

# Transport and Environment Committee

10.00am, Thursday, 18 June 2026

## Greenbank to Meadows Quiet Connection - Update

<b>Decision/Scrutiny Ward(s)</b>	Decision 8 - Colinton/Fairmilehead; 10 - Morningside; 15 - Southside/Newington
----------------------------------	---

### 1. Recommendations

---

- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 Notes the [decisions](#) of TRO Sub-Committee on 12 May 2026 in relation to the Travelling Safely ETROs for the Braid Road, Comiston Road and Greenbank to Meadows Quiet Connection schemes;
  - 1.1.2 Notes other changes that must be made to trial measures included in the Greenbank to Meadows Quiet Connection ETRO;
  - 1.1.3 Notes the information provided within this report on the implications of both of the above;
  - 1.1.4 Notes Officers' intention to advertise a new permanent TRO for modal filters at Canaan Lane and Clinton Road as a priority; and
  - 1.1.5 Notes Senior Officers' intention to maintain the Canaan Lane modal filter under a Temporary Traffic Regulation Order (TTRO) pending the outcome of the process to promote a new permanent TRO.

**Gareth Barwell**

Corporate Director of Place

Contact: Deborah Paton, Head of Transport Strategy and Partnerships

E-mail: [Deborah.Paton@edinburgh.gov.uk](mailto:Deborah.Paton@edinburgh.gov.uk)

# Transport and Environment Committee

## Greenbank to Meadows Quiet Connection

### 2. Executive Summary

---

- 2.1 This report presents Committee with details of the decisions taken by TRO Sub-Committee on 12 May 2026 in relation to the Travelling Safely ETROs for the Braid Road, Comiston Road and Greenbank to Meadows Quiet Connection schemes, along with other changes that must be made to the trial measures included in the Greenbank to Meadows Quiet Connection ETRO.
- 2.2 The report also provides information on the implications of both of the above and informs Committee of Officers' intention to advertise a new permanent TRO for modal filters at Canaan Lane and Clinton Road as a priority and to maintain the Canaan Lane modal filter under a TTRO pending the outcome of the process to promote a new permanent TRO.

### 3. Background

---

- 3.1 On 2 April 2026, Committee considered a [report](#) that presented three options for the Greenbank to Meadows Quiet Connection Travelling Safely scheme:
  - 3.1.1 Option A - abandon the current trial scheme (TRO/21/29D, which expired on 15 June 2026) entirely;
  - 3.1.2 Option B – advertise a new ETRO for a trial of a revised scheme, as previously approved in March and April 2024; and
  - 3.1.3 Option C - refer objections to current trial scheme (TRO/21/29D) to TRO Sub-Committee.
- 3.2 Committee [approved](#) proceeding with Option C.
- 3.3 Committee also approved advertising a new permanent TRO for a modal filter at Clinton Road as a priority, should TRO Sub-Committee approve making the three modal filters north of Cluny Avenue permanent.
- 3.4 Finally, Committee instructed Officers to report back following the 12 May 2026 meeting of the TRO Sub-Committee setting out the decisions taken and any implications of these.

## 4. Main report

---

### **TRO Sub-Committee decisions and other changes that must be made**

- 4.1 Unfortunately, following the meeting of Committee on 2 April 2026, Officers identified that the written descriptions of the three prohibitions of motor vehicles trialled at Braid Avenue, Hermitage Gardens and Canaan Lane were incorrectly drafted within the Schedules of the Greenbank to Meadows Quiet Connection ETRO (TRO/21/29D). This means these parts of the ETRO cannot be made permanent.
- 4.2 On 12 May 2026 TRO Sub-Committee considered a [report](#) on objections to the Braid Road, Comiston Road and Greenbank to Meadows ETROs and made the following decisions:
- 4.2.1 To approve the report's recommendations regarding the Braid Road ETRO, with the exception that the prohibition of motor vehicles and associated waiting restrictions at Braid Road are to be included in the permanent order;
  - 4.2.2 To approve the report's recommendations regarding the Comiston Road ETRO; and
  - 4.2.3 To approve the report's recommendations regarding the Greenbank to Meadows Quiet Connection ETRO.
- 4.3 As a result of the TRO Sub-Committee's decisions, the modal filters at the following locations will be made permanent:
- 4.3.1 Whitehouse Loan at Warrender Park Road;
  - 4.3.2 Whitehouse Loan at Strathearn Road; and
  - 4.3.3 Braid Road.
- 4.4 Due to the drafting errors in the Greenbank to Meadows Quiet Connection ETRO, the modal filters at the following locations cannot be made permanent:
- 4.4.1 Canaan Lane;
  - 4.4.2 Hermitage Gardens; and
  - 4.4.3 Braid Avenue.

### **Retention of modal filters that cannot be made permanent**

- 4.5 Officers have continued to consider the impacts of the removal of modal filters and any legal avenues for their retention but have been unable to identify any potential legislative route that would allow for the permanent retention of the three modal filters at Canaan Lane, Hermitage Gardens and Braid Avenue.

### **Implications and recommendations for section of route to north of Cluny Avenue**

- 4.6 The prohibition of motor vehicles enacted by the modal filter at Canaan Lane only received five specific objections from members of the public across two six-month ETRO consultations. It is also located in close proximity to Canaan Lane and St Peter's Primary Schools and to The Royal Blind School. Officers consider that a permanent modal filter here is the most appropriate measure for this section of the route and therefore intend to advertise a new permanent TRO for a modal filter at Canaan Lane as a priority.
- 4.7 Taking the above into consideration, as well as relevant legal advice, Senior Officers are of the opinion that it is appropriate and proportionate to maintain the Canaan Lane modal filter under a TTRO pending the outcome of the process to promote a new permanent TRO.
- 4.8 Given that Committee previously instructed that, if the trial modal filters at Whitehouse Loan and Canaan Lane were retained, a new TRO should be promoted for a modal filter at Clinton Road, Officers will also proceed with advertising a new permanent TRO for a modal filter at Clinton Road as a matter of priority.

### **Implications and recommendations for section of route to south of Cluny Avenue**

- 4.9 Various traffic speed and volume surveys were undertaken as part of the monitoring and evaluation of the trials of the Braid Road, Comiston Road and Greenbank to Meadows Quiet Connections Travelling Safely schemes. Information on and analysis of the data collected was [reported](#) to the Traffic Regulation Orders Sub-Committee on 12 May 2026.
- 4.10 Removal of the modal filters that cannot be made permanent will alter the current distribution of traffic flows in the area and is also likely to make routes in the area more attractive to through traffic, increasing current overall traffic levels.
- 4.11 These modal filters have been in operation for five years and people walking, wheeling and cycling have become accustomed to low levels of through traffic using these streets.
- 4.12 It is therefore proposed to undertake a publicity campaign in advance of removing the modal filters at Hermitage Gardens and Braid Avenue to maximise awareness of the upcoming change amongst local residents, community groups and school communities.

### **Traffic Monitoring**

- 4.13 Immediate further traffic counts and speed surveys are being arranged for key locations in both sections of the route to establish up to date baseline data prior to the removal of any modal filters.
- 4.14 Further traffic counts and speed surveys will also be undertaken at the same locations for 12 months following removal of the filters to monitor the impacts of this.

## 5. Next Steps

---

- 5.1 Following consideration of this report:
- 5.1.1 The trial modal filters at Hermitage Gardens and Braid Avenue must be removed;
  - 5.1.2 A new permanent TRO for modal filters at Canaan Lane and Clinton Road will be advertised as a priority;
  - 5.1.3 A TTRO will be promoted to retain the Canaan Lane modal filter while the new permanent TRO process is ongoing;
  - 5.1.4 Officers will undertake a publicity campaign in advance of removing the modal filters at Hermitage Gardens and Braid Avenue to maximise awareness of the upcoming change; and
  - 5.1.5 Traffic monitoring will be undertaken to assess the impacts of the removal of the modal filters.

## 6. Financial impact

---

- 6.1 The estimated cost of removing the trial modal filters at Hermitage Gardens and Braid Avenue is £2,000.
- 6.2 The estimated cost of promoting a permanent TRO for modal filters at Canaan Lane and Clinton Road is £2,000. The estimated cost of promoting a TTRO to retain the modal filter at Canaan Lane is £1,000.
- 6.3 The estimated cost of traffic monitoring is £10,000.
- 6.4 A prioritisation framework has been developed for upgrading infrastructure at Travelling Safely measures that are retained permanently. The estimated cost of upgrading the prioritised infrastructure that TRO Sub-Committee approved making permanent is:
- Braid Road ETRO - £7,000
  - Comiston Road ETRO - £128,000
  - Greenbank to Meadows Quiet Connection ETRO – £230,000
- 6.5 The estimated cost of implementing two new permanent modal filters at Canaan Lane and Clinton Road, subject to the outcome of a new TRO process, is £40,000.

## 7. Key Policies

---

### Equality and Poverty

- 7.1 An [Integrated Impact Assessment](#) (IIA) has been completed for the Traveling Safely programme. This has helped identify a range of views and potential impacts as well

as relevant steps to address these. The document was most recently updated in April 2025.

- 7.2 The impacts resulting from all Travelling Safely ETROs and enabling measures were assessed as part of the review process for the IIA. These impacts were reflected in the recommendations of the report. Key considerations were:
- 7.2.1 Retaining traffic prohibitions and bus lanes as they have road safety benefits for residents and visitors of the city that do not have access to motor vehicles;
  - 7.2.2 Retaining dedicated cycling infrastructure and associated waiting and loading restrictions as they have road safety benefits that improve the safety of vulnerable users and reduce the speed of motor traffic, which bring benefits to all but particularly for young and old people as well as for people with certain disabilities; and
  - 7.2.3 Careful consideration has been given to the local needs for loading and parking for businesses and residents, including blue badge holders, as part of each scheme's design and trial. Dedicated facilities have been provided to address these needs where and as appropriate.
- 7.3 The Greenbank to Meadows Quiet Connection scheme has its own standalone [Integrated Impact Assessment](#) which was updated to reflect the potential impacts of the re-design options considered by Committee in March 2024. As noted in that document, these varied considerably depending on which option was implemented. The document was updated in May 2026 to reflect the changes that are currently under consideration:
- 7.3.1 Re-opening roads to vehicular traffic which are currently closed are considered to have the greatest negative impact in terms of equality and poverty. The benefits of these options are primarily felt by motorists. Car access and use is higher among higher income households and lower among lower income households. While benefits to motorists may also benefit people with mobility and visual impairments, the benefits of re opening through roads in this regard are considered to be small as all premises on affected streets are still able to be accessed by private vehicles with fairly minor diversions required;
  - 7.3.2 The negative impacts of re-introducing through traffic onto streets which are currently closed include additional risk to pedestrians and cyclists, and additional pollution with potential impact on local air quality and greenhouse gas emissions. These negative impacts affect everyone who uses affected streets but disproportionately affect those who do not have access to private vehicles – such as young people and lower income households;
  - 7.3.3 Maintaining modal filters on those streets which are currently closed to through traffic may have some negative impacts to motorists in terms of convenient vehicular access and to all street users on parallel routes which

have seen or could see traffic increases. Revised options, or the introduction of speed reducing measures could mitigate these negative impacts; and

- 7.3.4 The benefits of maintaining modal filters on affected streets would be seen by all users of those streets, and especially by those who do not have access to private vehicles – such as young people and lower income households.

### **Climate and Nature Emergencies**

- 7.4 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council:
- 7.4.1 “must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets” (Climate Change (Emissions Reductions Targets) (Scotland) Act 2019); and
- 7.4.2 “in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions” (Nature Conservation (Scotland) Act 2004).
- 7.5 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions, and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.
- 7.6 Active travel is recognised as a key factor in the reduction of emissions associated with vehicular transport. Measures which increase active travel uptake will make a positive contribution to carbon emissions reductions and improved air quality.
- 7.7 Following the principle of induced demand, re-opening roads to general traffic could encourage additional car use which could increase the production of greenhouse gas emissions associated with transport in the city.

### **Environmental Impacts**

- 7.8 As noted in paragraphs 7.3.2, 7.6 and 7.7 above.

### **Housing Emergency**

- 7.9 There are no anticipated impacts related to the housing emergency.

## **8. Risk, policy, compliance, governance and community impact**

---

- 8.1 The Council’s City Mobility Plan includes a target of a 30% reduction in car use. Some changes detailed in this report involve re-opening various roads to general traffic. This could result in an increase in the levels of vehicular traffic passing through the area.
- 8.2 The Council’s approved [Our Future Streets: a circulation plan for Edinburgh](#) identifies the route of the Greenbank to Meadows Quiet Connection as forming part of the city’s Primary Cycle Network.
- 8.3 There are no compliance issues related to the contents of this report.

## **9. Background reading/external references**

---

- 9.1 [Travelling Safely Greenbank to Meadows Quiet Connection – Public Engagement and Next Steps](#), report to Transport and Environment Committee, 7 March 2024
- 9.2 [Minutes of Transport and Environment Committee](#), 7 March 2024
- 9.3 [Minutes of Transport and Environment Committee](#), 25 April 2024
- 9.4 [Greenbank to Meadows Quiet Connection](#), report to Transport and Environment Committee, 2 April 2026
- 9.5 [Minutes of Transport and Environment Committee](#), 2 April 2026
- 9.6 [Travelling Safely - Braid Road, Comiston Road and Greenbank to Meadows Quiet Connection – ETRO/21/29B, ETRO/21/29C & ETRO/21/29D](#), report to TRO Sub-Committee, 12 May 2026
- 9.7 [Minutes of TRO Sub-Committee](#), 12 May 2026

## **10. Appendices**

---

Appendix 1 – Overview map of modal filters

Appendix 2 – Extracts from Our Future Streets Interactive Street Space Planning Maps