

SURVEY OF SPOKES MEMBERS

MARCH 2013

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1. Introduction

SPOKES asked all members in March 2013 to complete a survey form either electronically or manually.

The primary reason for the survey was to get member feedback on issues thought possibly to be controversial within the membership. In particular, we were interested in views on

- The future of the central area of Edinburgh, Princes St and George St - on which Edinburgh Council subsequently issued a consultation
- How the tramlines in Princes St have affected cycle use – in view of the number of reported crashes involving tramlines
- The recently completed Quality Bike Corridor (QBiC) between the Mound and Kings Buildings – this has attracted strong negative comment on social media, and so we wished to obtain a representative view from Spokes members.

Altogether, there were approximately 140 survey forms returned from 750 member households by the end of March.

Please note that this report is purely an analysis of the results of the survey. It does not give the comments of Spokes as an organisation on any of the issues discussed. These are contained in relevant submissions to the council, such as our document on the review of the *Active Travel Action Plan* actions.

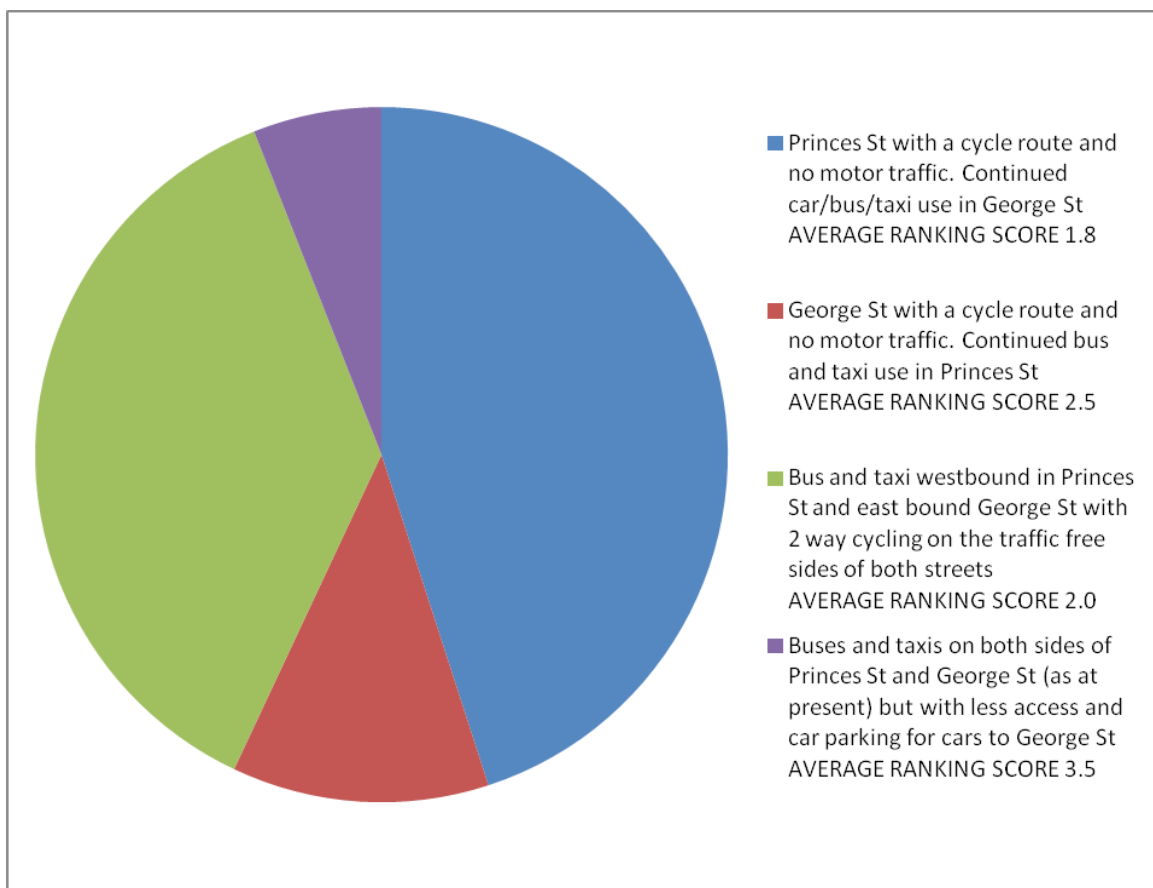
2. Cycling in the Central Area

Members were asked to rank 4 options for future cycle provision in the Princes St/George St area on a 1(most preferred) to 4(least preferred) basis. We have analysed the responses to this question in 2 ways:

- By calculating the number of first preference rankings received by each option as a percentage of all respondents replying.
- By scoring each option by multiplying the number of first preferences by 1, second preferences by 2, third preferences by 3 and fourth preferences by 4, adding these together, and then dividing the result by the number of respondents to give an average score for each option. This is more complicated but takes account of all the expressed preferences. The lower the average score the more popular and vice versa.

The results are shown in the table below and also diagrammatically in the pie chart:

Option	Percentage of First Choices	Average Ranking Score
Princes St with a cycle route and no motor traffic. Continued car/bus taxi use in George St	45	1.8
George St with a cycle route and no motor traffic. Continued bus and taxi use in Princes St	12	2.5
Bus and taxi westbound in Princes St and east bound George St with 2 way cycling on the traffic free sides of both streets	37	2.0
Buses and taxis on both sides of Princes St and George St (as at present) but with less access and car parking for cars to George St	6	3.5
TOTAL	100% (N=143)	



The 2 methods show similar results with option 1 (*Princes St with a cycle route and no motor traffic*) being the most preferred, closely followed by option 3 (*bus and taxi traffic in opposite directions on Princes St or George St and 2 way cycling on the traffic free sides of both*). Together, these options make up over 80% of first preferences.

It is worth noting that, at the time of writing (April 2013), none of the options are identical to the one subsequently chosen for the purposes of consultation by Edinburgh Council.¹ This envisages something similar to option 3 except that 2 way cycling on the traffic free side is provided for in George St but all cycling on the traffic free side is banned in Princes St.

The full table of rankings is shown in Appendix 1. Additional comments made are also shown, in full, in Appendix 2.

3. Princes Street Tramlines

The survey asked respondents for information on the extent to which the Princes St tramlines had affected their cycling by ticking one of 4 responses. The table below shows the percentage of respondents choosing each of these options.

Option	Percentage
Never or almost never cycled in Princes St even before tramlines installed	32
Did used to cycle in Princes St but rarely or never do so now because of tramlines	19
Cycle in Princes St but am worried about tramlines	28
Cycle in Princes St – tramlines not much of a problem	21
TOTAL	100% (N=146)

Just under half of all respondents had either reduced their cycling in Princes St because of the tramlines or were worried about the tramlines. Of those who used to cycle in Princes Street, just over a quarter said they had largely or completely stopped doing so because of the tramlines.

It is worth noting that two thirds of respondents used Princes Street either now or in the past.

Some respondents also added comments and these are presented, in full, in Appendix 3.

A separate, recent count of cycling in Princes Street and George Street, undertaken by Spokes, found that despite the reduction in use as a result of the tramlines, Princes Street remains significantly more used for cycle trips than George Street. See Appendix 4 for full count details.

¹ See “Building a Vision for the City Centre – Report to the Transport and Environment Committee” Edinburgh Council 19 March 2013

Crashes in Princes Street as a result of the Tramlines

Just under 6% of respondents (9 in total) said that they had come off their bike as a result of the tramlines.

Prior to tramline installation it had been assumed at the Council's tram/cycle liaison meetings that tramline crashes would occur largely or entirely when cyclists were attempting to cross the lines. However, reported crashes began to suggest that many occur when the person is attempting to cycle parallel to the tramlines but is forced sideways by motor traffic, thereby catching the tramlines at a dangerous angle. Our survey results reflect this experience, with five of the nine crashes occurring when cycling parallel to the lines, and four when attempting to cross the lines. Four of the nine also reported that the accident would not have happened had the road been traffic free.

Three of the nine had had an injury and one attended hospital as an outpatient. Five of the nine reported damage to their bikes and clothes of varying amounts including one case of over £200.

4. The Quality Bike Corridor (QBiC)

This is the first and, to date, the only Quality Bike Corridor promoted by the Council. Edinburgh Council's *Active Travel Action Plan* envisages that QBiCs will be one of the measures used as part of their "Cycling Friendly City" package to help cyclists on major thoroughfares. The Council initially consulted on the Mound to Kings Buildings QBiC in November 2010 and it was formally opened nearly two years later in the autumn of 2012.

The QBiC consists largely of advisory cycle lanes and advanced stop areas at traffic lights although there are a number of additional measures such as redesigned access into and out of Kings Buildings for cyclists and pedestrians. Some of the cycle lanes are located outside of parking bays and the new technique of red chipping was used by the council to mark the lanes where cyclists were considered to be at higher risk. A stretch of the route not deemed suitable for a cycle lane on one side was designated as a 20 mph zone in mitigation but apart from this, the normal 30 mph speed limit applies.

Some 57% of respondents had used the QBiC and of these users, half used it less than weekly, just over a third used it at least weekly and the remainder used it most days.

Respondents were asked if cycling conditions had improved in this area as a result of the QBiC and 86 replied – mostly users but also a few non users. The table below gives their assessment.

Cycling Conditions in the Area after QBiC	Percentage
A lot better	10
Somewhat better	66
The same as before	22
Worse than before	1
Total	100% (N=86)

Over 75% of respondents replying to this question thought that there had been an improvement although in most cases conditions were only "somewhat better" rather than "a lot better".

Respondents were also asked for comments and these comments give an indication of the nature of this qualified assessment of the QBiC. We have grouped these comments to reflect the different type of concerns although there is also an "other" category which includes some entirely positive comments. The major source of concern appears to be car parking on the cycle lanes.

The various comments received are listed below in Appendix 5.

Appendix 1. Full rankings for Future of Princes Street

THE FUTURE OF PRINCES STREET– WHAT WOULD YOU LIKE?					
Preference	1st	2nd	3rd	4th	Total
Option 1. Princes Street with a cycle route....	64	37	19	8	128
Option 2. George Street with a cycle route....	17	36	37	16	106
Option 3. Bus/taxi westbound in Princes...	53	37	34	7	131
Option 4. Leave buses and taxis both sides...	9	9	15	86	119
Total	143	119	105	117	

Appendix 2. Comments for “The future of Princes Street – what would you like?” – sorted by first preference stated.

Option 1. Princes Street with a cycle route and no motor traffic. Continued car/bus/taxi use in George Street

In Montpelier the ancient city centre is pretty well big traffic free, and the tram streets around are often pretty well bus and traffic free (but essential seems allowed). The equivalent in Edinburgh would be a car free Royal Mile, though, not a traffic free Princes Street. But Princes St is the more obvious cycle route and has the unique castle / gardens perspective.

Option 1. Main aim should be to have only cyclists, pedestrians and trams on Princes St, to open up views to Castle etc. Problem is where do buses go? Need to reorganise routes so fewer buses go through city centre - most could link with the tram at the E or W end of Princes St and head out of town, with shuttle buses only along George and Princes St. One earlier idea was to route buses half the length of Princes St .then half of George St enabling part of Princes St to be pedestrianised. Is that still a possible compromise? If popular there would be demand to extend the pedestrianised area

Princes St has to be the priority - make it pedestrian-friendly (actually, people on foot are more important than cyclists here)

Motor access for special needs should be considered

The other option would be to move all motor traffic to Queen's St, which would make Edinburgh a far more continental city

I support trams and bikes on a more people friendly Princes Street with more cafes spilling on to the street. It should have far fewer noisy buses along it, perhaps even none ultimately.

In the busiest city centre routes I think segregation of bikes and motor traffic is most likely to encourage more cycling as the comments I get from colleagues most frequently as a daily cycle commuter are about traffic. The more cyclists the more aware motorists will be. Bus drivers are currently almost unfailingly helpful - thanks Lothian Buses!

Princes St, when completely closed to traffic, was a dream! Xmas 2011 was lovely taking our daughter there, great to see all the cyclists too!

My personal views - as a bus driver and cyclist. Don't like either of the last 2 options 3 and 4

Having one of the streets with no motor traffic is the key feature to aim for.

Making George St car free is a non starter. It would cut the Mound off for cars and this is an essential N-S route. Also with Princes St already out for cars and Queen St with limited parking you may as well ask all the major shops on Princess St to shut shop and go out of the city centre thus further adding to traffic.

Open to all traffic after dark.

I'm a bit worried what George St would be like full of nbuses. Princes St would need separated cycle lanes.

What a good idea

Choice 1 would be great but think impractical

Princes st is scary with taxis whizzing past. The threat of tramlines doesn't help. A lane for bikes & a lane for trams would be best.

I don't have a problem with cars/buses/taxis/trams, however, pedestrians and cyclists should be given priority

It is better to have cyclists on S side of Princes St only to allow pedestrians to spill across to trams.

Option 2. George Street with a cycle route and no motor traffic. Continued bus and taxi use in Princes Street.

George St. is a much more valuable street to preserve from traffic. Princes St CAN absorb buses; George S cannot. George St has much more potential - 2 sides, better buildings.

During the tram works it was clear buses and George St were not a good mix.

Trams and tramlines make Princes Street problematic for cyclists no matter what other traffic using the street.

Currently, even before the final arrival of the trams, I don't consider Princes Street a safe place to cycle and George Street is only slightly better. In general I would say current cycling conditions in the city centre are very poor.

I cycle in George St to avoid the buses and tramlines in Princes St without much problem or often go from Rutland St to Queen St and the cycle cut to Heriot Row. Could something be done to make this bit safer for bikes? Otherwise it is a quiet route from the Newtown to the canal via Conference Centre and Scottish Widows. Why don't all these folk who came off on the tramlines do the same.

*In the last 2 years I have had 2 moderate crashes with cars on George St
Cycling alongside tram lines is very off-putting.*

As a pedestrian and public transport user, wish to keep buses in Princes ST, to make change easy between buses and bus/tram. One-way each way is worst of all because will be hard to change buses, and confusing for visitors. Tram needs integrated with buses.

Option 2 may be the most realistic short of a radical rethink about bus routings in Edinburgh

Option 3. Bus and taxi westbound in Princes Street and east bound George Street with 2 way cycling on the traffic free sides of both streets.

Traffic-free cycle lanes have to be the priority. Cycles don't mix well with queues of buses or erratically driven taxis!

Not sure how my 3 choice would work (option 3), with tram lines down the middle of the roadway.

Edinburgh's city centre has very few streets, not like eg Glasgow. George St was a nightmare when Princes St was closed for tram works. This is why I oppose the "no traffic on Princes St" option for the current time. Maybe in 10 years there will be more government leadership on limiting private car use.

Would like an option that allows cycling along Princes Street

Fear that pedestrians and tramlines would make Princes St cycling actually quite challenging, slow and dangerous, so greater focus on segregated cycle routes on George Street would be my top preference

The north side of Princes Street should be free of motor traffic (+/- cycle lane)

Removing all buses from Princes Street would cause excessive delays to buses, and thus encourage more car use in the City. We should recognise bus operators and passengers as cyclists' allies in reducing congestion.

Bus + cycles don't mix well on Princes St.!

These alternatives are FAR FROM CLEAR. Not clear if cars allowed in Princes St.

It would be good to increase the pavement area as very congested at weekends and the festival. Leave some blue badge parking on George St for disabled drivers.

Option 4. Buses and taxis on both sides of Princes St and George St (as at present) but with less access and car parking for cars to George Street.

Options 3 and 4 are both as bad as each other. Had there been a negative option, I would have done so.

Important to KEEP buses and taxis along Princes St for accessibility for elderly / less mobile people. Queen's St more scary and deserving of revamp!

My own preference is to preserve car access to George St but with enhanced cycle facilities for through journeys.

Against traffic free Princes St as creates bigger problems elsewhere e.g. George St and restricts access of elderly, families and those with other mobility issues

5. None of the above [We did not give this as an option, but some people gave no preference]

Don't like any of these. Think that having buses on Princess St makes life easier when I am a pedestrian. When I drive car parking on George St is sometimes helpful. As a cyclist I don't find Princess St or George St unpleasant though I have a lot of experience.

It's complicated. I favour any solution that avoids cyclists having to interface with tramlines and (eventually) with trams travelling at 30mph through the centre of town. A toxic combination.

6. Other comments

It would be helpful for visiting cyclists if good signage were provided on approaches to a re-vamped central area. Signs would show most cycle-friendly route options.

At present I avoid the central area whenever I can when cycling.

I don't really do princess st my trike and myself couldn't get there.

CHOGM '92 with car free city centre was best!!

Cannot see any of those scenarios happening

Appendix 3. Comments for “Princes Street tramlines – have they affected you?” ... sorted by stated preference

Option 1. Never or almost never cycled in Princes St even before tramlines installed

Only ever use(d) extreme ends of Princes St, from Waverley Bridge eastwards and from S. Charlotte St to Lothian Rd. Prefer George St as currently designated.

Given the wide space available in Princes Street, with just the one pinch point at the foot of the Mound, it's astonishing that no safe street-long segregated cycle route can be provided by the Council.

George St avoids tramlines and hordes of buses! Too many buses and tramlines in Princes St.! Why dont more cyclists stop whingeing about tramlines and use George St?!

Tram lines are a potential problem wherever they occur, but cyclists manage them in other places.

Because buses make it too scary.

Option 2. Did used to cycle in Princes St but rarely or never do so now because of tramlines

I used to cycle to and from Princes St at least once or twice a week. I now always take the bus as I think the whole environment is just too dangerous.

Had a fall on tramlines despite trying carefully not to fall. Now do cycle on Princes Street but dismount to cross tramlines.

I avoid Princess Street nowadays, much more because of the traffic (mainly buses) than the tramlines. I was unable to give this answer in your list of options - I ticked an option only because the program demanded an answer.

I'm comfortable with crossing Princes Street at its junction with Hanover Street but I never cycle along Princes Street now because tramlines + traffic together just feels too dangerous

My father also fell off his bike due to tramlines

I will almost certainly never cycle in Princes St again, unless a traffic free route so that I wouldn't risk being forced onto a tramline by a bus or taxi.

I used to cycle down Princes St frequently before tram lines, but too scared now.

I work in A+E and have seen numerous cases of cyclist coming off on tramlines

It is easy to think tramlines are not a problem until you are forced onto them by a bus

My bike wheel slipped on tramlines in January & I suffered concussion. Will avoid tramlines wherever possible!

Option 3. Cycle in Princes St but am worried about tramlines

The main problem with the tram lines occurs due to pressure from motor vehicles, particularly at pinch points, eg. east of Waverley Bridge, foot of the Mound. Trying to overtake queues of buses sometimes causes unnerving moments too.

I always am very conscious that I need to cross the tram lines as close to a right angle as possible. So tend to feel anxious near the tram lines.

I crashed on the tramlines last month (reported to Spokes and the Council). I'm now extremely wary on Princes St. When I want to cross the lines, I often get off my bike and walk across now.

I've encountered two problems. (1) the crossing at Hanover St/Mound. The road markings for bikes are good for crossing the tramlines, but they take you right next to the kerb. This is dangerous because pedestrians tend to step into the road without looking; cyclists need to ride further out to provide some clearance, and that puts us back into traffic that's expecting us to stay within the marked lines. Also, in the northbound direction, the road markings take cyclists straight into the back of a line of taxis, and then we have to swerve out into the traffic to get around them. (2) where the tramlines turn into St A Sq, the only way to cross the first set at a safe angle is to swivel sharply, in front of traffic behind that's expecting the bike to keep travelling in a straight line.

It's intimidating to slow down when crossing the tramlines with traffic behind me, but I do it.

I am also worried about tram lines in other places, for example, close to Roseberry House in the Haymarket area. This is very dangerous. In Princes St, the turn off the street to St Andrews Sq is exceptionally dangerous

Usually on fat-tired MTB so I'm less of a worry when directly crossing Princes St but do take extra care when change lanes eg if cycling west but want to move to north side. Would never take my road bike on Princes St now.

Cycling on Princes Street is no longer a pleasure. I take a lot of care around the tram lines.

The tram lines will deter many people from cycling in the centre of town.

The worst bit for me is Eastbound where the rails turn left to go to St Andrews sq. If this bit catches one unawares, a fall could happen. As it is, I have to make uncomfortable wiggles to meet the rails at an appropriate angle, and just hope any traffic behind understands what I'm doing. Perhaps the Highway Code people could come up with a hand signal that signifies 'I'm about to negotiate tram lines'. A future Spokes competition?

I almost came off my bike recently, when crossing the tramlines cycling east out of Princes St. Design of the track layout in Princes St. is poor, forcing all traffic to one lane in three places - two Eastbound and one westbound. This competition for spaces leads to problems.

Squeeze by National Gallery is worrying (going west).

Not worried... TERRIFIED

Worried around Mound and West End and turning right off Princes St

I had one incident where I nearly came off my bike changing lanes around tram tracks with traffic close behind me. It was scary and put me right off. I now think how to avoid it & use it only on quiet times.

Option 4. Cycle in Princes St – tramlines not much of a problem

But I can imagine how busy taxis and buses may make it a problem.

Can't understand the fuss

I am aware that they are a potential problem and try to cycle carefully around them.

I think cyclists just need to get used to the tramlines. I'm concerned that the question will self-select those who have problems with the lines whereas most other street users will just adapt and get on with it.

I am a confident and experienced cyclist and can take an assertive road position when required. But we want a Princes St where anyone feels confident cycling!

I am not a regular cyclist in Princes Street, more crossing at the Mound which I generally find ok.

I am very aware of the tramlines and try to take a proper line in the centre of the road at the point where the lines turn off opposite Princess mall on the eastbound side. The other crunch point is turning right from the westbound lane into Frederick St where drivers can sometimes be a little impatient. I cycle in Princes st at least once a week. George St is more hazardous due to cars trying to bypass all the bottle-necks, or vehicles parking or emerging from spaces.

Problem is traffic rather than from lines.

I have much more problem with potholes etc.

Nearly buckled my front wheel on the old tramlines- summer 1961- at the West End; it could have been disastrous, as I was heading from home in Fife to catch the ferry to Copenhagen- my first trip abroad!

If you have a racing bike it is a problem because the tyres are smaller than mountain bike tyres.

Trams lines are not the problem. I am an experienced cyclist so know how to handle tracks. The issue is driver education. They MUST give cyclist a very wide berth so we can cross the tracks at a sensible. I want to see the police stopping traffic and educating drivers hassling cyclists at track crossing points. A classic example of this at the moment is the turn out of Manor Place onto Atholl St and Torphican St. Cars just don't give the room on the corner to take the tracks at a good angle.

Not a problem - yet

We need to grow up. Trams are vehicles of the future! I grew up in Glasgow in tramway era. One learns to cope with tramlines.

It's not a problem in Europe...

Appendix 4. SPOKES Mini-Count Princes and George Street - April 16, 2013, 8-9am

In order to discover current cycling choices, Spokes counted the number of people using bikes during a morning rush-hour in both Princes Street and George Street. The survey was conducted at the junctions with Frederick Street, and counted all cyclists using the two streets. A lunchtime survey had also been planned, but was cancelled due to bad weather which was forecast to get considerably worse.

Weather warning: Strong winds coming from the West with big gusts and intermittent spitting rain. Wind force due to increase further by the afternoon, according to the forecast, and rain picked up at 11.30 so our proposed same-day lunchtime was count cancelled.

Princes Street (corner of Princes/Frederick)

Westbound (bicycles only)

8.00-8.15	7
8.15-8.30	7
8.30-8.45	15
8.45-9.00	17
	=46

Eastbound (bicycles only)

8.00-8.15	8
8.15-8.30	10
8.30-8.45	16
8.45-9.00	17
	=51

George Street (corner of George/Frederick)

Westbound (bicycles only)

8.00-8.15	1
8.15-8.30	5
8.30-8.45	7
8.45-9.00	9
	=22

Eastbound (bicycles only)

8.00-8.15	5
8.15-8.30	6
8.30-8.45	11
8.45-9.00	18
	=40

TOTAL PRINCES STREET 97

TOTAL GEORGE STREET 62

i.e. There were over 50% more cyclists using Princes Street than George Street

CONCLUSIONS

- ◆ Even in bad cycling weather (strong winds, spitting rain and worse forecast for later) considerable numbers of people are cycling through the city centre.
- ◆ There is a significant demand for cycling in both Princes Street and George Street, but, despite the traffic pressures adjacent to tramlines, 50% more people find Princes Street their most useful alternative of the two.

Appendix 5 – Comments on QBiC

A. Concerns about Parking on the Cycle Lane

The marked bike lanes are useful, though sometimes obstructed by parked vehicles. Why still only advisory and not mandatory lanes?

Although the road surface is a bit better, the cycle lanes are often littered with parked cars or encroached upon by passing motor vehicles, especially at junctions. There are sections of the QBC where no cycle lane exists at all. Overall, not much better than before

Disappointing that cycle lanes are not mandatory. Allowing so much parking in cycle lanes defeats much of the point.

Parking is still the main problem.

What is the point of having money spent on this corridor only to have people parking their cars. It should be made a fineable offence!

Too many vehicles park in the cycle lane.

The Quality Bike Corridor has had some effect in discouraging parking along this route, but too little: it is an abuse of public funds for the City to spend money creating cycle lanes and then allow them to be used for car parking

There are too many cars parked in cycle lanes

It could have been so much better. What they put in does not match my expectations. Parking on lanes, lack of enforcement of 20mph zones.

Still cars parked on corridor in evening

Main issue is that parking esp. near Tesco's needs to be enforced.

There is still a big problem near Tesco on Causewayside. There are always cars parked on the cycle lane - should have double yellow lines here.

B. Marking of cycle lanes, and use of red chipping

I'm not satisfied that the red chips surface used is red enough to provide any extra demarcation to the lane. It's therefore vital that the white lining is monitored and refreshed as required.

Marking of onroad facilities has improved in places, but could still be better

The route south of West Mayfield to Kings Buildings is much better. The lack of a clear cycle lane southbound on Causewayside is a disappointment. As is the failure to mark the QBiC with a coloured surface along the whole route. The chipping method used to indicate the route in certain areas does not work satisfactorily. But for much of the route the QBiC is identified only by a white line.

The red chips aren't very conspicuous

Red too feint.

Really like the red tarmacadam- it should last longer than the last stuff does. Congrats on getting this corridor improved.

C. Concerns about the Narrow Cycle lane at the Missoni Hotel

I only really do the Middle Meadow Walk to George IV Bridge and there are issues here with not enough room on the cycle path, especially around the Missoni where there is a drop off point. I feel like I'm squeezed out of the way and when turning right northbound, I just get into the right lane on around Victoria Street rather than go into the cycle path.

The main thing I notice is a lot of new bike parking racks. The Hotel Missoni remains annoying

I only really do the Middle Meadow Walk to George IV Bridge and there are issues here with not enough room on the cycle path, especially around the Missoni where there is a drop off point. I feel like I'm squeezed out of the way and when turning right northbound, I just get into the right lane on around Victoria Street rather than go into the cycle path.

D. Concerns about Lack of Segregated Facilities

Overall, the QBiC is a lot of money for marginal improvements. The Council should be considering segregated routes for cyclists

SEGREGATED cycle lanes are needed like they have across Europe

Unadventurous. Segregation preferred

A good start. Really need dedicated/separated cycleways. Should be done in Leith Walk

Better with physically separated cycle route, though cycles on the MOTOR road might then be banned (as Holland)

E. Other

I think motorists travelling S should be allowed to turn right at West Mains road. Cars are displaced from the main road onto residential streets.

Still problems with seriously dangerous surfaces due potholes, but not just in corridors.

I use the Forrest Road to Potterrow section most often. The bus lane section southbound opposite McEwan Hall is better but the corner is still cut by many car drivers. (This is a problem on many left turns where drivers fail to leave enough space for a bike on the corner as they pass).

The hype surrounding this was not proportional to the improvement - this creates scepticism about council attempts to improve cycling.

Causewayside going north is improved. The next part to the Meadows is as bad as ever,. That whole section going south still remains pretty unpleasant.

The changes look more like maintenance than a major upgrade, good though.

This sort of thing needs to be extended to Morningside / Comiston Rd & Colinton Road.

Bike corridor stops short of the Liberton Junction. This is a very difficult junction travelling south especially turning right into Liberton Brae.

Any improvement is good, but we are light years behind the Europeans

Not a big advance. Still gaps in decent surface - especially Causewayside.

Notice more bikes and turn into KB easier.