Spokes deputation Powderhall Footbridge No.2 (St Mark's Park)
TEC - 12th November 2026
See Rolling Actions Log 63 & 82; Business Bulletin; 7.8 City Mobility Plan 4.34/37 etc

Spokes notes the ongoing closure of the St Mark's Path bridge connecting St Mark's Park with Broughton Road and the lack of a clearly signposted diversion.

Spokes Lothian is deeply concerned about the closure of the bridge and the resulting severance of an important walking, wheeling and cycling link in north Edinburgh. This is not simply a local footbridge providing access to a park; it forms an important part of the wider active travel network, connecting residential communities in Broughton, Warriston and Canonmills with the Water of Leith path network, the North Edinburgh Path Network and local amenities, such as the Warriston Allotments, and the city centre. Its position on Quiet Route 20 makes it particularly significant for people choosing to walk or cycle as an everyday means of transport.

In particular, the bridge provided:

- a key connection and safe cycling route between communities in Warriston and Broughton;
- a key link between the North Edinburgh Path Network (NEPN) and the onwards connection to Leith Walk via the cycle lane on McDonald Rd.
- a key route to local schools and nurseries, particularly Broughton primary school

The closure has removed a direct, convenient and relatively traffic-free route, affecting residents, commuters, families, schoolchildren and visitors alike.

The possible alternative routes via Warriston Road, Newhaven Road, Broughton Road etc are considerably less direct and are more dangerous for people walking, wheeling or cycling. Even so, these alternative routes need to be clearly signed so that people can at least continue their journeys. For older people, disabled people, those using mobility aids, families with young children and less confident cyclists, the loss of this connection can represent a significant barrier rather than a minor inconvenience. It also undermines the Council's wider ambitions to increase active travel, reduce car dependency, improve public health and tackle climate change. Leaving such an important link severed for a prolonged period risks discouraging sustainable travel and reducing access to valuable greenspace.

We are pleased to see a project for a replacement bridge included as "Proceed" in the capital investment programme annual update and are not surprised to see it scores highly given the points noted above.

However, the Council's current projected timescale could see the bridge remain closed until at least 2028. Spokes Lothian believes this is an unacceptable prospect for infrastructure with such an important community and transport function.

We therefore urge the City of Edinburgh Council to give the replacement of St Mark's Park bridge the highest possible priority and to identify an appropriate funding route through its

transport and active travel investment programmes, rather than allowing the project to be delayed by departmental boundaries or competing budget pressures. The bridge should be recognised as an essential component of the city's active travel infrastructure and assessed accordingly within the City Mobility Plan investment programme. We ask the Council to establish clear project ownership and investigate every viable opportunity to accelerate replacement.

In the meantime, alternative routes should be clearly signposted.

Spokes - The Lothian Cycle Campaign