

Analysis of responses to the survey of Spokes members in August 2026

David Monaghan, 4 September 2026.

Summary

This report summarises the opinions from 233 valid responses received to the survey that Spokes sent to its members in late August. (Survey methodology and results detail in [Appendix 1](#)).

Tram route preferences

- Of the two tram routes (the 'Roseburn Route' and the 'Orchard Brae Route'), ~10% of members think that neither route is acceptable and ~10% have no opinion.
- Therefore **~80% of members agree with the principle of a north extension.**
- **Opinions on the two route options are divided equally**, with ~23% of members saying only the Roseburn Route is acceptable and ~27% saying only the Orchard Brae route is acceptable.
- **~30% of members find both routes acceptable.**
- While a majority of surveyed members accept the tram extension in principle, their **endorsement is conditional on the preservation of safe, segregated active travel corridors**, whichever route is chosen.

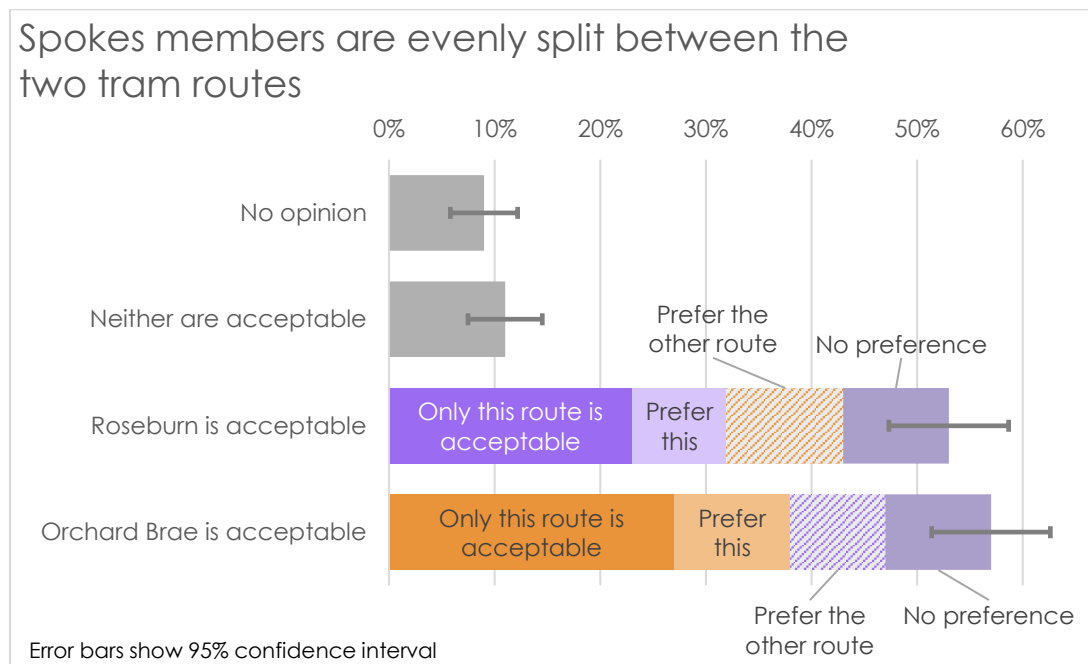
Princes Street vs George Street

- ~65% of members have used Princes Street this year and ~75% have used George Street, with about 1/3 of members using each at least once a month.
- Comments show that safety anxiety is a big driver of preference for the two routes. Notably, concerns about safety on Princes Street cause many respondents to avoid it entirely.
- If in future cycle facilities on each street were equally good, around 30% would choose Princes Street and 15% George Street. 30% would have no preference.
- If facilities on Princes Street were better, many people would use it who currently don't.

Tram route analysis in detail

Route preference

There is no significant difference between preferences for the two tram routes.



Full detail of responses is in [Appendix 1](#). The chart above combines responses from both relevant questions.

Analysis of comments

Around half of respondents left a comment about the tram routes. There were 116 comments in total (listed in [Appendix 2](#)). Google Gemini was used to do a thematic analysis of the comments, grouped here into five themes.

Title & Description	Respondents
Retention and Safety of Active Travel Infrastructure <i>Demand that safe, high-quality, segregated cycling/walking facilities must be maintained, whichever route is chosen. Commenters emphasize that any design, particularly along the Roseburn Path, must guarantee that the effective width of the existing active travel space is preserved or improved rather than compromised.</i>	46
Practical and Safety Drawbacks of Orchard Brae / Dean Bridge <i>Concerns about steep hills, narrow bridges, high costs, and on-road track hazards. They raise safety concerns about forcing cyclists to ride on-road alongside tram tracks on these tight corridors, as well as the high construction costs of this option.</i>	23
Scepticism and Alternative Transport Priorities <i>Doubts over the tram's business case, with a preference for bus improvements or heavy rail. Instead of high-cost tramlines, they advocate for more flexible, cost-effective alternatives such as improving the existing bus network, reopening the South Suburban railway line, or investing directly in separate cycle paths.</i>	20

Title & Description	Respondents
Strategic Public Transport Expansion & Modal Shift <i>Belief that the Granton tram extension is a vital step for city growth and climate action. Supporters argue that providing high-capacity, fast, and reliable mass transit is the only effective way to combat the climate crisis and shift commuters away from private cars.</i>	15
Preservation of the Roseburn Path's Green Corridor <i>Prioritising the protection of the path's natural wildlife, quietness, and trees. Commenters express strong worry that introducing a tramline will lead to the clearing of trees, the loss of natural greenery, and the general destruction of a peaceful, car-free haven</i>	12

Key Insights from the distribution of themes

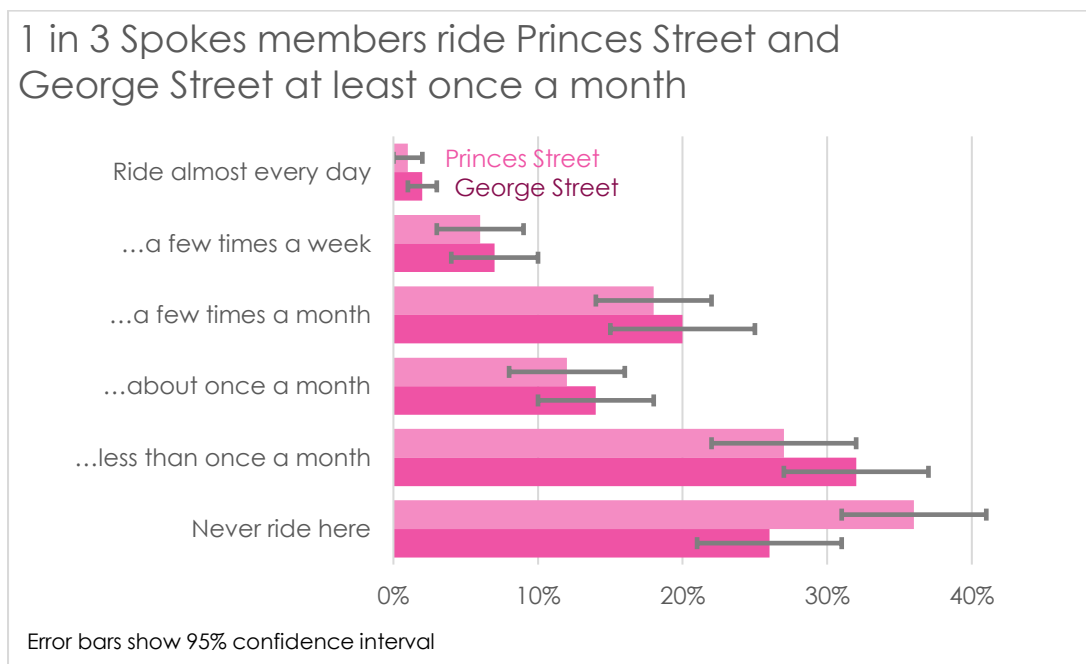
Active Travel is the priority (~40%): the absolute **protection of active travel safety and path widths is the dominant priority** of the membership, whichever route is chosen.

Combining the *Green Corridor* theme and the *Scepticism* theme reveals that over **a quarter of all comments represent strategic or environmental resistance to the project.**

Princes Street vs George Street in detail

A third of respondents use George Street or Princes Street at least monthly, with ~10% doing so several times a week. Given that Spokes members are a small proportion of Edinburgh cyclists, this suggests significant use of these routes by people cycling.

Across the board, Princes Street was reported as being used less than George Street, although most of the differences are within the margin of error in the survey, so are not statistically significant. A difference that **is** likely to be statistically significant, though, is that **36% of respondents say they never cycle along Princes Street compared to 26% who never cycle along George Street.**



Full detail of the responses is in [Appendix 1](#).

The second question in the survey asked 'If in future facilities for cyclists were equally good on Princes Street and George Street, which of the two would be most useful to you?'

- 1 in 3 respondents wouldn't have a preference
- 1 in 3 would use Princes Street
- 1 in 7 would use George Street
- 1 in 10 wouldn't use either.

Princes Street is the preferred choice for an East-West corridor, but it is currently not being used as much as George Street.

Analysis of comments

Around half of respondents left a comment about the city centre corridors. There were 98 comments in total (listed in [Appendix 2](#)). Google Gemini was used to do a thematic analysis of the comments, grouped here into five themes.

Theme Title & Description	Respondents
Anxiety caused by tramlines <i>Dread of physical injury, skidding on metal tracks, and active avoidance of Princes Street. Commenters repeatedly describe the physical dangers of sharing road space with tram tracks on Princes Street, noting they find the metal rails nerve-racking or have personally experienced skidding accidents</i>	28
The Directness vs. Detour Dilemma and the call for continuous segregation <i>The trade-off between Princes Street's directness and George Street's safety; demands for full segregation. Respondents describe a constant trade-off where Princes Street offers a direct, scenic route with fewer junctions but is plagued by tram and bus hazards, while George Street feels safer but can represent an inconvenient detour.</i>	24
Heavy traffic and conflicts with buses and pedestrians <i>Many members express feeling extremely hemmed in and unsafe due to the massive volume of buses, coaches, and taxis running along Princes Street. This congestion is further worsened by unpredictable pedestrians stepping into the road and buses stopping at kerbsides, which forces cyclists to pull out directly into the path of oncoming trams or across tramlines at dangerous angles.</i>	20
Strategic active travel connectivity to surrounding networks <i>Ensuring George Street/Princes Street link seamlessly to Melville Street, the CCWEL, and New Town routes. George Street is widely identified as a natural and highly useful link to existing active travel corridors.</i>	16
George Street obstructed by car parking and large vehicles <i>Frustration that George Street is treated as an SUV car park, creating central-bay blind spots.</i>	9

Key insights from the distribution of the themes

The data shows a very high concentration of safety anxiety in the city centre, with more than half of all comments focusing on the dangers of tramlines and buses on Princes Street.

The analysis reveals two distinct behaviours among respondents: on Princes Street, safety anxiety is the primary driver of route avoidance, while on George Street, safety anxiety peaks among the most active daily commuters who use the street as a safer 'refuge' route.

Princes Street: safety anxiety drives active avoidance

For Princes Street, there is a clear, inverse relationship between cycling frequency and expressed anxiety. **Anxiety is highest among infrequent riders.** Out of the members who cycle on Princes Street 'less than once a month' or 'never', 32 out of 52 comments focus heavily on safety anxiety and physical tramline hazards. These members are not merely inactive: their comments reveal that their low usage is a deliberate strategy to avoid danger. Many state that they plan detours or have stopped cycling in the city centre altogether because of their anxiety ("*I tend not to cycle on Princes St because of the volume of traffic & the tram tracks*" or "*I actively avoid Princes St, too*").

dangerous."). By contrast, only ~40% of high-frequency (daily/weekly) riders on Princes Street express safety anxiety in their comments, suggesting that those who brave the street regularly possess the high confidence required to navigate mixed tram and bus traffic.

George Street: Daily commuters voice high anxiety

For George Street, the pattern is reversed, showing a strong concentration of anxiety among the most active cyclists. Among daily/weekly cyclists on George Street, 8 out of 12 comments express acute anxiety about city centre safety. These high-frequency cyclists are commuter riders who use George Street as a safer, tram-free alternative to Princes Street, yet they remain highly stressed by the general hostile environment of the city centre. They use George Street because they must, but they are the most vocal advocates demanding that the Council install fully segregated, continuous cycling infrastructure on this corridor. (One who cycles George Street almost every day says they still find Princes Street "so nerve wracking that I do everything I can to avoid it" and states they would "willingly stay on George St... I would rather one or the other had a separated, continuous cycle path")

Takeaways for Spokes

This mapping provides Spokes with two powerful, data-driven campaigning arguments:

1. **The 'Suppressed Demand' Argument:** The anxiety among infrequent/non-users of Princes Street proves that there is a suppressed demand for city centre cycling that is currently blocked by tram track fears and bus congestion. Installing a protected cycleway would unlock this corridor for most of the membership
2. **The 'Commuter Mandate' Argument:** The high anxiety among daily George Street riders shows that even Edinburgh's most experienced, regular cyclists do not feel safe in the New Town and are demanding a permanent, protected corridor to connect existing networks like the CCWEL.

Appendix 1: Survey details

Methodology and response rates

A link to a Google Forms survey was sent to 'all emailable members' (~1,000) on 22 August, with a follow-up reminder on 26 August. The survey closed on 31 August. 248 responses were received, of which 233 were from email addresses registered with Spokes. The 15 responses from email addresses not on the Spokes database were excluded from the analysis. One email address completed the survey twice on different days: the responses in both cases were similar, so one response was excluded from the analysis.

Questions (% choosing this answer*)

1. What is your opinion of the proposed new tram routes from Granton?
 - Both are acceptable to me (30%)
 - Neither is acceptable to me (11%)
 - No opinion/prefer not to say (9%)
 - Only the Orchard Brae route is acceptable to me (27%)
 - Only the Roseburn route is acceptable to me (23%)
2. You say that both routes are acceptable to you. Do you have a preference for one of the routes? *[Only asked of respondents saying that both were acceptable]* (11% prefer Orchard Brae, 9% prefer Roseburn, 10% have no preference)
3. If you have comments about the proposed tram routes, enter them here before moving on
4. In the first half of 2026, how often did you cycle along Princes Street?
 - Almost every day (1%)
 - A few times a week (6%)
 - A few times a month (18%)
 - About once a month (14%)
 - Less than once a month (27%)
 - Never (36%)
5. In the first half of 2026, how often did you cycle along George Street?
 - Almost every day (2%)
 - A few times a week (7%)
 - A few times a month (20%)
 - About once a month (14%)
 - Less than once a month (32%)
 - Never (26%)
6. If in future facilities for cyclists were equally good on Princes Street and George Street, which of the two would be most useful to you?
 - I would use Princes Street more (36%)
 - I wouldn't have a preference (35%)
 - I would use George Street more (15%)
 - I wouldn't use either of them (9%)
 - No opinion/prefer not to say (4%)
7. Add any comments about cycling on Princes Street and George Street

* Percentage of responses doesn't always total to 100% due to rounding.

Appendix 2 – verbatim comments

If you have comments about the proposed tram routes, enter them here before moving on

Granton would benefit from a tram link. Evidence shows that people living near a tram or train are less likely to drive compared to proximity to a bus. It's therefore sensible to advocate for a tram
The Roseburn Path is a vital part of the NEPN and should not be used for a tram, regardless of what cycling facilities can be retained.
Tram extension to Little France the priority given public transport journey times
The vital thing is to prioritise improving bike and pedestrian use alongside the trams.
We should be pro tram, and council has said that roseburn is cheaper. I'm not sure why cyclists have been up in arms about this, given cycling space is being preserved.
I don't think that extending the tram is a good idea. Tram tracks are bad for cyclists. Any available money could be better spent on alternatives.
It strikes me that neither route is necessary. It would be a much better idea to develop our already excellent bus service and get the the South Suburban railway up and running again.
Only prefer Roseburn if a single track tram line with a shared use path the same or greater width as now. If not single track then I would switch preference but same would apply to Dean Bridge being single track. However I think cost of works to Dean Bridge mean this is a non starter given no historic use of trams compared to Roseburn being a former railway alignment and rail bridge over the Water of Leoth.
Roseburn is such a key cycling route that it's essential to keep it as it is.
The Roseburn path is such a well established traffic free route , over decades, that to share it with trams would be a retrograde step. However, the shared tram/motor traffic route ought to have a traffic-calming effect(hopefully to the 20 mph urban limit)... any cycle infrastructure removed can be reinstated/redesigned/rerouted either as part of the construction or at a later date.
in " I prefer the Roseburn route" I mean to say that I prefer the option for the tram to run along this route.
All space should be taken from private motor vehicles
The Roseburn path is dark and quiet at night so not conducive for female cyclists also it would be good to get cycle paths on additional roads and Roseburn path will not be unusable if there are trams too.
the tram routes is required, but it needs to a be better alternative that the car of bus otherwise use will be limited. I use the cycle path every day, but accept that putting trams on Orchard Brae/Dean Bridge would be a waste and costly. The path is being retained, I get that those in Blackhall etc don't want it as they won't benefit as much as others but it's worth cost.
I don't often use the Roseburn bike path but it's a major asset for accessing this area when I do - whatever solution is adopted the bike route needs to remain.
I think the housing developments at Granton provide an urgency for improved public transport that could justify making a large compromise.
The Roseburn route is predicated on the path also being available post tram for walking and cycling.
The Roseburn option has moved significantly since first muted. Having been to Porto where people and trams live side by side on the famous bridge it is a small leap to take a similar approach at Roseburn. It is the cheaper option and will provide quicker journey times. A workable solution must be found which involves compromise. Many find change difficult, far more difficult I would expect than the wildlife.
Would prefer the Orchard Brae route be adopted but with sufficient provision for cyclists.
The consultation received a huge number of responses and there was overwhelming rejection of the Roseburn Path route. The council should respect this, otherwise what was the point of the consultation?
Rose burn provides the most space and was a rail line, but is a beautiful corridor, so I understand the objections, but I marginally prefer Roseburn because Orchard Brae impacts existing bike lanes
Cyclist safety seems better protected on a mostly off-road route, and the level connection the canal is an opportunity (both re: Roseburn).
My preference for the Orchard Brae route is mostly due to the single track battery trams, which will significantly limit capacity. I acknowledge that the Orchard Brae route is worse from the cycling point of view, and if Spokes, as a cycling campaign, were to take a position against it it would not be the end of the world for me.
I use the existing Roseburn cycle path often and would not wish it to be majorly disrupted in the long term.
With good planning it should be be possible to have a good cycle and foot path as well as the tram line. The route over Dean Bridge would be hazardous for cyclists and Orchard Brae would also be problematical especially in rainy and snowy conditions. The most important part of the route is from the Craighleith shopping centre and the Western General to the end of the existing line at Newhaven.
The Roseburn option is completely unacceptable. It will take away a nature corridor running through the heart of the city. It will introduce a new hazard to an existing shared walking and cycling route, one that Spokes member campaigned for and built with their own hands. And that is if you believe the Council's promises that there will be no loss of segregated active travel away from motor vehicles, regardless of whether the vehicle is a tram, a car or a bus. It just isn't credible that the current safe active travel path will be maintained.
What about south suburban line
Take space away from motor vehicles, not walkers and wheelers. Reducing road space can help modal shift away from car to active travel or public transport (traffic evaporation in long term).
The tram needs to serve both hospitals. It ought to be quicker than current bus services and cycling; therefore segregated from roads as much as possible. Musselburgh town cente and Portobello also need fixed rail links.

I am more appalled at the idea of putting a tram on the Dean Bridge than losing some cycle path so if I was forced to choose I would opt for Roseburn route... But how can the disruption and expense be worth it for a single track service, which would mean only one tram every half an hour or do
whatever is done bike should be preferred. it feels wrong to be taking away bike options in either scenario
Roseburn only okay if safe cycling and walking retained.
While I sympathise with regular users of the Roseburn path, I think the shared option with tram is only way to make quick progress with improving public transport in Edinburgh and reducing car use which in turn helps cyclists
It also depends on cost, which is more expensive?
The rose burn route is also a major wildlife corridor which would suffer greatly if a tram was introduced. We are the most nature-depleted country in Europe. Don't deplete this further. The roseburn route also is less useful for the community as it doesn't stop in the most relevant places along the route
I really appreciate the spokes approach to this so far and your existing submission. I think it is crucial that Granton gets access to a tram, because thousands of new apartments are going to mean thousands of cars otherwise. As a woman, cycling off road paths (like roseburn) on dark evenings is not an option I feel is available to me. If I lived in Granton I would need that tram AND a cycle route safe from cars. Both, not one or the other.
I am a cyclist and I cycle and use the Roseburn path over a week. I value it but I also value the benefits that a North-South tram line will bring and cost effectiveness of the Roseburn path. It is important however that walking and cycling experience is maintained the best it can. Consider the cost and time overrun of an alternative route and put a portion of that saved money upfront into making a high quality (and improved!) the Roseburn path for all!
The Roseburn route is not ideal but it is a lot better than the Orchard Brae alternative. The proposed compromise (3-metre cycle path alongside single-track tram route) would be acceptable to me. The Orchard Brae route would be terrible as it would involve tram lines over Dean Bridge. Cycling over the bridge is already difficult because of the narrow carriageway - the presence of tram lines would make it much worse.
Whatever option is preferred, I firmly believe that Spokes should support the principle of extending the tram. Given the rate at which Edinburgh is growing (with much of the growth planned for the Granton area), improvements to the transport system will be essential, and there is no way that traditional buses could prove adequate.
In an ideal world neither of these are great, but I'd it has to be built I just can't see how it can go over Dean Bridge. I think everything possible needs to be done to make it work with cycling along Roseburn path but I just can't see another way. I used to cycle that way very regularly, although less so since we moved house and I know how lovely it is but I just can't see an alternative.
Neither is ideal in every way. Each has advantages and disadvantages. They seem quite finely balanced to me. But one must be chosen. So some people will be upset. This is inevitable.
Living some distance away I lack sufficient local knowledge to make a useful comment.
Business case must stack up. And from what I've learned, there's a big difference in Roseburn Path which is what the original design was back in 2004. Meanwhile I would like the council to make cycling and pedestrian options as good as possible.
The points that I feel important: 1. the option which attracts most passengers and is thus most effective in keeping car ownership & use down on the city streets; 2. the dangers to cyclists of tramlines in the roads; 3. the possibility of a high-level bridge over the Glasgow-Edinburgh railway, connecting North Edinburgh Network to South Edinburgh. All three reasons point to the Roseburn tram option, given also that it incorporates a cycle/walk route which is as wide as or wider than the existing for nearly all the way.
As I live very close to where the tram route would start (Granton), I am most in favour as I would use it. My preference would be a road route, i.e. Orchard Brae.
Too expensive and unproven need - vanity project
Better to take road space away from cars on orchard brae than from bikes on Roseburn path.
Even though Spokes is a cycling campaign, we should prioritise what makes most sense for public transport, and help shift the greatest number of people out of cars.
This may not be popular, but the reason we have the Roseburn Route is because a public transport option (train) created it, and but for Dr Beeching we might still have it. However, we have the opportunity to have both a tram extension and a cycle/walk route on the same route. Roseburn is important, I think, to link the whole of NW Edinburgh by fast public transport to Haymarket, and from thence westwards to Glasgow, Stirling, Inverness Aberdeen etc. It would make Haymarket the 'Edinburgh Gateway' for the North and West of the city - i.e. avoid a lengthy in-out trip to Waverley to catch a train.
The
I use the Roseburn cycle path regularly and would be happy for a tram line to run alongside it. It will still be a lovely cycle route. Most importantly I think the tram extension to Granton is vital for the city. We cannot be small minded if we want Edinburgh to be a world class city and this is a major growth area. Although I primarily get around by bike (and don't have a car) there have been times when it would have been useful to catch a tram to/from Granton, especially as outside peak times I could have taken my bike on the tram and cycled the other way. The Orchard Brae route makes no sense from a tram network standpoint and the degradation of on-road cycling along the route (which I also regularly use) would be unacceptable and far worse and much more dangerous to cyclists than having the tram on the Roseburn path.
The Roseburn route is really the only practicable option. The city needs a proper sustainable transport network. As long as there are proper provisions made for cycling and walking (both along the existing path, but more generally in western Edinburgh), I consider the Roseburn route to be acceptable.
Trams work better off road, so if pedestrians and cyclists fit alongside them on old railway routes, that is better than putting the trams on the road.

Don't really believe that you can reduce the impact in nature at Roseburn adequately e.g. putting in 3m cycle track as well as the tram must involve clearing trees and losing greenery, increasing lighting, providing surfaced access to maintenance/repair vehicles etc. Also don't trust the Council to stick to pledges about cycle friendly features, given the economic pressures they are under. However, I suspect that putting trams on the Dean Bridge will be a very risky and expensive business in construction terms with no adequate space for bikes.
The Roseburn path is now a well-established and popular route and piece of urban green space. I also think that any tram provision should take space away from the road network not from active travel corridors.
I think the Roseburn route is better value and would still allow enough space for cyclists. Keeping the trams off roads where possible would be best.
If the Council are willing to adopt Spokes suggestions for modifying whichever route is selected, I would support either.
But the southern leg has priority in my view
I could live with the Roseburn route, but I have a strong preference for the Orchard Brae route.
There's current discussion about the South Suburban being reopened. The Roseburn route is a former railway that has been repurposed as a path and cycle route. If it was an abandoned track bed then there would be no controversy about reusing it. I think the common good is best served by this being a tram route, and that Spokes main focus should be the reinstallation of a cycle route as part of this.
The campaign to derail the N/S tram route in the Roseburn section is a massive shooting the foot exercise. Granton developments and housing are due to be expanded and grown - without a reliable form of public transport to and from this area into the city, these developments will only introduce more car dependency. While I dislike the idea of the Roseburn corridor being re-purposed for tram use, I also understand the practicalities and compromises that need to be made to make Edinburgh fit for the 21st century, to combat the climate crisis and to reduce private vehicle use. The council's proposed solution for the Roseburn stretch ensured that pedestrian and cycle access would be maintained. There is also a real lack of discussion about how unusable that route is in winter or after hours for women and other vulnerable people. It is isolated and dark, and essentially unusable for these cohorts of pedestrians and cyclists. The addition of a tram service would make the space feel safer and more accessible for people on foot and bike in the dark.
The Roseburn path will also result in disturbance and likely loss of valuable Green space. The proposed path along Roseburn puts cyclings and other users in contention for reduced space in both directions.
Roseburn path is also a vital wildlife corridor and refuge as well as being an important quiet walking route. Trams would destroy nearly all of that.
The on road routes are important and the Roseburn route compromise sounds better but as an E Lothian resident I only cycle here infrequently.
I think the proposal to degrade cycling facilities on Orchard Brae needs consideration. Space from trams should come from cars first. If the Roseburn Path option is taken, I essentially have NO safe cycling links to north Edinburgh from where I live (Morningside).
Whichever is cheapest and quickest to build. But really I'm not sure Edinburgh can afford to do this - not enough money or indeed competence to do it.
Southern section to ERI should take priority
This is a really hard one, and Spokes' line is right: just make sure cycling facilities are as good as possible, whichever is chosen - especially if the Roseburn path is chosen as that route is so critical. On balance, though, I think the Roseburn path is the better option. I'd love to be able to get the tram to the Western General, but it seems wrong to spend more money, disrupting more people and heritage, to stick the tram on Orchard Brae, just for the journeys to be slower and more like existing public transport options. Orchard Brae is also going to be a lot worse for cyclists if the trams go there and I don't see a good alternative route.
My logic is as follows. We have to move people out of cars. That means moving people onto bikes AND into mass transit options. Therefore the two sustainable transport options should not have to compete for space. The option that should be squeezed is the space given to cars. So the tram should go on the road not along the Roseburn Path. This is without even adding consideration for carbon sink, habitat, mental health, and cooling impacts that the Roseburn Path currently provides which would all be lost if tram goes down there.
It's really difficult. I can see the case for the tram using the path, but there isn't an obvious alternative for the cyclists. My own feeling is I would only accept this if there were a real payoff. More must come from the drivers. Congestion charge, car free estates, but this is only acceptable if it really reduces traffic and that means car drivers need to give up more than everyone else.
I read about this in Edinburgh evening news. I was initially opposed to using Roseburn path, but as long as the cycle space is maintained, it seems the only viable option. Anything to reduce more car use is sensible. I still think the huge sums spent on trams would be better invested in better cycle and bus infrastructure, plus the tram train idea around south Edinburgh.
The Orchard Brae option is markedly more expensive than the Roseburn Path one. Using the Roseburn path is restoring the route to its original purpose ie railed travel.
I fear the Roseburn route will be unpleasant and won't feel like a green, relaxing, off-road path. How can the path magically widen to accommodate a tram, without losing the green corridor? Will it be quick and safe to cycle across the track to exit? The other proposed route, I hear, will cause a loss of bike space on the road, which will be a no-go area for many.
The Roseburn route is a better option for the tram, but the ask from Spokes should be for comprehensive provision of on-road segregation on equivalent routes to be provided before any construction work on the old railway line was commenced.
Roseburn is essential

I think that at present it's a red herring argument. There are sections of tram line and other cycle routes that the council could focus on developing in the immediate future. Given the extent of the compromise needed for any decision on the Granton section, they should stop spending money on the planning and development of it and instead focus on the south section to RI, powderhall and any number of other more realistic opportunities in the city. CEC take such a painfully long time to complete anything that I don't want to see them touch this work. Also, if they had a record of positive development of cycle schemes without backtracking at the first sign of local opposition (looking at you Braids), perhaps people wouldn't be so vigorously protecting Roseburn. It's too likely that delivery will fall short of what is promised and you can be guaranteed it's the active travellers who will lose out.
Should be used as an exercise of best practice learning from all the previous errors in terms of pedestrians and cyclists across the city. But it won't be...
In principle, I would be happy with either route as I think Edinburgh is in dire need of additional public transport systems. However, Roseburn Path is great as it is — operating the tram on battery on that stretch might seem like a good idea but I cannot judge how reliably the tram could be operated. I think cycling is great and I think Spokes is doing a good job but I believe that, realistically, Edinburgh needs things like a second (and third, fourth, ...?) tram line to get people out of their cars and onto public transport. As bad as building on Roseburn Path would be, I believe the tram line is the highest priority.
Why dont they just extend the Terminus at Leith further west to Granton? Surely that's the easiest, cheapest, and best solution
roseburn is a logical choice - as long as a good provision for path is maintained alongside it
Both routes have a negative impact on already established cycling routes. The tram extension is in my view entirely unnecessary
Tram extension is a must and other options are just pie in the sky
The Roseburn path is already busy and crowded, and too narrow at peak times. Adding a tram will reduce birds and other wild life and make the path even narrower than at present.
Public transport is more important than a nice place to walk the dog. It can stay a useable cycle route
The Roseburn Path has always been designated for the Tram route. However, we have got used to the wonderful facility it has become. We should work with the Trams to make it work for all modes of Transport. We need to take lessons from the continent on being receptive to other uses and make it work.
Mass public transport can stop and reverse growth in car traffic in North Edinburgh, so cycling all over the city can benefit from this regardless of route, and not just on the Roseburn Path. The Orchard Brae route is inferior in terms of viability, cost, journey time, and capacity. The Roseburn path is a dormant mass transport route and access for cyclists will be retained.
I have said only the Roseburn route, because I think that, with the single track design, it provides the best balance between faster journey times on the tram and the needs of cyclists and walkers. The Orchard Brae route would be slower and have the challenges of separation of cycle and tram infrastructure safely.
I do not believe there will be sufficient space for pedestrians and cyclists if the roseburn path is used for the tramline. I also think that there will be a significant environmental impact on this green corridor
Stockbridge / Raeburn Pl / Frederick St should have been the alternative IMO. Why was this not considered in the feasibility study?
Disastrous to remove a successful walking and cycling route, a very beneficial green corridor.
Not clear why batter power needed
I do not trust the council to deliver on active travel in either of these routes whatever the outcome. They continue to show themselves as incapable in this area. Neither proposal is acceptable in terms of active travel and would support either. Only is effective plans were tables and I trusted the council would deliver
The Roseburn path was historically a railway line and it makes sense for future use as a tramway tram/train route.
If the Roseburn alternative then there needs to include that high level active travel bridge over the mainline railway.
The council has compromised to retain the path so this is an acceptable option. Connecting N Edinburgh to the tram network is very important in terms of sustainable development. Spokes should press hard for better on street lane provision before the route is closed for tram construction - this should be non-negotiable and not half arsed as per Leith walk tram construction phase. Alternative routes will take faster cyclists of the tram / cycle route at Roseburn.
Neither northern route is suitable for trams. Southern route not good either.
Having both would be my preference team and cycle
There are better alternatives to trams which don't destroy the usability of roads for cyclists.
Cost is also a factor which needs to be understood to make an informed choice as responsible citizens. Also, surely, the 2m pinch point at Telford bridge needs to be removed by imaginative engineering to make this safe and pleasant for pedestrians, the disabled, parents with push chairs and for cyclists.
We have a perfectly good bus system I don't see why we need to extend the tram when it's not feasible
I appreciate the rationale for the Roseburn route but I don't understand what it means in terms of space and co-existence for cyclists in particular. I use the route a lot on my bike
I use the Roseburn path and don't want it out of use for years while the tram line is built. It is also a rare facility in Edinburgh where cycling feels really safe - I don't want that to go away.
Any route chosen must be safe for cyclists and pedestrians.
I'm expressing no opinion as I haven't lived in Edinburgh for many years.
I was previously against the Roseburn route when it would have essentially lost the cycling route; but I consider that the improved design and engineering proposals (wg inc using battery power for some stretches, etc) mean that these proposals can co-exist and maintain the cycling/walking route, indeed with some advantages, so this use of the former railway line is now on balance the better alternative for me, as a local cyclist, as well as for the city.
I think it's important that the Orchard Brae route is taken, as a positive opportunity to encourage reduction of car traffic over the medium term. The Roseburn route should not be taken, as a perhaps cheaper way with the short term effect of not affecting car traffic too much.

Long term I think electric buses will be more flexible than a limited Tram network- see disruption to tram network due to fire on Princes Street this year - as there is a fixed tram route - no resilience - vulnerable to Tram closure if the tram infrastructure tracks are broken at any one point
I note the councils modifications to the Roseburn route but I do not trust that at some point a justification would be made to widen the space needed for the tram so it is clearer to save the wonderful green corridor we have now, with no tram than accept a compromise then be let down. So no tram and Save the Roseburn Path
only accept Roseburn route if there is a business case for the North Line and realistic funding sources
Trams should not take space from pedestrians and cyclists.
Orchard Brae and Dean Bridge are already narrow. Put tram tracks on them and you've got a recipe for plenty of bike accidents. In all likelihood any trees cut back at the path would be younger trees. I'd be concerned at the look of the separation between path and tram track but hopefully this would be done sensitively. The peaceful path would have occasional noise disturbance which would be a shame but it wouldn't be constant. I'm not sure how many people would use a tram on that route although it would link up the edges of the city centre better. Better links to business parks would help to increase numbers eg to get to Edinburgh Park.
The tram route on the Roseburn path as amended is an acceptable compromise, and cheaper and better than the Orchard Brae route
Trying to fit trams like those running already in Edinburgh on to the route south from Princes Street to the Infirmary via South Bridge seems to me to be not only unnecessary but a very bad idea. There is not sufficient road space to fit in 2 trams lines, cycle lanes, space for buses, lorries, cars and bus stops, let alone the necessary parking for delivery vehicles to service the shops. Already we have chaos during the festival with traffic at a standstill as visitors try to access venues, and when popular shows are on at the Festival Theatre the road is blocked by numerous coaches and taxis which take no notice of traffic restrictions. There are a number of 'pinch points' where the pavement isn't wide enough for pedestrians such as at the former Tron Church on the corner of the Royal Mile. This year a traffic lane was coned off to provide a wider pavement. Does anyone know if North Bridge can take the weight of the 'over engineered' trams? I just hope someone realises that the city can't afford yet another 'white elephant scheme! Minto Street is chaos because the cycle lanes are full of pot holes and it is difficult to 'escape' because of the barriers. Cars park in them. I would never use the cycle lanes there and I don't see many cyclists use them. We have a perfectly good and useful bus service and it serves a wide area.
I'm appalled that the Council could even think of routing the trams along the Roseburn Path, a green corridor that is used by thousands every day. But the Orchard Brae route is bad too. I don't think the northern tram extension is sensible - it's expected to cost billions, and the disruption would be awful. The money would be better spent on electric buses, which could be available much sooner, as well as being flexible and easily increased as required.
Don't cycle in this area so can't comment
Many people use public transport to go to Western General from all parts of the city. Roseburn route is close to Haymarket but not really a big public transport user demand. Probably attractive to CEC because it's easier to do, but actually less useful for public transport users and cyclists.
Both routes have issues, but the tram is an improvement in general. However, we should take the space for it from road space rather than from active travel space. But if that would make the project infeasible, I would prefer tram on Roseburn than no tram.

Add any comments about cycling on Princes Street and George Street

Tend to use Princes Street westbound but George Street eastbound.
I would use whichever seemed the safer option after the infrastructure was put in, taking into account the approach at each end too
Can often feel hemmed in my multiple buses on Princess St, hence I avoid it.
Princes St is so lethal with buses and trams, and George St is often blocked. Princes St needs cycle lanes, and GS is too much of a detour.
I tend not to cycle on Princes St because of the volume of traffic & the tram tracks.
More scenic and feels more direct as less cross roads etc. however route choice overall depends on the destination
With Princes St imploding as a shopping centre it should be completely pedestrianised and integrated into Princes St Gardens. Existing shops should be repurposed. Motor traffic should be limited to George Street and Queen Street, possibly as a rotary one-way system. Any remaining shops should be in George Street.
Tram tracks are a discouragement - I plan my routes to avoid them completely, if at all possible. If not to cross only at 90 degrees and preferably at light-controlled junctions.
Princess St is normally busy with buses whereas George street is not, so George street is better for cycling.
Too many buses and not enough pavement on Princess St which should be a world class pedestrian boulevard. George St is better suited to traffic/
I make sure I cycle on George Street as little as possible - choosing a route into town that avoids having to use George Street - and I never cycle on Princes Street
Princess St only has 1 main pinch point - bottom of the mound. George street suffers with the multiple mini roundabouts, which hamper progress.
Was forced off my bike over a year ago by a bus which started from the cycle box in which it had stopped and then cut across me even although the driver had seen me before the traffic lights changed. Badly bruised and bike scratched but too shocked at the time to get the number of bus so didn't report it.
My commute has been from Tollcross to Leith Street - I tend not to use Princes Street despite the fact that it is a good connecting corridor between the two.
Too much traffic currently for me to cycle safely, with the trams given priority most buses should be taken out.

I have been actively avoiding Princes Street for years because of the dangerous combination of many large vehicles and the tramlines.
Cycling on George Street is only marginally better than Princes Street under the current circumstances, because there are no trams and fewer traffic lights. A segregated cycle lane, especially on the south side, would easily tip the balance.
The quality of car, bus etc driving is much worse than it used to be and the powered bike delivery cyclists pay no heed to the highway or any other code so it all feels much more dangerous now
The lack of segregated cycle space in the centre of the city makes it a scary place for most cyclists.
Princes St tends to be much more direct from the station to my destinations (often West End or Lothian Rd direction). Cycling to George St from Waverley involves crossing several lanes of traffic and negotiating stray pedestrians/tram rails. I would love to use George St more but find it an inconvenient detour to use from the station.
I would probably prefer George St to be safe from tramlines
I don't live in the city centre
I don't really mind. happy to use either but need to have one that works well.
I would prefer to use a route with least buses and best cycle parking facilities.
I don't have great reason to cycle in either but do take bus into centre on occasion and would consider cycling if environment was more welcoming for cyclists.
I prefer to be away from the tram route. I've had two accidents on Princes street tram lines with traffic acting dangerously around me.
Pedestrians ignoring pedestrian lights and large traffic (buses and trams) with poor sight lines for bikes, plus tram lines, are more of an issue on Princes st. Such issues would need to be addressed carefully to make cycling along Princes St feel safer.
I would tend to use whichever is quieter, probably George St.
As a confident cyclist of 40 years, I still find Princes Street in its current state so nerve wracking that I do everything I can to avoid it. If both roads had good, separated routes I would use Prince's St for the marvellous view, but my main priority is feeling safe and I would willingly stay on George St to achieve that if required. I would rather 1 or other had a separated, continuous cycle path with as few obstacles as possible (and letting the buses and trams get on with their vital jobs) than 2 half-hearted plans where neither gives proper continuous space away from cars and buses to make more people feel able to cycle.
I prefer George Street over Princes Street mainly because of the tram lines in Princes Street. George Street also connects better with the CCWEL route at both ends (although that could also be true of a redesigned Princes Street).
Cycling apart, George Street is currently a mess. What should be the finest street in the New Town is now little more than a car park. I would favour any plan that involved removing as many vehicles as possible from George Street.
It is the connections to other links that is also important. At the end of the day I want to be safe. If they were both identical it'd be a choice between directness of where I was going and maybe the view. Equally how well the paths were respected.
Since retirement I have stopped cycling in the city centre as there is very little reason to go there anymore. Same with Leith Walk. All too confusing.
I live in West Lothian and drive into Young St every Sunday for church with two children. Sadly trains don't run until after church is over otherwise sometimes we might take bikes and cycle from stations.
The central section of CCWEL should have two branches, Princes Street and George Street; it should not be just one or the other. Crossing from one to the other often entails 2 tramline crossings and/or junction turnings across traffic, so can be much less safe than staying on the route which is most appropriate to one's particular journey on that day.
It very much depends on where I was going as to which road I'd use.
Fkg dangerous
Too many buses on Princes St. Too many private cars on George Street (it's a high end car park for SUV type cars - they are too big to manage those centre street parking bays safely as they're long and wide plus can't see whether a bike is coming until half the car is already in the roadway.)
Remember the transport hierarchy i.e. prioritise people on foot. These should be high-quality public spaces where people can walk quickly and pleasantly.
George St links more neatly with the Melville St cycle paths, and Prince St feels dogged by slow sets of lights, whereas George St seems to have fewer.
Complexity with trams on Princes Street but George Street has uneven road surfaces
I want to be able to cycle along both. Sometimes George Street is most convenient and sometimes Princes Street (and sometimes a mix of both). Because of the hill and various traffic lights/junctions it's not practical to require going up to George Street and then back down to get from the east end of Princes Street to the top of Lothian Road. Equally for other trips George Street is the obvious route to get east-west or west-east (and currently far more pleasant to cycle on). Realistically people will cycle on both these streets so they should both have good cycle facilities.
I am past going along either on a bike now
Princes Street is particularly challenging to cyclists and requires confidence to use and navigate safely by bicycle
I don't like cycling in the W end of Princes St as currently laid out
Prefer George Street. Traffic generally slower and I'm nervous of the tram lines on Princes St.
It would depend where I'm travelling. If my destination were Lothian Road/Shandwick Place I'd go along Princes St, and if my destination were Inverleith/Cannonmills/Stockbridge I'd tend to go along George St onto Queens St.
In the short term, I would welcome the cycle route identified on George Street to be repainted, for several stretches, only those with long memories know where cyclists are supposed to have priority (in particular, many car drivers will have no idea about cycle tracks on George Street).

I get the bus usually.
Separated cycle provision in essential on both.
Both are currently awful! George Street has been marginally better due to no tram lines and fewer buses. However, they are both embarrassingly bad for a capital city. I would love to see improvements on either of the streets. My preference would be to strip out all that parking on George Street and make it a more inviting urban space.
I'd be away from tramlines on George st.
Princes St is better because it is directly accessible from the station. But I would always use the safest route not necessarily the most direct - unless I'm late for a train!
At the moment I never cycle on Princes St if I can avoid it. It's too busy and stressful. I'm more likely to use George St
Buses at stops are very difficult to pass due to tram lines
I'm an experienced cyclist, but I still get off and walk for some of the tram stretches if there's traffic.
The problem with Princes Street is loading and unloading - this should only happen between midnight and 5am. Also cars should not be allowed past The Balmoral. The other issue is the taxi rank at The Balmoral. I can see the need for one but it needs to be laid out or designed better - more separation from bus stops.
For George Street the problem is the car parking down the middle. I would like to see all private car parking removed from George Street.
Trams on princes st but also less roundabouts
The new Melville Street cycleways naturally link with George Street.
I actively avoid Princes St, too dangerous. I aim for George St if I have to cycle in the centre.
Stop cars on George st
We only need one, but it needs to be a proper decent protected cycleway. Likewise all other transport modes also only really need one, properly managed. If CEC didn't continue to encourage people to drive into the city centre with nonsense like the St James Quarter car park, it would be far less of an issue.
routes need to connect!
I try to avoid both, Princes St. because of the danger. As much from badly behaved pedestrians as from road users so any improvement needs to make it harder for pedestrians to ignore red lights and cross endangering cyclists.
Getting cars off George Street would be great; cycling on Princes Street is acceptable, I believe, but I can see that it's not accessible for everyone. But Princes Street has the tram and lots of buses and I think prioritising them is good. Getting rid of cars in the general area is the most pressing issue, I think.
I wish they would just pedestrianise princes street and make it just for trams and bicycles, with exchange on to buses at either end
Cycling along Prices street is too dangerous to contemplate.
Princes Street is more direct for me but I only cycle it in the evening when quiet
George street would be the logical extension of the current east - west cycle route (which I use multiple times per week)
princes street feels very dangerous to cycle on and I try and avoid as much as possible. if space was made for cycles out of the way of the buses I would use it. while it is such a bus conduit it is not safe for cycles
I was the first person to try to fit all the required lanes onto Princes Street, as part of the first stage of tram design, and I concluded that there wasn't enough room for dedicated cycle lanes. GOOD facilities on George Street would make a big difference. As would actually coordinating tram and bus networks so there was less duplication and so fewer buses on Princes Street.
George Street needs to become a cycle / pedestrian only, with a few vehicle crossing points on major cross overs. Deliveries to shops should be limited to early hours, as in a lot of pedestrianised street throughout Europe and the UK.
Princes St most direct for most people
I haven't cycled on Princes St recently because of the danger posed by the tram tracks and the pressure of heavy traffic at Lothian Road especially. George St is better but the linkage to Charlotte Square is terrible.
Getting from Waterloo place to George st a mess. Getting from princess st right onto Waverley bridge a mess
Just not in the city centre any more
I use Princes St as it's the quickest route. I don't really care about either one but I'm not going to go up a street just to come back again. It should be possible to do both with at least one designed for all cycling abilities and ages
Both streets are heavily used by buses and coaches and too congested for the safety of cyclists.
None
N side of Queen Street should be explored as a two way cycle route. It has minimum conflicts with buses / stops and no active frontage requiring access for delivery. Could be delivered more cheaply and quickly than either Princes St / George St. Also good connection to York Place and options to Charlotte Sq. Princes St and George St should focus on pedestrians, buses and temp events. Neither route is optimised for cycling and has awkward connections with the Squares. Queen Street must be considered as the premier direct commuter route where bikes get genuine priority.
Some signage of the routy not clear
There should be cycle routes a all around Edinburgh
Princes Street is too noisy, busy and crowded to me. George Street is quieter and more pleasant but still not safe enough without a separated cycle way.

I would be more likely to cycle on Princes Street if it had decent cycle facilities as it is a corridor between Newington and the northwest part of the city. At present the route is fairly dangerous and I think it is of great importance to provide actual dedicated cycling facilities along Princes St, especially given the number of tourists likely to use voi bikes and the higher rates of tramline collisions on Princes St.
I wont ride on Princes street because of the tram lines
The centre of town does not feel very safe for cycling so I tend to avoid it. If it was improved I would use it more, but it would seem that good cycling infrastructure on both Princes Street and George Street is essential if the council really wants to promote cycling in the centre.
I currently feel unsafe cycling from South Bridge onto Princes Street and avoid the route as much as possible. Better infastructure for bikes from South Bridge into New Town would greatly open my options to the North of the city.
The bridges junction is very hazardous and the road surface is shocking.
I don't cycle into the centre of town - it's too busy and dangerous. I would also worry about having my bike stolen. I take the bus instead and cycle in other parts of the city.
My bike journeys tend to be south to north rather than west to east, so it would matter less to me.
I mostly avoid cycling on Princes Street because of the dangerous tram tracks that have already resulted in the death of one cyclist in Edinburgh and 100s of serious injuries to many other cyclists. Mostly I just cross Princes street and George street at the Mound when I cycle north - south
existing tram lines on Princes street are hazardous at the West end.. George street would need a consistent and continuous cycle route to connect with existing route on Queen street
I'm more keen on George street as a natural link to ccwel
George St is more dangerous for cyclists at the moment in kmy opinion
Pretty views of the castle on Princes Street but slower than George Street due to more traffic lights. Can we make a continuous cycle lane on Princes Street between Hanover Street & Lothian Road on the side of the castle?
I avoid cycling on Princes Street because the cycling provision is so poor!
I live near to the city centre, and usually just walk there. I do cycle quite a lot, but not in the centre of town. (I hadn't really thought about why, but I guess it's because the traffic seems a hassle and I'm not sure of the best route.)
PS is frightening because of all the buses and trams, but more space and fewer cars. GS is dominated and needs better cycling facilities and wider pavements for pedestrians.
Currently George streets has more destinations to cycle to, while Princes street is the main East-West thoroughfare.