



The Lothian Cycle Campaign

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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.

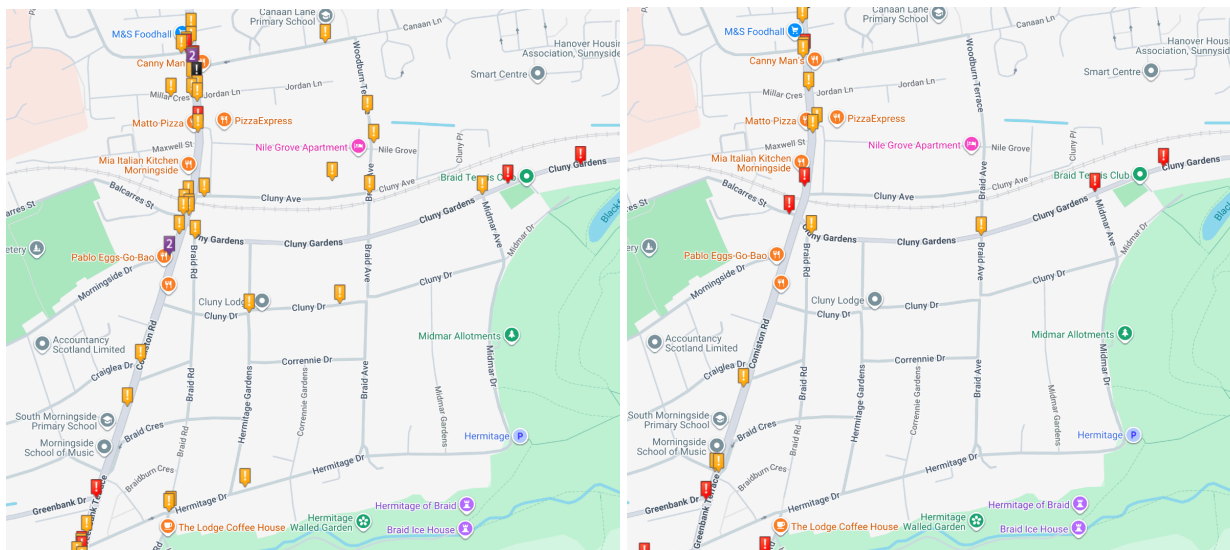
We acknowledge the recent developments regarding this route and wish to express serious concerns regarding the potential outcome of the proposal currently being tabled to Transport and Environment Committee (TEC) Councillors for consideration.

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.