

**21 participants in the TIE/Bike Station training event on December 13<sup>th</sup> 2009 completed this survey, with the results below. The questions are in bold type and the responses in ordinary type. *Italics generally signify a Spokes comment.***

**SPOKES** *The Lothian Cycle Campaign* **13.12.09**  
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## PRINCES STREET SURVEY

Spokes continues to lobby for tram/bike integration as safe and successful as possible, though it is sometimes far from easy. A major achievement is that Edinburgh will be the first UK tram to try out bike carriage on regular services. Many minor improvements to the onroad conditions have been agreed, many remain under discussion, and some arguments have been lost – such as the road-width lost through the central island in Princes Street.

Following problems since Princes St opened, the council is looking to 'immediate safety measures.' There will be a chance for more change in 2010 when the Traffic Regulation Orders are debated – for example we (and you) can formally object if there are not left-turn bike exemptions at the foot of the Mound, Lothian Road and Dalry Road. *We always try to notify members when and how to make relevant comments/ objections on such issues.*

### THE IMMEDIATE FUTURE - 2009/2010

#### 1. How safe do you feel on Princes St and at its junctions at present? (circle one choice)

- 0 VERY SAFE
- 3 FAIRLY SAFE
- 6 OK
- 10 WORRIED
- 0 VERY WORRIED
- 1 WON'T CYCLE IN PRINCES ST

#### 2. What is your biggest worry about cycling in Princes Street now?

*The actual responses [sometimes abbreviated] are given below. We have categorised the responses into 3 groups, under the headings shown...*

- INTRINSIC PROBLEMS
  - tram lines
  - front wheel sticking in track
  - after training and practice, still concerned about falling in front of a bus or map [sic - taxi? tram?]
  - being caught in tram tracks and so injured by traffic, esp buses
  - tramtracks
  -
- PROBLEMS WORSENERD DUE TO THE CENTRAL ISLAND, WHICH PUSHES THE TRAMLINES CLOSER TO THE KERBLINE
  - turning right off Pr St as can't use appropriate lane discipline now (will be same for Leith Walk)
  - Mound crossing
  - having to cycle between the tracks at the pinch points
  - narrow width at points

- DRIVER INATTENTION TO THE ABOVE CYCLIST/TRAMLINER PROBLEMS
- being pushed out (into tramlines) by traffic pulling away from kerb [*Spokes note – this appeared to be the cause of the recent crash in which the cyclist sustained a broken foot*]
- buses, esp First Buses
- driver understanding
- volume of traffic
- competing with buses and taxis
- lack of consideration for cyclists / lack of space
- motorists, taxis turning, buses pulling out
- it's actually other vehicles and their awareness of the difficulties cyclists face in crossing the tracks
- always has been the buses!
- 

*Note – despite the wording of the question, some responses referred to future problems...*

- having to deal with trams as well as buses and taxis
- getting squashed between bus and tram
- speed of vehicles when re-opened

### **3. Do you have any comments and/or practical solutions for the difficulties below?**

#### **a. Cycling from Hanover Street to Mound**

- going south, keep to the centre of the road and head for the corner
- dedicated bike lane, or underpass? (too late)
- clearly marked provision for cyclists
- remove 'dismount' signs
- difficult to take a good line

#### **b. Cycling west past the National Gallery and then the cobbled area**

- cobbles not recommended
- cobbles – need to be even more aware
- lay a safe uncobbled ribbon through for cyclists
- beware of pinch point
- cobbles not good
- cycle path?

#### **c. Cycling from Princes St into Shandwick Place**

- concerns about how much room there will be between tram lines and pavement, could be very unsafe
- clearly marked provision for cyclists
- clear cycle route / path across junction

#### **d. Westbound, turning right from Princes St into St Andrews Square**

- have to stay in the left lane till the last minute, then dash across traffic – quite wrong! (also Frederick St)
- clearly marked provision for cyclists
- hopefully will get the option of a 'clean' turn
- same as all crossing, correct angle needed
- arrows / signage

#### **e. Eastbound, turning right from Princes St into Waverley Bridge**

- have to stay in the left lane till the last minute, then dash across traffic – quite wrong!
- clearly marked provision for cyclists
- arrows / signage

#### **f. Passing buses at bus stops**

- might be OK, provided no one crosses in front of a bus or bus is about to pull out
- concerned if have enough time to pass them
- more training for drivers, and cyclists
- wait behind them, esp if there are tramlines outside them
- do it quickly
- better cycle awareness training for drivers
- beware of tramlines, concerned if buses and trams behind me but needing to manoeuvre over tracks
- bus overtaking with little margin as it pulled away

#### **4. Any other comments on the present situation for cycling in Princes Street??**

- expensive white elephant
- tarmac broken up
- can't lanes be marked and coloured?
- lower speed limit on PS
- need ASLs at lights
- need training for bus and taxi drivers - as cyclists, and pedestrians, will behave differently
- how about training for taxi drivers (as has been done for drivers of Lothian Buses)
- remove central reservation
- add cycle lane on Princes St Gardens
- very disappointed that inevitable problems in PS not balanced by improvements elsewhere
- signage for all users of the road would be good
- needs better signing to keep cars and vans out
- be good to have a dedicated cycleway on PS
- will happily avoid it
- I would be concerned about crossing the tram lines

## **THE LONG TERM FUTURE - 2012 and beyond**

**5. The council has said they will be consulting early in 2010 on the future of Princes Street once trams are operational (in 2012). The options below are expected to be included in the consultation.**

**A.** European-style 2-way bike route on one side of the tram, with no buses in Princes Street.

**B.** European-style 2-way bike route on one side of the tram, with buses one-way on the other side, and buses the other way in George Street.

**C.** Leave Princes Street as it is now, with buses both sides and no special cycle facilities.

**D.** Leave Princes Street as it is now, with buses both sides and no special cycle facilities, but a cycle route in George Street (some cars and buses would stay in George Street).

*Please enter your order of preference for A,B,C,D below...*

	A	B	C	D
<b>1st choice.....</b>	11	7	0	1
<b>2nd choice...</b>	4	8	1	4
<b>3rd choice....</b>	1	1	2	10

*Comment: clearly A and B are the overwhelming preferences, with a significant preference for A over B*

## 6. Any other comments on the long-term future of Princes Street?

- more training, especially when trams appear
  - more consultation with cyclists and cycling groups
  - take cars, taxis and buses off PS altogether
  - If George St (and Charlotte Sq and St A Sq) was more bike-friendly, I'd use that for E-W trips, and happily leave PS for buses, trams and taxis.
  - I give the trams 30-40 years before they get scrapped again.. history repeats itself
  - fewer buses on PS
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*RESULTS OF THE QUESTIONS BELOW NOT INCLUDED HERE.*

However 15 of the 21 respondents said they cycle 5-7 days a week, and another 4 cycle 2-4 days a week.

## ABOUT YOU

### 7. Please circle your details...

**SEX:** MALE / FEMALE

**AGE:** 0-19 / 20-39 / 40-59 / 60+

**HOW OFTEN YOU CYCLE:** 5-7 days a week / 2-4 times a week / once a week / less than once a week

**TYPE OF CYCLING** *[all that apply]:* I often cycle to work / I often cycle for shopping / I often cycle for leisure

### 8. In case we'd like to get back to you on any of your answers, give your name, phone and email address if you are happy to do so...

### 9. Are you a Spokes member YES/NO

### 10. If *NO* - please enter your name and address if you'd like us to send you recent Spokes information and a membership application form.