8 November 2026

Astley Ainslie Draft Place Brief - Spokes PG Response DRAFT

Spokes supports the principle of the City Plan 2030 that identifies Astley Ainslie as a site for housing-led mixed-use development. We see a low traffic development with active travel (walking, wheeling and cycling) as a primary requirement from which other development can follow.

Key consultations for which Spokes Lothian wishes to contribute are as below;

Vehicle Movement

18 ***Do you have any thoughts on how vehicles should move around or access the site?***

Spokes would encourage an assessment of vehicle movements upon completion of the design development of the proposals and parking to minimise any unnecessary vehicle movements on Canaan Lane given its function as a primary cycle route as part of the (north/south) Meadows to Greenbank Quiet Route and the yet to be implemented (east/west) link to the Union Canal from the Grange and areas east near Cameron Toll.

Given the priority to promote active travel we do think overall vehicle parking provision needs to be considered and we feel it is likely that the proposed 'Woodburn' zone will generate enough vehicle movement which along the schools and high density tenement housing to the west mean Canaan Lane is already saturated and cannot be promoted as a viable vehicle routing into the Astley Ainslie site.

We believe that Vehicles to the 'Central' zone should be limited to the eastern South Oswald Road entrance and then with 'North West' and 'North East' zones accessed from the north on Grange Loan.

Vehicle movements should be considered during construction to minimise compromising existing active travel routes, especially the Quiet Route, Royal Blind, Canaan Lane and St Peter's Primary Schools and the James Gillespies Bike Bus that all use the site.

Walking, Wheeling and Cycling

19 ***Do you have comments on the proposals for walking, wheeling and cycling?***

It is positive to see that many active travel routes are proposed. We see the site as an opportunity to enhance cycle routes both existing and future through the site, which enhances the viability of the site as a place to live and work.

North / South - Meadows to Greenbank

Spokes proposes that the existing Quiet Route is rerouted through the Astley Ainslie site to utilise the gated entrance at Whitehouse Loan. This would aid navigation and also avoid the narrow junction of Canaan Lane at Newbattle Terrace which has poor visibility. This is an important parallel popular north / south route to avoid busy Morningside Road.

East / West - Union Canal to Cameron Toll

Access through the existing gated entrances at South Oswald Road and Canaan Lane needs to be retained and enhanced. This will act as a continuation of the proposed Active Travel Route Safeguard from Union Canal to Morningside which had been protected

This will also act as a parallel safe route to the nearby Cluny Gardens which is less conducive as a through route for cycling.

Mobility Hub

20 ***Do you think the mobility hub is in the right location?***

The mobility hub would likely better suit the area around the Canaan Lane entrance pavilions. This would act as a focal point for sustainable modes including the medial hub in the 'Woodburn' Zone and the nearby schools and high density housing.

21 ***What do you think the mobility hub should include?***

The mobility hub should include cycle hire provision for both Voi and also non-standard cycles for adaptive and cargo use. Enhanced but similar provision to the BANZAI hub in Bruntsfield. General cycle parking could be provided here, however we acknowledge based on the types of development on the site that suitable provision nearby these would be more appropriate.

A means of linking the site to the bus and (future) tram-train provision at Morningside Station should be provided from here. This could be a small electric bus that links this and other local areas (e.g. local Supermarkets, the Royal Edinburgh Hospital & Hermitage of Braid) for those less able to walk, wheel or cycle.

Further Comments

30 ***Do you have any comments on the design principles?***

Spokes Supports the 'Connected' design principle due to the fact it denotes segregation of walking and cycling routes, keeping vehicles to the edge of the site and promotes active and public transport over private motor vehicles. This aligns with the sustainable transport hierarchy and City of Edinburgh planning policy, as follows...

> *Connected*
>
> *Provide safe and pleasant routes for walking, wheeling and cycling. Protect public walking and cycling routes through the site, linking Canaan Lane, Cluny Place, South Oswald Road,*
>
> *Grange Loan and Newbattle Terrace. Improve active travel access to the site by opening gates to pedestrians and cyclists and creating more welcoming entry points. Provide clear, direct cycle routes that are separate from pedestrian paths.*
>
> *Enhance access to public transport. Support direct and convenient walking routes to existing bus routes and enhance the safeguarded pedestrian access to the south-suburban railway and potential future passenger train or tram stops.*
>
> *Support shared transport. Provide a mobility hub and car club spaces on site to enable lower levels of parking while promoting a range of mobility options to future residents. Limit car parking spaces to only blue badge and car club spaces.*
>
> *A safe residential environment. Limit through vehicular traffic and keep vehicles to the edges of the site as far as possible*

31 ***Is there anything else you want to tell us about the site or the draft Place Brief?***

The site would benefit from appropriate wayfinding for those who aren't familiar and trying to find through routes and those links within the site. This should be consistent with that of existing City of Edinburgh Council signage. Would the area be appropriate for a 'Home Zone' like that at Saltire Street in Granton where 'car is guest' principle is embodied by the design of streets to best practice principles.