

Deputations

Transport and Environment Committee

10.00 am Thursday, 10th September, 2026

Dean of Guild Court Room - City Chambers

Deputations

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CITY OF EDINBURGH COUNCIL

10 SEPTEMBER 2026

DEPUTATION REQUESTS

Subject	Deputation
3.1 In respect of Item 7.8 on the agenda – Traffic Orders - TROs Sub-Committee Update: Improvements to the TRO Process	a) Grange Prestonfield Community Council (verbal and written submission attached) b) New Town and Broughton Community Council (written submission attached) c) Spokes Planning Group (written submission attached)
3.2 In respect of Item 9.1 – on the agenda – Motion by Councillor Jenkinson – Market Street Taxi Rank	Unite the Union (verbal and written submission attached)

Subject	Deputation
3.3 In respect of Item 7.6 on the agenda – Trams from Granton to the Edinburgh BioQuarter / Royal Infirmary of Edinburgh and Beyond Strategic Business Case	a) Looking for Growth Edinburgh (verbal and written submission attached) b) Tram Trains for Edinburgh (verbal) c) Scottish Enterprise (written submission attached) d) University of Edinburgh (written submission attached) e) Granton and District Community Council (written submission attached) f) Capital Rail Action Group (written submission attached) g) National Galleries of Scotland (written submission attached) h) Spokes (written submission attached) i) Edinburgh Chamber of Commerce (written submission attached) j) Save the Roseburn Path Campaign Group (written submission attached) k) New Town and Brought Community Council (written submission attached) l) Transform Scotland (written submission attached)
3.4 In respect of Item 7.7 on the agenda - Turnhouse Road Bus Gate - Proposed Operating Hours for Experimental Traffic Regulation Order	a) Unite the Union (verbal) b) Corstorphine East and West Craigs Community Council (verbal)

Subject	Deputation
3.5 In respect of Items 6, 7.4, 7.6 and 7.7 on the agenda 6.1 Business Bulletin – Coach Plan update 7.4 Edinburgh Visitor Levy – New Projects 7.6 Trams from Granton to the Edinburgh BioQuarter-Royal Infirmary of Edinburgh 7.7 Turnhouse Road Bus Gate - Proposed Operating Hours for Experimental Traffic Regulation Order	Edinburgh Bus Users Group (written submission attached)
3.6 In respect of the Emergency Motion submitted by Councillor Cuthbert – Ashley Terrace Zebra Crossing	Craiglockhart Parent and Carer Council (written submission attached)
3.7 In respect of Item 7.3 on the agenda - Petition for Consideration - Make Edinburgh Tables and Chairs Charges Fair and Introduce Licensed A Boards for Local Businesses	Living Streets Edinburgh Group (written submission attached)
3.8 In respect of Item 9.2 on the agenda – Motion by Councillor Cuthbert - Lothianburn Junction Traffic Trial - A702-A720.	a) Fairmilehead Community Council (written submission attached) b) Spokes Lothian Planning Group (written submission attached)

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7 September 2026

Grange Prestonfield Community Council

Deputation to CEC Transport & Environment Committee, on Thursday, 10 September 2026.

Context: Agenda Item 7.8: *Traffic Orders – TRO Sub-Committee Update: Improvements to the TRO Process*

Giving meaningful recognition to Community Councils

1. By way of introduction, we represent Grange Prestonfield Community Council. We are here to submit a number of proposals and requests on TRO Sub-Committee procedures. They are intended to give Community Councils a profile in TRO Sub-Committee practice which is currently completely lacking. Note that across the document pack for *Agenda Item 7.8 – Improvements to the TRO Process* – no mention at all is made of Community Councils.
2. Stepping back a little, it is a reasonable premise that city residents and businesses should expect Elected Councillors and City of Edinburgh Council to give due weight to 'getting the basics right'. (You will recognise the political catch-phrase.)
3. In local democracy, in civic life, Community Councils are held to be the 'eyes and ears' of Elected Members and the City Council. They are held to be the 'voice' of local neighbourhoods. This familiar phrasing is a standard characterisation of what we would describe as a 'civic triangle', binding together Community Councils, Elected Members and Council Officers in a working relationship.
4. We hold it to be 'basic' that the local voice should be heard and, beyond that, listened to. When a Community Council has something to say to Elected Members and the Council, its message should be on-the-record, conveyed in detail, acknowledged by the recipients as having been listened to.
5. One of the 'basics' to get right is sensitive management of traffic regulation and parking. Notwithstanding high ambitions of 'active travel' and 'city mobility', an important constituent part of the 'right' outcome is ensuring that local residents' objections to TRO Consultations be given their due weight and recognition by Members of the TRO Sub-Committee. This is a group that is shielded by the 'quasi-judicial' attribute that blankets their deliberations. Representations to Sub-Committee are not permitted.
6. The upshot is that local objections to TRO proposals - for the most part founded on the TRO impact on the fundamental practicalities of home life

and work life – are easily forgotten. They can be easily diluted, deflected and diminished by Council interpretations of their perceived material significance. This is all the more disappointing when submitted objections far exceed the small trigger point of 'more than six' which brings them, by Scheme of Delegation provisions, to the notice of Elected Members. (We note in today's papers the proposed revision to 'more than twenty'. This shades our argument by degree. The principle continues to hold.)

7. By way of example, this deputation is prompted by the proceedings of the TRO Sub-Committee of 12 May 2026. The Sub-Committee came to Agenda Item 4.2 and TRO/24/34, a comprehensive caseload of some twenty proposed parking restrictions.

8. The first case within TRO/24/34 (Lochend Drive), with 115 submitted objections was discussed for 8 minutes. The second case (Rankin Drive, within the GPCC boundary), with 64 submitted objections, was passingly referred to over the space of 10 seconds with a question about scale of yellow lines. The case was hardly even 'glanced at'. A balanced objection submitted by GPCC went completely unheeded and unremarked. The Sub-Committee then closed the book on TRO/24/34. The lasting impression is that haste cast aside due diligence, expediency trumped considered examination. From our line of sight, what our Community Council had to say to the Sub-Committee on the subject of Rankin Drive apparently mattered not a jot.

9. That paints a poor picture of City Council Committee practice. It is disheartening and counter-productive. It stifles, discourages, the voice of the neighbourhood. With regard to civic participation, it hardens the neighbourhood question 'Why should we bother?' It undermines the fundamental idea of 'participative local democracy'.

10. To sharpen our argument made here, GPCC would make the following points in relation to the work of the Traffic Regulations Orders Sub-Committee.

10.1 Committee Reports and associated papers, submitted by Council Officers to the TRO Sub-Committee, should identify in all relevant sections where a comment (opinion / objection / support / qualification) has been received from a named Community Council.

10.2 The Community Council submission should be carried verbatim in the Report or in the related Appendices which summarise Consultation responses and other 'correspondence received'.

10.3 The Sub-Committee should be asked to record and recognise (i.e. 'namecheck') those instances and cases where a Community Council has made an explicit contribution to the topic under discussion.

11. We approach our conclusion. In today's setting of the proposals carried in the Agenda Item 7.8 Report, specifically paragraphs 4.16, 4.40 to 4.43 and Appendix 4 Part D:

11.1 GPCC requests that the objection period be extended from 21 days to 28 days. Community Councils meet at different times over the month. This request is to give simple recognition to the need for a Community Council to harvest local opinion and shape a viewpoint.

11.2 We request that any comment or objection from a Community Council regarding a Traffic Order should classify the Order as a 'Referable to Committee' Order.

11.3 We ask that, irrespective of the total number of objections lodged against a proposed Traffic Order, such a Referable to Committee Order be placed with the TRO Sub-Committee for review and decision.

12. If Committee and Sub-Committee meet these three requests, you take the voice of Community Councils out from the distant wings on to a civic stage. Your communities, your neighbourhoods, see their Community Councils play a full and proper role, not a 'bit part'.

13. The core of what we have to say today, to all of you, is this:

- * We would wish Community Council contributions to TRO Sub-Committee work to be explicitly identified and recognised and recorded.
- * In a broader setting, if you really do value the voices of Community Councils, make very clear that you listen as well as hear.
- * Show that Community Councils have legitimate, demonstrable, impactful agency when they speak from their neighbourhoods.
- * Recognise that if you don't stamp what they have to say as 'on-the-record', then it's as good as in the shredder.
- * Respond to Community Councils as partners rather than leave the impression you are deflecting 'inconvenient intrusions'.
- * Encourage their vitality and resilience and confidence.
- * Do more to promote the ethos, the characteristic spirit, of a healthy civic life where Community Councils can have a central role.
- * Know that a healthy civic life underwrites a robust and buoyant city life.

END

Written Deputation to Transport and Environment Committee Meeting on 10 September 2026 regarding item 7.8: Traffic Orders - Improvements to the TRO Process.

The New Town and Broughton Community Council (NTBCC) has previously raised concerns about the operation of the TRO process. We welcome the Council's review of that process but believe that the proposed improvements do not address all of the concerns we have raised.

One of the changes proposed in this report is that 20 objections rather than the current 6 will be required to ensure that any objections to a proposed TRO will be considered by the TRO Sub-Committee. We understand the rationale for this change but have concerns about its operation with regard to objections raised by community councils.

Unlike Planning, Community Councils are not a statutory consultee for transport matters. The legislation though does give local authorities discretion to consult with "such other organisations representing persons likely to be affected by any provision in the order as the authority thinks appropriate". The Council should in the interests of community engagement treat the views of community councils in a different way to those of individual members of the public. **Where a community council has raised an objection (that has not been withdrawn), it should be sufficient to require the matter to be subject to committee scrutiny rather than under delegated powers even if the threshold of 20 objections has not been met.**

There is no mention of one of the points we have highlighted where reference is made in TRO sub-committee reports to other documents that have been prepared to justify the TRO but these are not available to the public or the TRO sub-committee when making decisions. **All such documents should be included in the information pack made available with the committee papers to allow public scrutiny of these documents.**

The final omission is that the details of existing TROs are not available to the public once the consultation process is complete unless they have been entered into the new map-based system. The report proposes that Councillors will have access to all existing TROs but not the public. **We suggest that community councils should be able to request access to existing TROs without going through their Councillors or submitting an FOI request.**

Thank you for your consideration of our deputation.

M W Birch
Transport and Environment Convenor – NTBCC
8 September 2026



Postal address [we have no staff]: St. Martins Community Resource Centre, 232 Dalry Road, Edinburgh EH11 2JG
Website: www.spokes.org.uk Email: spokes@spokes.org.uk Bluesky: [@spokes.org.uk](https://bsky.app/profile/spokes.org.uk) Answerphone: 131.313.2114

TEC 10.09.26 - Written deputation from Spokes

7.8 Traffic Orders - TROs Sub-Committee Update: Improvements to the TRO Process¹

Traffic Regulation Order Improvements

Spokes wish to thank officers for their work on this report to streamline the Traffic Regulation Order process. We welcome efforts to reduce the onerous typical time required to progress a TRO of 12-18 months, which we have observed to delay implementation of the Active Travel Action Plan and City Mobility Plan.

Spokes encourage the use of delegation to officers to avoid delays at committee whilst ensuring objections to proposed restrictions are given adequate consideration. We believe that it is necessary to go further to enabling modal shift to address congestion, improve travel sustainability and support the almost 40% of households in Edinburgh which do not own a car.

[Appendix 4 part E](#)² sets out examples of reasons that a proposed restriction may be considered 'Non-Referrable', meaning that it will be considered by officers instead of committee, regardless of the number of objections (unless called in by the convenor of the Transport & Environment Committee).

This is particularly effective for orders containing multiple restrictions across the city bundled together, such as disabled persons parking places or tweaks to controlled parking zones. Objections to these orders may be spread out over the city and should not be automatically referred to committee based on their total number.

We believe this should be extended to bike hangar secure parking, cycle hire parking and car club rental parking. These restrictions are often limited to a single parking space, making more efficient use of the space for an overall increase in amenity. However, they are also vulnerable to spurious objections from motor vehicle users. There is also a large shortage of secure bike parking hangars, with waiting lists currently estimated at 4400.

Further & background information

- [Edi.bike article on shortage of secure bike parking hangars by Ed Tissman](#)
- [An example of a current bicycle parking traffic order](#)

Footnotes: hyperlinks to references in the above text

1 <https://democracy.edinburgh.gov.uk/documents/s102798/Item%207.8%20-%20Traffic%20Orders%20-%20TROs%20Sub-Committee%20Update%20-%20Improvements%20to%20the%20TRO%20Process.pdf>

2 <https://democracy.edinburgh.gov.uk/documents/s102807/Item%207.8%20-%20Traffic%20Orders%20-%20TROs%20Sub-Committee%20Update%20-%20Improvements%20to%20the%20TRO%20Process%20-%20Appendix%204.pdf>

Written Deputation – Market Street Taxi Provision at Waverley Station

Transport and Environment Committee – 10 September 2026

Submitted on behalf of Unite the Union – Edinburgh Taxi Branch

Unite the Union's Edinburgh Taxi Branch asks the Committee to support Cllr. Jenkinson's motion to further investigate a dedicated taxi rank on Market Street, beneath North Bridge and immediately adjacent to the main entrance Edinburgh Waverley Station.

Our proposal is straightforward: create a short, purpose-built taxi lane (as illustrated) of approximately 50 metres beneath North Bridge, accommodating around seven taxis, with the existing East Market Street rank acting as a feeder when required.

We are not asking the Committee to approve a final road design or commit expenditure at this stage. We are asking that officers properly assess the proposal, engage with the taxi trade and determine how it can best be delivered.

A Clear and Visible Taxi Facility

One of the principal shortcomings of the current arrangement is that the existing taxi rank is not easily visible from the main station entrance.

For passengers arriving at Waverley, particularly visitors unfamiliar with Edinburgh, there should be an obvious and convenient place to obtain a licensed taxi.

The proposed location beneath North Bridge would provide exactly that. It is close to the main station entrance, clearly identifiable and conveniently positioned for passengers leaving the station.

Importantly, the bridge structure also provides **shelter from the elements**. In a city where passengers can regularly be faced with rain and poor weather, this is a practical advantage, particularly for elderly passengers, families with young children, wheelchair users and those waiting with luggage.

Rather than passengers having to find their way to a less visible rank, the proposal would create a clear, purpose-built and recognisable taxi facility at one of Edinburgh's most important transport gateways.

Bringing Order to the Area Beneath North Bridge

The area beneath North Bridge is currently chaotic and lacks a clearly defined purpose.

Private hire vehicles regularly loiter in this area, including drivers seeking or soliciting business. This creates confusion for passengers and makes effective management of driver behaviour and licensing conditions more difficult.

Establishing a formal licensed taxi rank would give this part of Market Street a **clear and legitimate transport purpose**.

A designated rank would make it immediately apparent where licensed taxis should wait and where passengers should obtain them. It would also assist the Council's licensing and enforcement functions by creating a properly defined operating area in which driver conduct and compliance with licensing conditions can be more readily observed and managed.

A well-designed rank therefore has the potential not only to improve passenger convenience, but to bring greater order and accountability to an area which currently suffers from unmanaged vehicle activity.

Existing Pick-Up and Drop-Off Provision

The proposal does **not** require the removal of the existing public pick-up and drop-off facilities.

Those facilities can be maintained in harmony with the proposed taxi rank so that private motorists and other legitimate users continue to have access to operational space.

There is also currently additional road space on the north side of Market Street which remains separated from the carriageway by temporary pedestrian barriers along the kerbside.

Once those temporary barriers are removed, this area could provide additional capacity for **public pick-up and drop-off and/or commercial loading**.

Making effective use of that kerbside would reduce pressure on the operational space available to all users of Market Street and should form part of the Council's assessment of how the street is allocated.

The proposal is therefore not about taxis taking over Market Street. It is about making better and more clearly defined use of the available space.

Accessibility

The proximity of the proposed rank to the station is particularly important for passengers with mobility difficulties.

Edinburgh's licensed taxi fleet provides wheelchair-accessible, door-to-door transport without passengers having to pre-book a particular vehicle or use a smartphone application.

For an able-bodied passenger without luggage, an additional walking distance may seem relatively insignificant. For a wheelchair user, an elderly person, somebody with limited mobility, a passenger carrying heavy luggage or a family travelling with young children, it can be considerably more important.

A major railway station should have convenient access to licensed taxis.

The proposed Market Street location would significantly improve that connection while providing passengers with shelter as they wait.

Taxis Are Part of the Transport Network

Waverley should be considered as a transport interchange rather than simply a railway station.

Passengers arriving by train need to complete their onward journey. Some will walk, some will use buses or trams, and others will require a taxi.

Licensed taxis perform a particularly important role because they provide immediate door-to-door transport and an accessible option for passengers whose needs cannot always be met by other modes.

Edinburgh has progressively lost convenient taxi access immediately around Waverley. Direct taxi access within the station itself was lost in 2014, and subsequent changes around the station have further altered how the taxi trade can serve rail passengers.

Our proposal provides an opportunity to address that problem in a relatively modest way.

How the Proposal Could Operate

The concept is for approximately 50 metres of dedicated taxi rank beneath North Bridge, providing space for around seven taxis.

The existing East Market Street taxi rank could remain and operate as a **feeder rank**, allowing taxis to move forward as spaces become available.

This would provide a continuous supply of taxis for passengers without requiring large numbers of vehicles to congregate immediately outside the station.

Existing public pick-up and drop-off facilities would be maintained, while the currently barriered north kerbside provides an opportunity for additional pick-up, drop-off or commercial loading capacity once available.

The precise layout, road markings, traffic regulation and movement of vehicles are matters which should be developed with Council officers. The Edinburgh Taxi Trade is ready to meet officers on site and work constructively on those details.

What We Are Asking the Committee to Do

We are not asking the Committee to approve construction of a taxi rank on 10 September.

We are asking for the opportunity to **properly test the proposal**.

We ask the Committee to instruct officers to:

1. Assess the feasibility of dedicated taxi provision beneath North Bridge on Market Street;
2. Consider the proposal alongside existing and potential future pick-up, drop-off and loading provision;
3. Consider the benefits for passenger accessibility, traffic management, licensing compliance and the orderly use of the area;
4. Meet with Stakeholders to examine the proposal on site and discuss its practical operation; and
5. Report the outcome of that work back to the Transport and Environment Committee.

Conclusion

At present, passengers leaving Edinburgh's principal railway station do not have a sufficiently obvious, convenient and visible taxi facility immediately outside the main entrance, while the area beneath North Bridge suffers from poorly defined and sometimes chaotic vehicle activity.

Our proposal addresses both problems.

It would create a **visible, sheltered and purpose-built taxi facility** close to the station entrance; improve accessibility for passengers; provide clearer organisation beneath North Bridge; assist with licensing compliance and driver conduct; preserve existing pick-up and drop-off facilities; and make better use of the available road space.

This is a practical proposal from the people who work in this environment every day and represents a cost-effective solution that can deliver tangible benefits for many years into the future.

We are simply asking the Council to examine it properly and work with us to determine how it can be delivered.

With thanks,

Looking For Growth Edinburgh: Written Deputation to TEC 10/9/2026

Calum McCutcheon on behalf of LFG Edinburgh, 8/9/2026

My name is Calum, I live in Leith, and I'm here representing the Edinburgh chapter of Looking For Growth. I am here today to speak for the huge share of our city who are eager to see the long-promised tram to Granton built, a group that your own market research shows is twice the size of those who oppose it. I ask this committee to show bold leadership and stand by our transport experts, who make a compelling case that a Granton tram is not just a nice-to-have, but a necessity.

The line to Granton forms a large part of the case for tram extension in the first place. It is a region that has been historically neglected with poor access to cars and public transport. Unlocking the £1.3bn of Waterfront investment depends on this tramline being built. The SBC presents an urgent need for more mass transit to the city centre, forecasting a 50% increase in demand whilst our bus network has little room to grow. The report demonstrates how a tram to Granton could transform people's access to work, healthcare, and the many green spaces this city has to offer.

Yet the diluted recommendations today to delay or even scrap the northern extension seem at odds with the stark evidence in the full report. You are being asked to cut off half of the deprived communities who would benefit from this massive investment, until unspecified further work can be done. But no amount of "further work" will unearth a secret third route to Granton. The Orchard Brae route is not viable – we'd spend 50% more whilst getting fewer riders and slower journeys as trams get stuck behind cars. The genuine concerns about the Roseburn Path have already been accounted for: the path will remain, and adjacent active travel routes will be enhanced. The "further work" which needs to be completed before construction is entirely political – standing up for the northern extension that will keep our city moving and growing, in an equitable and climate-friendly manner.

Others raise concerns about how this line will be funded, but this is overblown. Even before any UK or Scottish Government money, the report shows how the council could fund over £600 million of borrowing towards building the North-South extension. That's more than Holyrood put into the original tramline. Ultimately, Edinburgh is the most productive city per capita in the UK. The investment for the Granton line would keep Edinburgh competitive and enable the fruits of our prosperous city to be enjoyed by every postcode within its boundary.

We ask those looking to shelve the northern route: given buses and active travel alone simply cannot meet the forecast demand, what is the credible alternative path to economic development in the North? If this committee cannot take a decision that it has already commissioned the evidence for, on a corridor it has held for this purpose for decades, and is faced down by opposition for which reasonable adjustments are being made, how can we expect it to face other challenges?

Don't relegate Granton to a footnote in the final business case. We ask the committee to stop kicking the obvious opportunity into the long grass and put tracks back on the Roseburn railway corridor. Thank you.

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3 September 2026

**City of Edinburgh Council
Transport & Environment Committee (10 September 2026)**

Dear Chair and Committee Members,

Support North-South Tram Line – Southern Section priority

Scottish Enterprise welcomes the opportunity to submit this written delegation in support of prioritising the southern section of the North-South Tram Line, connecting Edinburgh city centre with the Royal Infirmary of Edinburgh and Edinburgh BioQuarter.

As Scotland's national economic development agency, Scottish Enterprise has invested significantly in Edinburgh BioQuarter and continues to work alongside NHS Lothian, the University of Edinburgh, the City of Edinburgh Council, and the Scottish Government to support its growth as one of the UK's leading health innovation districts.

We strongly support the new tram line because it is not just a transport improvement; it is a critical investment in Edinburgh's future prosperity and in one of Scotland's most significant economic development opportunities.

Unlocking a National Economic Opportunity

Edinburgh BioQuarter is one of Scotland's most important locations for innovation-led growth. It brings together world-class healthcare, research, education and commercial activity in a unique environment that supports scientific discovery, business growth and improved health outcomes.

The site is recognised within Edinburgh's planning framework as a major strategic growth location. It has the capacity to accommodate substantial future development, including 1,500–2,500 new homes, more than 90,000 sqm of life sciences commercial, research and innovation space, and new community facilities. With the right infrastructure in place, BioQuarter's continued expansion could support around 9,000 additional jobs over the coming years and attract significant private sector investment into one of Scotland's highest-value growth sectors.



The benefits would extend well beyond the site itself. Growth at BioQuarter will support employment across the city and region, strengthen Edinburgh's international competitiveness, generate demand for local supply chains and services, and reinforce Scotland's reputation as a global centre for life sciences, health innovation and advanced research.

However, these benefits will only be realised if the necessary infrastructure is in place to support sustainable, long-term growth.

Transport Infrastructure as an Enabler of Growth

Successful innovation districts rely on excellent connectivity. The ability for workers, students, patients, researchers, investors and visitors to move efficiently between key destinations is fundamental to attracting investment and supporting economic activity.

BioQuarter already accommodates two major regional hospitals, internationally recognised research institutions and a growing cluster of life sciences companies. As the district continues to expand, existing transport infrastructure will come under increasing pressure.

Without investment in high-capacity public transport, congestion and accessibility constraints risk limiting future development, reducing access to employment and, crucially, weakening the attractiveness of the location to investors and occupiers. Stronger public transport connectivity is therefore essential if BioQuarter is to achieve its full potential as a strategic growth location.

Why the Tram Matters

The southern section of the North-South Tram Line should therefore be viewed as much more than a transport project. It is enabling infrastructure that can unlock wider economic, social and environmental benefits.

The proposed route will:

- Improve access to jobs, education and healthcare for communities across Edinburgh and the wider city region.
- Support the continued growth of Edinburgh's internationally recognised life sciences sector.
- Strengthen BioQuarter's attractiveness to businesses, developers and investors.
- Increase access to the labour market for employers located at BioQuarter.
- Support the delivery of new homes and sustainable urban development.
- Improve connectivity to the Royal Infirmary of Edinburgh and Royal Hospital for Sick Children and Young People for patients, visitors and staff.
- Reduce reliance on private vehicle travel and contribute towards the city's net zero ambitions.

Importantly, the tram would also give investors greater confidence that Edinburgh is serious about delivering the strategic infrastructure needed to support long-term growth. That confidence matters. Infrastructure certainty is often a decisive factor in major investment decisions, and clear progress on the tram would send a strong signal about the city's ambition and readiness to accommodate future development.

Supporting the Delivery of City Plan 2030

The proposal also aligns closely with the ambitions set out in City Plan 2030 and the long-term vision for Edinburgh BioQuarter.

The planning framework supports the creation of a high-density, mixed-use urban quarter, bringing together housing, employment, commercial activity, community facilities and improved public realm. Delivering that vision will require sustainable transport infrastructure capable of supporting significant growth while reducing dependence on private car travel.

The proposed tram extension is therefore a logical and necessary investment to help turn those objectives into delivery.

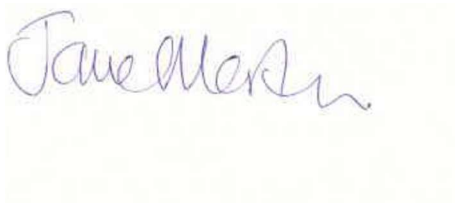
Conclusion

For Scottish Enterprise, the case for investment is compelling.

The southern leg of the North-South Tram Line is much more than a transport scheme. It is a critical piece of economic infrastructure that will help unlock thousands of future jobs, support the delivery of new homes, attract private investment, improve access to healthcare and enable Edinburgh BioQuarter to fulfil its potential as a world-leading health innovation district. The site represents one of Scotland's most significant opportunities for sustainable economic growth, and high-quality public transport connectivity will be essential to its success.

Recent efforts by the BioQuarter Partners to attract private investment through a joint-venture development opportunity were not successful. That is an important lesson, not a reason to step back. It underlines the need for clear public sector commitment, infrastructure certainty and continued investment to help de-risk delivery and rebuild confidence. Scottish Enterprise is already investing to help unlock BioQuarter's potential. Prioritising the tram would be a powerful next step. It would restore momentum, give investors confidence that Edinburgh is serious about delivery, and help ensure BioQuarter can realise its full economic, social and innovation potential. Scottish Enterprise therefore strongly supports progressing the southern section of the North-South Tram Line as a priority and urges the Committee to maintain its commitment to this strategically important investment for Edinburgh and Scotland.

Kind Regards



Jane Martin
Managing Director, Regional Economic Development Partnerships



Roads, Travel, and Parking
City of Edinburgh Council
Waverley Court
Market St
Edinburgh
EH8 8BG

12th November 2025

Dear Future Trams Team,

CONSULTATION RESPONSE ON Trams from Granton to Edinburgh BioQuarter and Royal Infirmary of Edinburgh and Beyond on behalf of UNIVERSITY OF EDINBURGH

Appended to this letter is a standalone document containing the University responses as uploaded via the consultation portal.

Introduction

The University is supportive of investment in public and active travel, improving road quality, cycle network capacity and investment into the tram network in order to unlock areas of the city, reduce congestion and fill the gaps currently identified in active travel networks.

The University of Edinburgh fully support the extension of the tram to Edinburgh BioQuarter, Royal Infirmary, Western General Hospital and beyond. The expansion of the tram would not only support sustainable travel throughout the city, but will contribute to the success of current and future University activities and in areas such as Edinburgh BioQuarter, through encouraging further development and investment.

Policy Context – University of Edinburgh Estates / Transport Strategies

As you will be aware, in July 2025 the University of Edinburgh submitted a representation report to the City of Edinburgh Council's Evidence Gathering for City Plan 2040. As noted, the University of Edinburgh's Integrated Transport Plan adopts the targets of the CEC City Mobility Plan 2021-30 and focuses on actions in order to meet the 2030 targets, including Walking and Wheeling, Cycling, Public Transport, and Driving. The Plan is updated following each annual survey of staff/student commuter travel behaviour.

The University have identified clear targets to become carbon neutral by 2040, including ambitious targets and goals. As part of this plan, the University has released a Sustainable Travel Policy (focusing on business travel) and the aforementioned Integrated Transport Plan (focusing on commuter travel). The

University of Edinburgh support key investment in transport links, and the achievement of modal shift targets across the city, seeking to ensure that their activities and collaboration with partners can maximise this. Further development and expansion of the Council's infrastructure in this regard, particularly the tram network, will be key to enabling the University to meet these ambitious targets.

The University note that many improvements are needed in radial areas of the city where a large number of students are residing. Lighting and other safety aspects also need to be fully explored to encourage and support active and sustainable travel. The University is supportive of investment in public and active travel, improving road quality and cycle network capacity and investment into the tram network in order to unlock areas of the city, reduce congestion and fill the gaps currently identified in active travel networks. The Edinburgh BioQuarter Partners, including the University of Edinburgh, submitted a written deputation in respect of the agenda item 'Trams from Granton to the Royal Infirmary/BioQuarter and Beyond – Bus Rapid Transit Update', which supported tram delivery to link the BioQuarter development with the city centre, key strategic transport nodes, and the wider city.

The University of Edinburgh are open to sharing a variety of information with the Council, in order to better inform the future expansion transport networks across the city. This information could include Movement Flow Data, postcode locations for Student/Staff densities, and data from travel surveys to provide support from a business case perspective.

Campus Connections / Stop locations

The University's Estate comprises a complex mix of buildings across the city, encompassing a wide range of key and other strategic locations with widely dispersed properties. The formation of a south / east tram route would be transformational for the University of Edinburgh staff and student travel.

Kings Building (KB) campus is the key location for the College of Science and Engineering and the Estates Strategy outlines the desire for KB to create a heart for the area by building a vibrant facility for staff and students. The University are supportive of the proposed connection to Cameron Toll, noting the large proportion of trips that are made to the KB location per semester and encourage the Council to consider the implementation and improvement of cycle and pedestrian pathways to run in the vicinity of the proposed tram network.

The University further highlight the importance of inter-campus connections, particularly with regards to a Western General to BioQuarter route, which would provide a direct route for College of Medicine researchers and students. The University are keen to continue the world-leading research at the Western General Hospital and ensure enhanced connectivity with the BioQuarter where they seek to build upon and enhance facilities to deliver teaching and research space with opportunities for collaboration and commercial activity. The University are also exploring opportunities for new accommodation for students and key workers at BioQuarter, bringing c3000 additional people to the site.

The University is supportive of both the connection to George Square (via the Nicholson Street stop location) in its current position, and the connection to Pollock Halls (via the Newington stop, which is essential), and welcome wider pavement proposals to ensure safer walking routes for staff and students.

Impact of Works on Current University of Edinburgh Buildings / Operations / Utilities

Throughout the development and implementation of the proposed tram network, it is vital that the Council engage in dialogue with the University of Edinburgh, particularly with regards to planning,

phasing, and implementation as the University privately own a number of HV, district heating, and data connection elements along the proposed tram routes.

Commentary on Options (Roseburn / Orchard Brae)

The University of Edinburgh express no clear preference with regards to route option, however, wish to express their strong support for a tramline connection to the Western General Hospital.

Landscape and Streetscape

As noted within the aforementioned representation made to the Council in July 2025, the University welcome and encourage biodiversity enhancements, in addition to public realm improvements.

The University is currently involved in a number of campus initiatives aimed at improving the Green Blue Network across the city, namely biophilia, tree planting and landscaping. Therefore, the University are strongly supportive of proposals to protect and enhance ecology along the proposed tram extension.

Midlothian

The University is strongly supportive of the proposed extension of the tram network to Midlothian, recognising its potential to significantly enhance connectivity and support sustainable travel across the region. The University's Easter Bush Campus is a key strategic site within the Midlothian Science Zone, playing a central role alongside other major research and innovation hubs, including Edinburgh Technopole, Pentland Science Park, BioCampus, and Roslin BioCentre.

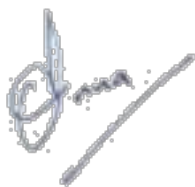
The University remains committed to advancing the wider Bush Masterplan, which outlines a long-term vision for the growth and intensification of activity across the Easter Bush Campus. Continued investment in public transport, particularly the tram extension and active travel networks is essential to support the anticipated expansion of research, education, and commercial activities on the campus. The University strongly advocates for ongoing collaboration with both CEC and Midlothian Council to ensure that transportation improvements are prioritised and aligned.

CONCLUSION

In summary, the University is fully supportive of the future development of tram networks throughout the city and are keen to collaborate with the Council to ensure the needs of the student population are accurately represented.

The comments and suggestions in this representation are presented to the City of Edinburgh for detailed consideration. The University would welcome further dialogue as required to help shape the future direction of the tram network as it progresses through the next stages.

Kind Regards,



Anna Stamp

Director of Estates Planning and Property
Estates Department, Edinburgh EH1 1NP

Trams to/from Granton – statement from Granton & District Community Council

Dear Committee

The most recent Granton and District Community Council meeting on Monday 31 August included a lengthy discussion about the prospect of the Granton to City Centre section of the Tram development being de-prioritised or even shelved at the TEC meeting on Thursday 10 September.

As a Community Council, we have engaged in two decades of masterplanning, place planning and numerous consultations. We are in regular dialogue with the Waterfront Development Team and have held specific public meetings about changes to our communities. Throughout these decades, it has always been predicated on the delivery of a public transport or tram connection.

We are unanimous in our belief that future construction of the Granton section is vital in bringing much-needed economic, social and environmental benefits to the communities of North Edinburgh. As you know, our part of the city faces significant socio-economic challenges, along with imminent population growth resulting from the Granton Waterfront development.

Development of a rapid transport link is essential to improving quality of life for those already living here and ensuring that the new Granton Waterfront precinct becomes a thriving, sustainable community, rather than an isolated ghetto at the northern edge of the city.

We urge the Committee to prioritise the Granton phase of the tram and ensure that it does not get de-prioritised or shelved.

The reasons for promoting the Granton spur as the next phase of the tram project are well known:

The tram is key to achieving the net-zero aims of the Granton Waterfront development – the most ambitious new urban quarter being developed in Edinburgh and Scotland at present. In fact, the Granton Waterfront masterplan for this new urban quarter is predicated on the future existence of a tram connection.

Providing a rapid transit solution between this new quarter and the city centre is absolutely essential to ensuring it becomes a sustainable, thriving, well-connected community.

Connecting the Western General and RIE hospitals will bring significant health and wellbeing benefits to Edinburgh residents, and savings to the NHS.

The Council has been accepting tram contributions from developers for the last ten years or so. What will happen to these?

The Granton, Pilton and wider Waterfront area has the lowest level of car ownership in Edinburgh and the new developments have been designed to continue that trend.

We are particularly concerned that a vocal campaign – largely led by residents in more affluent areas – has persuasively argued against the Roseburn corridor option. However, most of us feel the narrative of the campaign is based on a false choice between either a tramway or retention of the Roseburn Path as a cycle/walkway. It contends that a tramway will destroy the amenity of the path completely, which is not the case.

Meanwhile, it is likely that the opinions and wishes of Granton residents are under-represented in the public consultation responses, as less affluent communities are less likely to engage or have the means of doing so.

The report for next week's TEC includes a perfectly feasible proposal to develop a tramway along the Roseburn corridor, while retaining a cycle path and walkway, with single track options at pinch points. There has been a failure to champion this solution as a viable compromise.

Both route options for the Granton leg have their merits and drawbacks. However, we fear that the public controversies around both have led to a position where it may seem easiest for Councillors simply to 'kick the can down the road' and de-prioritise the Granton leg in principle – without due consideration of the socio-economic impact on present and future communities here in North Edinburgh and will be reneging on two decades of promises.

We urge you to ensure that the Granton leg is not de-prioritised or shelved.

We would be grateful for an acknowledgement of this message. We would be interested to learn what your views are and how we can ensure the Granton phase remains a priority.

Yours sincerely,

Granton and District Community Council

STATEMENT

Item 7.6 – Trams to/from Granton

Dear Committee

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- Providing a rapid transit solution between this new quarter and the city centre is absolutely essential to ensuring it becomes a sustainable, thriving, well-connected community.
- Connecting the Western General and RIE hospitals will bring significant health and wellbeing benefits to Edinburgh residents, and savings to the NHS.
- The Council has been accepting tram contributions from developers for the last ten years or so. What will happen to these?
- The Granton, Pilton and wider Waterfront area has the lowest level of car ownership in Edinburgh and the new developments have been designed to continue that trend.

We are particularly concerned that a vocal campaign – largely led by residents in more affluent areas – has persuasively argued against the Roseburn corridor option. However, most of us feel the narrative of the campaign is based on a false choice between either a tramway or retention of the Roseburn Path as a cycle/walkway. It contends that a tramway will destroy the amenity of the path completely, which is not the case.

Meanwhile, it is likely that the opinions and wishes of Granton residents are under-represented in the public consultation responses, as less affluent communities are less likely to engage or have the means of doing so.

The officers' report includes a perfectly feasible proposal to develop a tramway along the Roseburn corridor, while retaining a cycle path and walkway, with single track options at pinch points. There has been a failure to champion this solution as a viable compromise.

Both route options for the Granton leg have their merits and drawbacks. However, we fear that the public controversies around both have led to a position where it may seem easiest for Councillors simply to 'kick the can down the road' and de-prioritise the Granton leg in principle – without due consideration of the socio-economic impact on present and future communities here in North Edinburgh and will be reneging on two decades of promises.

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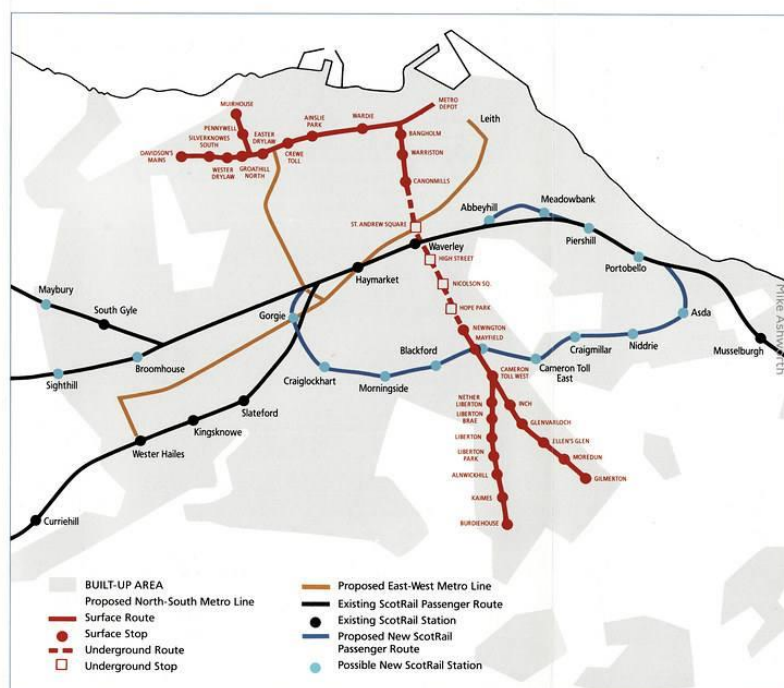
Yours sincerely,

Granton and District Community Council



CEC Transport and Environment Committee, 10 September 2026 – Item 7.6: Trams from Granton to Edinburgh BioQuarter and Beyond

Crag was set up to campaign for better public transport, especially rail-based, in and around Edinburgh back in the heady days of 1989 when Lothian Regional Council was consulting on their North-South Metro proposal:



THE PUBLIC TRANSPORT STRATEGY FOR EDINBURGH

The public transport investment strategy which the Regional Council has agreed is based on the development of a rail based network in the Edinburgh area. However, it recognises that buses will also have an important role in the future. The strategy comprises three main elements:

- constructing a Metro network along North-South and East-West corridors in the main urban area, and offering the potential for its extension to Midlothian;
- developing the suburban rail network;
- implementing measures to improve bus services.

The North-South Metro line forms phase one of the strategy and is the subject of the current consultation.

You can see that the general thrust of proposals hasn't changed much since then – except, of course, that Granton now features prominently in your discussions, making full use of the old Caledonian Railway alignment from Roseburn shown above. And the BioQuarter wasn't even a thing back then.

Progress on developing public transport is extraordinarily slow and costly in this country and our competitor nations have since advanced on a scale unimaginable for us back in 1989, hugely boosting their economic output and raising millions of their population out of poverty – a truly virtuous cycle.

The decisions before you today are shaped by our limited progress on those fronts. The old railway alignments of north Edinburgh were re-purposed in the meantime as active travel corridors – a welcome 'green travel' initiative. But they have always been earmarked for travel not just by individuals fit enough to cycle, walk and jog but by all.

Indeed, Parliamentary consent was obtained for use of the Roseburn to Granton alignment for trams as far back as 2006.

CRAG recognises how attractive the Roseburn corridor has become over the years since the old railway trackbed was tarmacked. And we also recognise the utility it offers to cyclists in particular as part of a growing network of paths throughout the city. The 2006 consent also recognised this.

But this utility must now be extended to those who wish to travel by modern mass transit in our increasingly congested city.

The Council have proposed that, to better address the concerns of active travellers, the tram line from Roseburn to Craighleith be only single track with the stop at Ravelston dropped – and with no overhead wires. That carries with it operational risk for the tram – but it is a compromise offered in good faith. Unfortunately, for many cyclists, it is a compromise they are unwilling to accept. This is a view both myopic and discriminatory.

Whereas today approximately 600,000 trips are made along the Roseburn corridor, the tram is projected to carry 4.25 million passengers annually by 2042. Moreover, it would not only support and drive the ongoing development of brownfield sites around Granton but would transform access to employment, education and health services for disadvantaged and deprived communities in Granton, Pilton and Drylaw.

To cap it all, building a tram line along the Roseburn corridor can be accomplished without the need to dig up streets, move utilities, etc. which bedevilled construction of Edinburgh's only current tram line from the airport to Newhaven. It, moreover, separates tram operation from general traffic – enabling a speedier and more reliable journey. And it links with the important transport hub which is Haymarket. It remains the only feasible route by which to connect Granton most efficiently to the city centre. That will not change.

So, whilst recognising the political reality in the City Chambers of minority support for the Roseburn to Granton corridor and that it is likely that the headline positive decision today will be to first proceed with the southern leg of the north-south tram route from the city centre to the BioQuarter, we would urge you, as per recommendation 1.1.4 to “Agree the need to retain ambition to deliver a mass transit connection between Granton and the city centre”.

We, of course, also support delivery of the leg from the city centre to the BioQuarter – not without its challenges but serving a corridor also long recognised as worthy of being provided with mass transit.

And, of course, this opens up the possibility of integration with the emerging tram-train proposal on the South Suburban railway line, especially at Cameron Toll – where a transport hub could be in the making.

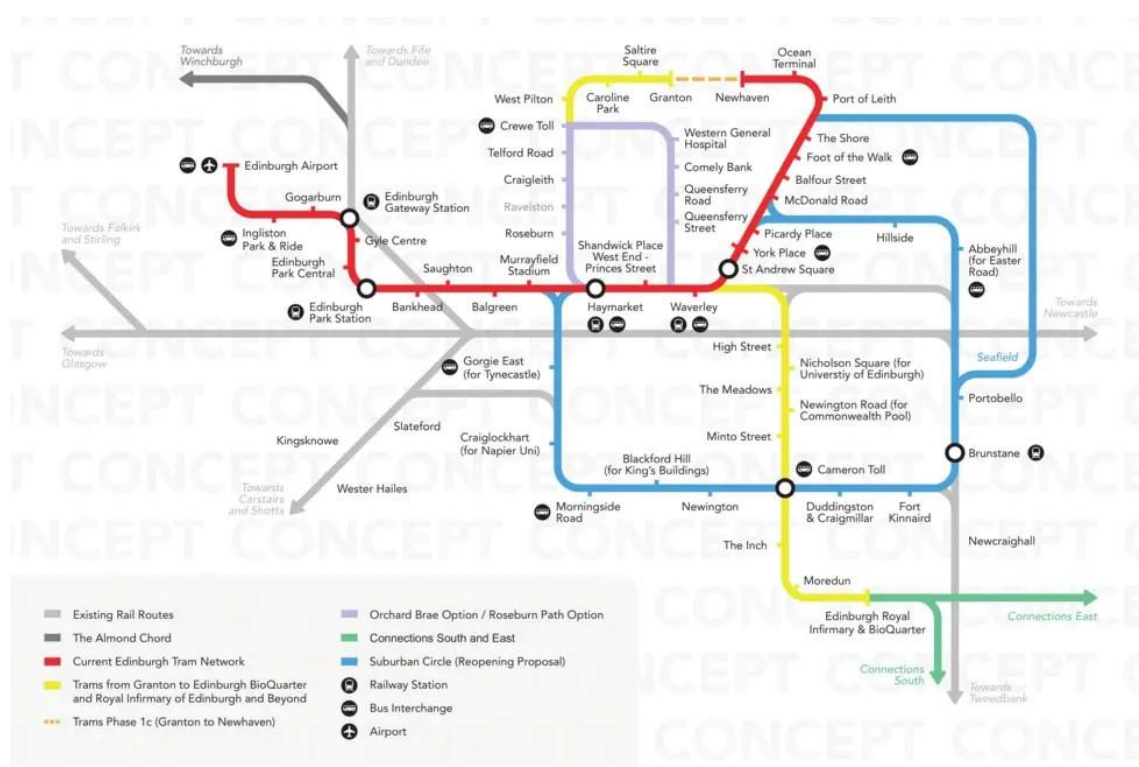
Finally, two points:

- we note that Parliamentary powers were also given in 2006 to construct a tram line from Newhaven to Granton. It's not an ideal way to connect Granton to the west of the city centre – but it would be fine for journeys to and from the BioQuarter.

Building this short section deserves serious consideration if the regeneration of the Granton area is to proceed most efficiently

- to further enable this, consideration should also be given to running such trams directly up Leith Street – with a stop at the Omni Centre – instead of via St. Andrew Square. We note that the Leith Street alignment is shown in Figure 4.4 of the papers before you today.

... and finally, finally: Cllr. Stephen Jenkinson revealed this aspirational Metro ‘concept’ map at a rail conference in Edinburgh in January of this year. It’s not official policy – but it’s always good to plant seeds for trees under whose shade, at my age, I may not live to sit. Hopefully some of you will live to see this! Transforming public transport provision in and around Edinburgh is a challenge for our time. Let’s not drop the ball this time.



We wish you well as you seek to address the many transport challenges and opportunities facing our growing city.

Chair

Capital Rail Action Group

mobile:

website: [Capital Rail Action Group – Campaigning for better public transport for Edinburgh](#)

Facebook: [\(10\) Capital Rail Action Group | Facebook](#)

Director-General's Office
73 Belford Road
Edinburgh
EH4 3DS

From the
Director-General



Member of the Transport and Environment Committee
City of Edinburgh Council

7 September 2026

Dear Convenor and Committee Members,

Subject: Support for the Proposed Tram Extension to Granton

I am writing to urge the City of Edinburgh Council to continue to prioritise the proposed tram extension to Granton, and work together with interested parties to find a solution.

As a member organisation of the (Granton) Waterfront Development Strategic Partners, we want to put forward this written deputation.

The proposed tram connection would play a vital role in improving access to North Edinburgh and to major national cultural assets being developed within the Granton Waterfront area. The National Galleries of Scotland's The Art Works building will create a new free-to-visit destination, providing public access to Scotland's national art collection, community facilities, learning spaces and opportunities for wellbeing, creativity and participation. It is a vital project which has already seen significant investment from the Scottish Government (£56million) and the National Lottery Heritage Fund (£8.5million). The Art Works is intended to serve local communities while welcoming visitors from across Edinburgh, Scotland and beyond.

A high-quality public transport connection is essential for the benefits of the Granton Waterfront to be fully realised. It will help to remove transport barriers and ensure that cultural participation is not limited by geography or access to a private vehicle.

The tram would also support the wider regeneration of Granton Waterfront by connecting new homes, jobs, educational opportunities and cultural destinations with the rest of the city. As a major cultural anchor within this developing neighbourhood, The Art Works has the potential to generate substantial social, economic and community benefits. We see the important role we can play alongside other partners and will continue to advocate for the positive impact that a tram connection would also make.

A tram connection also aligns closely with our ambitions to promote sustainable travel and reduce carbon emissions. The Art Works will be the largest cultural Passivhaus building in Scotland - better for the environment and health, supporting Scotland's journey to net zero. As part of the project we will also be creating new linking paths whilst connecting active travel routes.

For these reasons, I believe the tram extension represents a strategic investment in Edinburgh's future, improving connectivity, supporting inclusive access to culture, and helping to unlock the full potential of Granton as a thriving and connected community.

I therefore urge the Committee to support the continued development and delivery of the proposed tram extension to Granton.

Yours faithfully,

A handwritten signature in dark ink, reading "Anne Lyden". The script is cursive and fluid, with the first name "Anne" and the last name "Lyden" clearly distinguishable.

Anne Lyden
Director-General

Trams from Granton to the Edinburgh BioQuarter / Royal Infirmary of Edinburgh and Beyond Strategic Business Case

[CEC Transport & Environment Committee 10.9.26, agenda item 7.6¹](#)

Written deputation from Spokes

Exec Summary

[2 below] A big lesson from the Leith Walk section of the **Newhaven extension** is that separated bike lanes can bring significant *pedestrian* casualty reduction, in addition to preventing cyclist tramline crashes. A lesson from Foot of Walk to Ocean Terminal is that parallel cyclist routes (to avoid tramlined roads where segregation is not possible) must be integrated into the tram project, or risk years of delay after the start of tram operation.

[3 below] There is very strong Spokes membership support for a **northern extension**, but with roughly equal differing views on which of the two options it should use, or whether both are acceptable. For both route options, there remain substantial disadvantages to safe and/or enjoyable cycling, which will need to be addressed to the maximum extent possible if either option goes ahead.

[4 below] The **southern route**, which is now likely to be the Council immediate priority, and is heavily used by cyclists, presents extreme difficulties in ensuring safe cycling. We argue for single track running for the Bridges section, and segregated bike lanes south of St Patrick Square – the latter hopefully bringing the same casualty avoidance benefits seen by both pedestrians and cyclists on the fairly similar Leith Walk.

1. Introduction

Spokes has the objective of promoting cycling as part of an overall sustainable transport and access strategy. As such, we support a growing tram system for Edinburgh, provided cycling is well catered for in the project design and operation.

We understand that councillors are likely, at this meeting, as recommended by officers, to prioritise the south section, from City Centre to Bioquarter (recommendation 1.1.3) whilst still intending the northern extension to Granton, pending further work on route options (recommendation 1.1.4). We are not entirely clear from the papers (4.47) whether the next stage recommendation means to solely work on the south section outline business case, or to also continue outline work on north section route options, particularly given that the combined cost is much lower than undertaking them separately.

2. Lessons from the original line and the Newhaven extension

Integration of tram with other modes, and cycling in particular, should be a central concern from the outset, and we are concerned that lessons from the Newhaven extension should be followed, rather than the cycling-unaware 'tram only' approach which was taken for tramline one (despite our best efforts). The tramline one layout has incurred many tramline crashes, [a tragic death²](#), [many injuries³](#), and [successful claims to the Council⁴](#), which continue to this day. Tramline dangers were discussed in detail in our [18.6.26 TEC deputation⁵](#).

1 <https://democracy.edinburgh.gov.uk/ieListDocuments.aspx?CId=136&MId=8122&Ver=4>

2 <https://www.spokes.org.uk/2022/06/zhi-min-soh-tramline-safety/>

3 <https://link.springer.com/article/10.1007/s00402-018-2890-4>

4 <https://www.scottishlegal.com/articles/cyclists-win-personal-injury-claims-following-accidents-on-edinburgh-trams>

5 <https://www.spokes.org.uk/wp-content/uploads/2026/06/260618-8.1-Spokes-deputn-1.pdf>

The eventual remedial treatment of some blackspots has reduced crash numbers. However, some 50% of crashes are not at blackspots but at random locations to cyclists riding in the same direction as the tramlines, often resulting from traffic pressures, so are not amenable to blackspot treatment and represent a basic flaw in the layout design.

Furthermore, there is also significant evidence from a [Spokes member survey](#)⁶ that the presence of tramlines has deterred many cycle journeys and/or required potentially difficult or inconvenient detours. Crash numbers should be minimised through good design, not through deterring cycle (or pedestrian) use.

On the Newhaven tram extension, the TEC document [Appendix 4](#)⁷, the assessment of benefits, considers almost every conceivable aspect – except the impact on pedestrians and cyclists using the tram route. In fact, this is Edinburgh’s first onroad tram section to include [parallel bike lanes](#)⁸ (following the outcry over the original plans) and any impact analysis should cover this, seeking lessons for future schemes.

Whilst there have been undoubted problems with cycle lane detailed design, the overall results in terms of council objectives, have been very positive. First, rather than tramlines deterring cycling as happens in Princes Street, the separated bike lanes contributed to [major increases in bike use](#)⁹. Perhaps even more important, not only have bike/tramline crashes and injuries been all but eliminated, but, despite common perceptions, Leith Walk **pedestrian casualties** have also fallen drastically - see the bluesky post below from Edward Tissiman. 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.



Edward Tissiman
@edtiss.bsky.social

There is a lot of chat about the danger posed by the introduction of cycle lanes and floating bus stops on Leith Walk from 2021 onward.

Pedestrian casualties, Leith Walk, by year:

2015:	15
2016:	13
2017:	9
2018:	10
2019:	12 (including two fatalities)
2020:	3
2021:	0
2022:	2
2023:	0
2024:	2

16:40 · 16 May 2026 · Everybody can reply

28 reposts 4 quotes 85 likes 4 saves

A further lesson relates to the section beyond Foot of the Walk. With no space for segregated provision, an alternative protected route to Ocean Terminal was promised – to open no later than the tramline. In fact it was not until March 2026, three years after the tram service began, that the first stage of this cycleroute (reaching Dock Street) was opened; with no clear date for the final section to Ocean Terminal.

Finally, we recognise that the full [Strategic Business Case](#)¹⁰ (SBC) by Jacobs Steer does begin to take account of tram integration with other modes (3.3.4) including cycling, albeit we would hope to see more on tramline dangers and consequences in some of the detailed analysis tables. The recognition of the dangers of enforced cyclist tramline crossings at tram stops is particularly welcome (penultimate para of 3.3.4) – we had highlighted the severe risks if a tram stop is adjacent to the kerb, thus compelling cyclists to cross and recross the lines at very dangerous angles.

6 <https://www.spokes.org.uk/2026/09/spokes-members-views-on-tramline-city-centre-controversies/>

7 <https://democracy.edinburgh.gov.uk/documents/s102789/Item%207.6%20-%20Trams%20from%20Granton%20to%20the%20Edinburgh%20BioQuarter-Royal%20Infirmary%20of%20Edinburgh%20-%20Appendix%204.pdf>

8 <https://www.spokes.org.uk/wp-content/uploads/2022/05/1809-28-CEC-news-release.pdf>

9 <https://bsky.app/profile/edtiss.bsky.social/post/3mskrtwtbo22l>

10 <https://democracy.edinburgh.gov.uk/documents/s102908/Item%207.6%20-%20Trams%20from%20Granton%20to%20the%20Edinburgh%20BioQuarter-Royal%20Infirmary%20of%20Edinburgh%20-%20Appendix%202.pdf>

3. Northern section, Granton to City Centre

Given that the southern section is now likely to be built first, we will only comment briefly at this stage on the northern section. Most of the comments in our [2025 consultation response](#)¹¹ remain valid. However, there are two subsequent developments, as follows...

3.1 Consultation outcomes

We were [very pleased to note](#)¹² that in its [Annex 4](#)¹³ comments on the 2025 consultation outcomes, the council responded positively to two of our top issues with the Roseburn option...

- The annex states that it “*would not be difficult*” to **remove the pinch-point** in the busy area south of the Roseburn Bridge over the A8 – this being one key objection to the consultation plans (albeit the Telford Road pinch point will be looked at in detail, but would be problematic)
- The idea of including in the tram project a **bridge over the mainline railway** (which is already a Council Mobility Plan objective) was received very positively. It would “*provide a vital link, encourage increased use of sustainable transport modes, supporting wider regeneration and ... deliver substantial long-term benefits for connectivity.*” Albeit there would be technical and cost implications requiring a full feasibility study.

3.2 Spokes member views

Given the high level of controversy, Spokes Planning Group has always taken the position that, whilst we support the need for the northern extension, we are not specifying the route option. Rather, whichever the Council chooses, we will seek the best possible conditions for cycling (and walking/wheeling) on both the tram route and the non-tram route.

However, due to the high levels of controversy, it was decided to conduct a membership survey, the results of which are [here](#)¹⁴. The results provide strong endorsement of the Spokes position.

In summary, of 223 responses...

- There is very strong agreement (over 80%) on a northern extension
- 30% of members find both route options acceptable, whilst marginally over a quarter (27%) say it must be via Orchard Brae, and marginally under a quarter (23%) say it must be via Roseburn
- Thus, in total, 57% find the Orchard Brae route acceptable, and 53% the Roseburn route, a difference well within 95% confidence levels [this is graphed in our report, linked above]

It is interesting to note that the views of Spokes members appear well aligned with those of the general public, according to the Council’s own independently-run representative sample survey. This found almost identical levels of support for the Roseburn and the Orchard Brae options, although the self-selected consultation results, as is well known, did find significantly higher opposition to using Roseburn.

3.3 Remaining concerns

Finally, we wish to reiterate some of our main concerns which remain after the 2025 consultation...

11 <https://www.spokes.org.uk/wp-content/uploads/2025/11/2511-CEC-tram-G-B-Spokes-FINAL.pdf>

12 <https://www.spokes.org.uk/2026/06/tram-consultation-next-steps/>

13 <https://democracy.edinburgh.gov.uk/documents/s100197/Item%208.1%20-%20Trams%20from%20Granton%20to%20the%20BioQuarter-Royal%20Infirmary%20of%20Edinburgh%20and%20Beyond%20Consultation.pdf>

14 <https://www.spokes.org.uk/2026/09/spokes-members-views-on-tramline-city-centre-controversies/>

Roseburn route

- Even with single-track battery-operated tram, its introduction will have a major negative effect on the natural surroundings and ambience, which many people value greatly
- It seems probable that a 2m pinch point will remain for the whole length of under Telford Road bridge
- A great deal will depend on detailed design, notably at the former Roseburn pinch point, and we will comment further at that stage
- No appraisal has been made of the impact of the tram on cycling numbers, during or after construction

Orchard Brae route

- Removing existing cycling infrastructure and installing tramlines, particularly given several difficult junctions, will pose serious dangers to cyclists (see our tramline dangers submission)
- Dean Bridge poses a particular danger, which should be minimised by single tracking and battery operation
- A great deal will depend on detailed design and we will comment further at that stage
- No appraisal has been made of the impact of the tram on cycling numbers, during or after construction

4. Southern section, City Centre to Bioquarter

It appears almost certain, despite the structural and other concerns of [World Heritage](#)¹⁵ and others, that the Council will decide that the tram route to Bioquarter should use the Bridges route. Whereas Spokes also had previously suggested alternatives, we will therefore now comment solely on this route.

4.1 First, the East End junction is of great concern. The Mobility Plan promises quality cycle connections here, but the SBC (4.4.3) now casts doubt on this happening, stating that “*segregated cycling infrastructure cannot be accommodated on the north side of east Princes Street*” and that “*while provision on the south side may be possible, this would create conflicts with bus stops and access to Waverley Steps and the Balmoral Hotel.*”

Connections to and from Princes Street are vital and, in the north-south direction we point out that large numbers of cyclists commute or travel to Leith from south east Edinburgh.

4.2 Second, as we made clear in our [TEC written deputation of 18.6.26](#)¹⁶, the Bridges route poses very severe challenges in ensuring safe cycling. We ask those involved in developing the plans to take full cognisance of that written deputation, which pointed out a serious of dangers, most notably with kerbside tram stops, and suggested ameliorations.

The SBC (section 3.3.4) does to some extent recognise these challenges...

“On the South East corridor, the Council’s Our Future Streets (Circulation Plan) has prioritised the Bridges corridor route for public transport and pedestrians, with segregated cycling delivered on parallel routes. Nevertheless, between North Bridge and Salisbury Place, the tram design will seek to incorporate safer cycling features. These may include cycle bypasses at tram stops, avoiding the need to cross tram tracks, and advanced stop lines and early release signals at key junctions.”

We urge the Council to go further, and make every effort to incorporate segregated bike lanes or, at the very least, ensure a reasonable distance between kerblines and tramtracks so that, for example, it is relatively safe for cyclists to pass stopped buses or other vehicles.

15 <https://www.facebook.com/100064492488076/posts/1518281810331554/?mibextid=rS40aB7S9Ucbxw6v>

16 <https://www.spokes.org.uk/wp-content/uploads/2026/06/260618-8.1-Spokes-deputn-1.pdf>

4.3 From North Bridge to St Patrick Square, or at the very least to Nicolson Square, in order also to widen footways significantly, we urge the council to consider single-track tram, and battery operation,. This is promised for the Roseburn section (should that go ahead) and so should be feasible here also. We were somewhat encouraged that, when the consultation report was [debated at TEC on 18.6.26](#)¹⁷, senior officer Deborah Paton stated that battery operation would be used on the Bridges, to avoid the space required by tramline poles, but single-tracking here would provide much greater width for active travellers.

It was also stated at that TEC that general traffic would be removed from the Bridges corridor (we are unclear over what distance) and this too would be an absolute minimum need. As mentioned above, kerbside tram stops should be an absolute 'no' (unless able to be bypassed).

4.4 South of St Patrick Square, even with dual tram tracks, Spokes believes that there is space to retain segregated bike lanes given sufficient restrictions on general traffic. The position here is not too different from Leith Walk which, as discussed in (1) above, has been **highly successful in improving both pedestrian and cyclist safety**. The less positive experience of Leith Walk in terms of detailed design could also be used to improve the detailed design of the footway and cycleway here.

4.5 Beyond Cameron Toll, it is already agreed that cycle segregation will be provided. This has been a separate project, lying in the filing cabinet for some years waiting decisions on the tram. Assuming those decisions are made today, we urge that the cycle project goes ahead as soon as possible.

4.6 Parallel Routes - The SBC refers to "*segregated cycling (to be) delivered on parallel routes*" (see quote above). Given the Trams to Newhaven experience of a parallel route from Foot of the Walk to Ocean Terminal (see (1) above) such an optimistic statement must be tied down. We note that the west-side route, Meadows to George Street, has been delayed interminably and is now apparently undergoing further redesign, so it is difficult to maintain confidence in its promise until it is delivered. The east-side route is not even a current project as far as we know. To ensure its delivery, it should be made part of the tram project, not a separate project as happened in Leith.

5. Conclusion

Spokes welcomes the continued expansion of the tram service.

We note the remarkable success of the Newhaven extension in drastically cutting pedestrian and cyclist casualties in the Leith Walk section, and urge that these lessons are applied to the proposed southern route and any other future sections.

We emphasise that the southern route, particularly from Princes Street to St Patrick Square, poses extreme difficulties for ensuring safe and enjoyable travel by bike, and we challenge the Council and consultants to make that happen!

Finally, we support continued work on options for the northern section.

¹⁷ <https://www.spokes.org.uk/2026/06/tram-consultation-next-steps/>

Written Deputation to the City of Edinburgh Council Transport and Environment Committee

Item 7.6 – Trams from Granton to the Edinburgh BioQuarter / Royal Infirmary of Edinburgh and Beyond Strategic Business Case

10 September 2026

Edinburgh Chamber of Commerce welcomes the opportunity to submit this written deputation in support of the Strategic Business Case for the proposed North–South tram route.

The Chamber strongly supports the recommendations before Committee. In particular, we welcome the recognition that there is a strong case for investment in Edinburgh’s mass transit network, the prioritisation of the city centre–BioQuarter/Royal Infirmary section, and the commitment to retain the ambition for a future Granton–city centre connection.

Our central message is simple: **Edinburgh needs to move from considering whether it needs additional mass transit capacity to determining how we deliver it.**

Tram is economic infrastructure

For the business community, this is not simply a transport project. It is an investment in the infrastructure required to support Edinburgh’s future economic growth.

The Strategic Business Case makes clear that existing transport infrastructure will struggle to accommodate the growth anticipated across the city and wider region. Forecast demand for travel to the city centre could increase by more than 50%, while the existing bus network is already approaching capacity in parts of the city centre.

The evidence therefore points to the need for high-capacity, reliable and integrated public transport. Tram has an important role to play in providing that capacity, while supporting the wider objectives of the City Mobility Plan, our business-led local growth plan Edinburgh 2030: Unleashing our Economic Ambition and the city’s own ambitions for sustainable growth.

The Chamber has consistently argued that transport infrastructure should be viewed as an enabler of economic development, and, to that end, the tram extension is specially mentioned as a strategic opportunity in Mission 3 of Edinburgh 2030, which calls for the delivery of more and better business infrastructure. The proposed route demonstrates why.

Unlocking Edinburgh’s growth potential

Two of Edinburgh’s most significant strategic development areas sit at either end of the proposed corridor.

At Granton, around £1.3 billion of investment is planned, alongside approximately 3,500 homes, new commercial opportunities, community infrastructure and the development of a major waterfront destination.

At the BioQuarter and Royal Infirmary, around £1 billion of investment is anticipated, with the potential for approximately 9,000 additional jobs and a substantial expansion of Edinburgh’s globally significant health and life sciences cluster.

The BioQuarter alone has significant potential to contribute to Edinburgh's future economic performance. It is seeking to attract new businesses, investment and highly skilled jobs, while bringing together research, healthcare, education and commercial activity.

High-quality connectivity will be fundamental to achieving that ambition.

The Chamber therefore welcomes the Strategic Business Case's recognition that without additional transport capacity, there is a risk that growth will be slower, less sustainable and potentially less attractive to businesses and investors.

That is particularly important given Edinburgh's ambition, through Edinburgh 2030, to strengthen its position as a leading European innovation city and to grow sectors including health and life sciences.

Transport connectivity is part of the proposition we are offering to investors, businesses, workers and communities.

Prioritising the BioQuarter is the right next step

The Chamber strongly supports the recommendation that the city centre–BioQuarter/Royal Infirmary section should be the Council's immediate priority.

This is consistent with the evidence presented in the Strategic Business Case and with the feedback received through the consultation.

The southern section received the strongest level of public support and would connect the city centre directly with one of Edinburgh's most important employment, research, healthcare and development locations.

It would also provide a major opportunity to demonstrate the wider benefits of tram investment.

The experience of the existing tram network, including the extension to Newhaven, is particularly relevant. Emerging benefits realisation evidence points to increased development along the route, greater attractiveness of Leith and Newhaven as places to live, work and visit, and a significant proportion of users reporting that they drive less.

The Chamber believes that capturing and communicating this evidence will be important as the city moves forward.

But priority must mean sequencing – not abandonment

While we strongly support prioritising the southern section, it is equally important that the Council retains the ambition for the complete North–South corridor.

Granton is not simply a future transport destination. It is one of Edinburgh's most important strategic growth areas, and improved connectivity is fundamental to the successful delivery of its wider regeneration ambitions.

A Granton–city centre connection would also create a genuinely integrated North–South corridor, connecting communities, homes, employment, education, healthcare, research and investment opportunities across the city. It would also go some way to helping to alleviate the specific pressures of Edinburgh's current housing emergency.

We therefore strongly welcome recommendation 1.1.4 and believe it is essential that the ambition for Granton–city centre remains an active part of the Council's strategic transport planning.

In our view, prioritisation should mean sequencing delivery according to opportunity, deliverability and readiness – not choosing between the north and south of the city.

The continued development of the northern options should therefore remain part of the Council's work programme, alongside the southern project.

Delivery, funding and business confidence

The Chamber recognises the significant challenges associated with delivering infrastructure of this scale.

Funding, route selection, construction impacts and public acceptability will all require careful management.

For businesses, particularly those located along the eventual construction corridor, disruption is a genuine concern. The Council should therefore engage businesses at an early stage and ensure that appropriate mitigation, communication and support are built into the delivery programme, as it did during the most recent phase of delivery to Newhaven.

The next stage of business case development also needs to maintain a strong focus on affordability, funding and financing. We welcome the work already undertaken with the National Wealth Fund and the recognition that delivery will require a partnership between local and national government and potentially other sources of investment.

We would encourage the Council to continue making the economic benefits of the project central to that conversation. The question should not simply be **“what will the tram cost?”**, but also **“what will be the impact on Edinburgh and our opportunities for inclusive growth if the necessary transport capacity is not provided?”**

A regional project as well as a city project

Finally, the Chamber strongly supports the proposed integration of the project into the wider SEStran programme.

Edinburgh's economy does not operate within its administrative boundaries. Thousands of people travel into the city every day to work, study and access services, while businesses recruit from and operate across the wider South East Scotland region.

The North–South tram therefore needs to be considered as part of a wider regional mass transit network, with effective interchange between tram, rail, bus and active travel.

The work being led by SEStran provides an important opportunity to ensure that the investment made in Edinburgh forms part of a coherent regional transport system rather than a series of disconnected projects.

Conclusion

The Edinburgh Chamber of Commerce strongly supports the Strategic Business Case and the recommendations before Committee.

We believe the evidence now provides a compelling case that additional mass transit capacity is necessary if Edinburgh is to accommodate growth, unlock strategic development, improve access to employment and services, support investment and meet its climate ambitions.

We particularly support the prioritisation of the city centre–BioQuarter/Royal Infirmary section and believe this provides an opportunity to move decisively into the next stage of development.

At the same time, the Council must retain a clear and active commitment to the full North–South vision, including the future connection between Granton and the city centre.

Edinburgh has an opportunity to put in place infrastructure that will shape the city’s economic and physical development for decades to come. **The Chamber believes the priority now should be to build on the evidence, address the remaining challenges and move confidently and at pace towards delivery.**

Save The Roseburn Path Campaign Group - Written Deputation

(Transport & Environment Committee Meeting, 10 September 2026, Agenda Item 7.6)

This is a debate about space: about the value it provides to Edinburgh and whether that value should be given up for a different use. The Roseburn Path is a vital public space - a walking, wheeling and cycling route, a green corridor, and a place used every day by people across North Edinburgh. This campaign believes this space belongs to the people of North Edinburgh and should remain a space for people, not be given over to a tram alignment..

The Roseburn Path is one of Edinburgh's truly special urban parks and green spaces. Its many benefits to residents, commuters and wildlife include:

- 1) **Greenspace** - spaces like the Roseburn Path have a beneficial impact on the physical and mental wellbeing of our communities - reduced depression, anxiety and stress / better mental wellbeing for children and young people / improved physical health factors such as lower blood pressure, lower cholesterol and lower incidence of type 2 diabetes
- 2) **Biodiversity** - The Roseburn Path plays a vital role for nature and biodiversity in Edinburgh, delivering wider benefits for our health, wellbeing and ability to adapt to climate change. As the SBC acknowledges, the proposal to put a tram down the Roseburn Path will have negative impacts on the Roseburn Path as a nature corridor that cannot be mitigated.
- 3) **Active travel** - The Roseburn Path has a key position in Edinburgh's active travel network as an arterial route with high usage, supporting almost 600,000 active travel journeys every year. It sits as the key connector to the North Edinburgh Path Network, enabling active travel to and from the city centre, serving many communities in the North of the City.

But this debate isn't just about what the Roseburn Path is now, or what it was 100 years ago. It's also about what we want this space to be in the future. The Roseburn Path is a route that future generations will use to walk, wheel and cycle; an accessible space that can support people to be more active; and a green corridor that will become increasingly valuable as our city faces hotter summers and a changing climate.

Many years ago there was a plan to turn the Roseburn Path into a road. We can all look back on the failure of that plan with relief: the path was protected, and generations of Edinburgh residents have benefited from it since. We have the opportunity to make another decision about its future today. Let's make sure that, 20 or 30 years from now, we are equally glad that we protected the Roseburn Path for the people of Edinburgh.

This is a huge moment for Edinburgh. A statement about defending our parks and green spaces and maintaining the North Edinburgh Path network for generations to come.

Today we are asking the TEC to **remove the Roseburn Path from further consideration as a tram alignment.**

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1. Introduction and Background
2. Greenspace
3. Environmental Concerns
4. Active Travel and Integrity of North Edinburgh Path Network
5. Funding
6. Alternatives Not Properly Explored
7. Conclusion

Section 1 - Introduction and Background

Who are we

We are a campaign group set up by Edinburgh residents to Save the Roseburn Path and prevent this precious green corridor and much loved active travel route being used for a tram line. We are a truly local grass roots movement made up of thousands of people from across Edinburgh. The response to our campaign has been humbling and overwhelming, reflecting the strength of feeling from the general public.

That strength of feeling was clearly reflected in the recent Consultation results. The report presented to you does not use the figures from the Consultation, instead preferring vague terms such as “many people”, “some people” and “slightly more people” (4.18 - 4.28), but the numbers present a stark picture: **68% of more than 11,000 respondents objected to the use of the Roseburn Path for a tram line.**

Our response to the SBC recommendation

We note the Officers' recommendation that the Southern section of the potential tram extension is prioritised. This is the part of the proposed network where there is a clear public case for investment.

We note the following in respect of the Northern section:

1. The report recognises that both routes put forward for the North have “deliverability challenges” and “public acceptability issues”
2. It is unclear what officers are actually asking Councillors to decide with regards the northern section - Councillors should challenge officers on this, particularly in respect of what further officer time and tax payers money are to be utilised on assessment of options which council officers admit have deliverability challenges.
3. Prioritising the South should not mean giving the North a commitment in principle, with the detail and problems to be resolved later

We do not think that the officer's recommendation relating to the Northern spur adequately reflects the situation regarding the potential alignment on the Roseburn Path. We also believe officers have not taken account of the political reality of funding for this route section.

Taking the Roseburn Path route further risks a significant waste of Council time and money on a route option which has been shown to be 1) unacceptable to residents of Edinburgh; 2) unacceptable to the Scottish Government - the key funders of any extension;

and 3) Incompatible with the contemporary policy framework, particularly i) National Planning Framework 4 - which states that proposals should only be supported if they conserve, restore or enhance biodiversity; and ii) Transport Scotland's active travel hierarchy.

That is why we are asking Committee members today to **remove the Roseburn Path from further consideration as a tram alignment**.

Section 2 - Greenspace

We all know the immense value that Edinburgh residents derive from our fantastic green spaces - from the Pentlands to the Water of Leith. Our city has one of the highest % of greenspace of any city in the UK, a fundamental part of the city's character and why people love living here.

Scotland's National Planning Framework 4 (NPF4) recognises this value and places green spaces, nature networks, and blue-green infrastructure at the core of the planning system to tackle climate and biodiversity crises while supporting community wellbeing¹.

There is an increasing body of evidence and understanding around the mental and physical health benefits that urban green spaces can have for our people and communities. This is backed up by the findings of the [2010 Marmot review](#)² which highlighted that access to good quality green space is key to tackling health inequalities, a key strategic priority for Edinburgh.

The University of Exeter have summarised some of the research that has been done in this area in the [Beyond Greenspace report](#)³. The research finds that just some of the positive impacts that green spaces can have on our physical and mental health include:

- reduced depression, anxiety and stress
- better mental wellbeing for children and young people
- improved physical health factors such as lower blood pressure, lower cholesterol and lower incidence of type 2 diabetes

Urban greenspaces are able to deliver these benefits as they:

- provide a setting for physical activity,
- help to combat loneliness and promote social cohesion
- improve air quality.

¹ NPF4 Appendix D - Six Qualities of Successful Places

²

<https://www.instituteofhealthequity.org/resources-reports/fair-society-healthy-lives-the-marmot-review/fair-society-healthy-lives-exec-summary-pdf.pdf>

³ <https://beyondgreenspace.net/making-the-most/making-the-most-evidence-and-resources/>

Edinburgh Council's [Thriving Green Spaces Strategy 2025⁴](#) recognises “the importance of having greenspaces in our neighbourhoods, and the contribution they make to our happiness, health and wellbeing” and notes that Edinburgh’s green spaces provide value of £174m per year, 89% of which is attributable to mental well being and physical health.

The information put forward in the Strategic Business Case does not place enough emphasis on the Roseburn Path’s value as an urban green space, particularly given the policy context.

Section 3 Environmental concerns

The SBC notes that the Roseburn alignment 1) covers the Green-Blue network and runs through a Local Nature Conservation Site; and 2) would “*impact woodland supporting foraging bats, badgers, birds and amphibians*”.

We believe the environmental impact will be a significant issue for the Council from a planning perspective - council officers have not prepared an environmental impact assessment which would set out the severity of the impact on biodiversity and ecology. This is concerning, particularly given the Council acknowledges that it will not be possible to fully mitigate the impacts. This could mean that the Council's proposed mitigation plans are neither proportionate or appropriate. The SBC notes that the Roseburn route would “weaken ecological connectivity and resilience”

Loss of trees and wildlife corridor is a major concern, and we highlight again the Consultation materials which confirmed that “all trees within a 3 metre off-set from the edge of the tram rail and 1 metre from the edge of the active travel path would be removed” The consultation led people to believe that 70% of trees would be retained, but given the space constraints on the path, this is clearly not possible. We note this claim is not reflected anywhere within the SBC which states that “the loss of habitat connectivity and tree cover would significantly affect biodiversity and the ecological character of the corridor.”

The Roseburn alignment includes insurmountable ecological and biodiversity impacts which threaten its viability and it should be removed from the table as an option.

Section 4 - Active travel and Integrity of North Edinburgh Path Network

In the 80s and 90s, Edinburgh residents campaigned hard to build the network of cycle and walking paths across the city. Spokes members actually hand built some connecting sections of the network with the backing of the Council administration in the late 1980s, and residents fought to prevent the paths being turned into roads.

The Roseburn Path now has a key position in Edinburgh's active travel network as an arterial route with high usage, connecting to the wider North Edinburgh Path Network and the Union canal via the Roseburn to Union canal link. According to the Walk Wheel and

⁴ [april-2025-edinburgh-thriving-greenspaces-vision-and-strategy-2050-pdf-2-](#)

Cycle Trust, it supports almost 600,000 active travel journeys per annum, almost 1.5k journeys per day.

More than that though, routes like Roseburn are known to be effective at getting more people cycling in Edinburgh:

- A March 2024 report by Sustrans notes i) 25% of residents in Edinburgh do not cycle but would like to - a large opportunity; and ii) the most important factor in getting more residents to cycle is the provision of more traffic free cycle paths away from roads - a clear message from residents. The success of the Voi cycle scheme shows that appetite for cycling in Edinburgh is only increasing.
- The Roseburn Path is off-road, sheltered and flat, making it an enabling route for less experienced and less confident cyclists.

Losing the existing high quality cycling provision on the Roseburn Path risks all of this, undermines the North Edinburgh Path Network as a whole and diminishes cycling provision in this city as a result.

The Council knows it must provide some form of walking and cycling path next to the tram on the Roseburn alignment. We acknowledge the work officers have undertaken to explore if this could be achieved. However, the evidence from the consultation raises serious doubts about whether a replacement route could provide the same quality, safety, connectivity and amenity as the existing path.

Section 5 - Funding for Roseburn Alignment

There is an important point about funding that should not be lost in the language of the Strategic Business Case.

The report presented refers to Edinburgh Mass Transit being in the Scottish Government's Infrastructure Delivery Pipeline, and to the Council continuing to explore future funding opportunities with Transport Scotland. There is a distinction between the development pipeline and the delivery pipeline, and the development pipeline expressly states that the projects included "will be added to the Delivery Pipeline once Business Case and funding are agreed. To ensure protection of the public purse, where business cases and value for money considerations do not stack up projects may be stood down from the development or future pipelines"

The forthcoming SEStransit work is intended to help determine future **regional** investment priorities, with its Strategic Business Case not expected until autumn 2027. What is clear is that any statement from SEStransit regarding investment which may be directed towards expanding Edinburgh's tram network would be on the basis that the expansion meets the criteria of an inter-regional scheme. The Roseburn spur does not contribute to Edinburgh's tram system being inter-regional.

The SBC confirms (5.3) that the route to funding would be “a local contribution to the cost of major transport infrastructure, with the expectation that the majority is covered by Government grants”. If the Government is not willing to fund the Roseburn Path route then the full cost would have to come via local contributions, i.e be funded by the Council.

The report makes references to UK Government support both by the UK Government and through the National Wealth Fund. Transport spending is devolved in Scotland and as the SBC sets out, the National Wealth Fund's role is limited to strategic and illustrative **advice** on funding and financing options, not a provision of funding nor any commitment to it.

It is not funded. It is not committed. And the SBC has not given any serious indication or confidence that this is the route that any potential funders will support.

Section 6- Alternatives not properly explored

The SBC asserts that the only option for mass transit to Granton is a tram via either the Roseburn Path or Orchard Brae, both of which have deliverability and acceptability issues.

6.1 Alternative Tram routes

Belford Road - a route via Belford Road was discounted prior to the issues with Roseburn and Orchard Brae being identified. The issues highlighted with Belford Road could be now considered as manageable in the context of the other options. ***Belford Road should be re-evaluated as an option.***

Stockbridge - a route via Stockbridge was discounted on the basis that a stop between Stockbridge and Princes Street could be challenging due to the gradient. However, no serious engineering time has been put into investigating whether a solution might exist - for example by manipulating the vertical geometry around the stop. Melbourne is a useful case study in this area, having recently retrofitted accessible tram stops onto an old street network, including some steeper slopes. We would also note that the distance between Stockbridge and Princes Street is c1.2 kilometers, less than the c1.8 kilometers between the proposed Craigleith and Roseburn tram stops on the Roseburn alignment. ***Stockbridge should be re-evaluated as an option.***

Newhaven to Granton - the Northern route option attracting the highest level of support from consultation respondents is an extension from Newhaven to Granton. Proceeding with the Southern spur and extending the current line from Granton could deliver an effective link between Granton and the Bioquarter. This could be made more effective if trams were taken up Leith Street, allowing for a stop at the Omni Centre instead of St Andrews Square. We note that figure 4.4 in the officers report appears to include a Leith Street alignment. If officers have undertaken work on this and considered it as part of the route options, they should share the findings with Councillors. ***An extension from Newhaven to Granton should be re-evaluated as an option.***

6.2 Orchard Brae Option

The SBC acknowledges several benefits of the Orchard Brae alignment, including a stop directly at the Western General and increased accessibility to tram for a higher population catchment. The negative highlighted surrounding modal shift, should, we believe, be scored as a net benefit, consistent with the approach to the southern section which is also on road. Investigative works on the Dean bridge amounted to a desk-top review only and included many assumptions. If the work on strengthening the bridge is not required, this could result in a significant level of assumed cost being removed from this option. ***Further investigation works should be undertaken on Dean Bridge to make a more accurate determination of any required strengthening costs.***

6.3 Bus Rapid Transit

Section 4.3 of the SBC considers modal alternatives to tram, comparing Bus Rapid Transit (BRT) to tram and concludes that “tram has been assumed to be the preferred modal solution within the SBC.”

We challenge this assumption and the basis on which it has been made for a number of reasons:

1. The SBC models tram capacity as 250 passengers, and BRT as either 80 or 150 passengers depending on vehicle. This is outdated, and does not consider currently available BRT models with a capacity of 300 passengers. This error in capacity is used to justify a number of further arguments, which must all be reconsidered.
2. ‘Segregation’ of Mass Rapid Transit vehicles from other traffic is fundamentally key to the success of any MRT service regardless of the technology used. When comparing BRT to Trams, it should be assumed that the same level of segregation applies, as with MRT vehicle prioritisation, ticketing, etc. This has not been done.
3. The SBC states that non-permanency is a negative factor in considering BRT. While substantially cheaper than a tram line, a BRT model will require investment in permanent infrastructure including dedicated level-access platform stops and pre-boarding ticket machines. This level of in-built ‘permanence’ will only be deviated from temporarily in response to operational requirements, for example the recent major disruption on Princes Street. This flexibility is a major benefit.
4. The SBC also does not consider the environmental benefits of BRT, importantly that no track related steel or concrete is required. Implementation time is also significantly shorter than for trams, meaning mass transit could be in place in a much shorter timescale.
5. One of the further strengths of BRT which has not been properly considered is its ability to deal with challenging geographical conditions, for example steeper hills and tighter corners. This means that some of the routes dismissed as suitable for a tram may be entirely suitable for BRT.

Other route options should be properly explored, and an up to date BRT assessment should be made for a North Edinburgh / Granton Link that takes into account modern BRT capability and recent technological advances.

Section 7 - Conclusion

Residents of Edinburgh have clearly voiced their view on the use of the Roseburn Path for a tram route. Edinburgh should not have to choose between better public transport and protecting one of its most important active-travel corridors and greenspace.

There is no funding available or realistically likely for a tram route using the Roseburn Path. Other options have not been properly explored, and will not be while the Roseburn Path is seen as a default option.

Removing Roseburn Path as an option today means protecting the path and all its benefits for generations to come. It saves further Council time and money investigating a route that residents have clearly said “no” to. And it means proper steps can be taken to find a solution that is both acceptable and deliverable for mass transit to Granton.

We ask Councillors to take Roseburn off the table and protect the Roseburn Path as a fantastic urban greenspace, nature network and place for people. for the people who use it today and for those who will use it in the future.

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Written Deputation to Transport and Environment Committee Meeting on 10 September 2026 regarding item 7.6: Trams from Granton to Edinburgh BioQuarter/Royal Infirmary of Edinburgh and Beyond Strategic Business Case.

The New Town and Broughton Community Council (NTBCC) has previously raised concerns about the plans to route the new tram line to the BioQuarter from Princes Street. We believe that this will have an adverse impact on other modes of travel but particularly buses and pedestrians due to the necessary loss of carriageway for the tram line at the east end of Princes Street and along the Bridges Corridor.

We note that the Strategic Business Case recommends that this route is progressed.

We do not believe that the concerns that we and others have raised have been adequately addressed in the Strategic Business Case. We believe that further work is required to demonstrate the feasibility of this route before it is progressed. In particular, the impact on other modes of travel and congestion on other routes need to be fully understood.

Thank you for your consideration of our deputation.

M W Birch
Transport and Environment Convenor – NTBCC
8 September 2026

TRAMS FROM GRANTON TO THE EDINBURGH BIOQUARTER / ROYAL INFIRMARY OF EDINBURGH AND BEYOND STRATEGIC BUSINESS CASE

CEC Transport and Environment Committee,
10 September 2026, Item 7.6

Written deputation from Transform Scotland

1. Introduction

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 have long supported the Council's intention to build upon the city's existing tram line.

We set out the overwhelming environmental, economic, and social reasons for expanding Edinburgh's tram system in our original response to the consultation.¹ The present report to committee likewise describes the multiple and far-reaching benefits that completion of the north-south line will bring.

At that time, we also brought today 18 organisations involved in the business, academic, health, culture and community life of Edinburgh to urge The City of Edinburgh Council to take forward a north-south route from Granton to the Bioquarter. We were joined in this call by Asthma + Lung UK, Capital Rail Action Group, Chartered Institute of Logistics and Transport, Edinburgh Airport, Edinburgh Chamber of Commerce, Edinburgh College, Edinburgh Trade Union Council, Essential Edinburgh, Friends of the Earth Scotland, National Museums Scotland, Prosper, ScotRail, Scottish Accessible Transport Alliance, Scottish Association for Public Transport, SEStran, Spokes Lothian Cycle Campaign and The University of Edinburgh.

2. Recommendations

Building on our previous arguments, we offer the following comments on the recommendations to the committee:

1.1.1 Agree that the findings of the Strategic Business Case demonstrate a strong case for investment for a North-South tram route in the city

This is demonstrably the case and the Strategic Business Case provides a solid, well-founded basis for expansion of the tram system in line with the Council's previous commitment to complete an Outline Business Case by the end of 2028, and a Full Business Case and approvals by 2030 (as per Item 3.2 of the report).

1.1.2 Recognise that whilst there is a strong case for a tram connection between Granton and the City Centre, the Strategic Business Case shortlisted two alternative route options, both of which have deliverability challenges.

It is certainly true that there are deliverability challenges as regards the Orchard Brae option, particularly in relation to Dean Bridge, which essentially rendered that option entirely unfeasible from the outset. However, using the alignment of the former Granton branch poses no such challenges, precisely since it is a former rail track built for the purpose of carrying rail-based transport.

We note that the parliamentary powers already in place for use of this corridor specify that a cycleway should be provided alongside the tramway, and it has always been our view that the parliamentary powers should be utilised to retain walking and cycling provision alongside a reinstated rail corridor.

¹ <https://transform.scot/wp-content/uploads/2025/11/Edinburgh-tram-consultation-Transform-Scotland-response-2025-11-17.pdf>

The sole deliverability challenge comes in the form of 'public acceptability', derived from a well-organised campaign against the use of the former railway line. This campaign while representing a degree of public opposition, has no bearing on the actual, practical implementation of the line. The Council needs to balance that campaign's views against the wider city-wide support for and benefits of extension of the tram network.

1.1.3 Recognise that one of the shortlisted options in the Strategic Business Case settled on an alignment for a southern section of route and that this section can complement the South Suburban Railway feasibility work currently being advanced by Transport Scotland and Network Rail. Therefore, agrees that this section of route is the Council's priority.

There are several reasons not to prioritise the southern section over the northern alignment. The first is the relative ease of construction presented by the northern section, given that the route largely follows an off-road, former track bed, and thus gives rise to many fewer problems in terms of costs and engineering, and, second, it meets the most immediate need (expanding housing and development areas in the north and providing a long-awaited public transport link for the less well-off communities there). In this regard too, the only argument presented against it is perceived public acceptability, which is not a physical limiting factor.

It should also be borne in mind that the tram link to the north will maximise the benefits of the housing growth and regeneration on the Granton Waterfront – a major £1.3 billion development aimed at delivering around 3,500 new homes – benefits which will be lost should the link be delayed.

1.1.4 Agree the need to retain ambition to deliver a mass transit connection between Granton and the city centre, noting this section's importance for the delivery of City Mobility Plan, City Development Plan 2030 and the Granton Masterplan; whilst recognising further work is required on route options before this section could be progressed

Whatever decision is taken, it is essential that the project to deliver a mass transit connection to the north is not abandoned. It is, however, by no means the case that further work is required on route options before this section could be progressed.

It has been clear from the outset that there is only one feasible route for the northern section, namely the former Granton branch line through Roseburn, which constitutes the only practical, efficient and economic option available. The Orchard Brae option is unfeasibly complex in engineering terms (Dean Bridge), generates less revenue (fewer passengers), is poor in terms of speed and reliability (slower running times), has a negative effect on other forms of public transport (buses on Queensferry Street) and is estimated to be almost three times more expensive. All other possibilities have been discounted over time and any idea of a third option is entirely fanciful.

1.1.5 Agree that the Strategic Business Case demonstrates the positive impact that a North-South tram route could have on the wider City Region and recognises the importance of aligning this work with the wider regional mass transit network plan (SEStran)

There is no doubt that the Strategic Business Case demonstrates the positive benefits of the new tram route to the wider City Region. There is, however, no reason to delay progression of the business plan procedure for the north-south route within Edinburgh pending the outcome of the work undertaken by SEStran on the South-East of Scotland Mass Transit System.

1.1.6 Agrees that this project should be considered as part of the wider SEStran programme, which will be developed to Strategic Business Case stage.

Whilst it is important to coordinate transport projects and outcomes and entirely reasonable to align work on tram extension with the wider mass transit plan across the region, that must come at the expense of advancing the north-south tram line in as timely a matter as possible.

3. Conclusion

We agree entirely that the Strategic Business Case demonstrates a strong case for investment for a north-south tram route in the city and that a north-south tram route could have a positive impact on the wider City Region.

However, we are unconvinced by the claims that both shortlisted alternative route options for a tram connection between Granton and the City Centre pose deliverability challenges, that the south section of the route should be the Council's priority, and that further work is required on route options to the north before this section could be progressed.

- The case for the tram has been made, environmentally, economically, and socially. The advantages that the existing line has brought and the recent effects of not being able to operate the section from Princes Street to Newhaven has demonstrated how vital the trams are to the city. The case for the north-south line has likewise been made in full, as has the case for the northern section to Granton along the Roseburn alignment.
- The cost of not progressing the northern section will be huge in terms of impact on modal shift, capacity, connection of areas of multiple deprivation, mobility, climate targets, congestion, health, development, housing, and economic benefit.
- The existing version of the entire project is supported by existing long-term Council policies and Parliament consent already exists.
- There are no overriding reasons not to proceed to the next stage of the business case process, prioritising the northern section of the line.

We would therefore strongly urge the Transport and Environment Committee to vote to proceed with the outline Business Plan procedure as agreed in previous policy and implement the entire north-south line, giving priority to construction of the northern section whilst planning exactly how to build the southern section.

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**Scotland's alliance for
sustainable transport**

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transform
scotland

We campaign for walking, cycling and public transport to be the easiest and most affordable options for everyone. Our diverse membership brings together public, private and third sector organisations from across Scotland. We are a registered Scottish charity (SC041516)

EDINBURGH BUS USERS GROUP; WRITTEN DEPUTATION TO TRANSPORT & ENVIRONMENT COMMITTEE 10 SEPTEMBER 2026

EBUG asks the Committee to consider this written deputation concerning agenda items:

6 Business Bulletin

7.4 Edinburgh Visitor Levy; New Projects

7.6 Trams from Granton to the Edinburgh BioQuarter/Royal Infirmary of Edinburgh and Beyond

7.7 Turnhouse Road Bus Gate – Proposed Operating Hours

6 Business Bulletin; Coach Plan update

We welcome the impending Coach Plan. But in rereading ‘Our Future Streets’, referenced in the Bulletin, it occurs to us ‘buses’ and ‘coaches’ are treated similarly.

Legally, there is a distinction between buses/coaches which carry farepaying passengers, and those used for private hire. EBUG uses the term ‘bus’ for the former and ‘coach’ for the latter, though in common usage the terms are almost interchangeable.

Farepaying buses have a very different function to private coaches. So we suggest that a clear distinction is made in Council documents, and carried through to TROs, TTROs, and ETROs. There will almost certainly be occasions where the Council will want to apply a Regulation Order to one category but not the other.

7.4 Edinburgh Visitor Levy; New Projects

We restate our comments from [\(Public Pack\)Deputations Agenda Supplement for Transport and Environment Committee, 29/01/2026 10:00](#)

EVL resources should be made available in FY26/27 to develop measures to protect bus services at peak visitor time.

7.6 Trams from Granton to the Edinburgh BioQuarter/Royal Infirmary of Edinburgh and Beyond

We restate our view (deputations to T&EC 1/2/24 and 25/4/24), that buses must be planned in **from the outset**. There must be **sufficient space for buses and bus stops which run on the same corridor as the tram**, including South Bridge.

It also means identifying and constructing good quality interchanges between buses and trams.

7.7 Turnhouse Road Bus Gate – Proposed Operating Hours

We note that consideration was given to a range of possible operating hours and that 7-7-5 was the viable option. This is a step forward, even though it does not match 7-7-7 operation which has been the Council's aspiration since 2019.



Deputation to the Transport & Environment Committee

Presented by: Kersti Anear – representative appointed by Craiglockhart Parent & Carer Council

Written by: Lynsey Houston, Chairperson, Craiglockhart Parent & Carer Council

Date: Thursday 10th September 2026

Item: Emergency motion by Cllr Cuthbert in relation to delays in road safety works at Ashley Terrace and Cowan Road.

1. Introduction

For well over a decade, our school community has begged the Council for safe road crossings on Ashley Terrace. We have watched parents who started these early discussions see their own children graduate—including the presenter standing before you today—without seeing a single crossing installed.

In January 2023, City of Edinburgh Council showed us plans for crossings, acknowledging that these safety improvements were necessary. Yet instead of progress, we have endured a continuous cycle of revised plans, bureaucratic delays and repeated broken assurances.

The latest promise was for crossings to be delivered during the Summer 2026 school holidays. Those holidays have come and gone, and still no crossings are in sight. In July 2026, our Parent Council discovered that no construction works were even scheduled. Only after Councillors enquiries where we informed that the crossing had been quietly postponed yet again and bundled into a wider Slateford Road upgrade scheme pushed back to 2027.

We had genuinely hoped this years Primary 1 intake would be the first in the school's 123-year history to benefit from a safe, formal crossing.

2. A Timeline of Broken Promises (2018–2026)

- **June 2018:** Craiglockhart Parent & Carer Council minutes record discussions with the Council regarding a review of manned school crossings and local speed restrictions. The removal of 20mph flashing lights upon making the zone permanent was highlighted as a safety concern affecting our school and others.
- **June 2022 – January 2023:** Following a near-miss on 6 April 2022, Executive Director Paul Lawrence promised in writing that three raised crossings would be built "next summer". By October 2022, tender drawings were circulated (Ref. CECB4-CAP-HGN-02-DR-C-0001/0002), but the project stalled due to Traffic Regulation Order (TRO) requirements.
- **December 2023:** Assurances were given by councillors that crossings would be delivered in FY 23/24, only to be rescinded due to Controlled Parking Zone (CPZ) TRO re-submissions.
- **November 2024:** The Road Safety Team informed us that Lothian Buses objected to the proposed raised table crossing citing passenger comfort, returning plans to the drawing board.

- **June 2025:** Following a severe pedestrian collision and subsequent community protest, Councillors publicly acknowledged that a crossing had been promised for over a decade in a "painfully slow process" (Edinburgh News, 4 June 2025).
- **September 2025:** At a meeting with the convenor and Ward Councillors, Road Safety Officers agreed to deliver an improved Zebra crossing. Delivery was initially set for Christmas 2025 or February 2026 but at latest Easter 2026. Parent and Councillors concerns regarding the Harrison Road bridge closure were dismissed with assurances that it would be worked around.
- **December 2025 – January 2026:** Delivery was pushed back again to the Summer 2026 school break, citing wider road network closures, including Scottish Water works on Gorgie Road.
- **July 2026:** Gorgie Road reopened ahead of schedule, but no construction took place and no reasons were given
- **August 2026:** Councillors were informed it is now a part of an improvement plan scheduled for 2027

We are now past every promised deadline, navigating unacceptable daily risk years after formal commitments were made by City of Edinburgh Council.

3. Escalating Safety Crisis

While delivery has been repeatedly postponed, road safety conditions have actively deteriorated:

- **Severe Speeding:** A May 2025 speed survey outside 57 Ashley Terrace recorded speeds of 60–65 mph in a 20mph zone during school hours.
- **Pedestrian Collisions:**
 - **28 April 2025:** An 80-year-old pedestrian was struck by a car outside Brew & Bites Café and hospitalised in critical care, prompting a community protest on 7 May 2025.
 - **November 2025:** A parent was hit by a driver at the pedestrian crossing outside Pollination—exactly one year after a near-miss was reported to the road safety team, at the exact same location.
- **Near Misses:** In February 2026, two vehicles sped past while our School Crossing Patrol guide was actively standing in the road assisting a parent and child.

4. Compounding Traffic Pressures & Inclusion Risks

- **Diversion & Filter Impact:** Traffic flow past the school has increased significantly as Ashley Terrace has been used to bypass closures of Craiglockhart Avenue, Gorgie Road, and the ongoing closure of Harrison Road. Proposed Dalry traffic filters threaten to funnel even heavier arterial traffic past our school gate and in addition the weight restrictions proposed for Harrison Road bridge, will mean all HGV will have to come past the school.
- **Supporting All Children:** Modern mainstream education welcomes many children with additional support needs, who can exhibit sudden impulsive behaviour. Expecting children and vulnerable pedestrians to navigate high-speed, unassisted traffic without basic infrastructure is an unacceptable risk.

• 5. Failure of Statutory Priority & Safeguarding

Under Section 39 of the Road Traffic Act 1988 and Section 122 of the Road Traffic Regulation Act 1984, the Council holds a statutory duty to carry out road safety measures and secure the safe movement of pedestrians. Furthermore, under the UNCRC (Incorporation) (Scotland) Act, the duty to act in the best interests of children applies across all functions of the local authority.

The Transport department cannot treat road layout and traffic management as separate from child Safeguarding. Delaying safe crossings outside a primary school directly impacts children's statutory rights to safe access to education and public spaces.

Children's physical vulnerability is compounded by line-of-sight barriers: NHS Scotland growth references place the median height of a five-year-old at just 110cm, leaving them easily obscured by parked vehicles along Ashley Terrace. Transport Scotland's Reported Road Casualties Scotland data confirms that a pedestrian being masked by a stationary vehicle is a contributory factor in 10% of all national pedestrian collisions.

The timeline on Ashley Terrace demonstrates a fundamental inversion of these priorities. Over four years, works have been repeatedly postponed to accommodate vehicle diversion networks, parking zones, and bus passenger comfort—while children and pedestrians continue to face documented collisions and near-misses.

By continually prioritising road network convenience over the physical safety of primary school children, the Council is failing in its basic safeguarding obligation to our community. Safe access to school cannot remain subordinate to traffic management.

6. What We Are Asking For

The council's response has been reactive, acting only after accidents happen but Luck is not a sustainable road safety strategy. We fully support the emergency motion before Committee today and explicitly ask the Transport and Environment Committee to commit to:

1. **Standalone Decoupling & Accelerated Delivery:** Instruct officers to immediately decouple the Ashley Terrace Zebra crossing from the wider 2027 scheme, returning it to a standalone project to be delivered at the earliest possible date.
2. **Immediate Emergency Safety Measures:** Deploy interim emergency infrastructure around the school without delay, specifically including temporary pavement buildouts (such as modular pavement extensions used during Covid-19) to narrow crossing distances. Deliver the temporary speed activated signage.
3. **Formal Working Group & Engagement:** Mandate the immediate creation of a dedicated working group—comprising Ward Councillors, Craiglockhart Primary School Parent Council, and Merchiston and Districts Community Council—supported by a clear, transparent communication plan.
4. **One-Cycle Delivery Report:** Require officers to report back to this Committee within one cycle detailing a firm delivery timetable, emergency intervention plans, and working group progress.

5. **Enforcement Measures:** Expeditiously install red-light cameras at the pedestrian crossing on Ashley Terrace (outside Pollination). This is urgent as we are now closing in on a year since the accident.

Deputation to Transport and Environment Committee, 10 September 2026 by the Living Streets Edinburgh Group

Item 7.3: Petition for Consideration - Make Edinburgh Tables and Chairs Charges Fair and Introduce Licensed A Boards for Local Businesses

Living Streets Edinburgh Group is the local voluntary arm of the national charity, Living Streets, which campaigns for better conditions for everyday walking and wheeling.

‘Pavement clutter’ is a significant problem on Edinburgh streets, with trade waste bins, roadworks debris and overhanging hedges among the many problems that pedestrians face on a daily basis. As so often, it is blind, older and less mobile pedestrians who are worst affected by obstructions encountered on the pavement. We regularly highlight these problems, for example: <https://www.livingstreetsedinburgh.org.uk/2020/12/11/cut-the-pavement-clutter/>.

We therefore strongly oppose the request in the petition that advertising ‘A-boards’ should once again be permitted, under licence, on city pavements. We played a leading role in persuading the Council to introduce the ban on A-boards and other temporary advertising structures in 2019. We urge councillors to maintain the ban, which the Council has by and large enforced well, adopting a consistent and fair approach for all businesses.

We agree with the petitioners that outdoor seating can bring life to streets and we have no objection to ‘tables and chairs’ on the pavement in principle. However it is essential that they leave adequate space for pedestrians and follow Council’s guidance on their layout. This means effective management and where required, enforcement by Council officers. We have no comment as to whether or not the level of fees charged for permits is reasonable.

David Hunter
Convener

September 2026

CEC TRANSPORT AND ENVIRONMENT COMMITTEE

MEETING ON THURSDAY 10 SEPTEMBER 2026

WRITTEN DEPUTATION by FAIRMILEHEAD COMMUNITY COUNCIL (FCC) – Item 9.2 - Lothianburn Junction Traffic Trial – A702/A720 – Motion by Councillor Neil Cuthbert

Fairmilehead Community Council (FCC) welcomes the Motion by Councillor Neil Cuthbert concerning the traffic trial at Lothianburn Junction and supports the Proposed Action/Decision set out at paragraphs 2.1 and 2.2.

Traffic congestion and associated traffic-management issues affecting Fairmilehead and the surrounding communities have been a significant and longstanding concern for local residents. The introduction of the traffic signals at the Hillend/Damhead junction has added considerably to these concerns, particularly in relation to southbound traffic on the A702 and the consequential effects on the Lothianburn Junction and A720.

FCC therefore welcomes the action now being taken by **Transport Scotland and its operating company BEAR Scotland**, working with **The City of Edinburgh Council (CEC) and Midlothian Council**, to introduce and assess the current trial measures. We recognise that the measures are intended to improve traffic flow, reduce queue-jumping, improve lane discipline, address delays and longer queues at peak times. We also welcome the commitment to monitor their effectiveness through further surveys and assessment. **The aim of the trial must be to establish whether these measures improve the current situation on the A702, and do not simply move the congestion elsewhere.**

FCC particularly welcomes the constructive and collaborative approach which has developed between the various public authorities mentioned above. We recognise that the traffic arrangements in this area are complex and that achieving improvements while maintaining road safety is challenging. We also acknowledge the importance of the safety considerations which led to the introduction of the Hillend/Damhead traffic signals in the first place.

FCC considers that the current trial provides an important opportunity to establish, through evidence and monitoring, what measures can best improve traffic flows and conditions for road users and the local communities.

Pedestrian safety should also be considered as part of any future assessment of the Lothianburn Junction and its surroundings. Pedestrian facilities there are currently not sufficient, e.g. there are no pedestrian crossings. This means pedestrians are effectively required to cross very busy slip road junctions when gaps in the traffic occur. This appears inconsistent with the wider Active Travel objective of encouraging safe walking as an alternative to car use.

The trial means motorists and cyclists coming down Biggar Road towards the Lothianburn Junction, and intending to turn right into the car park for Sainsburys Local/Cobbs, may have to sit in the right-hand lane (with traffic building up behind them) until there is a gap in the traffic going north up Biggar Road, before they can safely turn right. This is potentially very

dangerous for motorists and cyclists, in view of the traffic volume and speed on Biggar Road. Under the trial, the left-hand lane on Biggar Road should only be used if one is joining the A720.

The CEC Transport Capital Investment Programme 2026/27 states in Appendix 6 that a Signalised crossing will be installed at that location in the current financial year. In addition, CEC have also agreed to install a Vehicle Activated Sign (VAS) on Biggar Road (Appendix 6). FCC welcomes these measures and looks forward to the early installation of both which should improve road safety in the area.

FCC would respectfully ask the Committee to note two further points:

- 1. FCC would very much like to be kept informed of the progress and outcome of the current trial**, including the results of the monitoring and any consideration of longer-term measures. We would welcome this being achieved through the arrangements proposed in Councillor Cuthbert's Motion and, where appropriate, through direct communication with FCC.
- 2. FCC is very willing to work constructively with The City of Edinburgh Council, Transport Scotland, BEAR Scotland and Midlothian Council on these issues.** FCC can provide a useful channel for communicating with local residents and for conveying the views, experiences and concerns of the Fairmilehead community. We would therefore welcome opportunities to meet with the relevant officers of these various public authorities as the trial progresses and to contribute positively and constructively to consideration of any longer-term solutions.

Fairmilehead Community Council asks the Committee to support the Motion and looks forward to continuing to work positively and constructively with all the relevant stakeholders towards achieving sustainable improvements to traffic conditions in the Fairmilehead area.

6 September 2026

Colin W Anderson, Secretary, FCC

Transport & Environment Committee 10.09.2026

Spokes Lothian Planning Group Deputation - 08.09.2026

9.1 Motion by Councillor Cuthbert - Lothianburn Junction Traffic Trial – A702/A720

Spokes Planning Group notes with concern that Councillor Cuthbert's Motion omits any mention of safety for people cycling through the A702/A720 Lothianburn Junction. Spokes members regularly cycle this route between Midlothian and the Pentland Hills Regional Park and have raised serious safety concerns regarding the trial measures installed by BEAR South East Scotland.

Following our outreach to BEAR on 4th August regarding the complete lack of provision for active travel, BEAR confirmed they would create a gap in the cones as an "escape route" for trapped southbound cyclists. Alongside this temporary modification, BEAR committed to consulting Spokes Lothian on future measures. We look forward to BEAR Scotland liaising with the City of Edinburgh Council (CEC) and Spokes to inform permanent proposals, ensuring future infrastructure upgrades across all three jurisdictions are fully aligned.

However, BEAR also informed us they consider segregated cycle facilities "will not be possible within the existing infrastructure constraints at Lothianburn." This lack of ambition is deeply disappointing. Delivering safe, attractive alternatives to driving between local authority boundaries is essential to tackling the very congestion and bus reliability issues this trial seeks to resolve.

Cycling journeys will increase only if safe, connected links exist across the City Bypass. Implementing this trial without prior notification or consultation from BEAR, CEC, or Midlothian Council demonstrates that vulnerable road users are still being overlooked at critical, high-risk junctions. This oversight directly contradicts recent regional investments, such as the cycle early-release signals at the A703 junction to the south and CEC's segregated cycle infrastructure at Fairmilehead to the north. This missing link must be addressed urgently.

We call for proactive collaboration between CEC, Midlothian Council, and SEStran to jointly engage BEAR and guarantee the delivery of a safe, high-quality cycle connection at Lothianburn.



Extract of Crashmap.co.uk data of cycle casualty data along the A702 Biggar Road (Fairmilehead to Seafield Moor Road) with an image of relatively new cycle early release signals by BEAR and Fairmilehead to Greenbank segregated cycleways by CEC.

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