

Deputations

Transport and Environment Committee

10.00 am Thursday, 18th June, 2026

Dean of Guild Court Room - City Chambers

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CITY OF EDINBURGH COUNCIL

Item No 3

Transport and Environment Committee

18 June 2026

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to item 6.1 – Business Bulletin -	North Gyle Community Flood Group (Verbal and written submission)
3.2 In relation to item 7.3 - Greenbank to Meadows Quiet Connection - Update.	Braid Estate Safety (Verbal and written submission) Midmar Residents (Verbal and written submission) St Peter’s RC Primary School Parent Council (Verbal and written submission) Braid Estate Liveable Streets (Verbal and written submission) Spokes South Edinburgh (Written submission)
3.3 In relation to item 7.4 - Salamander Street Air Quality Action Plan	Leith Harbour and Newhaven Community Council (Written submission)
3.4 In relation to item 8.1 - Trams from Granton to the BioQuarter/Royal Infirmary of Edinburgh and Beyond Consultation and Market Research report	Transform Scotland (Written submission) Spokes (Written submission)

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CITY OF EDINBURGH COUNCIL

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DEPUTATION REQUESTS

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Craigmount High School was built in the 1970's

The land was previously farm land and was described as a boulder field, containing very large boulders, with historical peat and marsh areas which presented stability problems for building/construction and drainage.

At this time, land around the school used for sport/recreation was excavated to levels below Craigs Road, removing a substantial amount of natural drainage.

A herring bone system of surface drainage appeared to be installed.

In 2003, the school was demolished, more than half of the land sold off, and the school was rebuilt, once again reducing natural drainage capacity.

A number of developments in the local area, including on the land sold off by the school, had to have deep pile foundations due to the instability of the ground.

Norman Cockburn FRICS, a now retired chartered surveyor, who's home backs onto the high school grounds, remembers at the time (2003), raising concerns that the foundations for the school were deep strip, on which steel frames were erected (photographs available) and not deep pile which were required for the ground conditions.

Concerns were also raised at that time by Mr Cockburn and his neighbours regarding how the drainage did not appear to be adapted or tailed off.

The school building then experienced instability problems, which resulted in further structural works being required and carried out in 2016.

Following the school rebuild in 2003, the South/East corner of the school playing field, adjacent to North Gyle Road and North Gyle Loan, was perpetually wet, rendering it useless even as a playing field. The private gardens at that location were also badly affected.

By 2010, neighbours in North Gyle Road noticed an increase in the flooding of their rear gardens, and over the last 40 years have encountered the combined sewer silting up. This has become worse in recent years.

In June 2019 several homes/properties in the North Gyle/Craigs area were flooded.

Residents experienced vast amounts of surface water and **sewage** coming into their homes.

This happened again in July 2021.

In November 2021 a decision was taken by City of Edinburgh Council (CEC) to adopt Passivhaus international building standard for all new public buildings, although this would not become legislation until 2030.

At this time it was also Proposed that Craig Mount High School should be extended to accommodate the ever increasing development of new homes in the area, which were also adding to the, by now, extremely concerning drainage problems.

In September 2022, our homes/properties were once again flooded.

The North Gyle Community Flood group was subsequently formed.

Over the following 2 years, as a result of pressure from the group, various investigations were carried out by Scottish Water and CEC.

Their findings were such, that they revealed huge drainage issues for both organisations.

In 2024 CEC commissioned Mott McDonald to carry out a mini flood study.

The major contributors to flooding in the North Gyle area were found to be:

- 1) Surface water run off/drainage problems from the high School
- 2) Ancient combined drainage system which was found to be over capacity, in poor condition, and now inadequate.

The flood group were informed that neither could be remedied due to cost and logistics.

Some repairs and cleaning were carried out by CEC and Scottish Water.

In 2025 the decision was taken by CEC to go ahead with the High School extension.

The choice was made to adopt the new Passivhaus standard of building, meaning that the original estimated cost of £25 million would now increase to more than double that amount.

Housing developers in the area had previously agreed a proportionate contribution to the school extension, this is no longer adequate, but now cannot be increased. New funds will have to be found.

The City of Edinburgh Council agreed to fund the short fall of approximately £25 million (which will probably be much more by the time it is actually built).

When the decision was taken to go ahead with the build, the flood group requested that the opportunity to address the drainage problems from the High School estate be taken, and to ensure that any further building would not negatively impact the homes/properties and surrounding area as directed by the mini flood study.

Mott McDonald Edinburgh surface water management plan (2024)

Part B- Action Plan- North Gyle Catchment

(Excerpts)

Craigmount High School drainage records, identify

no flow control for surface water runoff (likely draining to North Gyle Loan).

The records identify some soakaways (primarily for land drains), but notes clay soil likely limits the effectiveness of these. It is understood the playing fields have no active drainage, but further investigation is required to confirm this. In exceedance events, runoff could contribute to the surface water flood risk at North Gyle Loan.

The school site forms a relatively large proportion of the North Gyle catchment. A surface water management plan for the whole school site should be developed, as part of proposals to extend the school. A project

**brief has been prepared, which highlights surface water management issues
to be considered as part of extension proposals**

We were informed by CEC team in control of the High School extension development that, they are prepared to investigate what is required with regards to drainage on the Craigmount High School estate, but that they are by no means obliged to carry out the necessary works.

They say that these measures would be “over and above” what is required for building the High School extension.

They inform us that there are “no funds”.

Our Questions are:

How can it be acceptable in Scotland in 2026 that we are asked to accept the ever present, but **avoidable** risk of flood water and **sewage** in our homes caused directly by previous local authority actions?

How can £25million+ be ‘found’ to **make a choice** to upspect a school extension, but no money to remedy drainage problems which have been **proven** to be caused by a High School estate, ancient inadequate drainage, and previous local authority negligence?

BRAID ESTATE SAFETY FIRST

DEPUTATION BY BRAID ESTATE SAFETY FIRST TO THE 18 JUNE 2026 MEETING OF THE CITY OF EDINBURGH COUNCIL'S TRANSPORT AND ENVIRONMENT COMMITTEE ON THE GREENBANK TO MEADOWS QUIET CONNECTION. BEING ITEM 7.3 OF THE MEETING'S AGENDA

The principal purpose of Braid Estate Safety First ("Safety First") is to promote safety within the Braid Estate for all road and pavement users.

Safety First thanks the Transport and Environment Committee for receiving this deputation.

Safety First seeks to assist the Committee and the Council's officers in the development and improvement through the Braid Estate of the Greenbank to Meadows Quiet Connection.

Safety First believes that appropriate traffic priorities and good signage within the Braid Estate will allow all road and pavement users to travel safely through and within the Braid Estate without any need for modal filters at the Braid Avenue/Cluny Drive and Hermitage Gardens/Cluny Drive junctions.

Safety First urges the Council to reconsider the layout of the Braid Road/Hermitage Drive junction – the current layout of the junction has bad sight lines, does not make clear how cyclists are meant to navigate the junction and encourages, and indeed comes close to forcing, vehicles turning from Braid Road into Hermitage Drive to use the whole width of Hermitage Drive and cross into the path of oncoming vehicles.

As a result of the modal filter at Braid Road/Hermitage Drive being retained, Safety First urges the Council to address the increased overall traffic volumes, and conflation of vehicles, cyclists and pedestrians, resulting from vehicles using Hermitage Drive, Hermitage Gardens and Braid Crescent (three sides of a square and part of the Quiet Route) to circumnavigate the Braid Road/Hermitage Drive modal filter. Closure of the Hermitage Drive/Hermitage Gardens junction could perhaps, if sought by affected residents, both address the increased traffic and improve the Quiet Connection.

Safety First supports keeping the current traffic priority at the Hermitage Gardens/Braid Crescent junction in place and supports either keeping in place the current traffic priority at the Hermitage Gardens/Corrennie Drive junction or changing that junction to give priority to traffic travelling both north and south on Hermitage Gardens.

Safety First suggests that once the modal filters are removed the traffic priority:

(1) at the Braid Avenue/Cluny Drive junction should be the west arm of Cluny Drive to the north arm of Braid Avenue; and

(2) at the Hermitage Gardens/Cluny Drive junction should be the east arm of Cluny Drive to the south arm of Hermitage Gardens,

encouraging cyclists to use Braid Road, Braid Crescent, Hermitage Gardens, Cluny Drive and then Braid Avenue to travel south to north through the Braid Estate from the Braid Road/Hermitage Drive junction to the Braid Avenue/Cluny Gardens traffic lights – and in reverse when travelling north to south through the Braid Estate.

Safety First urges the Council to place small traffic islands in the middle of Braid Avenue immediately north and immediately south of the Braid Avenue/Cluny Drive junction – mirroring the small traffic

islands in the middle of Braid Avenue immediately north and immediately south of the Cluny Gardens junction.

Additional traffic islands in Braid Avenue, or alternatively a zebra crossing, at the Cluny Drive junction would make the crossing of Braid Avenue at the junction safer for cyclists and pedestrians.

Safety First urges the Council to improve the signage at the junctions within the Braid Estate - the current signage is indistinct in daylight and is virtually invisible in the dark and especially in the wet and dark.

The traffic lights at the Braid Avenue/Cluny Gardens junction are key to travelling safely through the Braid Estate, and Safety First urges the Council to consider giving cyclists a priority sequence at those traffic lights.

Safety First urges the Council to reconsider the layout of the Cluny Drive/Midmar Drive/Midmar Avenue junction. The sight lines at that junction are poor and the current layout forces vehicles turning north out of Cluny Drive into Midmar Avenue to cross into the path of vehicles heading south on Midmar Avenue.

Any monitoring of vehicle movements within the Braid Estate should be undertaken during school term time to ensure that the monitoring is on a consistent basis and reflects the significant school run vehicle traffic through the Braid Estate.

Safety First believes that removing the Braid Avenue and Hermitage Gardens modal filters will redistribute – but not increase – the overall vehicle traffic within the Braid Estate, will reduce the overall vehicle carbon emissions within the Braid Estate by eliminating the extra distance vehicles travel to navigate those modal filters and will reduce the speed of vehicles in the Braid Estate.

Finally, Safety First would like to put on record Safety First's appreciation of the professionalism and courtesy with which the Council's officers have dealt with Safety First, especially against the background of all the issues and controversy that the Quiet Connection through the Braid Estate has generated.

Deputation for Transport and Environment Committee meeting on 18th June 2026 from Midmar Residents

This paper represents the views of a group of residents of Midmar Avenue, the lower section of Midmar Drive and part of Cluny Gardens, EH10 (together the 'Midmar Residents'). Our names appear on the last page.

The purpose of this paper with photos and accompanying videos is to convey to committee members real-life experience of living with the consequences of the current traffic restrictions in the Braid Estate. We hope that this will enable you to come to an informed decision on what is best for the people living in the local community rather than city-wide pressure groups.

Better still we would invite committee members to come and view the traffic flows for themselves, particularly at peak times.

Chief concerns

Out of date scheme- we are living with a scheme which was imposed (with good cause) on residents during the Covid pandemic reflecting the need for quieter streets for walking at that time (when we could not drive far).

However, that was 6 years ago and the current set- up is no longer fit for purpose. Braid Avenue which is the widest street in the estate with traffic lights at Cluny Gardens is currently virtually unused by vehicles or cyclists- it was never designed to be like that and in our view it is wrong that one street is kept free of traffic at the expense of others which are overused.

Safety- the volume of vehicles using Midmar Drive/Midmar Avenue is disproportionate to its capacity as it is currently the only through route from the east end of Cluny Gardens to Braid Hills. Of necessity walkers and cyclists share this route with vehicles. See further details and **photos below**.

We regret that despite the stated intent of separating cars from cycles and cycles from pedestrians, this is not happening in reality.

Loss of amenity- the sheer volume of traffic leads to high levels of noise and air pollution at peak times. It was reported in 2023 that the total volume of traffic entering Edinburgh via the Braid Estate had reduced over the previous 5 years - some people argue that this is a consequence of the Braid Estate closures. The Midmar Residents submit that this reduction is primarily down to a change in people's daily habits, ie since the pandemic more people work from home than before and this leads to less traffic. If the roads were opened up again it seems most unlikely that people would change their habits again and decide to drive more.

Local preferences

Whilst we accept that it was not legally binding, the only local consultation which has taken place in the last few years was the 2023 poll which resulted in **52% of residents within the Braid Estate** being in favour of re-opening Braid Avenue and Braid Road to through traffic, with segregated cycleways on Braid Avenue and Hermitage Drive.

Following the consultation the matter was fully debated by the Transport & Environment Committee on 7th March 2024 and they resolved:

To agree to support the enhanced Option 3 for the Braid Estate section, and agree all reasonable steps would be taken to minimise pedestrian/cyclist shared spaces and conflicts.

It was nearly 2 years later that this vote was challenged on a political technicality – in the meantime the residents of certain streets have had to put up with a disproportionate level of traffic.

Again, although not conclusive, nearly all of the recent social media posts by **local residents** call for dismantling of the barriers.

Examples of above points:

1. The junction at Midmar Avenue/Cluny Gardens is very tight and there are no traffic signals to assist vehicles, cyclists or pedestrians- **see photos below**. This should be compared with the junction Braid Avenue/Cluny Gardens which has full traffic lights. Whilst the Midmar Avenue junction has always had some degree of traffic, the closure of four flow roads which used to exit on Hermitage Drive and the consequent huge increase of traffic on one narrow road has magnified the danger. Families walking from the South East end of Cluny Gardens to schools and nurseries in Morningside cannot cross safely.





2. The tortuous route created by the closure of so many junctions creates impatience amongst drivers, particularly commercial vans, adding to the hazards faced by pedestrians. See **video** of traffic queue.



VIDEO-2026-04-23-09-19-16.mp4

3. Apart from the above junction which is constantly jammed at peak times, Midmar Drive is not a straight road and has a 90-degree blind bend going into Hermitage Drive. Walkers are frequently crossing at this point to get to Midmar Paddock and Blackford Hill- **see photos below**. Again, there is no help for them here. Nor is there any pedestrian-crossing at the junction Cluny Drive/ Midmar Drive where a lot of people cross to get to Blackford Pond and playground and Braid Bowling & Tennis Club. Bear in mind that these pedestrians are frequently children.



4. Despite there being a 'quiet route' on other streets, cyclists frequently use Midmar Avenue/Drive as it is more direct for them than going via Braid Avenue (**see photos below**). With the current volume of car,

lorry (and sometimes coach) traffic on Midmar Avenue/Drive this is a serious hazard for cyclists. See **video**



VIDEO-2026-04-28-09-37-18.mp4

of cyclist at

5. There is also a risk to pedestrians caused by many cyclists using the pavement to avoid the long traffic queue. Residents exiting on foot through garden gates on to Midmar Avenue in the morning (including children leaving to walk or cycle to school) are in danger of being hit by a bike. This is something that did not happen before the traffic increased -**see photos below** and **video** at:



cyclist on pavement.MOV

6. You may be aware that Voi Cycles has chosen to have a parking zone for their bikes on the junction Midmar Avenue/Drive which is one of the blind corners.





Submitted on behalf of the Midmar Residents on 9th June 2026:

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Written Deputation to the Transport and Environment Committee Meeting

Date: 18 June 2026

Subject: Item 7.3 – Greenbank to Meadows Quiet Connection - Update

Submitted on behalf of: Parent Councils of Canaan Lane, St Peter's RC, South Morningside, Bruntsfield and James Gillespie's Primary Schools

1. Introduction

We are writing as a coalition representing the parent councils of five primary schools across South Edinburgh to express our deep concern over the recommended removal of the modal filters at Braid Avenue and Hermitage Gardens. We congratulate the council on, and strongly support, the previous decisions to make three filters on the Quiet Route permanent, the priority action to retain the Canaan Lane Filter and the decision to proceed with the Clinton Road filter. However, we are profoundly alarmed that a technical drafting error is being allowed to dictate the dismantling of a vital, five-year-old safe active travel corridor for our children.

The council's own report, "*Greenbank to Meadows Quiet Connection - Update*," explicitly outlines the severe, detrimental impacts that removing these filters will have on vulnerable road users. We urge the Committee to reject the removal of the Braid Avenue and Hermitage Gardens filters and to direct Officers to find a legal mechanism—such as a parallel TTRO process—to keep all filters in place while permanent traffic orders are correctly re-advertised. Monitoring the route for 12 months will only confirm what the council report already shows - that the modal filters reduce traffic, encourage active travel and make it safer for vulnerable road users.

We believe that had the errors in the ETROs not been present then these filters would have been made permanent - our children and community should not be made to suffer on the basis of technical errors. If a route can be found for Canaan Lane then surely the same route can be used for the other filters.

2. Evidence for Retention

We urge the Committee to consider the following critical points from the published report:

2.1 Direct Risk to Children and Vulnerable Users

- **A Loss of Established Safety:** These filters have been operational for five years. Almost an entire generation of primary school children, pedestrians, and cyclists has become fully accustomed to navigating these streets with low levels of through traffic.

- **Disproportionate Negative Impacts:** Section 7.3.2 of the report clearly acknowledges that re-introducing through traffic onto these currently closed streets creates additional risk to pedestrians and cyclists and adds pollution that will *"disproportionately affect those who do not have access to private vehicles - such as young people"*.
- **Severe Equality Failure:** The standalone Integrated Impact Assessment (IIA) directly states that re-opening these roads to vehicular traffic is considered to have the **"greatest negative impact in terms of equality and poverty,"** with the benefits being primarily and almost exclusively felt by motorists.
- **Admission of failure:** The council's proposed publicity campaign is an admission by the council that they are **knowingly** putting children in danger. A publicity campaign alone is not enough to protect vulnerable road users. By failing to present alternative safety measures the council is effectively expecting children, as young as five, to take responsibility for their own safety. The council has a duty of care to all its citizens and should be designing and preserving safe systems to protect them.

2.2 Reversal of Climate and Traffic Goals

- **The Danger of Induced Demand:** Section 7.6 warns that, following the principle of induced demand, re-opening these roads to general traffic could actively encourage additional car use and increase greenhouse gas emissions. This directly undermines the Council's statutory duties under the Climate Change Act 2019.
- **Contradicting City Policies:** Re-opening these streets directly conflicts with the City Mobility Plan's core target of achieving a 30% reduction in car use. Figures from the March 2024 report show that traffic has reduced by 40% since the introduction of the modal filters, falling from 10,450 vpd in 2018 to 6,283 vpd in 2023, without rerouting to Morningside Road and states that "their removal may jeopardize this, resulting in an increase in overall traffic." Recent traffic figures from the May 2026 Stantec report suggest this reduction has increased further to 43% in October 2025.
- **Severing the Primary Cycle Network:** The route of the Greenbank to Meadows Quiet Connection is explicitly designated as part of Edinburgh's **Primary Cycle Network** under the approved *Our Future Streets* circulation plan. Removing the filters structurally breaks the safety and integrity of this network. What alternative does the council propose introducing to fill this gap in the network? Where is the safe primary route for cyclists if the filters are removed?

3. Our Request to the Committee

It is illogical to recognise that the Canaan Lane filter is vital for school safety and preserve it via a TTRO, while simultaneously forcing the removal of the Braid Avenue and Hermitage Gardens filters which serve the exact same safe-route-to-school network. On what grounds, beyond a technical drafting mistake by officers, is the council basing its recommendation to remove the two filters, thus compromising children's safety?

We request that the Transport and Environment Committee:

1. **Instruct Senior Officers** to identify or promote emergency or temporary traffic orders (such as a TTRO) to maintain the filters at Braid Avenue and Hermitage Gardens, mirroring the mechanism used for Canaan Lane.
2. **Instruct Officers** to advertise a new, corrected permanent TRO for the entire Greenbank to Meadows Quiet Connection as an absolute priority, rather than a piecemeal solution.
3. **Protect the Safety of Our Children** by refusing to allow the dismantling of five years of successful, life-saving active travel infrastructure.

The council has a duty of care to protect its most vulnerable citizens. People want safety, continuity and certainty, they don't want a "postcode lottery" on safety, or a safe link that has been severed in the middle. Please do not open up our quiet school routes to a predicted surge in through traffic. The data is already there - we do not need 12 months of dangerous roads to tell us what we already know.

Written Deputation to the Transport & Environment Committee

City of Edinburgh Council

15 June 2026

Re: Proposed Removal of Traffic Filters — Braid Avenue, Hermitage Gardens & Canaan Lane

We write as local residents living on several roads in the Braid Estate regarding road safety and advocating members of the Transport & Environment Committee not to note the proposed removal of the Braid Avenue and Hermitage Gardens traffic filters without challenge, and to call for a consistent, safety-grounded decision across all three filters in the Braid Estate.

1. The Core Contradiction

The Council proposes to remove two filters (Braid Avenue and Hermitage Gardens) based on a drafting technicality, while simultaneously retaining a third filter (Canaan Lane) that stands on the same legal footing. This position is internally inconsistent and members should not note these actions without that contradiction being formally resolved on record.

We respectfully ask officers to explain: if the technicality invalidates Braid Avenue and Hermitage Gardens, on what specific legal basis does Canaan Lane remain valid? If Canaan Lane can be retained, the technicality alone cannot be a sufficient reason for removing the other two.

2. Five Years of Real-World Evidence

These filters have been in operation long enough to generate robust, measurable results. This is not modelling or projection — it is what actually happened on these streets over five years:

- Through-traffic overall reduced by 40%
- Increase in cycling through filters of +160%
- Traffic emissions reduced
- Average speeds on filtered road have decreased from 26.6mph (2019) to 15.3mph (2025)
- Voi bike scheme introduced to the area assisting active travel
- Creation of school bike bus using Quiet Route to travel to several schools
- Evidence collected over five years via traffic counts, near-miss records, and resident testimonials
- A procedural drafting error does not erase five years of lived reality. Members should be uncomfortable noting actions that discard this evidence without engaging with it substantively.

3. Road Safety Cannot Be a Secondary Consideration

Whatever the legal position regarding the Traffic Regulation Order drafting, the safety consequences of removal are real and immediate. The Council has a statutory duty of care in respect of road safety. Removing filters that are demonstrably

reducing traffic and speeding in a residential area requires a far higher burden of justification than a procedural paperwork issue.

We ask that members seek answers to the following questions before any motion to note is considered:

- What engagement from new schools and active travel community has been received and how this has been considered in arriving at the recommendation to committee?
- Has a formal Road Safety Impact Assessment been carried out on the proposed removal of each filter?
- If not, can officers confirm that removal will not increase risk to pedestrians, cyclists, school children, and elderly residents?
- Who will be accountable if removal leads to a collision involving a vulnerable road user?

4. “Noting” Is an Active Choice

The framing of this as a matter to be “noted” understates the significance of the decision. Members who note these actions without challenge would be implicitly endorsing:

- The removal of two traffic filters with proven safety and traffic management benefits.
- A selective application of a legal technicality that keeps one filter and removes two others without transparent justification.
- The precedent that five years of evidence can be overridden by a drafting error, with no obligation to remedy that error and reinstate the filters on a sound legal footing.

5. Questions for Officers

We respectfully request that members seek clear answers to the following before considering any motion:

- Why is Canaan Lane treated differently from Braid Avenue and Hermitage Gardens under the same legal framework?
- Has legal advice been sought on whether it can be remedied and how has Public Health and Safety been deemed acceptable following removal of these filters?
- What is the cost and timeline of correcting the TRO to retain all three filters on a sound legal basis?
- Has a Road Safety Impact Assessment been completed for the proposed removals?
- Have the schools and community groups most affected been formally consulted on the proposed removals?
- How are previous commitments to retain, enhance and improve the Quiet Route being taken into account?

6. Our Request to Members

The filters work. The evidence is clear. The legal technicality is a problem to be fixed, not a reason to remove infrastructure that is keeping people safe.

Rather than noting these actions, we ask members to move to defer and request that officers return with a paper that either:

- Rectifies the TRO drafting to retain all three filters on a sound legal basis; or
- Provides a legally coherent and safety-justified rationale for treating the three filters differently.

We thank the Committee for its time and for considering this deputation.

Submitted by local residents and road safety advocates

15 June 2026

Agenda Item 7.3: Greenbank to Meadows Quiet Connection - Update

Response from Spokes South Edinburgh, June 2026

Spokes South Edinburgh strongly supports the Meadows to Greenbank Quiet Connection and its significant contribution to encouraging people to walk, wheel, and cycle along the route and across wider areas, including Greenbank, Oxfords, Buckstone, and Fairmilehead. Providing a safe alternative to the hostile A702 corridor is non-negotiable if no concurrent changes are proposed to make that main corridor safer for vulnerable road users.

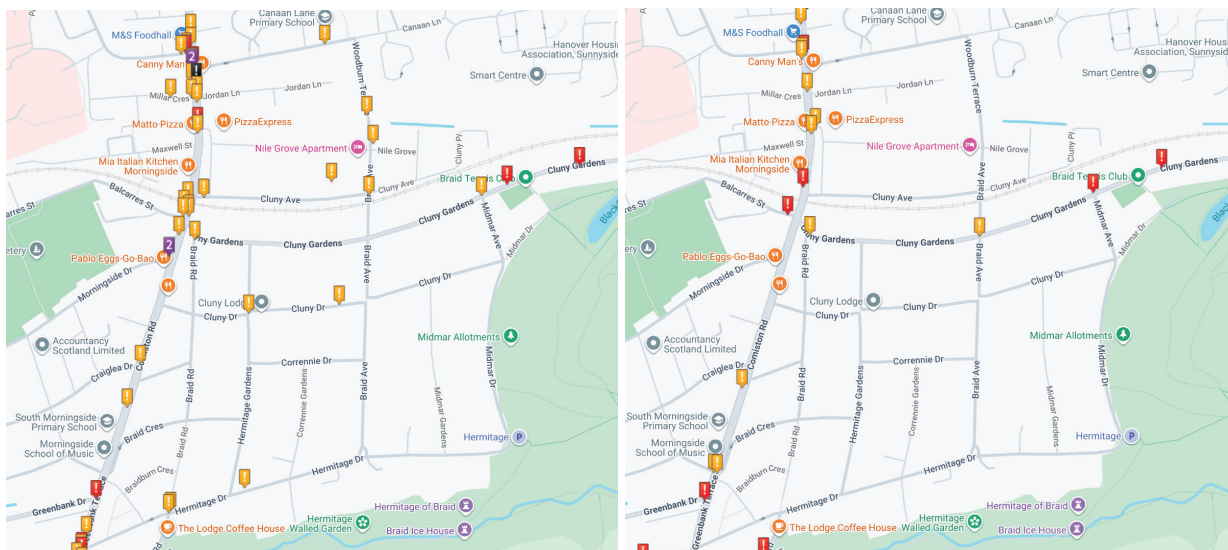
We acknowledge the recent developments regarding this route and wish to express serious concerns regarding the potential outcome of the proposal currently being tabled to Transport and Environment Committee (TEC) Councillors for consideration.

Proposed Removal of Filters in the Southern Section of the Quiet Route

While we understand the complexities that led to the late recommendation to remove two of the three modal filters on the Braids Estate, we must stress how severely this will impact the safety of people cycling along this route. We urge TEC Councillors not to accept the officers' recommendation that simply warning pedestrians and cyclists of the reintroduced dangers would adequately mitigate this loss of safety. The removal of these filters will:

- **Create an unsafe gap** in the middle of a continuous journey that begins at the excellent Greenbank Crossing and extends to many parts of Edinburgh further north, rendering the entire route unusable for many. This will inevitably force people back into car dependency.
- **Reopen a notorious rat-run** through the Braids Estate along Woodburn Terrace to Morningside, increasing overall vehicle volumes and directly compromising the safety of vulnerable road users travelling toward the schools around Canaan Lane.

We remind Councillors that prior to the installation of these filters, this area was only safe for highly confident cyclists. A comparison of Crashmap data demonstrates a marked decrease in road casualties in the area when comparing the four years before and after their installation (2025 data is not published yet).



[Crashmap](#) Data comparison of Braid Estate: Left 2015-19 vs. Right 2019-2024

The fact that the route is now heavily used by young, elderly, and less confident cyclists, as well as pedestrians, is a testament to its success. Stripping away this safety will force people to alter their travel habits; for instance, an existing Bike Bus to St Peter's Primary from Hermitage Drive will likely be forced to stop running.

As highlighted in the officer's report, the Council has a legal obligation to reduce transport emissions. Removing the very safety measures that successfully encouraged people to swap car journeys for active travel could expose the Council to legal challenges under the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019.

We urge Councillors to explore every possible avenue to retain these filters, matching the creative approaches used elsewhere on the Quiet Route. If all options for retention are ultimately rejected, robust temporary mitigations must be implemented across the Braids Estate *before* the filters are removed, alongside a firm commitment to a permanent replacement route. These interim measures must actively slow traffic and mandate priority for vulnerable road users at crossings and pinch points.

Implications and Recommendations for the Section North of Cluny Avenue

Spokes South Edinburgh strongly supports the officers' intention to advertise a new permanent Traffic Regulation Order (TRO) for modal filters at Canaan Lane as a priority. We also support the leadership's intention to maintain the existing Canaan Lane modal filter under a Temporary Traffic Regulation Order (TTRO) while the permanent TRO is processed. This continuity is vital for safeguarding local school travel lanes, and we echo the sentiments expressed in the joint letter from the five local schools along the Quiet Connection.

Additionally, we support the residents' application for a modal filter on Clinton Road. However, we request formal traffic volume monitoring on Newbattle Terrace both before and during the TTRO period. We are concerned that any displaced traffic pushed onto Newbattle Terrace will negatively impact Canaan Lane access - particularly egress for non-standard cycles, which already struggle to navigate this section safely.



Written deputation to CEC TEC (18 June 2026)

Item 7.4: Salamander Street Air Quality Action Plan (AQAP)

Summary

LHNCC is pleased that several of the concerns it highlighted in its consultation response to the AQAP appear to have influenced the final Plan. However, most of the resulting changes are commitments to further engagement, monitoring, and discussion rather than firm regulatory or enforcement actions.

The central issue raised by LHNCC remains substantially unresolved: that there is still insufficient evidence about the location, scale and source of PM₁₀ pollution across the wider North Leith/Harbour area to justify confidence that the proposed actions are proportionate to the problem. CEC has acknowledged this concern by adding further monitoring and community involvement, but it has not fundamentally changed its evidence base, nor has it introduced major new controls on industrial activity, port operations, or construction.

So while LHNCC supports the AQAP and welcomes the changes made following consultation, it remains concerned that significant uncertainty exists regarding pollution sources, future industrial activity, and the adequacy of the monitoring network. **CEC must treat the AQAP as the beginning of a more rigorous evidence-gathering phase, rather than as the conclusion of the investigation.**

The AQAP is strongest when describing:

- the legal framework
- monitoring history
- general health impacts
- partnership arrangements.

It is much weaker when it comes to:

- identifying the actual causes of exceedances
- demonstrating which interventions will reduce PM₁₀
- explaining how success will be measured.

In short, the evidence is uncertain, but the treatment plan is already written.

Concerns raised by LHNCC that are partially/fully addressed

Several recommendations in the final report appear to be aligned with LHNCC's submission.

1. Additional monitoring (partially addressed)

The principle has been accepted but the scale, duration, locations, methodology and funding remain unclear. LHNCC argued that:

- two monitors are insufficient
- pollution hotspots may be missed
- temporary and mobile monitoring should be considered
- community monitoring should be explored.

The committee report states that consultation feedback led to 'additional indicative monitoring' and the final AQAP includes the recommendation to 'Conduct additional indicative monitoring of air quality throughout the AQMA in partnership with SEPA and local community organisations' as well as citizen science monitoring.

2. Cumulative development impacts (partially addressed)

The issue is recognised but the solution is discussion and coordination rather than enforceable controls. LHNCC strongly emphasised:

- rapid residential growth
- ongoing construction
- cumulative impacts of multiple developments.

The final AQAP proposes a forum with developers, landowners, businesses and community groups to address cumulative impacts.

3. Community representation (addressed)

LHNCC requested a broad stakeholder group including:

- community councils
- residents
- public health officials
- SEPA
- Forth Ports
- planners.

The AQAP now commits to a forum with CEC, housing developers, landowners, businesses and community groups.

⇒ *LHNCC wishes to establish formal representation and clear terms of reference.*

4. Public information (addressed)

LHNCC requested:

- improved alerts
- promotion of Know & Respond
- better public information.

The AQAP includes the recommendation to 'promote information on local air pollution and provide advice to the public when pollution is high'. Funding has also been allocated for promoting 'Know & Respond'.

Concerns raised by LHNCC that remain unresolved

1. Source attribution remains weak (not addressed)

LHNCC raised the issue of reliance on modelled data. The AQAP still relies heavily on Scottish Background Maps and source apportionment modelling. Those models may be useful for strategic planning but are not so good at explaining the following issues that are of concern to residents:

- local dust events
- fugitive emissions
- temporary industrial activities
- port operations
- demolition episodes.

The AQAP itself acknowledges fugitive sources including port activities and construction sites but then relies heavily on regional modelling.

The plan concludes:

- Industry = 53.6% of local attributable PM₁₀
- Domestic = 15.5%
- Brake and tyre wear = 15.3%

Yet the exceedances are simultaneously attributed to nearby construction activity.

The plan shifts between different explanations for the pollution problem. The AQAP repeatedly states that industry is the dominant local PM₁₀ source (industrial emissions account for 53.6% of locally controllable PM₁₀). But elsewhere it states that 'the exceedance is attributed to ongoing housing development sites immediately to the east and south of the Tower Street monitoring station...'

These are not the same explanation, and the plan doesn't reconcile this issue:

- If the current exceedances are mainly construction-related, then construction controls should be the central action.
- If industry is the dominant source, then industrial regulation should be the central action.

Instead the AQAP contains moderate actions across many sectors, which suggests uncertainty. Given that the AQMA was declared in 2017, LHNCC is concerned that nine years later CEC still cannot clearly say which proportion comes from port activity, which proportion comes from construction, and which proportion comes from traffic.

LHNCC is keen to have answers to the following questions (without this kind of analysis, source attribution remains largely inferential):

- ⇒ *If construction is responsible for current exceedances, why is industry identified as the dominant local source?*
- ⇒ *What evidence exists beyond modelling to distinguish industrial emissions, port activities, demolition dust and construction dust?*
- ⇒ *Has any chemical or compositional analysis of particulates been undertaken (e.g. cement dust? silica? combustion particles? marine sources? tyre wear?)*

2. Only two continuous monitoring sites (not addressed)

The AQMA still depends on two monitors at Salamander Street and Tower Street. While the AQAP accepts additional monitoring is needed it does not commit to a permanent expanded network. The AQMA was created around a historical understanding of pollution and the geography of the problem may now be changing. The fact that Tower Street is becoming more important than Salamander Street is a significant finding. The AQMA is called Salamander Street, yet monitoring in this area shows a declining trend. Tower Street shows an increasing trend and is where recent exceedances are occurring.

LHNCC is concerned that Tower Street is surrounded by major redevelopment, with more and more residents are being introduced into the area. Therefore exposure may be increasing even if overall emissions decline. This issue is not properly considered in the plan and there is a concern that exposure is treated less seriously than emissions. The AQAP recognises that new housing is being built around the AQMA, but there is very little discussion of schools, nurseries, vulnerable residents, cumulative residential exposure. Our concern is not simply pollution levels, it is that increasing numbers of people are being placed close to pollution sources.

There are also likely to be other, currently unmonitored, sites/pollution hotspots in the LHNCC area where exceedances of PM₁₀ are occurring. LHNCC's concern about unmonitored areas around Ocean Terminal, Forth Ports, Bath Road, and other development sites remains valid and outstanding.

3. Forth Ports remains a 'black box'/significant unknown (not addressed)

The AQAP discusses regulated sites and lists permits. However, the document largely relies on SEPA's position that there are currently no concerns regarding performance and emissions from the remaining sites. That is not the same as demonstrating they are not contributing materially to PM₁₀ concentrations.

A site can be compliant, fully licensed, operating legally, and still contribute to cumulative air quality impacts. The distinction is important as there appears to be little direct monitoring linking emissions sources to observed PM₁₀ spikes. The AQAP mentions port activities, shipping, bulk handling, industrial operations, Green Freeport interests. Yet there is remarkably little quantitative evidence.

LHNCC is concerned that nobody appears able to demonstrate confidently how much pollution originates from Forth Ports operations. LHNCC is receiving an increasing number of complaints from residents neighbouring the Port about ships running diesel engines while docked. Another concern is fugitive dust emissions resulting from the mechanical moving of dry bulk materials (e.g. maize powder), which when carried by the wind, creates immediate environmental and respiratory hazards.

Green Freeport risk is barely explored in the report. The AQAP recognises changing land uses, industrial transitions, Green Freeport involvement, but it says little about future scenarios (for example, more freight, more industrial processes, more port activity, more vehicle movements).

The AQAP largely treats future development as a planning issue rather than an air-quality risk.

4. Enforcement still looks weak (not addressed)

This was a major concern of LHNCC, yet there is still no evidence of:

- new enforcement powers
- increased inspections
- construction compliance targets
- penalties
- mandatory monitoring conditions.

The emphasis remains on partnership working and engagement.

5. Revocation by 2030 appears aspirational and not evidence based (not addressed)

CEC states that it expects the AQMA to be revoked no later than 2030, yet there is no quantified emissions reduction pathway showing:

- expected PM₁₀ reductions
- annual milestones
- thresholds
- contingency measures if exceedances continue.

The report states that the AQMA is expected to be revoked by 2030 before setting out any evidence showing why that might be the case.

Conclusions

Provisional conclusions (given the tight timeline and limited opportunity to engage the wider community) is that the AQAP has improved as a result of consultation, but remains predominantly a framework for collaboration and further investigation rather than a plan containing strong regulatory interventions. CEC still lacks a sufficiently robust evidence base to understand the relative contributions of construction activity, port operations and industrial emissions, and therefore cannot yet demonstrate that its proposed actions are proportionate to the problem.

LHNCC questions to put to TEC:

- ⇒ *What evidence demonstrates that two monitoring stations are sufficient to characterise PM₁₀ exposure across a rapidly expanding and densely populated residential district?*
- ⇒ *What evidence distinguishes construction dust from industrial or port-related emissions?*
- ⇒ *If industry contributes 53.6% of locally attributable PM₁₀, what additional regulatory interventions are proposed beyond existing arrangements with SEPA?*
- ⇒ *How many additional monitoring locations will be introduced, where will they be located, and when will data become public?*
- ⇒ *What specific enforcement measures will be used where construction activity causes further exceedances?*
- ⇒ *What measurable milestones support the expectation that the AQMA can be revoked by 2030?*
- ⇒ *How will Forth Green Freeport developments be incorporated into future air-quality assessments?*
- ⇒ *Forth Ports is embarking on business and residential development in parts of the Dock (e.g. Harbour 31). In what ways are PM10 emissions being tackled at source to minimise potential health impacts on new residents, including children and the elderly/vulnerable?*

Leith Harbour and Newhaven Community Council

16 June 2026

Transport and Environment Committee, 18 June 2026, Item 8 a) Trams from Granton to the BioQuarter/Royal Infirmary of Edinburgh and Beyond Consultation and Market Research report

Written deputation from Transform Scotland

As Scotland's sustainable transport alliance, we bring together seventy member organisations, ranging from volunteer groups, industry, NGOs and public bodies. As an organisation, we support the Council's intention to build upon the city's existing tram line.

Consultation response

The fact that a majority of those who responded to the North-South tram line consultation oppose its construction comes as no great surprise. There has been a well organised campaign against the use of the stretch of former track bed through Roseburn in particular and there remains a well-established, but ultimately ill-informed, belief in the city that trams are unnecessary and unworthy of funding.

However, none of this alters the facts before us. As we pointed out in detail in [our response to the consultation](#), trams are absolutely essential to the future of the city for a whole range of social, economic and environmental reasons and they also provide a capacity which simply cannot be achieved by buses alone.

Similarly, there is no viable alternative to re-opening the former Granton Branch Line in the north since the on-road 'Orchard Brae' route over the Dean Bridge is entirely unfeasible and because no miraculous third option is, realistically, ever going to appear.

It is also worth remembering that the principal purpose of a consultation exercise is to highlight any unforeseen issues and take account of any consequences of a project, not to provide a veto on a democratically adopted plan. And in this case, earlier consultation has led precisely to amendment and compromise in terms of mitigating the impacts on both the natural environment and active travel. Note should also be taken of the fact that in the online survey both 'males' and 'older people' were over-represented.

Not to progress the North-South line now would be to ignore the proven benefits of trams and, most significantly, abandon any serious attempts at reducing the city's congestion and climate emissions at a time of urgent need.

Our hope is that City of Edinburgh councillors will appreciate the full scale of the city's transport problems and the need to address them as quickly and effectively as possible, by continuing to invest the time and effort necessary to create an extensive tram network for the future.

TEC 18.6.26 - Written deputation from Spokes

Item 8.1 [Trams from Granton to the BioQuarter/Royal Infirmary of Edinburgh and Beyond Consultation and Market Research report](#)

Onroad Tramlines – the Bridges Corridor

The purpose of this deputation is to emphasise to councillors the dangers to people who get about by bike of onroad tramlines, and the need to give maximum attention to this in designing the system.

As was highlighted in [our consultation submission](#), we are particularly concerned about the Bridges corridor. We suggested a wide range of ameliorative measures, ranging from alternative routes or single tracking, through to lesser design and traffic management approaches.

Whilst alternatives to the Bridges exist for many trips (notably Meadows to Princes Street, should that interminably delayed project ever be implemented), for many other trips the Bridges remains by far the most suitable route. Furthermore, visitors to the city will not be familiar with where cycling is less or more safe. As such, many cyclists are likely to continue to be found here, and therefore every effort must be made to maximise safety.

The likely scenario

[Annex 4](#) in the TEC papers gives council responses to themes from the consultation. In particular, it is adamant that the Bridges corridor must be retained (rather than alternatives) and that single-tracking is not feasible here. Whilst we would still hope for reconsideration, that now seems unlikely. Thus there is likely to be double-track tram, with widened footways, leaving cyclists undesirably close to tramlines. Indeed, where there is a parked vehicle (legally or not), or a bus stop, will cyclists be faced with crossing the nearside tramline at a very dangerous angle, or waiting, or dismounting and walking past?

We therefore urge councillors to ensure that every effort is made to ensure that the design minimises these dangers to people cycling, whether to access shops and other premises in the area, or en route to/from Leith or other destinations..

Measure which we have suggested include:

- Use of a bus gate to minimise non-essential motor traffic (as was proposed by the council as a measure in the pandemic, though never implemented)
- Not using a central reservation between the tracks, to maximise space outside the tramlines
- Avoiding kerbside platforms (which entail all cyclists crossing lines at a very dangerous angle)
- Ensuring adequate width between kerb and tramline (our submission referenced guidance on this, including [this](#) from the UK government's specialist agency, Active Travel England)
- Preventing kerbside parking, legal or illegal
- Advance cycle traffic lights with generous timings
- Such other traffic management measures as are helpful

The dangers of onroad tramlines

The dangers of bike/tramline crashes and injuries, some life-changing, are real, not imagined. Tramline 1 was designed with no real consideration to cyclist safety (or, indeed, pedestrians), resulting in many crashes. See this [BBC Scotland report](#) detailing crashes, injuries, the death of Zhi Min Soh, and compensation paid by the Council following early successful court cases brought by victims. [Here](#) is a more recent example, from January 2026.

Fortunately, the rate of crashes has declined since the early years, as the Council has tackled known blackspots. However, analysis of tramline crashes reported to Spokes suggests, perhaps unexpectedly, that some 60% occur not at crossing-point blackspots, but at random locations [when the cyclist is travelling in the same direction as the tramlines](#), not needing to cross the lines, but is forced into them by traffic, or encounters them for other reasons. Blackspot remediation is not possible in such cases, since there are no blackspots. The only 100% effective solution is physical separation from tramlines, but, where this is not agreed, maximum thought must be paid to other measures to achieve the greatest safety possible.

Cyclists and tramlines – evidence from Spokes website reports

Spokes has a website page for [reporting tramline crashes](#). Obviously, given that there have been literally hundreds of A&E tramline-crash visits ([Prof Oliver's study](#) of the first 7 years of tramline 1 identified 191 admissions to A&E for tramline injuries) our survey is only capturing a small percentage of victims. Nonetheless, the 74 responses so far are sufficient to provide some myth-busting data on crash *causes*, and which are relevant in thinking about tramline design. In particular...

- 64% of cyclists experiencing a tramline crash were intending to continue *in the same direction* as the tramlines, rather than (36%) to cross the tramlines to the other side or at a junction. [In many cases the crash was due to traffic pressures, in others due to layout]
- 36% happened when there was “very little or no traffic”
- However, 47% said that *traffic pressures* or worries about nearby traffic contributed to their crash
- 38% were caused by *skidding*, 21% by skidding followed by wheel-trapping, and only 31% by wheel-trapping alone
- 71% of crashes were in daylight, 29% in lighting-up time
- 85% of victims said they were “*reasonably or very*” *confident cycling in traffic*
- 56% said they regularly used the route in question, 35% occasionally, and for only 10% was it the first time they had encountered these tramlines

The Leith Walk example

Although separated bike lanes appear now to be ruled out in the Bridges, councillors may be interested in evidence from Leith Walk, where segregated bike lanes were introduced as part of the tram project. There has been justified criticism over some aspects of these lanes, but the safety record is excellent.

Firstly, and in great contrast to tramline 1, in the roughly 4 years so far, we have *only heard of one bike tramline crash* – when the cyclist left the bike path and joined the carriageway (which was then empty), in advance of her planned junction turn.

The position for **pedestrian safety**, however, will surprise many, and is hugely welcome. Despite predictions of increased pedestrian casualties as a result of the bike lanes, police stats show that Leith Walk [pedestrian casualties](#) *have in fact fallen astonishingly* [credit to [Ed Tissiman](#) for identifying this]. The reasons for this are not known but, given that virtually all pedestrian injuries result from motor vehicles, we speculate that crucial factors are the separation of pedestrians from the carriageway by the cycle lanes, and safer road crossings due to the ban on kerbside parking.

Further & background information

- [Spokes article on the tramline consultation](#)
- [Spokes submission to the consultation](#)

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