

Transport & Environment Committee 02.04.2026

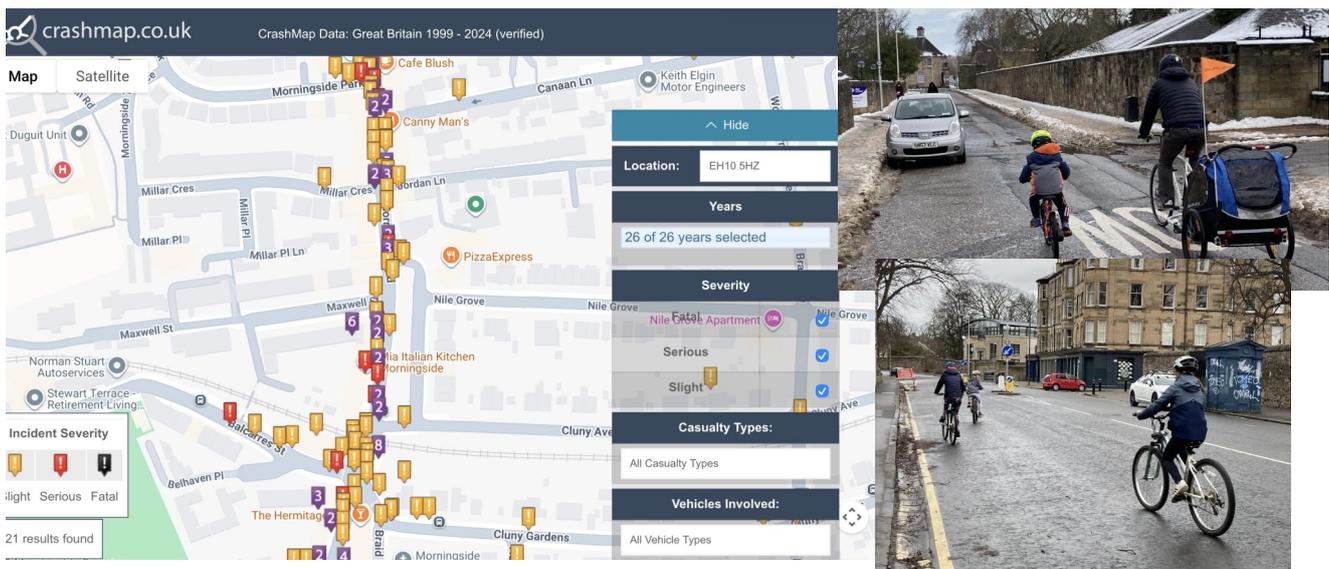
Spokes Lothian Planning Group Deputation - 31.03.2026

Implications of Standards Commission decision for Greenbank to Meadows Quiet Route - Late Report and 9.2 Motion by Cllr Booth

Spokes Planning Group writes to support the proposal noted within the Late Report to TEC as "Option C - Refer objections to the current trial scheme to TRO Sub-Committee".

'Option C' is the best and safest solution of those shared in the Late Report. We also note that it will bring to an end the tortuous process which has caused such protraction and confusion for all parties, let alone the huge amount of (valuable) time which officers have had to expend rather than working on other projects, and which would continue extensively should 'Option B' be selected.

A key concern of Spokes Lothian is the safety and encouragement of existing and potential cycle users of all ages and abilities. We strongly support retention of a Quiet Route from Greenbank to the Meadows given the clear benefits to cycle users in an area poorly served by cycle infrastructure, with heavily congested and dangerous arterial streets such as Morningside Road, and residential areas formerly plagued by rat-running.



Extract of Crashmap.co.uk data of road casualty data along the A702 Morningside Road which the Quiet Route parallels and 2 images of the Meadows to Greenbank Quiet Route in use by cyclists of all ages and abilities which indicates the route is a safe haven compared to the hostile A702 corridor it parallels.

Spokes therefore urges Councillors on TEC and TRO Sub to make the current filters in TRO/21/29D legally permanent, as in Option C, given the clear safety benefits for cycling (of all ages & abilities). We understand that the physical measures themselves will then be upgraded to permanent materials in due course as part of the rolling programme.

Although north-south quiet-route travel is the main intention of the scheme, we also highlight that the Order has an important further positive side-effect in making east-west cycling much safer and pleasanter, thanks to the filters. also making journeys to and from South Morningside Primary School safer for children.

We also emphasise that "Option A - Abandon TRO/21/29D" is intolerable given the use of the route as a safe active travel route for journeys to and from five City of Edinburgh Council schools at South Morningside, Canaan Lane, James Gillespies Primary / High and Bruntsfield Primary; as well as the independent Royal Blind School and St Peter's Primary.

Finally, we note that the filters on this route have now been in place for several years (over half a decade). They are now a known and understood part of the streetscape. During those years, traffic patterns have adapted with the safer and quieter conditions now relied on by many residents and people passing safely and quietly through by bike, foot or wheeling. This shift has embedded and yet still retains motor vehicle access to all properties (albeit by different routes) for those that need it.