

# 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/>

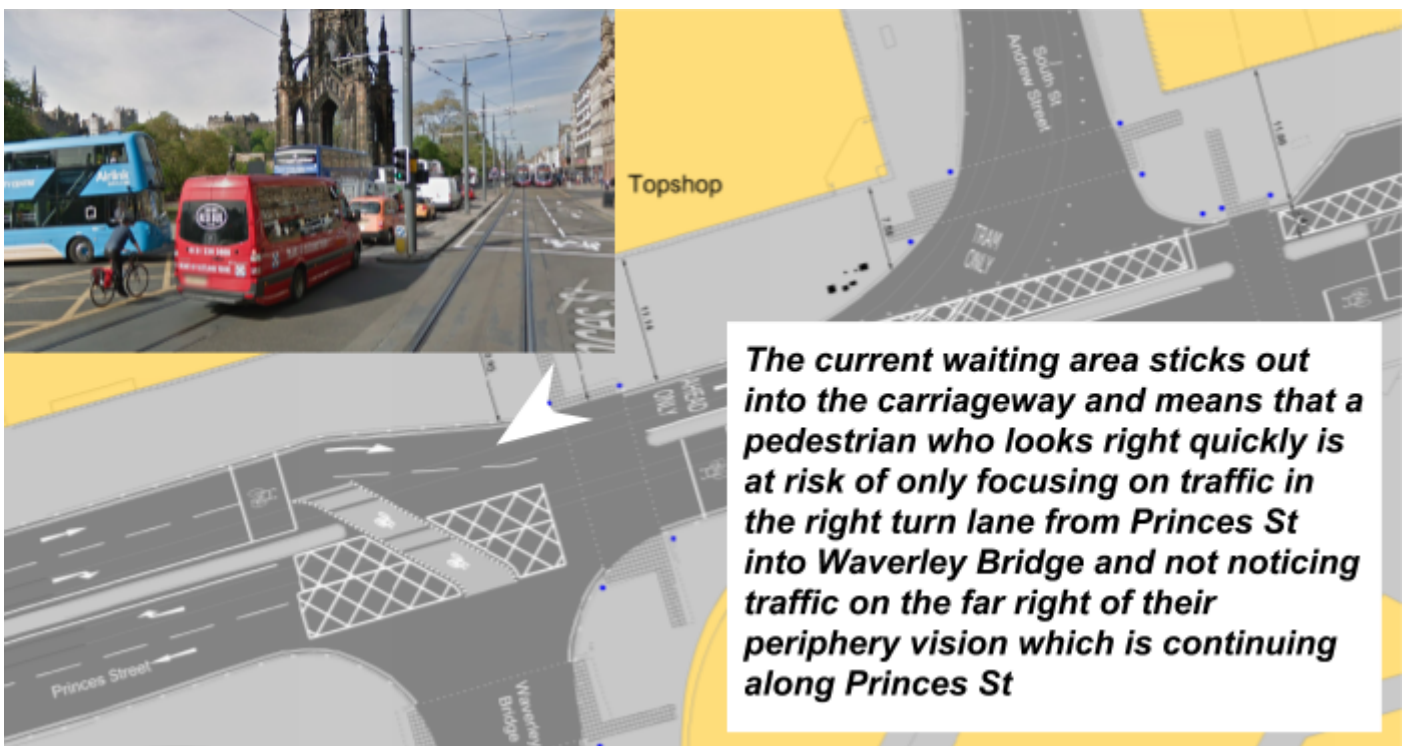
## Early release signals

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.

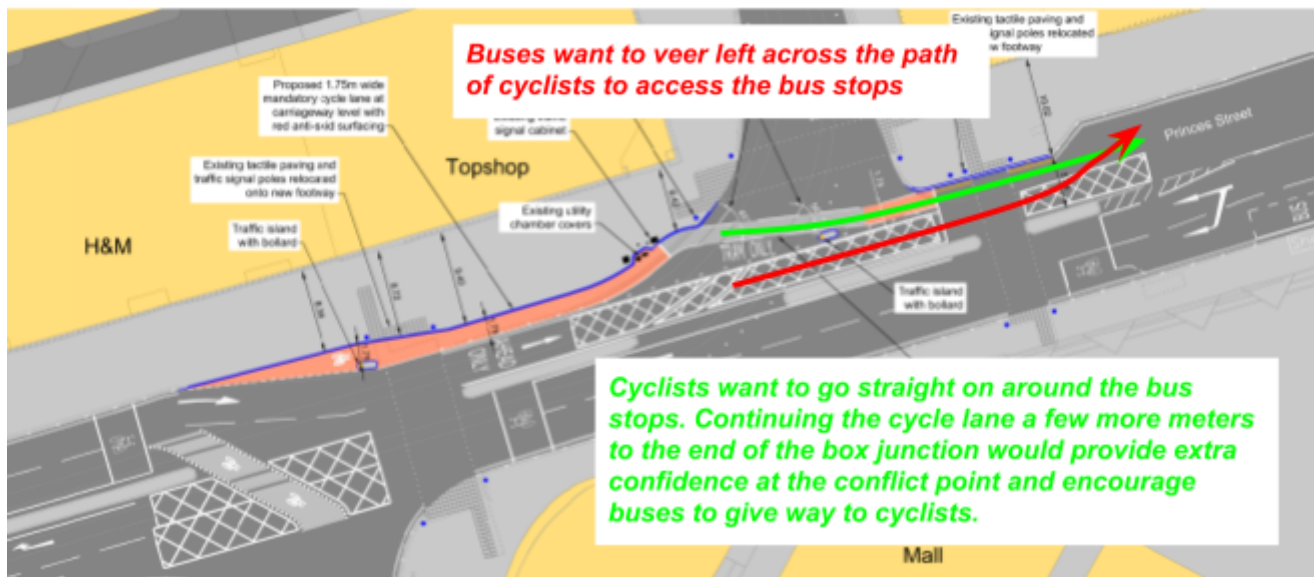
## Princes Street and South St. Andrew Street

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.

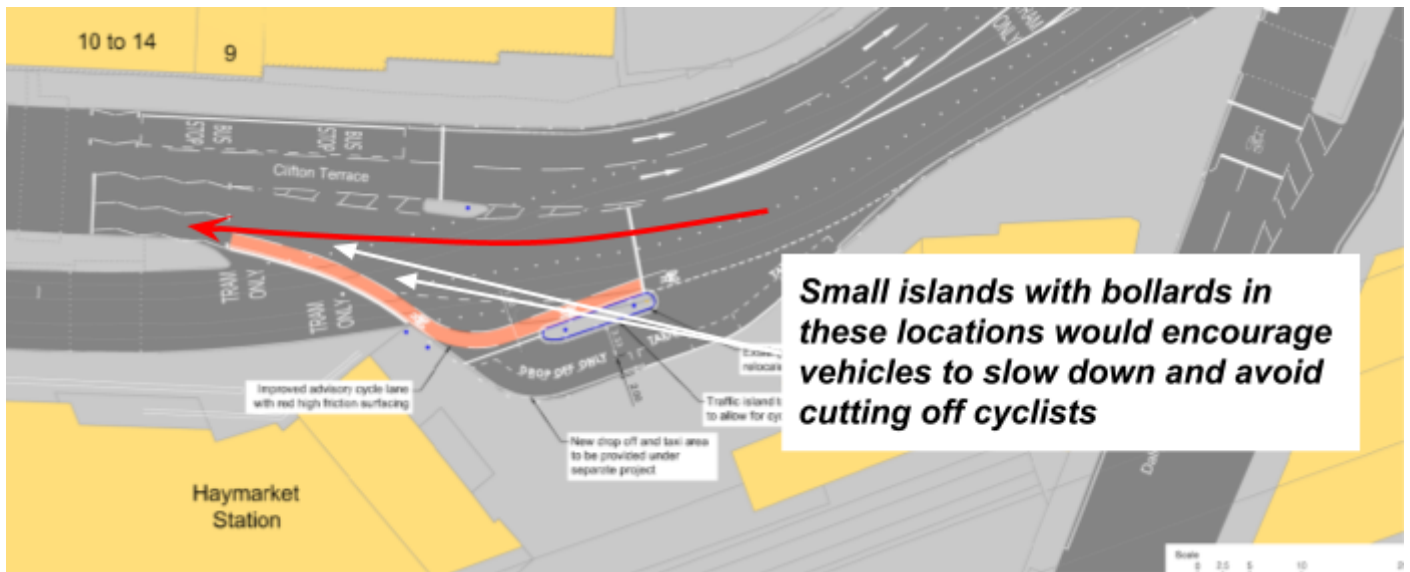
We understand that there are complications with installing an ASL here due to tram signalling equipment, but we can't stress enough how helpful an ASL here would be. We hope that you'll reconsider this in Phase 4, or otherwise reconfigure the West End junction to make it safer for cyclists.



# 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.

Chris Paton  
On behalf of the Spokes Planning Group  
10<sup>th</sup> April 2018