

date: 1 Apr 2026, 14:14
subject: TEC: Greenbank to Meadows Quiet Route

To: councillors on TEC

Dear Councillors,

At tomorrow's Transport and Environment Committee a number of potential approaches to the Greenbank to Meadows Quiet Route are proposed, as its ETRO approaches expiry in mid June.

This established route added filters allowing for primarily local access to a number of streets that were previously used by a significant amount of through-traffic as a 'back route' through Morningside; this has created a calm and quiet corridor that is far safer for citizens young and old to walk, wheel and cycle through.

At the ends of the route, and along it, are the five City of Edinburgh Council schools at Bruntsfield, James Gillespies, Canaan Lane and South Morningside, as well as the Royal Blind School and St Peter's independent schools.

As is very common with schemes such as these, and with measures having been in place as long as they have (nearly half a decade), a lot of the initial concern around them has died down and travel patterns have adjusted around them. Council figures from monitoring account for 4,000+ vehicle movements having been shifted from these streets, outside of schools and homes, away to main arteries, away from the area altogether or in some cases, to other modes such as walking, cycling and public transport.

In terms of what was set out to be achieved, this corridor is a huge success story.

While there are many lessons to be learned around the handling of the scheme politically, one thing is certain; every day residents in south Edinburgh rely on the quiet route to safely travel, often with children alongside or onboard, to jobs, care responsibilities, shops and local businesses. Where there has been a long saga of division, misconduct, consultation-as-referendum, and procedural difficulty - the outcome for folks getting about their day has been quieter, safer streets.

There are three options being presented to committee; to remove the route entirely — an unforgivable proposition given the number of children and parents using the route to reach the six schools it provides calm and safe active access to, and the local residents whose previously busy and more polluted streets are now quieter and safer — to proceed with changes in southern half of the route as though there had been no Standards Commission enquiry at all (potentially opening the council up to the threat of judicial review, as the plans were tainted by vested interests), or to make the filters that residents along the route have been living with for the past half decade a permanent feature of how through-traffic is managed in the south of the city.

Campaigning voices from Blackford Safe Routes - the James Gillespies Travel Committee - Spokes and edi.bike - are all unanimous in calling for your support for Option C at the Transport Committee; to make permanent the features that south Edinburgh residents are already relying on day to day to keep them safe.

Below are a handful of links relating to the matter should you wish to consider it further.

[Late Report](#) | [Spokes' Deputation \(p15\)](#) | [Residents Deputation \(p13\)](#)

Blackford Safe Routes will also give a verbal deputation on this item at the Transport Committee.

Thanks for your consideration,

Ben // edi.bike