Support 31 Strongly oppose	of the footpath that is caused by the proposal as the are is well frequented by pedestrians. I do, however, understand that due to the location of the	Strongly support Strongly oppose	In general support the idea behind the proposed scheme. South Charlotte Street could do with a proper segregated cycle path that connects to the segegnated cycle network to be built along George Street.	Support Strongly support	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 Oppose
32 33 Support 34 Oppose	The angle of the proposed lane relative to the tram tracks, on the bend onto StAndrew St, is shallow. I understand that its very difficult to make that angle closer to 90 degrees, but bikes will slip there.	Support Oppose	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 Oppose		Support Oppose
35 Oppose 36 Strongly support	Narrows an already bury pavement. As a cyclist not sure how many would obey any red lights, but would use own judgement. Can see a lot of pedistrian conflict with on the eastern side of Sth St Andrew Street Cyclists are protected	Oppose Strongly support	ASZ needs to be towards Princes Street, most cyclists go that way rather than Sth 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 Protected cyclists	Oppose Support	Still putting westbound cyclists into the path of motor vehicles The area around the taxi rank is a real problem as it bicks out cyclists into the traffic. This peoposal allows the cyclists safer crossing of the trans ta	Oppose 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. Care traveling east though the red box are turning left in two lanes. At the same time the Princes St. lights are red to allow	Strongly oppose	Completely unnecessary and waste of tax payers money, the junction is safe enough for cyclists.	Strongly suppo
38 Strongly support 39 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 ginch point? I think it is a safer way to cross the tramline	Oppose Strongly support	traffic out of \$C charlotte \$C. There is not enough space in the new red box corner for stationery bikes. Anyone,on a bike, following the Highway Co. It will be easier to go straight	Neither support or oppose Strongly support	Still poor protection. The entry to the cycle lane runs close to and parallel to the tram tracks. Not sure this one but I hope it will work better	Support Strongly support
40 Strongly support 41 Strongly support	Crossing the tram rails at a greater angle would seem to make sense I ride a bike on the route regularly. It's not nice.	Strongly support Strongly support	At present we have to flight with buses on top of the tram tracks. It would seem to be an improvement. Same answer as before.	Strongly support Neither support or oppose	I rarely make use of this stretch: but crossing the tram tracks at a greater angle would seem to make sense	Support Support
42 Oppose 43 Strongly support	While the proposal does somewhat improve the crossing of the tran tracks, I believe this is outvelephed 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 googn. The proposals will give syclists more breathing space taking traffic and syclists away from each other is good, less opportunity for accidents and collisions	Support Strongly support Oppose	This is a good adaptation to the undestrability of lane 3 due to the presence of train 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 travellii. Out to, More: space for cyclists means more safety the red boxes are rarely opserved by drivers and can often be difficult to get to due to other traffic - a better solution is needed.	Support Strongly support Oppose	This is a seruible adaption, but I am concerned by the possibility of other road sures 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 land of the cycle lane as they make the cycle land of the cy	Strongly Oppo Strongly suppo
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 Oppo
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 afready	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.	n Neither suppo
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 This section of road is currently narrow and there is a likelyhood that vehicles will try to overtake cyclist when there is not	Strongly oppose	As before	Strongly oppose	As before The cycle lane exits into the area where buses will be preparing to approach the bus stops at haymarket. Two sets of road users	Strongly Oppo
48 Strongly support	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. This proposal would take the pressure off cyclists needing to change lane, which can be quite stressful with lots of traffic	Oppose	trying to use the same space will inevtiably lead to conflict and potentially collisions	Neither suppo
49 Strongly support 50 Strongly oppose	Priority should be given to non vehicular traffic, particularly in the city centre. Cyclishs have loatine reportsibility 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 the should be doing for thems.	Strongly support Strongly oppose	around you It is not necessary. Cyclists are being given too much power. They cause accidents and should be held accountable mat te moment the cycling body say jump and we say how high?	Neither support or oppose Strongly oppose	As before.	Support 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 shand/holland either as this is just more street furniture which yet is in the way. If flooks like a good idea by giving the cyclists more space. However can a traffic island be added close before the corner? To	Support	This seems sensible	Neither support or oppose	The new proposals don't seem to limpings on the flow of traffic. Tim more concerned about where the pedistrian crossing at this bury junction will be. People coming out of Haymarket station need an easily accessible crossing to take them safely to the last rank and buses go! This does not improve the situation significantly. The change is good to make a separation between the drop-off point and the	e Neither suppo
52 Strongly support 53 Strongly appase	make sure that eager car drivers do not slit in the cycle lane. This is not how you so 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 support Strongly appose	This means that the cyclists do not have to cross the tramfilnes or balance on a small piece of road next to the tramfilne. 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.	Neither support or oppose Strongly oppose	cycle lane but If does not change crossing the tramilines. This is not how you solve the problem with cyclist and their risk of being ligitred. 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.	Neither suppo
54 Strongly support	Safer separation from other vehicles and better cross tram track angle Until the majority of cyclists obey the rules of the road, obey traffic lights, do not ride on pavements and cycle with	Support	5386	Support	Safer angles near tram tracks	Strongly supp
55 Oppose	consideration for other road users, and use the cycle lanes I do not think ané 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 Before, traveiling ahead required bicycles to merge with the lane of traffic while crossing the tram tracks. In such narrow shuastions it is also advisable as the cycles to take 'primary position' - the centre of the lane - to prevent cars overtaking	Strongly support	The proposed changes will give cyclists the space that they need on this junction. A very good proposal largree 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	Neither support or oppose	I am not familiar with this junction Moving the traffic island reduces the pinch point between curb 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 islandwhat is the width between the island and	Neither suppo
57 Strongly support 58	stuations is a set abrestian as in cycles to use primary position - the centre of the latter - to prevent cas over using dangerously close. Most	Support	Contain Florida Unio Finica Steek with low be able to use the moder after when commany down in mice steek (the Egit mode) of the left turn blands for r	Strongly support Neither support or oppose	nowees some concentration, the existent most joint of the trains, bailth - white is the whorit objected the saint and the train track? If it. Opclists won't take that little kink detour	Strongly supp Support
	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		I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own	Strongly oppose	l beject 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	
59 Strongly appose	responsibility for themselves a	Strongly oppose	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	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	Strongly Oppo
59 Strongly oppose 60 Strongly oppose 61 Support		Strongly oppose Neither support or oppose Support		Neither support or oppose Support	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 See O1b.	Strongly Oppo
60 Strongly oppose	responsibility for themselves a You are making theil already messy junction way more convoluted and confusing than it already it. You are going to furstrate and whilet everyons. It is not the road, not the pavement. It's essential to segregate cyclists from pedestrians with a level-durup between them. Well, it is better than the existing situation, at this junction only. I expect it will be safer	Neither support or oppose	responsibility for themselves a	Neither support or oppose	before the kland and leave before the island. This stops the traffic mixing with the cyclists at all. Put a light up to stop the Tasks leaving with Sec O1b. It's or dangerous there for bikes that I take a different route to avoid it altogether. Sad but true. Fill in the gaps on the fram tracks, blesself Even If it's just at the killer junctions it would be better than nothing. Respect I will be safer.	Oppose Support Support
60 Strongly oppose 61 Support 62 Support	responsibility for themselves a You are making thei already messy junction way more convoluted and confusing than it already it. You are going to furstrate and inhibit everyone. 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. Well, it is better than the obsting situation, at this junction only.	Neither support or oppose Support Support	responsibility for themselves a Not sure what this is actually trying to do. The Tram and Taul 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? As per Q1	Neither support or oppose Support Oppose	before the hiand 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 See OTb. It's so disapprous there for bikes that I I take a different route to avoid it altogether. Sad but true. Fill in the gaps on the tram tracks, pleased; Pern I It's just at the killer junctions it would be better than nothing. Leapect I will be safer Simpler and clears by the by the rice cycle racks at Haymarket hold rather fewer than the 5000 covered places at my local station in the Netherlands. While this is a massive improvement for cyclists crossing the tram lines, the rejoining traffic still has issues. If there was a	Oppose Support
60 Strongly oppose 61 Support 62 Support 63 Support	responsibility for themselves a You are making that already messy junction way more convoluted and confusing than it already it. You are going to furstrate and inhibit everyone. Sexuale the cycle laines is no the road, not the pavement. It's essential to segregate cyclists from pedestrians with a level- change between them. Well, it is better than the existing situation, at this junction only. Leapport it will be selfe. Unnecessary, when I was a shift we managed without being told how to cross tram tracks and when I and millions cross tram tracks when cycling in the Nethorizands. The allowance for cycling to progress it a more acceptable rangle is a definite improvement. However leveled here a number of pedicertizers crossin. It is serms a smaller approach to reducing the issues with cycles crossing tram tracks which maintaining pedestrian access. I would also like to see seen other better lates. The Army ching four entire information to reducing the insulance of the contraction	Neither support or oppose Support Support Support Support Neither support or oppose	responsibility for themselves a Not sure what this is actually trying to do. The Tram and Tasl Iane is the one that will cause the cyclists issue. Why not remove the path in the middle of the junction and wider that area? As per O1 tespect it will be safer the processor of the provision for a cyclist. It is confused somewhat by the option for a cyclist while acknowledging a massive improvement in the provision for a cyclist, is is confused somewhat by the option for a cyclist while acknowledging a massive improvement in the provision for a cyclist, is to confused somewhat by the option for a cyclist while acknowledging a massive improvement in the provision for a cyclist to see the time that the time. This vended open options for cyclists to be in the form. It reduces the tram trad/bite conflict significantly and gives bites a clear space to "escape" from car traffic. However, this junction is list directly to the right turn proceeding it from buthan Road); if this cannot be in front of cars at that point	Neither support or oppose Support Oppose Support Support Support	before the kland 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 See OTB. It's so disapprous there for bikes that I take a different route to avoid it altogether. Sad but true. Fill in the gaps on the fram tracks, pleased Fever If it's just at the killer junctions it would be better than nothing. Lepted It will be safer Simpler and clears by the bythe rice cycle racks at Haymarket hold rather fewer than the 5000 covered places at my local station in the Netherlands. While this is a naswer improvement for cyclists crossing the tram lines, the rejoining traffic still has issues. If there was a roduction in road markings to one lane at the traffic lights immediately after this would encourage some more appropriate driver behaviour and allo. That bit of road is a mess. The proposals might improve it slightly but without some other segregation between cars and bikes	Oppose Support Support Neither suppo
60 Strongly appose 61 Support 62 Support 63 Support 64 Oppose 65 Support 66 Support	responsibility for themselves a Tou are making theil already messy junction way more convoluted and confusing than it already it. You are going to funstrate and whilet everyons. Well, It is better than the existing situation, at this junction only. Yell, It is better than the existing situation, at this junction only. I expect it will be safer Unnecessary, when I was a shirl we managed without bleng told how to cross tram tracks and when I and millions cross tram tracks and when I and millions cross tram tracks when cyting in the Netherlands. The allowance for cyclists to progress at a more acceptable angle is a definite improvement. However I would have a number of concerns given that this junction subject to heavy congestion and traffic forting sets stack: In the middle and/or the volume of predictions crossin. The allowance for cyclists to progress at a more acceptable angle is a definite improvement. However I would have a number of concerns given that this junction subject to heavy congestion and traffic forting eight stack. In the middle and/or the volume of prodictions crossin. 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 territle how in unansurance.	Neither support or oppose Support Support Support Support Neither support or oppose Strongly support	responsibility for themselves a Not sure what this is actually trying to do. The Tram and Tadi laine is the one that will cause the cyclists issue. Why not remove the path in the middle of the junction and wider that area? As per Q1 Lespect It will be safer Helps protect cyclist from errant vehicle drivers who fall to observe and allow for cyclist while acknowledging a massive improvement in the provision for a cyclist, is is confused somewhat by the option for a cyclist to be in the shared but from land but from the provision for a cyclist, is is confused somewhat by the option for a cyclist to be in the first much trans lane to provise of a cyclist to be in the shared but from the safe of the safe of the cyclist is to be in the first first much be conflict significantly and gives biles a clear space to "escape" from car traffic. However, this precion is lost directly to the right turn preceding it (from Lofthan Road), if biles cannot be in front of cars at that point purhas suffice and the safe of the cyclists to the cyclist is to directly to the right turn preceding it (from Lofthan Road), if biles cannot be in front of cars at that point purhas suffice.	Neither support or oppose Support Oppose Support Support Support Neither support or oppose	before the bland and leave before the island. This stops the traffic mixing with the cyclists at all. Put a light up to stop the frails leaving up. See OTb. It's o diargerous there for bikes that I take a different route to avoid it altogether. Sad but true. Fill in the gaps on the tram tracks, pleased from If it's just at the killer junctions It would be before than nothing. Simpler and clearer By the by the nice cycle racks at Heymarket hold rather flower than the 5000 covered places at my local station in the Netherlands. While this is a massive improvement for cyclists crossing the tram lines, the rejoining traffic sall has issues. If there was a reduction in road markings to one lane at the traffic lights immediately after this would encourage some more appropriate driver behaviour and allo. That bit of road is a most. The proposals might improve it slightly but without some other segregation between cars and bikes Omning of lightly 5 it with still be an intendiating and disripersous curve.	Oppose Support Support Neither suppo Support Strongly support
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It improves safety without any significant damage to road or pedestrian traffic interests. 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. Cood but hence that fosse with current layout. This isynoth forces opticists to were into a lane of traffic - have already had several close calls here when motorists have tried to evertake may when the current layout. This isportal forces opticists to were into a lane of traffic - have already had several close calls here when motorists have tried to evertake may be spicial spice, and the current layout. Better approach for cyclists but does not prevent cars from cutting line through corners. Inclusion of stand-alone beliefs at any appropriate specific processing as to not affect trum services that several to be aware of hazards, just like pedestrians and drivers, not for money to be squantiered providing them finny coloured lanes.	Oppose Support Support Support Support Strongly support Strongly Support Support Support Support Support Support Strongly Oppo Support Strongly Oppo Support Strongly Oppo Strongly Oppo Strongly Oppo Strongly Oppo Support
60 Strongly oppose 61 Support 62 Support 63 Support 64 Oppose 65 Support 66 Support 66 Support 67 Strongly oppose 68 Support 79 Support 71 Strongly upport 72 Support 73 Strongly uppore 74 Support 75 Strongly uppore 76 Support 77 Strongly uppore 78 Support 79 Support 79 Support 79 Strongly uppore 79 Strongly uppore 79 Strongly upport or uppose	responsibility for themselves a You are making that already messy junction way more convoluted and confusing than it already it. You are going to furstrate and inhibit everyone. Securate the cycle lains is not the road, not the pavement. It's essential to segregate cyclists from predictions with a level-change between them. Well, it is better than the existing situation, at this junction only. Lespocit and the safet. Lespocit and the saf	Neither support or oppose Support Support Support Support Support Support Neither support or oppose Strongly support Oppose Strongly support Support Neither support or oppose Strongly support Support Neither support or oppose Strongly oppose	Not sure what this is actually trying to do. The Tram and Tasl Iane is the one that will cause the cyclists issue. Why not remove the path in the middle of the jurction and wider that area? As per O1 I expect it will be safer Legace Supposed Legace It will be safer Legace Supposed Legace It will be safer Legace Supposed Legace It will be safer Legace Legace Legace It will be safer Legace Legace Legace It will be safer Legace Legace Le	Neither support or oppose Support Oppose Support Support Support Neither support or oppose Strongly oppose Support Support Support Support Support Support Support Support Oppose Strongly support Strongly oppose Support Strongly support Strongly support Strongly support Strongly support	before the bland and leave before the island. This stops the traffic mixing with the cyclists at all. Put a light up to stop the frash seaving with the cyclists at all. Put a light up to stop the frash seaving with the cyclists at all. Put a light up to stop the frash seaving with the cyclists at all. Put a light up to stop the frash seaving with the cyclists at all. Put a light up to stop the frash seaving with the seaving wit	Support Neither support Support Support Strongly suppo Oppose Strongly Opport Support Support Support Support Support Strongly Support Support Strongly Oppore Strongly Oppose Strongly Oppose Strongly Oppose Strongly Oppose

Response Number	Q1a	ОТЬ	Q2a	Q26	Q3a	Q3b	O4a
	To what extent do you support the proposals for the Princes Street junction with		To what extent do you support the proposals for the Princes Street junction with		To what extent do you support the proposals for		To what extent do you support the proposals for Haymarket Junction with
	South St Andrew	You said that you {O1a} the proposals for this junction - could you briefly explain your view?	South Charlotte	You said that you (Q2a) the proposals for this junction - could you briefly explain your view? [Much better - the current access onto Princes Street is way too tight for cyclists to share with buses, and currently the only	travelling westbound at Haymarket Station?	You said that you (Q3a) the proposals for Haymarket Station - could you briefly explain your view?	Dalry Road and Grosvenor Street Option 1?
82	Strongly support Oppose	These measures would reduce the risk of crossing the tracks at a dangerous angle. not required	Strongly support Oppose	whold retrief in the curried access direct mixes streen is way too tight not cyclists to share with buses, and currently the only visible option is to cycle between the tracks. unsafe	Strongly support Oppose	Reduces risk of crossing the tracks at a dangerous angle. poor layout	Strongly support Oppose
84	1 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 Support	The angle of the crossing is much more acceptable. 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.	Neither support or oppose Strongly support	I have no issue with this side of the road on this particular junction 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	This is almost exactly like the cycle route is design now so see little difference	Oppose Strongly support
87		isupport 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 be	Strongly support	This is on my cycle commute, and I am always nervous at this junction due to the track crossing, and tracks parallel to road. 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 or it very quickly, which seems to encourage quick, potentially dangerous overtakes from drivers, with a chance of collision when the cyclist re-entry.	Support
	3 Support		Support	It is better than existing but cyclists need separated completely for safety	Neither support or oppose	the real deathtrap apart from the tram rails immediately outside haymarket station i sheading East on west maitland 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
	9 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
		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		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 car lanes (as done at Haymarket). At the moment, when cycling towards the traffic light on the left side of the right lane (i.e.		As serve, the more insulines you provide for cyclists, the less attention they pay to their own safety.	
91) Strongly support I Strongly support	addition, the red surface and more prominent traffic lights/traffic island for cyclists will alert tram/bus/cars to cyclists. Moves to increase safety should generally be supported and this proposal looks as if it could work.	Support Strongly support	staying on Princes As before!	Support Support	Don't know this crossing but moves to increase safety should generally be supported.	Support Neither support or oppose
	Oppose Oppose	Cyclists dont follow existing cylces lanes. More lanes and signs will look ugly for Princes street. cyclists should have alternative route	Oppose Strongly oppose	Traffic Island is smaller; greater risk to pedestrians. Junction not suitable for cyclists: should be another route separate from traffic	Strongly oppose Oppose	As it stands, this junction is a nightmare for drivers and pedestrians. The proposal will make it worse. dangerous junction. cyclists be safer if they dismount here	Strongly Oppose Strongly Oppose
94	Strongly support	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
96	S Strongly appase S Strongly support	This is insufficient to properly protect cyclists. We need proper segregated infrastructure. This will provide extra room for cyclists in this narrow section of road. I'm constantly squeezed by taxis or other cars here either	Strongly oppose Strongly support	This is insufficient to properly protect cyclists. We need proper segregated infrastructure. Would be better to have an increased area to rest when traffic lights are red for cyclists. I support these plans.	Strongly oppose Strongly support	This is insufficient to properly protect cyclists. We need proper segregated infrastructure. Support strongly as it allows cyclists to cross tracks at better angle in keeping with natural route of cycling on the road.	Strongly Oppose Strongly support
97	7 Strongly support	netering from the west or from Waverley bridge while negotiating the shallow angle off the fram 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 land blocking it instead of using a designated pedestrian crossing.	e Neither support or oppose
98	3 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 a meror 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
	Strongly support	It will improve safety for cycling, encourage more to cycle, thus reduce congestion. We need to encourage more people to cycle so anything that makes it safer is important. There are too many cars and it seems	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
101	Strongly support Support	to be getting worse.	Strongly support Support	Cyclists need more room.	Strongly support Strongly support	This a notoriously dangerous stretch of road for cyclists and has to be made safer.	Strongly support Support
	2 Support 3 Support	Segregates cyclists at this pinch point. Provides for a better crossing angle for eastbound cyclist across the tram tracks.	Support Support	Distances cyclists from tram tracks A big improvement that would make going straight on possible without near certainly of death or serious injury. However the	Neither support or oppose Support	No view Provides a better approaching angle for westbound cyclists.	Support 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	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 pede	Strongly support	The further the traffic island is loved the better.	Support
105	5 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		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 Strongly support	Red cycle boxes are easier for drivers to take note of than "blank" boxes.	Support Strongly support	The proposed markings are easier for drivers to spot than the current ones, allowing them to avoid cyclists' areas.	Neither support or oppose Strongly support
108	3 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		safer he better	Support	module or une room. as before	Support of oppose Support	as before Although it improves the crossing of the tram track, it still presents a problem for cyclists having to re-claim space in the inner Jame from cars, where the road narrows at the start of the tram platform. For that reason I never use the current marked safety	Strongly support
110) Support	Improves track crossing angle	Strongly support	Advanced stop lines for cyclists make a big difference	Neither support or oppose	same from cars, where their road marrows at the start of the tram planform, nor that reason i never use the current marked salety laine, but cross	Support
		Travelling east by bicycle past Top Shop on Princes is utterly intlimidating, even for an experienced cyclist. While most drivers					
111	Strongly support	Travelling east by bicycle past Top Shop on Princes is utterly intimidating, even for an experienced cyclist. While most drivers taly evel back, I have been forced to never-aciding assertiveness by drivers all-galing me as I try to cross the train tracks safely. This is the Whilst the concept is sound, the addition of new bollards and islands in the road way just adds more obstacles to both	Strongly support	The new layout seems to give cyclists added visibility and space. It will still be intimidating for inexperienced cyclists. This appears to be a good proposal, along with the increased friction road surface. This is a narrow road section - could some of	Strongly support	This highlighted and better defined space for cyclists is a benefit. The junction has already been inproved for cyclists, after the initial tran layout. Looks good. How do cyclists access the cycle racks? Do they come through the tast rank and onto the pavement? Is there a	Strongly support
112	2 Oppose	Whilst the concept is sound, the addition of new bollards and islands in the road way just adds more obstacks to both cyclists/whichs 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 pawement 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 racks? Do they come through the tast rank and onto the pavement? Is there a routle-fallowance 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	3 Strongly oppose	Princess 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 yet 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 distaste with the cycle lane curing across so many busy traffic lanes. Segregated cycle way required.	Strongly Oppose
116	Neither support or oppose		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 fails 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	S Strongly support	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 rect	Strongly support		Strongly support		Strongly support
116	S 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. And 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	7 Strongly support	I often cycle this junction on my morning commute and find it tricky, with success dependant on the good will of taxis and busses to give me extra space to maneuver through the junction. This provides an alternative space that doesnt make it dependant on good will.	Strongly support	Same as previous answer. There should also be support to move into the righthand 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	Doesnt seem to signifigantly improved from current set up. I find it safest to go through taxi rank currently.	Support
118	3 Strongly support 9 Strongly support	The counciline edstodomore for cyclist I used to cycle and don't anymore due to nervousness in roads	Strongly support Strongly support	Safer at that Jinction as lots of pedestrians too	Strongly support Strongly support	Tramlinesare dangerous changing the movement of bike will help	Support Oppose
		Dedicated cycle lane but should be segregated and tram crossing perpendicular to tram lines lam a regular cycle on Edinburgh roads with is is a step in the correct direction to give some protection to cyclists. As long as the traffic signats are obvious to all then I have complete belief in it. However, there needs to be some regular visible signs of	Support	Would prefer no cars on princes st	Neither support or oppose	Looks dangerous An improvement to the crossing of the trams, however, when wet even at this angle, back wheels slip. Can some sort of non-	Oppose
121	1 Strongly support	patrols so th 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	again, it gives some additional protection to cyclists on a very busy junctions. The box may provide agace at the end but a cycle lane leading to it would be of more benefit as there is already an advance start box. Having cycled along this section from Lothian Rd to Charlotte Sq many times at rush hour a segregated lane on the	Strongly support	slip paint or rubber be applied to this section and other similar sections where cyclists cross?	Strongly support
	2 Strongly oppose 3 Strongly support	Inconsistency is confusing and will require ad Tive personally had problems at this junction: you can't get a reasonable angle across the tracks while keeping in lane, and if	Strongly oppose Strongly support	north side would provide gr I currently have to enter the middle lane anyway when crossing the tracks, so it's quite reasonable to continue along there,	Strongly oppose Strongly support	What is the angle of crossing? Not shown on diagram. If no better than it is now then what is the point? I think changing that traffic island will help a lot, but I think the entrance to the drop-off area should be moved in a little (i.e.,	Strongly Oppose Support
124	1 Strongly support 5 Strongly support	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 crosse	Support Strongly support	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 Strongly support	shaving 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 Support
	5 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		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)	
120	s strongly support	III JA OPEN INSIII.	Strongly support	Anionian clearly existing unigerous road and junction rayout posting cyclists into buses. This is roug over use improvement	зирроп	Dall increasing Lines (Order)	Neither support or oppose
127	7 Support	Looks a sensible layout and removes the dangers of crossing the tram tracks at an acute angle	Neither support or oppose	Cant see the rationale for simply extending the bike box	Support	looks better and safer	Oppose
128 129	Strongly support 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 lyufil feel safer. It will see that the plan in the p	Strongly support Support	I often cycle through this junction and feel pushed into the path of the buses, the amended layout looks much safer Makes sense for cyclists.	Support Support	I rarely cycle this way and have little personal experience, but the amended layout looks like an improvement. Increases safety.	Neither support or oppose
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	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	n Support
131	1 Oppose	In principle reasonable. Key concern is the curve following the rounded edge of the pavement. There is a risk, particularly at	Support	Agree need for advance zone for cyclists. However, concern on bottleneck shape for straight on, especially as the advance zone	Neither support or oppose	Proposal does not adequately address the problem of crossing tram tracks at other than 90 degrees. The overriding objective	Neither support or oppose
132	2 Support	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 paveme	Neither support or oppose	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	should be zero fatalities or injury requiring medical attention. What are the probabilities of cyclists having a fall from a bike when crossing tram tra	Neither support or oppose
				ASZones are really helpful for cyclists - so it's good that these will be put in place. The changes to the boilard obviously help to			
	3 Support 1 Support	It better than what is there - the more dedicate cycle lanes we can put in place the better Every little helps. And this is a little. How about segregated lanes all down princes Street?	Strongly support	keep the cycle flow. Currently, the passage along princes street for cyclist is a little fraught - trying to keep out of tramway but also negot Refer to my last answer.	Neither support or oppose Support	Although having cycle lanes helps - this is only a short section so the benefit may not be so great. It could help a bit.	Neither support or oppose Neither support or 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				Might be worth somebody spending time at Haymarket and observing how many cyclists decide that the tram route equals a	
135	5 Oppose	cyclists don't use th I pass Sth. 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	Neither support or oppose	Its already marked. Save the money and use it to repair potholes I'llike the forward extension of the bicycle reserve. But the area out of the way of cars turning left into Sth. Charlotte St. is too small. The area could be extended to the end of the traffic kland. That might mean that the traffic light on the island is difficult	Neither support or oppose	cycle path.	Oppose
	Neither support or oppose 7 Strongly support	where space for A mandatory cycle lane will help reduce the current pressure of having to squeeze between cars and the tram lines	Support Strongly support	to see fo Should make it easier for cyclists to go straight instead of being forced to turn/jiggle yourself into straight traffic	Strongly support	This advisory route looks much safer, and simpler. Red paint doesn't really help - a proper solution must be found here which allows cyclist to be safe	Neither support or oppose Support
	3 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 a 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 to Princes Street would have to get into the lane nearest the central reservation well before these lights as the contral reservation will before these lights as the cycling of the cyclin	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
	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.		Even more cyclists will use the tram only route endangering other users.	Strongly Oppose
	and the second second		, , , , , , , , , , , , , , , , , , , ,				
	Support Support	seems fine	Support Support	ASL should extend to the right, in front of the BUS LANE.	Support Neither support or oppose	really should have been designed better in the first place! More protection needed here - such as a curb between cycle lane and road.	Support Neither support or oppose
142	2 Oppose 3 Strongly support	Potentially dangerous for pedestrians crossing Princess Street when not using a designated crossing. Cyclists may be cycling quite fast	Oppose Strongly support	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 Oppose
144	1 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. 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	Support	Enforcement required to make this work, cameras at the junction and automatic fines for breaches please. It is slightly unclear as to whether a cyclist can contine along Princes street from the box, since the cycle box extends from a	Strongly support Support	Any improvement welcome, important to properly segregate traffic here. Cycle lanes for crossing tram lines are great, however tram approaches from the cyclist's blind spot. May need additional	Neither support or oppose
	5 Oppose 5 Strongly oppose	As a cystist, I would be in the right hand lane here since buses stop along the length of princes street. The princh point after the junction may be a little dawnting. Common sense should quide cyclists instead of the council having to spend money because cyclists won't take a safer route.	Oppose Strongly oppose	It is slightly unclear as to whether a cyclist can contine along Princes street from the box, since the cycle box extends from a left turn lane. Maybe extend cycle box into outer lanne of princes street? As for previous question	Neither support or oppose Strongly oppose	Cycle lanes for crossing train lines are great, however train approaches from the cyclist's blind spot. May need additional warnings to cyclist before crossing tracks. Why is everything suddenly all about the cyclists. They know where the train lines its up to them to keep themselves safe the same as pedestrains have to do.	Support Strongly Oppose
		Common sense should guide cyclists instead of the council having to spend money because cyclists won't take a safer route. not required	Strongly oppose Oppose	As for previous question not safe for cyclists	Strongly oppose Oppose	same as pedestrians have to do. not required	Strongly Oppose Strongly Oppose
	3 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 tirkering 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 oppose Strongly support Strongly support	The traffix in the city centre needs a complete refinink. I inkering with airangements for cyclists is but the answer The proposals look like they will make avaligating 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	Council needs to think beyond tirecering with traffic issues. A compete overhaul is needed. Similar to Q1b, this junction can be quite intimidating so having a bit more space will be of great benefit.	Strongly oppose Strongly support Strongly support	Council needs to think beyond tinkering with traffic issues. A complete overhaul is needed. I don'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 Strongly support
	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. Any improvement is welcome. I object to mandatory cycle lanes. It is too little, when what is needed is a protected cycle lane.	Strongly support Support	L-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.	Strongly support 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 Support
152 153	Neither support or oppose Support	Any improvement is weicome. Logicit to mandatory cycle lanks. It is too little, when what is needed is a protected cycle lane furning the length of Princes St.	Support Support	another small improvement, but again, not enough. Keeps cyclists clear of tramlines. Have used these lanes frequently and usually used the middle lane, finally moving over to the	Oppose Support	The angle of crossing is more acute than the Council's recommendations for safety.	Oppose Support
154	1 Support	Keeps cyclists clear of tramlines.	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 safe to continue down Princes Street.	Support	More direct cycling route.	Support
		THE IS AN IMPONEMENT. THE		THIS IS AN IMPROVEMENT: This of one of several locations around the tram line where the orininal design is extremely		THIS IS AN IMPROVEMENT: This is one of voveral location around the tram line where the original design is extremely	
155	5 Strongly support	THIS S AN IMPROVEMENT: This of one of several locations around the tram line where the original design is extremely dangerous. The proposed design is not perfect, but is a "very" significant improvement. Almost any improvement is worth flighting for. I personally know of some	Strongly support	THIS IS AN IMPROVEMENT: This of one of several locations around the tram line where the original design is extremely danaperous. 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 oth	Support	THIS IS AN IMPROVEMENT: This is one of several location around the tram line where the original design is extremely dangerous - even with the minor (paint) amendments since added. I wrote to both the police and to Edinburgh Council before the road opened here, predicting inju	Strongly support
		This does not address all movements across the tram track - such as a right turn from Waverley Briddge to Princes Street or left					
156	5 Oppose	turn with intention to then turn right to South St David Street	Oppose	There are no 'lane markings' to help traffic maintan 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
		That section of road is very narrow for both cars, buses and cycles so taking a little of the pavement should improve this for		This would be an improvement as currently this junction is very narrow for cyclists. However, other vehicles are likely to also		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	
157	7 Strongly support	cyclists. South 5th Andrews Street is very wide and you feel very exposed as a cyclist on it currently so having a specific route for cyclists would be.	Support	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	with people going in and out of. Just a pily there isn't a cut through for cyclists to turn left from Dairy Road onto Haymarket Terrace as curren	Support
158	3 Strongly support	t 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 Again, this is an improvement over the existing design. However the design still requires bikes to merge with traffic and move	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
	9 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 rejoin traffic after the junction which may cause accidents. The proposed cycle orute across the tram tracks looks to be at a safer angle (slightly) compared to the current "straight on"	Support	across lanes on the junction approach. Previous accidents are thought to be caused by vehicles and bikes being on the same carrigeway, which 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. This is SUCH a diagnorous junction on a bike, anything which facilitates crossing the tram tracks can only help. Only seasoned,	Support
160	O Strongly support	Interproposed cycle route across the train tracus looks to be at a safer angle (signity) compared to the current straight on option for travelling by blike East along Princes St	Strongly support	Improved ASLgood	Strongly support	This is Journal cangerous junction on a lake, anything which racilitates crossing the train tracks can only neep. Unly seasones, fit and wary riders should tackle this junction at present.	Neither support or oppose
161	1 Strongly appose 2 Strongly support	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 cyclist on footpaths and cyclists Ignoring signals at junctions and crossings. Generally support any measures to increase cycling indifinitum/or specially safety.	Strongly oppose Strongly support	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. See previous answer.	Strongly oppose Strongly support	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. See previous answer.	Strongly Oppose Strongly support
	2 Strongly support 3 Neither support or oppose	Generally support any measures to increase cycling inEdinburgh, especially safety.	Strongly support Neither support or oppose	place pre-critical 30 (3019) .	Strongly support Neither support or oppose	pro- AAS 013975 -	Strongly support Neither support or 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			
	1 Support	Seems to make sense - gives a better angle for crossing the tram lines. Don't understand why the red surface changes to gray over the actual rails, though, as that's the most important part of the route for cyclists to follow. I support Spokes' view that this will improve cycle access along Princes Street and from Princes Street into Waverley Bridge,	Oppose	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 then "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
	Strongly support	both of which I regularly use. The existing provisor is poor and needs improvement. This is a start, although complete segegration from motorised traffic would be preferable. I am concerned too about the right hand turn from Waverley Bridge into Princes Street. This does not	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
	Strongly support Support	seem to have been considered in It's an improvement	Strongly support Support	more room for cycles	Strongly support Neither support or oppose	It is an improvement on existing provision. But it remains a dangerous compromise. ursure if this is any better	Strongly Oppose Neither support or oppose
		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 starts out of nowhere, appears to be about 5 metres long and ends nowhere (well, in the middle of the road), the				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 cyclepath. It won't suddenly make me cycle the route. I'd rather be in a metallic box and accidentally hit	
169	3 Support 9 Strongly support	difficulty to navi It is safer for cyclists yet there is still plenty of space for pedestrians.	Support Strongly support	again, this is an okay start but doesn't go far enough at all. It seems to be some tinkering around the edges. Safer and more space for cyclists.	Support Strongly support	someone than being accide Safe route for cyclists to cross tram tracks is more noticeable.	Neither support or oppose Support
170	Strongly support	The particular junction narrows massively to go further down the street, and any extra space will make cycling safer	Strongly support	Again, wehicles tend to encroach into any area, so making extra space makes cycling safer.	Support	Iterative improvement of existing design.	Support
	1 Oppose	Looks very confusing for both cyclists and drivers. Could lead to accidents. I have always approached this point with trepidation: this looks a lot safer angle to cross the tracks, and the improved surface	Support	Looks ak	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	2 Strongly support	There arrays approached this point with neptoation; this books a bit saler angle to closs the tracks, and the improved surface will be better yes	Strongly support Support	This is a hectic junction and the advanced stop is a great idea. Also the advance green light is good! x.	Strongly support Support	i couldn't believe that the original layout was ever considered!	Support Oppose

kesponse Number	Q1a	О1ь	O2a	Q2b	Q3a	Q3b	Q4a
	To what extent do you		To what extent do you				To what extent do you
	support the proposals for the Princes Street junction with		support the proposals for the Princes Street junction with		To what extent do you support the proposals for		support the proposals for Haymarket Junction with
	South St Andrew Street, travelling eastbound?	You said that you {O1a} the proposals for this junction - could you briefly explain your view?	South Charlotte Street, travelling eastbound?	You said that you (Q2a) the proposals for this junction - could you briefly explain your view?	travelling westbound at Haymarket Station?	You said that you (Q3a) the proposals for Haymarket Station - could you briefly explain your view?	Dalry Road and Grosvenor Street Option 1?
174	4 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	'5 Strongly appose	stop wasting money on the tiny percentage of people who a)cycle and b) use these routes. You've closed George street to mak 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
	'6 Support	Greater safety for crossing the tracks	Support	Seems t make sense, although I am not sure there is enough space for both buses and bilkes	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	7 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 couldnt fit in with buses and cars behind me get impatient.	Strongly support	This makes sense as current delineation can be confusing.	Support
				No safety value, and in fact undermines cyclist safety No feeder cycle lane to the ASL. So it relies on cyclists to weave			
	8 Strongly support	Separate cycle lane, clear anti-skid markings and low-level cycle lights are genuine safety features.	Strongly oppose	through other traffic in order to get to the front of the junction, especially by undertaking. This is both potentially dangerous and contrary to Rul	Strongly support	Clearly marked line. Removes unnecessary ASL.	Strongly support
17	9 Strongly appose	The cycle lane is squished 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
400		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		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		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	
	10 Support 11 Strongly oppose	still only 45 degrees. No road space to create this and cyclists should exercise common sense and watch out for dangers like other road users.	Strongly oppose	prior to the merge No road space to create this and cyclists should exercise common sense and watch out for dangers like other road users.	Strongly oppose	being closer than the ot No road space to create this and cyclists should exercise common sense and watch out for dangers like other road users.	Strongly Oppose
	3,11				3,7,11		
400		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		It is an improvement from what is currently in place but there is no marked cycle lane before or after the ASZ. 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		This 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	
18.	2 Support	lane also appears from nowhere	Support	vehicles at this jun	Oppose	soon as the tram tracks are	Neither support or oppose
		The cycle lane crossing of the tracks appears to be designed around a 45 degree crossing angle, yet studies from around the				The track crossing angle is below 30 degrees. This is very unsafe. Studies from around the world have shown that 60 degrees is	5
18:	3 Strongly support	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-d	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 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
10	4 5	No constant and the form was while received the form the	S	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 or the red markings will result in conflict with motorised traffic - a fully segregated solution should be sought.	4 Stt- O
	14 Support 15 Support	It separates cyclists from cars while crossing the tram line	Support	It provides a sare area to wait for east going cyclists, nowever, they may be nit by cars turning left	Support	stopped, the end or the red markings will result in conflict with motorised traffic - a fully segregated solution should be sought.	Strongly Oppose
	6 Strongly appose	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
18	77 Strongly oppose		Strongly oppose		Strongly oppose	I do support making changes in this area, however the proposal does not address what from observation I believe to be the	Strongly Oppose
18	8 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	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
	9 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	
18	- Josephort F		Strongly support		gry spipuse	and the road at this point	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				There is a need for change at this location. At present, cyclists are funnelled into a very narrow space between tram tracks and	1
191	0 Strongly oppose	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	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
10		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 for the problematic and the problematic standard or section of the problematic standard or section.	Standard Total	This is a minimal response to the problems at this junction, but the increase in space should allow greater separation from the	Ctt	This does seem to smoothe 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	0
19	1 Strongly support	from cutting into cycli	Strongly support	tramilines. It still needs greater protection for cyclists on the east side of the junction, to prevent buses cutting in early	Strongly support	to limit their line th I cycle through here regularly and it's dangerous. The existing provisions for cyclists are so rubbish and such an afterthought	Oppose
193	2 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	It shall be regularly all or suggested and some description of the suggested and south an arter mought that they're hard to use. This is a definite improvement but again it could be so much better. only concern is the narrowing of the road's entrance from Haymarket Terrace's impact on flow speed and would prefer not to	Support
193		Does not affect our business either way I support it provided that: (a) Cyclists are properly segregated from pedestrians. For the safety of blind pedestrians, this	Neither support or oppose	does not effect our business directly	Oppose	narrow as this may impact our business on grosvenor Street	Strongly Oppose
194	4 Support	segregation must involve a level-change - typically a kerb - which can be perceived and followed by a guide dog. (b) Any implementation of early releas	Support	See Q1b	Support	See Q1b	Neither support or oppose
400		I fully agree with more space for cyclists and applaud the dedicated lane (at the expense of pedestrian areas, but would contes 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					
199	5 Strongly oppose	foot / remount sys 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	Strongly support	Totally sensible Now see the problem with Advance stop lines is that they simply don't work. I've seen all types of vehicles obstructing them see policy which and when they wan people support to which the law of the land beast them, who will appear of se	Strongly oppose	would propose a dismount / cross on foot / remount process would be safer	Support
196	6 Strongly oppose	unpredictable and publing likes and teams to one central point seems a terrible idea. Keep cyclists to the middle or the road away from the chance	Strongly oppose	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
19	7 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	l 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	8 Support		Strongly support		Support		Neither support or oppose
		l actively avoid this junction while cycling because of the risk faced when crossing the tram tracks - a clearly delineated bike					
19	9 Support	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
		This junction dangerously narrows forcing cyclists in front of other traffic or more often than not traffic (usually taxis in my		The lack of straight ahead cycle route here is very dangerous. Seen some dangerous behaviour here from general traffic but		The light signals here are awful, you currently have to wait an age. However I am not sure about how much general traffic will	
	0 Strongly support	experience) feels the need to squeeze past cyclists trying to navigate the tracks.	Strongly support	also cyclists nipping thought.	Support	respect the cycle lane. Enforcement needed but perhaps a raise section between cycle lane and road to "remind drivers". There should be a segregated cycle lane along the entire length of Princess Street and continuing through Haymarket. The	Support
20	11 Strongly oppose	Princess 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 Princess Street. Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at	Strongly oppose	angle of crossing the tram lines is very dangerous.	Strongly Oppose
20:	12 Strongly appose	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic al traffic lights so drivers can see you and are aware of your presence	Oppose	Advance stopping puts cyclists in more danger from traffic benind as they will dowloosly move quicker, better being in traffic lights so drivers can see you and are aware of your presence. This will also entail traffic lights being altered otherwise traffic will be			Support
		100000000000000000000000000000000000000					
203	3 Oppose	Loss of pedestrian space and widening the junction for pedestrians crossing.	Neither support or oppose	Don:t see any change apart from paint This is a big improvement on the current layout for cyclists who want to continue onto princes street. Currently there is no	Neither support or oppose	No improvements for pedestrians	Strongly support
20	4 Support	It's an improvement on the current arrangement which is difficult to negotiate	Strongly support	has a big improvement of the current agost for cyclists with own to continue on the interest site. Currently inseres to be space for cyclists who get trapped between cars turning into charlotte sq and buses heading to princes street. I'm in support only the sense that something is better than nothing but ASLs in my experience are useless without connection.	Support	The proposal provides more space for cyclists between the taxi rank and the tram line.	Neither support or oppose
209	5 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	to a segregated lane. Unless previous lights approaching from Shandwick PI are releasing cyclists early how will we get the ASL 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
20	6 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.	n Strongly Oppose
	7 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
	8 Support	It moves cyclists away from the traffic and hopefully keeps them off the pavements along Princes Street	Strongly support	I 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
	9 Support	Its a marked improvement, but i feel having rubber strips along this section of the tramlines would be easier. Furthermore, I		Widen 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	Strongly	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 pleasant. Plus the bigger issue with provided the land of the plant is t	Support
	9 Support 0 Strongly support	feel that this route could be straighter. This trend towards bendy cycle lanes is odd to me I support increased cycle use and public transport in city centre with a view to keeping cars out of city centre	Neither support or oppose Strongly support	feels like it may misle Again anything that encourages cyclists and reduces cars in city centre has to be an improvement	Strongly oppose Strongly support	crossing tracks, in Same reasons as previously stated	Neither support or oppose
	1 Support	The proposed change will help cycling through that part of Princes Street. Currently I find it challenging.	Support Support	regiant anything und encouragies years and reduces care in anything that is to be an improvement. This is 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	same reasons as previously stated. 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 of oppose
	2 Support	Much improved safety.	Support	Box junctions will need to be strictly enforced.	Support		Support
21:	3 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
21.	4 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.	y 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				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 trhe capacity to come at the cyclist from all angles and as such I think a	1
21!	5 Strongly support	cycle next to tram tracks.	Support	I feel it is important to utilise early release lights for cyclists in this location.	Support	segregated cycle	Support
		It gives more separation from motor vehicles and the angle for crossing the tram tracks is slightly increased. I especially like th					
	6 Strongly support	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
21	7 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
		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		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 left turn and instant death. On this bit of Princes Street it is so busy with buses that		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	
211	8 Oppose	and leads to many	Oppose	filtering i	Oppose	also just made it hard	Neither support or oppose
219	9 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	0 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. Any improvement here is welcome. I am still concerned that there is not enough space for cycles turning right from Lothian Rd.	Neither support or oppose	You're just repainting the existing jug handle? This junction definitely needs improvement I don't see how bicycles are protected when they swing left only to come back into	Oppose
22	1 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 nere is welcome. I am suit concerned that there is not enough space for cycles turning right from Lothian kd 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	Inis junction derinitely needs improvement I don't see now dicycles 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 don't change lanes and ignore cyclists? During the current	Support
				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 regular to conflict with drivers bending left and bures (I take bending traight on A better regulation would have been to		The proposed decim still does not resolve the smallest behavior	
223	2 Support	This is the line that I would take across the tracks here anyway.	Oppose	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
1	3 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
201	энерог сог оррозе		-pp/				grj oppuse
223		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		Currently there is hardly any space at all for cyclists coming from the West to continue along Princes Street - this should			
		coming from west	Strongly support	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 CCWEL route plan.	Support
	4 Strongly support	conning from west	i contract of the contract of	İ			
		Soliting (Hotel Wests					
		Coloning (color week)					
		Soliting (vote week					
	4 Strongly support	This arrangements formalises what many cyclists have been doing already and gives space to cycle in what at what, due to the		Expanding the ASI, here is very welcome as this is a particularly unpleasant section of road to negotiate, especially at busy		It is unfortunate that such an odd, unintuitive route is necessary to route cyclists across this junction, however this seems to be	1
22:	4 Strongly support		Strongly support	times. However, the changes here do not go far enough. I am disappointed to see that no changes appear to have been made to the westbound carriageway	Support	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
22-	4 Strongly support	This arrangements formalises what many cyclists have been doing already and gives space to cycle in what at what, due to the single-lane nature of the road in question, is a particularly streasful track crossing. When I am cycling, I avoid this road where	Strongly support Support	limes. However, the changes here do not go far enough, I am disappointed to see that no changes appear to have been made to the westbound carriageway again, this is marginal improvement, reflecting what I do already when travelling through here. Earlier this year! I took this route with my diaughter, she is confident on her bike, and the proposed paint might have re-assured her that what we were	Support Support	the only safe way given the track locations. It is positive that only one general traffic lane is provided through this section to	Support
22:	d Strongly support 5 Strongly support 6 Support	This arrangements formalises what many cyclists have been doing already and gives space to cycle in what at 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. 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.		times. However, the changes here do not go far enough. I am disappointed to see that no changes appear to have been made to the westbound carriageway Jagain, this is marginal improvement, reflecting what I do already when travelling through here. Earlier this year I took this	Support Support Oppose	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. This is such a mess. It should never have been built like this. I realily 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	e Support Neither support or oppose
22:	d Strongly support 5 Strongly support 6 Support 7 Neither support or oppose	This arrangements formalises what many cyclists have been doing already and gives space to cycle in what at what, due to the single-time nature of the road in question, is a particularly streasful track crossing. When I am cycling, I avoid this road where conclide as a real. 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 better access for bikes. But not taking space from podestrians. Must take space from motor wehicles instead it cycled this way for several years before I moved house, and this area always felt risky so the improvement here is extremely	Support	times. However, the changes here do not go far enough. I am disappointed to see that no changes appear to have been made to the westbound carriageway japain, this is marginal improvement, reflecting what I do already when traveiling through here. Earlier this year I took this route with my diagnifer, shis is confident on her bille, and the proposed paint might have re-assured her that what we were doing was oblay. But it woul. No comments Again, this is a small but very welcome improvement as cyclists offen undertake traffic queued in the rightmost lane (waiting	Support Support Oppose	the only safe way given the track locations. It is positive that only one general traffic lane is provided through this section to allow cyclest. 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 ging this way, especially if I am cycling within yelds. We get off and walk. making To contrived. Bike lanes need to be segregated and suitable for adult's & kids. Otherwise no point in making them 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	Support
22: 22: 22: 22:	d Strongly support 5 Strongly support 6 Support 7 Neither support or oppose	This arrangements formalises what many cyclists have been doing already and gives space to cycle in what at what, due to the single-lane nature of the road in question, is a particularly streasful track crossing. When I am cycling, I avoid this road where possible as a result. 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 better access for bixes. But not taking space from pedestrians. Must take space from motor vehicles instead	Support	times. However, the changes here do not go far enough, I am disappointed to see that no changes appear to have been made to the westbound carriagnessy again, this is marginal improvement, reflecting what I do already when travelling through here. Earlier this year I took this route with my daughers, 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 Support Oppose Support	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. This is such a mess. It should never have been built like this. I realily 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 Too contrived. Bike lanes need to be segregated and suitable for adults & kids. Otherwise no point in making them	Support

Response Number	Томь	05a	05b	06a	Q6a other	losh	O7a
Nesponse Number		454		On balance of the		SOU	
				proposals and timescales and			
		To what extent do you support the proposals for		risk associated with delivery, which option			To what extent do you support the proposals for Haymarket Yards on approach
1	You said that you (Q4a) the proposals for Haymarket Junction - could you briefly explain your view? Seems much safer in general.	Haymarket Junction Option 2 Strongly support	You said that you (05a) the proposals for Haymarket Junction-could you briefly explain your view? Much less likely to get sideswiped by car, though it's likely many will ignore the signage.	would you favou Option 2	ur? Please specify other	Space for comments Safer is better. Cycling on roads in Edinburgh is terrifying.	to Haymarket? Support
2	2 wont work just leave as it is	Strongly Oppose	bikes and cars wont take the any notice of this you have buses having to avoid cars pulling in front of them bikes crossing in front trams its just a cock up from the start	Other	leave it be	and a second of puring and another the second puring	Strongly oppose
			This would prevent left hooks whichwould greatly improve cycle safety compared to it's current form A manouvre cyclists are particularly at risk of around the tracks due to the swerving so often required to safety manouvre around them. The traffic	е			
3	Option one is an obvious safety improvement to cycling. (However, not as good as option 2). It also improves the pedestrian 3 realm by narrowing the crossing	Strongly support	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	4 Westbound Morrison street markings are incorrect Conflict with traffic turning in to Grosvenor street (peds and cyclists)	Support	Conflict with traffic turning in to Grosvenor street (peds and cyclists)	Option 2			Support
5	5 Anything that bans or limits the use of motorised vehicles in the City Centre works,	Support				Just get it done immediately	Oppose
6	6 lit'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 flows etc.	Option 1			Support
7	Sit a school y a modern on protection of content arounted.	Neither support or oppose		Option 1			Strongly support
8	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	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
					Ban cyclists from publi roads and create more		
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 0 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 service a few cyclists is the last thing we need.	Other	off-road cycle routes for purproses of exercise.	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	option 1 to start then		Support
12	2 implement option 1 then move onto option 2 later	Strongly support	se previous answer do both!	Other	implement option 2 later		Strongly support
13	3	Strongly support		Option 2			Strongly support
14	4	Strongly support		Option 2			Support
15	5 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	6	Strongly support	I 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.				Strongly support
17	7	Strongly support	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	8 If have the described problem every day, and have learned to ride extremely defensively here. Option 1 appears to be a good						
10	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			0.11.4			
19	9 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
	It will make it easier to cross the tram tracks, but I do not believe it will significantly affect the danger of traffic entering		Whilst there is still danger from people stopping at the bus stop further up, I believe this addresses most of the issues				
21	t grosvenor st. This entire area needs to be rethought. There is no dedicated space for cycling meaning this will not be used by anyone but the	Strongly support	associated with the junction itself.	Option 2	Might as well leave it		Neither support or oppose
22	This entire area needs to be retrivulgit. There is no deducted space for cycling meaning this will not be used by anyone but the 2 hardlest and bravest Le no one represented on your logo above and to the right of this box	Oppose	As previous	Other	as it is. Total garbage.		Oppose
			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		Option 2, but clearer signs and lane markings on Grosvenor		
23	3 More visible cycle lane is improvement. Better crossing angle on fram tracks. Again, the scheme desends on vellow boxes and advisory lanes. Both are routinely language. Vehicle-proof segregation is the	Support	for motor traffic.	Other	Street side.	Option 2 better in principle, but need signage and lane markings clarifying. Full secrecation following the Dutch cycle design manual is needed, or, falling that, taking out all the 'cycle' infrastructure and	Strongly support
24	Again, the scheme depends on yellow boxes and advisory lanes. Both are routinely ignored. Vehicle-proof segregation is the 4 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 locks in conflict to our streets.	Oppose
25	5 It is an improvement in safety	Strongly support	It is a better improvement in safety	Option 2			Strongly support
26	6	Support	Microl cake problem	Option 2			Neither support or oppose
	7 Too complex 8 There is NO segregated cycle lane here. This is just as dangerous as before.	Strongly Oppose Strongly Oppose	Won't solve problen 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 centimentre of segregation	Strongly oppose Support
	o mere is not segregation cycle union nere. This is just as dangerous as before. 9 Improvement on current situation	Strongly Oppose Support	This design is extremely dangerous because you are mixing cyclists with trams. Even better for cyclists This option is preferable due to it enabling a safe turn into the left side street. I further believe that banning cars from entering	Option 2		and the second s	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 0 proposal.	Strongly support	This opinion is preferable due to it enabling a safe turn into the set successes, it ruther believe that bathring cars from entening 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	1	Oppose		Other	No change.		Strongly support
33	3	Strongly support	This, to me, will have the greater effect upon reducing traffic in the city in general. If, however, the traffic counts & modelling result in this not being true, then atleast option 1 will still be implemented.	Option 2		Reasons given in comments on option 2	Support
34	Angle of crossing tram track to shallow, and why the need for extended pavements, this only encourages pedestrians to	Oppose	Tram angle to shallow, will also encourage more traffic into cycle lane for trying to get into correct lane for Palmerston Place	Option 2			Oppose
35	5 gamble while crossing road	Oppose	and then Grosvenor Street	Option 1 Option 2		Angle of crossing tram tracks needs changed	Neither support or oppose
36	6 (It appears ok	Strongly support	Better support for cyclists 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	Option 2			Strongly support
37	7 Only support this to ensure option 2 does not happen, better of 2 evils	Strongly Oppose	area.	Option 1		Would rather neither option was carried out	Strongly oppose
38 39	8 If the road marking are strong and maintained I don't see a need to ban motor cars from turning. 9 safer for cyclists	Neither support or oppose Strongly support	See my answer to option1	Option 1 Option 2			Strongly support Strongly support
40	0 Better support for cyclists is a bonus	Strongly support	Much better to given the restriction on cars	Option 2			Support
41	1	Neither support or oppose		Option 1			Support
	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 falling 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 incursing into the cycle lane through misjudging the bend, as freuqently happens where		The country of the late of the country of the count				
	Hannover Street/The Mound crosses Princes Street. It would be difficult to militate this risk by providing physical separation through kerps or armadilio humps due to the need to allow road users to travel from Haymarket Terrace to Grovenor Street. Finally, the other particularly critical point is when the cycle lane suddenly stops after Grosvenor Street. The cycle lane should		This proposal mitigates the risk of a road user turning left into Crosvenor 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 sudder end of the cycle lane and the risk of incursions into the cycle lane due to misjudgement of its curve. Letieve it would be safer	n			
42	be extended at least until West Maitland Street widens, and this extension should be made mandatory and enforced with 2 kerbs or armadillo humps. 3 Option 1 seams reasonable.	Neither support or oppose Neither support or oppose	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. The implementation will be expensive	Option 2 Option 1			Support Strongly support
	o option 1 source (coordinates)	return support or oppose	The importantiation with the supersource	opnor :	something to further		anongry support
44	4 seems to reduce danger to cyclists - not sure its sufficient though	Oppose	not sure that the additional work will justify the sbenefits over option 1	Other	seperate cyclists and motorists is needed		Support
	A cute lane on read greeins troffic lane may eave confusion for read user. Cute laner should show to an left of troffic				Why can it not be left as is, and ensure		
45	A cycle lane on road crossing traffic lanes may cause confusion for road users. Cycle lanes should always be on left of traffic sane.	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. Time taken to implement these changes will cause major congestion at a very busy junction. Add in substantial expenditure	Other	cyclists have to sit a cycling proficiency test	No change here is better. All road users need to be considered.	Support
46		Oppose	and I fall to see how a business case could be made for this proposal. By banning cars turning into Grosvener 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 potholos?	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 proposal improve things for all users of pavements and roads?	Noither support or oppose
47	7 Same as previously	Strongly Oppose	As before	Other	Neither	Coasts). Now will you measure now mood, it ally, these proposal improve triangs of an users or pavements and roads?	Neither support or oppose Strongly oppose
48	8	Support	Reducing the entry and exit points to this busy and complicated junction would surely help safety as road user have less to lool out for.	k Option 2			Neither support or oppose
40	9 The new road markings would help vehicles as well as cyclists	Neither support or oppose		Option 1			Neither support or oppose
		теплет заружет от оружие		Орион 1			Nettre support of oppose
50	0. 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 1 disappears seems a bit pointless.	Oppose	I think closing Grovesnor 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 2 poportunity 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 driver meaning more pollution in the city				Support
	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed	Strongly Opens	This is not how you solve the problem with cyclist and their risk of being injured. Cyclist need to be properly trained, licensed	Other	None of the	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 histories need to be regularly serviced and suitable for use on the road.	
53 54	3 and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road. 4 Safer but not too difficult in terms of legalities therefore quicker to implement.	Strongly Oppose Neither support or oppose	and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road. Slower to implement than option 1	Other Option 1	None of the above	and insured like any other road user. Their bicycles need to be regularly serviced and suitable for use on the road.	Strongly oppose Strongly support
	Until the majority of cyclists obey the rules of the road, obey traffic lights, do not ride on pavements and cycle with				Cyclists on the whole ignore cycle lanes and priority routes so why	Until the majority of cyclists obey the rules of the road, obey traffic lights, do not ride on pavements and cycle with	
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 and further public funds should be spent on schemes 5 that are unused.	Oppose	As previous comment	Other	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 and further public funds should be spent on schemes that are unused.	Oppose
					Sorry, I don't have a view on this, I do not		
56	6 I am not familiar with this junction	Neither support or oppose	Lam not familiar with this junction Lako strongly support this solution but that is with the caveat that I do not no what impact that would have on the rest of the	Other	use these junctions		Neither support or oppose
	I think the coloured cycle lanes make it clearer to the motorists that cyclists may be travelling straight. Also, the cyclist can		lalos strongly support this solution but that is with the cawait that I do not no what impact that would have on the rest of the varific flow throughout the area. I would also be eager for the solution to be implemented sooner rather than later. Is I possible to implement Option 1, then conduct the modelling and implement Option 2 if that makes sense? Overall, I feel			Prefer Option 2 but not if it takes 18 months with no other solution in between. Is it possible to implement Option 1 then	
57	7 choose to take primary position in the centre of the lane should they wish after the tram tracks. 8 Doesn't impact too much on other traffic an D should folllow the natural route that cyclists should take anyway	Strongly support Oppose	Option 1 will likely solve most incidents but Option 2 would guarantee this. Don't see the need for this one	Option 1 Option 1		Implement Option 2 later if it does not impact the other traffic flow to greatly at a later date?	Neither support or oppose Neither support or oppose
30	I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own		I object to more money being spent on cyclists. Their safety is paramount but they have to take responsibility for their own		More education of	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	
	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		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	у	cyclists and enforcement of the existing regulations	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	
59	9 measures, if implemented, will like other schemes, be ignored by cyclists. You still restrict the flow of traffic into Grovernor Square. Also, what has the speed of the vehicles got to do with this? You say the raised road will slow them down? In what way will that affect anything. The traffic is already going at 20. Plus you muddy.	Strongly Oppose	measures, if implemented, will like other schemes, be ignored by cyclists. How many people cycle into grovenor square? What routes from there can you use to cycle around the city? Are you taking	Other	already in place.	measures, if implemented, will like other schemes, be ignored by cyclists.	Strongly oppose
	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	Strengt C	cyclists away from princess street here and shuttling them along George or Queen street? No, you are focusing on just this one junciton with a head down approach. This is always the worst of the two as it will make everyting worse, take longer, cost	OV:	Chr	You need to rethink this whole area. A quick fix, perhaps parts of number 1. Otherwise neither is a good option, both are	Nether
60	I than it needs to be. See Q1 b. And you must ensure the cycle racks do not obstruct pedestrians on the footway. This might mean widening the flootway.	Strongly Oppose Support	more money and disrupt everyone in the process. Same as previous question.	Other Option 2	start again.	fundamentally flawed and you need to think again but take into account the wider area. Safer.	Neither support or oppose Support
62	2 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
	3 (OPtion 2 looks better I like the making of red cycle lanes across the junction because it reminds drivers that they should expect and respect cyclists. 4 Cycle lanes should be continuous across most junctions	Support Neither support or oppose	I'm in favour of closing entry to Grosvenor St by other traffic see response to Option 1	Option 2 Option 1		as comments for option 1	Support Support
10	This proposal allows for much better crossing points and while the traffic route of travel to Gov St. is still more direct the raises 5 lable should elicit more responsible driving behaviour. The preference for pedestrians crossing allows for more direct lines too.		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 next junction to turn left.	Option 1			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	Option 2			
66	6 Pretty paint will do nothing to stop drivers "left hooking" cydlists with out other reinforcement.	Support	same time as being aware of traffic accelerating past them from the lights.	Option 2	Cyclists should pay for these changes,or be		Neither support or oppose
67	77 As before	Strongly Oppose	Denying road traffic from Dairy Road the chance to turn up Grosvenor Street will increase congestion in West Maitland Street	Other	made to take a Highway Code test.		Strongly oppose
68	8 It improves safety without any significant damage to road or pedestrian traffic interests.	Strongly Oppose	Dernying road traffic from Dairy Road the chance to turn up Grosvenor Street will increase congestion in West Maltland Street where traffic an 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.	Option 1		Because it is the only one that makes sense.	Support
	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
69	and the state of t	Support		Option 2		I think option 2 would improve pedestrians experience at this junction as well as cyclists.	Neither support or oppose
70	U Company of the Comp		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
70	This seems perfectly reasonable, but does not solve the issue of drivers "left hooking" cyclists as they turn into Grosvenor 1 Street.	Strongly support				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	
70	1 Street.	Strongly support	Do it once and do it right. This online would significantly improve cycle safety in this year. A cycle have and described			lawarded. Option 2 would substantially improve cyclist and podestrian cateful in this area and should be a substantially improve cyclist and podestrian cateful in this area and should be a substantially improve cyclist and podestrian cateful in this area and should be a substantially improve cyclist and podestrian cateful in this area and should be a substantially improve cyclist and podestrian cateful in this area and should be a substantially improve cyclist and podestrian cateful in this area.	
70		Strongly support 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. This junction is already a nightmare to navigate and most often already congested. This will only compound the existing	Option 2		awarded. Option 2 would substantially improve cyclist and pedestrian safety in this area and should be fundamental to this current improvement programme.	Strongly support
70	Street. 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		extended up to the traffic light junction at Palmerston Place which would almost eliminate any issues in this area.	Option 2 Other	None.		Strongly support Strongly oppose
70 71 72 72 73	Is freet. Better than current layout but not the best option. Cars will still out off cyclists on left turn as they look to "beat" them to the abundance and after the lights. This junction is already a nightmare to navigate and most often already congested. This will only compound the existing 3 chambles that Edinburgh Council has made of the Haymarket junction and Haymarket area in general.	Strongly support Strongly Oppose	extended up to the traffic light junction at Palmerston Piace which would almost eliminate any issues in this area. This junction is already a nightmen to majest and most offer all-ready congested. This will only compound the existing shamiles that Edinburgh Council has made of the Highwarkel junction and Hymrarkel area in general. Also cyclists should be made to exercise due or an aid attention, not be pandered to by being provided dedicated lanes every time they have to Canagarously cross a from track.	Other	None.	current improvement programme. 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 favourte of the Council. 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	Strongly oppose
70 71 72 73 73 74	Is treet. 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 2 junction after the lights. This junction is already a nightmare to navigate and most offen already congested. This will only compound the existing 3 shambles that Edinburgh Council has made of the Haymarket junction and Haymarket area in general. It doesn't address any of the challenges at the junction other than how to cross the tram lines safety, yes, days is Edinburgh insisting that cyclists are the only people worthy of using the reads? 150 prings to get it of motor wholes to soo of the tail he outside the city need as car and ender once parking, alwhome effort to flowing the traffic that's	Strongly support	extended up to the traffic light function at Palmerston Place which would almost eliminate any issues in this area. This junction is already a nightmare to an unsignet and most often already congressed. This will only compound the existing shambles that Edinburgh Council has made of the Haymarket junction and Haymarket area in general. Also cylists should be made to exceive due care and attention, not be pandered to by being provided dedicated lanes every time they have be-	Option 2 Other Option 2	None.	current improvement programme. 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. 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.	
70	Is treet. 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 2 junction after the lights. This junction is already a nightmare to navigate and most often already congested. This will only compound the existing 3 shambles that Edinburgh Council has made of the Haymarket junction and Haymarket area in general. It doesn't address any of the challenges at the junction other than how to cross the tram lines safely, yes, why is Edinburgh thosting that Cyclists are the only people worthy of using the reads? stop trying to get ind of motor wholes, those or it was the law outside the city need a car and med more parking, give more effort to flowing the traffic that's here and get rid of cyclists allogether, the have cycle paths throughout the city, use them and also get wearing helmels made was along with Usificia and tickly Using.	Strongly support Strongly Oppose Support	extended up to the traffic light junction at Palmerston Piace which would almost eliminate any issues in this area. This junction is alwayd anythimate to inapple and most often already congested. This will only compound the existing shamiles that Edinburgh Council has made of the Haymarket junction and Haymarket area in general. Also cyclists should be made to excrete due are and attention, not be pandered to by being provided dedicated lanes every time they have to 'dangerously' cross a tram track. Safer option for cyclists compared to Option 1.	Other	None.	current improvement programme. 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. 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. stop wasteing my council tax money on a tirry minority of people not worthy of the effort. If they can't do the basis of having docent lights, a helment and high vic clothing they clearly shouldn't be riding a blice and should not be on the road also start	Strongly oppose Neither support or oppose
70	Is fored. 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 plant current layout but not the best option. Cars will still cut off cyclists on left turn as they look to "beat" them to the plant cut of the plant of the layout of the plant of the layout off cyclists on left turn as they look to "beat" them to the city and compared to the plant of the challenge and most officen already congested. This will only compound the existing 3 varieties that Edinburgh Council has made of the Represal, burdion and Heymanket area in querial. It doesn't address any of the challenges at the junction on the han how to cross the tram lines safely, yes, why is Edinburgh missing that cyclists are the only people worthy of using the roads? stop trying to get rid of motor vehicles, those 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 git at of cyclists allegather. It have cycle paths throughout the city, we then and allo get wearing hemisers made	Strongly support Strongly Oppose	extended up to the traffic light junction at Palmerston Piace which would almost eliminate any issues in this area. This junction is already a nightmen to majest and most offer all-ready congested. This will only compound the existing shamiles that Edinburgh Council has made of the Highwarkel junction and Hymrarkel area in general. Also cyclists should be made to exercise due or an aid attention, not be pandered to by being provided dedicated lanes every time they have to Canagarously cross a from track.	Other Option 2	None.	current improvement programme. 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 facourte of the Council. 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 propose on the design. stop wasteing my council tax money on a timy minority of people not worthy of the effort. If they cant do the basis of having	Strongly oppose
70	Is treet. 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 2 junction after the lights. This junction is already a nightmare to navigate and most often already congested. This will only compound the existing 3 shambles that Edinburgh Council has made of the Haymarket junction and Haymarket area in general. It doesn't address any of the challenges at the junction other than how to cross the tram lines safely, yes, why is Edinburgh thosting that Cyclists are the only people worthy of using the reads? stop trying to get ind of motor wholes, those or it was the law outside the city need a car and med more parking, give more effort to flowing the traffic that's here and get rid of cyclists allogether, the have cycle paths throughout the city, use them and also get wearing helmels made was along with Usificia and tickly Using.	Strongly support Strongly Oppose Support Strongly Oppose	extended up to the traffic light junction at Palmers for Piace which would almost eliminate any issues in this area. This junction is alwayds anythinate to navigate and most often already congested. This will only compound the existing shamiles that Edinburgh Council has made of the Highmarket junction and Highmarket area in general. Also cyclists should be made to excrete doce are and attention, not be pandered to by being provided dedicated lanes every time they have to dangerously cross a fram track. Safer option for cyclists compared to Option 1. same as fast coption 2 safer option.	Other Option 2 Other	None.	current improvement programme. 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. 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. stop wasteing my council tax money on a tirry minority of people not worthy of the effort. If they can't do the basis of having docent lights, a helment and high vic clothing they clearly shouldn't be riding a blice and should not be on the road also start	Strongly oppose Neither support or oppose Strongly oppose
72	Is freet. 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 planton after the lights. This junction is already a nightmare to rawigate and most often already congested. This will only compound the existing 3-hambles that Edinburgh Council has made of the Reynantet junction and Haymarket area in joint and 14 desert address any of the challenges at the junction other than how to cross the trans lines stafely. 4) it desert address any of the challenges at the junction other than how to cross the trans lines stafely, so, why is Edinburgh indicating that of the challenges at the junction other than how to pross the transit loss of the challenges at the junction of the transit of the principle planting the challenges are then proposed worthy of using planting to get find of motor varieties, those of us that like outside the city well of all representatives prefer to five in the first that is the control of the control of the principle planting that is the control of the contro	Strongly support Strongly Oppose Support Strongly Oppose Strongly Oppose	extended up to the traffic light junction at Palmerston Piace which would almost eliminate any issues in this area. This junction is already a nightmen to makejas and most offer an aiready conjected. This will only compound the existing shamities that Edinburgh Council has made of the Highmarkel junction and Hymmarkel area in general. Also cyclists should be made to exercise due or an air attention, not be pandered to by being provided dedicated lanes every time they have to changeroadly cross a train tradit. Safer option for cyclists compared to Option 1. same as last	Other Option 2 Other Other	None.	current improvement programme. 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. 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. stop wasteing my council tax money on a tirry minority of people not worthy of the effort. If they can't do the basis of having docent lights, a helment and high vic clothing they clearly shouldn't be riding a blice and should not be on the road also start	Strongly oppose Neither support or oppose Strongly oppose Neither support or oppose
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70 71 72 73 74 75 76 77 78	If street. Better than current layout but not the best option. Cars will still out off cyclists on left turn as they look to "beat" them to the Janction after the lights. This junction is already a nightmare to navigate and most often already congested. This will only compound the existing 3 hambles that Edinturally Council has made of the Haymarkel junction and Haymarket are in ginernal. If it doesn't address any of the challenges at the junction other than how to cross the tram lines safely, yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that the people worthy of using the roads? doe to get it'd motor when the road and the people of the people worth of the road users would be able to see the ignorant cyclists when the road of the people of the pe	Strongly support Strongly Oppose Support Strongly Oppose Strongly Oppose Strongly Oppose Strongly Support Oppose	extended up to the traffic light junction at Palmerston Pikes which would almost eliminate any issues in this area. This junction is alwayd anythinate to invalpte and most offers already congestor. 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 excrice due care and attention, not be pandered to by being provided dedicated lanes every time they have to stangerously cross a tram track. Safer option for cyclists compared to Option 1. same as last option 2 safer option Wehlicles access should be maintained.	Other Option 2 Other Other Option 2 Option 2 Option 1	none. build option 1, then consider upgrading to	current improvement programme. All proposals are a waste of public money, would lead to increased congestion and frustration and only provide to solve issues that don't solst, a particular facourtie of the Council. Is not safe as it is, 1 don't think that option 1 will make it much safer and while exploring how to implement it you may approve on the design. stop wasteing my council tax money on a timy minority of people not worthy of the effort. If they cant do the basics of having decent lights, a helmet and high vir 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. That junction is dangerous for cyclists to cross, and the sooner the better for the upgrades. However, I feel option 2 would be	Strongly oppose Neither support or oppose Strongly oppose Neither support or oppose Strongly support Strongly support
70 71 72 73 74 75 76 77 78	If street. Better than current layout but not the best option. Cars will still out off cyclists on left turn as they look to "beat" them to the Janction after the lights. This junction is already a nightmare to navigate and most often already congested. This will only compound the existing 3 hambles that Edinturally Council has made of the Haymarkel junction and Haymarket are in ginernal. If it doesn't address any of the challenges at the junction other than how to cross the tram lines safely, yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that cyclists are the only people worthy of using the roads? doe trying to get it'd motor yes, why is Edinburgh insating that the people worthy of using the roads? doe to get it'd motor when the road and the people of the people worth of the road users would be able to see the ignorant cyclists when the road of the people of the pe	Strongly Support Strongly Oppose Support Strongly Oppose Strongly Oppose Strongly Oppose Strongly Support Oppose Neither support or oppose	extended up to the traffic light junction at Palmerston Pikes which would almost eliminate any issues in this area. This junction is alwayd anythinate to invalpte and most offers already congestor. 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 excrice due care and attention, not be pandered to by being provided dedicated lanes every time they have to stangerously cross a tram track. Safer option for cyclists compared to Option 1. same as last option 2 safer option Wehlicles access should be maintained.	Other Option 2 Other Other Option 2 Option 2 Option 1		current improvement programme. All proposals are a waste of public money, would lead to increased congestion and frustration and only provide to solve issues that don't solst, a particular facourtie of the Council. Is not safe as it is, 1 don't think that option 1 will make it much safer and while exploring how to implement it you may approve on the design. stop wasteing my council tax money on a timy minority of people not worthy of the effort. If they cant do the basics of having decent lights, a helmet and high vir 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. That junction is dangerous for cyclists to cross, and the sooner the better for the upgrades. However, I feel option 2 would be	Strongly oppose Neither support or oppose Strongly oppose Neither support or oppose Strongly support Strongly support

	Q5a	Q5b	Q6a	Q6a_other	Q6b	Q7a
			On balance of the impact of the			
			proposals and timescales and risk associated			To what extent do you
You said that you (Ota) the proposals for Haymarket Junction - could you briefly explain your view?	To what extent do you support the proposals for Haymarket Junction Option 23	You said that you (Q5a) the proposals for Haymarket Junction- could you briefly explain your view?	with delivery, which option	Please specify other	Space for comments	support the proposals for Haymarket Yards on approach to Haymarket?
The current layout leaves too much ambiguity over right of way and intended exit from the junction. Marking the cycle lane 82 explicitly would reduce this.	Strongly support	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.	Option 2	ricase specify outer		Strongly support
83 alternative route for cyclists should be provided	Oppose	restricting motor vehicles will cause congestiion and increase pollution	Other	none	spend the money on improving the road surface	Oppose
84 As it stands regardless of the angle of the cycle lane, cars turning left in to Grovesnor Street will risk knocking cyclists who 85 continue to Atholl Place	Neither support or oppose Support	Makes it safer for cyclists to continue up Atholl Place without running the risk of vehicles turning in to Grosvenor Road.	Option 2 Option 2			Neither support or oppose 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	dedicated complete	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.	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. All these "improvements" will stand do foulter and confusion of road markings already associated with the tram system.	Other	cycle lane or shared tram bus cycle lane		Neither support or oppose
Then there is the cost many cyclists are students who will not contribute to the cost of these proposals, unlike the rest of 89 Edinburgh's hard pressed Council Tax payers.	Strongly Oppose	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 prefer option 2 but if it falls then option 1looks OK.	Strongly support	Separating cyclists and traffic at this messy junction seems certain to improve safety. More separation!	Option 2	Make it compulsory for		Neither support or oppose
				cyclists to sit a road awareness course for their own and		
92 It makes an already complicated junction even more difficult for pedestrians. 93 general traffic should have priority, cyclists routed via quieter streets,.	Strongly Oppose Strongly Oppose	It makes an already difficult junction more complex for pedestrians. not safe for cyclists (Cycling is a halfly option and we should be encouraging people to do it, rather than having people afraid to do it because of	Other Other	pedestrian safety a pursue alternatives.	money could be better spent on repairing potholes etc	Neither support or oppose Strongly oppose
94	Strongly support	Cycling is a meatiny option and we should be encouraging people to do it, rainer than naving people arriant to do it because or firsk to life. Although crossing of tram tracks at 45 degree angle is still dangerous, at least this option is better than option 1 at Grovesno	Option 2			Strongly support
95 Crossing tram tracks at 45 degree angle is extremely dangerous, particularly in wet weather. 96	Support Strongly support	Street Safer option for all road users.	Option 2 Option 2		The angle for crossing tram tracks must be reconsidered on safety grounds	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 le here anyway apart from local traffic.	t 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 vehicle 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. 101	Oppose Support	I feel this might make traffic worse in what is already a congested area.	Option 1 Option 1			Strongly support Support
102 Does improve cyclist safety, but without significant impact on car flow 103	Neither support or oppose Support		Option 1 Option 2			Support Support
104 The other one is better but I'd take any improvement	Strongly support	The better option.	Option 2			Strongly support
The provisions for cycles are good, but it makes for a much worse junction for traffic turning in to Grosvenor Street by				Like Option 1, but without reducing the width of the road at		
105 narrowing the road. That will cause traffic problems: no need to extend the pavement as shown. 106 It's not as effective as option 2, but I do not oppose option 1.	Strongly Oppose Strongly support	Traffic needs to be able to turn into Grosvenor Street. This will cause even worse traffic problems than Option 1. It's clearer for vehicles to see that there's no entry.	Other Option 2	the junction		Support Strongly support
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	Strongly Oppose	This solution is better as the closure of access to grosvener street removes the conflict with traffic crossing. I personally have	Option 1		As a cyclist I would also like to see an option to turn left from Dalry Road to access Haymarket Station and Haymarket Terrace. 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	Strongly support
108 either cyclists or motorists. 109 as before	Support Support	This solution is better as the closure or access to growers street removes the contact with failth closuring, i personally have had many issues at this junction. more difficult.	Option 2 Option 1		use this route a for and cut rein access is to sheak up the inside of dozes and their nave to jump onto the pavennent. As access to a station this is very poor. as before	Neither support or oppose Support
110	Strongly support	If eel 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
I provisionally support Option One, unless the planned traffic modelling clearly shows that with Option Two there would be no		My main city transport is a bicycle, therefore in theory I support limiting car options. But at Haymarket these could cause dela and congestion in an area where European legal levels of pollutants are already often broken. Traffic would also be funnelled	у			
111 additional congestion to expected levels of motor traffic at any part of Haymarket.	Neither support or oppose	and congestion in an area where European legal leves of poliutants are already orten proxim. Framic would also be tunnelled into an area that is to some extent residential.	Option 1		See earlier remarks.	Strongly support
Best option out of the 2 Looks like an appropriate cycle route and should be implemented asap. The delay and additional legal 112 and modelling out to implement Option 2 outwelghs the benefit. This junction is an absolute nightmare to cycle and has seen significant injuries and even a fatality. There needs to be a	Oppose	As per previous comment, feel Option 1 is preferred.	Option 1			Support
segregated cycle lane with fewer traffic lanes now. How many injuries does there have to be before segregation is 113 implemented and the universally accepted traffic hierarchy is accepted?	Strongly Oppose	See repty above.	Other	Segregated cycle way.	See response above.	Strongly oppose
Good solution to the current issue. However, proposed red lane should be extended as drivers are particularly keen to cut off 114 cyclists in that section.	Support	As for option 1, Lagree with the design, but do not see the necessity of disallowing the turns.	Option 1			Strongly support
115	Strongly support		Option 2	Option 1 without		Strongly support
116 I 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	narrowing Grosvenor street		Support
117	Strongly support	Overall safer	Option 2			Strongly support
118 119 Prefer optoin 2	Strongly support Strongly support	Prefer	Option 2 Option 2			Strongly support Strongly support
120 Looks dangerous, car bias 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	Strongly support	Removing cars removes danger	Option 2		This needs done properly, which takes time	Strongly support
121 path which I would support. Because cars cutting left is the main concern. Also angle of crossing is shown as 45 degrees which is below 60 degree safe	Strongly support	This again offers a good or improved section on a busy junction for cyclists	Option 1			Strongly support
122 minimum. 123	Support Strongly support	The one way changes I support. I don't support the 45 degree crossing angle as below 60 degree safe minimum. Traffic flow into Grosvenor St is dangerous to cyclists & pedestrians	Option 2 Option 2		Option 2 but with safer crossing angle at 60 degrees or more.	Strongly support 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 - it 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 pushin them away from the traffic, then introducing them at Grosvenor Street introduces another risk when truds and cars throw	Strongly support	preventing trucks and cars from turning left is an important safety measure. Once cyclists and vehicles are brought closer	Option 2			Strongly support
126 themselves left.	Strongly support	around Grosvenor Street I feel it's important to prevent left turning accidents. The lane markings are more relevant in this car	e Option 2	Leave it as is or slighty		Support
123 Carlo Walth, Idea of harmless while Whalesster alphaness of a leading Suther confederate wild be detected.	0		011	reconfigure the angles of bike lanes and tram tracks		Stt
127 Don't like the idea of banning vehicles - it's already a nightmare of a junction. Further confusion could lead to accidents 128	Oppose	Too confusing for motorists and pedestrians - could end up in collisions	Other	tracks		Strongly support Support
129 It's good but not the best option.	Support	Safer all round. 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	Option 2			Support
130 Slightly better than at present.	Oppose Neither support or oppose	insupportable.	Option 1 Option 1		Better than at present without causing problems in West Maitland Street.	Neither support or oppose Support
See prior comment. Provide for a cyclist only green light crossing to avoid potential conflict and dangers inherent with vehicles 133 and acute crossing of fram 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		Dedicated green light crossing time for cyclists		Strongly support
The cycle lane is an improvement - but the safety issues from cars turn left to Grosvenor Street remain and are very concerning		ISSUE FULL SUPPLY	Other	cyclists		зпонуу зиррог с
I'm not sure I can see how the proposed changes to the juction do much to mitigate this, seeing as it is like the result of cars thinking they have enough time/pace/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		This is a much safer option. Staggering that it would take so much extra time to implement. What wrong with just turning				
133 primary position in the middle of the left hand lane to discourage an traffic turning left to over take we on the junction. 134 Because I think option 2 would be better.		down Palmerston Place?	Option 2 Option 1			Neither support or oppose Support
	Strongly support Support	UWMT Patrica SULT Prace?			Trams have enough issue getting along Princess street in rush hour. Unlike cyclists, Trams don't have the option to weave in	
What is being planned to stop cyclists cutting across vehicles at the Grosvenor Street junction amongst others , Jumping off an 135 on pavements because they don't like colour of the lights?			Other	Look at the bigger picture of all traffic flow though Edinburgh	and out of traffic, ignore rules of the road and go on/off pavements when they want. Trams often stuck behind buses that are	Oppose
135 on pavements because they don't like colour of the lights? 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 liwill continue to dismount and walk the junction at busy times. I could also wish that the 20mph	Support 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.		picture of all traffic	and out of traffic, ignore rules of the road and go onloff 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
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130 on parements because they don't like colour of the light? Option 1 is an improvement on this sometime rightening interaction (for me as a 64 y.o. cyclist), bot as good as option 2.1 especit that with option 1 lawl continues to demonstrat and walk the junction at busy times. I could also wish that the 20mph 14 centrolisms were respected. 132 it's a bit better, but not as good as option 2. 138 This provides a clearly marked cycle lane, and a clearly marked lane for other vehicles. Solveing the traffic heading for Crowner will cause more conflict as traffic clears this area. Barning vehicles from Crowneror 13 vehicles are solved to the provide of the conflict as traffic clears this area. Barning vehicles from Crowneror 13 vehicles are solved to the conflict as traffic clears this area. Barning vehicles from Crowneror 13 vehicles are solved to the conflict as traffic clears this area. Barning vehicles from Crowneror 13 vehicles are solved to the conflict as traffic clears this area. Barning vehicles from Crowneror 13 vehicles are solved to the conflict as traffic clears this area. Barning vehicles from Crowneror 13 vehicles area. 140 beens fine. 141 been for the cycle lane is good. The ability to vilit be able to drive down Crowneror street is ideal, as it removes cars from 14 be addition of the cycle lane is good. The ability to vilit be able to drive down Crowneror street is ideal, as it removes cars from 14 between the street accident of road where as a cycle! I trend to change lane. 142 As for provious question 143 Cauncil needs to think beyond trinkering with traffic issues. A complete overhand is needed. 143 As for provious question 144 As for provious question with poor crowing angle and can be quite daunting. 155 Better than nothing and dosen't slop you from pursuing Option 2 as well. 156 I prefer option 2 157 Better wind question and the proposals should help. However, I think are and area will still go straight across or for people on foot. I would prefer to see people lanned from driving	Support Neither support or oppose Strongly support Serongly support Strongly Oppose Strongly Oppose Strongly Oppose Strongly Oppose Strongly Oppose Strongly Oppose Strongly Support Strongly Support	Wouldn't it be better to look at the junction as a whole. Not the easiest to one to get through. I would feel safer not to have to worry about conflicts with cars turning left into Grosvenor St. Only this option will reduce the risk of motorists hitting cyclists I are not convinced of the advantages of stapping motorised straffic turn right onto Grosvenor Street if the other changes are used to be seen to be advantage of stapping motorised straffic turn right onto Grosvenor Street if the other changes are used to be out to be seen	Option 2 Option 2 Option 2 Option 1 Other Option 1 Option 2	teave it alone and out of traffic, ignore rules of the froot and go on/off pavements when they want. 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	Response Number	04b	Q5a	Q5b	Q6a	Q6a_other	ОбЬ	Q7a
Section Process Proc								
Manual					proposals and timescales and			To what extent do you
		You said that you (Q4a) the proposals for Haymarket Junction - could you briefly explain your view?	support the proposals for	You said that you (OSa) the proposals for Haymarket Junction- could you briefly explain your view?	which option	Please specify other	Space for comments	Haymarket Yards on approa
March Marc	174				Other	No cyclists in tram		,
	175		Neither support or oppose		Other	doesnt matter which one	neither is a perfect solution	Support
				This would make this route much safer. Slowing down traffic benefits cyclists, pedestrians and local residents etc. Haymarket			It is a much better long term plan	
Part	.,,	и и и дооб рии.	and any support	Southle de de Trabel - Trabel de de la Cadali.	Ophoriz			Strongly support
Part								
Part				onto Palmerston Place. Traffic (especially buses) approaching from Dalry Rd is already subject to delays at Haymarket Junction,				
Part	178			traffic. Buses in particular attempting to cross the junction, serve the bus stop at West Maitland St and then proceed over the				
Part	179		Strongly support		Option 1			Support
Second contribution of the contribution of t		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		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 tramilines then leaves them well to the left				
Manual Continue of the Conti		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		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			Option 2 should be pursued, and that should not prevent the implementation of option 1 immediately. However with both	
The content of the			Support Strongly Oppose		Option 2 Other	None.		
Section Process Proc		It is a minor improvement from what is currently in place but still forces cyclists to cross tram tracks not even close to the						
		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		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		the junction or installation of a		
March Marc	182	able to cross tram tracks without undue pressure or to install continuous segregation.	Neither support or oppose	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	Other	segregated cycle path		Oppose
April Company Compan				by turning left at Palmerston PI, then left again. Traffic modelling is a flawed process and a case should be made that it is not required. Traffic modelling is flawed because it doesn't not model "people" movements i.e. pedestrians, cyclists and buses (i.e.				
Part	183		Strongly support	ditch outdated traffic modelling. There is so much yellow boxing over the junction, it is hard to see how drivers could possibly	Option 2			Strongly support
Second programment of the content		Motorised traffic will turn left into cyclists travelling from Dalry road east. The junction is complicated: cyclists must look out for tram lines, motorised traffic overtaking the added risk off motorised traffic turning left makes this an unacceptable		This solution removes the risk of motorised traffic legally turning left across the path of the cyclist. There will be a danger from	Option 2			
Part	185			у при намания до приме по курники изовия изори.	Other			
Part	186 187	West Maitland Street will be reduced, which will adversely affect walking.	Neither support or oppose Strongly Oppose	B does look like the design will make the function cafer while providing missional discounties for the control of the control	Other		Wayne of public money	
March Marc	188		Support	goes a long way to improving things and that given the additional resource and time for option 2, it may be sensible to	Option 1			Neither support or oppose
Part	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		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
Part		There is need for change at this location. You have explained that drivers turning into Grosvenor Street frequently cut off		There is need for change at this location. You have explained that drivers turning into Grosvenor Street frequently cut off			There is need for change at this location. You have explained that drivers turning into Grosvenor Street frequently cut off	
Part		cyclists continuing straight along West Mailland 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		spelists. Continuing straight along West Malitland 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			cyclists continuing straight along West Mailtand 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 the thus being in position to perform the 'left hook' into Grosvenor Street. However, as there are no explicit lane markings, the thing the position of the properties of the propert	
Part		presents 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 urnsafe for bikes with narrow tyres, and all bikes in wet weather or following wear of the tarmas surface and will lead to		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			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 ursafe for bikes with narrow tyres, and all bikes in wet weather or following wear of the tarmac surface and will lead to	,
Part		general traffic alongside the advisory cycle lane and thus cyclists who fall off are likely to fall into the line of moving traffic,		general traffic alongside the advisory cycle lane and thus cyclists who fall off are likely to fall into the line of moving traffic,			general traffic alongside the advisory cycle lane and thus cyclists who fall off are likely to fall into the line of moving traffic,	
Part		West Multiand Street. This is a busy city centre area for pedestrians, buses, taxis and sorvice 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 bollarisk from vehicles. It would be very simple to design this whilst maintaining vehicle access to Grosvenor Street.		West Mailtand Street. This is a busy city centre area for pedestrians, buses, tasks and service vehicles but I am confident that a single laine 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.			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.	
Part	190	The segregated lane could easily continue the full length of West Maitland Street, Shandwick Place and Princes Street, but the	Strongly Oppose	The segregated lane could easily continue the full length of West Maitland Street, Shandwick Place and Princes Street, but the	Other		The segregated lane could easily continue the full length of West Maitland Street, Shandwick Place and Princes Street, but the	Neither support or oppose
Company Comp		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 at Grosvenor Street, more effort is needed to prevent motor vehicles cutting across		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		segregation/Copenhag	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 Dalry Road - the raised table would slow them sufficiently to enable them to give way to	
	191		Oppose		Other	cyclists.		Neither support or oppose
Part		only concern is the narrowing of the road's entrance from Haymarket Terrace's impact on flow speed and would prefer not to		only concern is the narrowing of the road's entrance from Haymarket Terrace's impact on flow speed and would prefer not to				
Part	104	matter as this may impact the common on growing across		narrow as may majore our dearness on graverna arrece	Opnoriz		патом из тил тну търно объ болгозо от уголента от осе	
Service of the control of the contro	194				0-11 1			
	195							
The content of the				This is even better. Grosvenor Street must not be accessible for motor traffic from Dalry Road. Even better would be bollarding				
A STATE OF THE PASS OF THE P	197	Offsetting the junction would be a clear improvement, but would not solve the problem completely		the end of Grosvenor Street, so that drivers aren't even tempted to go that way.	Option 2 Option 2			
The company of the				This seems a marginally better option than option 1 because of the safety from turning vehicles. However, the delay in		then option 2 as a follow-up if the		
Market M	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	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 definite and following up with option 2 would work best?	Other			Strongly support
Part	200		Strongly support		Option 2			Strongly support
A Mark Middle in Linch Middle	201	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at	Support	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at	Option 2			Strongly oppose
Part	202		Strongly Oppose		Option 1			Neither support or oppose
Process		For nedestrians there is a very loop wait at the traffic lights. Narrowing this junction will make it much easier to cross and				exclusion) - produce		
Procession Pro	203	ignore the traffic lights.	Strongly support	method for entering the street.	Other	cyclists to enter street		Neither support or oppose
And the second s	204	proposed advisory cycle route.	Support		Option 2			Support
Part	205	follow	Strongly support	Lots of benefits in restricting vehicle traffic into Grosvenor. More thinking along these lines required	Option 2			Neither support or oppose
Advantage Appendix						from the junction at		
18 18 18 18 18 18 18 18	206	The junction has no segregated cycle path, and continues to be dominated by motor vehicles.	Strongly Oppose		Other	solution will be quick		Strongly oppose
Septiments of the control of the first face in product of the control of the cont				I don't like it as it means more signage and confusion. THis area can already be complex for unfamiliar motorists due to the				
1							The bigger issue is access to and from Atholi place for swelts: Ontion 2 spows more localized on hallows though	
Part Anther State				The more we keep cars out of city centre the better			типи розви одника орган в женти пъв и върски ОТ Биянси подуп	
A production from production with the figure of the first								
Project Proj		As a pedestrian I support increased footpath width at this junction. As a driver the mass of line markings makes this junction			Other	No preference.		1
Part	214		Strongly support	See my answer for he 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
and the fact of the Coloron of the C	215		Strongly support		Option 2			Support
And interest confirmed that has belief to extra confirmed updated and performance of the		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		Istill support this Online own though the first colon course better the authorized the second better the second between the second be				
set any part of methy to any class of the control processing processing to the part of the control processing of the part of the control processing processing to the part of	216	would depend on traffic counts if that is a feasible solution as in my experience that is a popular route.		traffic counts the changes are not coming anyway. If they do, however, I think the layout and flow suits cyclists very well.			as outlined in my comments for previous question	
performs the direct and control and pages. He drop gives the property page of the control of the page	217		гото заручні ur oppose		эдоля 1			unappped t
The special content of		position so that cars cannot cut past you. This also gives a slightly better angle over the tram lines. This lane prevents you from doing 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		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 the pedestrian				
270 good great prison 2. 270 good great from	218		Support	even need to make Grovesnor Street 1 way.	Option 2		Though to be precise I would favour a parallel bike crossing with the pedestrian one.	Neither support or oppose
22 Consists for the total and a disolated cytic surface will be suffice. 13 Consists for the company to applicate to a purpose to subject to the company to applicate to	219	I connect antice 2		always looking for the small amount of traffic that may be coming and current lights are red too much of the time.				Support
The Sample of th								Surongly support
Street, because of feed glober 2 as better soldines frame to be regioned from the bedge promotion frame to be regioned and the second promotion of the promotio	221	It is somewhat of an improvement (supposing you plan to go straight ahead at the next junction and not towards Torphichen	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
Our answer can be indeed down into be three parts. 1. Introduction of new dedicated cycle laws Daily Security of the signal. 2 Related table at the month of Conserved Server - set straying oppose the measure. As well as being a strategy develor that the month of Conserved Server - set straying oppose the measure. As well as being a strategy develor most for the signal, 2 Related table at the month of Conserved Server - set straying oppose the measure. As well as being a strategy develor most for the signal as the server of the server of the signal as the s		Street, however I feel Option 2 is a better solution. Since the traffic has been prevented from heading from Clifton Terrace to West Mailtland 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						
Street was support this part of the design 2. Blanded table at the mount of Growners Street is a strategic development of the case of the street. If the street is the strategic development of the street is the strategic development of the street is the street is strategic development of the street is the street is street in the street i	222	improve this junction more.	Support	See response to previous question	Option 2			Neither support or oppose
could be turning and off white traversing the table whith creates a rail for passengers on the upper dark who might be joiled and off wire stast. If these parts and for the stast is through coloration for the plant is the colorate of figurated and parts and the state of the stast is through colorated for such is the parts and parts an		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. Thus buses						
France and West Matelland Street. Convoured Street is used by coaches serving the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it used by coaches exerting the holds of convoured Street, it is used to exert the proposed part of the holds of the hold		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 Streetwe oppose this measure. As well as being a strategic diversion route for the closure of Haymarket.		As noted in OSa Grosvenor Street is a strategic diversion route for a closure of Havmarket Terrano and Word Mailfland Stroot		Option 1 without the		
Option 2 con this point. However, the track crossing angle is still six deep imail and surface markings should be included to direct cyclists into the new later of Convenor Street (World 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 224 completed etc? In provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street is provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides an unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides and unnecessary "rat run" onto Palmented in the meantime? Grovenor Street provides and unnecessary "rat run" onto Palmented in the meantime? As stated—would greet explicit in the meantime?	223	Terrace and West Maitland Street, Grosvenor Street is used by coaches serving the hotel on Grosvenor Street. Has swept path analysis be carried out for long vehicles (buses and coaches) entering or exiting Grosvenor Street under these proposals?	Strongly Oppose	The proposal to close Grosvenor Street would ensure that Dalry Road would have no bus service or indeed any vehicular traffic	Other	raised table at		Neither support or oppose
22d completed etc? Strongly support Grosvenor Street provides an unnecessary "rat run" onto Palmersted in the meantime? Grosvenor Street provides an unnecessary "rat run" onto Palmersted in the meantime? Grosvenor Street provides an unnecessary "rat run" onto Palmersted in the meantime? Grosvenor Street provides an unnecessary "rat run" onto Palmersted in the meantime? Grosvenor Street provides an unnecessary "rat run" onto Palmersted in the meantime? Grosvenor Street provides an unnecessary "rat run" onto Palmersted in the street of danger to cyclists and inconvenience to pedictrians 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 fashon. It should definitely be doud. I am commends however about two lanes being maintained across the junction. The proposed layout creates the impression that it is alse for motions to overtake cyclists to overtake cyclists to overtake cyclists to overtake begins to overtake deptises of the first overtake of the first overtak		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,		This provides a better solution to the "Left hook" problem of traffic tumina into Conseque Stood Library when the				
be positionarily support and the provised large and present man and have to judge where traffic will appear from in order to cross in a timely fashion. It should efficiently be doued. If moderate the impression that it is a fire motorists to overtake cyclets very closely while they are reporting frame limits and as up-optimal angle. As we all as being recruited in the seriors and data incidents should a cyclet fall of their black at this point. Reducing fraffic to one large cyclets and data incidents should a cyclet fall of their black at this point. Reducing fraffic to one large cyclet fall of their black at this point. Reducing fraffic to one large cyclet fall of their black at this point. Reducing fraffic to one large cyclet fall of their black at this point. Reducing fraffic to one large cyclet fall of their black at this point. Reducing fraffic to one large cyclet fall of their black at this point flow of their seriors and data incidents should a cyclet fall of their black at this point flow of their seriors and data incidents should a cyclet fall of their black at this point flow of their seriors and data incidents should a cyclet fall of their black at this point flow of their seriors and data incidents should a cyclet fall of their black at this point flow of their seriors and data incidents should a cyclet fall of their black at this point flow of their seriors and data incidents should a cyclet fall of their black at this point flow of their seriors and data incidents should a cyclet fall of their seriors and data incidents should a cyclet fall of their seriors and data incidents should a cyclet fall of their seriors and data incidents should a cyclet fall of their seriors and data incidents should a cyclet fall of their seriors and data incidents should be considered in their seriors and data incidents should be considered in their seriors and data incidents should be considered in their seriors and an expension of the seriors of the series series and an expension of the series series and an expensi	224	completed etc?	Strongly support	protracted 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
negolating tram lines at a sub-optimal angle. As well as being seriously unpleasant, this increases ratio of further serious and fatal indicinst should a cycle fatal off their bits will fatal indicinst should a cycle fatal first being fatal indicinst should a cycle fatal first being fatal indicinst should a cycle fatal free in the source of further serious and fatal indicinst should a cycle fatal first on the inspect of further serious between cyclists and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists between cyclest and general relations between cyclests and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by to bridge' cyclests, and make crossing the junction as monitorists by the provision and an accomplish to the fatal from the purpose of the cast was also as a function of the purpose of the cast was also as a function of the purpose of the cast was also as a function of the cast was also as a function of the cast of the junction as monitorists by the purpose of the cast was also as a function of the cast was a function of the cast was a function of the cast was a function of the				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.				
between cyclists and general traffic vould allow a safe oversiding distance for traffic, reduce potential land drift across the junction as motionist by try obday'c cyclists, and make crossing the junction as motionist by try obday'c cyclists, and make crossing the junction as motionist by try obday'c cyclists, and make crossing the junction. 225 226 226 227 227 228 229 237 249 259 259 269 279 270 280 281 292 293 294 295 297 297 297 298 299 299 299 299				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				
225 Strongly support could be assessed at this point too. Option 2 226 It's a slight improvement, but as recognised by proposal 2, it does not recove the real dangers. Strongly support this is better. more difficult to accomplish, but if it saves lives, surely worth It? 226 It's a slight improvement, and in my 3 years communing from Daily to the East End this was the scariest part of the journey. This is a huge improvement, and in my 3 years communing from Daily to the East End this was the scariest part of the journey. As per previous comment, this is a huge improvement to cycle safety and I really wordome this. I prefer option 2 as I prevents The reviewed lanes and care radii all Consoner's treat are an answer seed after Please improvement as soon as the provision of the safe-west trout. The detector for vehicles Support Support For review same, so I wonder if you could provide with the build outs and lane changes gother provision of the safe-west routs. The detector for vehicles Support Support For review same, so I wonder if you could provide with it has build outs and lane changes gother provision of the safe-west routs. The detector for vehicles Support Support For review same, so I wonder if you could provide with it has build outs and lane changes gother place prevents and so not as a training yet among and consoner stream and a first provided provided with the build outs and lane changes gother place prevents and so not as the provided provided with the build outs and lane changes gother place prevents and so not a support place and the provided provided with the build outs and lane changes gother place provided provided with the build outs and lane changes gother place prevents and so not a support place				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				
227 This is a huge improvement, and in my 3 years commuting from Daily to the East End this was the scariest part of the journey. The revised lanes and corner radii all Grosenor Street are an answer improvement to cycle safety and I really welcome this. I prefer option 2 as it prevents same, so I wonder if you count of the control protect of with the road layout between Option 1 and 2 look the same, so I wonder if you count of the control protect with the road layout between Option 1 and 2 look the same, so I wonder if you count of the control protect are an answer improvement to cycle safety, and I really welcome this. I prefer option 2 as it prevents same, so I wonder if you count of the control protect are an answer improvement to cycle safety. Please implement as soon as rat running via Landown Crescent, which is important once this becomes part of the east-west route. The detour for vehicles Option 2 may be a served in the control protect are an answer improvement to cycle safety. Please implement as soon as rat running via Landown Crescent, which is important once this becomes part of the east-west route. The detour for vehicles Option 2 may be a served in the control protect of the safe-west route. The detour for vehicles of the control protect of the safe-west route. The detour for vehicles of the control protect of the control protect of the safe-west route. The detour for vehicles of the control protect of the protect of the control protect of the protect of the control protect of the	225		Strongly support		Option 2			Support
This is a huge improvement, and my 3 years communing from Daily to the East End this was the scaried part of the journey. Aper previous comment, this is a huge improvement to cycle safety and I readly welcome this. I prefer cyclic 2 and I readly welcome this. I readly a new cyclic 2 and I readly a new cyclic 2 a	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
The revised lanes and corner radii at Grossenor Street are a massive improvement to cycle safety. Please implement as soon as I rad running via Lansdown Crescent, which is improved. ASAP, but you can still deliver 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	227	This is a huge improvement, and in my 3 years commuting from Dalry to the East End this was the scariest part of the journey.		As per previous comment, this is a huge improvement to cycle safety and I really welcome this. I prefer option 2 as it prevents			same, so I wonder if you could proceed with the build outs and lane changes for Option 1, while progressing the TRO for	
	228	The revised lanes and corner radii at Grosvenor Street are a massive improvement to cycle safety. Please implement as soon as	Strongly support	rat running via Lansdown Crescent, which is important once this becomes part of the east-west route. The detour for vehicles	Option 2			

Response Number	О7Ь	082	Inos.	002	look
	U/D	UBB	Usb	uya	UYO
				To what extent do you support the proposals for providing early release signal	
		To what extent do you		phasing for cyclists at the junctions proposed in the	
	You said that you (Q7a) the proposals for Haymarket Yards-could you briefly explain your view?	support the proposals for Cultins Road?	You said that you (Q8a) the proposals for Cultins Road - could you briefly explain your view?	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?
1	Very minor change but better than what's the now.	Strongly support		Strongly support	Sounds better.
2	leave as it is Improved safety heading Northwards but no alterations heading Southwards, where cycling is near impossible in my opinion.	Strongly oppose	stop wasting money	Strongly support	good idea
	The manouvre 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/ lampost				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
3	3 behind)? Is space sufficient for largest vehicle using the yards to prevent conflict with trams and cyclists - drawing only shows 3.51 Panel	Support		Strongly support	the bottom of The Mound which I
4	4 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	
	S Reallocate road space from motorised vehicles to enaabel safe cycling and walking.	Support	Reallocate road space from motorised vehicles to enaabel 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 spac
,	Drivers on the whole ignore exist ASL or cut up cyclist by cutting the corner, this will prevent this assuming drivers stay clear of	Strongly support		Strongly support	
8	8 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	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 of cyclists wobbling abotu the road directly in front of legitimate road traffic.	Neither support or oppose		Strongly oppose	Allthough 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	1	Neither support or oppose		Strongly support	
12	2 more space for cyclist	Strongly support	better linkage to existing paths	Strongly support	gives cyclists a head start on the cars
13	3	Neither support or oppose		Strongly support	
	slightly better sightlines	Strongly support	Needs it.	Strongly support	
15	not sure what this is trying to achieve. The danger in Haymarket Yards occurs going 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 this.	Neither support or oppose	Don't know this junction	Strongly support	Have seen this work well in Cambridge
16	6 On Haymarket Yards between the tram track and the road kerb there is a narrow cycle lane and at the service access behind	Strongly support		Strongly support	
17	OFF Agrinances facts between the train track and the rook kets there is a harrow cycle lane and at the service access behind COSAL there is an awkward line marking to guide cyclists over the res a narrow cycle lane and at the service access behind Princes Street and at Haymarket Station) be added at these locations.	Strongly support		Strongly support	
18	8				
19	9 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	n	Strongly support		Support	Am not entirely convinced. However, on balance probably worthwhile
	Access to the bike area is normally blocked by cars being too close to the pawement. 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				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
21	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	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
					Breature implementations in other sites are supplied to the sites and sites are supplied to the
23	8 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
	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	6	Support Support		Support Support	- "
27	Won't solve problem	Strongly oppose	Too much work for too few cyclists	Strongly oppose	Useless. Won't solve problem 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
28	Improvement on current situation	Strongly support	Don't cycle herebuilt looks like a safer option for pedestrians and cyclists	Strongly support	this will be enforced otherwis 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
	While I support every bit of improvement to the cycling infrastructure, I feel that the money could be better spend elsewhere	Support	Don't cycle neredutt tooks like a safer option for pedestrians and cyclists	Strongly support	we're out of drivers ways so they know
30 31	0 as this junction is already safe for cyclists to navigate.	Strongly support Strongly support	Good proposals! I also suggest to make introduce a segregated path going south on Cultins Road (uphill) to connect with the Union Canal towpath.	Strongly support Support	Early release signals are an essential safety feature which are common in mainland Europe and missing from the streets of Edinburgh
32	2			Strongly support	Many whicles currently ignore painted cycle lanes on The Mound/Princes St/ Hanover St crossing point and cut off cyclists at the corners. Advanced cyclist lights will help cycl
33 34	3 4	Strongly support Oppose		Strongly support Oppose	This will increase safety for cyclists. Simple
35	s	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 of and
36	6	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
39	8 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	9	Strongly support	·	Strongly support	Early release would increase safety for cyclist 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 -
40	I never use this stretch; but support the better protection for cyclists	Support Neither support or oppose	I never use this stretch; but am supportive of the extra protection for cyclists and pedestrians.	Strongly support	not great with busies and t 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,
*1		rverurer support or oppose		Strongly support	montate ruge upper tracks,
			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		
42	Not a huge change, but certainly it is an improvement.	Support Strongly support	paths and the north/south Cuttins 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 Strongly support	I don't filter or use cycle boxes, so I can't really say if they'd either improve things or cause problems.
44	lits better and puts cyclists further towards junction - although motorists dont 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?
		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
46			As before	Strongly oppose	As before
46	As before	Strongly oppose	AS DEFOLE		
46	As before		is being	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
46	J As before	Neither support or oppose	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	Support Strongly support	anyway (i'm speaking now as a
48			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 transvey difficult and I ended up having to get off my bike.	Support Strongly support	anyway (I'm speaking now as a Anything which helps cyclists cross junctions safely is a benefit, and gives people more confidence to take their bike onto the roads
48	0 On before. Have you watched how cyclists travel from the west towards Haymarket junction with the trans? I have, and most do not stay	Neither support or oppose	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. As before.		anyway (i'm speaking now as a
48	o O As before.	Neither support or oppose 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 transvey difficult and I ended up having to get off my bike.	Strongly support	anyway (I'm speaking now as a Anything which helps cyclists cross junctions safely is a benefit, and gives people more confidence to take their bike onto the roads
48 49 50	Die bofere. Die bofere. Siew-pas watchted how cyclists travel from the west towarch Hymanistel junction with the trams? These, and most do not stay on the road at this point at all but move towarch Rosebery Hone pavement. As a podestrian crossing at this junction, I can have trams coming and take appropriate action but cyclists don't ring bells to warn of their approach from various directions, not always the roadway.	Neither support or oppose Strongly support Oppose Oppose	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 pediestrians. It made crossing the junction to get onto the path alongoide the transway difficult and Lended up having to get off my bike. As before. As before. Passes do not change the corner radius! This does not result in traffic slowing to check and make a more askward turn left but rather, cars mount the footway to continue to out the corner. I are 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 encorning traffic. It improves the situation but instead of a raised table can be to traffic lights. Stated tables do not work for vars which is the majority of traffic. Also can the cyclepath	Strongly support Oppose Neither support or oppose	anyway (I'm speaking now as a Anything which helps cyclists cross junctions safely is a benefit, and gives people more confidence to take their bike onto the roads Not necessary. Cyclists do this anyway! 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
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Their addry is parameted but they have to take responsibility for their own relative by cycles positivity for their own relative by cycles and their nod r	Neither support or appose Strongly support Oppose Support	The addition of more signage would benefit cyclets. I use this route regularly on my bits and the first time I was unaware the pavement was suitable for cyclists as well as podestrain. It make crossing the junction to get onto the path alongside the tramway difficult and Lended up having to get off my bits. As before 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 call the corner. I am seriously conformed about the number of places where I have seen this traffic layout put his place only to see cars mounting the pavement, sometimes because the left than recentiation motiving out into occoming inglife. It improves the situation but invented or a fact that fights, Based tables do not work for vans which is the majority of traffic. Also can the cyclopath but certained to the caral instead of starting 314 of the way down This is not how pay on the precision with circulated bear in the traffic. It does not work for vans which is the majority of traffic. Also can the cyclopath but is not have been the precision with could and their rise of the bits certained to the crasal instead of starting 314 of the way down I she is not how pay on the precision with cyclopath and their rise of their pays of the rise of their pays of the rise of their pays o	Strongly support Oppose Neither support or oppose Support Strongly oppose Strongly support	Anything which helps cyclists cross junctions safely is a benefit, and gives people more confidence to take their bike onto the roads. Not necessary. Cyclists do this anyway! The six would be great because it will be much quieter for cyclists to cross. 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48 49 49 50 51 51 52 53 54 55 56 66 67 67 68 68 69 70 71 72 73 74 75 76 77 78 80	Date bofors. Are span watched how cyclists travel from the west towards hispmaniet junction with the trams? I have, and most do not stay on the road at this point at all but move towards flostedly floore pavement. As a pedestrian crossing at this junction, I can have trams coming and alse appropriate action but cyclists don't ring belts to warn of their approach from various directions, not always the roadway. It is an improvement but not really a necessary one. The current situation suffices because the road in not busy. This is not how you solve the problem with cyclist and their risk of being injunct. Cyclist need to be properly trained. Ilicinrual and inclinate in form to you solve the problem with cyclist and their risk of being injunct. Cyclist need to be properly trained. Ilicinrual and inclinate inclination in the problem of the problem of the problem of the road. Left y and simple to implement. 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Loted the majority of cyclists deep the rules of the subset of the cyclists and podderive the cyclists in always a good thing, the increasing the links between public for their own actions by delying sortion cyclists. Their safety's parameters of the cyclists and podderive to increasing podderive and station or 30 medie in the other direction makes no sums. This is a logical, useful and suffe improvement. Lovers before the sums and podderive	Strongly support Oppose Neither support or oppose Support Strongly oppose Strongly support Anything which helps cyclists cross junctions safely in a benefit, and gives people more confidence to take their bike onto the roads. Not necessary. Cyclists do this anyway! 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 figu. The same that would be great because it will be much quieter for cyclists to cross. 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Response Number	Q7b	Q8a	Q8b	Q9a	O96
				To what extent do you support the proposals for providing early release signal	
		To what extent do you support the proposals for		phasing for cyclists at the junctions proposed in the consultation documents and	
	You said that you (Q7a) the proposals for Haymarket Yards- could you briefly explain your view? Advanced zones are always a good idea to reduce risk to cyclists at junctions.	Cultins Road? Strongly support	You said that you (Q8a) the proposals for Cultins Road - could you briefly explain your view? This will reduce the risk to both pedestrians and cyclists	Strongly support	You said that you (Q9a) the proposals for installing early release signal phasing for cyclists - could you briefly explain your view? Advance release means that drivers will have a much better view of cyclists as well away from the lights. This includes knowing how many cyclists are waiting - this is not
83	not required	Oppose	Cultins 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	l have no problem with this junction	Neither support or oppose Neither support or oppose	I do no cycle this route	Support Strongly support	Early release signals allow drivers to recognise that there are cyclists on the road.
86	l 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	Sinsignificant low risk junction [All these "improvements" will just add to clutter and confusion of road markings already associated with the tram system.	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	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	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	l don't know the junction well enough to comment.	Support Support	I don't know the road very well except as a car driver but as previously I'm all for safetyl.		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 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 lumps to existing roads.	Strongly oppose	Cyclists often dont conform to traffic lights anyway.
93	Junnecessary. tram should have priority	Strongly oppose Strongly support	road should be open to all traffic	Strongly oppose Strongly support	safer for faster traffic to get away first and allow cyclists time to move off without pressure
	Slight improvement on current position	Support	Minor improvement to current position	Strongly support	Ordie early release must be at least 10 seconds from a large, properly marked ASZ. Lights/ASZ must be enforced by police. 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
96	It is difficult to see when it is clear to leave this junction as a cyclist.	Support		Strongly support	6859.
97	Same as current arrangement. 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	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.
	start for cyclists I'm not sure what benefit it would have.	Oppose Neither support or oppose	Suggest integrating the cycle crossing with the pelican crossing near the tram stop instead. Unfamiliar with this area.	Strongly support Strongly support	safer all round for all. This proposal could see massive increase in the number of cyclists using the city. They have proven safety benefits.
100	It gives a better position.	Strongly support Support	The new proposal would appear to aid pedestrians and cyclists in this area.	Strongly support Strongly support	Getting cyclists going and out of the way of the driver is a sensible option.
102 103	2 2 3	Support Support	Maintenance arrangements will need to be in place to ensure STRAIL is competently maintained.	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. 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.
			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		Lets bikes get away early (provided drivers haven't occupied the red zones!). But need to ensure the green phase for all traffic is not reduced, and
	Seems fine Red cycle boxes are preferable, as they're easier for cars to spot (and avoid) on approach.	Neither support or oppose Support	segregated space would be better. It's clearer to spot that pedestrians as well as cycles use the designated areas.	Support Neither support or appose	that any pedestrian crossin 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	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
108	Can't see that this is any improvement? Dest of a difficut option	Support Strongly 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. as before	Strongly support Strongly support	motorists needs, so I think it's 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 rele
	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 allry measure being suggested in this proposal. I know this is no arena to suggest other solutions. Haymarket				
111	is shown for your painty instance useful sougheauter in must propose. In which we are an extension sources of the statement o	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
	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' lime to the sequence may conf
	This will never work. The traffic is always backed up across the junction. Drivers pay no attention to cyclists and injuries are commorplace. 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	inter our exceptions may count. 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 groposal is a poor compromis.
113		Support		Strongly support	proposa as a poor comproms. 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, traffi
114	5	Strongly support		Strongly support	
116		Oppose	Support all apart from the raised surfaces	Strongly support	Early release doesn't work, as per my experiences on leith walk
112		Oppose	30pput an apart norm me rased sundees	Strongly oppose	Lany release uses it work, as per my experiences on return wark.
118 119	Cycling away from a junction is often frighteni g in heavy traffic thiswould help	Strongly support Strongly support		Strongly support Strongly support Strongly support	Helps safetty
120		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 recongnise or	Strongly support	
121	with the additional cyclist traffic signal, this will help and improve this section for cyclists heading to Haymarket	Strongly support	appreciate the cycle laines. There has to be devious directions for all usuard's otherwise we could see regular conflict. Positive change. Only comment is additional crossing should splay east and west on north side of train tracks. Seems odd if a cyclists wants to turn right onto the cycle	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
122 123	makes total sense.	Support Strongly support	route it is more difficult for them?	Strongly support Strongly support	Beneficial for cyclists.
124 125	I'm not sure what this is for?	Neither support or oppose Strongly support		Strongly support 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
	this keeps cyclists more out of the way of trams	Oppose	Not a farn 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
120	uns weigns cyclisis more out or the way of realits	Оррозе	more a limit of ranked rouges and routinitings within a re-diangle rous.	strongry support	Carry release signaling makes sense in the Cornext or safety and dailing for air round 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
128 129	I rarely cycle this way and have little personal experience, but the amended layout looks like an improvement. Bigger island is better for pedestrians. Unsure about wee island though.	Support Support	Trarely cycle this way and have little personal experience, but the amended layout looks like an improvement. Greater safety.	Strongly support Support	lalready have experience of early release signal phasing elsewhere in the city and I think they improve cycling safety. 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
133 134	Every little helps.	Support	The never been here.	Strongly support Strongly support	These are excellent and making negotilation busy junctions a lot less stressful for everyone. My experience though of the Leith Walk one is that they are slightly too short. They
125	It is 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	General promise the collect use there exhert there are and of a numeral active then used
	It looks safer, but I have not cycled into or out of Haymarket Yards before.	Oppose Strongly support	The new crossings will add to cycling safety.	Strongly support	Support a ssuming the cyclists use them rather than on and of pavement rather than wait. Occasionally motor whibdies 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
	Better than current stat	Strongly support	better links	Strongly support	The oarly 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	there 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. The levout will cause conflict between octicts and pedestrians. Could one side of the crossina be for cyclists, and the other for pedestrians? There is a crossina about	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 largest min dates contained to exercise registration and possibilities and one save of view obligation, and we contain a possibilities in the containing about a	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 exit 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. ml
141	The sales in it is should the reasons, and sales, respectively it is that is due occurrent reasons.	Strongly support	Specification of unless from act whose the activities of parameter	Strongly support	neutringle flavor on observa for on
142 143	It won't affect traffic flow	Neither support or oppose Strongly support		Strongly oppose Strongly support	Has any impact on vehicle congestion been done? Early release signals allow cyclist to position themselves better, especially if they are looking to turn right at major junctions. Any moves to improve safety and to en
	Requires enforcement to succeed Thave not cycled or driven here, so no idea of how this junction tents to interact. However, genreally more defined areas for cyclests to occupy; good in my view	Support Strongly support	Cars approaching from the south tend to go trhough this junction rather fast, this will hospfully slow them a little	Strongly support Neither support or oppose	Any moves to mprove sartery and to encourage more use of cycles are to be vescomed. Giving Priority to vulnerable road users sends as message and is clearly the way to po. Must b 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 my feel the
146	Enough money has been spent on provisions for cyclists. Time money was spent improving pavements. Unnecessary	Strongly oppose Strongly oppose	Calls approximing from the sount tent to go timough this junction rather tast, this will noisptuly sow them a little Cycle paths afready exist in this rare Cycle paths afready exist in this rare Cycle paths afready exist in this rare	Strongly oppose	concern a orivers may rese the If cyclists can't keep up with traffic they should take the bus instead not safe
147		P. PrDi		- Chang	
	Council needs to think beyond tinkering with traffic issues. A complete overhaul is needed. A turn onto a busy road - any additional time and space to clear the junction would be beneficial. Especially as (if I'm	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. 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
149 150	remembering correctly) cyclists using the ASL are going up hill More please so motorists have to come to terms with sharing spaces with cyclists. But stop using L-shaped ASLs, and start	Strongly support Support	Unseyregated 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 Strongly support	suitable - especially with some of
	building sognessed with state of occurred to the state of state of the	Support Neither support or oppose	Good but doesn't go far enough. Paint on roads is advertising, it doesn't stop motorists hitting cyclists Not familiar with the area	Strongly support Strongly support	Safer for cyclists and gets motorists used to sharing the road GOod guick fix to improve safety
153		Support Support		Strongly 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
	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 clar, 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 Yarks) 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 linsists on letting the person ahead know how stupid they are by the repeated use of their horn). It might be helpful to look at		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		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
159	what can be done to change this.	Neither support or oppose	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	improvement currently on offer the
156	Why move the ASL forward?	Oppose	There are no facilities to establish priority for pedestrains (or cyclists) across either carraigeway or warning of them crossing the road!	Oppose	What is being done to provide 'early release' of podestrians from their intolerably long waits to cross the road?
			I cycle down to Cultins Road from the canal towpath every day and then east along to South Cycle. This works fine going this way (though people continuously cut out of Bankhaad Terans infront of cycles) but is a nightname coming back. Having the extra trans crossing would be great as would having a list of cycle path poing 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		
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	people cycle up the hill to the canal. Currently, many cycle up the pawement as the road is horrible to go up. The hill gets very steep around the point of the Bankhoad Terrace junction maning cyclists are going very solwy and are stroughley out Infrince 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 pawement widened to make a cycle lant??	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 junctins or where tramlines. Problem is that you are often not in the Advanced are
159	Improved design	Neither support or oppose		Neither support or appose	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
	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	3	Strongly support Neither support or oppose		Strongly support Strongly oppose	
	Marking the ASI in real maker if any while and a		More mixed use pathways/crossings. As a pedistrian I use the existing mixed use pathways around that area and cyclists containtly behave as though they were existent containables. One of the pathway is a boon a full before a f		Code and unlawa is a good idea 000° MOTO that the literate
164	Marking the ASI. 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 bollard in Haymarket Terrace is required. Advanced areas for craftists are a real boon, cass do taken note and you feel safer as a cyrlist.	Strongly oppose	private cycle lanes. Bare to hear a bell before a bike passes, and instructions to cyclists regularly ignored (eg there's at least one "cyclists dismount" sign in the area that is never obeyed. Need to keep pedertrians and cyclists separate. Its not a route that I use but I support Spokes' view	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 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 them or one peach.
		Strongly support Strongly support		Strongly support Strongly support	to turn or going early to
	Improvement on existing provision better	Strongly support Support	Improvement on existing provision better access to Edinburgh Park	Strongly support Strongly support	Improved safety for cyclists always a good idea to give cycles a head start
4.00	that's not even a proposal, is if? 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 logole path.	Support	cod, 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 tramback? yes, sure, build 10 more and don't ask me again.	Support	riice wee token, keep it up.
168 169	I do not see that much traffic or cyclists use Haymarket Yards.	Support Strongly support Support	tracks/ yes, sure. build 10 more and don't ask me again. Will make travel across tram tracks easier for both cyclist and pedestrians.	Support Support Strongly support	nice wee foken, keep it up. (do not think it is needed for some of the junctions but I think it is a good idea in general. (Gives cyclist time to move instead of drivers trying to "race the lights"
170			I don't know this junction well but my experience of this area is that is needs improved parking facilities so people can make better use of the public transport	gppoors	and the spirit of the spirit o
1	Don't agree with advanced lights for cyclists. No issue with another pole or painting box red.	Neither support or oppose	Idon't know this junction well but my experience of this area is that is needs improved parking facilities so people can make better use of the public transport parking facilities on people can make better use of the public transport parking. For parking, the property of the public transport parking facilities are supplied for all road users it will be safer. I can't believe that this wasn't put in at the design stage.	Oppose Strongly support	This is not a priority. Maintaining the roads would be of much greater benefit to all road users including cyclists. 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 acros
	Sensible modification	Strongly support	The second secon	g-J support	
	Sendole modification	Strongly support Support	The state of the s	Strongly support	

	D	lou	loo.	Too.	00	
	Response Number	Q7b	Q8a	Q8b	Q9a	G96
March Marc					support the proposals for	
Company			To what extent do you		phasing for cyclists at the	
Market M		You said that you (Q7a) the proposals for Haymarket Yards-could you briefly explain your view?	support the proposals for		consultation documents and	You said that you (Q9a) the proposals for installing early release signal phasing for cyclists - could you briefly explain your view?
No. Company	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
Part	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 Europeans 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.
		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 shouldonly 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				
State		increases risk of conflict with drivers, if they than have to attempt to overtake cyclists again Undermines argument that				
	178	nervous potential cyclists to cycle more. It's simply a sop to already assertive/opportunistic cyclists, who focus on speed over				
	179		Strongly oppose	Shared paths are an awful idea. I hey don't work.	Strongly support	
Part		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 tramilines, with drivers then		These crossings are very welcome indeed, making the routes from Cutlins Road to/from the South Gyle estate much improved. Currently Gyle-bound, I use the signalised crossing and on return, join Cutlins Road near the junction (where the "no entry" is routlinely ignored). My primary concern is the crossings do not have		
	180	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	pedestrian/cyclist priority and speed limits (as with the no entry above) are routinely ignored on Cutlins Road. The raised tables may help with that, but consideration should be given to providing active travel priority (zebra or "tiger" crossing). Arguably a touran 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.magnatom.
Part	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
Part						
		is that vehicles tend to turn across the inside of cyclists as they turn right from this junction, further restriction of motor				
The state of the	182	vehicles or the installation of a segregated cycle path.	Support	paths should be installed.	Strongly support	segregation.
The state of the						
The state of the		Why is there nothing for cyclists further south on Haymarket Yards? At the moment they must attempt to cycle down 30cm of				
B	183		Strongly support	Good.	Strongly support	
Mathematical	184		Support		Support	option you should do so.
Part	185		Strongly oppose	Ramps and tables damage vehicles and pose a hazard when they inevitably fall into disrepair.	Oppose	
The content of the	186		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 lend to join the shared use path further east than this.	Strongly support	
	189	It is difficult to see what benefit this change will have	Neither support or oppose			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 ha
Section of the control of the contro	107		, p appare			
Section of the control of the contro						
Section of the control of the contro						
Section of the control of the contro						
Company Comp						
Process		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		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		
Part Company	190	problem here and we cannot understand the need to move the stop lines forward by a few metres. Perhaps you have evidence	Oppose	need to do is add some cycle symbols to the road, showing a recommended route from Cultins Road across Bankhead Drive, over a dropped kerb and directly over the	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
Part Company						
Proceeds and the process of the pr	191	squeezed by tram tracks in both directions.	Neither support or oppose	Proposal has some good aspects, but corner radii could be reduced even more to slow traffic.	Support	
	192	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	Support	I don't cycle here but this looks better than the existing provision	Strongly support	The more of a head start we get, the safer cyclists are
	193	not sure this will impact our business	Neither support or oppose			does not directly impact our business
See and seed a few dates and s	194	See Q1b	Support	See O1b	Support	See O1b
Part	100	No cod horofit a day to fifth a con-				
	195	No real benefit + a low traffic area	Strongly support		strongly oppose	Don't agree with cycle early release - it simply delays everyone etse (public transport, pedestrians, other road users) and creates congestion
	196	No comment	Strongly support	N/c	Strongly support	
Security of the control of the contr	197		Support		Support	The length or earry release should be as long as possible. New York's recently added ones give cyclists 5-75 or a nead start, which is enough for most cyclists to clear the junc
Section and control and contro	198		Neither support or oppose		Support	
March Marc		especially on a road commonly used by emergency vehicles. The increased visibility from this change would certainly make				Many of these junctions are frequented by buses and taxis, and early releases for cyclists would reduce the uncertainty about who has priority
Bell Market State (1997) And Anti-Art Comment of the Comment of th		cycling through this junction safer - especially as it is an outlet for a common bike route	Support	If turning across traffic which would make me feel less safe than if these weren't raised.	Strongly support	when the light turns green, which
	199					
Miles	200	Hopefully this will improve driver behaviour.				Currently cycling through these areas there is a lot of pressure from drivers, this would help.
Service of the control of the contro	200	Hopefully this will improve driver behaviour.				Currently cycling through these areas there is a lot of pressure from drivers, this would help.
Service of the content of the conten	200	Hopefully this will improve driver behaviour.	Support		Strongly support	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at traffic lights so
Septimination of the first property of the control	200	Hopefully this will improve driver behaviour.	Support		Strongly support	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at traffic lights so
Benefit and an analysis of the second process of the second proces	200	Hopefully this will improve driver behaviour. There should be a segregated cycle lane. Fewer traffic lanes.	Support Neither support or 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.	Strongly support 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
Benefit and an analysis of the second process of the second proces	200	Hopefully this will improve driver behaviour. There should be a segregated cycle lane. Fewer traffic lanes.	Support Neither support or oppose 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.	Strongly support Strongly oppose Neither support or 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
See the standard for the requirements of the first print for the standard	200 201 202 203 204	Hopefully this will improve driver behaviour. There should be a segregated cycle lane. Fewer traffic lanes. No improvement for the thousands of pedestrians that use this junction every day.	Support Neither support or oppose Oppose Support	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.	Strongly support Strongly oppose Neither support or oppose Support	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at traffic lights so
See the first firs	200 201 202 203 204	Hopefully this will improve driver behaviour. There should be a segregated cycle lane. Fewer traffic lanes. No improvement for the thousands of pedestrians that use this junction every day.	Support Neither support or oppose Oppose Support	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.	Strongly support Strongly oppose Neither support or oppose Support	Advance stopping puts cyclists in more danger from traffic behind as they will obviously move quicker, better being in traffic at traffic lights so
By Continue that the property of the continue	200 201 202 203 204	Hopefully this will improve driver behaviour. There should be a segregated cycle lane. Fewer traffic lanes. No improvement for the thousands of pedestrians that use this junction every day.	Support Neither support or oppose Oppose Support	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.	Strongly support Strongly oppose Neither support or oppose Support	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
Registration of the control of the c	200 201 202 203 204 206	Hopefully this will improve driver behaviour. There should be a segregated cycle lane. Fewer traffic lanes. No improvement for the thousands of pedestrians that use this junction every day. ASIs are useless without connecting cycle lanes. What about west best route here - it is terrible.	Support Neither support or oppose Oppose Support Strongly support		Strongly support Strongly oppose Neither support or oppose Support Strongly support	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
The first of the base has been preferenced to the base of the control of the control of the base of the control of the cont	200 201 202 203 204 206 206	Hopefully this will improve driver behaviour. There should be a segregated cycle laine. Fewer traffic laines. No improvement for the thousands of pediestrians that use this junction every day. ASIs are useless without connecting cycle laines. What about west best route here - it is terrible. Cars should be banned from the whole area in order to make the area safe for everyone. More room/nisbility for cyclists	Support Neither support or oppose Oppose Support Strongly support Strongly oppose Support	The only way to make Cuttins Road safe for cyclists is to ban all motor vehicles from using the area. More visibility /awareness for cyclists	Strongly support Strongly oppose Neither support or oppose Support Strongly support Neither support or oppose Strongly support	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 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
A District of the second of th	200 201 202 203 204 205 206 207 208	Hopefully this will improve driver behaviour. There should be a segregated cycle lane. Fewer traffic lanes. No improvement for the thousands of pedestrians that use this junction every day. ASLs are useless without connecting cycle lanes. What about west best route here - It is terrible. Cars should be banned from the whole area in order to make the area safe for everyone. More room/visibility for cyclists It gives cyclists more chance to get moving on a hill.	Support Neither support or oppose Oppose Support Strongly support Strongly oppose Support	The only way to make Cultins Road safe for cyclists is to ban all motor vehicles from using the area. More visbility /awareness for cyclists. Raiscat tables will slow the traffic down for pedestrians and cyclists. Still confused how cyclists turn left into Cultims rd to get up to Herior-Watt without going onto the pavement. I feel like I've essentially been breaking the law or been	Strongly support Strongly oppose Neither support or oppose Support Strongly support Neither support or oppose Strongly support	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 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. I think this works well at McDonald Rd junction, so am in favour of a blanket introduction. 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.
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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 <u>pedestrian and</u> 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/

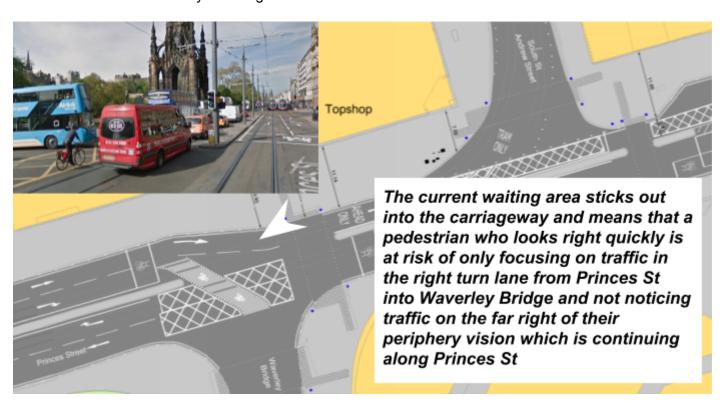
Early release signals

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.

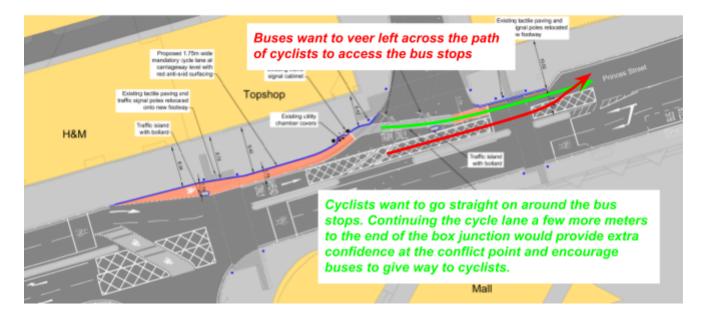
Princes Street and South St. Andrew Street

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.

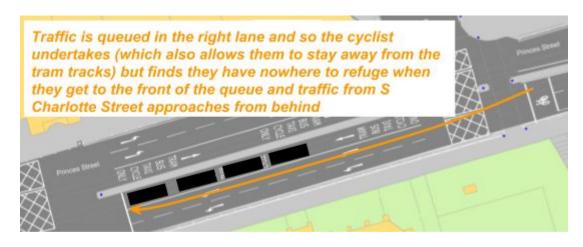


Princes Street and South Charlotte Street

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.

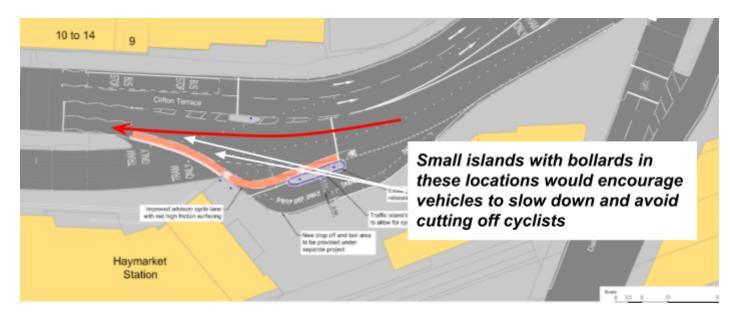
We understand that there are complications with installing an ASL here due to tram signalling equipment, but we can't stress enough how helpful an ASL here would be. We hope that you'll reconsider this in Phase 4, or otherwise reconfigure the West End junction to make it safer for cyclists.



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