

Murrayfield Community Council Responses to Granton – City Centre Tram Options Consultation

The Community Council has considered only the Granton to City Centre parts of the consultation. At its meeting of 14 October 2025 it did not come to a overall view on the substantive questions and has chosen “neither support [agree] nor oppose [disagree]” throughout. However a range of points were raised in discussion. These were submitted to the consultation and are collected here but they do not amount to a collective view.

The proposed route

4 To what extent do you support or oppose expanding the tram network by introducing a north/south tram route in the city and potentially into the city region?

Neither support nor oppose

The following are collected thoughts from discussion, not a collective view.

Granton and surrounding communities lack rapid access to the city centre; many communities lack rapid access to Edinburgh Royal Infirmary; inner-suburban communities, like ours, need mitigation of road traffic that is channelled to, from, and around, the city centre. New public transport investment is required for these reasons and because the city is growing. The large Granton Waterfront residential project is dependent on public transport infrastructure investment.

Long-term investment cannot be made at unsustainable debt-service cost. The business case must account for sustained provision of other public services and the opportunity costs upon other public investment. The Roseburn Corridor route’s economic costs and outcomes appear to be more fully considered than those of the Orchard Brae corridor. However the feasibility of the new “compromise” terms of the Roseburn Corridor route (single line, battery operation, removal of Ravelston stop) are to be further investigated, so its service delivery outcomes and benefits should be regarded as speculative.

Long-term investments must be made or abandoned. They cannot be indefinitely postponed, leaving a possible future project blighting necessary investment now (such as to Granton Waterfront’s existing public transport services or to the widening of the Roseburn Path).

Granton to the city centre

Option 1: Orchard Brae corridor

5 To what extent do you agree or disagree that we have effectively considered the following in the proposals for Orchard Brae corridor?

Orchard Brae - Walking, wheeling and cycling provision: *Neither agree nor disagree*

Orchard Brae - Tram stop locations: *Neither agree nor disagree*

Orchard Brae - Protecting and enhancing ecology: *Neither agree nor disagree*

6 What else do you think we could do to improve walking, wheeling and cycling along this route?

The following are collected thoughts from discussion, not a collective view.

The Orchard Brae corridor proposal means both: the exposure of cyclists to interaction with trams, on-road; and the displacement of cycling demand onto the Roseburn Path, which is already too narrow for the unmanaged mix of on-foot and on-bike users at peak times.

Insufficient consideration has been given to alternative on-road, segregated cycling routes, or to the widening and better management of the Roseburn Path.

7 What else do you think we could do to improve ecology along this route?

8 What, if anything, would you ever use the Orchard Brae route for?

Other (please state): N/A

Option 2: Roseburn Path

9 To what extent do you agree or disagree that we have effectively considered the following in the proposals for Roseburn Path?

Roseburn - Walking, wheeling and cycling provision: *Neither agree nor disagree*

Roseburn - Tram stop locations: *Neither agree nor disagree*

Roseburn - Protecting and enhancing ecology: *Neither agree nor disagree*

10 What else do you think we could do to improve walking, wheeling and cycling along this route?

The following are collected thoughts from discussion, not a collective view.

The Roseburn Path is already too narrow for the unmanaged mix of on-foot and on-bike users at peak times. The current Roseburn Corridor proposal adds further narrowed sections. On-foot and on-bike users will contest the remaining space until there is a reduction in users. The proposal is evasive about this, saying that cyclists “could” continue to use the proposed narrowed sections such as from Roseburn Bridge to Russell Road.

The proposal has not given sufficient consideration to the need to manage or discourage at least some kinds of biking on the Roseburn Path, in accordance with the City Council’s City Mobility Plan’s sustainable transport hierarchy that prioritises pedestrians and wheelers.

Neither has it given sufficient consideration to the need for alternative, segregated, on-road cycling. The proposal prevaricates: “the aim would be” to have unspecified improvements and a new, alternative cycling route, for which neither the route itself nor its degree of segregation are specified, despite it being part of long-distance active travel routes, linking the National Cycle Network, north Edinburgh Path and Blackhall Paths, with the recently completed Roseburn to Union Canal link.

This is a missed opportunity. Both trams and segregated on-road cycle lanes displace traffic and pollution from the city’s road space. Putting both in a narrow, low-pollution, off-road setting, without any demand management, will likely displace pedestrians, wheelers and some cyclists, and restrict further peak time active travel growth in that setting.

The 2021 ESSTS Phase 2 report’s “do max” B1b option for the Roseburn Corridor was offered as a solution to the active travel demand issue on Roseburn Corridor. The more recent 2024 proposal included the suggestion that cycling be discouraged but offered no detail on the necessary alternative segregated, on-road cycling provision. Neither of these are currently proposed. The discussed alternatives are irrelevant. They are to use the Orchard Brae corridor for trams, or to have no Granton-City Centre line at all. Both ignore the only specific objective of the Granton-City Centre line, which is to provide rapid city centre access for growing Granton communities. Compared to the Roseburn Corridor, the Orchard Brae route slows access by mixing with traffic and by serving non-peripheral communities, and does not stop at Haymarket railway station. These are not alternative means – they abandon the end.

11 What else do you think we could do to improve ecology along this route?

The following are collected thoughts from discussion, not a collective view.

The Roseburn Corridor is both designated for future tram development by the Scottish Government and as a Site of Local Biodiversity in the City of Edinburgh Council Local Plan. In addition to being valuable for foxes, badgers, birds, frogs and insect life, it represents an important ecological link between city green-spaces.

Construction at any scale will result in a major loss of habitat and trees in the first instance. The differences between one or two lines, battery-operated or wired trams, are unlikely to be significant with respect to impact.

The proposal gives little consideration to the extent and nature of ecological restoration, or to the opportunity to make the “linear park” more accessible to a wider range of people. It is an untested assumption that all potential users value a densely vegetated, narrow “haven” that improves their mental health. Other potential users may prefer a more open corridor with better sight-lines that improve their feelings of safety for example. Adjacent residents will expect consideration of the degree of property security, noise and visual abatement offered by vegetation or other barriers. A process of design and public consultation is warranted for the full corridor, not only the new place-making opportunities around tram stops. Ecological restoration and a new public-space opportunity should be balanced.

12 What, if anything, would you ever use the Roseburn Path route for?

Other (please state): N/A.

13 Based on the information presented, to what extent do you support or oppose the following options?

- Overall support - Introducing a direct tram route from Granton to the city centre: *Neither support nor oppose*
- Overall support - Using the Orchard Brae corridor as a section of the tram route: *Neither support nor oppose*
- Overall support - Using the Roseburn Path as a section of the tram route: *Neither support nor oppose*
- Overall support - Extending the tram line from Granton to Newhaven in the future: *Neither support nor oppose*

14 Please share any other comments or suggestions about the Granton to city centre tram route.

The following are collected thoughts from discussion, not a collective view.

The feasibility of the new terms of the “compromise” Roseburn Corridor proposal (single line, battery operation, removal of Ravelston stop) are to be further investigated. So its service delivery outcomes should be regarded as speculative. It likely sacrifices tram-service quality for doubtful gains. This is not a major ‘win’ for active travel. The Roseburn Path is already too narrow for the unmanaged mix of on-foot and on-bike users at peak times. The proposal will at best restrict active travel growth, and no significant consideration is given to alternative, on-road, segregated cycling facilities. And it is not a major ‘win’ for ecology. The ecological damage of construction will still be high and and it is possible that a different kind of “linear park” will anyway be needed and desired.

There are technical issues and costs associated with the Orchard Brae corridor, including greater costs, greater build time, the Grade-A listed Dean Bridge and World Heritage Site. However it ignores the only specific objective of the Granton-City Centre line, which is to provide rapid city

centre access for growing Granton communities. Compared to the Roseburn Corridor, the Orchard Brae route slows access by mixing with traffic and by serving non-peripheral communities, and does not stop at Haymarket railway station. It is not an alternative means – it abandons the end. (Also too slow would be a linear Granton – Newhaven – City Centre line, though there may be merits in a circular route).

The proposals say little about the impact of noise, vibration, construction siting and construction traffic, and tram service operation, on local dwellings. The Roseburn Corridor route has faster track-bed sections with homes that are close to, and above and below, the line. Geotechnical, environmental, and build-experience evidence of these effects from the existing line should be considered.