

**QUESTION NO 10**

**By Councillor Parker for answer by the Convener of the Transport and Environment Committee at a meeting of the Council on 20 March 2025**

- Question**
- (1) Following my written questions at December's Full Council meeting, the updated designs for the Greenbank-Meadows "Quiet" Route have still not been shared. When will the updated designs be circulated to ward Councillors and members of the community?
- Answer**
- (1) Following receipt of further suggestions from local residents and engagement with the Canaan Lane Primary School Parent Council, further potential modifications to the proposals for delivering Option 3 have been considered in response to the issues raised (in particular relating to parking arrangements on Braid Avenue and Hermitage Drive). Updated designs have recently been completed and, as of 10 March 2025, it is expected that the revised plans will be received imminently. These will be shared with ward Councillors immediately following receipt.
- Question**
- (2) Following answers to my written questions at December's Full Council meeting, what were the outputs from the meeting in January with Canaan Lane Primary School about their school travel plan and the impact of changes to the Greenbank-Meadows "Quiet" Route?
- Answer**
- (2) For the update with members of Canaan Lane Primary School Parent Council, officers outlined the planned changes to the Greenbank to Meadows Quiet Connection, alongside other adjacent schemes currently under development, including the planned School Street and the longer term proposal for a cycle contraflow on Canaan Lane.

Feedback was received on 21 February 2025, with the Parent Council raising concerns about the removal of the modal filters and the potential resultant increase in traffic

volumes and speeds on affected streets, such as Braid Avenue, and asked whether any specific speed reduction measures were planned on Braid Avenue.

The Parent Council also raised concerns about increases in overall traffic volumes in the area as a result of the proposed changes, and the risk that the reduction in parking availability might displace parking activities onto surrounding streets. They also queried what the intended outcomes from the changes were.

Officers acknowledge that the removal of the modal filters was expected to result in an increase in the level of traffic on Braid Avenue and throughout the 'Braid Estate' area as a whole.

However, the alterations to the layout of Braid Avenue are expected to keep traffic speeds low due to the restricted road width, that monitoring of traffic speeds will be undertaken following the implementation of the changes and that further modifications could be made, should recorded traffic speeds give cause for concern.

As agreed by Transport and Environment Committee, the Experimental Traffic Regulation Order (ETRO) for the new trial has been drafted to include provision for the potential re-introduction of modal filters at various locations, should this be deemed necessary during the trial period.

**Question** (3) Following answers to my written questions at December's Full Council meeting, what engagement has happened with St Peter's Primary School and George Watsons school to discuss the impact of changes to the Greenbank-Meadows "Quiet" Route on each school travel plan?

**Answer** (3) No dedicated engagement has taken place with these schools since December's meeting.

**Question** (4) Given 3), what additional changes are being proposed to designs for the Greenbank-Meadows "Quiet" Route in order to support these school communities to travel safely to school?

**Answer** (4) No additional changes are being proposed to the designs, other than those outlined in answers 1 and 2 above.

**Question**

- (5) Noting that Braid Avenue saw a significant decrease in average speeds when the modal filter was installed, besides the narrowing of the road to accommodate the segregated cycleway, what dedicated speed reduction measures are planned for Braid Avenue in the new Greenbank-Meadows "Quiet" Route drawings where the modal filter is removed?

**Answer**

- (5) As outlined above, the alterations to the layout of Braid Avenue are expected to keep traffic speeds low due to the restricted road width. Monitoring of traffic speeds will be undertaken following the implementation of the changes and further modifications could be made, should recorded traffic speeds give cause for concern.