

Notice of meeting and agenda

Transport and Environment Committee

10.00 am Thursday, 11th November, 2021

Virtual Meeting - via Microsoft Teams

This is a public meeting and members of the public are welcome to watch the webcast live on the Council's website.

The law allows the Council to consider some issues in private. Any items under "Private Business" will not be published, although the decisions will be recorded in the minute.

Contacts

Email: veronica.macmillan@edinburgh.gov.uk / taylor.ward@edinburgh.gov.uk

Tel: 0131 529 4283

1. Order of Business

- 1.1 Including any notices of motion and any other items of business submitted as urgent for consideration at the meeting.

2. Declaration of Interests

- 2.1 Members should declare any financial and non-financial interests they have in the items of business for consideration, identifying the relevant agenda item and the nature of their interest.

3. Deputations

- 3.1 If any.

4. Minutes

- | | | |
|-----|---|---------|
| 4.1 | Minute of the Transport and Environment Committee of 14 October 2021 – submitted for approval as a correct record | 7 - 26 |
| 4.2 | Minute of the Transport and Environment Committee of 26 th October 2021 – To Follow | 27 - 30 |

5. Forward Planning

- | | | |
|-----|---|---------|
| 5.1 | Transport and Environment Committee Work Programme | 31 - 34 |
| 5.2 | Transport and Environment Committee Rolling Actions Log | 35 - 84 |

6. Business Bulletin

6.1	Transport and Environment Business Bulletin	85 - 90
------------	---	---------

7. Executive Decisions

7.1	Active Travel Measures - Travelling Safely Update – Report by the Executive Director of Place	91 - 108
7.2	Spaces for People - Internal Audit – Report by the Executive Director of Place	109 - 124
7.3	A71 Dalmahoy Junction Improvements – Report by the Executive Director of Place	125 - 136
7.4	Citywide Mode Share Targets (CMP) – Report by the Executive Director of Place	137 - 156
7.5	Edinburgh Cycle Hire Scheme - Future Delivery and Interim Community Initiatives – Report by the Executive Director of Place	157 - 166
7.6	Healthcare Worker and Carer (Parking) Permits – Report by the Executive Director of Place	167 - 228
7.7	Brunstane Road Closure (ETRO Progress Update) – Report by the Executive Director of Place	229 - 308

8. Routine Decisions

8.1	Waste and Cleansing Services Performance Update – Report by the Executive Director of Place	309 - 318
8.2	Waste and Cleansing Services Policy Assurance Statement – Report by the Executive Director of Place	319 - 354
8.3	Public Utility Company Performance and Road Work Co-ordination April 2020 - March 2021 – Report by the Executive Director of Place	355 - 366

9. Motions

9.1 “Committee:

1. notes that an online booking system was introduced for Edinburgh recycling centres in June 2020 to ensure they could be reopened safely following the COVID-19 related closure.
2. notes the comments from the Transport & Environment Convener at the September 2020 meeting of the Council where she confirmed it would be for the Transport & Environment Committee to decide whether to maintain the booking system on a long term basis.
3. notes that neither Glasgow City Council, Dundee City Council nor Perth & Kinross Council have booking systems for accessing recycling centres and that Aberdeen City Council’s booking system relates only to a small number of limited circumstances depending on vehicle type and the waste to be recycled.
4. therefore agrees that, taking into account national COVID guidance and requirements, the need for users to book a slot in advance of accessing a recycling centre in Edinburgh has now passed and resolves that the current booking system should cease from 1 January 2022.”

10. Resolution to consider in private

- 10.1** The Committee, is requested under Section 50(A)(4) of the Local Government (Scotland) Act 1973, to exclude the public from the meeting for the following item of business on the grounds that it would involve the disclosure of exempt information as defined in Paragraph 8 of Part 1 of Schedule 7A of the Act.

11. Private reports

- 11.1** North Bridge Refurbishment Scope and Funding Update – Report 367 - 382

Nick Smith

Service Director, Legal and Assurance

Committee Members

Councillor Lesley Macinnes (Convener), Councillor Karen Doran (Vice-Convener), Councillor Eleanor Bird, Councillor Maureen Child, Councillor Gavin Corbett, Councillor Graham Hutchison, Councillor David Key, Councillor Kevin Lang, Councillor Claire Miller, Councillor Stephanie Smith and Councillor Iain Whyte

Information about the Transport and Environment Committee

The Transport and Environment Committee consists of 11 Councillors and is appointed by the City of Edinburgh Council.

This meeting of the Transport and Environment Committee is being held virtually by Microsoft Teams.

Further information

If you have any questions about the agenda or meeting arrangements, please contact Veronica Macmillan, Committee Services, City of Edinburgh Council, Business Centre 2.1, Waverley Court, 4 East Market Street, Edinburgh EH8 8BG, Tel 0131 529 4283, email veronica.macmillan@edinburgh.gov.uk / taylor.ward@edinburgh.gov.uk.

The agenda, minutes and public reports for this meeting and all the main Council committees can be viewed online by going to the Council's online [Committee Library](#).

Live and archived webcasts for this meeting and all main Council committees can be viewed online by going to the Council's [Webcast Portal](#).

Webcasting of Council meetings

Please note this meeting may be filmed for live and subsequent broadcast via the Council's internet site – at the start of the meeting the Convener will confirm if all or part of the meeting is being filmed.

The Council is a Data Controller under current Data Protection legislation. We broadcast Council meetings to fulfil our public task obligation to enable members of the public to observe the democratic process. Data collected during this webcast will be

retained in accordance with the Council's published policy including, but not limited to, for the purpose of keeping historical records and making those records available via the Council's internet site.

Any information presented by individuals to the Council at a meeting, in a deputation or otherwise, in addition to forming part of a webcast that will be held as a historical record, will also be held and used by the Council in connection with the relevant matter until that matter is decided or otherwise resolved (including any potential appeals and other connected processes). Thereafter, that information will continue to be held as part of the historical record in accordance with the paragraphs above.

If you have any queries regarding this, and, in particular, if you believe that use and/or storage of any particular information would cause, or be likely to cause, substantial damage or distress to any individual, please contact Committee Services (committee.services@edinburgh.gov.uk).

Minutes

Transport and Environment Committee

10.00am, Thursday 14 October 2021

Present 14 October 2021

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Cameron (substituting for Councillor Child), Corbett, Key, Lang, McLellan (substituting for Councillor Hutchison), Miller, Smith, and Whyte.

1. Active Travel Measures – Travelling Safely Update

a) Deputation – SW20

Committee considered a deputation from SW20. The deputation advised that COVID-19 and the global climate crisis continued to impact local neighbourhoods, and that a sustainable and integrated transport system which supported Active Travel had been highlighted by public health leaders and politicians as a priority investment area. The deputation advised that national and local policies in relation to climate change, transport, air quality, placemaking and health increased promotion of Active Travel and the need to shift to more sustainable transport options. The deputation asked Committee to note this and hoped they would seek to promote innovative, place-based solutions and to invest in neighbourhoods.

b) Deputation – Living Streets Edinburgh

Committee considered a deputation from Living Streets Edinburgh. The deputation argued that pedestrians had to wait too long to cross the road, and that junctions and signal timings were designed around convenience of motor vehicles and not pedestrians. The deputation argued that this resulted in longer waiting times, danger for pedestrians, noise, and unpleasant conditions that discouraged walking. Committee was asked to agree a further report taking into consideration the points made within the deputation and to agree that a budget was a key part of the Active Travel programme.

c) Deputation – New Town and Broughton Community Council

Committee considered a deputation from New Town and Broughton Community Council. The deputation advised that there was a lack of engagement with Community Councils with regards to Active Travel measures, and that they could have provided useful input. Committee was asked to take their views into account and to provide a process for them to do so.

d) Deputation – South West Edinburgh in Motion

Committee considered a deputation from South West Edinburgh in Motion. The deputation argued they had collected significant data on local opinions about the Spaces for People schemes, that Lanark Road had been poorly invested in as it had not attracted any more cyclists, and CCTV cameras had been removed in the area.

The deputation also argued that the scheme did not benefit cyclists and that the transport hierarchy was not being followed. Committee was asked to listen to community opinion and to consider alternatives to the Lanark Road scheme.

e) Deputation – Edinburgh City Private Hire and Capital Cars

Committee considered a deputation from Edinburgh City Private Hire and Capital Cars. The deputation explained they felt that Private Hire Taxis were not given the same treatment as Black Cab Taxis, and that they thought Private Hire Taxis should be allowed to use the bus gates at the East End of Princes Street and at South David Street. The deputation asked Committee to change signage to allow all licenced vehicles in Edinburgh to use these bus gates.

e) Councillors with a Special Interest

In accordance with Standing Order 33.1, the Convener agreed to hear a presentation from Ward Councillor Neil Gardiner. Councillor Gardiner spoke of the coalition addendum, and explained the proposal could lead to wider proposals. Councillor Gardiner wanted to give his opinion on the addendum as a Councillor with a special interest in this item..

f) Report by the Executive Director of Place

Committee considered a report providing an update on the Travelling Safely programme, which included details of the engagement undertaken on the Lanark Road scheme, following a request from Council in June 2021. The report also included an update on Silverknowes Road (south section), on the school travel plan review and on bus priority measures.

Motion

- 1) To note the updates in the report, including details on existing measures.
- 2) To consider feedback received on the Lanark Road scheme and agreed the recommendations in paragraph 4.6 and in Appendix 2 of the report.
- 3) To note the options considered for Silverknowes Road (south section) and agreed to retain the scheme that was currently installed.
- 4) To note local community councils including Juniper Green/Baberton Mains, Currie and Balemo were seeking to bring forward active travel proposals in the Water of Leith Villages.
- 5) To request that Council Officers ensured any issues of safe access or connectivity to the Lanark Road infrastructure were progressed across existing work streams.
- 6) To recognise that the renewed proposals included significant additions such as a new signalised crossing at Kingsknowe Park.
- 7) To note the importance of ensuring that schemes reflected the strategic approach to active travel as defined in the City Mobility Plan, as well as reflecting the agreed transport hierarchy.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note the lack of progress to ETROs.
- 2) To note it was no longer legitimate to use TTROs promoted as an emergency response to lockdown as a means to maintain or extend temporary emergency measures when the measures bringing their necessity had passed. Any necessary full TROs for schemes that had general public support from the Council consultation to be prioritised to allow a permanent introduction as additions to the permanent Active Travel Programme with public consultation.
- 3) To agree to remove the TTRO scheme on Lanark Road in line with public consultation and residents' wishes and progress a full TRO for the introduction of permanent pedestrian crossings as necessary.
- 4) To agree to remove the TTRO scheme on Silverknowes Road and to consult residents to determine whether there was a solution that gained local support and could then be progressed through a full TRO process if necessary.
- 5) To agree to receive a further urgent report on resourcing levels within the Department for implementation of Active Travel Schemes and how these could be applied to get the permanent and agreed Active Travel Programme back on track in terms of timeline and budget.

- moved by Councillor Whyte, seconded by Councillor Smith

Amendment 2

To delete recommendation 1.1.2 and insert;

- 1) To note that, under standing order 30.1, the committee remained bound by the 24 June 2021 decision of the Council and therefore to note the updates provided in appendix 1 of the report.

To delete recommendation 1.1.3 and insert;

- 2) To note the content of the report relating to the Lanark Road scheme; to express significant concern over the issues which arose during the recent consultation and risk exposing any decision to proceed with an ETRO to challenge; to therefore agree not to proceed with an ETRO at this stage; instead to agree that officers should engage with relevant community groups with respect to the alternative proposals which were presented to the Longstone Community Council in August 2021; and to agree that the outcomes of these discussions be reported back to the November 2021 committee meeting.
- 3) To delete "retain the scheme as currently installed" in recommendation 1.1.4 and insert, "remove the current scheme and to instruct officers to return to committee with options to upgrade the path running between Silverknowes Road and Cramond Road South into a full cycleway, recognising this as a more pressing priority for improving cycle safety in Silverknowes.

- moved by Councillor Lang, seconded by Councillor Bird

In accordance with Standing Order 22(12), Paragraph 2 of Amendment 2 was accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion	-	7 votes
For amendment 1	-	3 votes
For amendment 2	-	1 votes

(For the motion: Councillors Bird, Cameron, Corbett, Doran, Key, Macinnes and Miller

For amendment 1: Councillors McLellan, Smith and Whyte

For amendment 2: Councillor Lang.)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the updates in the report, including details on existing measures
- 2) To consider feedback received on the Lanark Road scheme and agreed the recommendations in paragraph 4.6 and in Appendix 2 of the report.
- 3) To note the options considered for Silverknowes Road (south section) and agreed to retain the scheme that was currently installed.
- 4) To note local community councils including Juniper Green/Baberton Mains, Currie and Balemo were seeking to bring forward active travel proposals in the Water of Leith Villages.
- 5) To request that Council Officers ensured any issues of safe access or connectivity to the Lanark Road infrastructure were progressed across existing work streams.
- 6) To recognise that the renewed proposals included significant additions such as a new signalised crossing at Kingsknowe Park.
- 7) To note the importance of ensuring that schemes reflected the strategic approach to active travel as defined in the City Mobility Plan, as well as reflecting the agreed transport hierarchy.
- 8) To note that, under Standing Order 30.1, the Committee remained bound by the 24 June 2021 decision of the Council and therefore to note the updates provided in Appendix 1 of the report.

(Reference – Report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillor Key declared a non-financial interest in the above item as a member of the RAC.

2. Petition for Consideration: Resurfacing particularly noisy cobbled streets – Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue

A petition had been submitted calling on the Council to consider the resurfacing of particularly noisy cobbled streets in Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue.

The Committee heard the petitioner who had been invited to speak in support of his petition. The Committee also heard from Ward Councillors Osler and Mitchell who spoke in support of the petition and offered suggestions on how to resolve the issue.

A report by the Executive Director of Corporate Services outlined the background to the issues highlighted by the petition and asked members to consider the course of action.

Motion

- 1) To agree to request a report on the issues raised by the petitioner and the Committee.
- 2) To agree to take any other appropriate action, including noise monitoring being carried out in the area.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

To request a report on the issues raised by the petitioners and to instruct a traffic survey to determine average traffic speed on Comely Bank Avenue and to include the results in the report.

- moved by Councillor Whyte, seconded by Councillor Smith

Amendment 2

- 1) To agree that Officers should undertake new inspections of all three streets listed in the petition to determine what repairs were required.
- 2) To agree that separate traffic speed surveys should be undertaken on each street, with the petitioners consulted on the positioning of the speed monitoring equipment in each case.
- 3) To agree that the results of the inspection and monitoring be reported back to the 11 November 2021 meeting of the Committee.

- moved by Councillor Lang, seconded by Councillor Bird

Voting

The voting was as follows:

For the motion - 7 votes

For amendment 1 - 3 votes

For amendment 2 - 1 votes

(For the motion: Councillors Bird, Cameron, Corbett, Doran, Key, Macinnes and Miller

For amendment 1: Councillors McLellan, Smith and Whyte

For amendment 2: Councillor Lang.)

Decision

To approve the motion by Councillor Macinnes.

(Reference – report by the Executive Director of Place, submitted.)

3. Short Term Improvement at Portobello High Street/Inchview Terrace/Sir Harry Lauder Road Junction

a) Deputation – Spokes Party

Committee considered a deputation from Spokes Party. The deputation was concerned over the danger of HGVs and explained how dangerous the Sir Harry Lauder Road Junction was. The deputation went on to say that Option 1 was not acceptable, and that people were still losing their lives at the junction. The deputation argued that more had to be done for cyclists, and that medium-term improvements rather than short-term improvements should be considered.

b) Deputation – Portobello Community Council

Committee considered a deputation from Portobello Community Council. The deputation was concerned for the public's safety following two fatalities at the junction.. The deputation argued Option 1 was not suitable for a short-term remedy, and that Option 2 should be implemented instead. The deputation argued however that better options should have been provided, and that the medium-term solution should be implemented.

c) Deputation – Brightons and Rosefield Residents' Association

Committee considered a written deputation from Brightons and Rosefield Residents' Association. The deputation explained that option 2a would be the preferred option, and that they supported improvements at this junction. The deputation asked Committee to insert measures to discourage or prevent HGVs using the route and for signage to be installed so that the route did not become busier and more dangerous.

d) Report by the Executive Director of Place

Committee received an update on work undertaken to develop short term improvements to safety for vulnerable road users at the junction of Portobello High Street and Sir Harry Lauder Road and sought approval to proceed with the preferred option. The report also provided a brief update on proposals for the medium and longer – term improvement of the junction.

Motion

- 1) To note the work undertaken over the past year to develop and evaluate options for short term improvements to safety for vulnerable road users at the junction of Portobello High Street, Inchview Terrace and Sir Harry Lauder Road.
- 2) To approve the implementation of Option 2a, as described within the report.
- 3) To note that work had commenced on developing more substantive, medium term improvements for implementation within 18 months of the short-term changes, subject to the successful conclusion of the statutory process for any Traffic Orders required.

- 4) To note that longer term improvements would be considered as part of the citywide review of vulnerable road user safety at major junctions that was instructed by Committee on 12 November 2020.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 2

To replace recommendation 1.1.2 with;

To approve the implementation of Option 1, as described in the report.

- moved by Councillor McLellan, seconded by Councillor Whyte

Amendment 3

To insert an additional recommendation at 1.1;

- 1) To note with sadness that almost one year had passed since Heather Stronach was killed at this location on 3 November 2020, and over two years since Stuart Elliott was killed at this location on 13 March 2019.

To insert the additional text at recommendation 1.2;

- 2) and called for urgent implementation of this short term solution.

To insert additional recommendations 1.6 and 1.7;

- 3) To require that short, medium and long term improvements should be designed in line with the sustainable transport hierarchy.
- 4) To agree to receive regular business bulletin updates on works associated with improving cycle safety (in the context of the sustainable transport hierarchy) with reference to the short, medium and, long term plans at the junction.

- moved by Councillor Miller, seconded by Councillor Corbett

In accordance with Standing Order 22(12), Amendment 3 was accepted as an addendum to the motion.

Voting

The voting was as follows:

For the motion (as adjusted)	-	8 votes
For the Amendment	-	3 votes

(For the motion (as adjusted): Councillors Bird, Corbett, Doran, Key, Lang, Macinnes and Miller

For Amendment 2: Councillors McLellan, Smith and Whyte.)

Decision

To approve the following adjusted motion by Councillor Macinnes;

- 1) To note with sadness that almost one year has passed since Heather Stronach was killed at this location on 3 November 2020, and over two years since Stuart Elliott was killed at this location on 13 March 2019.

- 2) To note the work undertaken over the past year to develop and evaluate options for short term improvements to safely for vulnerable road users at the junction of Portobello High Street, Inchview Terrace and Sir Harry Lauder Road
- 3) To approve the implementation of Option 2a, as described within the report and calls for urgent implementation of this short-term solution.
- 4) To note that work had commenced on developing more substantive, medium term improvements for implementation within 18 months of the short-term changes, subject to the successful conclusion of the statutory process for any Traffic Orders required.
- 5) To note that longer term improvements would be considered as part of the citywide review of vulnerable road user safety at major junctions that was instructed by Committee on 12 November 2020.
- 6) To require that short, medium and long-term improvements should be designed in line with the sustainable transport hierarchy.
- 7) To agree to receive regular business bulletin updates on works associated with improving cycle safety (in the context of the sustainable transport hierarchy) with reference to the short, medium and, long term plans at the junction.

(Reference – report by the Executive Director of Place, submitted.)

4. Minutes

Decision

To approve the minute of the Transport and Environment Committee of 19 August 2021 as a correct record.

5. Transport and Environment Committee Work Programme

The Transport and Environment Committee Work Programme was presented.

Decision

To note the Work Programme.

(Reference – Work Programme, submitted.)

6. Transport and Environment Committee Rolling Actions Log

The Transport and Environment Committee Rolling Actions Log for April 2021 was presented.

Decision

- 1) To agree to close the following actions:

Action 8 – Strategic Review of Parking – Results of Area 1 Review and Corstorphine Consultation Results

Action 10 – Use of Street Lighting for Electric Vehicle Charging

Action 29(2) – Strategic Review of Parking – Results Phase 1 Consultation and General Update

Action 31 – Waste and Cleansing Services Performance Update

Action 34 – Motion by Councillor Rose – Pedestrian crossing in Bernard Terrace – Agenda – Transport and Environment Committee 28.01.21

Action 35 – Motion by Councillor Webber – EV Infrastructure – Agenda – Transport and Environment Committee 28.01.21

Action 37(3&8) – Future Provision of Public Conveniences - Signage

Action 41(10&11) – Future Provision of Public Conveniences

Action 42 – Motion by Councillor Webber – Proposed Changes to Roads in Juniper Green – Agenda – Transport and Environment Committee – 24.04.21

Action 43 – Transport and Environment Committee Business Bulletin

Action 44(1,2,3,4,7 and 9) – Potential Retention of Spaces for People Measures

- 2) To include the actions from the Green Amendment in the RAL that was referred from Council to Transport and Environment Committee on maintenance of cycle and foot paths
- 3) To engage with Edinburgh Buses on items 3 and 13.3 prior to the release of the bus timetables for next summer.
- 4) To otherwise note the outstanding actions.

(Reference – Rolling Actions Log, submitted.)

7. Transport and Environment Committee Business Bulletin

The Transport and Environment Committee Business Bulletin for October 2021 was presented.

Decision

- 1) To agree to add an addendum or change the online text of the Mobility Plan to reflect the clarifications that had been set out and to circulate these to Committee.
- 2) To acknowledge receipt of the photographs sent by Councillor Lang regarding the Newbridge Parking Restrictions and that officers would continue to work with local residents to resolve the issues raised.
- 3) To agree that officers would look at tightening links between the City Mobility Plan and the City Plan and would include an update in relevant reports.
- 4) To otherwise note the Business Bulletin.

(Reference – Business Bulletin, submitted.)

8. Active Travel Investment Programme Update

Committee considered a report which provided an update on the Travelling Safely programme.

The report included details of the engagement undertaken on the Lanark Road scheme, following a request from Council in June 2021. The report also provided an

update on Silverknowes Road (south section), on the school travel plan review and on bus priority measures.

Motion

- 1) To note the updates in the report, including details on the existing measures (as detailed in Appendix 1 of the report).
- 2) To approve the recommendations in Appendix 1 of the report.
- 3) To consider the feedback received on the Lanark Road scheme and to agree the recommendations in paragraph 4.6 and in Appendix 2 of the report.
- 4) To note the options considered for Silverknowes Road (south section) (as set out in Appendix 3 of the report) and to agree to retain the scheme as installed.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note with concern the considerable delays to the Active Travel programme and the consequent rising costs.
- 2) To note that the vast majority of the proposed programme was cycling based schemes and that very little was proposed to specifically assist pedestrians – the top of the Active Travel Hierarchy.
- 3) To note with concern that, despite officer and Administration promises of early action following the removal of Spaces for People measures on George IV Bridge, the Meadows to George St proposals were not now set to even begin construction until sometime in 2023/24 with no completion date indicated.
- 4) To agree to;
 - a. Investigate whether further pedestrian friendly measures could be added to the programme to assist safety and mobility – especially at areas of high footfall and recorded pedestrian injury accidents such as the Foot of the Walk.
 - b. Reprioritise work and funding to deliver a full solution at Arboreturn Place within early course and certainly by the end of 2022/23 financial year.
 - c. Reconsider a proper network of connections to existing cycle routes in the area rather than a duplicative route that failed to meet desire lines.
 - d. Bring forward plans for Meadows to George Street to begin consideration as soon as possible.
- 5) To further agree that a revised Active Travel Investment programme taking account of these issues was presented to Committee before the end of the 2021 calendar year.

- moved by Councillor Whyte, seconded by Councillor Smith

Amendment 2

To insert an additional recommendation:

- 1) To thank council officers for the detailed assessment and programming work, and to welcome delivery of wide-ranging active travel projects across Edinburgh, utilising significant external funding alongside capital investment from this council.

To add additional text to the end of recommendation 1.1.1 and to insert sub points below 1.1.1 as follows:

- 2) Subject to the following adjustments:
 - a) To note the map in Appendix 3 of the report showed some remaining active travel network gaps, and asked that the refreshed Active Travel Action Plan (ATAP) report described how the network could be joined up and any remaining gaps eliminated.
 - b) To note that the Active Travel Forum last met in 2019 and to request the restart of these meetings in order to facilitate engagement on the delivery of this investment programme and the refresh of the ATAP.
 - c) To note with regret the re-programmed later construction dates for some of the key projects, seeks clarification on whether these projects could be delivered earlier, and called for short term changes where possible in these locations (potentially exploring the use of experimental traffic orders) for example the junction at the King's Theatre in advance of the final Meadows to Union Canal project.
 - d) To welcome the "QuietRoute 5 – Holyrood Park" project, notes that provision of through routes to motorised vehicles via the private roads within Holyrood Park did not align with Edinburgh's transport strategies, and sought to continue working collaboratively with the park authorities to end motorised vehicle journeys through the park.
 - e) To add the "the Rutland spur" as a project and assess its priority within the programme.

- Moved by Councillor Miller, seconded by Councillor Corbett

In accordance with Standing Order 22(12) Amendment 2 was accepted as an addendum to the motion.

Voting

For the Motion (as adjusted)	- 7 votes
For Amendment 1	- 4 votes

(For the Motion (as adjusted) - Councillors Bird, Corbett, Doran, Key, Macinnes and Miller

For Amendment 1: Councillors Lang, McLellan, Smith and Whyte)

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the updates in the report, including details on the existing measures (as detailed in Appendix 1 of the report).
- 2) To approve the recommendations in Appendix 1 of the report.
- 3) To consider the feedback received on the Lanark Road scheme and to agree the recommendations in paragraph 4.6 and in Appendix 2 of the report.
- 4) To note the options considered for Silverknowes Road (south section) (as set out in Appendix 3 of the report) and to agree to retain the scheme as installed.

- 5) To thank council officers for the detailed assessment and programming work, and to welcome delivery of wide-ranging active travel projects across Edinburgh, utilising significant external funding alongside capital investment from this council.
- 6) To note the updates in the report, including details on the existing measures (as detailed in Appendix 1 of the report) subject to the following adjustments;
 - a. To note the map in Appendix 3 of the report showed some remaining active travel network gaps, and to asked that a refreshed Active Travel Plan (ATAP) report described how the network could be joined up and any remaining gaps eliminated.
 - b. To note that the Active Travel Forum last met in 2019 and to request the restart of these meetings in order to facilitate engagement on the delivery of this investment programme and the refresh of ATAP.
 - c. To note with regret the re-programmed later construction dates for some of the key projects, seeks clarification on whether these projects could be delivered earlier, and called for short term changes where possible in these locations (potentially exploring the use of experimental traffic orders) for example the junction at the King's Theatre in advance of the final Meadows to Union Canal project
 - d. To welcome the "QuietRoute 5 – Holyrood Park" project, noting with provision of through routes to motorised vehicles via the private roads within Holyrood Park did not align with Edinburgh's transport strategies, and sought to continue working collaboratively with the park authorities to end motorised vehicle journeys through the park
 - e. To add "the Ruthland spur" as a project and assess its priority within the programme.

(Reference – report by the Executive Director of Place, submitted.)

9. Woodhall Terrace – Proposed Changes to Roads in Juniper Green

Committee considered a report which sought approval to introduce 'No Entry' restrictions through the TRO process at the junction of Woodhall Terrace and Baberton Avenue.

The report also sought approval for construction of a continual footway crossing at Woodhall Terrace to help reduce intrusive motorised traffic and improved pedestrian crossing provision.

Decision

- 1) To note the work carried out by Juniper Green and Baberton Mains Community Council who supported these proposals.
- 2) To note that all Ward Councillors were supportive of these proposals.
- 3) To note the current cost estimate for the project was £9,000.00.
- 4) To approve the commencement of the Traffic Regulation Order (TRO) process to introduce 'No Entry' restrictions to Eastbound motorised vehicles.

- 5) To approve the additional works to improve crossing for pedestrians at Woodhall Terrace as detailed in Appendix 1 of the report.
- 6) To discharge the Motion agreed at the Transport and Environment Committee on 22 April 2021 regarding Proposed Changes in Juniper Green.

(References – Transport and Environment Committee, 22 April 2021 (item 2); report by the Executive Director of Place, submitted.)

10. Proposed Parking Controls – Allanfield, Allanfield Place and Dicksonfield

Committee considered a report that sought approval to start a legal Traffic Road Order (TRO) process to include the areas of Allanfield, Allanfield Place and Dicksonfield into Zone N1 to ensure consistency with parking controls across streets within the broader area.

The report made observations that Allanfield, Allanfield Place and Dicksonfield were residential streets located within the general boundary of Zone N1 of the Controlled Parking Zone (CPZ). Although these areas were located within Zone N1 of the CPZ, only limited sections of carriageway within Allanfield and Allanfield Place currently had parking restrictions in place, while Dicksonfield had no parking restrictions. The report advised that uncontrolled streets caused a situation that allowed unmanaged parking opportunities within the CPZ boundary.

Motion

To approve the commencement of the legal process required to add all publicly maintained areas of road within Allanfield, Allanfield Place and Dicksonfield to the N1 area of the Controlled Parking Zone and to approve the setting of charges as detailed in the report.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To agree to consult the residents of Allanfield, Allanfield Place and Dicksonfield on the proposal and not to commence the legal process to add the publicly maintained areas of the road within these streets to the N1 area of the Controlled Parking Zone.
- 2) To approve the setting of charges unless the residents were in favour of the proposal

- moved by Councillor Whyte, seconded by Councillor Smith

Vote

The voting was as follows:

For the Motion	-	8 votes
For the Amendment	-	3 votes

(For the Motion: Councillors Bird, Cameron, Corbett, Doran, Key, Lang, Macinnes and Miller)

For the Amendment: Councillors McLellan, Smith and Whyte)

Decision

To approve the motion by Councillor Macinnes.

(Reference – report by the Executive Director of Place, submitted.)

11. Future Provision of Public Conveniences Update

Committee considered a report providing an update on the actions agreed on 22 April 2021 by the Transport and Environment Committee on the immediate need for toilet facilities and future permanent provision in Edinburgh.

Decision

Motion

- 1) To note the update provided on the actions agreed by Committee in April 2021
- 2) To note the investment required to support the creation of new (or refurbished) facilities
- 3) To note the update on the removal of temporary toilets.
 - moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

- 1) To note the update provided on the actions agreed by Committee in April 2021
- 2) To note the investment required to support the creation of new (or refurbished) facilities
- 3) To note the update on the removal of temporary toilets and agree to receive a report in the first quarter of 2022 covering;
 - a. The costs of re-providing these facilities next summer
 - b. The options to secure the necessary funding to cover these costs, recognising the fact that the temporary provision had been funded by Scottish Government Covid-related funding.
 - moved by Councillor Lang, seconded by Councillor Bird

In accordance with Standing Order 22(12), the Amendment was accepted as an addendum to the motion.

Decision

To approve the following adjusted motion by Councillor Macinnes:

- 1) To note the update provided on the actions agreed by Committee in April 2021
- 2) To note the investment required to support the creation of new (or refurbished) facilities
- 3) To note the update on the removal of temporary toilets and agree to receive a report in the first quarter of 2022 covering;
 - a. The costs of re-providing these facilities next summer
 - b. The options to secure the necessary funding to cover these costs, recognising the fact that the temporary provision had been funded by Scottish Government Covid-related funding

(Reference – report by the Executive Director of Place, submitted.)

12. Union Canal Bicentenary

Committee considered a report outlining proposing funding for the Union Canal Bicentenary post.

2022 was the bicentenary of the Union Canal, and there was the opportunity to utilise this to celebrate the history of the Union Canal, to refresh the vision for its future, and accelerate landmark projects. The report asked Committee to consider the Council meeting 50% of the costs of the fixed-term post with the remit of progressing the programme, with Scottish Canals meeting the remaining costs.

Motion

- 1) To agree that the Council would work with Scottish Canals and other partners to take forward a programme of items around the bicentenary of the Union Canal.
- 2) To agree that the Council co-funded a fixed term-post with the remit of delivering the aforementioned programme.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

To add to the recommendations:

To agree that the views of canal-side residents should be reflected in any refreshing of the vision for the canal's future.

- moved by Councillor McLellan, seconded by Councillor Whyte

Voting

The voting was as follows:

For the Motion	-	8 votes
For Amendment	-	3 votes

(For the Motion: Councillors Bird, Cameron, Child, Corbett, Doran, Key, Lang, Macinnes and Miller.

For the Amendment: Councillors McLellan, Smith and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

(Reference – report by the Executive Director of Place, submitted.)

Declaration of Interests

Councillor Corbett declared a non-financial interest in the above item as City Canal Champion.

Councillor McLellan declared a non-financial interest in the above item as a Canal Side resident.

13. Edinburgh's Sustainable Rainwater Management Guidance

Committee considered a report proposing Edinburgh's Sustainable Rainwater Guidance, which would form part of the Edinburgh Design Guidance and Street Design Guidance. The report aimed to help achieve an objective of the Water Vision, and provided guidance to developers, designers and Council officers. The report also would help to explain proposed new City Plan 2030 policies on surface water management. Committee were asked to consider the report in line with Edinburgh's commitment to be net zero with emissions by 2030.

Motion

To approve the 'Edinburgh's Sustainable Rainwater Management Guidance and Factsheets' that would form part of Edinburgh design guidance.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment

To agree to refer the report to the Planning Committee for scrutiny and consideration with a final decision to be taken thereafter at the earliest Council meeting to allow the cross-cutting policy issues to be considered by all Councillors.

Voting

The voting was as follows:

For the Motion - 8 votes

For the Amendment - 3 votes

(For the motion; Councillors Bird, Cameron, Child, Corbett, Doran, Lang, Key, Macinnes and Miller

For the Amendment: McLellan, Smith and Whyte.)

Decision

To approve the motion by Councillor Macinnes.

(Reference – report by the Executive Director of Place, submitted.)

14. Internal Audit: Overdue Findings and Key Performance Indicators as at 11 August 2021 – referral report from the Governance, Risk and Best Value Committee

Committee considered a referral report from the Governance Risk and Best Value Committee. The report provided the Committee with information regarding a further three-month extension date was applied to all open IA findings, for Committee to note management commitment to implementation of the governance assurance model, ensuring appropriate ongoing focus on closure of all high rated findings, and all findings that were more than one year overdue.

Decision

To note the report.

(Reference – report by the Executive Director of Corporate Services, submitted.)

15. Place Services Internal Audit – Actions Update

Committee considered an update on progress management actions arising from the Internal Audits relating to services which fell into the remit of this Committee. The report sat alongside a referral report from the Governance Risk and Best Value Committee from 21 September 2021 on Internal Audit: Overdue Findings and Key Performance Indicators.

Decision

- 1) To note the progress made on recommendations made on Internal Audit actions relating to the services within the remit of this Committee
- 2) To recognise the complexities and issues which have delayed progress and led to revised implementation dates for some management actions
- 3) To note the audit actions which were agreed corporately, with services who sat within the remit of this Committee were working on
- 4) To provide an update on the next report at November Committee

(Reference – Report by the Executive Director of Place, submitted.)

16. Revenue Monitoring Update – 2021/22 Month Five Position

Committee considered an update on financial performance regarding revenue budgets; provisional 2020/21 out-turn and 2021/22 forecast for month five for the services within the remit of the Transport and Environment Committee.

Decision

- 1) To note that the overall Place revenue budget month five position for 2021/22 was a projected £1.592m overspend (excluding Covid-19 impact). Services within the remit of the Committee were forecasting an overspend of £0.404m
- 2) To note that General Fund Covid-19 costs of circa £12.57m, in addition to the pressure set out at 1.1.1, were forecast for the overall Place Directorate at month five with circa £8.630m relating to services within the remit of the Committee
- 3) To note that the Executive Director of Place was taking measures to address budget pressures and risks. Progress would be reported to Committee

(Reference – report by the Executive Director of Place, submitted.)

17. Motion by the Green Group – Zero Waste Hierarchy for Edinburgh World Heritage Sites

The following motion by Councillor Miller was submitted in terms of Standing Order 17:

“Committee:

- 1) Notes the UNESCO world heritage site status of the [Old and New Towns of Edinburgh](https://whc.unesco.org/en/list/728) [https://whc.unesco.org/en/list/728] and recognises the value of this designation;

- 2) Notes correspondence from residents in the New Town to the council raising concerns regarding the communal bin review project which will change arrangements for domestic waste in this area and in particular the effect on heritage;
- 3) Notes that a reduction in the volume of waste presented would require fewer and/or smaller bins as well as being environmentally beneficial;
- 4) Agrees that, in tandem with the communal bin review, residents should be supported and empowered to embrace the zero waste hierarchy in answer to their call for lower impact of waste on the world heritage site.”

-moved by Councillor Miller, seconded by Councillor Corbett

Amendment

- 1) To note the UNESCO world heritage site status of the [Old and New Towns of Edinburgh](https://whc.unesco.org/en/list/728) [https://whc.unesco.org/en/list/728] and recognises the value of this designation;
- 2) To note correspondence from residents in the New Town to the council raising concerns regarding the communal bin review project which will change arrangements for domestic waste in this area and in particular the effect on heritage;
- 3) To note concerns that the Communal Bin Enhancement plan appears to produce a significant increase in capacity for waste and recycling disposal but that it was impossible to assess the impact of proposed changes and therefore their impact on the World Heritage Site at the time the decision was made because no plans showing the number and location of bins were available, and that whether residents use gull proof sacks or communal bins there is overwhelming concern about adding more bins into the World Heritage Site
- 4) To note paragraph 3.10 of the Report on the purchasing of the corrals for the Communal Bins hubs to the Finance and Resources Committee it was stated that 2The approach to be taken in the World Heritage Site (part of phase four) will be subject to a further options appraisal, which will include consultation with Edinburgh World Heritage and engagement with residents
- 5) To note that the Scottish Government is due to make an announcement date for the introduction of the Deposit Return Scheme, ut given no TROs have been advertised for the World Heritage Site it is unlikely that bins could be placed much ahead of the introduction of the scheme which would significantly reduce the requirement for bins on the streets especially if the introduction of the DRS was accompanied by clear messaging about changed in waste collection and therefore to take into account the great significance of the World Heritage Site agrees:
 - i) To recognise that without having details of what is going to be put on the street the Council and Councillors cannot fully consider the impacts of the World Heritage Site
 - ii) To pause work on the introduction of bin hubs in the World Heritage Site until such time as there is an announcement on the start date for a DRS

iii) Once the start date for the DRS is announced review the bin capacity to determine whether there is still a requirement for additional bins in the World Heritage Site and bring a costed report back to Committee for determination – such costs to include the relative costs of collecting gull proof sacks and communal bins which the response to the FOI33356 is clear cannot currently be compared as the implementation plan for the communal bins has yet to be agreed

iv) A plan to demonstrate how the changes will improve the environment in the World Heritage Site

v) The outcome of further options appraisal and the engagement with other residents

- moved by Councillor Whyte, seconded by Councillor Smith

Voting

The voting was as follows:

For the Motion - 7 votes

For the Amendment - 4 votes

(For the motion; Councillors Bird, Cameron, Child, Corbett, Doran, Key, Macinnes and Miller

For the Amendment: Lang, McLellan, Smith and Whyte.)

Decision

To approve the motion by Councillor Miller.

This page is intentionally left blank

Minutes

Additional Transport and Environment Committee

1.30pm, Tuesday 26 October 2021

Present

Councillors Macinnes (Convener), Doran (Vice-Convener), Bird, Child, Corbett, Hutchison, Key, Lang, McLellan (substituting for Councillor Smith), Miller and Whyte.

1. Low Emissions Zone – Consultation and Development

a) Deputation – Corstorphine Community Council

A written deputation from Corstorphine Community Council was circulated and considered by the Committee.

The key points made by the deputation were:

- The elected representation of West Edinburgh – MP, MSP, City Councillors (irrespective of political party) and Community Councillors were unanimously opposed to an LEZ that did not extend to the West of the City.
- At a time when the City Council was soliciting resident support for its Net Zero 2030 Strategy it was incongruous to spurn one of the most heavily populated area, and this was before the significant house building that had commenced and was planned for the West.
- It would be a dereliction of duty to our residents if Corstorphine Community Council did not vigorously oppose the LEZ in its current iteration.

b) Report by the Executive Director of Place

Edinburgh, along with Aberdeen, Dundee and Glasgow, was empowered by the Scottish Government to implement a Low Emission Zone (LEZ) to protect public health and reduce harmful emissions from traffic. All four cities were following a timeline for implementation by May 2022, with enforcement commencing at the end of a 'grace period', the length of which was to be determined by each local authority.

The consultation on Edinburgh's proposed city centre LEZ scheme ('the scheme') was held over a period of 12 weeks and included statutory and non-statutory consultees. Analysis of the consultation feedback had been undertaken to inform whether any changes to the scheme's design should be made and how concerns regarding the scheme's impacts could be addressed.

Motion

- 1) To note that the Council had now concluded the statutory consultation on the proposed Low Emission Zone (LEZ) scheme and had also completed non statutory public consultation, as approved by Committee in June 2021.
- 2) To acknowledge that analysis and consideration of feedback from consultations had informed a review of the proposed LEZ scheme.
- 3) To note that, on consideration of the consultation feedback, no changes were proposed to the LEZ scheme but that concerns around impacts, such as vehicle displacement and financial implications would be addressed in the development of the Network Management Strategy and in raising awareness of support funds for vehicle adaptation.
- 4) To approve the LEZ scheme (as presented in June 2021) and to agree to proceed with the publication of the scheme for a period of 28-days in line with statutory requirements.
- 5) To approve further progress on the design and delivery of the scheme to meet the agreed implementation timeline.

- moved by Councillor Macinnes, seconded by Councillor Doran

Amendment 1

- 1) To note that the Council had now concluded the statutory consultation on the proposed Low Emission Zone (LEZ) scheme and had also completed non statutory public consultation, as approved by Committee in June 2021.
- 2) To consider that the proposed Low Emission Zone was poorly designed, expensive and would not meet its stated aim to improve air quality.
- 3) To agree that a study on likely patterns of traffic and pollution displacement should proceed the adoption of any scheme.
- 4) To regret that the consultation once again presented a fait accompli and once again did not incorporate any of the rich and varied consultation feedback into the final proposals.
- 5) To instruct officers to produce a report in 3 cycles on a range of options for consultation, to incorporate analysis of likely traffic and pollution displacement from each scheme, evidence-based analysis of likely reductions in air pollution levels to be achieved and consideration of how the proposed schemes could become self-financing.

- moved by Councillor Hutchison, seconded by Councillor Whyte

Amendment 2

- 1) To note that the Council had now concluded the statutory consultation on the proposed Low Emission Zone (LEZ) scheme and had also completed non statutory public consultation, as approved by Committee in June 2021.
- 2) To acknowledge that analysis and consideration of feedback from consultations had informed a review of the proposed LEZ scheme.
- 3) To note the absence of climate analysis in the report, and on consideration of the consultation feedback received regarding reduction of greenhouse gas

emissions, to agree to alter the LEZ scheme boundary and grace period and to clearly evidence to what extent the scheme would meet the legal requirement to achieve the objective set by the Transport (Scotland) Act 2019: *Contribute towards reduction of greenhouse gas emissions in fulfilment of Part 1 of the Climate Change (Scotland) Act 2009.*

- moved by Councillor Miller, seconded by Councillor Corbett

Amendment 3

- 1) To note that the Council had now concluded the statutory consultation on the proposed Low Emission Zone (LEZ) scheme and had also completed non statutory public consultation, as approved by Committee in June 2021.
- 2) To acknowledge that analysis and consideration of feedback from consultations had informed a review of the proposed LEZ scheme.
- 3) To note the findings of the Council's earlier 2019 Low Emission Zone (LEZ) consultation in which 78% of respondents supported the proposed city-wide LEZ applying to buses and coaches, with 81% support for the city-wide LEZ applying to HGVs, LGVs and vans, and support for a city wide LEZ was greater than that for a city centre only LEZ.
- 4) To note that the results of the 2019 consultation compared starkly to the 2021 consultation which showed the proposed city centre LEZ scheme had failed to attract even majority support amongst respondents.
- 5) To note the continued concern expressed by residents on the potential for traffic displacement to areas around a city centre zone, and that the air quality modelling forecasts increases in NOx concentration in a number of streets outside the LEZ boundary following the implementation of the proposed scheme.
- 6) To note the frustration expressed that, despite having unacceptably low levels of air quality, major streets like Queensferry Road and St John's Road were not covered by the low emission zone.
- 7) To believe that, after almost six years of work and another two years before restrictions were enforced, it was important to be ambitious in driving down pollution levels and improving air quality for all communities, not just those within the core city centre area.
- 8) To therefore agree not to approve the proposed scheme and to agree that officers should return to Committee in two cycles with plans for a city wide LEZ and the necessary statutory and non-statutory consultations which would be required.

- moved by Councillor Lang, seconded by Councillor Bird

Voting

The voting was as follows:

First Vote

The voting was as follows:

For the Motion	-	5 votes
For Amendment 1	-	3 votes

For Amendment 2 - 2 votes
For Amendment 3 - 1 votes

(For the Motion: Councillors Bird, Child, Doran, Key and Macinnes.

For Amendment 1: Councillors Hutchison, McLellan and Whyte.

For Amendment 2: Councillors Corbett and Miller.

For Amendment 3: Councillor Lang.)

There being no overall majority, Amendment 3 fell and a second vote was taken between the Motion and Amendments 1 and 2.

Voting

Second Vote

The voting was as follows:

For the Motion - 5 votes
For Amendment 1 - 3 votes
For Amendment 2 - 3 votes

(For the Motion: Councillors Bird, Child, Doran, Key and Macinnes.

For Amendment 1: Councillors Hutchison, McLellan and Whyte.

For Amendment 2: Councillor Booth, Corbett and Lang.)

In accordance with Standing Order 24.5, the Convener used her casting vote. Amendment 1 fell and a third vote was taken between the Motion and Amendment 2.

Voting

Third Vote

The voting was as follows:

For the Motion - 5 votes
For Amendment 2 - 6 votes

(For the Motion: Councillors Bird, Child, Doran, Key and Macinnes.

For Amendment 2: Councillors Corbett, Hutchison, Lang, McLellan, Miller and Whyte.)

Decision

To approve the amendment by Councillor Miller.

(Reference - report by the Executive Director of Place, submitted.)

Work Programme

Transport and Environment Committee

11 November 2021

	Title / description	Purpose/Reason	Executive/Routine	Directorate/Lead Officer	Expected Reporting Date
1.	Place Directorate – Financial Monitoring	Quarterly report		Executive Director of Place Lead Officer: Susan Hamilton 0131 469 3718 susan.hamilton@edinburgh.gov.uk	January 2022
2.	Waste and Cleansing Services Performance Update	Quarterly report		Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	March 2022
3.	Communal Bin Enhancement Update	Six-monthly report		Executive Director of Place Lead Officer: Andy Williams 0131 469 5660 andy.williams@edinburgh.gov.uk	January 2022
4.	Smarter Choices, Smarter Places Programme	Annual Report		Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	January 2022

Page 31

Agenda Item 5.1

5.	Transport Infrastructure Investment – Capital Delivery Priorities	Annual Report		Executive Director of Place Lead Officer: Cliff Hutt, Service Manager – Infrastructure 0131 469 3751 cliff.hutt@edinburgh.gov.uk	March 2022
6.	Public Utility Company Performance and Road Work Co-ordination	Annual Report		Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	November 2022
7.	Annual Update on Council Transport Arms Length Companies	Annual report		Executive Director of Place Lead Officer: Hannah Ross 0131 529 4810 hannah.ross@edinburgh.gov.uk	January 2022
8.	Decriminalised Traffic and Parking Enforcement Update	Annual Report		Executive Director of Place Lead Officer: Gavin Brown 0131 469 3823 gavin.brown@edinburgh.gov.uk	January 2022
9.	2020 Air Quality Annual Report	Annual Report		Executive Director of Place Lead Officer: 0131	January 2022

Transport and Environment Committee Upcoming Reports

Appendix 1

Report Title	Directorate	Lead Officer
27 January 2021		
Drainage	Place	?
Progress Report on the 'Vision for Water Management' and 'Edinburgh's Sustainable Rainwater Management Guidance'	Place	Julie Waldron
Scottish Water Presentation	Place	Gareth Barwell
Marchmont to Blackford TRO	Place	Bryan Mackie
Public Transport Priority Action Plan	Place	Daisy Narayanan
Corstorphine Connections ETRO process update	Place	Miles Wilkinson
Leith Connections TRO/ETRO process update	Place	Miles Wilkinson
Objections – Low Traffic Neighbourhood	Place	?
Petition for Elm Row	Place	Gavin Brown
St James Quarter – Growth Accelerator Progress	Place	David Coper

Strategic Review of Parking – Results Phase 1 Consultation and General Update	Place	?
---	-------	---

Rolling Actions Log

Transport and Environment Committee

14 October 2021

No	Date	Report Title	Action	Action Owner	Expected Completion date	Actual Completion Date	Comments
Page 35	17 January 2017	Transport for Edinburgh Strategic Plan 2017 – 2021 and Lothian Buses Plan 2017-2019	To approve Lothian Buses Business Plan 2017-2019 noting the areas for further work as set out in paragraph 3.20, and to request a progress report by Autumn 2017 on these matters.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	January 2022		The annual update on the Council's Transport ALEOs will be presented to Committee in January 2022.
2	9 March 2018	Special Uplifts Service	To agree that the Head of Place Management would confirm to members of the committee the area that had been procured for the pilot collection.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	By March 2022		This is included in the Waste and Cleansing procurement plan for 2021/22 and Elected Members will be updated when the pilot has been procured.

3	9 August 2018	Public Transport Priority Action Plan	To approve the recommendation of a desired spacing of 400 metres between bus stops and that existing corridors were reviewed to determine how this spacing could be achieved, whilst recognising equalities issues raised by this and that a full public consultation would be carried out on any proposed changes, with a consultation report returning to the Committee to seek approval for changes to bus stop locations.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	Summer 2022		
4	4 October 2018	Proposed Increase in Scale of Rollout and Amendment to Contract for On-Street Secure Cycle Parking	<ol style="list-style-type: none"> 1. Agrees to arrange a detailed briefing for those councillors who would like it on the details, including the financing, of the scheme as soon as possible. 2. Agrees to receive an update report once the scheme is established, and in no later than 12 months' time, which 	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2019 Spring/Summer 2022	December 2019	<p>Closed 1 October 2020</p> <p>This briefing was circulated December 2019.</p> <p>The roll-out has commenced. A report will be provided to committee once this has been</p>

			will examine potential changes to the scheme including the potential to price the scheme at less than the cost of a residents parking permit				operational for 12 months.
5	6 December 2018	Transport and Environment Committee Rolling Actions Log	To agree to circulate to members a brief update on the outcome of the liaison between the Head of Place Management and colleagues in Planning and Licensing with regards to ensuring regulations for flyposting are enforced	Chief Executive Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk	Autumn 2021		An update for members is currently being prepared.
6	6 December 2018	Transport Asset Management Plan (TAMP)	To agree that a description of a supplementary document on ensuring regular maintenance of these issues be included in the Business Bulletin update.	Executive Director of Place Lead Officer: Sean Gilchrist Sean.gilchrist@edinburgh.gov.uk	Summer 2022		See note below on item 48.
7	6 December 2018	Annual Air Quality Update	To agree that a revised NO2 Air Quality Action Plan should be presented to committee in August 2019	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinbur	Spring 2022		A Business Bulletin update is included in the papers for Committee on

				gh.gov.uk			17 June 2021.
8	5 March 2019	Electric Vehicle Business Case: Implementation Plan	Note that further progress reports will be submitted to Committee.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	March 2022		A programme update was included in the Business Bulletin for Committee on 14 October 2021. Previous update 22 April 2021
9	18 March 2019	Neighbourhood Environment Programme and Community Grants Fund (referral from the South East Locality Committee)	To agree that the Executive Director of Place would revisit the methodology used to allocate funding for each Locality from the carriageway and footpath capital budget for improvements to local roads and footpaths, consult with each political group, and report back to Committee with recommendations.	Executive Director of Place Lead Officer: David Wilson david.wilson@edinburgh.gov.uk	January 2022		
10	28 March 2019	Motion by Councillor Jim Campbell – Strategic Transport	To report back to the North West Locality Committee in one cycle setting out a strategic transport analysis	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	On-going		This action is being progressed with other activities in the area.

		Analysis North West Locality (referral from the North West Locality Committee)	of the North West Locality area.	gh.gov.uk			Engagement with the local Community Councils is planned to begin in late November 2021.
	20 June 2019	Public Transport Priority Action Plan Update	1. Recognises the unsatisfactory nature of the current report's conclusions and requests a further report focussing on further potential solutions for the A90 corridor within 2 cycles, subject to consultation with transport spokespeople and ward councillors.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinbur.gh.gov.uk	February 2020		Closed 1 October 2020 An update on the A90 was included in the Business Bulletin on 27 February 2020 .

			<p>3. Agrees that the development of a methodology for a bus stop rationalisation process, as described in the report. This will include consultation with both the City of Edinburgh Council Equalities Champion and appropriate external organisations including the access panel Edinburgh Access Panel and will be brought back to Committee for approval</p>		Summer 2022		
			<p>4. Notes that a consultation on amending bus lane operational hours will be held between September and October 2019 and agrees to receive a consultation report at the first TEC of 2020.</p>		October 2020	October 2020	<p>Closed 1 October 2020</p> <p>This was raised in the draft City Mobility Plan. The consultation results are included on the agenda for Committee on 1</p>

							October 2020.
12	20 June 2019	Presentation by Lothian Buses	To agree to circulate the Lothian Buses Driver's Guide and Conditions of Carriage documents to committee members, as soon as they become available.	Executive Director of Place Lead Officer: Vicki Baillie victoria.baillie@edinburgh.gov.uk	January 2022		These are currently being updated by Lothian Buses.
13	12 September 2019	Strategic Review of Parking – Review Results for Areas 4 and 5 and Proposed	1. Agrees that, in parallel with the programme set out in this report and to complete the strategic overview, further analysis should be commissioned of factors affecting the underlying demand for the volume and location of parking and how key plans such as the City Mobility Plan and City Plan 2030	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	January 2022		This action links to City Mobility Plan and City Plan 2030.

		Implementation Strategy	impact on that.				
			2. Committee does not yet agree with the Area 5 conclusion with respect to Davidson's Mains and therefore instructs officers to engage with the Davidson's Mains and Silverknowes Association and ward councillors on the possible introduction of priority parking further surveying of parking pressures within parts of the zone and to report back to the committee through the business bulletin within two cycles		January 2021		<u>Closed 29 January 2021</u> An update on Strategic Review of Parking was included on the agenda on 28 January 2021.

11 October 2019

[Evaluation of the 20mph Speed Limit Roll Out](#)

1. To note that consideration is being given to the potential for further extension of the 20mph network and that a report on this subject will be brought to first meeting of this Committee in 2020.

2. To note that a further report on the analysis of road casualties and vehicle speeds will be presented to this Committee in 2021, three years after completion of the final phase of the 20mph network.

Executive Director of Place
Lead Officer: Daisy Narayanan
daisy.narayanan@edinburgh.gov.uk

February 2020

27 February 2020

Closed 1 October 2020
This report was considered by Committee on [27 February 2020](#).

January 2022

An update on this will be prepared for Committee in January 2022

			3. To agree that the February 2020 report to Committee should provide a broader, clearer and more quantifiable set of criteria for the installation of additional physical traffic calming measures			27 February 2020	Closed 1 October 2020 This report was considered by Committee on 27 February 2020 .
Page 44 15	11 October 2019	Motion by Councillor Miller – Safe Cycle Journeys to School	1. To agree that Duddingston Road would be added to the forthcoming report on the review of cycle provision	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	November 2021		Recommended for closure This has been incorporated into the Travelling Safely programme
			2. To agree that a written update which would clearly set out how the deputation's concerns could be addressed would be circulated to the deputation, the committee and the local ward councillors.		January 2022	This is currently being prepared.	
16	5 December 2019	Transport and Environment	1. To agree to discuss development plans for the Lothianburn Park and	Executive Director of Place Lead Officer: Stuart Lowrie	October 2020		Closed 1 October 2020 These

	Committee Business Bulletin	Ride with planning officers.	Stuart.Lowrie@edinburgh.gov.uk			discussions are on-going
		2. To agree to a Business Bulletin update in six months on the progress of the Energy Efficient Street Lighting Programme.	Lead Officer: Alan Simpson Alan.Simpson@edinburgh.gov.uk	August 2020	August 2020	Closed 1 October 2020 A briefing note was circulated in August 2020.
		3. To agree to bring back an update to the Working in Partnership with Police Scotland with the inclusion of the outcome of discussions with Police Scotland on the lessons learned from the actions taken by the West Midland Police on Operation Close Pass.	Lead Officer: Stacey Monteith-Skelton Stacey.Monteith-Skelton@edinburgh.gov.uk	April 2021		Closed 22 April 2021 This was included in the Business Bulletin on 22 April 2021.
		4. To agree to engage with the strategic context around the solutions for dealing with wider parking pressures and to bring back an update on this in the Business Bulletin.	Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	December 2021		This links to City Mobility Plan and will be considered as part of this work.

			5. To agree to consider options for a simplified road signage guide for members of public. This would include notification that the removal or displacement of signage was an offence.	Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	April 2021		Closed 22 April 2021 This was provided in the Business Bulletin on 22 April 2021.
17	5 December 2019	Progress Update on Edinburgh St James' GAM Works	Agrees that a report be brought back to Committee providing the results of the consultation exercise and seeking approval to proceed with a preferred option for the Central Island.	Executive Director of Place Lead Officer: David Cooper david.cooper@edinburgh.gov.uk	Spring 2022		An update on this is included in the Business Bulletin on 22 April 2021 .
18	5 December 2019	Kirkliston and Queensferry Traffic and Active Travel Study	To agree to a Business Bulletin update in six months on the progress of the actions as agreed in the report.	Executive Director of Place Lead Officer: Dave Sinclair david.sinclair@edinburgh.gov.uk	Spring 2022		An update on the Kirkliston Signal Upgrade was included in the Business Bulletin on 14 October 2021 . A review of the active travel elements will follow the approval of the Active Travel Investment

							Programme (October 2021).
19	5 December 2019	Gilmore Place Driveway Parking Overhanging Footway – Response to Motion	Agrees an update report within the next 12 months, on the impact of activities outlined in the report, any further measures to address the issue, and implications for other streets facing similar pressures.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	January 2022		
Page 47 20	27 February 2020	Edinburgh Low Emission Zone - regulations and guidance consultation response and programme update	1. To agree that officers would provide an interim briefing partway through the development process and any questions would be sent to the Convener.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	June 2021		Closed 19 August 2021 This was reported to Committee in June 2021.
			2. To agree that Action Plan on air quality would be updated and to agree that details of the contents of the report would be embedded in the update.		Spring 2022		An update is included in the Business Bulletin for Committee on 17 June 2021.
21	27 February 2020	40mph Speed Limit Review	To agree to email Councillors when the TRO goes live.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	December 2021		Recommended for closure. This TRO is live until 19 November 2021

				gh.gov.uk			and all Councilors have been advised by email.
Page 48	22	1 October 2020	Business Bulletin	1.To agree that a briefing note would be provided with a timeline setting out when taxi ranks would be refreshed.	Executive Director of Place Lead Officer: Gavin Brown Gavin.Brown@edinburgh.gov.uk	April 2021	Closed 22 April 2021 This was updated in the Business Bulletin on 22 April 2021.
				2. To agree that officers would confirm if the Traffic Commissioner could look at commercial vehicles more widely with regard to the Low Emission Zone Scheme.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	June 2021	Closed 19 August 2021 This was reported to Committee in June 2021.
	23	12 November 2020	Waste and Cleansing Service Policy Assurance Statement	To agree that a report would come back to the Transport and Environment Committee when the policy was in place to assess whether the regime would require further adjustment to ensure there was some contribution to the service that was being provided.	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	November 2021	Recommended for closure. The annual review of Waste and Cleansing Policies is included on the agenda for Committee on 11 November 2021.

24	12 November 2020	Motion by Councillor Miller – Cyclist Fatality Agenda – Transport and Environment Committee – 12.11.20	<p>Sends sincere condolences to the family and friends of the cyclist killed in a collision at the A199 / A1140 junction on 2 November.</p> <p>Recognises that this is the second fatality of a cyclist at this junction within two years.</p> <p>Asks officers to review the provision of safe routes for people travelling by bike through this junction.</p>	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	March 2023		<p>An update on short term measures was considered by Committee on 14 October 2021.</p> <p>Previous update to Committee on 22 April 2021.</p>
Page 5 49	28 January 2021	Spaces for People Update - January 2021	1) To agree that the Local Transport and Environment Manager would discuss with officers and developers to further explore what was possible regarding the footpath widening at the West End of Princes Street.	Executive Director of Place Lead Officer: Dave Sinclair david.sinclair@edinburgh.gov.uk	April 2021		<p>Closed 22 April 2021</p> <p>The overhead narrow hoarding at this location has now been removed and grater space is available for safer pedestrian movement over this limited restriction.</p>
			2) To agree that officers would note the comments raised by the deputations				Funding for measures to have a positive

			<p>and explore the issues raised regarding the issues of mobility and the issue of dropped kerbs</p>				<p>impact on walking, wheeling and cycling (e.g. dropped kerbs) was included in the Active Travel Investment Programme approved by Committee on 14 October 2021.</p>
			<p>3) Officers are asked to consider ways in which Silverknowes Road designs could take account of the desire for a direct and intuitive route</p>				<p>Closed 22 April 2021</p> <p>As discussed at Committee in January 2021, unfortunately, there is not adequate road width available over the southern section of Silverknowes Road to introduce protected cycle lanes.</p> <p>The new route on Silverknowes</p>

							Place is only 100m longer and directs less able cyclists to a safer Zebra crossing point, avoiding the roundabout. Confident cyclists can still use the main road if appropriate.
26 Page 51	28 January 2021	Strategic Review of Parking – Results Phase 1 Consultation and General Update	1) To request that officers explore the issue of a key workers permit and report back to Committee with a written response.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	November 2021		An update on this is included in a report to Committee on 11 November 2021.
			2) Agrees that prior to TROs being issued for feedback, relevant ward councillors will be issued with detailed plans of changes in the phase 1 areas for comment and review.		November 2021		Closed 14 October 2021 This has now been completed.
			3) Agrees to introduce garage permits as set out in para 4.30, with monitoring		June 2023		

			and feedback from businesses and residents in these locations reported back to committee in 18 months of implementation within any update report on the strategic review of parking				
27	28 January 2021	Trial Closure of Brunstane Road and Associated Measures to Mitigate intrusive Traffic in the Coillesdene Area	1) To agree that specific monitoring of Coillesdene Avenue would take into consideration the retirement home.	Executive Director of Place Lead Officer: Cliff Hutt cliff.hutt@edinburgh.gov.uk	June 2021		Closed 17 June 2021 The December 2020 traffic survey on Coillesdene Avenue was undertaken between Milton Drive and Coillesdene Gardens. This gave a good indication of traffic speed issues near to the retirement home. The current survey shows that the average speed is slightly below the 20mph

							speed limit on Coillesdene Avenue, with the 85th percentile speed around 25mph. Future traffic counts for the scheme will continue to include Coillesdene Avenue.
			2) To agree that parking measures would be considered on Brighton Place.		November 2021		Recommended for closure An update on the traffic monitoring carried out is included in a report to Committee on 11 November 2021 on the Brunstane Road Closure (ETRO Progress Update)
28	28 January 2021	Trams to Newhaven: Commencement of Statutory	To note that traffic modelling and counting was used to understand what saturation was expected at	Executive Director of Place Lead Officer: Hannah Ross hannah.ross@edinburgh.g	August 2021		Closed 19 August 2021 A report on the

		Procedures for Traffic Regulation Order	the junction and that data would be provided for bikes if they were available.	ov.uk			Trams to Newhaven statutory processes is included on the agenda for Committee in August 2021.
29	28 January 2021	2020 Air Quality Annual Progress Report	<p>1) Calls for an update to committee within two cycles outlining:</p> <p>1 - Estimates of the impact for actions that have not yet been quantified, and an estimate of when these actions will result in the air quality targets being achieved</p> <p>2 - Options of additional actions that would deliver clean air for committee to consider</p> <p>3 - Resource requirements within the council to deliver the actions and to write a new plan as previously agreed by committee</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	January 2022		An update is included in the Business Bulletin on 17 June 2021
			2) To agree to contact bus operators in Edinburgh to suggest they discuss with		June 2021		<p>Closed 17 June 2021</p> <p>A report on the</p>

			Lothian Buses about the way they are trialling the use of electric buses to explore if there are similar commercial opportunities.				Low Emission Zone Preferred Scheme was included on the agenda for Committee on 17 June 2021.
30	19 February 2021	City Mobility Plan	1) Asks that Officers liaise with Transport Scotland and Network Rail, and report to Committee within 2 cycles on the possibilities surrounding the South Suburban Line being considered for use.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	June 2021		Closed 17 June 2021 This information was included in the Business Bulletin on June 2021.
			2) Calls for officers to reflect development of national transport strategy and priorities at the first major review of the City Mobility Plan		June 2022		
31	22 April 2021	Business Bulletin	1) To agree that the Head of Place Management would assess whether a report could be brought to the next meeting of the Transport and Environment Committee on the Cammo Road Trial Closure.	Executive Director of Place Lead Officer: Gareth Barwell gareth.barwell@edinburgh.gov.uk	June 2021		Closed 17 June 2021 Report included on the agenda for Committee on 17 June 2021

			2) To agree to provide a briefing note how on well the Council are to undertake the climate risk assessment.	Executive Director of Place Lead Officer: Gareth Barwell gareth.barwell@edinburgh.gov.uk	Autumn 2021		This is currently being progressed
			3) To agree to provide a briefing note detailing discussions that have taken place with other Local Authorities on the bus partnership fund.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	August 2021		Closed 14 October 2021 This briefing note was circulated in August 2021.
			4) To agree to provide a briefing note providing further details on the George Street and First New Town (GNT) Public Realm Project.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	August 2021		Closed 19 August 2021 An update report on this is included on the agenda for Committee in August 2021.
			5) To agree to brief ward members and relevant stakeholders on the outcomes of the results of the junction turning counts, pedestrian counts and speed counts at the Liberton Brae and Kirk Brae junction.	Executive Director of Place Lead Officer: Gavin Brown Gavin.brown@edinburgh.gov.uk	October 2021		This information will be circulated to Elected Members by the end of October 2021.

6) To agree to clarify whether the online reporting of close passes was a legislative matter or a matter of funding

Executive Director of Place
Lead Officer: Daisy Narayanan
daisy.narayanan@edinburgh.gov.uk

November 2021

Recommended for closure

The Safety Camera Partnership can report speeding offences to the Procurator Fiscal and the evidence required for this has been agreed. Other incidents can be reported by the Partnership to Police Scotland but need the same standard of evidence and the offences would then be investigated and reported to the Procurator Fiscal by either Divisional Police or Road Policing officers, as there is not an agreement on this to come

						<p>directly from the partnership.</p> <p>Therefore, it is a legislative reason why close passes are not progressed in this way, as the arrangement between Police Scotland and the Partnership does not cover this.</p>
			<p>7) To agree to refer to grit bins in the forthcoming report of the Transport and Environment Committee in June 2021.</p>	<p>Executive Director of Place Lead Officer: Cliff Hutt Cliff.hutt@edinburgh.gov.uk</p>	<p>June 2021</p>	<p>Closed 17 June 2021</p> <p>This was included in the Winter Weather report on 17 June 2021.</p>
			<p>8) To agree to provide an update report on the Roseburn to Union Canal project.</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	<p>October 2021</p>	<p>Closed 14 October 2021</p> <p>An update was included in the Business Bulletin for Committee on 14 October 2021.</p>

32	22 April 2021	Delivery of the Road Safety Improvements Programme	Agrees that a status update on the speed reduction measures delivered under 4.11 should be provided by way of a members' briefing within the next six months.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	January 2022		
33	22 April 2021	Wardie Bay and Beach - Response to Motion	Agrees that officers should engage with the community, local ward Councillors, and landowners to set up a management agreement, lease, or similar agreement enabling the Council to take on responsibility for the management and development required to support the bathing designation of Wardie Bay. The outcome of these discussions should be reported back to Committee within three cycles	Executive Director of Place Lead Officer: Steven Cuthill steven.cuthill@edinburgh.gov.uk	Spring 2022		An update on this is included in the Business Bulletin for Committee on 14 November 2021.
34	22 April 2021	Communal Bin Review Update	1) A clear expectation from Committee that the engagement that has been asked for is undertaken as rapidly as possible. That the information is put out as quickly as possible to allow a degree of feedback into that across all the	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	December 2021		Engagement is underway. A briefing note will be circulated to members of this Committee.

		<p>Community Councils referenced incorporating the New Town and Broughton Community Council. To look at some kind of augmentation with the communication plan that was already planned. To make clear that there was limited time, Committee expects residents to have an opportunity to feedback directly in to the service and if there were any requirements for change after that period of engagement that the service would move to explain what it can accommodate and what it cannot accommodate. A reference would be made back to committee on the outcome of that engagement.</p>				
		<p>2) Note the intention to review 'Bring Sites' and agrees that any proposal to remove specific bring sites should be subject to a</p>	<p>Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk</p>	<p>Summer / Autumn 2022</p>		

			decision by the committee				
35	22 April 2021	Future Provision of Public Conveniences	<p>1) Refers the decision to Full Council to agree an additional £450k of additional resources from COVID funds for additional temporary public toilets, meeting accessibility needs, in premier parks that require additional facilities, including the meadows, and other locations where people will congregate in large numbers over the summer months, including Portobello, with the understanding that if the Full Council Meeting of the 29 April 2021 does not go ahead, authority would be delegated to the Chief Executive to approve an additional £450k of additional resources from COVID funds for additional temporary public toilets.</p>	<p>Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk</p>	April 2021		<p>Closed 17 June 2021</p> <p>This report was referred to Council in April 2021.</p>
			<p>2) Requests the Director of Place identifies locations from the list set out in Appendix 1 of the report where the provision of</p>	<p>Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk</p>	May 2021		<p>Closed 17 June 2021</p> <p>This action was completed in</p>

			<p>temporary toilets throughout the summer would be beneficial to managing the impact of increased footfall.</p> <p>Delegates the decision on the final list of locations to the Director of Place in consultation with Group Leaders.</p>	.gov.uk			May 2021.
			<p>3) Further notes that there are a number of significant community projects already underway in Colinton, but agrees to engage with the local community to understand if a community asset transfer of Colinton's public toilets could be used as a vehicle for improving provision, as set out in 4.20. Agrees to retain the Colinton Public Convenience throughout the process of local engagement and the development of any other alternative plans as part of the ongoing public conveniences strategy.</p>	<p>Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk</p>	October 2021		<p>Closed 17 June 2021</p> <p>Meeting held on 4 June with Ward Councillors and community representatives. The outcome will be reported to Committee in October 2021</p>
			<p>4) Agrees to look at options for opening the currently</p>	Executive Director of Place	May 2021		Closed 17 June

			closed public toilets as outlined in paragraph 4.30 as soon as practicable, and consistent with public health advice.	Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk			2021 Five toilets reopened on 1 June 2021. The remainder will be open by the end of June 2021.
			5) Agrees to support Pentlands Hills Regional Park in its aim to install toilet facilities for Spring/Summer 2021.	Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk	June 2021		Closed 17 June 2021 Temporary toilets to be installed w/c 14 June 2021 at Harlaw, Bonaly and Thriepmuir
			6) Agrees to extend opening hours in peak footfall locations as necessary – for example, at the Meadows and Bruntsfield Links and at Portobello.	Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk	June 2021		Closed 17 June 2021 The opening hours of these facilities was extended on 1 June 2021.
			7) Agrees to provide enhanced signage as necessary to direct people to available facilities.	Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk	Summer 2021		Closed 19 August 2021 Enhanced signage is now in place.

			<p>8) Agrees that additional temporary toilet facilities be placed at a central location on the Meadows on an urgent basis, to be available during periods of high demand and for as long as necessary;</p>	<p>Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk</p>	June 2021		<p>Closed 17 June 2021 Temporary toilets to be installed in central location in the Meadows on 15 June 2021</p>
			<p>9) Requests consideration of a permanent centrally-located toilet facility on the Meadows in addition to current provision, to address high and seasonal footfall in this location; and agrees to keep under review seasonal and high-demand capacity for Meadows and Bruntsfield Links.</p>	<p>Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk</p>	June 2021		<p>Closed 17 June 2021 Temporary toilets to be installed in central location in the Meadows on 15 June 2021</p>
			<p>10) Requests a review of options for other high footfall country parks and LNRs such as Hermitage of Braid and Blackford Hill.</p>	<p>Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk</p>	October 2021		<p>Closed 14 October 2021 This was included in a report on the future of public conveniences at Committee on 14 October</p>

						2021.	
			<p>11) Notes the estimated investment required to create new or refurbish public conveniences; and accelerates exploration of commercial and community partnerships to deliver facilities based on a concessions model, reporting back to Committee within two cycles (noting this approach has already been taken for a combined café and public conveniences at Joppa)</p>	<p>Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk</p>	October 2021		<p>Closed 14 October 2021</p> <p>This was included in a report on the future of public conveniences at Committee on 14 October 2021.</p>
			<p>12) When the public toilets were closed at Haymarket to facilitate the delivery of the Haymarket development the sale was conditional on re-provisioning these facilities within the development and were detailed on the original planning permission; notes that the current planning permission does not show public toilets provided and instructs officers to investigate</p>	<p>Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk</p>	January 2022		<p>This is still being investigated and will be reported to Committee.</p>

			whether this burden was not transferred in subsequent sales and report back to Committee with their findings.				
			13) To agree to engage with all relevant stakeholders regarding the provision of toilets at Leith Links.	Executive Director of Place Lead Officer: Gareth Barwell Gareth.barwell@edinburgh.gov.uk			Closed 17 June 2021 Leith Links is to be a pilot in the Thriving Greenspaces project whereby a masterplan, including provision of toilets, will be devised in conjunction with local community
36	17 June 2021	Potential Retention of Spaces for People Measures	1) Asks officers to engage with Lanark Road local residents and the Community Council to achieve cycle speed mitigation measures as well as to reconsider parking provision where parking spaces sit outside protected cycle lanes, with a view to mitigating potential conflict and safety	Executive Director of Place Lead Officer: Dave Sinclair dave.sinclair@edinburgh.gov.uk	October 2021		Closed 14 October 2021 This was included in the Active Travel Measures – Travelling Safely report for Committee on 14 October 2021.

			concerns as soon as practicable on the ground – and that these measures are reported to Transport and Environment Committee in September.			
			2) Asks in addition that consideration should also be given to measures to reduce conflict for all Water of Leith path users and to improve winter travelling conditions in this location. Ask officers to re-examine the Lanark Road scheme and bring a report to Transport and Environment Committee in September with cross-modal counter data to demonstrate usage for a final decision on removal of the temporary scheme or use of an ETRO, while retaining the 30mph speed limit.		October 2021	Closed 14 October 2021 This was included in the Active Travel Measures – Travelling Safely report for Committee on 14 October 2021.
			3) Ask officers to further engage with the local residents and community representatives ahead of an ETRO to further address resident parking pressure		October 2021	Closed 14 October 2021 This was included in the Active Travel Measures –

			along the Longstone Corridor.			Travelling Safely report for Committee on 14 October 2021.
			4) Bring a report to the September Transport and Environment Committee on options for modifications to Silverknowes Road South, including possible removal of the scheme.		October 2021	Closed 14 October 2021 This was included in the Active Travel Measures – Travelling Safely report for Committee on 14 October 2021.
			5) Bring a report to the August Transport and Environment Committee on options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents.		November 2021	Recommended for closure A report is included on the agenda for Committee on 11 November 2021.
			6) Bring a report to the August Transport and Environment Committee on options for modifications to Drum Brae North based on		August 2021	Closed 19 August 2021 This is included in a report to Committee in

			the concerns expressed through the public engagement.			August 2021.
			7) Bring a report to the September Transport and Environment Committee on options for retaining Forrest Road and George IV Bridge, based on the support identified in the consultation, until the permanent scheme can be implemented- including options to accelerate the delivery of those schemes.		August 2021	Closed 14 October 2021 This was included in the Travelling Safely report for Transport and Environment Committee in August 2021 .
			8) Bring a report to the August Transport and Environment Committee on Braid Road, with options for the reopening of the road in both directions, including analysis of impacts on traffic levels, resident connectivity and vulnerable road users walking, wheeling and cycling.		November 2021	Recommended for closure A report is included on the agenda for Committee on 11 November 2021.
			9) Improve signage at West Harbour Road/West Shore Road to more clearly inform motorists of the closure and		October 2021	Closed 14 October 2021 Additional signage has

			increase disabled parking bays at the closed point to improve disabled access.				been introduced at the West Harbour Road and Waterfront Avenue junction. Additional disabled bays will be included as part of the ETRO proposal
			10) Requests that detail of the ongoing liaison with Transport Scotland on the duration of these measures be reported back to Committee each cycle to validate the need for the retention of the Spaces for People measures				Officers continue to be in dialogue with Transport Scotland throughout the Pandemic. Following the most recent statement from the First Minister, officers will continue to progress Committee decisions and consider any further information provided by Transport Scotland.
37	17 June 2021	Petitions for consideration -	To agree that a report on the issues raised by the petitioner and by the	Executive Director of Place Lead Officer: Gavin Brown	January 2022		

		Pedestrianise Elm Row	Committee would be brought back to Committee.	gavin.brown@edinburgh.gov.uk			
38	17 June 2021	Winter Maintenance Review - 2020/21	To agree that officers would work with members of TEC on the content of the generic letter that will be sent to developers on winter maintenance.	Executive Director of Place Lead Officer: Cliff Hutt cliff.hutt@edinburgh.gov.uk	November 2021		Recommended for closure This action is now complete.
39	17 June 2021	A71 Dalmahoy Junction Improvements	To continue the report to a future meeting of TEC to allow for further engagement with local community groups and organisations.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	November 2021		Recommended for closure A report is included on the agenda for Committee on 11 November 2021.
40	17 June 2021	City Centre West to East Cycle Link and Street Improvements Project - Proposed design changes and Statutory Orders Update	1) To agree that a briefing would be given to members on value engineering and the parking issues on Melville Crescent and Melville Street before the summer recess and that any issues not covered by the briefing would be raised by members to officers.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	August 2021		Closed 19 August 2021 A briefing note was circulated to Committee in August 2021.
			2) Notes the progress to date on the Walker Street		Summer		It is proposed to report back to

			to Rutland Square spur, and instructs officers to progress towards implementation as a standalone scheme as part of the review of the Active Travel Programme		2022		Committee on this project as part of a review of active travel investment to be conducted as part of, or following, the adoption of a new Active Travel Action Plan in the summer of 2022
41 Page 72	17 June 2021	Cammo Road – Trial Vehicle Prohibition (Road Closure) –	Agree that outline designs are developed and promoted as an Experimental Traffic Regulation Order (ETRO) for the trial vehicle prohibition on Cammo Road with a view to commencement by the end of 2021.	Executive Director of Place Lead Officer: Dave Sinclair dave.sinclair@edinburgh.gov.uk	December 2021		
42	17 June 2021	Funding Third Sector Delivery Partner: Changeworks Resources for Life	1) To agree officers would share the KPIs with members of the Committee. 2) To agree that a Business Bulletin item would be brought back on a pilot to	Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk	March 2022 March 2022		

			support reusing items rather than throwing them out.			
43	17 June 2021	Motion by Councillor Miller - Vision Zero Agenda – Transport and Environment Committee – 27.06.21	<p>1) Notes that there have been 74 fatalities and 1,433 serious injuries within this authority area due to collisions during the last decade</p> <p>2) Notes the decision agreed unanimously at a meeting of full council on 25 August 2020:</p> <p>“requests that all reasonable action is taken to continue to improve road safety for cyclists including that a new Edinburgh 'Vision Zero' Road Safety Plan - which aims that 'all users are safe from the risk of being killed or seriously injured' on the City's roads - is developed to replace the existing plan and is reported to the Transport & Environment Committee.</p> <p>3)Recognises that there should be a two-step</p>	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	January 2022	An update on this is included in the Business Bulletin on 11 November 2021.

			<p>process to creating a new Vision Zero Road Safety Plan for Edinburgh and requests that officers return to the November Transport and Environment Committee with an updated draft plan or overview following partnership working with stakeholders and elected members. This to be followed by the finalised Road Safety Plan in spring 2022.</p> <p>4) Welcomes the opportunity that this process will give to reaffirm Edinburgh's commitment to making our roads a safer environment for all those who use them, irrespective of how they get around our city.</p>				
44	19 August 2021	Active Travel Measures - Travelling Safely (Formerly Spaces for People)	1) To ask officers to provide an update to members on the 'drop-kerb' reporting process.	Executive Director of Place Lead Officer: Dave Sinclair david.sinclair@edinburgh.gov.uk	November 2021		A new online reporting form has been developed and will be published shortly. While this is

						outstanding, requests can be submitted to roadsoperations@edinburgh.gov.uk .
			2) To ask for a briefing to Transport spokespersons and Councillor Cameron on actions being taken on regard to cycle training		November 2021	This is being progressed at present.
			3) To provide more detail to members on the risk assessment which was carried out for the Drum Brae North Scheme.		November 2021	The Design Risk Assessment and Road Safety Audit undertaken following implementation will be shared with Committee shortly.
			4) To ask officers to discuss with Cllr Corbett concerns regarding the clarity of the Canonmills Road layout configuration and to involve Better Broughton in any discussions.		November 2021	Recommended for closure This action is now complete.

			5) To ask officers to look at accelerating the permanent crossing at Seafield Road East and Fillyside into 2022.		November 2021		Recommended for closure This was reviewed as part of the Active Travel Investment Programme review (reported to Committee on 14 October 2021) and this concluded that design and construction would be completed in 2022/23.
45	19 August 2021	George Street and First New Town - Final Concept Design and Operational Plan Update	To agree that details of the consultants who had been engaged by the Council would be shared with members.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk	November 2021		This action is currently being reviewed to ensure it was completed.
46	19 August 2021	Emergency Motion by Councillor Macinnes – Spaces for People – internal Audit	The Transport and Environment Committee : Welcomes the contents of the Internal Audit report to the Governance, Risk and Best Value Committee earlier this month which	Executive Director of Place Leader Officer: Dave Sinclair (david.sinclair@edinburgh.gov.uk)	November 2021		Recommended for closure A report on this is included on the agenda for Committee on 11 November

comments on the Spaces for People initiative and notes the 'red' rating given indicating that there is significant improvement required.

Notes the comments of Internal Audit that recognises the difficulties faced in implementing these emergency measures during the pandemic.

Notes the identification of some significant and moderate control weaknesses in both the design and documentation of controls established to support identification and prioritisation of SfP proposals; project management and governance; and financial and budget management.

Notes the clear guidance offered by the Internal Audit report on steps required to resolve these issues

Notes that the Internal Audit recognises that management action has

2021.

			<p>already taken place to identify where improvement was required and that implementation of appropriate changes has already been undertaken to address these issues.</p> <p>Agrees that findings must continue to be addressed effectively by senior management before the end of this administration and that an improved future outcome should be expected by elected members.</p> <p>Requests a report to the November Transport and Environment Committee which outlines in detail those management responses and what lessons can be learned going forward for future implementation.</p>				
47	19 August 2021	Emergency motion by Councillor Macinnes – Edinburgh Cycle Hire Scheme	<p>Committee:</p> <p>Notes with great regret that the Edinburgh Bike Hire Scheme will close from September 17 at the end of the contract with Serco</p>	<p>Executive Director of Place Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk</p>	November 2021		<p>Recommended for closure</p> <p>A report on this is included on the agenda for Committee on</p>

through Transport for Edinburgh.

Notes that this will be an unwelcome development for many regular users of the scheme.

Notes that, despite this being created originally as a scheme with no local authority funding expectations, a budget allocation of £1.8m was made to help sustain the bike hire scheme and that further external funding was also secured to help overcome operational issues.

Recognises that a successful bike hire scheme in this city is a welcome addition to sustainable transport options for residents and visitors, encouraging more people to enjoy the benefits of fast, sustainable journeys by bike.

Requests a report to the November Transport and Environment Committee

11 November 2021.

			outlining options for new possible schemes which can deliver those benefits to as many people as possible.				
48	14 October 2021	Rolling Actions Log Council Minutes 15 October 2020	<p>1) To include the actions from the Green Amendment in the RAL that was referred from Council to Transport and Environment Committee on maintenance of cycle and foot paths (see below, motion by Cllr Webber approved with Green Amendment at Council on 15 October 2020):</p> <p>'To therefore agree that council officers would consult with key stakeholders such as Lothian Buses, the Edinburgh Access Panel, Sustrans, Spokes and Living Streets and would present a draft maintenance plan for the council's footpaths, off-road paths and on-street cycle lanes to</p>	<p>Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk</p>	Summer 2022		<p>A report outlining the inspection regime for routes and all physical assets associated with them was approved by Transport and Environment Committee on 12 September 2019. There may be ongoing issues relating to the adoption of some off road paths and these are being addressed by the Roads and Transport Infrastructure team.</p> <p>The Parks and Greenspace</p>

			<p>Transport and Environment Committee within two cycles; this plan to include, but not be limited to, the following:</p> <p>a) an inspection regime for routes and all physical assets associated with them, including structures, drainage, signage, interpretation panels, benches, access barriers and any artwork, and including any trees or other vegetation in the immediate vicinity of the path;</p> <p>b) a timetable for proactive winter gritting and autumn leaf sweeping;</p> <p>c) a timetable for proactive vegetation management, including verges and any overhanging vegetation.'</p> <p>3) To engage with Edinburgh Buses on items 3 and 13.3 prior to the release of the bus timetables for next summer.</p>				<p>team will develop a consultation on a detailed vegetation maintenance plan when resources permit.</p>
49	14 October 2021	Business Bulletin	<p>1) To agree to add an addendum or change the online text of the Mobility Plan to reflect</p>	<p>Executive Director of Place Lead Officer: Daisy Narayanan</p>	November 2021		

			the clarifications that have been set out and to circulate these to Committee.	daisy.narayanan@edinburgh.gov.uk			
			2) To acknowledge receipt of the photographs sent by Councillor Lang regarding the Newbridge Parking Restrictions and that officers would continue to work with local residents to resolve the issues raised.	Executive Director of Place Lead Officer: Gavin Brown gavin.brown@edinburgh.gov.uk	November 2021		
			3) To agree that officers would look at tightening links between the City Mobility Plan and the City Plan and would include an update in relevant reports.	Executive Director of Place Lead Officer: Daisy Narayanan daisy.narayanan@edinburgh.gov.uk			Recommended for closure This action has been noted for future reports.
50	14 October 2021	Place Service Internal Audit - Actions Update	To provide an update in the next report at November Committee.	Executive Director of Place Lead Officers: Gareth Barwell Gareth.barwell@edinburgh.gov.uk	November 2021		Recommended for closure This is included in the Business Bulletin for Committee on 11 November 2021.

51	14 October 2021	Motion by the Green Group	<p>Motion by the Green Group - Zero waste hierarchy for Edinburgh world heritage sites</p> <p>“Committee:</p> <ol style="list-style-type: none"> 1. Notes the UNESCO world heritage site status of the Old and New Towns of Edinburgh [https://whc.unesco.org/en/list/728] and recognises the value of this designation; 2. Notes correspondence from residents in the New Town to the council raising concerns regarding the communal bin review project which will change arrangements for domestic waste in this area and in particular the effect on heritage; 3. Notes that a reduction in the volume of waste presented would 	<p>Executive Director of Place Lead Officer: Andy Williams andy.williams@edinburgh.gov.uk</p>	January 2022		
----	-----------------	---------------------------	---	---	--------------	--	--

			<p>require fewer and/or smaller bins as well as being environmentally beneficial;</p> <p>4. Agrees that, in tandem with the communal bin review, residents should be supported and empowered to embrace the zero waste hierarchy in answer to their call for lower impact of waste on the world heritage site.”</p>				
82	14 October 2021	<p>Petition for consideration: Resurfacing particularly noisy cobbled streets - Learmonth Terrace, Dean Park Crescent and Comely Bank Avenue – report by the Executive Director of Corporate Services</p>	<ol style="list-style-type: none"> 1) To agree to request a report on the issues raised by the petitioner and the Committee. 2) To agree to take any other appropriate action. 	<p>Executive Director of Place Lead Officer: Sean Gilchrist sean.gilchrist@edinburgh.gov.uk</p>	January 2022		Noise monitoring is planned in early November 2021.

Business bulletin

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

Virtual Meeting, via Microsoft Teams

Transport and Environment Committee

Convener:	Members:	Contact:
<p>Councillor Lesley Macinnes (Convener)</p>  <p>Councillor Karen Doran (Vice-Convener)</p> 	<p>Councillor Eleanor Bird Councillor Maureen Child Councillor Gavin Corbett Councillor Graham Hutchison Councillor David Key Councillor Kevin Lang Councillor Claire Miller Councillor Stephanie Smith Councillor Iain Whyte</p>	<p>Alison Coburn Operations Manager</p> <p>Veronica MacMillan Committee Services</p> <p>Taylor Ward Committee Services</p>

Recent news	Background
<p>Goldenacre Steps and Road Adoption</p> <p>At the Council meeting on 26 August 2021, an adjusted motion from Councillor Mitchell was approved. Council agreed that any outstanding issues preventing the effective repair of the Goldenacre Steps and any other affected areas would be resolved and that the Transport and Environment Committee should be updated on the resolution.</p> <p>Goldenacre Steps were inspected on 1 October 2021. Defects were identified on the steps and the repairs were completed week commencing 1 November 2021.</p>	<p>For further information contact:</p> <p>Sean Gilchrist Transport Manager (Asset and Performance)</p> <p>Wards affected: All</p>

The approved motion also acknowledged that the 'City Development' account was now obsolete and required to be updated.

Initial investigations into the City Development account has identified 100 locations where the details state "Council (NOT Maintained by Rd Serv)" adoption status. These include several asset types at the various locations including verges, steps, footways and parking areas.

In advance of updating the asset register to transfer these locations to new services, site inspections of all assets will be undertaken to assess the existing condition and any immediate repairs that may be required. Thereafter:

- Further maintenance requirements will be identified to bring the assets up to an adoptable standard;
- The cost for all required maintenance will be estimated; and
- Follow up with service areas to seek agreement on future adoption status for the assets and to agree future inspection and maintenance arrangements.

It is expected that these investigations will take between nine - 10 months to complete, with work due to start in November 2021.

Wardie Bay Update

A meeting was held with local Councillors on 27 October 2021 to discuss the bathing water designation and progression of an agreement for the management of Wardie Bay for recreational activity.

The councillors present (Councillors Bird, Jim Campbell, and Gordon) acknowledged the demand for bathing water status and some of the challenges faced by its location but were supportive of progressing towards a management agreement. Some practical issues were discussed, such as installing signs, issues with cycle parking, managing water quality and pollution risks, and water safety.

The next steps involve discussions with each of the landowners to obtain their views on developing a management agreement that will allow an assessment of the maintenance requirements and to understand costs. There will also be engagement with the community and interest groups as part of the process. While this will delay

For further information contact:

[Steven Cuthill](#)

Local Transport and Environment Manager

Wards Affected: 4 - Forth

consideration of the bathing water designation for this year, development of a management agreement is likely to help towards this aim.

Committee will be kept updated on progress with the proposed engagement.

Place – Internal Audit Actions Update

Following on from the report and discussion at Committee on 14 October 2021, a new Operations Manager started with the directorate on 1 November 2021, and will focus on Internal Audit and other governance and assurance activities. In addition, an auditor from the Council's Internal Audit team has been seconded to work with the directorate to support closure of overdue Internal Audit actions.

A comprehensive review of the open and overdue actions is underway and progress will be monitored and reported to Committee as part of the regular updates on Open and Overdue Internal Audit findings.

For further information contact:

[Gareth Barwell](#)

Service Director for Operational Services

Wards Affected: All

Road Safety Plan for Edinburgh to 2030

A new Road Safety Plan for Edinburgh to 2030 is currently being developed, which will replace the current [Plan](#). The new Plan will be consistent with the objectives set out in [Scotland's Road Safety Framework to 2030](#), as published by Transport Scotland in February 2021.

As part of this process, it is intended to undertake workshops with Elected Members and the Council's road safety partners before the end of the calendar year to inform the new Plan. These will take place following meetings with Transport Scotland that are scheduled to take place during week commencing 22 November 2021.

An report outlining the main issues covered by the new Plan will be presented to Committee on 27 January 2022, with the final Plan being presented for approval at the subsequent Committee on 31 March.

For further information contact:

[Stacey Monteith-Skelton](#)

Senior Engineer (Road Safety)

Wards Affected: All

Low Emission Zone – Update

On 26 October 2021 Transport and Environment Committee approved an amendment to Low Emission Zone – Consultation and Development report:

Officers are carefully considering the actions required and are planning to bring a further report to Committee in

For further information contact:

[Ruth White](#)

Acting Team Manager

Wards affected: All

January. This will allow options to be examined while keeping to an appropriate timetable, given the importance and urgency of this proposal.

Experimental Traffic Regulation Order (ETRO) Process

Following a period of review and a [public consultation](#) earlier this year, Scottish Ministers have confirmed that they intend to change the statutory process by which roads authorities are able to make Experimental Traffic Regulation Orders (ETROs).

The Traffic Regulation Orders (Procedure) (Miscellaneous Amendments) (Scotland) Regulations 2021 have been set out in the Scottish Parliament and it is intended that the Regulations will come into force on 26 November 2021. Following that date, all ETROs should follow the new procedure.

The implications of these changes are being considered for upcoming ETRO advertisements, including the Low Traffic Neighbourhoods proposals in Corstorphine and Leith. An update on these is due to be presented to Committee in January 2022 and the impact of the Regulation changes will be incorporated into the report.

For further information contact:

[Martyn Lings](#)

Active Travel Officer

Wards affected: All

Forthcoming activities:

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

Active Travel Measures – Travelling Safely Update

Executive/routine	Executive
Wards	All
Council Commitments	16, 18

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 Note the updates in this report, including details on the existing measures (as detailed in Appendix 1);
 - 1.1.2 Consider the feedback received on the Comiston Road and Braid Road schemes and agree the recommendations in paragraph 4.4 and in Appendix 2;
 - 1.1.3 Note the outcome of the review of disabled parking measures at the Arboretum Road crossing point in paragraph 4.8; and
 - 1.1.4 Note and approve the approach described in paragraph 5.4 for the consultation, advertising and making of ETROs for Travelling Safely measures.

Paul Lawrence

Executive Director of Place

Contact: Dave Sinclair, Transport and Environment Manager

E-mail: david.sinclair@edinburgh.gov.uk

Active Travel Measures – Travelling Safely Update

2. Executive Summary

- 2.1 This report provides an update on the Travelling Safely programme and includes details of the engagement undertaken for the Comiston Road and Braid Road schemes. The report also provides an update on the review of disabled parking measures at the Arboretum Road crossing point.

3. Background

- 3.1 In 2020 and 2021, the Council introduced a series of measures across the city in response to the public health emergency (Coronavirus (COVID-19)). Transport and Environment Committee has been regularly updated on progress with implementation.
- 3.2 On [24 June 2021](#) the Council considered proposals to use Experimental Traffic Regulation Orders (ETROs) for some existing schemes which facilitate walking, wheeling and cycling around the city. In addition to the approved recommendations, it was requested that further engagement with residents and Community Councils be undertaken for Comiston Road and Braid Road and to further address resident parking pressures along the Longstone Corridor.
- 3.3 On [19 August 2021](#) and [14 October 2021](#) Transport and Environment Committee received updates on progress with the actions agreed in June 2021.
- 3.4 In order to complete all of the engagement with residents and Community Councils agreed by Council in June 2021, the programme was phased to ensure that the engagement could be completed in a managed way. Engagement results, options and recommendations for Braid Road and Comiston Road are included in this report.

4. Main report

- 4.1 Scheme reviews continue to be undertaken for existing measures in place. An update on existing schemes and next steps for each is set out in Appendix 1, with changes since last Committee highlighted.

Options for Comiston Road and Braid Road

- 4.2 At the Council meeting on 24 June 2021 officers were asked to bring a report to the August 2021 Transport and Environment Committee (revised to November 2021)

on options for Comiston Road, to improve public transport connectivity and reduce impacts on local residents, and for Braid Road, with options for reopening of the road in both directions (including analysis of impacts on traffic levels, resident connectivity and vulnerable road users walking, wheeling and cycling).

4.3 Following the Council meeting officers have:

4.3.1 Engaged with local Community Councils, undertaken a short survey with local residents, undertaken traffic analysis and considered resident connectivity;

4.3.2 Developed options for minor revisions to the Comiston Road scheme which aim to improve journey times for public transport operators and mitigate the impact on local residents; and

4.3.3 Developed options for changes to the Braid Road scheme which aim to improve resident connectivity whilst maintaining a safe route for vulnerable road users.

4.4 Appendix 2 summarises the outcomes of the engagement, provides details of the survey results and sets out officer recommendations as summarised below:

Comiston Road recommendations

4.4.1 Removal of loading prohibitions throughout the scheme (except at junctions) to make deliveries easier and provide residents with better access for picking up or dropping of passengers. This would include targeted removal of a small number of 'cycle lane defenders'; and

4.4.2 Removal of the northbound cycleway on the approach to Comiston Springs Avenue, to be replaced with a peak time Bus Lane to improve public transport journey times on the corridor.

Braid Road recommendations

4.4.3 Following analysis of the survey responses, officers recommend that option 2 is approved, to open Braid Road in both directions and to introduce a modal filter immediately north of the Braidburn Terrace junction. Although this option was the second preference of survey respondents, it is suggested as a balance between improving resident connectivity and protecting vulnerable road users at this historically busy junction. This option also protects the Meadows to Greenbank Quiet Route and partially mitigates the impact of intrusive traffic in the local community.

Review of Disabled parking measures on Arboretum Road Crossing Point

4.5 A detailed review of the scheme at the Arboretum Road crossing point was considered at the Design Review group on 1 November 2021 to consider the provision and layout of temporary blue badge parking in the area.

4.6 During the scheme review the position, dimensions and accessibility of the current provision was considered. Nine on-street disabled bays have been provided adjacent to the pedestrian priority and crossing point.

- 4.7 In recognition of comments received from a disabled visitor to the Royal Botanical Gardens, officers have considered and suggested revisions to increase the available road space for wheelchair or mobility scooter transfer.
- 4.8 Proposed measures include:
- 4.8.1 Widening the hatched buffer areas between the traffic lane and the on-street disabled parking bays;
 - 4.8.2 Laying new road markings throughout the scheme to narrow the traffic lanes which should make the pedestrian crossing area look narrower and reduce vehicle speeds;
 - 4.8.3 Proposing the introduction of additional speed reduction measures on the approaches to the scheme, including reinstatement of 20mph roundels, slow and hazard bar markings on the road to warn drivers of the disabled parking and pedestrian crossing area ahead; and
 - 4.8.4 Scheme monitoring through site visits to observe driver behaviour, disabled driver access and user feedback.
- 4.9 Subject to the outcome of a proposed site meeting with a local Councillor, these proposed improvements could be introduced in early December following the necessary design work.

5. Next Steps

Next Steps - ETROs

- 5.1 As outlined in the report to Committee on 14 October 2021, Scottish Ministers are making changes to the ETRO process by means of new regulations. At that time, Committee noted the intention to follow the current process for ETRO advertising and reporting objections. We understand the new regulations will come into force on 26 November 2021 and following that date the process for making an ETRO will be in line with the new regulations.
- 5.2 However, should the initial consultation exercise commence before 26 November 2021 the existing regulations should be followed.
- 5.3 At the time of writing this report, preparation work for the formal ETRO process is on-going for the Travelling Safely programme. Consultation with statutory bodies will commence shortly, with the intention to undertake the public advertising stage in early December.
- 5.4 In line with previous commitments and considering the implementation date for the revised regulations, the following actions are considered appropriate:
- 5.4.1 In November 2021, a high level First stage consultation exercise will commence with statutory bodies, (objections are not sought at this stage);

5.4.2 In December 2021 (following the expected introduction of new regulations), the Public Advertising exercise will commence, in line with the previous regulations; and

5.4.3 At a future meeting of this Committee (expected 27 January 2022), representations or comments will be considered prior to the making of ETROs.

5.5 Permanent Traffic Regulation Orders (TROs) may be considered appropriate in the future and made in line with the new regulations.

5.6 If Committee approve the recommendations in this report for Comiston Road and Braid Road, these modifications will be progressed as part of the ETRO process.

Engagement with Residents on Longstone Road, Inglis Green Road and Murrayburn Road (East end)

5.7 A survey of local residents and community representatives on options to increase parking provision along the Longstone Corridor is planned to further address concerns about resident parking pressures.

5.8 The outcome of this survey will be used to develop plans to slightly increase the number of on-street parking places where possible. This will be reported to a future Committee.

6. Financial impact

6.1 Sustrans have agreed the carryover of unspent funds from the 2020/21 funding allocation can be used to fund activities and services required to either remove, retain or modify existing schemes in 2021/22.

6.2 A summary of the current budget allocation has been provided in previous reports. Discussions are ongoing with Sustrans regarding additional budget availability in this financial year and in 22/23 to continue and develop the Travelling Safely Programme.

7. Stakeholder/Community Impact

7.1 As requested, officers have engaged with local community councils and residents near the Comiston Road and Braid Road schemes. Results from local surveys have been included on Appendix 2.

7.2 At the time of writing this report arrangements are under way to engage with local residents and businesses on the Longstone Road corridor to consider if on-street parking provision can be increased or improved.

8. Background reading/external references

8.1 Regular updates on Spaces for People Measures were presented to [Policy and Sustainability Committee](#) and [Transport and Environment Committee](#) between May 2020 and April 2021.

9. Appendices

- 9.1 Appendix 1 – Scheme Updates and Review Schedule
- 9.2 Appendix 2 – Comiston Road and Braid Road – Engagement feedback and recommendations
- 9.3 Appendix 3 – Sketch of extended bus lane on Comiston Road and proposed Option 2 on Braid Road

Appendix 1 – Travelling Safely Programme Update (Update at November 2021)

Measures Currently Introduced Under TTRO

Location	Intervention	Latest Scheme Update (Internal review and ETRO position)
CITY CENTRE		
Waverley Bridge	Pedestrian area with limited servicing access	Review undertaken August 2021 Progress towards ETRO
Forest Road	Cycle segregation	Review undertaken August 2021 Remove segregation and reinstate
George IV Bridge	Cycle segregation	Scheme removed
The Mound	Cycle segregation	Review undertaken August 2021 Installation of replacement segregation units planned No ETRO required as existing restrictions apply
Princes Street East End	Bus gate on Princes Street and South St David St	Review undertaken August 2021 Retain and progress towards ETRO Traffic modelling to be undertaken to consider private hire car use
Victoria Street	Pedestrianised area with limited servicing access from George IV Bridge	Review undertaken – August 2021 Progress towards ETRO
Cockburn Street	Pedestrianised area with limited servicing access from High Street	Review undertaken August 2021 Progress towards ETRO
TOWN CENTRES		
Queensferry High Street	Pedestrian space	Review undertaken October 21 Retain experimental scheme as proposed Queensferry High Street project has similar layout. Progress towards ETRO and consider mitigation on diversion route.
Stockbridge	Pedestrian space	Scheme removed
Gorgie / Dalry Road	Pedestrian space	Scheme to be removed - programmed late November due to CoP 26 embargo. Retain widened footway section opposite Murieston Crescent.
Bruntsfield	Pedestrian space	Scheme removed

Tollcross	Pedestrian space	Scheme removed
Morningside	Pedestrian space	Scheme removed Widened footway on west side north of The Merlin Bar retained
Portobello	Pedestrian space	Scheme removed Retain two minor sections on High Street: 1. Brighton Place to Windsor Place 2. West of Bridge Street
Corstorphine (St Johns Road)	Pedestrian space	Scheme removed Retain local footway widening at Templeland Road

CYCLE SEGREGATION		
Meadowplace Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Ladywell Road	Cycle segregation	As above
Ferry Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Fountainbridge Dundee St	Cycle segregation	Review completed June 2021 Progress towards ETRO
Teviot Place / Potterow	Cycle segregation	Review completed June 2021 Progress towards ETRO
Buccleuch St / Causewayside	Cycle segregation	Review completed August 2021 Progress towards ETRO
Gilmerton Road	Cycle segregation	Review completed June 2021 Progress towards ETRO
Duddingston Road	Cycle segregation	Review completed – June 2021 Progress towards ETRO
Craigmillar Park corridor	Cycle segregation	Review completed – June 2021 Progress towards ETRO
Crewe Road South	Cycle segregation (segregator units to be installed)	Review completed June 2021 Extend TTRO and progress towards ETRO
Old Dalkeith Road	Cycle segregation (segregator units to be installed)	Review completed June 2021 Extend TTRO and progress towards ETRO. Consider revisions as part of proposed Cameron Toll to Bioquarter project
Comiston Road	Cycle segregation	Options noted in Appendix 2 of this Committee report
Pennywell Road & Muirhouse/Silverknowes Parkway	Cycle segregation	Review completed August 2021 Progress towards ETRO with minor revisions to improve delivery access

Mayfield Road	Cycle segregation	Review completed July 2021 Progress towards ETRO
Quiet Corridor - Meadows / Greenbank	Various closures	Review completed June 2021 Progress towards ETRO
A90 Queensferry Road	Bus Lanes and cycle segregation	Review completed – August 2021 Progress towards ETRO
A1 Corridor	Bus Lanes and cycle segregation	Review completed – August 2021 Progress towards ETRO
Lanark Road	Cycle segregation	Options considered at Committee on 14 October 2021 Retain cyclelane near Spylaw Park and relocate parking bays near Dovecot Park. Progress towards ETRO
Longstone Road	Cycle segregation	Action to engage with local residents and community representatives ahead of an ETRO to further address resident parking pressure along the Longstone Corridor. (Local businesses will also be contacted prior to promoting an ETRO) An update following engagement will be offered to a future Committee
Inglis Green Rd	Cycle segregation	See note above on Longstone Road
Murrayburn Road (short section at Longstone)	Cycle segregation	See note above on Longstone Road
Slateford Road (A70)	Cycle segregation	Review completed August 2021 Progress towards ETRO
Orchard Brae Roundabout	Road markings	Review completed June 2021 Retain scheme - No ETRO required
SCHEMES DEVELOPED FROM LTN PROPOSALS		
Craigs Road	Crossing improvements at Craigmount High School	Subject to School Travel Plan Review Give and Go features removed
Drum Brae North	Cycle segregation	Review completed July 2021 Remove segregation at southern end (Northbound section)
Corstorphine High Street	Widened pavements leading to Primary School	Review to be undertaken Progress towards ETRO as part of Corstorphine LTN project (not included in Traveling Safely Programme)

SPACES FOR EXERCISE		
Silverknowes Road (North section)	Bus Gate	Review to be undertaken Progress towards ETRO
Silverknowes Road (South section)	Part cycle segregation and quiet route due to narrow road width.	Scheme approved for retention at Committee on 14 October 2021 Progress towards ETRO
Braid Road	One-Way (South-bound)	Options presented in Appendix 2 of this Committee report
Braidburn Terrace	One-way (East-bound)	Options presented in Appendix 2 of this Committee report
Links Gardens	Road closure	Scheme removed
Cammo Walk	Road closure	Approved for retention. Progress towards ETRO <i>Current closure to be monitored in partnership with the proposed experimental closure of Cammo Road (expected Early 2022). Longer term future of Cammo Walk under review with regard to the new Craigs Road junction and active travel route.</i>
Stanley Street/ Hope Street	Road closure	Review completed June 2021. Progress towards ETRO
Seafield Street	Cycle segregation	Review to be undertaken Progress towards ETRO (an ETRO is required)
Kings Place	Link between Proms	Review to be undertaken Progress towards ETRO (subject to future public realm project)
Maybury Road	Temporary traffic lights	Scheme revised in July 2021 to increase southbound network capacity following discussions with the Police. Temporary signals to be removed when appropriate (construction of the proposed Craigs Road junction)
Arboretum Place	Crossing point	Review undertaken regarding on-street disabled parking Progress towards ETRO
West Shore Road and Marine Drive	Road closure, improved access to/from Forthquarter Park and waiting restrictions on Marine Drive	Review to be undertaken Progress towards ETRO

Public Proposals – Commonplace Consultation	Various	Scheme updates
Broughton Street	Pavement widening and uphill cycle lane	Review to be undertaken Progress towards ETRO
Broughton St Roundabout	Improvements for pedestrian crossings	As above update on Broughton Street
Bellevue to Canonmills	Cycle segregation	Reinstatement of the original road layout to the north of the Rodney Street junction planned in November 2021
Duddingston Road West	Part cycle segregation (East end) and part road markings (due to available road width)	Review to be undertaken Progress towards ETRO
Removal of Street Clutter		
Various priority locations	Schedule of prioritised street clutter removal undertaken in partnership with Living Streets	Works complete.
Pedestrian Priority Improvements at Controlled Crossings	Project to scope and implement improvements to controlled pedestrian crossings. Introducing improved infrastructure and reduce waiting times.	Works complete.
Schools	Various measures introduced at schools to create car free areas and increased space for parents, carers and children near school gates.	Planters installed in May 2021 to prohibit or restrict traffic. School Travel Plan review underway for schools with temporary measures. Conclusions and decisions expected in early 2022 to consider appropriate permanent features.
Additional Schemes		
Cramond Glebe Road	Introduction of temporary waiting restrictions leading to the Cramond Car Park.	Double yellow lines installed following discussions with the Cramond & Barnton Community Council as a temporary Public Health and Emergency access response. Recommendation to retain TTRO and consider appropriate time for removal. Separate TRO under consideration for this location pre-dates the Pandemic.

Appendix 2

Comiston Road and Braid Road: Feedback from Engagement and Review Recommendations

Summary

At the meeting of the Council on 24 June 2021 it was agreed to review the Comiston Road scheme to mitigate impacts on residents and public transport, and to consider options for re-opening Braid Road in both directions.

Officers have now reviewed these schemes, and carried out engagement with local residents and Community Councils to seek feedback on proposals to amend both schemes.

Recommendation

Comiston Road

For Comiston Road, it is recommended to remove the loading prohibitions throughout the scheme (except at junctions) alongside targeted removal of a small number of 'Cycle Lane Defenders' only where this is required to enable deliveries to be made and provide easier access for picking up or dropping of passengers.

It is recommended to remove the northbound cycleway on the approach to Comiston Springs Avenue and instead implement a peak time Bus Lane to improve northbound public transport journey times on the corridor.

Braid Road:

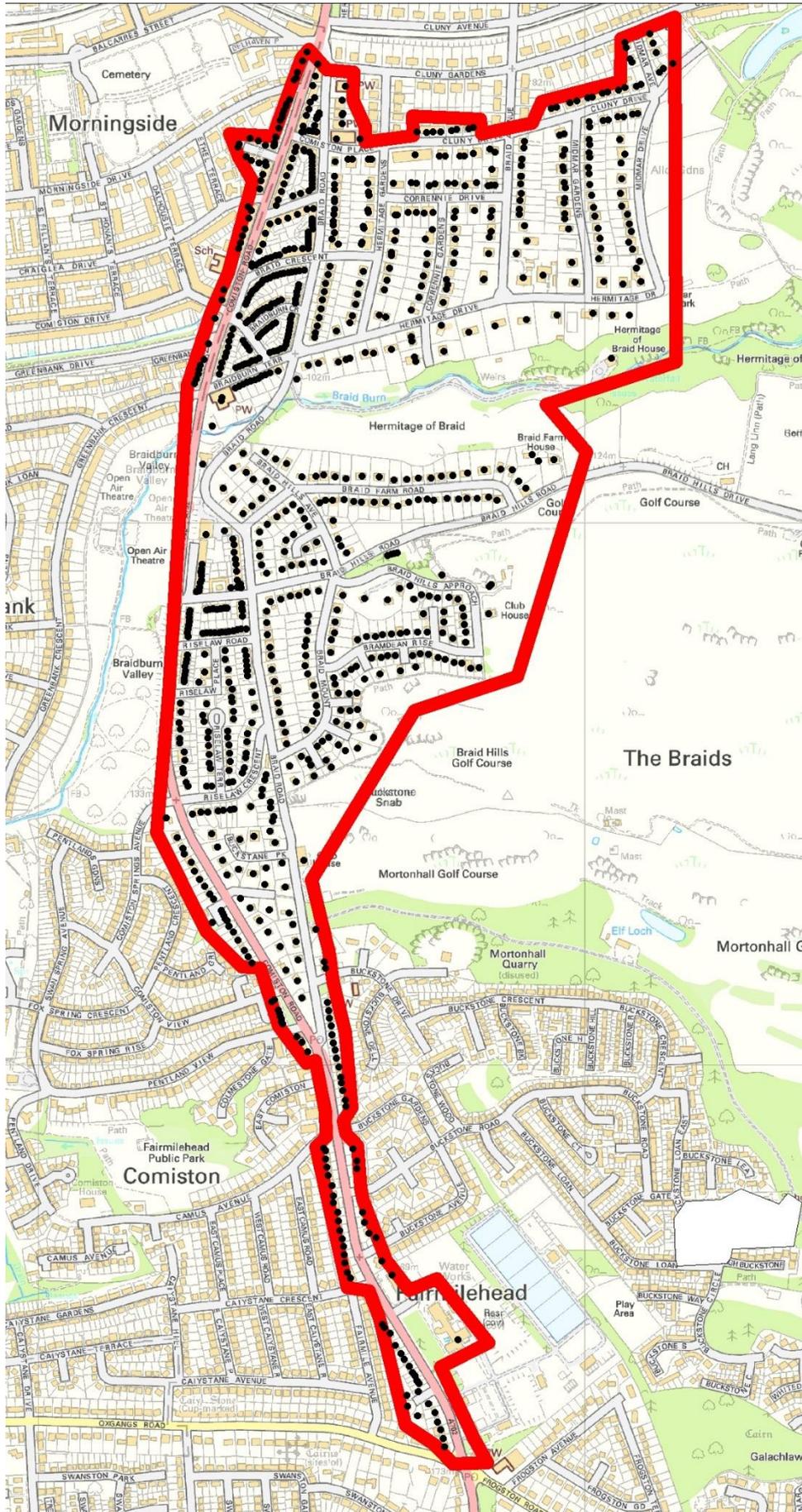
It is recommended that 'Option 2' from the recent engagement exercise is implemented. This will involve opening Braid Road in both directions alongside the introduction of a modal filter immediately north of the Braidburn Terrace junction.

This option was the second preference from the engagement survey, however, it is suggested as a balance between improving resident connectivity and protecting vulnerable road users at this historically busy junction. This option also protects the Meadows to Greenbank Quiet Route and partially mitigates the impact of intrusive traffic in the local community.

Engagement Results

The proposed revisions to Comiston Road, alongside several options for Braid Road, were presented to representatives of Morningside Community Council and Fairmilehead Community Council. Following this, a survey was carried out with local residents.

Leaflets were sent to 1,496 properties within the area shown on the map below, providing information on how to complete the survey on the Council's Consultation Hub website. The survey was open to anyone who wished to complete it, but these residents were targeted due to their proximity to the affected streets and the impact of the changes.



Responses

1,888 responses were received. 755 of these were submitted from within the leafleted area. 898 were submitted from the wider EH10 area, and a further 235 were submitted from further afield.

Within the leafleted area, 408 were submitted from addresses to the north of the Hermitage of Braid, and 347 were submitted from addresses to the south of the Hermitage of Braid.

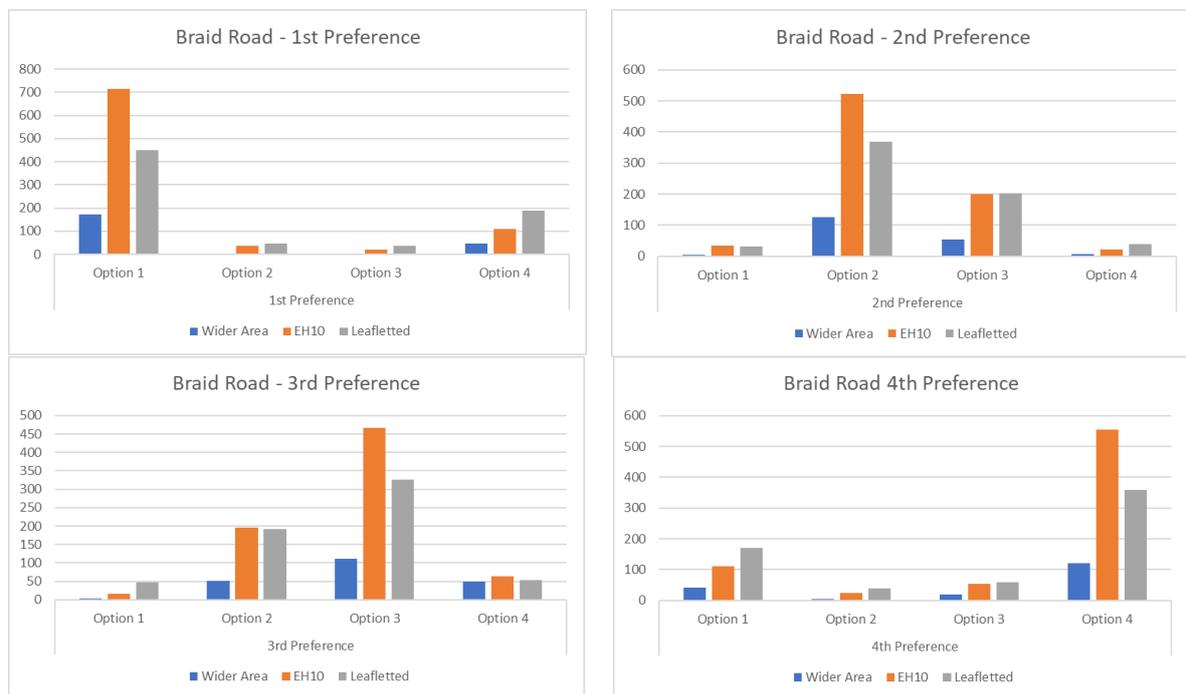
Engagement

Braid Road

Survey participants were asked to rank the following four options for Braid Road in order of preference:

- Option 1: Braid Road fully open in both directions;
- Option 2: Braid Road open in both directions with a Modal Filter located north of Braidburn Terrace;
- Option 3: Braid Road fully open northbound, southbound restriction at Hermitage Drive; and
- Option 4: Braid Road open southbound only with the road closed to motor vehicles ('a Modal Filter') at Hermitage Drive.

Survey Results



Option 1 was the most popular first preference, Option 2 was the most popular second preference, Option 3 was the most popular third preference, and Option 4 was the most popular fourth preference.

However, it is notable that many respondents – especially within the leafleted area – chose Option 4 as their first preference. Meanwhile, many respondents – especially within the leafleted area – chose Option 1 as their fourth preference.

Proposal

In line with the Council's strategic policies for transport infrastructure, and the transport hierarchy, it is proposed to implement Option 2.

It is recognised that this was not the most preferred option from the engagement exercise, however it is considered a reasonable compromise position, which retains benefits for vulnerable road users at this location and safeguards the Meadows to Greenbank Quiet Route.

Comiston Road

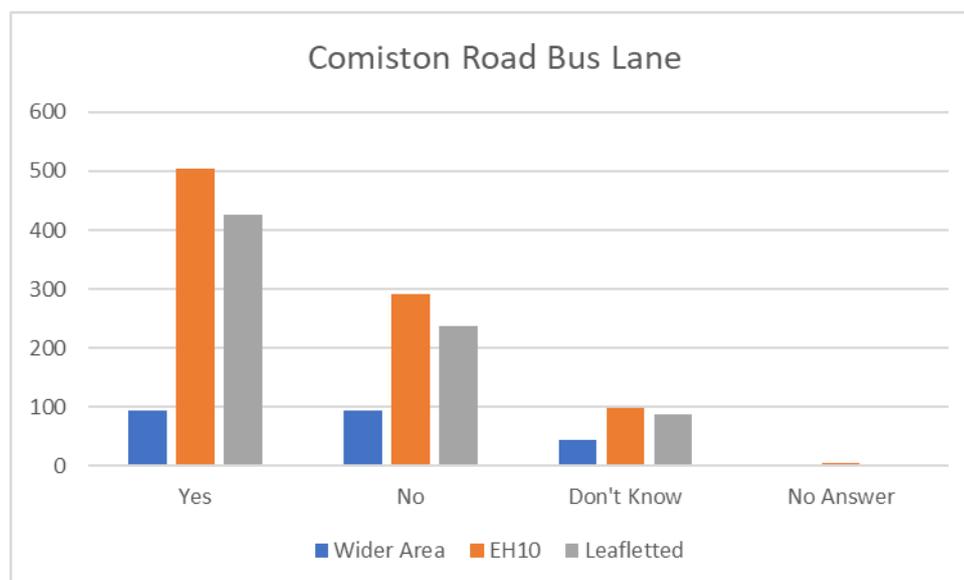
Survey participants were asked their opinion on two proposed revisions to the Comiston Road scheme layout.

The first is the introduction of a Bus Lane, replacing the cycleway, on the northbound approach to Comiston Springs Avenue, to ease public transport journey times on this corridor.

The second is the removal of Loading Restrictions throughout the scheme to provide improved access for deliveries.

Survey Results

Bus Lane

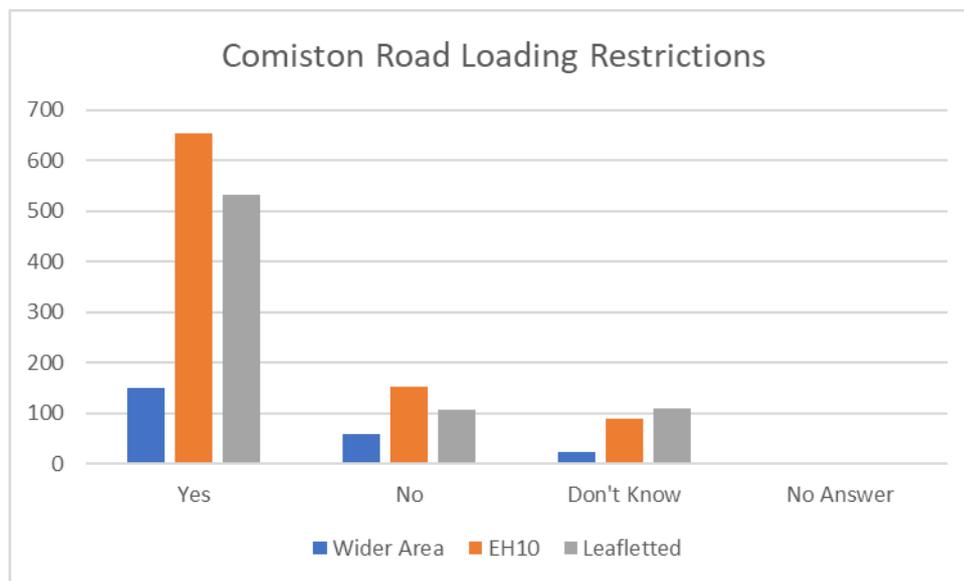


A majority of respondents supported the introduction of Bus Lanes at this location.

Proposal

It is proposed to replace the existing northbound cycleway on the approach to the junction with Comiston Springs Avenue with a Bus Lane.

Loading Restrictions

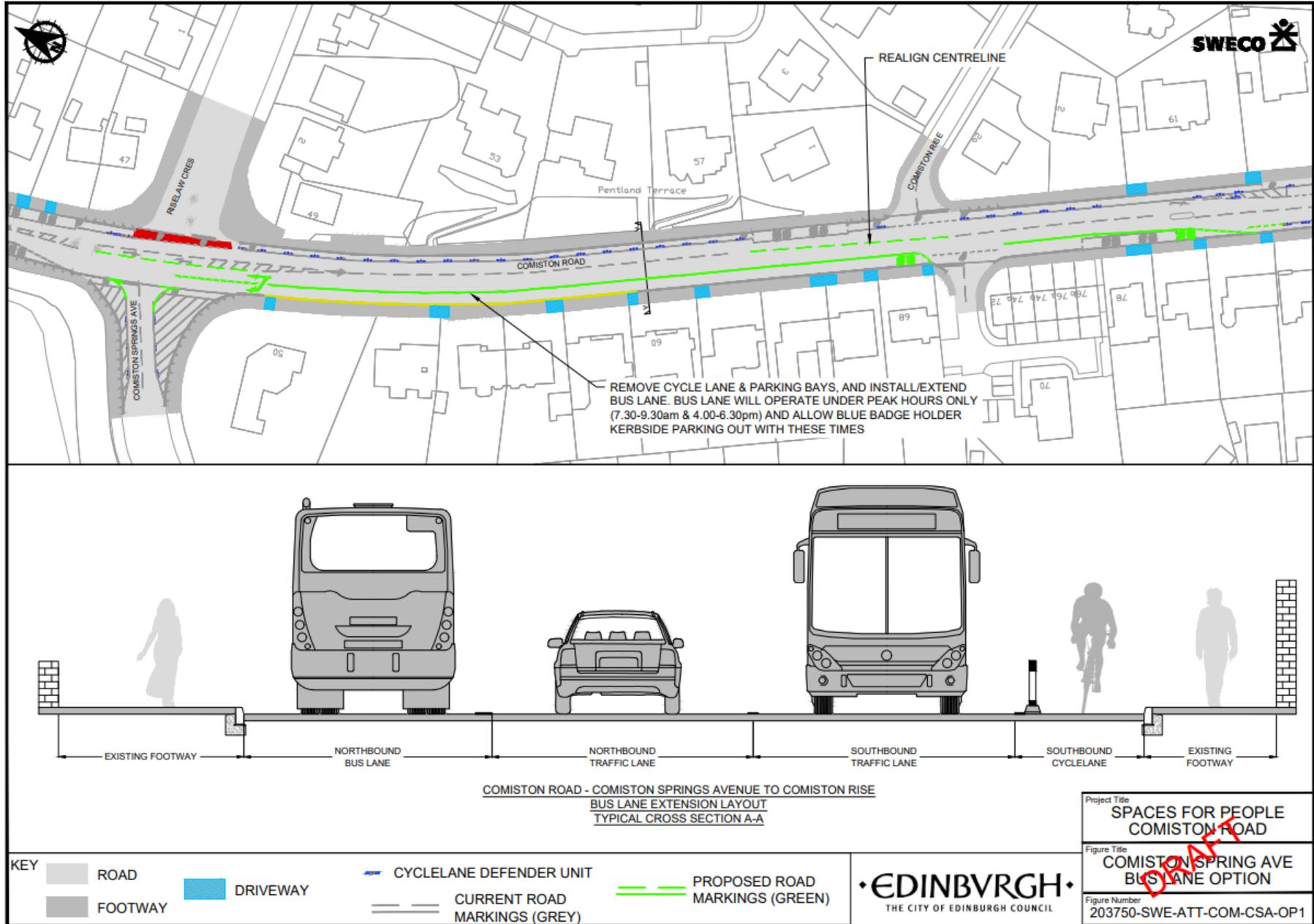


A clear majority of respondents supported the removal of Loading Restrictions throughout the route.

Proposal

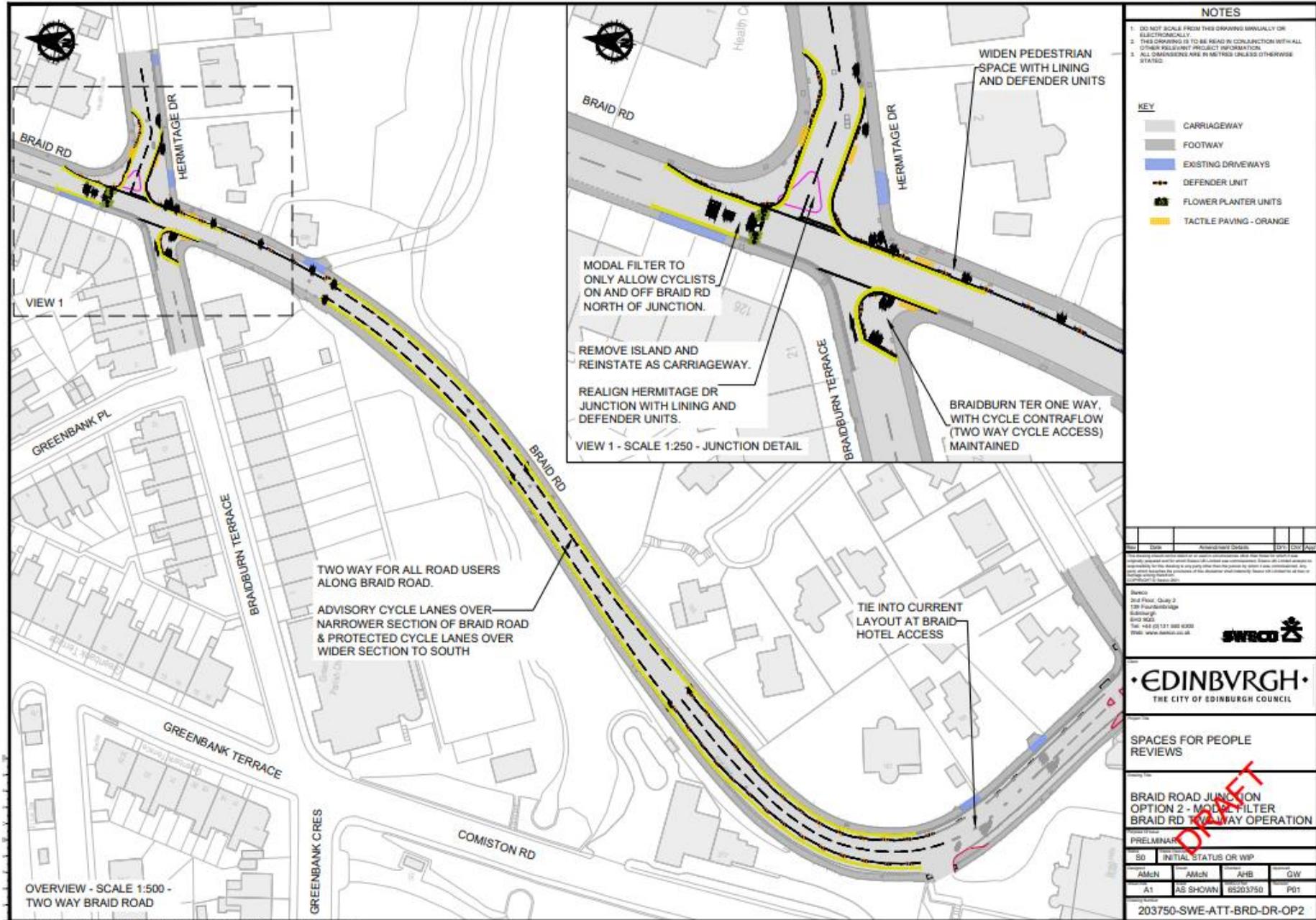
It is proposed to remove Loading Restrictions throughout the route wherever possible.

Comiston Road



Appendix 3 – Proposed Plans Comiston Road and Braid Road
 Braid Road

Page 108



© 2020 SWECO Ltd. All Rights Reserved. 2021/00001 Design and Management of a New Road, Braid Road, Edinburgh, Scotland

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

Spaces for People – Internal Audit

Executive/routine Wards Council Commitments	Executive All
---	------------------

1. Recommendations

- 1.1 Transport and Environment Committee are asked to note the management responses and lessons learned from the Spaces for People Internal Audit, as outlined in Appendix 1 of this report.

Paul Lawrence

Executive Director of Place

Contact: Dave Sinclair, Local Transport and Environment Manager

E-mail: dave.sinclair@edinburgh.gov.uk | Tel: 0131 529 7075

Spaces for People - Internal Audit

2. Executive Summary

- 2.1 This report responds to the motion approved at Transport and Environment Committee on 9 September 2021 (meeting continued from 19 August 2021) on the Spaces for People (SfP) Internal Audit.

3. Background

- 3.1 On [10 August 2021](#) the Governance, Risk and Best Value Committee received a report on the Council's Internal Audit Annual Opinion for the year ended 31 March 2021.
- 3.2 Appendix 15 of this report set out the findings of an Internal Audit for COVID-19 on the Spaces for People Programme.
- 3.3 At the reconvened meeting of the Transport and Environment Committee of [19 August 2021](#) (on 9 September 2021) Committee approved a motion on the Spaces for People Internal Audit.
- 3.4 The motion:
- 3.4.1 Welcomes the contents of the Internal Audit report to Governance, Risk and Best Value Committee which comments on the Spaces for People initiative and notes the 'red' rating given indicating that there is significant improvement required;
 - 3.4.2 Notes the comments of Internal Audit that recognises the difficulties faced in implementing these emergency measures during the pandemic;
 - 3.4.3 Notes the identification of some significant and moderate control weaknesses in both the design and documentation of controls established to support identification and prioritisation of SfP proposals; project management and governance; and financial and budget management;
 - 3.4.4 Notes the clear guidance offered by the Internal Audit report on steps required to resolve these issues;
 - 3.4.5 Notes that the Internal Audit recognises that management action has already taken place to identify where improvement was required and that

implementation of appropriate changes has already been undertaken to address these issues;

3.4.6 Agrees that findings must continue to be addressed effectively by senior management before the end of this administration and that an improved future outcome should be expected by elected members; and

3.4.7 Requests a report to the November Transport and Environment Committee which outlines in detail those management responses and what lessons can be learned going forward for forward implementation.

3.5 This report addresses the action at paragraph 3.4.7.

4. Main report

4.1 The SfP programme was established in April 2020 in response to the public health emergency following the outbreak of Coronavirus (COVID-19). The programme was developed to provide increased space for walking, wheeling and cycling to facilitate physical distancing as people were moving around the city.

4.2 As stated in the Internal Audit report, due to the emergency situation at the beginning of the programme, normal programme governance arrangements for roads and transport schemes would have delayed the programme and therefore an amended approach was developed and implemented.

4.3 The Internal Audit report sets out three findings from the audit:

4.3.1 Prioritisation and Approval of SfP initiatives;

4.3.2 Project Management and Governance; and

4.3.3 Financial and Budget Management.

4.4 A detailed summary of the finding observations, the audit recommendations, management responses and lessons learned is set out in Appendix 1.

4.5 The audit took place in September and early October 2020. At that time, the SfP programme was still evolving and moving at pace to develop and implement measures to help people move around the city safely. It is recognised that improvements in the governance of the programme could have been made at the outset of the programme. This recognition and the observations from Internal Audit helped as the programme developed in the later stages (from October 2020 – June 2021). The observations and recommendations have also been helpful in designing and implementing the governance arrangements for the Travelling Safely programme.

5. Next Steps

5.1 The lessons learned from this audit have now or will be implemented moving forward.

- 5.2 While it is not possible to predict what future public health emergencies may arise, an upcoming review of Council Business Impact Assessments (as part of the Council's resilience arrangements) will consider all of the lessons learned from the Coronavirus (COVID-19) pandemic on operational services.

6. Financial impact

- 6.1 There are no financial impacts arising from this report.
- 6.2 Funding for SfP was allocated to City of Edinburgh Council by Sustrans, on behalf of Transport Scotland. Regular updates on the financial commitments of the Council's SfP programme were provided to Committee as part of the SfP update reports.

7. Stakeholder/Community Impact

- 7.1 There are no stakeholder or community impacts arising directly from this report.
- 7.2 However, stakeholder and community impacts formed a core part of the SfP programme from June 2020 – June 2021 and will continue through the development and implementation of the Travelling Safely programme.

8. Background reading/external references

- 8.1 Regular updates on Spaces for People Measures were presented to [Policy and Sustainability Committee](#) (between May 2020 and August 2020) and [Transport and Environment Committee](#) (between October 2020 and April 2021).

9. Appendices

- 9.1 Appendix 1: Spaces for People – Summary of Internal Audit Findings and Management Responses

Appendix 1: Summary of Spaces for People Audit Findings, Management Responses and Lessons Learned

Finding 1 – Prioritisation and Approval of Spaces for People Initiatives

Internal Audit Observations	Internal Audit Recommendations	Management Response	Lessons Learned
<p>Initial Proposals - initial SfP initiatives considered for prioritisation were based on suggestions from a relatively small group of officers and external local community stakeholders. Management has advised that subsequent comparison between the programme and retrospective public consultation outcomes demonstrated a good degree of alignment</p>	<p>1. Management should consider implementing the following retrospective actions in relation to the most significant and challenging SfP initiatives that are either in progress, or have been completed:</p> <ul style="list-style-type: none"> • ensure that prioritisation outcomes and supporting rationale are clearly documented. 	<p>Following the announcement of funding from the Scottish Government, through Transport Scotland and Sustrans, for SfP initiatives, a SfP Project Board was established.</p> <p>The Board considered a quick analysis of the Council's existing Active Travel investment programme and, using officer knowledge and criteria set out in the report to Policy and Sustainability Committee on 14 May 2020, the Board considered potential interventions which could be delivered quickly and the agreed programme was submitted to Committee for approval</p>	<p>The circumstances of any public health emergency are difficult to predict. Should such a situation arise in future, the Council will be likely to utilise existing programmes of work where these exist assessed against set (or agreed) criteria. Should a future public health or critical response situation arise, early decisions should be taken by a panel of officers where possible and criteria/justification recorded.</p>
<p>Prioritisation Process – given prohibitive implementation timeframes, the majority of initiatives were initially prioritised by six project team members in April 2020 using the 16 approved scoring criteria in the Prioritisation and Assessment Scheme Model (PASM)</p>	<ul style="list-style-type: none"> • publish the outcomes of the retrospective prioritisation process. • Consider whether any changes to either completed or initiatives in progress are 	<p>The intervention criteria were set out in the report to Policy and Sustainability Committee on 14 May 2020 for approval. This was based on proposals:</p> <ul style="list-style-type: none"> • Being consistent with the funding criteria/objectives set out by the Scottish Government. • Not undermining the long term viability of the public transport network; • Support economic revival. <p>Assessment against criteria was proposed for each scheme.</p>	<p>A numeric model was retrospectively developed and reported to Policy and Sustainability Committee on 20 August 2020.</p> <p>The recommendations from Internal Audit in terms of scoring and prioritisation were taken into account in presenting the outcome of the Potential Retention of Spaces for People</p>

<p>spreadsheet. Review of the model methodology and project team assessment approach confirmed that they were largely based on professional judgement with limited justification available to support prioritisation outcomes other than the numeric scores generated by the model.</p>	<p>required based on public feedback</p> <p>2. To support effective prioritisation and approval of any future SfP initiatives, management should design and implement a process to support assessment and prioritisation of future proposals. This should include, but not be limited to:</p> <ul style="list-style-type: none"> • details of how the PASM spreadsheet scoring criteria works in practice; • how the PASM should be used to support assessment; • the change management and ongoing version control process to be applied to the PASM; • the need to align proposals with public feedback 	<p>Developing a numeric model would not have been possible within the timescale between the announcement of funding and the requirement to report to Committee.</p>	<p>Measures presented to Transport and Environment Committee on 17 June 2021 and to the City of Edinburgh Council on 24 June 2021.</p>
<p>Prioritisation Guidance - use of a simple impact matrix supported by verbal team briefings on how the PASM spreadsheet should be used by the project team resulted in inconsistent prioritisation outcomes</p>		<p>This was implemented in responding to the consultation on Potential Retention of Spaces for People Measures in Spring 2021.</p>	<p>It is proposed to provide training to a wider group of officers on developing and implementing prioritisation matrices to ensure better consistency in the future.</p>
<p>Outcome Review and Moderation - initial prioritisation outcomes were reviewed and moderated by two project team members using their professional judgement. Whilst different versions of the PASM spreadsheet outcomes were retained, there is no clear audit trail supporting the changes</p>		<p>In this case the moderation utilised the PASM matrix and SIMD data which had been used in the initial scoring, alongside professional knowledge. In addition to the two people who carried out the moderation, the outcomes were considered by the Design Review Group for the project (a wider group of professionals from across Transport services), by the SfP Board and then were approved by CIMT or Committee.</p>	

<p>made. Consequently, final prioritisation decisions were based mainly on the professional knowledge and judgment of two project team members.</p>	<p>and opinion (where possible);</p> <ul style="list-style-type: none"> the requirement to document the rationale for any prioritisation recommendations that are either aligned with model outcomes or are subjective and should be considered; 		
<p>Outcome Publication - prioritisation outcomes (scoring and prioritisation ratings) could not be easily located on the Council website, and were not shared with stakeholders prior to approval by CIMT and subsequent implementation.</p>	<ul style="list-style-type: none"> documentation to be retained; and the final moderation and approval process 	<p>In August 2020 the scoring criteria was updated, and project priority scores were provided to Policy and Sustainability Committee. This built on the original scoring criteria and provided an overall summary of the scores for each scheme.</p>	<p>In the future, if prioritisation criteria are used, these will be published on any dedicated project pages online.</p>
<p>Public Survey - public opinion was obtained from a survey completed in June 2020 using the Commonplace survey application, with circa 4,000 comments and 30,000 agreements / likes received. Given time taken to analyse responses, the full population of responses received had not been cross referenced to ongoing SfP initiatives and incorporated (where appropriate) into the prioritisation process prior to completion of the audit</p>		<p>Following completion of the Commonplace survey, instructions on how to incorporate the feedback received in existing (during the bi-monthly scheme reviews) and in scheme design for new schemes was issued. In addition, a summary of the Commonplace comments was provided to scheme designers.</p>	<p>In reviewing schemes included within the Travelling Safely programme, feedback to the consultation on the Potential Retention of Spaces for People measures has been considered as schemes have been developed for Experimental Traffic Regulation Order (ETRO) publication.</p>

<p>(October 2020). It is acknowledged that work was in progress to summarise key themes and map them against initiatives for subsequent Transport and Economy Committee paper</p>			
<p>Use of Feedback - where public feedback was incorporated into projects, no audit trail was available to confirm that this was completed.</p>		<p>The purpose of the public engagement was to invite residents to identify areas where physical distancing was most difficult. Suggestions and comments were made through the Commonplace tool.</p> <p>Headline feedback was reported to Policy and Sustainability Committee on 20 August 2020 and in more detail to Transport and Environment Committee on 12 November 2020. states that the comments were mapped to the existing and proposed programme.</p> <p>The scheme review documentation and scheme proposals which followed analysis of the Commonplace feedback incorporated details of how feedback had been considered in reviewing/designing each scheme.</p>	<p>In future, design and review documentation will include a requirement to state how public feedback has been incorporated into designs.</p>

Finding 2 – Project Management and Governance

Internal Audit Observations	Internal Audit Recommendations	Management Response	Lessons Learned
<p>As the SfP programme was initiated at extremely short notice with the majority of initial decisions made under considerable time pressure, a number of routine project management and governance arrangements were either not implemented, or were implemented retrospectively. Specifically:</p> <ol style="list-style-type: none"> 1. Project business case - no business case was developed for the programme. This appears reasonable given tight implementation timeframes. 2. Project governance – whilst regular project team and Board meetings are held, outcomes of discussions and decisions are not being consistently recorded. Action logs have been created, but do not consistently include 	<p>To support ongoing implementation of SfP initiatives, management should design and implement relevant and proportionate improvements to the established governance and risk management framework. This should include, but not be limited to:</p> <ol style="list-style-type: none"> 1. documentation of decisions made at project team meetings, including consideration of relevant risks 2. continue to develop and use the programme risk register to support identification; assessment; and effective management of 	<p>Following the audit, arrangements were made to ensure that the outcome of all project team and project board meetings were recorded consistently for each meeting.</p> <p>A risk register for the programme was developed in September 2020, in direct response to feedback from Internal Audit, and maintained through the remainder of the programme. Prior to this, risk was discussed as part of the project team and project board meetings but was not always clearly documented.</p> <p>The workforce plan for Spaces for People was based on the delivery team requirements agreed for the programme. The team members were drawn from existing Place services and were effectively seconded to the programme on a full-time basis. There was no risk of them being asked to return to their substantive duties while they were working on the programme. In addition, external capacity was secured to support programme design and delivery. The resource arrangements for the programme were regularly reviewed and changes made if required.</p>	<p>For future programmes, it is proposed that the individual project teams consider the Council’s project management guidance to determine the appropriate governance arrangements for each project (this will be adapted depending on the individual circumstances of projects being developed). This will include (but not limited to):</p> <ul style="list-style-type: none"> • Development of a bespoke business case; • Development of a workforce plan • Clear roles and responsibilities for team members; • Development and maintenance of a project risk register (in line with the relevant Council risk appetite and framework); • Documentation on how benefit realisation will be captured; and • Adequate data ownership/sharing arrangements are in place if

<p>3. details of action owners. Additionally, progress with delivery of actions is not always monitored at subsequent meetings. Risk management - risk appetite for the programme was not clearly defined, and no risk management process was implemented to support identification; assessment; and management of programme delivery risks. It is acknowledged that a risk register has now been established and is currently being populated, and that the health and safety aspects of designs were considered by the design review group.</p> <p>4. Initiative implementation and benefits realisation – due to capacity constraints, no monitoring is performed to confirm</p>	<p>programme risks</p> <p>3. Identify key project team members and design and implement appropriate processes to monitor ongoing programme delivery in comparison to delivery milestones, and assess whether expected benefits are being achieved.</p> <p>4. confirm whether the commonplace survey tool contract will be extended, and establish data controller responsibilities in the event that the application is used to collect personal data.</p>	<p>Scheme implementation plans were developed and then reviewed every two months with recommendations on scheme changes reported to Committee.</p> <p>The survey data for the Edinburgh survey was provided by Sustrans to the Council in order for the analysis of comments and suggestions to be completed. Once the report was presented to Committee, there was no further need for City of Edinburgh Council to access the information provided.</p> <p>The responsibilities of the data controller rest with Sustrans as they performed this role.</p>	<p>information is being captured on external systems.</p>
---	--	--	---

<p>that works have been completed in line with specified delivery milestones. Additionally, no assessment has been performed to confirm that expected benefits have been realised. Management has confirmed that peer reviews have been performed following completion of our audit work to confirm the whether expected benefits have been realised.</p> <p>5. Commonplace survey tool - the survey application was sourced on an initial free six month trial period, and it is currently unclear how the Council's SfP survey data will be accessed if the licence is not extended. Additionally, data controller responsibilities have not been clarified between the Council</p>	<p>5. If the commonplace contract is not extended, identify and implement alternative arrangements to collect public feedback on SfP initiatives.</p>		
---	---	--	--

and the application provider in the event that any personal data is collected as part of the survey process.			
--	--	--	--

Finding 3 – Financial and Budget Management

Internal Audit Observations	Internal Audit Recommendations	Management Response	Lessons Learned
<p>Financial Assessment Summary Spreadsheet – there was limited evidence of validation by the project team of the Financial Assessment Summary Traffic Management spreadsheet designed by external consultants and used to cost the initiatives; determine stock levels required; and select suppliers to confirm its completeness and accuracy prior to use</p>	<p>To support effective ongoing management of the SfP programme management should</p> <ol style="list-style-type: none"> 1. Perform a retrospective review of the Financial Assessment Summary Spreadsheet 	<p>It is recognised that the financial model was not validated prior to use. However, the recording sheet evolved in discussion with the Project team and Finance to include appropriate functions and cost projections. The actual costs were tracked through the Council’s financial systems which showed that they were in-line with cost projections.</p> <p>Regular financial updates were reported to Committee.</p>	<p>For Travelling Safely, validation arrangements have been incorporated into the planning to ensure that financial information is captured and validated on an on-going basis.</p>
<p>Programme Exit Costs - there is currently no clear strategy for determining the potential exit costs associated with reversing individual projects, or transitioning them into permanent solutions, and it is currently unclear how any significant exit costs will be funded.</p>	<p>Summary Traffic Management spreadsheet to confirm the completeness and accuracy of model formulae and assumptions, and that there are no significant inaccuracies in forecast and actual project costs.</p>	<p>At the point of the audit, this was not considered appropriate however in response to the audit findings, details of the expected exit costs were added to the financial information reported to Committee.</p>	<p>In developing the Travelling Safely programme, exit costs were factored into the programme financial projection.</p> <p>The funding carried forward from the 2020/21 programme has now been added to the ETRO transition programme funding. The arrangements for transition to permanent schemes or scheme removal by the end of the ETRO period now form part of the on-going programme and funding planning.</p>

<p>Benefits Realisation Funding – – Currently £175K (4% of available SfP funds) has been retained to complete a review of programme benefits by an external consultant, with no supporting rationale for this retention value. Management has advised that this budget allocation was defined following detailed engagement with Sustrans, however no evidence has been provided to support this.</p>	<ol style="list-style-type: none"> 2. Develop an approach to support calculation of exit costs and how these will be funded. 3. Consider alternative internal options for completion of the planned benefits review and determine the associated costs. This should include consideration of completion of data gathering and benefits assessments on a continuous basis for the duration of individual projects, enabling ongoing modification to support benefits realisation 	<p>Should ETROs be made for scheme trials in February/March 2022 this activity will be required over Summer 2022. The scope of monitoring and evaluation is still to be defined, however, assessment criteria has been developed and successfully used during the project.</p>	<p>A reserve of £100,000 has been identified for monitoring and evaluation during the first six months of the ETRO trial period. Monitoring is expected to be undertaken during Summer 2022.</p> <p>Options to undertake this activity internally will be considered when appropriate as suggested by Internal Audit.</p>
--	---	--	---

	(where required).		
--	-------------------	--	--

This page is intentionally left blank

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

A71 Dalmahoy Junction Improvements

Executive/routine	Executive
Wards	2 – Pentland Hills
Council Commitments	16

1. Recommendations

- 1.1 The Transport and Environment Committee is asked to:
 - 1.1.1 Note the work that has been done to date on the A71 Dalmahoy Junction Improvements project;
 - 1.1.2 Note that the current cost estimate for the introduction of a signalised junction is £962,000, which is significantly greater than the funding package of £455,000 approved by Committee in March 2017;
 - 1.1.3 Note that a safety scheme was installed in April 2017 and a reduced 40mph speed limit was subsequently implemented in February 2018. Since these changes came into effect there has been a significant reduction in personal injury collisions at the junction;
 - 1.1.4 Note that, as a result of the reduction in personal injury collisions, a preliminary design for alternative road safety measures at the junction has been developed (outlined in paragraph 4.10 and detailed in Appendix 2); and
 - 1.1.5 Approve proceeding with the alternative road safety measures proposed.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Senior Manager – Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk | Tel: 0131 469 3575

A71 Dalmahoy Junction Improvements

2. Executive Summary

- 2.1 This report provides Committee with an update on the A71 Dalmahoy Junction Improvements project and sets out a proposed way forward to deliver alternative road safety measures at this junction to improve road safety.

3. Background

- 3.1 Work commenced in 2014 on the investigation of possible improvements at the A71 Dalmahoy junction. This was in response to a petition requesting measures to improve vehicular access to Ratho village and the Dalmahoy Hotel and Country Club and to reduce the risk to pedestrians crossing the A71 at this location.
- 3.2 An initial report to the Transport and Environment Committee, on [28 October 2014](#), provided a preliminary cost estimate for a signalised junction of £430,000 but noted that the cost could not be justified on the basis of potential casualty savings. At that time, no funding had been identified for the improvements to be delivered.
- 3.3 On [17 March 2015](#), Committee was provided information on options for a pedestrian refuge island, a signalised pedestrian crossing and a fully signalised junction. The Committee decided that work should proceed to develop a detailed design for a fully signalised junction and to commence the process to seek to acquire the areas of land required to deliver this.
- 3.4 A further update was provided to Committee on design, land acquisition and funding issues on [30 August 2016](#). Although funding towards the delivery of the project had been secured from various sources, there was still a significant funding shortfall.
- 3.5 At that time, Committee also approved the introduction of a low cost safety scheme, as an interim measure, to address the collision profile of the junction. This involved the installation of vehicle activated “staggered junction ahead” signs, which warn oncoming traffic that vehicles ahead are either waiting at the give way line or stationary in the centre of the road, waiting to turn right.

- 3.6 On [21 March 2017](#), the Committee noted a funding package had been identified which was sufficient to meet an updated project cost estimate of £455,520:
- 3.6.1 Road Safety - £143,000;
 - 3.6.2 Access to Bus Stops - £25,000;
 - 3.6.3 Cycling, Walking, Safer Streets - £30,000;
 - 3.6.4 Craigpark Quarry S75 Agreement - £40,000;
 - 3.6.5 South West Locality (NEPS) - £50,000 (over two years); and
 - 3.6.6 Capital Investment Programme for Carriageways, Footways and Street Lighting contingency funding - £167,000.
- 3.7 In April 2017, the interim safety scheme involving vehicle-activated signs was implemented and the speed limit on this section of the A71 was subsequently reduced to 40mph in February 2018.
- 3.8 Updates on progress were provided to the former South West Locality Committee, as part of its Business Bulletins on [19 June 2018](#), [13 September 2018](#), [29 November 2018](#) and [31 January 2019](#).
- 3.9 A report was considered by Committee at its meeting on [17 June 2021](#). However, following deputations from the Ratho & District Community Council and the St Mary's Church Dalmahoy Residents Association, Committee decided to defer consideration of the report to allow for further engagement with ward Councillors and local stakeholders.

4. Main report

Signalised Junction

- 4.1 Detailed design work on a new signalised junction layout is now nearing completion.
- 4.2 While developing the design, various issues have arisen that meant some aspects of the proposals had to be altered significantly from those that were envisaged in March 2017, when the funding package for the project was approved.
- 4.3 Plans showing the proposed junction layout used for the March 2017 cost estimate, and the signalised junction layout now developed are provided in Appendix 1. The issues that have arisen since March 2017 include:
- 4.3.1 The need for considerably more widening of the A71 than was originally envisaged to ensure the safe and efficient operation of a signalised junction, which was identified during the development of a detailed design in 2017 and 2018. This additional road widening resulted in a significant increase in the quantity of earthworks and new road pavement construction required;

- 4.3.2 As a direct consequence of the requirement for additional road widening, there was also a need to provide significantly more road drainage apparatus than was originally envisaged, including the provision of a new drainage outfall solution. The current road drainage discharges by filtering surface water runoff through the ground but additional ground investigative work in 2019 revealed that this type of arrangement would not be able to cope with the additional runoff that the new junction layout would generate. Consequently, a new carrier drainage system and outfall would be required;
- 4.3.3 The original estimate made no allowance for temporary traffic management measures during construction; and
- 4.3.4 Increased sums have been included in the new cost estimate for design and site supervision costs; the contractor’s site establishment and management with allowance for project risk and contingency, to reflect the increased scope of the design.
- 4.4 In recognition of the additional costs identified, a value engineering exercise has been undertaken. This involved the design and costing of several alternative signalised junction layouts and pavement coring and testing to ensure that resurfacing and reconstruction work on the existing road is limited to the minimum extent required. The current proposed signalised junction layout (as shown in Appendix 1) is the lowest cost option, that could be identified, while providing a signalised junction that would operate safely and without causing significant traffic congestion during peak traffic periods.

Personal Injury Collisions

- 4.5 With the speed limit in the vicinity of the junction reduced to 40mph in February 2018, a comparison between the numbers and severity of personal injury collisions, in the vicinity of the junction, in the three year period prior to this change and the 39 month period (for which data is currently available) following the change is shown in Table 1 below. This shows a significant reduction in collisions following the change in the speed limit.

	1 Mar 2015 – 28 Feb 2018 (36 months)	1 Mar 2018 – 31 May 2021 (39 months)
Slight	5	3
Serious	2	1
Fatal	-	-
Total	7	4

Table 1 Personal Injury Collisions - 1 Mar 2015- 31 May 2021

- 4.6 Within the last five years, there have been four occasions where repairs have been required to roadside street furniture at the junction due to collision damage. The total cost of these repairs was £6,250.
- 4.7 From analysis of recent collisions at the junction, solely on the basis of casualty reduction, and recognising the estimated cost of the signalised junction layout previously approved, a further assessment of the junction has taken place.

Alternative Proposals for Junction Improvements

- 4.8 This assessment has established that a similar level of collision reduction could be achieved, whilst also providing facilities to reduce the danger to pedestrians crossing at the junction, by a package of alternative road safety measures.
- 4.9 Following feedback with ward Councillors and the local community, the design of the alternative measures has been revised, most recently to include the realignment of Dalmahoy Road.
- 4.10 A preliminary design of these alternative measures is provided in Appendix 2 and includes:
- 4.10.1 A signalised pedestrian crossing;
 - 4.10.2 Further lowering of the speed limit to 30mph;
 - 4.10.3 Realigning Dalmahoy Road so that it aligns with the entrance to the Hotel and Country Club, so vehicles can cross from one to the other in a single movement;
 - 4.10.4 Widening of the narrow footway on the south side of the A71, immediately to the west of the entrance to the Hotel and Country Club;
 - 4.10.5 Replacing the existing give way lines on the two side roads with stop lines;
 - 4.10.6 Locating the new stop line, at the entrance to the Hotel and Country Club, further north than the current give way line, improving visibility to the left when exiting;
 - 4.10.7 Flattening the mounded verge at the field boundary on the north side of the A71, to the west of Dalmahoy Road, improving visibility to the right when exiting;
 - 4.10.8 Moving the bus stops further away from Dalmahoy Road and the entrance to the Hotel and Country Club, thereby improving visibility to the left for traffic exiting when there is a stationary bus; and
 - 4.10.9 Introducing vehicle speed detection systems.
- 4.11 The current cost estimate for these alternative measures, including costs incurred to date in developing the project, is £625,000.
- 4.12 If these alternative measures are approved, it is expected that the works would begin on site in late Spring/early Summer.

5. Next Steps

- 5.1 Subject to the approval of the recommendations in this report, proceed with the development and delivery of the alternative road safety measures.

6. Financial impact

- 6.1 The funding package for road safety improvements at the A71 Dalmahoy Junction is already in place (detailed in paragraph 3.6).
- 6.2 Should the recommendation to implement alternative measures be approved, a further £170,000 would be required. This can be contained within the Road Safety Capital budget. Including the original £143,000 contribution towards the scheme, this would bring the total amount of Road Safety funding committed to £313,000, which is within the maximum sum of £341,000 that can be justified on the grounds of casualty reduction at this location.
- 6.3 Should the Committee decide, however, to proceed with the current design for a signalised junction, a further £507,000 would be required from within the Transport Capital programme. This would involve either cancelling or delaying the implementation of other projects.
- 6.4 The costs incurred to date to develop the proposals are approximately £94,000. Of these costs, approximately £29,000 is for design work and traffic surveys specifically relating to a signalised junction and £65,000 relates to preparation works required for any changes at the junction e.g. topographical survey, ground/pavement investigations, drainage investigations, legal costs associated with land acquisition negotiations and tree felling work.
- 6.5 The developer's contribution of £40,000, from the S75 Agreement for Craigpark Quarry, has been drawn down in full.
- 6.6 The total budget for road safety infrastructure improvements throughout the city in recent years has generally been around £700,000 per annum. In 2020/21 this was increased to £1m, due to a significant increase in the annual Cycling Walking Safer Routes funding award from Transport Scotland and a similar overall level of funding is expected to be available in 2021/22.

7. Stakeholder/Community Impact

- 7.1 Ward Councillors were briefed on the approach proposed in this report, in January 2021, and a presentation was delivered to the Ratho and District Community Council on 15 February 2021. A written update was also sent to all affected landowners. There has been subsequent email correspondence with the Community Council which provided further information on various issues and concerns that they have raised.
- 7.2 The Community Council submitted a written deputation to Committee on [22 April 2021](#) requesting that the Council proceeds with the delivery of a signalised junction.

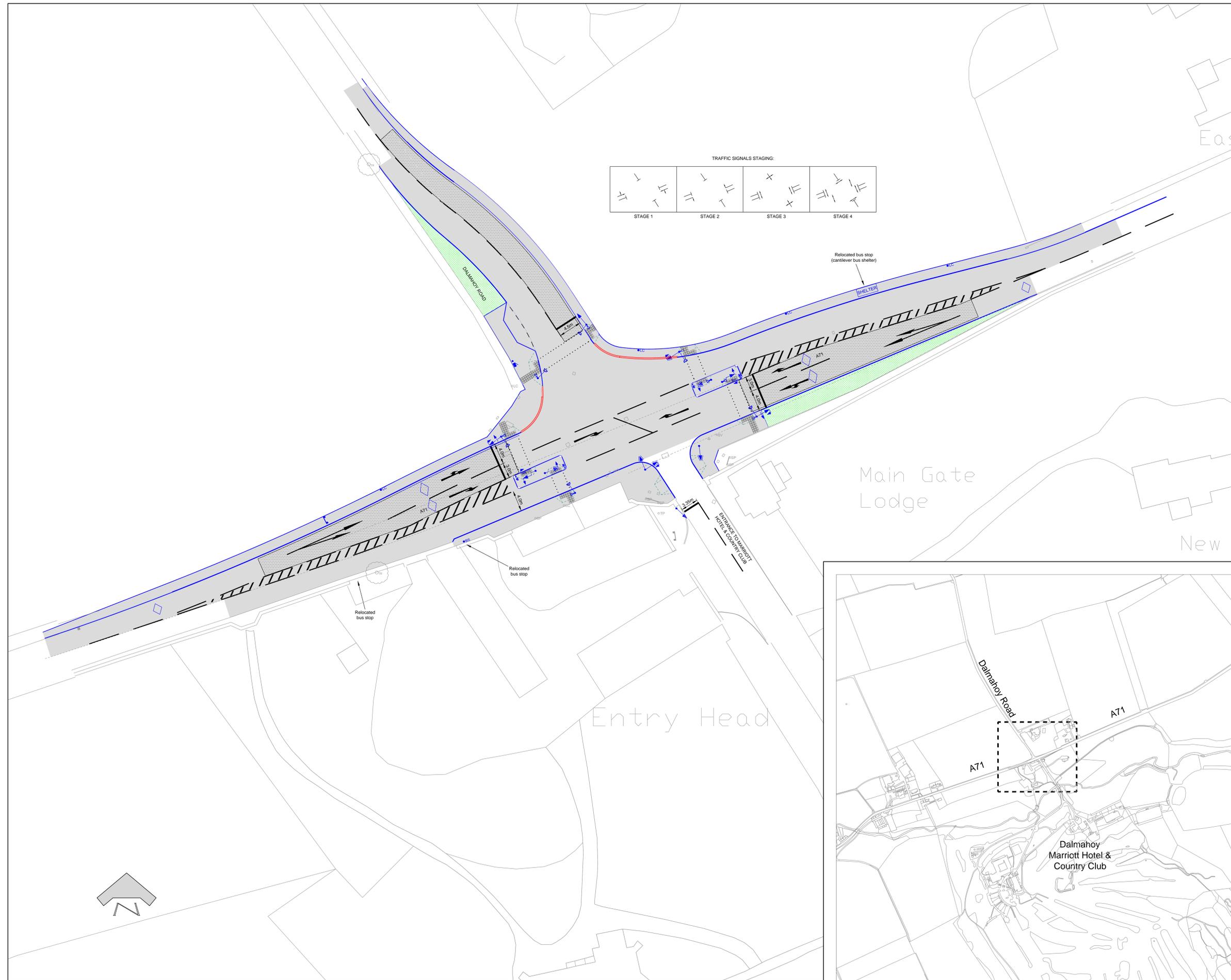
- 7.3 In addition, shortly after the presentation to the Community Council, emails were received from fourteen members of the public, nine of whom identified themselves as members of the congregation of St Mary's Church Dalmahoy, also expressing a desire for the delivery of a signalised junction.
- 7.4 Further deputations from the Community Council and the St Mary's Church Dalmahoy Residents Association were considered by Committee, on 17 June 2021, when an update on the junction was submitted. The Committee decided to defer consideration of the report to allow for further engagement with ward Councillors and local stakeholders.
- 7.5 A further meeting with ward Councillors and the Convener of Transport and Environment Committee was held on 1 September 2021 to discuss the issues addressed in this report.
- 7.6 On 15 September 2021, the Convener and the Council's Road Safety and Active Travel Manager attended a public meeting held in St Mary's Church Hall, Dalmahoy to view the junction in operation and to meet local stakeholders and listen to their concerns. Following the meeting, further design work was undertaken and a realignment of Dalmahoy Road was added to the alternative design of road safety measures (Appendix 2).
- 7.7 Subject to the approval of the recommendations in this report, further consultation will be carried out with local stakeholders on the design for the alternative road safety measures.

8. Background reading/external references

- 8.1 None.

9. Appendices

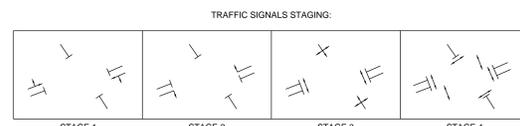
- 9.1 Appendix 1 – Plans showing proposed signalised junction layout used for March 2017 cost estimate and current proposed layout
TDD/636718/2/05, dated June 2016
TCD/636718/2/25, dated July 2020
- 9.2 Appendix 2 – Plans showing proposed alternative road safety measures
TCD/636718/2/31, dated October 2021
TCD/636718/2/28A, dated October 2021



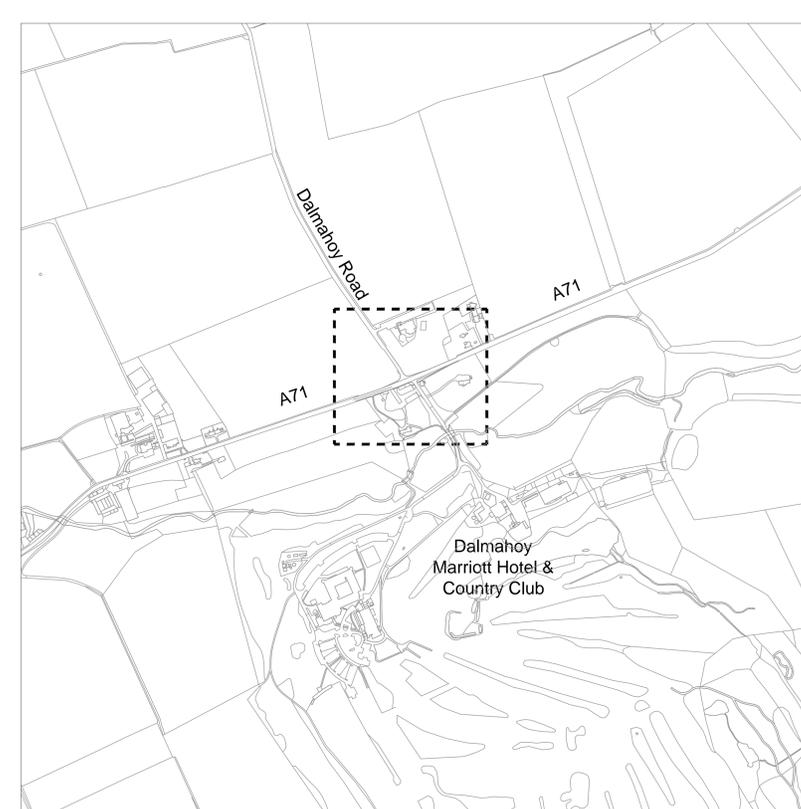
NOTES:

KEY:

- New kerbline
- - - New edging kerbline
- / / / New drainage kerbline
- New carriageway & footway
- High friction surfacing
- Verge
- White road markings
- - - Stainless steel studs
- White direction arrows
- Traffic signals
- Tactile paving
- Drop kerb crossing



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
100023420 (2016)



LOCATION PLAN
Scale 1:10,000

REVISION	DETAILS	BY	DATE	CHECKED

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

The City of Edinburgh Council Waverley Court 4 East Market Street Edinburgh, EH8 8BG Telephone: 0131 200 2000	PLACE PLANNING & TRANSPORT TRAFFIC & ENGINEERING TRANSPORT DESIGN & DELIVERY
---	---

A71 / Dalmahoy Road Junction
Signalisation
General Layout

Date: 1 June 2016	Job No. 636718	Drawn by: A Parkinson	Checked by: D Wilson
Scale: 1:250 @A1		Reviewed by:	

Drawing Name: G:\ICT\Transport Design & Delivery\TDD\636718\A71 Dalmahoy Signals\CAD\new\issued\TDD-636718-2-05 (2016-06-01).dwg



NOTES:

KEY:

- Footway
- Carriageway
- High friction surfacing
- Grass paving blocks
- Verge
- Filter drain
- Kerblines
- Round-top edging kerblines
- Flat-top edging kerblines
- Fenceline
- White road markings
- Yellow road markings
- Tactile paving
- Drop kerb crossing

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
100023420 (2020)

REVISION	DETAILS	BY	DATE	CHECKED

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

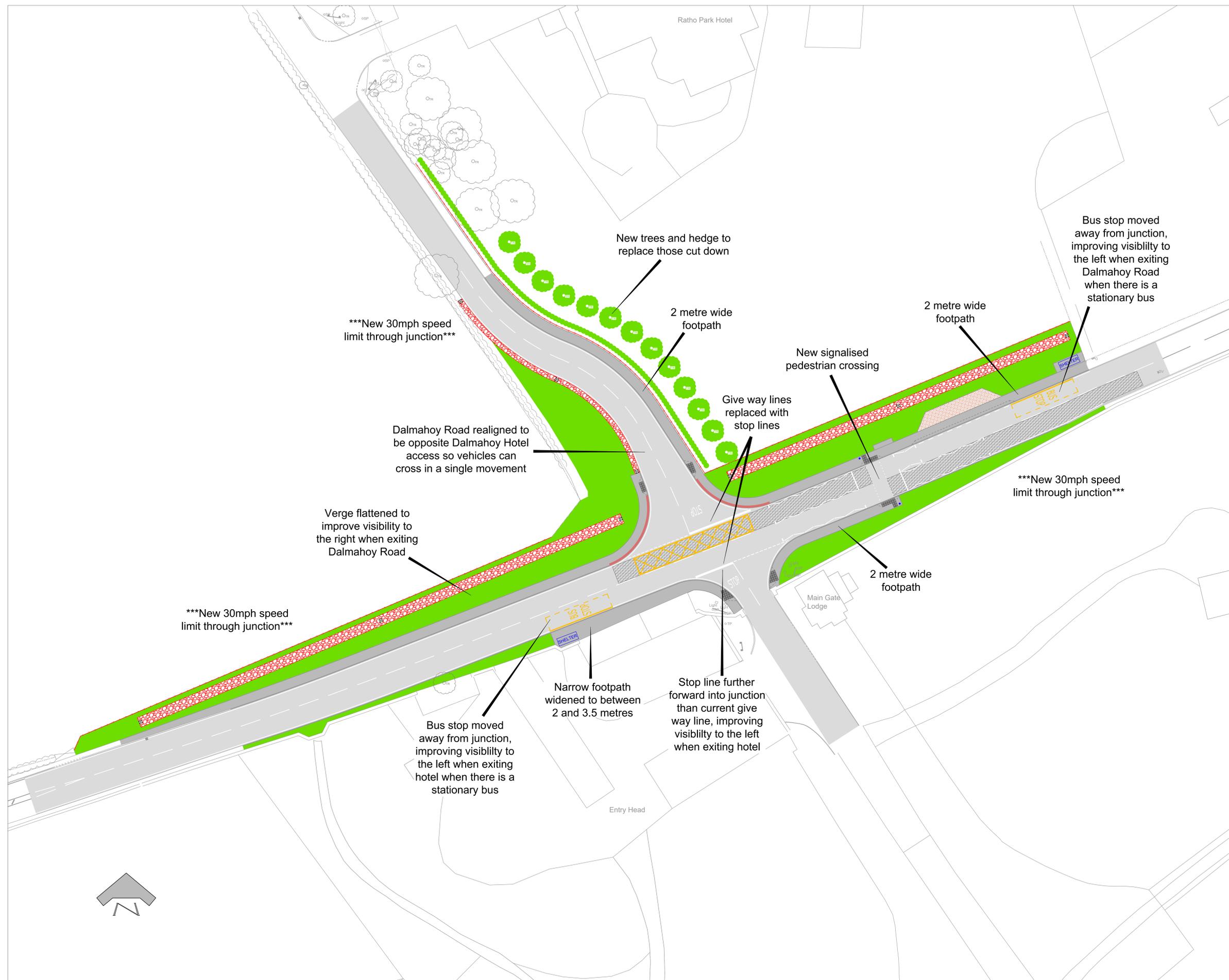
The City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

PLACE MANAGEMENT
TRANSPORT INFRASTRUCTURE
TRANSPORT CONTRACTS

Proposed Traffic Signals
A71 / Dalmahoy Road
Proposed Layout
Aligned Junction Arrangement
Option 2

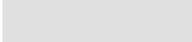
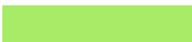
Date: July 2020
Scale: 1:250 @A0
Job No. 636718
Drawn by: A Parkinson
Checked by: SMS

Page 13



NOTES:

KEY:

-  Footway
-  Carriageway
-  High friction surfacing
-  Proposed soakaway
-  Proposed maintenance layby
-  Verge
-  Kerbline
-  Round-top edging kerbline
-  Flat-top edging kerbline
-  Kerb drainage
-  Fenceline
-  White road markings
-  Yellow road markings
-  Tactile paving
-  Drop kerb crossing

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

100023420 (2021)

REVISION	DETAILS	BY	DATE	CHECKED

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

The City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

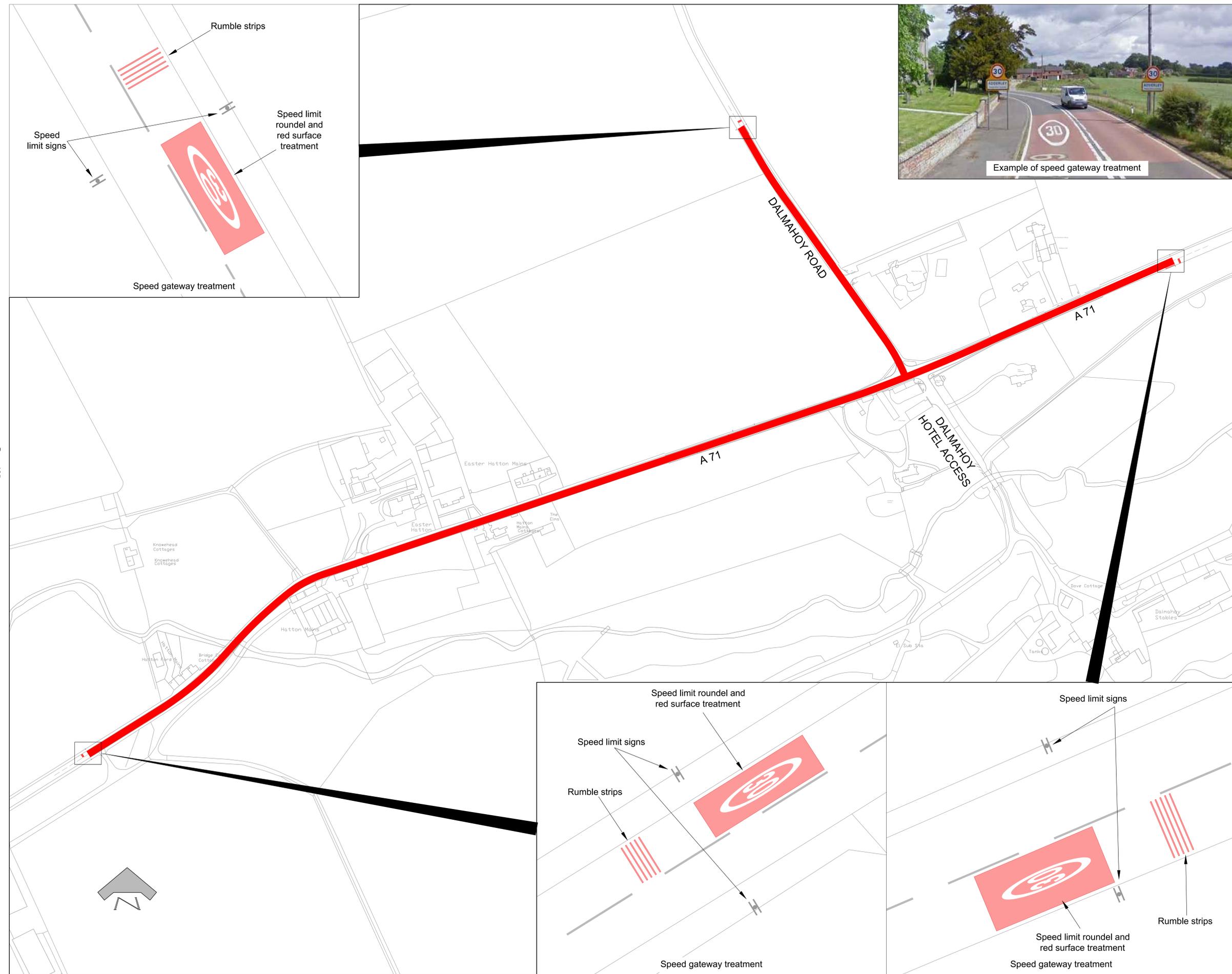
PLACE MANAGEMENT
ROADS AND TRANSPORT INFRASTRUCTURE
TRANSPORT CONTRACTS AND DESIGN

Pedestrian Crossing
A71 / Dalmahoy Road Junction
Proposed Layout
Aligned Junction Option

Date: September 2021
Scale: 1:250 @A0
Job No. 636718
Drawn by: A Parkinson
Checked by: AE

NOTES:

 30 mph speed limit



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
100023420 (2021)

A	Notes amended, photograph added	AP	Oct 21	AE
REVISION	DETAILS	BY	DATE	CHECKED

EDINBURGH
THE CITY OF EDINBURGH COUNCIL

The City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

PLACE MANAGEMENT
ROADS AND TRANSPORT INFRASTRUCTURE
TRANSPORT CONTRACTS AND DESIGN

A71 / Dalmahey Road Junction
Change of Speed Limit to 30 mph

Date: Feb 2021
Scale: NTS / 1:100 @A0
Job No. 636718
Drawn by: A Parkinson
Checked by: SMS

Page 135

This page is intentionally left blank

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

City Mobility Plan – Mode Share Targets

Executive/routine	Executive
Wards	All
Council Commitments	18

1. Recommendations

- 1.1 Transport and Environment Committee is asked to:
 - 1.1.1 Approve the mode share targets as set out in the appended Technical Note; and
 - 1.1.2 Note that the mode share targets will continue to be reviewed as part of the City Mobility Plan (CMP) review cycle to ensure they are realistic, deliverable and ambitious.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Senior Manager, Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk | Tel: 0131 529 6475

City Mobility Plan – Mode Share Targets

2. Executive Summary

- 2.1 Edinburgh has an ambitious agenda for change, including to be net zero carbon by 2030 (supported by an achievement target by the end of 2037).
- 2.2 To help achieve these changes, Edinburgh approved a new 10-year plan for mobility and transport – the City Mobility Plan (CMP) in [February 2021](#). The CMP addresses the challenge of reducing carbon emissions and how people, goods and services move into and around the city. It also addresses air quality, congestion, accessibility and inclusion, cost of travel and convenience of payment, safety and how to create space for people in the city.
- 2.3 The CMP committed to derive mode share targets to help set a level of measurable ambition for actions and decisions which will deliver a shift towards more sustainable travel within the city. The targets, once approved, will form part of the suite of Key Performance Indicators (KPIs) to support the monitoring of the Plan and will be re-examined as part of the Plan’s review cycle to ensure they remain realistic and ambitious. The targets will also help inform proposals for new developments across the city as part of City Plan 2030.
- 2.4 This report seeks approval of the proposed mode share targets, which are based upon planning for a 30% reduction in kilometres (KMs) travelled by car by Edinburgh residents to contribute to the Scottish Government’s target of a national reduction of 20% in car KMs by 2030. The proposed higher target for a 30% reduction in car KMs reflects the city’s ambition to build on existing levels of connectivity and by delivering the measures set out in the CMP over its 10-year lifespan.

3. Background

- 3.1 In December 2020, the Scottish Government published an update to its 2018 Climate Change Plan with targets to reduce emissions by 75% by 2030 and to achieve net zero carbon by 2045. As part of the move towards the reduction in emissions, the updated plan set a target to reduce car KMs driven by 20% by 2030. The updated plan notes that meeting this target will take a cross-sectoral effort going beyond transport, to reduce people's need to travel with more local access to goods and services. Likewise, digital connectivity and flexible working approaches will play a key role.
- 3.2 A Route-Map to achieving the national 20% reduction in car KMs by 2030 is currently being prepared by the Scottish Government and Council officers have requested to be involved in its development. The Route-Map is expected to further inform the support that will be given to help meet this target on a national, regional and local scale.
- 3.3 In addition to the CMP, the Council is progressing several key strategies that are relevant to achieving modal shift. These include the emerging 2030 Climate Strategy; the emerging City Plan 2030 (CP2030); and the recently approved 20-Minute Neighbourhood Strategy: Living Well Locally. The 20-Minute Neighbourhood Strategy is founded on the principle that, where possible, key services and amenities should be accessible within a 10-minute walk of where you live thus reducing the need to make longer car-based trips.
- 3.4 The CP2030 Proposed Plan strategy is centred around the delivery of sustainable development and supports the 20-Minute Neighbourhood Strategy plus a general principle for Edinburgh being a city where citizens do not need to own a car to move around. The mode share targets will support decision-making on new development proposals in line with emerging CP2030.

4. Main report

- 4.1 Mode share relates to the mode of travel used by people when moving from one place to another. The appended Technical Note sets out the proposed mode share targets for consideration. The targets are founded on the baseline evidence available and the Council's ambition to reduce car KMs by 30% by 2030.
- 4.2 In 2019, the Council undertook a citywide travel behaviour survey to better understand how often Edinburgh residents use different modes of travel, how far they travel to work, education and other trips, and by what means. These responses have been used to estimate the total number of trips and distance travelled for residents by purpose and mode of travel thereby providing a 'baseline' from which to measure change from. The methodology used in making these estimations is set out in appended Technical Note.
- 4.3 The proposed baseline (i.e. current mode share) is a snapshot which, whilst representing a useful indication of travel habits, it is not a definitive statement of

exactly how people in Edinburgh were travelling in 2019. Variations across different surveys, such as the 2011 Census and more local surveys such as Sustrans' Edinburgh Bike Life, are to be expected.

- 4.4 In addition, the baseline reflects a situation that will continue to evolve as the move through the COVID-19 pandemic evolves. Current indications are that the amount of homeworking will remain high, with associated reductions in travel to work. Other implications, such as further lifestyle changes, are currently less clear and require continued monitoring.
- 4.5 However, the key is that the percentage level of mode share change is set at an appropriately ambitious level and that the method of analysing travel behaviour is obtained in as consistent a way as possible to enable meaningful comparisons across the Plan's 10-year lifespan.
- 4.6 The mode share targets relate to Edinburgh residents only and not to those commuting into the city from the wider region. The CMP seeks to tackle impacts from those travelling into the city through a range of measures with partners across the city region. Measures include expansion and creation of new regional interchanges, workplace parking levy and parking controls. Exploration of a 'Pay as you Drive' scheme is also noted in the CMP for further consideration to help affect modal shift.
- 4.7 In the city centre, the mode share targets are expected to be exceeded, reflecting the high level of public transport accessibility and planned enhancements supporting walking, wheeling and cycling. The CMP's spatial vision is for a largely car free city centre by 2030, which will be further explored through the next stages of the Edinburgh City Centre Transformation programme.
- 4.8 Despite the pandemic's continuing impact on travel behaviour, the key drivers of the mode share targets remain the same; reducing greenhouse gases, promoting inclusion, reducing poverty, growing a sustainable economy, improving health, making the city much more liveable, and moving towards 'vision zero' etc. These drivers still require the same changes; much less car use and much more walking, cycling and public transport use, facilitated by more liveable streets designed around place, people, and sustainable movement.

5. Next Steps

- 5.1 The mode share targets, once approved, will form part of the suite of Key Performance Indicators (KPIs) to support the monitoring of the CMP and will be re-examined as part of the Plan's review cycle to ensure they remain realistic and ambitious.

6. Financial impact

- 6.1 The CMP Implementation Plan sets out information known at this stage regarding the main financial impacts of the CMP overall. Further detail on spend for individual projects will be informed by the development of action plans and business cases as appropriate.
- 6.2 It is proposed that a citywide travel behaviour survey will be undertaken to support the monitoring of the CMP in line with its review cycles. Undertaking each survey has a cost in the region of £70,000. External funding to support this will be explored.

7. Stakeholder/Community Impact

- 7.1 Throughout the development of the CMP, a Strategic Environmental Assessment (SEA) and Integrated Impact Assessment (IIA) have been undertaken, both of which informed its refinement and revision. The mode share targets will form a key part in monitoring the Plan and its commitment to moving towards more sustainable travel across the city.

8. Background reading/external references

- 8.1 [Edinburgh City Mobility Plan 2021-2030](#) approved 19 February 2021.
- 8.2 [Edinburgh City Plan 2030 – Proposed Plan for Consultation](#), approved 29 September 2021.
- 8.3 [20-Minute Neighbourhood Strategy: Living Well Locally](#), approved 10 June 2021
- 8.4 [2030 Climate Strategy – Draft for Consultation](#), approved 10 June 2021
- 8.5 [National Transport Strategy 2](#) published by Transport Scotland, 5 February 2020.
- 8.6 [Update to the Climate Change Plan 2018 – 2032](#) published by the Scottish Government, 16 December 2020.

9. Appendices

- 9.1 Appendix 1 – Mode Share Targets: Technical Note

Appendix 1 - Mode Share Estimates and Targets for 2030: Technical Note

Executive Summary

The City Mobility Plan (CMP / 'the Plan') committed to derive mode share targets to provide a detailed understanding of the potential for more people to travel sustainably around the city. The aim of these targets is to help set a level of measurable ambition for actions and decisions which will deliver a shift towards greater sustainable travel. The targets will be one of a suite of Key Performance Indicators (KPIs) to support the monitoring of the Plan and will be re-examined as part of its review cycle to ensure they remain realistic and ambitious. The targets will also help inform proposals for new developments across the city as part of City Plan 2030.

The proposed mode share targets are based upon planning for a 30% reduction in kilometres (KMs) travelled by car by Edinburgh residents to contribute to Scottish Government's target of a national reduction of 20% in car kms by 2030. The proposed higher target for a 30% reduction in car KMs reflects the city's ambition to build on existing levels of connectivity by delivering the measures set out in the CMP over its 10-year lifespan.

Summary Table A details the change in the number of trips by mode required to reduce car kms by 30% by 2030. Summary Table B shows the mode share targets that would result in the required changes to the number of trips by mode.

Summary Table A: Required change in trips and distance travelled to reduce car KMs by 30% by 2030

	Change in Kms Travelled per week	% Change	Change in trips made per week	% Change
Car	-7,994,000	-30%	-613,400	-32%
Walking	223,000	3%	94,900	3%
Cycle	924,000	35%	220,100	53%
Bus/Tram	6,338,000	26%	277,100	8%
Rail	510,000	12%	21,300	13%

Summary Table B: Mode share targets to effect 30% reduction in car KMs by 2030

Mode share	All Trips		Trips to Work		Trips to Education		Other trips	
	Current	Target	Current	Target	Current	Target	Current	Target
Car	21%	14%	34%	24%	5%	3%	17%	11%
Walking	36%	37%	18%	20%	32%	32%	43%	44%
Cycle	4%	7%	5%	9%	6%	7%	4%	6%
Bus/Tram	37%	40%	42%	47%	56%	57%	34%	37%
Rail	2%	2%	1%	1%	1%	1%	2%	2%

Background

City Mobility Plan

The City Mobility Plan 2021 – 2030 was approved by Transport and Environment Committee on 19 February 2021. The Plan was prepared alongside the emerging City Plan 2030 to help Edinburgh connect through a safer and more inclusive carbon neutral transport system - delivering a healthier, thriving, fairer and compact capital city and a higher quality of life for all residents. The Plan is intended to improve health, wellbeing, equality and inclusion; to support inclusive and sustainable economic growth and respond to climate change; and to protect and enhance our environment. To help achieve this, key objectives of the Plan include:

- Encourage behaviour change to support the use of sustainable travel modes;
- Increase the proportion of trips people make by active and sustainable travel modes;
- Reduce harmful emissions from road transport;
- Reduce the need to travel and distances travelled; and
- Reduce vehicular dominance and improve the quality of our streets.

Based upon survey data, CMP sets out how Edinburgh's residents are travelling to work, education and for other trips such as shopping and leisure. The CMP committed to derive mode share targets to provide a detailed understanding of the potential for more people to travel sustainably around the city. These targets are intended to support the monitoring of the CMP and will help inform proposals for new developments across the city as part of City Plan 2030.

Scottish Government Climate Change Plan

In December 2020, Scottish Government published an [update to its 2018 Climate Change Plan](#) with ambitious targets to end Scotland's contribution to climate change by 2045. The update commits to reduce emissions from the 1990 level by 75% by 2030 and to achieve net zero by 2045. As part of the move towards the reduction in emissions, the updated plan sets a target to reduce car KMs driven by 20% by 2030. The mode share targets set out in this technical note are based upon the changes to travel behaviour necessary to reduce car KMs by Edinburgh's residents by at least 30%.

Establishing a Baseline to Understand and Measure Travel Behaviour

Between September and December 2019, nearly 5,200 of Edinburgh's residents were surveyed with the objectives of:

- Understanding current travel and transport behaviour among residents of Edinburgh;
- Understanding motivations and barriers to switching to more sustainable transport choices; and
- Establishing baseline measures to be monitored via future waves of the Edinburgh People Survey (EPS)

The surveys were conducted on street and in resident's home and were spread evenly between the 17 Council electoral wards. To provide a representative sample of Edinburgh residents, quotas were set on age, gender, ethnicity and working status. The sampling and method of survey was replicated to match the Edinburgh people survey to ensure data comparability.

The results of the Travel Behaviour Survey have been used to estimate mode and distance travelled by Edinburgh's population for trips to work, trips to education and other trips such as for shopping and leisure.

The 2019 Travel Behaviour Survey baseline is a snapshot which, whilst representing a useful indication of travel habits, and a base against which changes can be measured if a similar survey is repeated, is not a definitive statement of exactly how people in Edinburgh were travelling in 2019. It needs to be viewed alongside other evidence, for example, the 2011 and upcoming 2022 censuses, Scottish Household Survey results, other surveys such as that carried out for the 'Bikelife' reports. Road and path-side counters also play a role in helping to inform our understanding of travel behaviours; however this latter method is less effective as it cannot determine who is making the trip, trip purpose or points of origin/destination.

For example, Bike Life reported that 8% of the city's residents' cycle to work or for education, which is higher than that reported for the Citywide Travel Behaviour Survey and the Scottish Household Survey. Variations like this are to be expected, however the key is that the percentage level of change is set at an appropriately ambitious level and that the method of analysing travel behaviour is obtained in a consistent manner as possible to enable more meaningful comparisons across the Plan's 10 year lifespan.

In addition, the baseline reflects a situation that will inevitably evolve following the COVID-19 pandemic. Current indications are that the amount of homeworking will increase significantly, with associated reductions in travel to work, but with other implications that are currently less clear such as lifestyle changes.

Despite COVID-19, the key drivers of the targets remain the same, reducing greenhouse gases, promoting inclusion and a sustainable economy, improving health, making the city much more liveable, and moving towards 'vision zero'. These still require the same changes; much less car use and much more walking, cycling and public transport use, facilitated by more liveable streets designed around place, people, and sustainable movement.

Mode Share

Mode share relates to the mode of transport used by people when travelling. The 2011 census collected comprehensive information on how people travel to work and education and other national surveys, such as the Scottish Household Survey, has collected information on other travel behaviour, though due to sample size of the survey, the results are not easily useable at small area level.

Mode share is traditionally considered in terms of the proportion of a population using different modes of a transport for a set purpose. However, this definition does not account for the frequency of mode use or the distance travelled. The proportion of all trips made by a particular mode of transport is very different from the share of KMs travelled by mode of transport with Active travel trips (walking/wheeling and cycling) tending to be shorter than trips made by motorised transport.

The 2019 Citywide Travel Behaviour Survey asked respondents how often they use different modes of transport, how far they travel to work and education and by what means. The survey responses have been used to estimate the total number of trips and distance travelled for Edinburgh residents by purpose and mode of transport. The methodology used in making these estimations is set out in the methodology section of this report. Table 1 shows the average trip distance, by mode, for travel to work or education.

Table 1. Trip Distance by Mode (KMs) for travel to work or education

Mode	Average (mean) trip distance - KMs
Car (Driver)	13.8
Walking	2.4
Bicycle	6.3
Bus	7.0
Rail	28.2
All modes	11.7

Table 2 shows the mode share of all trips being made by Edinburgh residents and Table 3 shows the mode share in terms of the KMs travelled.

Table 2. Mode share of trips made by Edinburgh residents (trips per week)

Current	All Trips		Trips to Work		Trips to Education		Trips Other	
	Trips	Mode share	Trips	Mode share	Trips	Mode share	Trips	Mode share
Car	1,927,900	21%	787,600	34%	22,100	5%	1,118,100	17%
Walking	3,390,400	36%	410,100	18%	131,600	32%	2,848,800	43%
Cycle	412,900	4%	108,500	5%	26,300	6%	278,100	4%
Bus/Tram	3,460,800	37%	957,300	42%	233,200	56%	2,270,300	34%
Rail	158,700	2%	24,100	1%	3,600	1%	131,000	2%
<i>Total Trips</i>	<i>9,350,600</i>		<i>2,287,600</i>		<i>416,800</i>		<i>6,646,200</i>	

Table 3. Mode share of KMs travelled by Edinburgh residents (distance travelled per week)

Current	All Trips		Trips to Work		Trips to Education		Trips Other	
	1,000s Kms Travelled	Mode share						
Car	26,647	40%	11,060	54%	170	8%	15,417	35%
Walking	8,299	13%	1,046	5%	289	13%	6,965	16%
Cycle	2,610	4%	744	4%	120	6%	1,746	4%
Bus/Tram	24,124	37%	6,779	33%	1,533	71%	15,812	36%
Rail	4,412	7%	679	3%	40	2%	3,694	8%
	66,092		20,308		2,152		43,633	

The tables indicate that whilst walking accounts for a very high proportion of all trips being made each week, as the trips tend to be relatively short, they account for a relatively small proportion of the KMS travelled. Conversely, car trips only account for around 20% of all trips being made but in terms of the KMS travelled, the proportion is almost double. Bus/Tram is the most popular mode of travel overall for Edinburgh residents both in terms of the number of trips and the distance travelled.

Mode Share Targets

The CMP committed to derive mode share targets to provide a detailed understanding of the potential for more people to travel sustainably around the city. These targets are intended to support the monitoring of the CMP and will help inform proposals for new developments across the city as part of City Plan 2030.

In accordance with CMP objectives and the Scottish Government's Climate Change Plan, the targets for mode share have been derived with the aim of reducing the amount of travel by car by increasing trips made using active travel modes and greater use of public transport for longer trips. Mode share targets is one of a suite of Key Performance Indicators (KPIs) set by the CMP to allow the Council to measure the success of delivering the package of measures in the CMP, and to set a level of ambition to help direct actions and decisions which will deliver a shift towards more sustainable travel.

As part of its Climate Change Plan, the Scottish Government is seeking a 20% reduction in car trips (in terms of distance travelled) by 2030. In order to meet this objective, it is likely that car travel to, from and within the large urban areas of Scotland will need to be reduced by more than 20%. To that end, the mode share targets proposed, are based upon the premise of reducing the distance of car trips made by Edinburgh residents by 30%.

Target Assumptions

The targets have been derived under the assumption that half of all short trips (trips under 3.2KMs or 2 miles) that are currently made by car could be moved to active travel modes and a quarter of intermediate trips (3.2 to 8 KMs) could likewise be made using active travel modes. Of those trips moved from car to active travel, half of short trips are targeted to become cycling trips and half walking. Trips of 3.2 to 8 KMs are less likely to be made by walking and the assumption is that 90% of the intermediate trips moved from car would be to cycling with 10% to walking.

It is unlikely that significant numbers of trips of over 8 KMs could be moved from car to active travel modes and so, the remainder of the 30% reduction in car KMs is targeted to move trips from car to public transport. The distribution of trips moved from car to bus/tram and rail is assumed to be the same distribution as the share of trips currently being made by these modes.

Table 4 shows the target change in trips made and distance travelled by each mode required to reduce car KMs by 30%.

Table 4. Target change in average weekly KMs travelled and trips made

	Change in Kms Travelled per week	% Change	Change in trips made per week	% Change
Car	-7,994,000	-30%	-613,400	-32%
Walking	223,000	3%	94,900	3%
Cycle	924,000	35%	220,100	53%
Bus/Tram	6,338,000	26%	277,100	8%
Rail	510,000	12%	21,300	13%

Targets

Tables 5 and 6 show the resulting mode share targets, by purpose of journey, that are required to reduce car KMs travelled by Edinburgh residents by 30%. Table 5 shows the targets in terms of the KMs travelled per week and Table 6 shows the target mode share in terms of trips made per week.

Table 5. Mode share targets: KMs travelled per week by mode of travel

	All Trips		Trips to Work		Trips to Education		Trips Other	
Current	Kms Travelled	Mode share	Kms Travelled	Mode share	Kms Travelled	Mode share	Kms Travelled	Mode share
Car	26,647,000	40%	11,060,000	54%	170,000	8%	15,417,000	35%
Walking	8,299,000	13%	1,046,000	5%	289,000	13%	6,965,000	16%
Cycle	2,610,000	4%	744,000	4%	120,000	6%	1,746,000	4%
Bus/Tram	24,124,000	37%	6,779,000	33%	1,533,000	71%	15,812,000	36%
Rail	4,412,000	7%	679,000	3%	40,000	2%	3,694,000	8%
	66,092,000		20,308,000		2,152,000		43,633,000	
Target	Kms Travelled	Mode share	Kms Travelled	Mode share	Kms Travelled	Mode share	Kms Travelled	Mode share
Car	18,653,000	28%	7,740,000	38%	118,000	5%	10,796,000	25%
Walking	8,521,000	13%	1,139,000	6%	293,000	14%	7,089,000	16%
Cycle	3,533,000	5%	1,126,000	6%	131,000	6%	2,277,000	5%
Bus/Tram	30,462,000	46%	9,399,000	46%	1,569,000	73%	19,495,000	45%
Rail	4,922,000	7%	904,000	4%	41,000	2%	3,977,000	9%
	66,092,000		20,308,000		2,152,000		43,633,000	
Change in KMs travelled	Kms Travelled	% Change	Kms Travelled	% Change	Kms Travelled	% Change	Kms Travelled	% Change
Car	-7,994,000	-30%	-3,320,000	-30%	-53,000	-31%	-4,621,000	-30%
Walking	223,000	3%	94,000	9%	4,000	2%	124,000	2%
Cycle	924,000	35%	382,000	51%	11,000	9%	531,000	30%
Bus/Tram	6,338,000	26%	2,620,000	39%	36,000	2%	3,683,000	23%
Rail	510,000	12%	225,000	33%	2,000	4%	283,000	8%

Table 6. Mode share targets: Trips made per week by mode of travel

	All Trips		Trips to Work		Trips to Education		Trips Other	
Current	Trips	Mode share	Trips	Mode share	Trips	Mode share	Trips	Mode share
Car	1,927,900	21%	787,600	34%	22,100	5%	1,118,100	17%
Walking	3,390,400	36%	410,100	18%	131,600	32%	2,848,800	43%
Cycle	412,900	4%	108,500	5%	26,300	6%	278,100	4%
Bus/Tram	3,460,800	37%	957,300	42%	233,200	56%	2,270,300	34%
Rail	158,700	2%	24,100	1%	3,600	1%	131,000	2%
	9,350,600		2,287,600		416,800		6,646,200	
Target	Trips	Mode share	Trips	Mode share	Trips	Mode share	Trips	Mode share
Car	1,314,400	14%	537,700	24%	14,400	3%	762,400	11%
Walking	3,485,300	37%	448,100	20%	133,400	32%	2,903,800	44%
Cycle	633,000	7%	197,900	9%	29,300	7%	405,700	6%
Bus/Tram	3,737,900	40%	1,071,000	47%	235,900	57%	2,431,000	37%
Rail	180,000	2%	32,800	1%	3,800	1%	143,300	2%
	9,350,600		2,287,600		416,800		6,646,200	
Change in number of Trips	Trips	% Change	Trips	% Change	Trips	% Change	Trips	% Change
Car	-613,400	-32%	-249,900	-32%	-7,800	-35%	-355,800	-32%
Walking	94,900	3%	38,000	9%	1,900	1%	55,100	2%
Cycle	220,100	53%	89,400	82%	3,000	11%	127,700	46%
Bus/Tram	277,100	8%	113,700	12%	2,700	1%	160,700	7%
Rail	21,300	13%	8,700	36%	200	6%	12,400	9%

Setting Mode Share Targets: Methodology

Stage 1. Calculate total number of trips of by mode

The 2019 Citywide Travel Behaviour Survey asked respondents how often they had used different modes of transport over the last month. This information was used to estimate the number of trips being made using different transport modes for Edinburgh's population. Table 7 sets out the assumed trips per week according to respondent's answer to the question. As trips tend to be to a destination and then a return home, a response indicating 1 trip per week is assumed to be 2 trips in total (there and back) when calculating trips and kms travelled. A response to trips being made several times per week or most days may indicate more than a single trip per day. For example, the respondent may make a regular trip to work and make another local trip on the same day. This is less likely for people using rail. To reflect this, fewer rail trips per week are assumed than other modes for respondents indicating that they use the mode most days or several times per week.

Table 7. Assumed trips per week.

Response	Assumed trips per week	Assumed trips per week - Rail
About once a fortnight	1	1
About once a month	0.5	0.5
About once a week	2	2
Most days	14	10
Not used in last month	0	0
Several times a week	10	8

The analysis of responses was carried out for four different age groups – 16 to 24 year olds, 25 to 44 year olds, 45 to 64 year olds and those aged 65 and over. The proportion of respondents in each group making the number of trips was applied to Edinburgh's population estimate for that age group to estimate the total number of trips being made by all of Edinburgh's residents.

Stage 2. Calculate the number of travel to work/education trips

Specific questions were asked in the survey about travel to work and education including the mode of travel and the distance travelled. The analysis for travel to work was carried out for the 4 age groups and was further broken down by employment status (working full time, part time, or self-employed). The number of self-employed respondents was estimated between full time workers and part time workers using census data. It was assumed that full time workers would make 5 trips to work per week and part time workers would make 3 to 4 trips to work per week. Trips to education were assumed to be at a rate for 5 trips week. As with total trips, the pattern of trips to work for the survey respondents was applied to the total population of each age/employment status group to estimate trips to work and education for the whole population.

Stage 3. Calculate number of other trips

No further information was available from the survey regarding non-work/education trips. ‘Other trips’ were calculated as the residual of all trips (calculated in stage 1) minus trips to work and education (calculated in stage 2). Table 8 sets out the mode share of all trips, broken down by purpose. The mode share table is based upon the mode share of the **number of trips** being made, not the more usual split based upon the number of individuals using a particular mode i.e. mode share by trips gives weight to how often a trip is made per week.

Table 8: Mode share of trips – current position

	All Trips (per week)	Trips to Work	Trips to Education	Other trips
Number of trips				
Car	1,927,900	787,600	22,100	1,118,100
Walking	3,390,400	410,100	131,600	2,848,800
Cycle	412,900	108,500	26,300	278,100
Bus/Tram	3,460,800	957,300	233,200	2,270,300
Rail	158,700	24,100	3,600	131,000
Total Trips	9,350,600	2,287,600	416,800	6,646,200
Mode share				
Car	21%	34%	5%	17%
Walking	36%	18%	32%	43%
Cycle	4%	5%	6%	4%
Bus/Tram	37%	42%	56%	34%
Rail	2%	1%	1%	2%

Stage 4. Calculate the number of Car KMs.

As the mode share targets are to be based upon reducing the number of car-KMs, it is necessary to estimate the distance of the trips in Table 8 above.

For trips to work and education, the trip distances from the 2019 Citywide Travel Behaviour Survey were used to calculate total KMs for each mode. The question in the survey used distance brackets, and the mid-point of each range was used to estimate trip distance. The highest bracket used in the survey was travel of over 10 miles. As the longer trips have the greatest influence on total distance travelled, this bracket was broken down into sub-brackets based on the proportions observed in the 2011 Census. The brackets and assumed average trip distances are set out in Table 9 below. The survey did not collect information on distances for other trips. The average distance for trips to work or education was, therefore, applied for each mode. The average distance by mode for all trips to work or education is set out in Table 10. The estimated total KMs travelled by each mode and purpose is shown in Table 11.

Table 9. Assumed trip distance based upon survey response

Survey Response	Assumed average trip distance (miles)	Assumed average trip distance (KM)
Distance travelled to Work/Education		
Less than a mile	0.5	0.8
More than a mile but less than 2 miles	1.5	2.4
More than 2 miles but less than 5 miles	3.5	5.6
More than 5 miles but less than 10 miles	7.5	12
More than 10 miles (from Census)		
10 to 12 miles	11	17.6
12 to 18 miles	15	25
18 to 25 miles	21.5	35
25 to 38 miles	31.5	50
38+ miles	40	60

Table 10. Average (mean) distance travelled for all trips to work or education

Mode	Average (mean) trip distance - KMs
Car (Driver)	13.8
Walking	2.4
Bicycle	6.3
Bus	7.0
Rail	28.2
All modes	11.7

Table 11. Estimated KMs travelled per week by mode and purpose

	All Trips	Trips to Work	Trips to Education	Other Trips
Mode				
Car	26,647,000	11,060,000	170,000	15,417,000
Walking	8,299,000	1,046,000	289,000	6,965,000
Cycle	2,610,000	744,000	120,000	1,746,000
Bus/Tram	24,124,000	6,779,000	1,533,000	15,812,000
Rail	4,412,000	679,000	40,000	3,694,000
All Modes	66,092,000	20,308,000	2,152,000	43,633,000

Stage 5. Calculate the number of car trips that must be moved to other modes to achieve 30% reduction in Car-KMs.

An estimate of the total distance travelled by car was calculated in stage 4. 30% of this figure is the reduction in car KMs required, which could be achieved in different ways. Moving short or local trips by car to other modes would require more trips to be changed than moving longer trips as longer trips account for more car-KMs. The model assumes 50% of trips below 3.2 KMs could be moved from car to active travel modes and 25% of trips between 3.2 and 8 KMs could likewise be moved. The remaining reduction in car KMs must come from a shift of longer car trips to public transport modes. For the trips moving to public transport, the split between bus/tram and rail in each distance bracket is made on a pro-rata basis according to current travel behaviour.

First, the car KM reduction achieved from local moves is calculated as the number of local trips to be moved multiplied by the average local trip distance. Local trips (<3.2 KMs) is the product of two distance brackets in the survey (up to 1.6 KMs and 1.6 to 3.2 KMs) and the KM reduction was calculated for each sub-bracket separately. The remaining required KM reduction is then calculated as the total reduction in distance required minus the reduction achieved from local trip moves. This residual is then used to calculate the number of longer trips in each bracket that need to change mode, based upon average trip distance. The above calculations were performed for each trip purpose.

Stage 6. Move the reduction in car trips to other modes

The model assumes that the same number of trips will be made overall, so any reduction in car trips must be balanced by moves to other modes. The model distributes short trips moved from car to active travel as 50% to cycling and 50% to walking. Intermediate trips are moved at a ratio of 9:1 cycling to walking. For longer trips, the reduction in car trips is balanced by an increase in bus and rail trips distributed according to survey observed behaviour. Table 12 shows the number of trips moved between mode and Table 13 shows the resulting mode share split

Table 12. Modal change

Reduction in car trips (all)	Reduction in car trips	To walking	To cycling	To Bus	To Train
Local trips (<3.2KMs)	158,600	79,300	79,300		
Intermediate trips (3.2 - 8KMs)	156,500	15,600	140,800		
Long Trips (8+ KMs)	298,400			277,100	21,300
All trips	613,400	94,900	220,100	277,100	21,300
Reduction in car trips to work	Reduction in car trips	To walking	To cycling	To Bus	To Train
Local trips	63,100	31,600	31,600		
Intermediate trips	64,300	6,400	57,900		
Long Trips	122,500			113,700	8,700
All trips	249,900	38,000	89,400	113,700	8,700
Reduction in car trips to Education	Reduction in car trips	To walking	To cycling	To Bus	To Train
Local trips	3,500	1,700	1,700		
Intermediate trips	1,400	100	1,300		
Long Trips	2,900			2,700	200
All trips	7,800	1,900	3,000	2,700	200
Reduction in other car trips	Reduction in car trips	To walking	To cycling	To Bus	To Train
Local trips	92,000	46,000	46,000		
Intermediate trips	90,800	9,100	81,700		
Long Trips	173,100			160,700	12,400
All trips	355,800	55,100	127,700	160,700	12,400

Table 13. Target trips by mode and mode share

	All Trips	Trips to Work	Trips to Education	Trips Other
Car	1,314,400	537,700	14,400	762,400
Walking	3,485,300	448,100	133,400	2,903,800
Cycle	633,000	197,900	29,300	405,700
Bus/Tram	3,737,900	1,071,000	235,900	2,431,000
Rail	180,000	32,800	3,800	143,300
<i>All Trips</i>	<i>9,350,600</i>	<i>2,287,600</i>	<i>416,800</i>	<i>6,646,200</i>
Mode Share				
Car	14%	24%	3%	11%
Walking	37%	20%	32%	44%
Cycle	7%	9%	7%	6%
Bus/Tram	40%	47%	57%	37%
Rail	2%	1%	1%	2%

A comparison of current mode share, by number of trips, to the target mode share is shown in table 14.

Table 14. Current and target mode share by number of trips

Mode share	All Trips		Trips to Work		Trips to Education		Other trips	
	Current	Target	Current	Target	Current	Target	Current	Target
Car	21%	14%	34%	24%	5%	3%	17%	11%
Walking	36%	37%	18%	20%	32%	32%	43%	44%
Cycle	4%	7%	5%	9%	6%	7%	4%	6%
Bus/Tram	37%	40%	42%	47%	56%	57%	34%	37%
Rail	2%	2%	1%	1%	1%	1%	2%	2%

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

Edinburgh Cycle Hire Scheme – future delivery and interim community initiatives

Executive/routine	Executive
Wards	All
Council Commitments	17

1. Recommendations

- 1.1 That the Transport and Environment Committee:
 - 1.1.1 Notes the current position on the Edinburgh Cycle Hire Scheme (ECHS) and the proposed short and medium-term mitigating measures set out in the report;
 - 1.1.2 Agrees to the establishment of a project team to take forward a detailed assessment of proposed objectives for a new scheme in the medium to long term. The outcome of this will be reported to Committee as early as possible; and
 - 1.1.3 Approves the funding to support the short-term mitigating measures, as detailed in paragraph 4.14 of this report.

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Senior Manager - Placemaking and Mobility

E-mail: daisy.narayanan@edinburgh.gov.uk

Edinburgh Cycle Hire Scheme – future delivery and interim community initiatives

2. Executive Summary

- 2.1 Edinburgh Cycle Hire Scheme (ECHS) closed on 17 September 2021, following the end of the concessionary contract with operators Serco.
- 2.2 The Transport and Environment Committee approved a motion at the reconvened meeting of the Committee from [19 August 2021](#) (on 9 September 2021) that called for a report in November outlining options for a new scheme.
- 2.3 This report addresses the motion by considering the merits of the former Serco scheme; outlines proposed objectives for any new scheme; and proposes the establishment of a project team to prepare detailed options for the medium and longer term. It also proposes short-term, mitigating actions that can be implemented while longer-term options are developed for approval and subsequently implemented.

3. Background

- 3.1 The ECHS was procured by Transport for Edinburgh (TfE) and launched on 18 September 2018. The delivery of the scheme with the operator, Serco, was at no cost to TfE via a three-year Concession Contract, with the option of a four-year extension. At the time of closure, the scheme had a fleet of 600 bikes and 150 e-bikes.
- 3.2 Due to significant issues around theft/vandalism and the resultant financial impact, Serco confirmed to TfE that they were not prepared to extend the current Concession Contract for a further four years, beyond 18 September 2021, without variation. Due to the financial challenges, they sought to move to a Managed Service Model, thereby transferring financial and delivery risk to TfE. The refreshed service would have required a security upgrade to the fleet and docking infrastructure to ensure additional and improved security against theft and vandalism.
- 3.3 The Board and the Audit and Risk Committee of TfE considered several options to maintain the operating scheme. However, following protracted negotiations, a

mutually acceptable contract extension could not be agreed. Consequently, the ECHS closed at midnight on 17 September 2021, when the original Concession Contract came to an end.

- 3.4 The announced closure of ECHS was met with disappointment from many in the city, including partners, funders, businesses and users of the scheme.
- 3.5 At the reconvened August meeting (9 September 2021), the Transport and Environment Committee approved the following motion:
- 3.5.1 Notes with great regret that the Edinburgh Bike Hire Scheme will close from September 17 at the end of the contract with Serco through Transport for Edinburgh.
 - 3.5.2 Notes that this will be an unwelcome development for many regular users of the scheme.
 - 3.5.3 Notes that, despite this being created originally as a scheme with no local authority funding expectations, a budget allocation of £1.8m was made to help sustain the bike hire scheme and that further external funding was also secured to help overcome operational issues.
 - 3.5.4 Recognises that a successful bike hire scheme in this city is a welcome addition to sustainable transport options for residents and visitors, encouraging more people to enjoy the benefits of fast, sustainable journeys by bike.
 - 3.5.5 Requests a report to the November Transport and Environment Committee outlining options for new possible schemes which can deliver those benefits to as many people as possible.
- 3.6 This report addresses the motion by considering the merits of the former Serco scheme; outlines proposed objectives for any new scheme; and proposes the establishment of a project team to prepare detailed options for the medium and longer term. It also proposes short-term, mitigating actions that can be implemented in the short and medium-term while longer term options are developed for approval and subsequently implemented.

4. Main report

Serco Scheme and Lessons Learned

- 4.1 ECHS showed there is a clear demand for cycle hire in Edinburgh. For example:
- 4.1.1 ECHS had over 70,000 users to access bikes, with nearly half of a million trips being made during the life of the project;
 - 4.1.2 During 2020, when ECHS was the fastest growing scheme in Britain, there were 234,500 trips made. Given the various COVID-19 lockdowns, these trips were made almost entirely by Edinburgh residents.

4.1.3 In 2020, ECHS won the award for Cycling, Walking and Public Realm at the Scottish Transport Awards.

4.3 The scheme expanded beyond the original operating area and, at the time of closure, covered the network demonstrated in Figure 1 below:



Figure 1 - ECHS's Cycle Hire Point Network at point of closure

4.4 Figure 2 below shows the extent of the use of bikes across the city. While the ECHS was able to provide data on how many journeys, to get a more in-depth picture of who was using the bikes required a customer survey. This was completed in the first year of the scheme operation (2018/19) but not thereafter, principally due to the impact of COVID-19.

4.5 The customer survey conducted in 2018/19 provided the following information:

- 80% of the users identified as 'Live and Work in Edinburgh';
- 12% of the users identified as 'Commute in and Work in Edinburgh';
- 2% of the users were tourists;
- 6% of the users identified as students; and
- 25% of the users identified as women in comparison to 17% of the general cycling population surveyed in the 2019 Bike Life.



Figure 2 – August 2020 showing extent of use of the bikes

- 4.6 The main advantage of the former scheme was that it helped “normalise” the use of bicycles as an effective mode of travel and provided an opportunity for returning and new users. It also contributed, in a positive way, to main outcome themes identified in the Council’s Business Plan of wellbeing and sustainability.
- 4.7 The main lesson learned from the three years of operation is that a scheme cannot operate with financial sustainability without some form of subsidy. By way of comparison, to continue with the former scheme would have required a subsidy of approximately £500,000 per annum and this assumes over £1m of income per annum, through ridership fees and sponsorship, would be generated. Further, one-off investment of £1.172m was required to upgrade security for the fleet.
- 4.8 In addition, to the financial subsidy required, an analysis of the former scheme was carried out by TfE that identified a number of other matters to be considered for any future scheme:
- 4.8.1 Clearly defined aims and objectives should be developed before procuring a solution. These should be consistently applied throughout the duration of the contract;
 - 4.8.2 Ensure that all infrastructure specifications take account of the need to minimise the opportunities for vandalism (recognising the previous levels of vandalism experienced);
 - 4.8.3 Use of CoMoUK cycle hire scheme accreditation for operator, bike and, if possible, infrastructure;
 - 4.8.4 Develop a scheme which meets the needs of wider community (e.g. through the inclusion and provision of cargo bikes and other adaptive bikes);
 - 4.8.5 A future scheme should be delivered as part of an integrated transport offer that includes buses, trams and bicycles;
 - 4.8.6 Outreach / behavioural change resource needs to be embedded within the scheme; and

4.8.7 Recognise that capital and revenue funding will be required for the duration of the contract.

Objectives for a Replacement Scheme

4.9 In response to the lessons learnt, in developing options for a future scheme the following aims and objectives are proposed:

4.9.1 **Alignment with the City Mobility Plan:** to improve health, wellbeing, equality and inclusion; to support inclusive and sustainable economic growth and respond to climate change; and to protect and enhance our environment;

4.9.2 **Be inclusive:** by providing access to adaptive and non-standard bikes;

4.9.3 **Community Involvement:** ensuring that communities have the opportunity to input before any medium or longer-term proposal is implemented;

4.9.4 **Integrated with the wider public transport provision in Edinburgh:** it was recognised in the report on reform of the Council's Transport Arms Length Organisations (ALEO) that any future cycle hire provision should be delivered as part of an integrated transport network for the city. The corporate structure approved by Committee envisaged that the ALEO will become the entity responsible for delivery of all Council owned transport modes to ensure integrated transport in the city;

4.9.5 **Seek to increase cycling amongst low participant groups:** particularly economically /socially disadvantaged groups and individuals throughout the city; and

4.9.6 **Funding:** any proposal must be delivered within the funding made available by the Council.

Options

4.10 The commencement of a procurement process to deliver a like for like replacement is not recommended until further analysis and assessment of the objectives and preferred outcomes has taken place. To simply commence a new like for like procurement will increase the risk of future failure, in that, the Council needs to articulate what is required, within the funding available, rather than ask operators to dictate that agenda.

4.11 This means splitting options into the short/immediate, short and longer term, which are outlined below.

Longer Term Options

4.12 The longer-term options will take time to develop (for example, a direct replacement city-wide scheme would require a full procurement process, which could take up to 18-24 months to deliver). In order to undertake a full options appraisal and identify a preferred approach, it is proposed to establish a project team that would initially carry out research and engagement with stakeholders, including a workshop with Elected Members and seeking views of local communities, on the proposed

objectives and the options for delivering them. This work would then form the basis of a report to a future Committee with detailed proposals, financial forecasts and recommendations.

Medium Term

- 4.13 In the medium term, officers will investigate a model of city bike club, working in partnership with retailers and other relevant organisations to better understand the demand for the bike hire service. Further work is required to determine how quickly this could be delivered and to put in place the practical arrangements required for this. This will look to add value to the regional cycle hire scheme co-ordinated by Sustran.

Short Term - Interim measures

- 4.14 As the medium and longer-term measures will require time to prepare, it is proposed that the Council uses some of the available funding to mitigate the closure of the ECHS in the short term by making modest investment in community-led approaches. It is considered that this will offer contributions towards a new cycle hire scheme in the future, by being part of the solution, and are complementary to the Council's Smarter Choices, Smarter Places programme:

- 4.14.1 **Continue All-Ability Cycling:** at the reconvened meeting on [9 September 2021](#), Committee approved a grant award of £71,000 to the Thistle Foundation for the delivery of the All Ability Cycling project. This offers adaptive cycles to people with disabilities. This will provide useful feedback on how a future cycle hire scheme could offer an inclusive and adaptive bike offer;
- 4.14.2 **Brake the Cycle (BTC):** for over 10 years BTC has been able to give offenders skills and knowledge on bikes and bike repair, while recycling thousands of bikes and making them safe for reuse by those in need. Offenders and beneficiaries have both responded positively to the service. BTC was initially funded through a Scottish Government grant and is currently run in partnership with the Bike Station for bicycles to be sold. There may be scope to expand this initiative, and for bicycles to be donated more widely and therefore it is proposed to allocate £95,000 in 2021/22 to this programme;
- 4.14.3 **Working with Universities/Colleges:** working in partnership with the University of Edinburgh, the Council and the Energy Savings Trust, this project will expand the current programme of cycle confidence training to be offered to all higher education institutions in the city. This will capitalise on the increased appetite to deliver more support for students cycling in Edinburgh by providing an e-bike fleet for universities and colleges to run a mini cycle hire scheme for its students and staff. Therefore, it is proposed to allocate £205,000 between 2021/22 and 2022/23 for this initiative;
- 4.14.4 **Supporting the expansion of the Cargo Bike Movement:** Cargo Bike Movement was established in April 2020 in response to the first national

COVID-19 lockdown, and was funded through Paths for All, SEStran and Transport Scotland. The team are based in Council-owned premises at Tollcross. It is proposed to allocate additional funding of £75,000 in 2021/22 to allow the project to continue with a soft launch of a cargo bike hire scheme; offering the opportunity for members of the public, local businesses and organisations to loan cargo bikes for a short-term duration. Once new cargo bikes are received (through funding from Energy Saving Trust), the scheme will be able to expand to longer-term loans.

- 4.15 The above initiatives offer great potential to utilise funding both to encourage behaviour change, and to gain additional insight for the development of a successful cycle hire scheme option in the future.
- 4.16 The Council has approved funding of £800,000 in this financial year towards a future city-wide cycle scheme, a further £500,000 per annum thereafter. It is assumed that this funding will be required in full once a new scheme has been procured and therefore any interim funding should be considered as one-off as opposed to recurring.

Conclusion

- 4.17 The Council will establish a project team to take forward the detailed assessment of options with a view to reporting back to Committee. In the interim, it is proposed that mitigating measures will be supported as detailed in this report.

5. Next Steps

- 5.1 It the recommendations of this report are approved:
 - 5.1.1 The short-term interim measures set out above will be implemented;
 - 5.1.2 A project team will be established to take forward the detailed assessment of options with a view to reporting back to Committee; and
 - 5.1.3 Engagement with the community led initiatives over funding commitments and future synergies with the proposed future scheme.

6. Financial impact

- 6.1 For a cycle hire scheme, as part of the budget setting process for 2021/22, the Council committed £800,000, for the current financial year and £500,000 per annum thereafter. In addition, £71,000 was provided in 2021/22 for All Ability Cycling.
- 6.2 The costs associated with the recommendations in this report in 2021/22 and 2022/23 are outlined in the table below:

Action	Cost Proposed 2021/22 £	Cost Proposed 2022/23 £
Cost of developing options and procuring a new scheme (e.g. Programme Manager, in-house and specialist legal experience, sponsorship specialist)	40,000	140,000
Secondment from TfE to support the procurement process.	10,000	35,000
All-Ability Cycling * Note: this funding was provided separately to the funding provided for a cycle hire scheme	£71,000*	
Break the Cycle	£95,000	
University and Higher Education training and e-bike programme		
University & Higher Education Training and access to bikes	£40,000	£125,000
University of Edinburgh – e-bike Project	£40,000	
Cargo Bike Movement	£75,000	
TOTAL	£300,000	£300,000

7. Stakeholder/Community Impact

- 7.1 Council officers and colleagues from TfE worked together with partners on the ECHS.
- 7.2 It is proposed to continue to work in partnership with TfE and to engage with the previous funders of ECHS.
- 7.3 Following stakeholder discussions, the proposed short-term measures have been identified based on known gaps in the previous ECHS (for example: provision of cargo and adaptive bikes, engagement with young people in the demographic likely

to vandalise, and the gap in provision created by removal of ECHS at the University of Edinburgh).

- 7.4 Moving forward, if the report recommendations are agreed, the project team will work with stakeholders and communities to develop longer-term options for a cycle hire scheme in Edinburgh.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 None.

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

Healthcare Worker and Carer (Parking) Permits

Executive/routine Wards Council Commitments	Executive All 38
---	--

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee:
 - 1.1.1 Notes the current arrangements for Healthcare Workers' Permits (HWP) and the recent review of these;
 - 1.1.2 Approves the proposed changes to the Healthcare Workers' Permits (HWP) as set out in paragraph 4.4;
 - 1.1.3 Approves the start of the legal Traffic Regulation Order (TRO) process to make the above changes to HWPs;
 - 1.1.4 Notes the conclusion that there are opportunities for introducing Carer's parking permits and the proposals set out for this and approves further engagement with key stakeholders to further refine proposals for carer permit schemes; and
 - 1.1.5 Discharges the motion approved by Council on 10 December 2020.

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Network Management and Enforcement Manager

E-mail: gavin.brown@edinburgh.gov.uk | Tel: 0131 469 3823

Healthcare Worker and Carer (Parking) Permits

2. Executive Summary

- 2.1 In [December 2020](#), the Council approved a motion requesting a review of the Healthcare Workers' Permit (HWP) scheme, also known informally as an Essential User Permit (EUP). The full text of this motion is provided in Appendix 1.
- 2.2 The motion recognised the significant contribution of carers, both paid and unpaid, across Edinburgh especially during the Covid-19 pandemic. It noted the current EUP scheme offers parking opportunities to healthcare professionals but does not include carers registered with the Scottish Social Services Council, unregistered home care workers and personal assistants. It also recognised that unpaid carers can incur substantial parking costs when caring for vulnerable people who live within the Controlled Parking Zone (CPZ).
- 2.3 Furthermore, the motion requested an examination on the feasibility of extending the EUP scheme to cover paid and unpaid carers and exempting those in receipt of carer's allowance from paying pay and display parking charges.
- 2.4 This report provides Committee with an update on the points raised in the motion and sets out proposals to revise the HWP and seeks authority to commence the necessary legal procedures.
- 2.5 The report also provides a progress update on recent benchmarking exercises and subsequent investigations into enhancing parking opportunities for other healthcare professionals and carers, both paid and unpaid.
- 2.6 It further sets out some key principles for two new potential carer parking permit schemes and seeks authority to engage and consult with key stakeholders to further refine the details of these new permit proposals.

3. Background

- 3.1 The Council's HWP scheme, also known informally as an EUP, has been in operation for approximately 20 years. The HWP was last updated in 2008 to address problems with perceived misuse of the permits and to ensure that permits were targeted at those staff who needed them most. The terms and conditions of

the permit and the eligibility criteria have remained fundamentally unchanged since the review in 2008.

- 3.2 The scheme allows healthcare professionals who make domiciliary visits to patients who reside within the CPZ to park free of charge for up to a maximum of two hours at approved bays and locations. Each permit costs £10 per annum and is valid from January to December each year.
- 3.3 Permits are limited to healthcare workers employed from a GP surgery, medical centre or directly employed by NHS Lothian and who work mainly within the CPZ. A dedicated number of permits have also been supplied to staff working from the Royal Hospital for Sick Children at Sciennes.
- 3.4 Healthcare workers are encouraged to share permits between staff members working from the same locations, where possible, to better manage the number in circulation and reduce the potential for permits falling into the wrong hands and potentially being misused.
- 3.5 The permit allows the holder to park their vehicle on single or double yellow lines, outwith a loading prohibition, in any part of the city. In addition, the permit also allows a vehicle to park free of charge in pay and display and shared use parking places within the Peripheral (5 to 8) and Extended (N1 to N5 and S1 to S4) parking zones.
- 3.6 The permit is not currently valid in parking places within the Central (1 to 4) parking zones due to the high demand for parking places within these zones.

4. Main report

4.1 In response to the motion approved by Council, a report was commissioned to independently review the existing HWP permit scheme and to benchmark similar permits available from other local authorities. The review report also provides recommendations on how best to widen the permit offering in Edinburgh for people who care for the city's most vulnerable citizens. The full report is available in Appendix 2.

4.2 As the motion highlighted, proposals are currently underway to expand controlled parking into new areas of the city. The proposed changes would apply to the existing CPZ and any new areas where permit parking controls may be introduced.

Healthcare Workers' Permit review

4.3 The current HWP scheme that the Council operates is broadly similar to schemes operated by other Local Authorities. However, the review has identified some areas where the scheme could be improved and modernised.

4.4 As a result of the review, it is proposed to make the following changes to the HWP scheme:

4.4.1 With the introduction of further shared use parking places, and the reduction of single yellow lines within the CPZ, it is proposed to allow permit holders to

park in pay and display and shared use parking places in the Central zones 1 to 4. This will bring conditions in all zones into line, improving consistency and reducing the risk of confusion;

- 4.4.2 Allow permits to be used in permit holders parking places within Priority Parking Areas (PPA). The scarcity of yellow lines, pay and display and shared use parking places in these areas means holding a permit offers no greater opportunities for finding a parking space; and
- 4.4.3 Expand the eligibility criteria to include a limited number of registered charitable organisations who offer similar services to NHS Lothian and healthcare professionals working from GP practices, such as services provided by specialist cancer nurses. This will require applicants to provide evidence that they hold a current General Medical Council (GMC) or Nursing and Midwifery Council (NMC) registration number.

- 4.5 The review recognises that the price of the HWP has remained the same since 2008 and that the cost of such permits is often higher in other Local Authorities.
- 4.6 The revenue generated from HWPs is approximately £12,000 p.a. and the current costs of administering the scheme are approximately £10,000 p.a. which includes the cost of the stationery (including the permits themselves), printing and postage, permit software costs and the associated staff resource needed to manage the scheme.
- 4.7 The additional concessions being proposed will also significantly increase the inherent value of the HWP, particularly in relation to the city centre parking zones, which may increase the likelihood of fraud and misuse and therefore necessitate a review of the current security levels of the physical permit. This may result in additional costs for physical permit stock in the future and also changes to the permit software.
- 4.8 There will be an extra administrative burden on the Council when validating HWP applications, should they be extended to charitable organisations, with additional checks being required to validate the application details and manage the increased volume of permit applications and enquiries. This will likely result in additional costs to the Council and, should this be the case, a review of the price of the permit may be required to cover these costs.

Carers' parking permit investigations

- 4.9 Turning to carers, the review identified that 10 of the 11 local authorities that were considered as part of this review issue some form of permit to carers. There was not one approach or solution adopted by all 10, with the criteria and scope clearly being adjusted to suit local needs.
- 4.10 There is, however, broad consensus that further opportunities to enhance parking for carers, paid and unpaid, is possible. Therefore, it is proposed to further investigate the introduction of a new permit scheme for paid professional carers, to better support their needs in Edinburgh.
- 4.11 It is envisaged that a **Professional Carers' Permit** scheme would be:

- 4.10.1 Available to paid carers, visiting multiple patients in a day. This would include agency workers, self-employed carers and those employed by the Council. Further work will be undertaken to define the application criteria and associated evidence requirements more fully; and
- 4.10.2 Valid in all CPZs and PPAs in Edinburgh and would allow holders to park for up to a maximum of two hours in pay and display, shared use and permit holders parking places.
- 4.12 The benefits available from the proposed Professional Carers Permit are comparable with the Council's other parking permit schemes. Trades Parking Permits allow similar parking concessions and are priced at £1,300 per annum. For comparison, Retail and Business parking permits, which are only valid within a single zone rather than city wide, are priced at £460 per year for the peripheral CPZs.
- 4.13 A Professional Carers Permit will offer significant parking benefits, allowing the holder to park across all zones and areas without the need to pay and display. To reflect these benefits and manage demand appropriately, it is proposed to price these permits at a similar level to the Trades parking permit.
- 4.14 The second carers permit being considered is the **Personal Carers' Permit**. The terms of this permit are much harder to define, particularly in relation to determining appropriate eligibility criteria, however it is proposed that such a permit would be:
- 4.13.1 Valid for use within shared use and permit holders parking places within a single zone or area in which the person receiving care resides; and
- 4.13.2 Eligible for unpaid carers providing regular, ongoing care to family or friends at a fixed address.
- 4.15 Strict eligibility criteria would have to be applied to ensure that permits are only obtained by bona fide carers and are not awarded incorrectly where misuse may arise. The inherent value of these permits, particularly in the central parking zones, means that they could be subject to misuse and possible fraud, which could bring into question the validity of the whole scheme.
- 4.16 The eligibility criteria for these permits has yet to be determined but may include evidence of the cared-for person being in receipt of Attendance Allowance or the carer being registered for Carers' Allowance.
- 4.17 It is proposed that the price of these permits be based on the parking zone (central, peripheral and extended) or PPA for which it is needed and the emission levels of the applicant's vehicle. As this permit will essentially offer similar concessions to a residential parking permit, it is proposed that any Personal Carers Permit should be priced at a comparable level.
- 4.18 As both the Professional Carers' Permit and Personal Carers' Permit would be introduced as new permit schemes in Edinburgh, further work is required to ensure that the permit benefits, application criteria and costs for each permit are set appropriately.

- 4.19 Should Committee approve further investigations into these two permits, then a full stakeholder engagement exercise will be undertaken to gather the views of all interested parties. The results of this engagement will help to inform more detailed proposals for these permits, which will be presented to a future Transport and Environment Committee.

5. Next Steps

- 5.1 Should Committee approve the recommendations in this report:
- 5.1.1 The proposals to expand the HWP scheme then work will begin to commence the legal process to implement these changes; and
 - 5.1.2 Further investigations into new carers parking permits, then a full consultation will be undertaken with key stakeholders and interested members of the public. The results of this consultation will be reported to a future Transport and Environment Committee.

6. Financial impact

- 6.1 All costs incurred by this review have been met from within existing Parking and Traffic Regulation budgets in financial year 2021/22.
- 6.2 These costs primarily relate to consultant's fees for undertaking the review and benchmarking, including contact with other local authorities and producing a final report.
- 6.3 Costs associated from the next stages of this process, including costs associated with any legal Traffic Regulation Order (TRO) processes, will also be met from within existing Parking and Traffic Regulation budgets.

7. Stakeholder/Community Impact

- 7.1 The proposal will help contribute towards achieving Council Commitment 38. Offering permits for carers with enhanced parking opportunities will reduce the time taken in finding an appropriate parking place and allow more time for carers visiting people in their own homes, without having to limit their parking time due to considering the price of pay and display parking.
- 7.2 An Integrated Impact Assessment (IIA) has been undertaken to identify and consider any potential impacts upon people either providing or receiving care as a result of these proposals. The impacts identified are mainly positive as these permits will increase parking opportunities and lower parking costs for people providing care for our most vulnerable residents in the city.
- 7.3 It is possible that offering carer permits may create additional travel demand by private car, but there is no research available on this issue. Any impact is likely to

be small since Edinburgh is well served by public transport and an expanding network of cycle QuietRoutes. However, through appropriate eligibility criteria, price controls and promotion of active travel alternatives any impacts can be minimised.

- 7.4 A full consultation exercise for the proposed changes to the HWP scheme will be undertaken as part of the legal TRO process.
- 7.5 A full stakeholder engagement exercise will also be undertaken to gather the views of all interested parties in relation to the proposals for carers permits. The results of this consultation will be presented to a future Transport and Environment Committee.

8. Background reading/external references

- 8.1 Item 21 [Controlled Parking Scheme - Edinburgh Healthcare Worker's Parking Permits](#) reported to the Transport, Infrastructure and Environment Committee on 29 July 2008.
- 8.2 Item 23 [Controlled Parking Scheme - Update on Edinburgh Healthcare Workers' Permits](#) reported to the Transport, Infrastructure and Environment Committee on 25 November 2008.

9. Appendices

- 9.1 Appendix 1 – Approved Council Motion
- 9.2 Appendix 2 - Consultants Report - Review of Essential User Permit Scheme.

Appendix 1 – Motion - The City of Edinburgh Council – 10 December 2020

Decision

To approve the following adjusted motion by Councillor Lang:

- 1) To recognise the immense and valued contribution of carers across Edinburgh and the particular pressures they had faced this year as a result of the spread of COVID-19.
- 2) To note the Council's Essential User Parking Permit Scheme allowed some healthcare professionals to be exempt from day-to-day charges in controlled parking zones through the purchase of exemption permits for limited use, but was not available to carers registered with the Scottish Social Services Council and unregistered home care workers and personal assistants who provided a large proportion of social and personal care at home Edinburgh, often through the Council's direct payments scheme.
- 3) To note that, unpaid carers could also incur substantial parking costs when caring for vulnerable loved ones who stayed within CPZ areas.
- 4) To recognise that the much needed expansion of controlled parking across the city meant this issue was likely to become greater in the years ahead.
- 5) To therefore seek a report to the Transport and Environment Committee within three cycles which would examine the feasibility of implementing support to carers by
 - (a) widening the Essential User Parking Permit Scheme to cover paid carers registered with the Scottish Social Services Council and unregistered home care workers and personal assistants.
 - (b) exempting those in receipt of carer's allowance from paying pay and display parking charges within controlled parking zones when carrying out their caring responsibilities.



Review of Essential User Permit Scheme

Client Name: City of Edinburgh Council

Reference: 1000007235

Date: September 2021

DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from City of Edinburgh Council. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Rev	V01	V02	
Reason	First draft	Second Draft	
Prepared by	Lauren Campton	Lauren Campton	
Date	21/04/2021	31/08/2021	
Reviewed by	Darren Ryan	Darren Ryan	
Date	26/04/2021	01/09/2021	
Authorised by	Graham Storrie	Graham Storrie	
Date	26/04/2021	02/09/2021	

File path: G:\Project Centre\Project-BST\1000007235 - NSL-CEC EUP Review\2
Project Delivery\3 Reports\1 Draft Reports

EXECUTIVE SUMMARY

The City of Edinburgh Council (CEC) has commissioned Project Centre Limited (PCL) to undertake a review of their Essential User Permit (EUP) scheme and benchmark this against other similar schemes operated by other Local Authorities. The aim of the review was to explore ways to improve the flexibility of the existing scheme and or investigate options for the introduction of a new scheme.

CEC had previously appointed PCL to undertake a citywide assessment of parking pressures, after City of Edinburgh residents' raised concerns about the lack of parking control near their homes. As a result of the citywide assessment, a prioritised list of areas where new parking controls were to be considered was produced. From the citywide assessment, areas from the prioritised list were proposed for Controlled Parking Zones (CPZ) and designs were developed.

The proposed CPZ designs were opened to public consultation to allow residents to review the designs and provide their feedback. During the consultation, residents and businesses expressed concerns about the proposed CPZ schemes, and the challenges for specific businesses in a CPZ and for those trying to care for someone who lives in a CPZ. This led to a review of Industry Specific Parking Permits and the CEC EUP scheme.

Through reviewing permit schemes which other Local Authorities operate for healthcare workers (paid and unpaid) and CEC's existing EUP scheme, it became apparent that there are opportunities to improve the existing scheme by introducing a new permit, amending the price of the permit scheme and providing virtual parking permits.

CONTENTS PAGE	PAGE NO.
1. CLIENT REQUIREMENTS	4
1.1 Introduction	4
1.2 Background	5
2. METHODOLOGY	6
2.1 Overview	6
3. ACCESSIBILITY OF EDINBURGH	7
4. EDINBURGH'S EUP SCHEME	9
4.1 Introduction	9
4.2 Types of Permits	9
4.3 Obtaining Permits	9
4.4 Operation of Permits	10
5. BRIGHTON & HOVE CITY COUNCIL	11
5.1 Types of Permits	11
5.2 Obtaining Permits	11
5.3 Operation of Permits	11
6. BRISTOL CITY COUNCIL	13
6.1 Types of Permits	13
6.2 Obtaining Permits	13
6.3 Operation of Permits	15
7. LONDON BOROUGH OF ISLINGTON COUNCIL	16
7.1 Types of Permits	16
7.2 Obtaining Permits	16
7.3 Operation of Permits	16
8. LONDON BOROUGH OF LAMBETH COUNCIL	18
8.1 Types of Permits	18
8.2 Obtaining Permits	18
8.3 Operation of Permits	19

9.	LONDON BOROUGH OF SOUTHWARK COUNCIL	20
9.1	Types of Permits	20
9.2	Obtaining Permits	20
9.3	Operation of Permits	20
10.	LONDON BOROUGH OF WALTHAM FOREST COUNCIL	22
10.1	Types of Permits	22
10.2	Obtaining Permits	22
10.3	Operation of Permits	23
11.	MANCHESTER CITY COUNCIL	24
11.1	Types of Permits	24
11.2	Obtaining Permits	24
11.3	Operation of Permits	24
12.	NEWCASTLE CITY COUNCIL	26
12.1	Type of Permits	26
12.2	Obtaining Permits	26
12.3	Operation of Permits	27
13.	READING BOROUGH COUNCIL	28
13.1	Types of Permits	28
13.2	Obtaining Permits	28
13.3	Operation of Permits	30
14.	SHEFFIELD CITY COUNCIL	31
14.1	Types of Permits	31
14.2	Obtaining Permits	31
14.3	Operation of Permits	32
15.	WESTMINSTER CITY COUNCIL	33
15.1	Overview	33
16.	CITY OF YORK COUNCIL	34
16.1	Types of Permits	34

16.2	Obtaining Permits	34
16.3	Operation of Permits	35
17.	COMMON THEMES FROM CASE STUDY	36
17.1	Available Permits	36
17.2	Pricing	36
17.3	Virtual Permits	36
17.4	Operation of Permit	37
18.	KEY THEMES IN RELATION TO EDINBURGH	38
18.1	Available Permits	38
18.2	Pricing	38
18.3	Virtual Permits	39
18.4	Operation of Permit	39
19.	APPLICATION OF KEY THEMES TO EDINBURGH	40
19.1	Introduction	40
19.2	Permit Uptake	40
19.3	Permit Price	41
19.4	Permit Type	43
20.	CONCLUSIONS	45
21.	RECOMMENDATIONS	47
21.1	Introduction	47
21.2	New Carers Permit	47
21.3	Price of Permits	47
21.4	Virtual Permits	47
	APPENDIX A	49
	QUALITY	50

1. CLIENT REQUIREMENTS

1.1 Introduction

- 1.1.1 The City of Edinburgh Council (CEC) commissioned Project Centre Limited (PCL) to undertake a review of their Essential User Permit (EUP) scheme and benchmark this against other similar schemes operated by other Local Authorities (LA's). The outcomes were to include a report of the findings and any recommendations where CEC could amend and improve the flexibility of the existing scheme. The scope was also to make provision for the exploration of options to introduce a new scheme.
- 1.1.2 Eleven comparably sized LA's within the UK, identified by CEC, were to be reviewed in respect of what parking concessions or permits, if any, they issue to allow parking within a Controlled Parking Zone (CPZ), car park or similar whilst undertaking health-related business for:
- Healthcare workers
 - Home care workers
 - Carers, both paid and unpaid
- 1.1.3 The review was to consider a range of criteria, such as but not limited to:
- Pricing and its structure/approach
 - an indication of the approximate numbers of permits in circulation
 - qualifying eligibility (e.g. proof required)
 - parking concessions available (e.g. free parking, lower charge, etc)
 - where applicable, types of parking bay or car parks, etc,
 - maximum stay periods,
 - form of permit (e.g. electronic or paper-based),
 - how LA's maintain control and manage demand,
 - benefits/drawbacks of schemes and
 - any other relevant criteria
- 1.1.4 Individual case studies were required for each LA using the information gathered from the research.
- 1.1.5 The review report was to include information, knowledge and or research on any induced travel demand.
- 1.1.6 The current CEC EUP scheme was to be analysed to identify opportunities for improvement and report on the possibility to enhance the flexibility of the current EUP scheme, considering management systems and the integration with WSP Taranto.
- 1.1.7 The report was to include recommendations in relation to the most suitable approaches, based on the case studies, current CEC operations, permit analysis and integration with existing systems.

1.2 Background

- 1.2.1 The City of Edinburgh Council appointed PCL to undertake a Strategic Parking Citywide Review (see report ref 1000005209) after residents voiced their concerns about the lack of parking controls and the resultant issues caused by non-residential parking, including residents ability to park near their properties.
- 1.2.2 The parking review divided the city into areas to be investigated. The investigation included a survey of existing parking pressures, an assessment of potential needs for parking controls and provided recommendations where formalised parking controls could benefit residents.
- 1.2.3 As a result of the parking pressure surveys, the areas most impacted were taken forward for proposed CPZ designs in a phased manner and then taken to public engagement sessions.
- 1.2.4 Through the public engagement sessions, residents expressed concerns about a lack of parking spaces being provided for residents and around businesses being impacted by the proposed parking controls. This led to a review of Industry Specific Parking Permits (see report ref 1000006736) and an analysis of permit holder spaces (see report ref 1000006754).
- 1.2.5 Through these additional reports, CEC have decided to review their EUP scheme. CEC currently have EUPs available for healthcare professionals who make domiciliary visits to patients living within one of the council's CPZ schemes. The purpose of these permits is to allow healthcare professionals to park close to their patients' home for a period whilst making a home visit to provide care.

2. METHODOLOGY

2.1 Overview

- 2.1.1 Desktop research was conducted to review CEC's current EUP to determine how it operates including who is eligible and the cost of a permit and number in circulation.
- 2.1.2 PCL carried out a benchmarking exercise of their EUPs against the eleven LA's defined by CEC to obtain as much publicly available information as possible. The intention was to capture information on the criteria covered in item 1.1.3.
- 2.1.3 To obtain some of the information mentioned in 1.1.3, Freedom of Information (FOIs) requests were issued to the LA's asking for additional information which was not publicly available.
- 2.1.4 Through the desktop process which included website and portal reviews of published transport data and research such as Traffic Research Laboratory (TRL), PCL gathered data in relation to induced travel demand.
- 2.1.5 The data obtained on each LA, is presented herein as case studies outlining how each LA operates their EUP.
- 2.1.6 Where other LA's have alternative operations to those within the CEC EUP, PCL reviewed these to determine if any of the individual arrangements would provide increased flexibility in the CEC EUP scheme.
- 2.1.7 Through an analysis of the data, research and knowledge obtained, including supporting figures from the permit analysis, recommendations on how to improve CEC's EUP are provided.

3. ACCESSIBILITY OF EDINBURGH

- 3.1.1 The City of Edinburgh has a relatively compact city centre. This density along with good public transport, cycling and walking links make the city centre very accessible via active travel means.
- 3.1.2 The development of 20-minute neighbourhoods has become a key area of focus for governments, organisations and communities across the world. The concept has the potential to strengthen sustainable infrastructure design and implementation as well poverty prevention and wellbeing.
- 3.1.3 As CEC is a compact city, a high proportion of households are within a 20-minute walk/wheel of services that can meet their daily needs – equivalent to a 40-minute round trip. These services include local centre, food shop, GP, primary school, local open space and a play area.
- 3.1.4 ¹Figure 1 highlights how nearly all of Edinburgh is within a 20-minute neighbourhood – using a 40-minute round trip or has access to 4 or 5 of the 6 services.

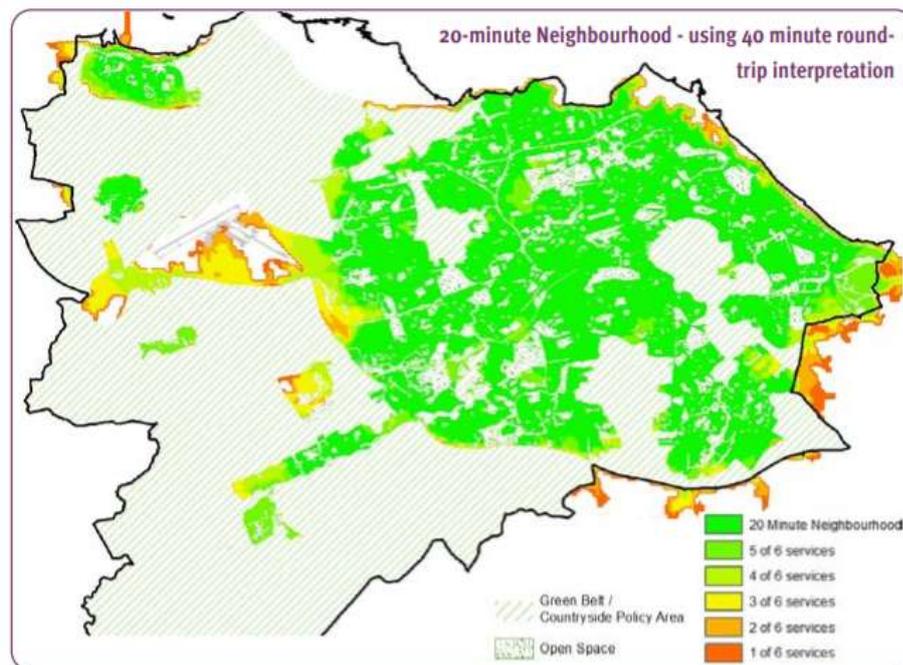


Figure 1: Edinburgh City Mobility Plan showing a 20-minute neighbourhood – using 40-minute round trip

- 3.1.5 CEC City Mobility Plan aims to create places where people’s daily needs can be met within a 10-minute walk/wheel of their house, equivalent to a 20-minute round trip.

¹ The City of Edinburgh Council, 2021. *City Mobility Plan 2021-2030*. Edinburgh, p.47.

- 3.1.6 The largest bus service operator in Edinburgh is Lothian buses which has over 70 regular, express and night bus routes covering the city and its outskirts, some of which run 24 hours a day.
- 3.1.7 Edinburgh trams run every 7 minutes from Edinburgh Airport to York Place via 15 stops, all of which are wheelchair accessible. Additionally, the tram network is currently being extended by 4.69 kilometres of track in both directions, connecting Leith and Newhaven to York Place. The works commenced in November 2019 and are due to be completed by Spring 2023.
- 3.1.8 These improvements to Edinburgh’s tram route will offer residents access to high-capacity light rail which will sit alongside the existing bus service, as well as improved cycling and walking infrastructure.
- 3.1.9 Along with buses and trams, Edinburgh has numerous cycle routes some of which are a part of the National Cycle Network, both on road and traffic free. Most major roads within the city have marked bike lanes and traffic lights often have stopping boxes to allow cyclists to stop and start more safely.
- 3.1.10 There is an option to use private cars for travelling, however, drivers need to be aware of parking restrictions throughout the city as there are controlled parking zones and priority parking areas present.
- 3.1.11 City of Edinburgh Council has an ambitious City Mobility Plan and it is essential that any measures introduced for motorists are not counterproductive to the aspirations of this plan. As such, to ensure that the enhancement of EUP’s would not have any unintentional detrimental effect, encouraging additional private vehicle journeys, research was undertaken to identify any literature/studies related to any induced travel demand through the introduction of permits for carers or medical practitioners. Through online research, including reviewing council websites and the traffic research laboratory, no relevant information has been found in regards to induced traffic demand and EUPs. It is anticipated that as the number of vehicles that are legible for an EUP represents such a small amount of traffic on the road, there will have been no research into this as any increased travel demand that may be generated would be insignificant.

4. EDINBURGH'S EUP SCHEME

4.1 Introduction

4.1.1 The following case study on Edinburgh's EUP scheme has been developed using CEC's website, discussions with Council Officers and information provided by NSL, CEC's parking enforcement operator.

4.2 Types of Permits

4.2.1 GP practices located within a CPZ in Edinburgh qualify for Essential User Permits (EUPs) and each GP practice can have as many permits as possible. These permits allow GP surgery staff such as GP's, doctors, registered nurses, or other nominated medical personal who make domiciliary visits to patients residing within a CPZ to park close to their patients' homes whilst making a home visit.

4.2.2 Additionally, the EUP is also available for NHS Lothian staff to use whilst making domiciliary visits to patients and staff working from the Royal Hospital for Children and Young People (RHCYP).

4.2.3 CEC have only ever issued 90 of EUPs available for staff working at RHCYP and these permits will no longer be issued after 2021 as the hospital has now relocated to another site outside the CPZ.

4.2.4 At present, CEC have issued 101 EUPs. Each permit currently cost £10 and is valid for 12 months.

4.3 Obtaining Permits

4.3.1 GP practices and NHS Lothian Staff can apply for EUPs through an online account with NSL Apply on the CEC website and by uploading a registration form. The registration form requires applicants to provide details of GPs/Doctors and Nurses name, GMC/NMC registration number and a signature.

4.3.2 The start date must be 1st January 2021, regardless of any dispensation that has been offered. Parking permits are pre-printed and CEC are not able to accommodate any other start date.

4.3.3 The application will progress to the back office for processing and once this has been approved, the applicant will receive an email advising them to log back into their account and make a payment with debit/credit card.

4.3.4 Once payment has been received parking permits will be printed and posted.

4.3.5 The permit is to be displayed clearly in the windscreen of the vehicle that is being used in relation with a domiciliary visit within the boundaries of the CPZ.

4.4 Operation of Permits

- 4.4.1 EUPs allow healthcare workers to park for a maximum period of 2 hours in any one location whilst making a domiciliary visit.
- 4.4.2 Permit holders can park in pay & display and shared use bays within the peripheral and extended areas of the CPZ, all parking bays within these areas operate between 8:30am and 5:30pm, Monday to Friday.
- 4.4.3 In addition, the EUP allows for parking in areas with single or double yellow lines (subject to the provisions detailed below):
- No kerb blips (no loading prohibition): may park at any time
 - One kerb blip (peak hour loading prohibition): may park out with the stated times.
 - Two kerb blips (24 hour loading prohibition): Must not park at these locations at any time.
- 4.4.4 However, EUP holders are not authorised to park in bays reserved for the exclusive use of:
- Resident permit holders
 - Disabled motorists
 - City car club users
 - Doctors
 - Motorcyclists
 - Diplomats
- 4.4.5 Furthermore, permit holders cannot park in pay & display bays within the central parking area of Edinburgh, in designated mews areas, in suspended bays or over access points to gardens or businesses.
- 4.4.6 Permit holders should always check the signage before parking and must not park where it would be an offence to do so, such as:
- Bus lanes (during periods of operation)
 - Greenways and on red line markings (during periods of operation)
 - Within markings at pedestrian crossings
- 4.4.7 The provisions of the Highway Code apply to vehicles displaying permits and parking is prohibited where obstruction or danger would be caused to other road users or to pedestrians, this includes parking on, or near to a junction, or adjacent to dropped kerbs.
- 4.4.8 Misuse of the EUP may result in the permit being withdrawn. Permit holders must follow the operation of the permit.

5. BRIGHTON & HOVE CITY COUNCIL

5.1 Types of Permits

5.1.1 Brighton & Hove City Council have two different parking permits available for healthcare workers and carers:

- Carer permit
- Professional Carers badge

5.1.2 A carer permit can be applied for if a carer has to visit a resident(s) who needs to be cared for by virtue of age, physical or mental infirmity, as well as women needing antenatal or postnatal care.

5.1.3 Professional Carers Badges (PCB) are issued to people who provide regular essential care, either medical or clinical, in the community such as midwives, doctors, care workers and social workers.

5.1.4 The cost of a PCB is £52 for one year, whilst a carer permit costs £10 per year.

5.1.5 From the FOI request, Brighton and Hove City Council confirmed that they have 289 carer permits on issue and 2,515 PCBs on issue.

5.2 Obtaining Permits

5.2.1 To acquire a carer permit, applicants must complete the relevant application form located on the council website and return it to Brighton & Hove City Council via post or email.

5.2.2 For the application to be approved for a carer permit, the doctor of the person the applicant is caring for, is required to sign a declaration on the application form confirming that the resident needs to be cared for.

5.2.3 The carer permit should be clearly displayed in the vehicle windscreen when parking at the resident's property to care for them.

5.2.4 For applicants who qualify for a PCB need to complete a professional carers application form and return it to Brighton & Hove City Council by post or via email.

5.2.5 Health care workers must provide a letter from their line manager confirming that they are caring for an individual or people in the community and a copy of their professional care ID along with their application form, for the council to approve the PCB application.

5.2.6 The PCB must be clearly displayed in the vehicle windscreen when in use.

5.3 Operation of Permits

- 5.3.1 A carer parking permit allows holders to park in permit holder or shared use bays, in the zone indicated on the front of the permit. However, this permit does not allow carers to park in pay & display bays or anywhere else.
- 5.3.2 The carer parking permit is valid throughout the hours of parking enforcement controls. Majority of the parking zones in Brighton & Hove operate Monday to Sunday, 9am to 8pm. However, there are a few zones which operate between Monday to Friday and Monday to Sunday with varies timed intervals throughout the day.
- 5.3.3 A PCB has different operations from a carer parking permit.
- 5.3.4 A PCB allows permit holders to park in pay & display and permit holder bays for up to two hours. If there are no spaces available, then permit holders are permitted to park on single or double yellow lines but cannot park on any areas where loading is prohibited.
- 5.3.5 However, PCBs cannot be used to park in off-street car parks. Payment of the relevant tariff for the car park is required. In addition, permit holders cannot use the PCB to park outside their place of work.
- 5.3.6 Permit users will be liable for a penalty charge notice if the PCB is used for any other purpose that does not involve directly caring for a person and Brighton and Hove City Council reserve the right to withdraw badges at any time without prior notice if the badge is used outside of the intended purpose.

6. BRISTOL CITY COUNCIL

6.1 Types of Permits

- 6.1.1 Bristol City Council currently operate two parking permits for healthcare workers and carers:
- Essential Visitors' Permit
 - Medical Permit
- 6.1.2 Residents receiving short-term or long-term care in their residential home may be eligible for an essential visitor permit (EVP). These permits can be used by anyone who provides care, including friends and family members, not just registered professionals and either the carer or person getting care can apply for the EVP.
- 6.1.3 The type of EVP offered, will be that which best fits the care needs of the resident and will either be a paper permit, a virtual EVP or numerous virtual daily EVPs.
- 6.1.4 Registered healthcare or social care provider such as a community nurse, can apply for a Medical Permit to use when making a care visit to someone at their residential home.
- 6.1.5 An EVP is free of charge, whilst the medical permit costs £192. However, the medical permit can carry two vehicle registration numbers. Both parking permits are valid for a year.
- 6.1.6 From the FOI request, Bristol City Council stated that they currently have 300 Medical and 179 Essential Visitor's permits in circulation.

6.2 Obtaining Permits

- 6.2.1 To apply for an EVP or a medical permit, applicants must complete the appropriate application form located on the council's website, which can then be posted back to Bristol City Council or uploaded onto their website.
- 6.2.2 For either application to be approved, applicants need to provide appropriate supporting evidence, which is stated on the application forms.
- 6.2.3 If a resident has short-term care needs (e.g. short-term support after being discharged from hospital), they will need to provide details of their care needs and include any evidence they may have (e.g. a care plan or an invoice from a care provider).
- 6.2.4 Regarding evidence for an EVP in respect to long-term care, the council needs to receive a copy of one of the following:
- a letter from the Department for Work & Pensions (DWP) confirming the resident receives Attendance Allowance

- a letter from the Pension Service confirming the resident receives Attendance Allowance
- a letter from DWP confirming the resident receives the Care element of the Disability Living Allowance (DLA) or the Daily Living Component of the Personal Independence Payment (PIP)
- a letter from the DWP confirming your carer is in receipt of Carers Allowance for providing your care

6.2.5 If a resident or the person applying for the permit has long-term care needs but is not in receipt of one of the allowances mentioned above, Bristol City Council asks for applicants to provide details and any evidence they have which will help their application (e.g. a care plan, or an invoice from the care provider).

6.2.6 To have a successful application for a medical permit, the applicant must:

- make home visits on a regular basis
- be the registered keeper of the vehicle or provide a copy of the vehicle's lease and the name of their organisation

6.2.7 In addition, applicants need to provide a copy of one of the following to support their application:

- page two of the Vehicle Registration Certificate naming the organisation/business/applicant as the keeper of the vehicle
- lease agreement showing the organisation/business/applicant as the lease
- page two of the Vehicle Registration Certificate naming the healthcare provider/carers as the keeper of the vehicle

And

- an official letter from the employer stating that each named healthcare provider/carers undertakes domiciliary care within a residents parking scheme area

And

- confirmation the vehicle used by the healthcare provider/carers is insured for business purposes.

6.2.8 The form of EVP offered, will be determined by Council Officers. This can include:

- A paper permit for use in multiple vehicles
- A virtual EVP linked to a single vehicle
- A number of virtual daily EVPs which will need to be activated as requested

- 6.2.9 Once a form of permit is agreed, the MiPermit system will be configured to the individual households' requirements and residents can subsequently apply and manage their EVP online.
- 6.2.10 All daily EVPs are issued as virtual permits and applicants will not receive paper scratchcards. Permit holders must activate each daily EVP. Permit holders can activate their EVP either online, using their MiPermit account, using the MiPermit Smartphone App or by phone to MiPermit.
- 6.2.11 Each daily EVP is valid for one calendar day and provides parking for one vehicle. However, any unused daily EVPs will expire 12 months from the date of issue.

6.2.12 The medical permit is a virtual parking permit.

6.3 Operation of Permits

- 6.3.1 EVPs are valid in either permit holder bays or bays which are signed as being for shared use and in permit parking areas (PPA). However, EVPs are not valid in pay & display only parking bays.
- 6.3.2 Medical parking permits allow users to park in any resident permit holder or shared-use parking bays but are not valid in pay & display only parking bays. In addition, the permit is not valid in the CPZ of Bristol.
- 6.3.3 There is no maximum stay time for either permit.
- 6.3.4 If permit holders do not renew their EVP before its expiry date, it will no longer be valid, and the permit holder will be at risk of receiving a PCN should they continue to park as though it were.
- 6.3.5 Additionally, the Council may cancel an EVP in the circumstances listed below and permit holders will be given 4hours' notice in writing:
- The resident is no longer a resident of the household for which the EVP was given
 - The resident is no longer in receipt of Attendance Allowance, the care component of Disability Living Allowance or the daily living component of Personal Independence Payment
 - The essential visitor is no longer in receipt of Carer's Allowance in respect of the resident(s) own care needs

7. LONDON BOROUGH OF ISLINGTON COUNCIL

7.1 Types of Permits

7.1.1 Carers who look after residents regularly because they're ill, elderly or disabled, in Islington are eligible to purchase a carer parking permit. Applicants do not need to live in Islington to apply for a carer permit.

7.1.2 The permit costs are the same as a resident parking permit and prices are based on the CO2 emissions of the applicant's vehicle with prices starting at £20 for 12 months for a Band A vehicle and rising to £490.70 for 12 months for a Band M vehicle. Permits are free for electric vehicles.

7.1.3 Permits are available to purchase for 1 month, 3 months, 6 months, or 12 months.

7.1.4 The FOI response indicated that there are 24 live carer permits in circulation.

7.2 Obtaining Permits

7.2.1 To obtain a carer permit, applicants must complete the application form found on the Council website.

7.2.2 However, before the application form can be completed, Islington Council require a carer needs assessment with Age UK or Adult Social Services to be completed, who then advise Islington Council off the outcome regarding researched checks on the carer.

7.2.3 Once the carer needs assessment has been completed, carers can apply for a carer permit. In addition to the carer needs assessment, applicants need to provide documents for proof of residency and proof of vehicle ownership.

7.2.4 The carer parking permit application form is located on the council website, which can be returned via post or email. Once completed, Islington Council issue the parking permits virtually.

7.2.5 By signing the application form, applicants are consenting to all the terms and conditions of the parking permit. If an applicant provides false or misleading information they may be prosecuted by the council and may be required to pay a fine of up to £2,500.

7.3 Operation of Permits

7.3.1 Permit holders can park in resident and shared use bays, in their home-CPZ. Islington's parking zones have varying operation hours, but majority are Monday to Friday, 8.30am to 6.30pm and Saturday, 8.30am to 1.30pm.

- 7.3.2 In addition, the permit allows parking in resident and shared use bays, in all other Islington zones between the hours of 11:00am and 3:00pm provided match-day restrictions are not in place for football.
- 7.3.3 The permit does not allow parking in pay & display, disabled, business or teacher bays, or on yellow lines.
- 7.3.4 Furthermore, the permit does not allow parking in bays that have been suspended for any reason or parking on red routes, council housing estates or on private land.
- 7.3.5 A PCN may be issued if a permit is not used in line with the terms mentioned above. Furthermore, it is illegal to copy or alter an Islington parking permit in any way. The council will take enforcement action against any vehicle believed to be displaying a fraudulent permit.

8. LONDON BOROUGH OF LAMBETH COUNCIL

8.1 Types of Permits

8.1.1 Lambeth Council currently operate a Health Care Permit, which is offered to NHS Health Care staff carrying out primary, community and secondary care in Lambeth.

8.1.2 Lambeth Council issue approximately 235 Health Care permits annually and applications are usually received from administrators from:

- South London and Maudsley NHS Foundation Trust
- Guys and St Thomas' NHS Foundation Trust
- Kings College Hospital NHS Foundation Trust
- Hounslow and Richmond Community Healthcare NHS Trust

8.1.3 The current cost of the Health Care permit is £109.77

8.1.4 Lambeth Council have recently proposed a Personal Carers Parking Permit. The permit will be provided to carers who are not a Lambeth Domiciliary Care provider but who are friends and or family providing care for a Lambeth resident, not living at the same address of the cared person or are paid directly by the cared for person.

8.1.5 The new Personal Carers permit will be available to purchase for:

- 3-month duration = £20
- 6-month duration = £35
- 12-month duration = £60

8.1.6 In line with all other permit types at Lambeth Council, a £40 diesel surcharge per annum will also be applied to any vehicles which do not meet the Euro 6 standards.

8.2 Obtaining Permits

8.2.1 To be eligible for a Health Care permit, applicants must be a healthcare worker whose job requires the essential use of a vehicle and whose duties involve 50% or more of home visits.

8.2.2 To protect the interests of genuine applicants the Council has drawn up a list of criteria for eligibility with regards to the issuing the proposed Personal Carer permit.

8.2.3 The following criteria must be met for every application:

- The applicant must provide a signed and stamped declaration from the cared for person's GP or Social Services that they are in need of care. In some cases, additional information may be required regarding the frequency and nature of the home care services provided.

- Proof of address for the 'carer' is required as the carer must not be a resident at the 'cared' for person's address
- Proof of vehicle ownership is required as the 'carer' must be registered keeper or sole user of the vehicle for which the permit is valid

8.2.4 There will be a limit of two Personal Care permits per cared person's address. Furthermore, the permit must be displayed clearly on the near side of the windscreen of the vehicle at all times.

8.2.5 To validate this proposed permit, users must display the carers clock and set it at the time they arrive. Users should not re-set the carer clock once they have parked. Failure to comply with this ruling may lead to the issue of a PCN.

8.3 Operation of Permits

8.3.1 Health Care permits can be used in all controlled parking zones during the enforcement hours of the zones and allow parking in resident, PaybyPhone and shared use parking bays.

8.3.2 The proposed new Personal Carers permit can only be used in residential parking spaces, pay & display and shared use bays only. It will not be valid in doctors' bays, disabled bays, on yellow lines within the enforceable times of the CPZ or council run car parks.

8.3.3 The new permit will only be valid for 3 hours within the CPZ of the cared for person.

9. LONDON BOROUGH OF SOUTHWARK COUNCIL

9.1 Types of Permits

9.1.1 Medical or health professionals in London Borough of Southwark can apply for a health worker's permit to park in restricted areas when visiting patients at home. These permits can only be put under a hospital/surgery address in Southwark not residential.

9.1.2 Southwark Council offer health workers' permits to:

- Doctors
- Midwives
- District nurses
- Health visitors
- Physiotherapists
- Mobile opticians
- Occupational therapists

9.1.3 Before the covid pandemic, Southwark Council had issued 732 health workers' parking permits. These permits are charged at £130 plus an admin fee of £14.50 and are valid for 12 months.

9.2 Obtaining Permits

9.2.1 Applicants are able to create an online account on Southwark Council website and apply for a health worker's parking permit.

9.2.2 When applying for a health worker's parking permit Southwark Council ask for applicants to supply a letter on headed paper confirming their employment from their employer.

9.2.3 Additionally, Southwark Council encourage their processing staff to conduct an online search as in a lot of cases certainly for doctors, a google search can confirm their status working for a surgery.

9.2.4 The health workers permit is an electronic form of permit.

9.3 Operation of Permits

9.3.1 Health workers' permits allow users to park on single or double yellow lines for a maximum of 4 hours if, loading restrictions are not in force. In addition, the permit allows for parking in pay & display, shared use, pay & display, loading and a resident's permit holder bays for a maximum of 4 hours.

9.3.2 The restrictions they are not permitted to park on/in are parking places designated for doctor's permits, business permit holders or disabled badge holders, yellow lines where loading restrictions are in operation (blips on the kerb), on the footway, on any part of the red route or, in any of Southwark housing estates.

- 9.3.3 The permit must be used to attend residents in their homes and cannot be used as a convenient method of parking near their place of work.
- 9.3.4 Overstaying in a parking bay may result in a PCN being issued, however, individual circumstances will be considered. Additionally, any fraudulent use of the permit may result in the permit being withdrawn.

10. LONDON BOROUGH OF WALTHAM FOREST COUNCIL

10.1 Types of Permits

10.1.1 Waltham Forest London Borough Council have two different permits available for healthcare workers and carers:

- Carer Permit
- Essential User Permit (EUP)

10.1.2 Carer permits are available to any carer who is in receipt of DWP Carers Allowance and is providing care to a resident living in a CPZ regardless of whether the carer lives in the borough or not.

10.1.3 If a carer is in receipt of a DWP Carers Allowance, then the carer permit is free and the permit is valid for one year.

10.1.4 But carer permits are chargeable if the carer is not in receipt of DWP allowance. The cost is dependent on the CO2 emissions of the vehicle, with prices ranging from £30 to £155.

10.1.5 EUPs are generally provided to people that work in the public sector including fire, police or health services.

10.1.6 An EUP costs £75 for 1 month. If a health worker requires a permit for a year then the cost depends on the CO2 emissions of the vehicle, with prices ranging from £190 to £600.

10.1.7 At present, Waltham Forest have issued 210 carer parking permits and 558 EUP's.

10.2 Obtaining Permits

10.2.1 Carers and Health workers can apply for the applicable permit on the council website which is a three-stage process. The first step is to complete the RingGo registration form to register with the software provider that provides the online permit system.

10.2.2 Step two in the application process involves completing the application for the carer or essential user parking permit.

10.2.3 The final stage of the process requires the applicant to purchase the permit once the application has been approved.

10.2.4 To have a successful application for a carer permit, applicants need to provide a copy of:

- Proof of receipt of DWP Carers Allowance
- Address of the person they are caring for

10.2.5 If the applicant is not in receipt of DWP Carers Allowance, then applicants must contact Waltham Forest Council for more details on how to obtain a carers permit.

10.2.6 People applying for an EUP need to provide a copy of the following along with their application:

- Letter from employer (on headed paper) confirming employment, vehicle registration, make, model and colour and reason for use of the vehicle
- Proof of insurance for business purposes on vehicle

10.2.7 Carer and EUP permits are virtual which means that there is no need to display a paper permit in the vehicle. Civil enforcement officers are able to identify which vehicles have a valid permit from the vehicle registration number.

10.3 Operation of Permits

10.3.1 An EUP entitles permit holders to park the vehicle displaying a valid permit in:

- PayByPhone bays
- Pay & Display bays
- Short stay parking bays (without time limitation)
- Council run pay & display car parks (excluding leisure centres)
- And in all other permit parking bays while on official duty.

10.3.2 However, EUP holders cannot use the permits to park in emergency service bays, market trader bays, catering bays or in bays designed for a specific reason (e.g. loading bays). In addition, the permit is not valid for parking on yellow lines.

10.3.3 Carers permits are not valid on yellow lines, emergency service bays, market trader bays, catering bays, short stay bays, pay & display or PayByPhone bays, car parks, in bays designated for a specific reason or any parking bay that has been suspended. Carers permits are only valid in the zone covered by the permit.

10.3.4 If fraudulent applications are detected or terms of use are breached, then the permit will no longer be valid, and the associated vehicle will be subject to enforcement action.

11. MANCHESTER CITY COUNCIL

11.1 Types of Permits

11.1.1 Manchester City Council have two permits available:

- Carers Permits
- Manchester Local Care Organisation (MCLO) NHS Permits

11.1.2 The MCLO permit is available for District Nurses.

11.1.3 Manchester City Council may issue a carer's parking permit to allow a permitted vehicle to wait during the permitted hours to a resident who satisfies the council that:

- Their principal place of residence is within the residents parking scheme and/or
- Has applied to the Council for a carer's assessment within a period of 12 months preceding the date of the application; or
- Has accessed the Council's carer's grant funded service
- Has no suitable parking facility within a reasonable distance of the property and
- Requires a carer's permit for use by a non-resident who holds a valid driving licence and is the owner of a permitted vehicle.

11.1.4 Both permits are free to purchase and there are currently 16 carers permits and 120 MCLO permits in circulation.

11.2 Obtaining Permits

11.2.1 Requests for a carers permit must be completed on a paper application form and returned to Manchester City Council.

11.2.2 For a successful application for a carers permit, the council require evidence which includes:

- Proof of resident's address e.g. copy of a current utility bill
- Proof resident is in receipt of care – Carer's Assessment and a copy of Carer's or Attendance Benefit or a letter from a GP or District Nurse

11.2.3 MCLO permits are only available to District Nurses working for MCLO.

11.2.4 Both permits are paper-based and need to be clearly displayed on the vehicle's windscreen.

11.2.5 The council will issue a maximum of 150 MCLO permits and Resident carers permits are limited to one per household.

11.3 Operation of Permits

11.3.1 Carers permit holders are permitted to park in resident permit bays within the parking scheme which the permit is assigned to. The permit allows carers to park without a time limit.

- 11.3.2 MCLO permit holders may park on yellow lines and in pay & display, limited waiting and resident parking bays without a time limit.
- 11.3.3 Manchester City Council will issue PCN's if a valid permit is not clearly displayed when conducting visits to residents.

12. NEWCASTLE CITY COUNCIL

12.1 Type of Permits

- 12.1.1 Newcastle City Council have a public sector parking permit which can be issued to allow public sector staff on operational duties to visit customer houses that lie within permit zones to carry out important work to support the community.
- 12.1.2 Eligible organisations that can apply for a public sector permit include:
- Primary Care Trust
 - Certain Local Authority Vehicles
 - City Council Agents (e.g. Housing Service Officers)
 - Care-related organisations visiting customers in their homes
- 12.1.3 The cost of a public sector permit is £82 per annum and is valid for all permit areas.
- 12.1.4 As of 9th March 2021 Newcastle City Council had 530 Public Sector permits in circulation.

12.2 Obtaining Permits

- 12.2.1 To obtain a public sector permit, eligible organisations need to download the application form located on council website and return it via post.
- 12.2.2 All applications for permits must be received via the business address and from a single authorised member of staff identified on the application form.
- 12.2.3 To have a successful application, supporting evidence needs to be provided. Newcastle City Council requires proof of business address along with an accompanying letter explaining why you require the use of a public sector parking permit.
- 12.2.4 The permits must be kept by the business and handed out to any employees as and when needed. There is no capped limit on how many permits can be issued to an organisation, but each application will be assessed to ensure it meets the eligibility criteria.
- 12.2.5 Parking permits must be displayed prominently on the dashboard/front windscreen of the vehicle when in use. Misuse of the permit can lead to the cancellation of the permit and any vehicle not displaying a parking permit correctly will be issued with a PCN.
- 12.2.6 All permits are currently paper based, but Newcastle City Council are due to migrate to electronic virtual permits later in 2021. Customers will then have the option of a virtual permit where they can enter vehicle details into the system.

12.3 Operation of Permits

- 12.3.1 The Public Sector permit is valid in permit holder and shared use parking bays. Permit holders are also exempt from any maximum stay period that may be applied in a bay within the permit scheme.
- 12.3.2 The permit is not valid for use in off-street car parks or on-street pay & display bays, nor do they provide exemption on yellow line restrictions or in other bays restricted from general use, such as disabled bays, taxi bays or loading bays.

13. READING BOROUGH COUNCIL

13.1 Types of Permits

13.1.1 Reading Borough Council have two permits available for healthcare professionals and carers:

- Carer Permits
- Healthcare Professional Permits

13.1.2 Carer Permits are available for resident's who are over 65 years of age and/or are disabled and live in a street that is within a parking permit zone. This permit enables carer(s) to park while visiting a home to assist with the resident's needs.

13.1.3 Carer Permits can display up to three vehicle registrations and must be kept at the resident household and given to their carer on arrival.

13.1.4 Members of a clinical, health and social care profession, whose duties require parking within a permit parking zone, for the direct benefit of the residents within zones qualify for a Healthcare Professional Permit.

13.1.5 The following healthcare professions will normally qualify for a permit:

- District Nurse
- Community Health Nurse
- Practice/Community Midwife
- Midwife
- Health Visitor
- Home Care Assistant
- Occupational Therapist
- Social Workers
- Education Welfare Officer
- Family Worker
- Specialist Youth Support Worker

13.1.6 Carer permits are currently free of charge and Healthcare Professional Permits currently charge £40. However, after 1st May 2021, the price of a Healthcare Professional Permit will be £42. Permits are valid for 12 months.

13.1.7 Reading Borough Council had issued 92 carer permits in 2018/2019 and this figure increased to 111 permits in 2019/2020. Healthcare Professional Permits have also seen an increase in numbers from 277 in 2018/2019 to 307 in 2019/2020.

13.2 Obtaining Permits

13.2.1 Applicants can apply for both parking permits on the council website. If the applicant does not have an email address to create an online account, then

they can contact the permit team via phone and they will be able to post out an application form.

- 13.2.2 Along with the application form, supporting evidence needs to be submitted to have a successful application.
- 13.2.3 A Carer Permit application requires proof of residence, proof of ownership of vehicle and proof of age/disability. Evidence accepted includes:
- Proof of residence:
 - i. Bank statement
 - ii. Credit card bill/store card statement
 - iii. Gas/electric/telephone bill
 - iv. Current Council bill
 - Proof of ownership of vehicle:
 - i. DVLA registration document
 - ii. current insurance certificate/schedule
 - Proof of age/disability
 - i. Passport
 - ii. Bus pass
 - iii. Birth certificate
 - iv. Driving licence
 - v. Disabled Badge
 - vi. Disability Living Allowance/Personal Independence Payment award notice letter from the Department of Works and Pensions (DWP).
- 13.2.4 A Healthcare Professional Application requires proof of healthcare professional status, proof of ownership of vehicle and a statement of reasons required. Evidence accepted includes:
- Proof of healthcare professional status:
 - i. Confirmation of employment as a healthcare professional, either completed application form with practice stamp or letter on headed paper signed by senior partner/manager at relevant practice or by social services relevant manager
 - Proof of ownership of vehicle:
 - i. DVLA registration document
 - ii. Current insurance certificate/schedule
 - Statement of reasons:
 - i. Each applicant must explain the reasons for applying for a permit. This must include the purpose of the visits, how long a visit to a patient takes, why the alternatives are not suitable (e.g. the non-permit parking spaces in the zones) and any other relevant information.

13.2.5 Applicants must allow time for their permits to be printed and posted, as Reading Borough Council still requires a permit to be displayed in the vehicle to be able to park in the permit zones.

13.3 Operation of Permits

13.3.1 Healthcare Professional Permits are valid in all resident permit bays in all parking zones, for an unlimited amount of time. However, they are not valid in doctors' bays, pay & display bays and limited waiting bays.

13.3.2 In addition, Healthcare Professional Permits are not valid for visiting any GP practices, or working at, or visiting their practice or place of work or for other activities such as taking a patient shopping/going to a doctor's appointment.

13.3.3 The Carers Permit gives permission for carers to park in the parking permit zone stated on the permit.

13.3.4 PCN's are issued when people contravene the parking code or breach parking restrictions. Also, any abuse of the conditions of the Healthcare Professional permit may result in the permit being withdrawn.

14. SHEFFIELD CITY COUNCIL

14.1 Types of Permits

14.1.1 Sheffield City Council offer two parking permit schemes for Healthcare workers:

- All-area Medical/Carer parking permit
- Resident's carer parking permit

14.1.2 Mental health and healthcare organisations and NHS organisations can apply for an all-area medical/carers parking permit which can be used by their staff to park in Sheffield's parking zones.

14.1.3 Applicants able to apply for an all-area medical/carers parking permit include:

- Mental health social workers
- Primary care outreach nurses
- Tuberculosis (TB) nurses
- Health visitors
- Family support workers
- NHS qualified medical practitioners
- NHS medical practitioners carrying essential equipment or drugs to treat a patient resident.

14.1.4 If a resident's essential care at home is provided by a carer or carers, then residents may be eligible for a resident's carer permit.

14.1.5 An all-area medical/carers parking permits cost £10. However, the resident's carer parking permit is free. Both permits are valid for one year.

14.1.6 Currently, there are 947 all-area medical/carers permits and 44 resident carer permits in circulation.

14.2 Obtaining Permits

14.2.1 The all-area medical/carers permit consists of paper disc with a timer. Both the permit and timer disc should be clearly displayed when in use, and users need to make sure that the arrival time is set accurately.

14.2.2 For the Residents Carer Parking Permit, residents can enter their address on the council website to see if their carer is eligible for a permit and can complete the application form online if they are.

14.2.3 The following evidence is required to be submitted along with the application form for Sheffield City Council to approve the resident's carer permit application:

- Carer's Allowance statement for the person who helps look after the resident

- Higher rate of Disability Living Allowance for personal care
- Enhanced rate of Personal Independence Payment
- Constant Attendance Allowance
- A letter from the resident's doctor (GP) or healthcare specialist confirming that they need care at home (dated within the last 3 months)

14.2.4 The resident's carer permit is a paper permit and needs to be displayed when a carer visits.

14.2.5 The application forms for both permits can be found on the council website. Sheffield City Council will respond to the application within 5 working days. If the application requires further investigation, then the council will contact the applicant within 28 working days.

14.3 Operation of Permits

14.3.1 The all-area medical/carers parking permits allow permit holders to park in any designated permit bay for 2 hours at a time in parking zones located outside of the city centre. However, the permit is not valid in Falding Street, Holme Lane, Loxley New Road and Vaughton Hill parking zones.

14.3.2 The resident's carer parking permit allows permit holders to use on street parking bays within the residents permit zone, without a time limit, while they provide care.

14.3.3 But the resident's carer permit is not available for the city centre, Holme Lane, Loxley New Road, Vaughton Hill Schemes and developments within parking permit zones that are car free.

14.3.4 Civil enforcement officers regularly patrol the parking zones of Sheffield and will issue parking fines to vehicles which contravene the restrictions.

15. WESTMINSTER CITY COUNCIL

15.1 Overview

- 15.1.1 Through an FOI response, Westminster City Council confirmed that the council does not have a permit scheme for essential users, healthcare workers or home carers.
- 15.1.2 At present the Council has granted parking concessions in line with Government guidance in relation to the Covid-19 pandemic for NHS staff and Care workers.
- 15.1.3 Category 1 parking provides free parking in pay & display bays via a parking dispensation for the most critical NHS staff whilst on duty. This category is intended for staff who work in front-line roles and have hands-on/face-to-face patient contact. This would include but not limited to hospital consultants, surgeons, doctors, clinical leads, paramedics, radiologists, etc.
- 15.1.4 Category 2 parking provides parking in one of the council's pay & display bays, all day, for other NHS staff whilst on duty for a capped fee of £15 per day. This category is intended for staff who provide back-office, support and management roles. Examples would include but not limited to domestics, cleaners, shop staff, administration staff, management, etc.
- 15.1.5 Currently 1,361 category parking 1 concessions and 119 category 2 parking concessions in circulation.
- 15.1.6 Both of these categories were due to expire on 4th of April 2021, but Westminster City Council extended the expiration date and both categories ended on 24th May 2021.

16. CITY OF YORK COUNCIL

16.1 Types of Permits

- 16.1.1 City of York Council operate two parking permits for healthcare workers:
- Community parking permit
 - Attendance parking permit
- 16.1.2 A community parking permit is designed to assist organisations whose staff need to be able to park in a residents' priority parking scheme (ResPark) zone so they can serve the physical or spiritual needs of residents.
- 16.1.3 An attendance parking permit is available for residents to allow their carers to park near their properties if they live in a house or flat within the ResPark Zone, need substantial and regular care or, if they receive Attendance Allowance.
- 16.1.4 An attendance parking permit is free and a resident's entitlement to the permit will be reviewed annually. Whilst a community parking permit has two different rates available, a discounted annual rate or a standard annual rate.
- 16.1.5 A standard annual rate costs £55.50. However, applicants who are eligible for a discount annual rate can claim a 50% discount.
- 16.1.6 Applicants may be eligible for a discount depending on their vehicle type:
- Short car parking discounts are available if their vehicle is less than 2.7m long
 - low emission vehicle parking discounts are available for electric/LPG powered cars and cars with low emissions.
- 16.1.7 If applicants are not eligible for a discounted annual rate, they will be charged the standard rate.
- 16.1.8 City of York Council issued 85 community permits and 84 attendance permits in 2019.

16.2 Obtaining Permits

- 16.2.1 To obtain a community parking permit, the applicant must first pay for the permit before completing the relevant application form on the council website.
- 16.2.2 Once payment has been made, the applicant will be given a receipt number which must be included on the application form to avoid a delay in receiving the permit.
- 16.2.3 Organisations need to briefly explain why their organisation needs a community permit and in particular explain how the organisation provides

for the physical and spiritual needs of residents and why they would be unable to deliver those needs without the use of a community permit.

- 16.2.4 Once the application form has been completed, it either needs to be sent via post or email to City of York Council.
- 16.2.5 To apply for a free attendance parking permit, residents can complete the application form located on the council website and return it back to the council via post.
- 16.2.6 In addition to returning the application form, residents must also provide proof of entitlement using one of the following documents:
- A letter from a qualified medical practitioner to certify that they are in need of substantial and regular care
 - Evidence that they are receiving Attendance Allowance
 - Evidence that they are receiving the Higher Rate Disability Living Allowance.
- 16.2.7 It is an offence for an applicant to make false statements for the purpose of obtaining a parking permit. City of York Council say they will not hesitate to prosecute, and a conviction will result in substantial penalties.

16.3 Operation of Permits

- 16.3.1 Community parking permits allow permit holders to park in all ResPark zones of York. Whilst the attendance parking permit is only valid for the ResPark zone which the resident lives in.
- 16.3.2 City of York Council enforce parking restrictions in the York area and take action against people who park in ResPark zones without displaying a valid permit.

17. COMMON THEMES FROM CASE STUDY

17.1 Available Permits

- 17.1.1 Currently, CEC only offers one type of EUP, which is available to GP practices located within a CPZ and NHS Lothian Staff, to allow healthcare professionals to park close to their patients' homes. However, many LA's including Brighton & Hove Council, Bristol City Council, Reading Council and Waltham Forest London Borough Council have two different parking permits available, one for registered professional healthcare workers and another parking permit for carers.
- 17.1.2 The aforementioned LA's provide a parking permit to residents who require long-term or short-term care in their residential properties due to age, physical or mental infirmity or to any carer who is in receipt of DWP Carers Allowance. These permits can be used by carers, family or friends, not just registered professionals.
- 17.1.3 Along with carer permits, the LA's also provide a separate permit for professional healthcare workers such as midwives, doctors, community nurses and health visitors, to allow them to park whilst they provide regular essential care to residents in their properties.

17.2 Pricing

- 17.2.1 Another theme which has become apparent, is the cost of parking permits. At present, CEC charge £10 for their EUP. However, other LA's have their permits that are available to professional healthcare workers set at a higher fee.
- 17.2.2 Bristol City Council's carer permit, which is available to anyone who provides care, not just registered professionals is free of charge for applicants. However, the council charge £192 for a medical permit which is for registered healthcare and social care providers.
- 17.2.3 Likewise, Brighton & Hove Council charges £10 for a carer permit, whilst they charge £52 for their Professional Carers Badge.

17.3 Virtual Permits

- 17.3.1 Furthermore, CEC's EUP is currently still in paper form. LA's including Brighton & Hove Council, Sheffield City Council and Reading Borough Council like CEC still use paper permits.
- 17.3.2 However, Southwark London Borough Council, Waltham Forest London Borough Council and Bristol City Council now offer virtual parking permits. Civil enforcement officers can identify which vehicles have a valid permit from the vehicle registration number. Newcastle City Council currently use

paper permits, however, they are planning on moving to virtual parking permits later in 2021.

17.4 Operation of Permit

- 17.4.1 A final key theme which was noticed through reviewing the LA's, is that the EUP scheme in Edinburgh allows permit holders to park in pay & display (outside the central zone) and shared use bays for a maximum of two hours but does not allow permit holders to park in resident permit holder bays. Conversely the majority of the LAs reviewed, do not allow permit holders to park in pay & display bays and only allow parking in permit holder or shared use parking bays.

18. KEY THEMES IN RELATION TO EDINBURGH

18.1 Available Permits

- 18.1.1 The current EUP scheme which CEC operates is currently only available to healthcare professionals working in GP practices and NHS Lothian staff, meaning carers such as family and friends and other professional carers who do not meet the criteria of the existing EUP but tend to residents in their homes do not qualify for a permit.
- 18.1.2 Carers such as family and friends are however advised to purchase visitors' permits, which can then be used when tending to residents. The visitor permits require additional administration as permits are sold in books of ten and there is a maximum number of books per household.
- 18.1.3 Although carers and professional healthcare workers can park in pay & display bays whilst they are undertaking their duties, the key issue with the pay & display bays, is that these are not available on some residential streets.
- 18.1.4 Providing separate parking permits for professional/registered healthcare workers and unpaid carers allows for extra flexibility in who is eligible to apply for a parking permit. Increasing the eligibility will allow for more unpaid carers and other professional healthcare workers to park near residential homes providing the care and support required and minimising the stress and financial burden on the carer providing this.

18.2 Pricing

- 18.2.1 As seen from the case studies, many LA's that offer two parking permits, have their professional healthcare permit set at a considerable higher fee compared to the permit available for non-professional health carers.
- 18.2.2 CEC currently have their EUP which is available for GP practices and NHS Lothian staff, set at a lower cost than most other LA's. The cost of the current EUP is likely to be borne by a company/organisation rather than an individual, which suggests that the price of the existing EUP could be adjusted.
- 18.2.3 Setting a higher fee for the existing permit would help cover costs of any new additional parking permit that would be bought by individuals and hence allow a new permit to be set at an affordable rate.
- 18.2.4 Providing carer permits at a lower rate will make them more accessible for carers who are receiving a carers allowance, whilst also making the permits more available for residents who may not work due to health

reasons, to allow their carers to visit them such as residents who receive attendance allowance.

18.3 Virtual Permits

- 18.3.1 In addition, any new parking permits or changes to the EUP scheme will be compatible with NSL Apply. NSL Apply allows for changes and additions (to permit types, zones and locations) quickly and easily without large costs.
- 18.3.2 As CEC currently use the NSL Apply system for the application process of their permits, there is an opportunity to utilise the virtual permits which they can provide.
- 18.3.3 As noted in the case study of Waltham Forest, they now encourage carers and healthcare workers to apply for permits using RingGo, the software provider that provides the online permit system for the council. Likewise, Newcastle City Council is also moving to virtual parking permits in 2021.
- 18.3.4 Along with NSL Apply, RingGo also used by CEC as a payment method for parking. It is recommended that CEC provide virtual parking permits through existing software providers such as NSL Apply or RingGo.
- 18.3.5 Having virtual permits means applicants will receive their virtual permit instantly and no longer need to wait for a paper permit to arrive in the post.
- 18.3.6 Additionally, virtual permits provide further advantages including reduced environmental impact through reduction of permit manufacture and disposal, virtual permits cannot be copied, altered, lost or stolen and permit holders can change account details immediately.

18.4 Operation of Permit

- 18.4.1 Allowing professional healthcare worker and carer parking permits to be valid in residential or shared use bays, means that they will be able to park closer to residential properties to provide the care residents need.

19. APPLICATION OF KEY THEMES TO EDINBURGH

19.1 Introduction

19.1.1 This study, including a review of the case studies and benefits emerging through key themes, and through a process of permit analysis across all case studies, provide a better understanding of how the current EUP scheme could be enhanced to improve the flexibility.

19.2 Permit Uptake

19.2.1 As the existing EUP which CEC operates is only available for NHS Lothian Staff and GP practices located within a CPZ, there is an opportunity to provide a separate parking permit which would be available for unpaid carers.

19.2.2 The Census data for 'provision of unpaid care' has been analysed to help determine the potential permit uptake which may arise from adding an additional parking permit. This dataset provides 2011 estimates that classify people by the following number of hours of unpaid care categories:

- Provides no unpaid care
- Provides 1 to 19 hours unpaid care a week
- Provides 20 to 49 hours unpaid care a week
- Provides 50 or more hours unpaid care a week

19.2.3 The 'provision of unpaid care' dataset includes people who look after or give help or support to family members, friends, neighbours or others because of a long-term physical or mental ill health or disability, or problems related to old age. This dataset does not include any activities as part of paid employment.

19.2.4 Using this dataset, PCL determined the total number of people who provide unpaid care and the total figure of people in each of the number of hours of unpaid care categories for each LA. On average, 8% of the total population for each LA provide some form of unpaid care a week.

19.2.5 To help work out the potential permit uptake, the dataset for all the LA's was narrowed down to only include the following LA's as they all provided a permit for unpaid carers:

- Brighton & Hove
- Bristol City
- London Borough of Islington
- London Borough of Waltham Forest
- Manchester City
- Reading Borough

- Sheffield City and
- City of York

- 19.2.6 For the aforementioned LA's, the categories 'provides 20 to 49 hours unpaid care a week' and 'provides 50 or more hours unpaid care a week' were added together to provide the sum of people who provide unpaid care a week for each LA.
- 19.2.7 These two categories were added together because the majority of the LA's only provide permits for unpaid carers if the carer receives DWP Carers Allowance. DWP Carers Allowance is only available to carers who care for someone for a minimum of 35 hours a week and, the person receiving the care needs to already be in receipt of a benefit such as Attendance Allowance.
- 19.2.8 However, as the 35 hours plus falls in the middle of the 'Provides 20 to 49 hours unpaid care a week' category, the whole category has been included as the data for that category cannot be split.
- 19.2.9 Using the number of unpaid care permits which had been issued by each LA and the total number of people who provide 20 to 50 plus hours unpaid care week, we calculated the percentage of people who in principle could apply for a permit. We then averaged the uptake across all the of the LA's which came to 2%.
- 19.2.10 Using the 'provision of unpaid care' census data, we calculated the total sum of people in Edinburgh who provide 20 to 50 plus hours a week of unpaid care as this aligns with the other LA's permit criteria, which totalled to 13,722 people.
- 19.2.11 Using this sum of people, we applied the 2% average, which has estimated the potential permit uptake of a new parking permit for unpaid carers to be 274.

19.3 Permit Price

- 19.3.1 Another common theme which was noted in the case study review was the pricing of the existing EUP. Many LA's have their permits which are available for professional healthcare workers set at a higher fee compared to CEC.
- 19.3.2 To help determine a new pricing structure for the existing EUP and the new parking permit, PCL first reviewed the prices of all parking permits which each LA issue using publicly available information on each LA's website.

- 19.3.3 Once the prices for all the permits had been determined, the permits that related to those available in CEC were then extracted for analysis including:
- Resident's permit
 - Visitor permit
 - Business permit and
 - Trades permit
- 19.3.4 To help determine a pricing structure which aligns with other LA's, the permit prices for all the LA's was narrowed down to only include the following LA's as they all provided a permit for professional healthcare workers:
- Brighton & Hove
 - Bristol City
 - London Borough of Lambeth
 - London Borough of Waltham Forest
 - London Borough of Southwark
 - Newcastle City
 - Reading Borough
 - Sheffield City and
 - City of York
- 19.3.5 When comparing the prices of the professional healthcare permits for each of the aforementioned LA's to the resident, visitor, business and trades permit, it became apparent that there was a correlation between the price of the professional healthcare permit and business parking permits.
- 19.3.6 Using the business permit prices for each of the LA's who have a professional healthcare permit, PCL calculated the difference in price between the two permits.
- 19.3.7 Through this analysis it was apparent that there were two LA's that were clear outliers when their pricing was compared to the others. Bristol City Council charged 80% more for their EUP and London Borough of Waltham Forest Council charged 85% more. All other LA's charged less for their professional healthcare permit than they did for business permits. As such these two LA's were removed from the calculation.
- 19.3.8 When the calculation was rerun with the outliers removed, the average price of a professional healthcare permit was 13% the price of a business permit.

19.3.9 When this average was applied to CEC's business permit the rate came out at £45.84.

19.4 Permit Type

19.4.1 CEC currently offer their EUP as a paper permit, even though the application process is through NSL Apply which can provide virtual permits. Software's such as NSL Apply and RingGo are available to allow CEC to utilise virtual permits like other LA's such as London Borough of Southwark, London Borough of Waltham Forest and Bristol City.

19.4.2 NSL have developed their own web-based virtual permit solution called NSL Apply which is user friendly and easily accessible that allows customers to apply, renew or purchase a wide range of virtual parking permits.

19.4.3 NSL Apply accommodates varying permit types with different issuing processes to include Business, Resident, Trader, and Visitor permits and the application processes are configurable dependent on permit types.

19.4.4 Customers can create an online account to apply for permits, upload proof documents to confirm eligibility, make payments using secure payment portals and allow customers to edit personal details such as vehicle details and home address.

19.4.5 Once an application has been made, the back office team can review each permit application and change the status of the application to either approved, suspended, rejected or postponed.

19.4.6 If a permit is rejected or wrong proof uploaded, the system allows the back office team to create a letter/e-mail to send to the customer informing them of the decisions.

19.4.7 The software has the ability to send automatically generated permit renewal reminders via email or letter to customers.

19.4.8 Using a back office system like NSL Apply, allows back office staff to manage their own terms and conditions, email templates, proof uploads and pricing. Changes and additions to permit types, zones or locations can be facilitated quickly and easily through NSL Apply without large costs.

19.4.9 Furthermore, NSL Apply can be integrated onto existing handheld enforcement devices so that enforcement officers can check VRM's in real-time to ensure the vehicle is compliant.

19.4.10 In addition to NSL Apply, RingGo operate an ePermit solution which is fully integrated with the cashless parking product they offer, providing

customers with the benefit of being able to access both their cashless and ePermit account from a single user log-in. This key benefit allows the resident to self-serve all their parking needs from one account without accessing multiple software providers.

- 19.4.11 RingGo provides a flexible, configurable, open approach to the provision of ePermits. The lost cost of ownership alongside financial benefits of no paper permits provides a compelling background to adopting RingGo ePermits.
- 19.4.12 Users are required to apply for a permit by passing automatic system checks or by providing the necessary eligibility proofs before they can then purchase the permit upon the application being authorised.

20. CONCLUSIONS

20.1.1 The primary aim of the project was to benchmark the CEC EUP scheme against similar schemes based on an agreed list of LA's.

20.1.2 Through a review of CEC's EUP scheme and those permit schemes provided by other LA's, several key themes were noted and it became evident that there is an opportunity to amend and improve key aspects of the CEC EUP scheme.

20.1.3 Many of the LA's reviewed in this study provide two parking permits: one for healthcare professionals and another one for unpaid carers.

The EUP scheme which CEC currently operate is only available for NHS Lothian Staff and GP practices located within a CPZ. We consider the provision of an additional permit within Edinburgh for unpaid carers would help support unpaid carers tend to residents in their residential properties without having to worry about parking.

Additionally, as the existing EUP is not available for all professional/registered healthcare workers, there is an opportunity to provide them with a parking permit.

20.1.4 Overall, there is a noticeable difference in the pricing structure of CEC's EUP and the pricing structure of other similar sized LA's.

CEC currently have their EUP set at a price of £10, whilst, other LA's have their health professionals permits set at a higher fee, while any permits for unpaid carers are set at a lower fee.

The payments for professional healthcare workers are likely to be brought by a company/organisation rather than an individual, allowing scope for the overall price of the EUP to be increased.

20.1.5 Several of the LA's issue their permits virtually, while some are issuing paper permits but will be transferring over to virtual permits. CEC currently issue their permits in paper. As CEC currently use NSL Apply for the application process, there is the opportunity to utilise the software and use virtual permits.

20.1.6 Inconsistencies were noted upon review of the existing CEC EUP scheme.

Currently, the EUP is for NHS Lothian staff and healthcare workers who work at GP practices who largely operate within CPZs to make domiciliary visits to patients.

During the application process for an EUP, applicants must provide GP/Doctors names along with their GMC registration number, meaning

doctors can use the EUP. However, EUP holders are not entitled to park in bays reserved for doctors, which may cause confusion for permit holders.

- 20.1.7 Based on the findings of this study and the conclusions summarised above we consider there to be opportunities to integrate beneficial changes to the existing CEC EUP scheme.

21. RECOMMENDATIONS

21.1 Introduction

21.1.1 After reviewing Edinburgh's EUP scheme and reviewing case studies on similar sized LA's, several key topics emerged which we recommend CEC consider in an effort to improve their EUP and these are outlined below:

- **Introduce New Carers Permit**
- **Revise Permit Price**
- **Introduce Virtual Permits**

21.2 New Carers Permit

21.2.1 It is recommended for CEC to provide an additional parking permit for unpaid carers who attend to residents residing within a CPZ.

21.2.2 If CEC allows for a permit to be available for unpaid carers who receive DWP Carers Allowance, there is a potential permit uptake of approximately 274 additional parking permits.

21.2.3 As noted through the case studies on each LA, the majority of them provide an additional permit for unpaid carers or residents who receive benefits to allow their carers to visit their homes.

21.2.4 It is also recommended for CEC to provide an additional parking permit for professional carers who attend to residents residing within a CPZ.

21.2.5 Professional carers could be included within the EUP scheme or a new permit could be introduced to meet their specific needs.

21.3 Price of Permits

21.3.1 It is recommended for CEC to amend the price of the existing EUP from £10 to £50.

21.3.2 As mentioned from the case studies, CEC have their EUP set at a lower fee compared to other LA's. Increasing this price will better reflect the current costs of parking and bring CEC in line with other LA's.

21.4 Virtual Permits

21.4.1 It is recommended that CEC move their paper EUP to be virtual alongside any new permit.

21.4.2 Virtual permits have many advantages including environmental benefits of not producing paper permits, virtual permits cannot be copied, altered, lost or stolen and penalty charge notices will no longer be issued when a driver has forgotten to display a permit or it has fallen from the windscreen.

21.4.3 As NSL Apply and RingGo are both readily available in Edinburgh, swapping over to virtual permits will be straightforward.

Appendix A

QUALITY

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

1. Ensure a clear understanding of customer requirements;
2. Ensure projects are completed to programme and within budget;
3. Improve productivity by having consistent procedures;
4. Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
5. Continually improve the standard of service we provide internally and externally;
6. Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Award Winning



Certifications



Accreditations



Memberships



Contact

London Head Office
Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 1358 950

Old Street Office
29-33 Old Street
London
EC1V 9HL

Brighton Office
38 Foundry Street
Brighton
BN1 4AT
tel: 01273 056 122

Slough Office
Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 1358 950

Edinburgh Office
12 Lower Gilmore Place
Edinburgh, EH3 9NY

Manchester Office
Bartle House
Oxford Court
Manchester, M2 3WQ
tel: 0161 914 9300

info@projectcentre.co.uk • www.projectcentre.co.uk

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

Brunstane Road Closure (ETRO Progress Update)

Executive/routine Wards Council Commitments	Executive Craigmillar-Portobello Ward 16, 19
---	--

1. Recommendations

- 1.1 This report recommends that the Committee:
 - 1.1.1 Recalls the previous Committee decision of [28 January 2021](#) instructing the progress of this scheme;
 - 1.1.2 Notes the contents of this report and the responses from the statutory public consultation on the Experimental Traffic Regulation Order (ETRO);
 - 1.1.3 Sets aside the objections, having considered the content of the 218 objections received, and agrees to proceed with the trialling of the proposed measures under an ETRO; and
 - 1.1.4 Approves the making of the ETRO as advertised.

Gareth Barwell

Service Director, Operational Services

Contact: Cliff Hutt, Service Manager – Roads and Transport Infrastructure

E-mail: cliff.hutt@edinburgh.gov.uk | Tel: 0131 469 3751

Brunstane Road Closure (ETRO Progress Update)

2. Executive Summary

- 2.1 Brunstane Road is a residential street to the east of Portobello which forms a route between Milton Road East to the south and Joppa Road to the north. It has been subject to longstanding traffic problems south of the bridge over the railway line due to a combination of narrow road width, traffic volumes and parking, resulting in traffic congestion, damage to parked vehicles and instances of anti-social behaviour from drivers.
- 2.2 As a means of addressing this, the Transport and Environment Committee, on 28 January 2021, agreed to trial the closure of Brunstane Road to motorised vehicles, together with complementary traffic management measures introduced within the Coillesdene area, through the introduction of an Experimental Traffic Regulation Order (ETRO).
- 2.3 This report highlights the response to the statutory consultation for the ETRO, which shows that those who live on Brunstane Road are generally supportive of the proposed ETRO, while those who indicated that they do not live on Brunstane Road are opposed.

3. Background

- 3.1 Residents on Brunstane Road, between Milton Road and the railway bridge, have experienced long-standing traffic problems due to a combination of the narrow width of the road, increasing volumes of traffic and the general increase in the physical size of vehicles. This has resulted in numerous instances of traffic congestion, anti-social behaviour by drivers and conflict with residents whose cars have frequently been damaged.
- 3.2 At its meeting of [28 January 2021](#), the Transport and Environment Committee agreed to the introduction of an ETRO to permit the closure of Brunstane Road at the railway overbridge, while still permitting a through route for pedestrians and cyclists. The Committee also agreed to the introduction of traffic calming measures within the Coillesdene area to discourage any displaced traffic from seeking an alternative route via this residential area.

4. Main report

- 4.1 It is widely acknowledged that there are traffic problems on Brunstane Road. This is due to a variety of factors including the width of the carriageway, parking, traffic volumes and vehicle types.
- 4.2 A number of options were explored and views sought, following which it was determined that the closure of Brunstane Road to through vehicular traffic at the railway bridge, just north of Brunstane Gardens, in conjunction with traffic management interventions in the Coillesdene area, was the most appropriate way to address the issue.
- 4.3 This preferred option was discussed at 28 January 2021 Transport and Environment Committee and approval was granted to implement the restrictions using an ETRO.
- 4.4 The key stages of promoting an ETRO include; statutory consultation, placing the draft order on public deposit, assessing objections and finalising the ETRO.
- 4.5 The first stage of statutory consultation commenced on 9 July 2021. This informed statutory consultees that the City of Edinburgh Council were proposing to promote an ETRO (Appendices 1 and 2).
- 4.6 One supportive comment from Spokes was received. Spokes noted the promotion of active travel and improved safety of vulnerable users as important factors in introducing the scheme (Appendix 3). No adverse comments were received from the statutory consultees during this stage of the process.
- 4.7 The full public ETRO consultation commenced on 1 October 2021 by means of a press advert and via the Council website.
- 4.8 Interested parties (those groups and individuals who have expressed a keen interest in the proposal) were also notified via email that the consultation period for the ETRO was about to commence.
- 4.9 Feedback received from the ETRO statutory public consultation is provided in Appendix 4. There were 66 supporting responses and 218 objections noted. There were two responses that included comments only and one objection was withdrawn during the consultation period. These are excluded from the above number.
- 4.10 An overall analysis of the feedback shows:
 - 4.10.1 Of residents who indicated that they lived on Brunstane Road (54 of 284 responses), 87% (47 responses) supported the proposed ETRO and 13% (7 responses) objected to the proposed ETRO; and
 - 4.10.2 Of residents who indicated that they lived at a non-Brunstane Road address (230 of 284 responses), 8% (19 responses) supported the proposed ETRO and 92% (211 responses) objected to the proposed ETRO.
- 4.11 Those supporting the proposal have generally expressed the following (a breakdown of the supporting comments is shown in Appendix 5):

- 4.11.1 That there are longstanding traffic issues on Brunstane Road that need to be addressed. The short-cutting has resulted in property damage (damage to parked vehicles) and aggressive, anti-social behaviour towards the residents of Brunstane Road;
 - 4.11.2 That Brunstane Road was not designed to have this level or classification of vehicles (HGVs) using the street as a through route. Owing to the single lane available for through traffic, short-cutting vehicles often save no time due to the conflicts encountered with oncoming vehicles. The strategic routes are better suited and provide more reliable journey times; and
 - 4.11.3 The proposal will make it safer for residents and active travel users, improving quality of life and community interaction.
- 4.12 While supporting comments are noted, the legal purpose of the consultation is to allow objections associated with the ETRO to be considered (Appendix 4).
- 4.13 Therefore, all objections must be considered by the Committee prior to approving the order. Once the objections have been considered, the decision to proceed with the ETRO, by setting aside the objections, can be made.
- 4.14 Those objecting to the proposed ETRO have generally expressed the following (a breakdown of the objections is shown in Appendix 5):
- 4.14.1 That the proposal moves traffic elsewhere, particularly into the Coillesdene area increasing the number of heavy vehicles in the area, affecting more residents than those living on Brunstane Road;
 - 4.14.2 The closure of Brunstane Road directs local traffic down the already congested roads of Brighton Place, Eastfield / Milton Road East and Sir Harry Lauder Road / Portobello High Street;
 - 4.14.3 That the proposal requires traffic to take a longer journey resulting in higher levels of vehicle emissions and increased speeds through residential areas;
 - 4.14.4 That other options remain the favoured way forward to address the issues on Brunstane Road e.g. one-way option, or parking restrictions. An area-wide approach is required;
 - 4.14.5 That the proposal reduces access for emergency vehicles; and
 - 4.14.6 That the Committee has ignored the majority view of residents expressed in December 2020, with 72% of the community against the proposal.
- 4.15 Council officers have considered the above objections and would highlight that the proposal is experimental in nature and all aspects of the trial will be monitored throughout the 18-month period to assess the effects on the wider road network. There is currently no indication or supporting evidence that road safety will be compromised within the surrounding areas as a result of the trial; all of the surrounding roads affected by the proposed measures are within the 20mph zone.
- 4.16 The Council has a statutory duty under the Local Air Quality Management regime (Environment Act 1995), to review and assess ambient air quality. The monitoring site nearest the proposed scheme is located at Portobello High Street; results

indicate that the Air Quality objectives are being met at this location, thus there are no immediate concerns related to the small number of additional vehicles that may use this strategic route if Brunstane Road was closed.

- 4.17 Several options were explored to address the problems with the aim of substantially reducing or eliminating through traffic on Brunstane Road. Options that were ruled out, such as making Brunstane Road one-way, or introducing parking restrictions, do not adequately address the problems caused by through traffic and were discounted on that basis.
- 4.18 At a discussion with the Scottish Fire and Rescue Service (SFRS) and Police Scotland in December 2020, a minor concern regarding the proposal and how it could affect response times was raised. These concerns were generally allayed as it was explained that the majority of traffic calming in the Coillesdene area would still physically allow access for a fire tender. It was also established that the SFRS did not routinely use Brunstane Road as a through route due to the width of the carriageway and the likelihood of meeting oncoming traffic. Notwithstanding this, no further comments were received from any of the emergency services when input was sought from all statutory consultees in July 2021. Again, no response was received from the emergency services in October 2021 during the public consultation period.
- 4.19 Further pre-closure traffic surveys have been undertaken in the immediate and surrounding area, providing a baseline for future surveys to be compared against should this proposal be implemented. The surveys show that approximately 2,200 vehicles per day currently use Brunstane Road. General vehicles account for 90% of the traffic: 6.4% are HGVs and 3.6% are two-wheel vehicles (i.e. motorcycles and bicycles).
- 4.20 Approximately 4,700 vehicles per day currently use Southfield Place (Brighton Place corridor). General vehicles account for 88.4% of the traffic: 7.3% are HGVs and 4.3% are two-wheel vehicles (i.e. motorcycles and bicycles).
- 4.21 Experience has shown that it can take a considerable period for driver behaviour to adapt to any changes on the network. Thus, the implications of the trial on the surrounding network will be monitored through further traffic surveys, inspections by officers and feedback from the local community.

5. Next Steps

- 5.1 If the recommendations of the report are approved:
 - 5.1.1 The temporary on-street infrastructure required to implement the order will be procured and installed during November/December 2021; and
 - 5.1.2 A further update will be provided to Committee once the trial is in operation.

6. Financial impact

- 6.1 The trial will be funded through the capital renewals budget.
- 6.2 The cost of the trial, including all surveys and temporary measures, is estimated at £60,000.

7. Stakeholder/Community Impact

- 7.1 Statutory consultation has been carried out as part of the ETRO process.
- 7.2 It is expected that the proposed infrastructure will advance equality of opportunity on the transport network. The proposal encourages participation in active travel, enabling the health and social benefits associated with active travel. In addition, the proposal promotes an increased awareness of vulnerable road users and encourages road users to share space.
- 7.3 The Council's Waste and Cleansing service has agreed that their operations will be unaffected by the proposals.
- 7.4 The proposal is in line with policies and actions contained in the Council's [Local Development Plan](#) and [City Mobility Plan 2021-2030](#).

8. Background reading/external references

- 8.1 Transport and Environment Committee Report, [28 January 2021](#), Item 7.4
- 8.2 Portobello Community Council [Consultation](#) 10-27 March 2020

9. Appendices

- 9.1 Appendix 1: Draft Order (Brunstane Traffic Management ETRO)
- 9.2 Appendix 2: Trial Infrastructure Drawing
- 9.3 Appendix 3: ETRO Statutory Consultation Feedback (July 2021)
- 9.4 Appendix 4: Feedback from the Public Advertisement of the ETRO (October 2021)
- 9.5 Appendix 5: Summary of objections and supporting comments
- 9.6 Appendix 6: Traffic Survey Data (8 – 14 October 2021)

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; BRUNSTANE TRAFFIC MANAGEMENT) (NO _) EXPERIMENTAL TRAFFIC ORDER 202_ - TRO/21/13

The City of Edinburgh Council in exercise of their powers under sections 9 and 10 of the Road Traffic Regulation Act 1984¹ as amended (which Act as so amended is hereinafter referred to as "the 1984 Act"), and of all other enabling powers, and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:

Citation, commencement and expiry

1. This Order may be cited as "The City of Edinburgh Council (Traffic Regulation; Prescribed Routes) (No _) Experimental Traffic Order 202_", shall come into force on the ---- day of ---- Two thousand and ----, and shall expire on the ---- day of ---- Two thousand and ----.

Interpretation

2. (1) In this Order, except where the context otherwise requires, the follow expressions have the meanings hereby respectively assigned to them:
 - ” Chief Constable” means the Chief Constable of Police Scotland;
 - “electronic communications network” has the same meaning as in section 32 of the Communications Act 2003²;
 - “pedal cycle” has the same meaning as in section 151 of the Roads (Scotland) Act 1984³;
 - "Schedule" means a Schedule to this Order; and
 - “traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the 1984 Act.
- (2) The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.

One Way Roads and Prohibitions of Motor Vehicles

3. (1) Save as provided in Article 4(1) of this Order, no person shall cause or permit any vehicle to proceed in a length of road specified in columns (1) and (2) of the table in Schedule 1 in a direction other than that specified in column (3) of that table.
- (2) Save as provided in Articles 4(1) and (2) of this Order, no person shall cause or permit any motor vehicle to enter into or proceed in a length of road specified in columns (1) and (2) of the table in Schedule 2 to this Order.

¹ 1984 c.27

² 2003 c.21

³ 1984 c.54

Exceptions and exemptions

4. (1) Nothing in Articles 3(1) and (2) of this Order shall apply in relation to
- (a) a vehicle being used for ambulance, fire brigade or police purposes; or
 - (b) anything done with the permission or at the direction of a police constable in uniform or a traffic warden;
 - (c) any person who causes a vehicle to proceed in accordance with any restriction or requirement indicated by traffic signs placed pursuant to section 66 or 67 of the 1984 Act.
- (2) Nothing in Article 3(2) of this Order shall apply in relation to: -
- (a) a pedal cycle; or
 - (b) a vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a length of road specified in Schedule 2 to this Order of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other road or length of road.

Power to modify or suspend this Order

5. In pursuance of Section 10(2) of the 1984 Act, the City of Edinburgh Council's Executive Director of Place or an officer of the Council to whom power has been duly delegated, may, if it appears to them or that person essential in the interests of the expeditious, convenient and safe movement of traffic, or for preserving or improving the amenities of the area through which any road affected by this Order runs, after consultation with the Chief Constable, modify or suspend this Order or any provision thereof.

Executed by The City of Edinburgh Council this ----day of ---- Two thousand and ----.

(witness)

Signed on behalf of Executive Director of Place

SCHEDULE 1
ONE-WAY ROADS

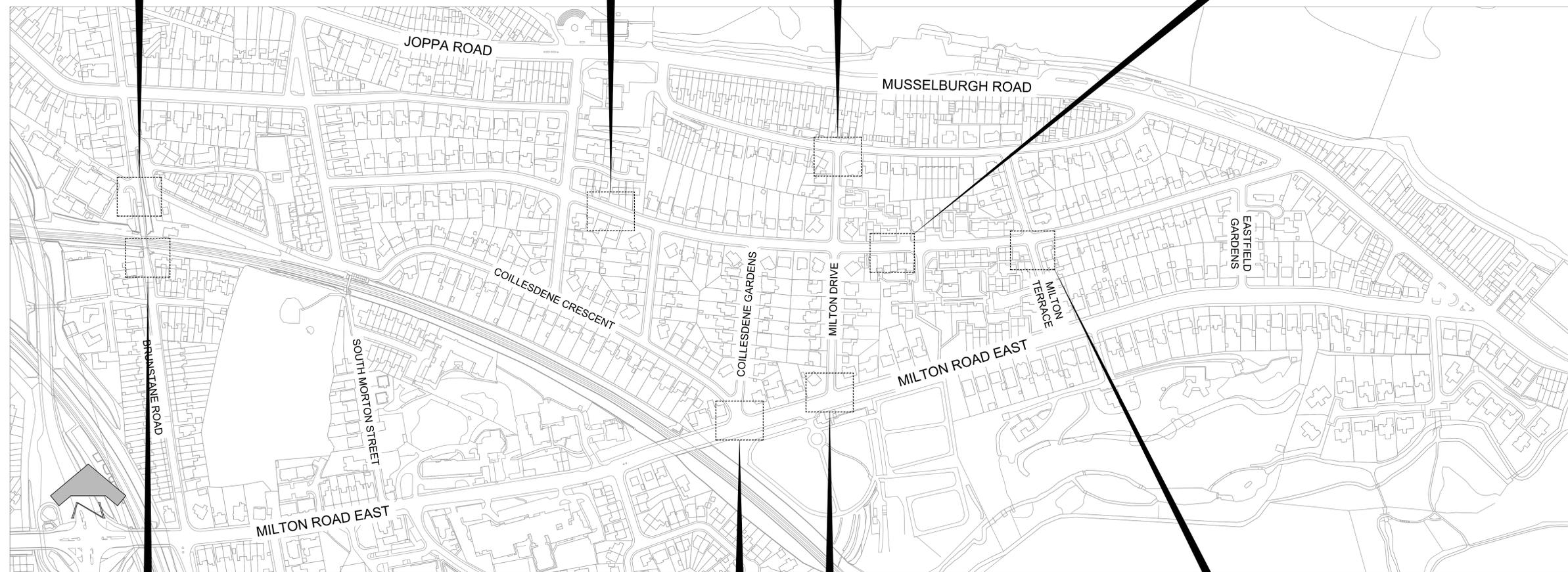
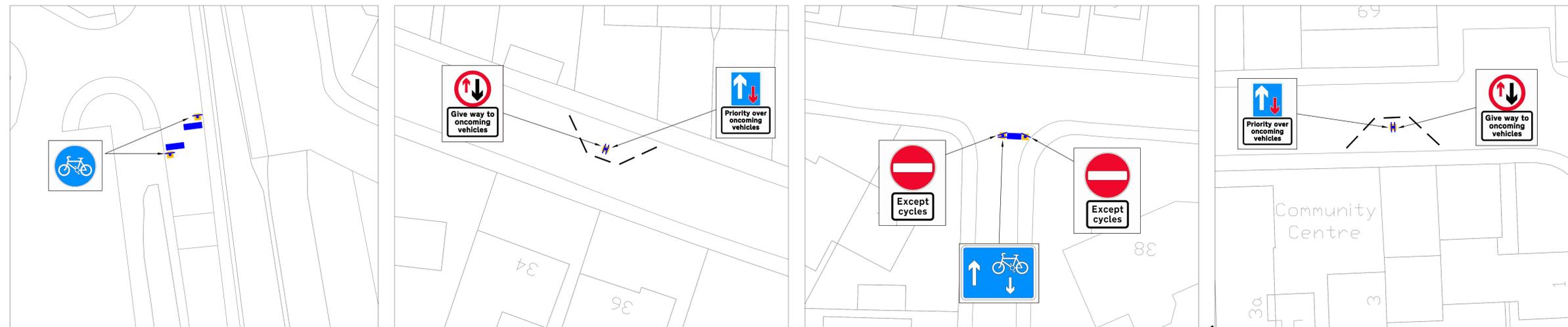
<i>(1)</i> <i>Road in Edinburgh</i>	<i>(2)</i> <i>Length of road</i>	<i>(3)</i> <i>Direction of one-way traffic</i>
Milton Drive	From a point 2.5 metres or thereby south of the southern kerb-line of Seaview Crescent to its junction with Seaview Crescent.	From south to north.
Milton Drive	From a point 3.0 metres or thereby north of the north-western kerb-line of Milton Road East to its junction with Milton Road East.	From north to south.
Milton Terrace (South)	From a point 2.5 metres or thereby south-east of the southern kerb-line of Coillesdene Avenue to its junction with Coillesdene Avenue.	From south to north.

SCHEDULE 2
PROHIBITION OF MOTOR VEHICLES

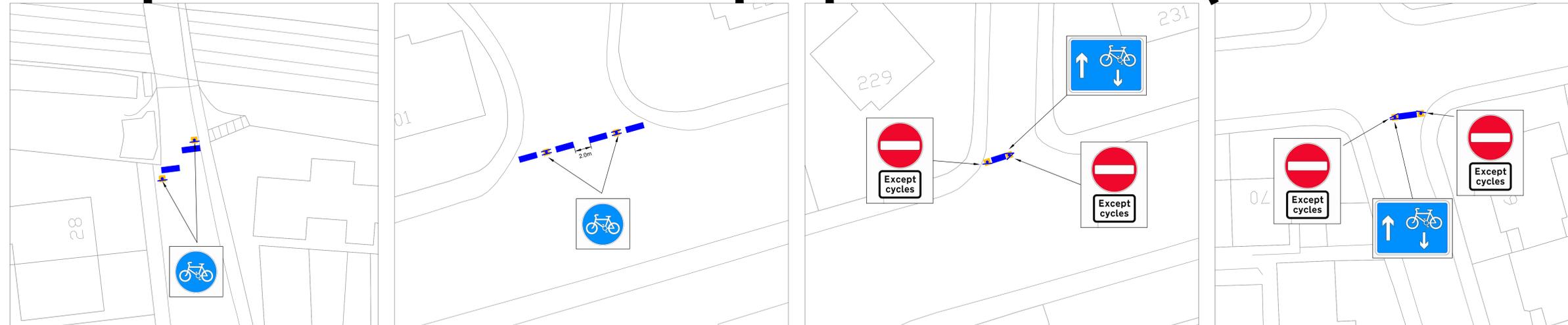
<i>(1)</i> <i>Road in Edinburgh</i>	<i>(2)</i> <i>Length of road</i>
Brunstane Road	From a point 6.5 metres or thereby south of the southern kerb-line of Joppa Station Place to a point 74.5 metres or thereby south of the southern kerb-line of Joppa Station Place.
Coillesdene Crescent	From a point 3.5 metres or thereby north-west of the north-western kerb-line of Milton Road East to a point 2.5 metres or thereby north-west of the north-western kerb-line of Milton Road East.

NOTES:

-  Signs mounted on temporary concrete base
-  Planter
-  Temporary rubber kerbs
-  No entry except cycles signs
-  One way / cycle contraflow signs
-  Traffic priority sign
-  Opposing traffic priority sign
-  Cycles only sign



This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
100023420 (2020)



REVISION	DETAILS	BY	DATE	CHECKED



The City of Edinburgh Council
Waverley Court
4 East Market Street
Edinburgh, EH8 8BG
Telephone: 0131 200 2000

PLACE MANAGEMENT
ROADS AND TRANSPORT INFRASTRUCTURE
TRANSPORT CONTRACTS AND DESIGN

Coillesdene Area
Proposed Temporary Traffic Measures

Date: July 2021
Scale: NTS @A0
Job No. 000016
Drawn by: A Parkinson
Checked by: K Teather

ETRO Statutory Consultation Feedback (July 2021)

Spokes Party is a local Spokes Lothian group. We are working to make walking, wheeling, and cycling safe, easy and fun for everyone in and around Edinburgh East.

Spokes Party strongly supports the Brunstane Road ETRO to close through traffic in Brunstane Road, and associated traffic calming in the Coillesdene area. Brunstane Road is an important strategic link for cycling. It should provide a safe and direct cycling route between Portobello and: the National Cycle Network Route 1; shopping destinations such as Asda, the Range and Fort Kinnaird; the Innocent Railway Path to the city; and other leisure and commuting routes. It is currently overwhelmed with traffic, and is considered too dangerous by many people, particularly those with children, to use on cycles. Many are forced to use indirect and complicated routes, for example going through the Magdalenes. Many people have commented to us on how safe it felt when it was temporarily closed to through traffic during the Brighton Place works. This was evidenced through the demand to open the barriers to cyclists at the time.

We agree that the residents at the southern end of Brunstane Road should not have to suffer the negative consequences of rat running in a narrow residential street. It is unsafe for some disabled people, children, and pets. It is also deeply unpleasant, with reports of abuse by some drivers, and damage to parked vehicles.

We also agree that taking an area-wide approach, with a lengthy trial period, is the best thing to do. Evidence from throughout the UK shows that schemes similar to this take several months to settle down. The trial would allow the Council to monitor impacts and address any unintended consequences within or outside the scheme, for example in Brighton Place.

Evidence also shows that before such schemes are implemented, there is noisy opposition by some groups. However, once the schemes have been in place, and tweaked/adapted where required, there is overwhelming support for them. See for example the recent report from the Walking and Cycling Alliance (The urgent case for more walking and cycling in the UK).

We believe that this scheme, over time, would help reduce traffic (traffic evaporation) and encourage people to switch from cars to active travel modes for short trips. Portobello is increasingly dominated by traffic and parked vehicles with all the negative consequences this entails. We would like to see the scheme expanded over time across the whole area, implementing the sustainable travel hierarchy with low traffic neighbourhoods, and putting walking, wheeling, cycling and bus use above use of the private car (excluding blue badge holders). This would contribute to the Council's own policies on climate change, air quality, and increasing active travel.

We would like to see, as an added benefit to the scheme, a safe practical convenient crossing from Brunstane Road over Milton Road East for people walking, wheeling, and cycling. This would increase the likelihood of people taking the opportunity to walk/cycle instead of driving to the locations mentioned above and would vastly enhance the scheme.

Finally, an effective tailored and on-going communications strategy will be essential to help people understand why the scheme is being undertaken and the benefits that are expected to accrue. Lessons need to be learned from similar schemes undertaken across the UK by other local authorities. Communications should include positive and attractive signage and barriers in the scheme. Signs should welcome those who can go through streets with barriers. For example, 'road open to...' signs rather than 'road closed.'

With best wishes,

On behalf of Spokes Party.

Email: SpokesParty@gmail.com

Response	Comments
Comment	I wish to comment on the above road closure. I am not against it in general however there are no restrictions on our road, Coillesdene Avenue to slow down the problem we already have with speeding cars. The problem in particular stems from speeding cars approaching from the Musselburgh direction.
Comment	I would like to add a comment on the proposal for Brunstane Road. I would like to see this road changing to one way. There are lots of disputes and angry motorists with the present 2 way traffic.
Object	<p>the purpose of this email is to object to one of the elements of the proposed implementation of the proposed traffic order (to close Brunstane Road at the junction with Joppa Station Place").</p> <p>My name and address are provided at the bottom of this email. I live at the junction between Brunstane Road (just south of the bridge) and Brunstane Gardens and therefore I have particularly intimate knowledge of the traffic situation in immediate area and of the effects of the previous, expended temporary closure of this same part of the road to motor vehicles which was set up while Brighton Place was closed to traffic (I think this ended in 2019). My direct experience during the period of this previous closure has informed my view on the current proposal.</p> <p>Grounds of my objection:</p> <p>1) The proposed closure will not promote a quieter neighbourhood. I note that one of the purposes of this experimental traffic order is to promote quiet local neighbourhoods. I do not think the proposed closure will promote quiet local neighbourhoods for the following reasons:</p> <ul style="list-style-type: none"> • The previous experience described above shows that this effect is very limited. While there will obviously be no traffic coming over the bridge from the northern part of Brunstane Road if the closure goes ahead, and traffic using Brunstane Road as a through-road between Milton Road East and Joppa Road will be prevented, it is apparent that all of the traffic that services properties in the southern part of Brunstane Road, Brunstane Gardens, the allotments and the bowling club will be obliged to turn around and travel back the way they came along the southern part of Brunstane Road, rather than continuing northwards along Brunstane Road. The traffic involved here, both private, public and commercial and serving local homes and activities, is not insubstantial, and will have to go both ways. The turning tends to take place at the junction of Brunstane Road and Brunstane Gardens as the street itself is narrow. • I am aware that there are neighbours of mine in Brunstane Road that have been taking photographs of larger vehicles which they feel should not be using the road, and of 'stand-offs' when two vehicles going in opposite directions along Brunstane Road have difficulty passing each other. However, these photographs are highly selective and do not represent the true traffic situation. For most of 2020, I worked from home on my first floor, overlooking the junction with Brunstane Road and Brunstane Gardens. Most of the time there is no traffic at all, and most of the traffic consists of cars. I do hope the council is not swayed by people who have carried out a sustained campaign to get what they want but which is not necessarily a balanced view of what others in the neighbourhood want. If the overall volume of traffic is the issue, this should be measured properly using unbiased methods, and the effects of closing the road and forcing traffic to travel back the way they came should be assessed. • It is true that occasionally there are 'stand-offs' on Brunstane Road but mostly drivers are almost always considerate and pragmatic in pulling in to allow others to pass. My own feeling is that the narrowness of the road serves to slow the traffic, and that the possibility of not being able to rush along Brunstane Road will put off drivers in a hurry from coming this way, once they know how narrow the road is. • Closing the road at the bridge will not prevent the possibility of stand-offs as all traffic that uses the road will have to use it in both directions. • From the previous closure of Brunstane Road at this point, it was apparent that the motor traffic journeys that would have gone over the bridge at Brunstane Road were simply displaced to other roads. I know that my own essential car journeys were generally much longer and I spent more time in traffic on other roads, especially the Harry Lauder Road, Milton Road East, Joppa Road and the smaller roads in the Coillesdene area than I would normally do. Deliveries to my home, and taxi services, were regularly delayed and more expensive due to the additional distance travelled. Any quietening of the immediate neighbourhood was slight and was offset by increased traffic in other nearby neighbourhoods. <p>2) The proposed closure will result in less sustainable motor traffic due to additional road-miles resulting from the diversion of traffic (please refer to my last bullet point above). The increased road miles will result in overall greater atmospheric emissions (contributing to greenhouse gas emissions and local air pollution) and traffic noise. I do not think that this road closure will result in choices to cycle or walk rather than drive. I and my neighbours already cycle and walk when possible. It simply means that motor vehicle journeys will be longer.</p> <p>3) The proposed closure creates an unnecessary barrier/division in the local neighbourhood. My overriding feeling the last time the road was blocked at the bridge was of being disconnected from the rest of Joppa and Portobello. Any necessary car journeys to Portobello (e.g. for a large shop at the co-op) or for a drive</p>
Object	<p>I object to the suggested Road closure. It is scandalous that the whole road should even be considered for road closure creating extended journeys for many and putting additional pressure on surrounding areas. I appreciate there is a concern at how congested this road can be at times. This could be alleviated by making it one way in the northerly direction towards Portobello. I trust that the committee will see sense and not pass this traffic order.</p>
Object	<p>Closure of this road will merely serve to displace traffic onto other roads in the greater Colliedene area, including roads. The restricted access into and out of the Colliedene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examined the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road North in the past 5 year reporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>I attended the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about children's safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residents was that "The would have nowhere to park". It is not the place of the council to provide residents, many of whom own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road Safety Audit report for the Kings Road Junction Improvements, which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there</p>
Object	I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.
Object	<p>We would like to object to the proposal to close this road (TRO/21/13).</p> <p>It is an important road to connect to Joppa and Portobello and its closure will push traffic onto other roads - including Park Ave - which is also a busy road and one that has a lot of school children on it. This area has already become busier due to the closing of Stanley Street- which we also think should be reopened. Do not close Brunstane Road- with all the new housing in the area, as many roads as possible need to be open to traffic to spread the traffic out.</p>

Response	Comments
	<p>I wish to make a formal objection to the proposed Traffic Regulation Order covering changes around the Brunstane Road Area on the following grounds:</p> <p>1 - Closure of this road will displace traffic onto other roads in the area. Traffic from surrounding streets North of the closure will have to take considerably longer journeys thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. When the road was previously closed, accessing the bypass from St Marks Lane took an extra 10-15 minutes and traffic was noticeably greater around our streets as people used Argyle Crescent, St Marks ok and Hope Ln North to avoid High Street congestion accessing into the Harry Lauder</p> <p>2 - The council should be prioritising activities targeting areas which have a record of accidents and serious injury. Brunstane Toad appears to be a low priority in this respect yet. I work has been done on the junction of the High St and the Harry Lauder road where there have been recent cyclist deaths. Moving more traffic towards this junction is likely to make it more dangerous for cyclists.</p> <p>3 - The Statement of reasons is flawed, when it aims "To encourage sustainable travel" such as walking and cycling. In fact, what this closure does is provide a car park for many of the residents on Brunstane Road rather than discouraging car use. With the pavement parking regulations coming into force, I can understand that the road width will be further limited but this would suggest a one way system would be better suited than a closure, possibly with removing parking down one side as will occur elsewhere in Portobello. Much of the discussion at recent consultations was focussed on enabling parking for residents on this street which incidentally falls outside the controlled parking zone proposals. This goes against the promotion of active travel.</p> <p>4 - It has also been widely reported that the vice convenor of the Council's Transportation Committee resides in this area. FOI requests regarding the closure and individual councillors involvement have gone unanswered. This is of great concern regarding the potential conflict of interest.</p> <p>5 - This does not seem to be an appropriate time to perform an experimental traffic study. With traffic and working patterns remaining very different due to the continued impact of covid, I would suggest that any research would be better postponed until public transport goes back to pre pandemic numbers.</p>
Object	<p>6 - For the CPZ proposal, the council have commented that it could not be a temporary trial due to the costs of putting it in place if it then had to be removed later. There seems to be no assurance that budget will still exist to remove these measures after the trial if continued objection is received.</p>
	<p>I wish to object to the proposed ETRO TRO/21/13 for the following reasons.</p> <p>1. When the proposals were presented to councillors, when asked what would happen to Brighton Place with displaced traffic, council officials stated that they proposed to put double yellow lines along the east side of Brighton Place to improve traffic flow. Since then, the council have carried out a consultation on parking in Portobello showing this area as residents' parking. Both cannot be true. There appears to be no coherent plan for how traffic displacement will be managed by this TRO.</p> <p>2. My daughter was struck by a car on her way to school the last time Brunstane Road was closed. Vehicles were forced to turn in the limited space at the bottom of the closed road and this led to a vehicle striking my daughter. Luckily, her bag took most of the impact and she was not injured but the incident illustrates that this scheme is not safe for pedestrians.</p> <p>3. On several occasions, I have had to call ambulances that have then used Brunstane Road to access the hospital. The increased journey time to the hospital is a real risk to people's lives and should not be allowed.</p> <p>4. As for ambulances, response times for fire engines will be dangerously increased.</p> <p>5. No consideration has been given to alternatives to full closure such as parking restrictions on the road.</p> <p>6. This road has been a key route into Portobello for over a hundred years. To displace the traffic from this route through residential areas is unjustified and unfair.</p> <p>7. This is not an "experimental" TRO. It was in place during the closure of Brighton Place for the setts work. It caused chaos at the time. We know it is a bad idea. This is not an experiment.</p>
Object	<p>I write to object in the strongest way possible to the ETRO that involves closing Brunstane Road and installing traffic calming measures into the Coillesdenes. This seems the worst possible solution to a situation that could be handled so much more creatively and with better outcomes. Why is this being rushed through? The road is a vital connecting road. Closing it will simply displace traffic onto other roads, increasing the amount of pollution, and increasing the journeys of everyone who needs to get from the Milton Link to Portobello. This will make it more dangerous for children walking/cycling/scooting to school from these streets also.</p> <p>This is not joined up thinking at all.</p> <p>Why not move all the car parking onto one side, organised in a diagonal fashion and make the rest of the space a "shared space" where pedestrians are king/queen. Get rid of curbs etc. and have a nice flat surface across the entire space for wheelchair users. Reduce the speed limit to 5 or 10 mph and ENFORCE it. The road can stay open, but by making this a shared space, it will become - and/or made clear - that here the pedestrian takes priority, and that car drivers are tolerated rather than prioritised. It would be SO MUCH easier for ambulances, wheelchair users, bin lorries and indeed residents and road users. I implore you NOT to simply close the road - which just creates new problems and/or moves the same problem elsewhere.</p>
Object	<p>I and all my neighbours below the bridge in Brunstane Road are totally against this proposed closure. Bearing in mind it will only benefit the residents in the top half of the road. These selfish people bought their houses knowing that it was a through road to Portobello and only a handful have drive inns. Recently Brighton Place was again closed and traffic was diverted down Brunstane Road. Minutes count in emergencies and if a fire engine or ambulance was needed it's not a few minutes taking an alternative route, it could be someone's life. Take note Edinburgh Council think of the many not the few. A sensible alternative is making the whole of Brunstane Road One-way.</p>
	<p>I am writing to object to the proposals for the ETRO with regard to proposals to close Brunstane Road at the bridge and also introduce further traffic calming measures to the surrounding Colliedene area.</p> <p>I fully appreciate the concerns of local residents however I believe that complete closure is wrong and simply appeases the residents of one street while causing significant disruption for a whole community.</p> <p>1. There are limited routes in and out of Portobello with significant traffic. Closing Brunstane Road further directs local traffic down already congested roads of Brighton Place, Eastfield/Milton Road and Harry Lauder/Portobello High Street.</p> <p>2. The junction at Eastfield is unsuitable for the traffic from Portobello turning right on Milton Road due to parked cars and also doesn't take into account the proposals for cycle lanes at this junction too.</p> <p>3. The previous consultation of residents was not in agreement with the proposals, the only people who wanted it were the residents of Brunstane Road south of the bridge. The residents of Colliedene were not in agreement due to the restrictions on their access to Milton Road.</p> <p>4. There would be access issues for emergency vehicles. For example if you live in Joppa Station Place the route via Milton Road/Eastfield is an additional 1.7miles and at least an extra 5 minutes in time.</p>
Object	<p>I think there are other solutions such as parking on one side of Brunstane Road only with a cycle lane, perhaps one way only with a cycle lane. If closure of Brunstane Road is required then it actually makes more sense to close the road at Milton Road due to the congestion at the main junction there. There needs to be some joined up thinking about the proposals for CPZ in Portobello, the plans to extending cycle ways from Portobello to Musselburgh, and the traffic flow in general along with this project.</p>
	<p>As a resident of Brunstane Road North I object to the proposed order for the following reasons:</p> <p>i) No mention/allowance has been made about the longer time it will take Fire, Ambulance and Police emergency vehicles to get to residents living north of the proposed closure point beside the East Coast railway bridge on Brunstane Road.</p> <p>ii) It is surely unfair that residents living in Milton Drive, Milton Terrace and mid Coillesdene Avenue will have to accept all the cars/lorries flowing through the area, albeit some one-way. Also residents in Morton Street and Coillesdene Drive (north part) would have to accept some additional displaced traffic flow.</p> <p>iii) No mention/allowance had been made for residents in Eastfield Gardens/Coillesdene Avenue for traffic using their streets as a method of avoiding additional traffic build- up</p> <p>iv) That speed reduction measures are planned for mid Coillesdene Avenue is an admission that through traffic still using our area will tend to speed to make up for the longer journey time/distance caused by the proposed closure. As our area has a sizeable elderly population and some young families, this is a point of concern.</p> <p>v) Brunstane Road has been a main thoroughfare into and out from Portobello for well over 100 years and traffic problems are largely due to their residents parking cars and vans in the carriageway/on the pavement in front of older houses not built with driveways.</p> <p>vi) As far as we are aware, no traffic survey has been carried out to identify who is currently travelling on Brunstane Road, where they are from, going to, and for what reason! Also, what route would they take if this road was closed and the ETRO implemented?</p> <p>vii) Thought should be given at this time to the 1,300 houses proposed for Brunstane Farm where a point of exit will be onto Milton Road East -beside the Cemetery, and some of this new traffic will inevitably wish to travel north through our area.</p>
Object	

Response	Comments
Object	<p>I write to object to the proposed closure of Brunstane Road, which is reckless to the point of endangering lives. As one of only two roads into Portobello/Joppa from the south it is an essential access route for emergency services, especially the fire station at Newcraighall. Brighton Place has been repeatedly closed in the last few years, most recently for several days a few weeks ago and every time we have seen that the impact on traffic Portobello High St and Joppa Road is severe. Access via Brunstane Road is vital to avoid delays should there be an incident blocking Portobello High St/ Joppa Road requiring the rapid attendance of emergency services.</p> <p>The closure is an extreme response to the concerns of some Brunstane Road residents before any other alleviating measures have been tested. Why have chicanes or parking limited to one side of Brunstane Road not been tried? The interests of the rest of the residents of Portobello and Joppa and the concerns of the emergency services must be taken into account.</p>
Object	<p>I urge you to reject the proposed closure.</p> <p>The comments below have been already submitted by another Portobello Resident. But since they fully encapsulate our views, I would am submitting them as our formal objection, for all the reasons contained therein.</p> <p>Closure of this road will merely serve to displace traffic onto other roads in the greater Colliedene area, including roads. The restricted access into and out of the Colliedene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examined the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road North in the past 5 year reporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>I attended the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residents was that "The would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convener of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p> <p>Can I say how tired I am of being 'consulted' on this subject. Colliedene residents association, a letter sent to my house asking for my views, now this. It is perfectly clear that the majority of residents object to the proposed closure of Brunstane Road - as proven by your own 'consultation'. It will merely displace traffic to nearby streets - how lovely for the residents in Brunstane Road, not so good for everyone else.</p> <p>At the Transport Committee there was a sensible suggestion: trial one way north. This would still be the way to go.</p>
Object	<p>I reject totally the proposal to close the road. Is this clear enough for you?</p> <p>I wish to make a formal objection to the proposed Traffic Regulation Order for the following reasons: Introduction to the proposed measures is "to promote quiet local neighbourhoods, encourage sustainable travel (walking and cycling), improve exercise local to home". Does this suggest that the residents of Brunstane Road are allowed to have their very many motor vehicles parked outside their own houses, but that everyone else is to walk or cycle around? Closure of this road will merely serve to displace traffic onto other roads in and around the greater Colliedene area. The restricted access into and out of the Colliedene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. This whole process is completely unnecessary as this whole situation could be improved by either putting double yellow lines up one side of Brunstane Road, or making it a one way street. This would then allow the safe passage of cycles/cyclists, as they would no longer have to navigate between parked cars on both sides of the Road and would leave the footpath/pavement free and safe for walkers. When the suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, the main concerns from residents were that "They would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space on the public highway, by bowing down to pressure from residents of one street for their selfish reasons. In fact, the Council are actually encouraging these residents to own cars as they will have their very own parking place, of course the Council could use this as an opportunity to install parking for permit holders only and at least get some money as we are constantly hearing about how little budget is available to them!!</p> <p>I believe that the whole ethos around the proposal was because the residents on Brunstane Road were upset about traffic passing their homes, and were concerned about the safety of their children. I have seen recent photographs that indicate that these residents maybe more concerned about their own children's safety than the safety of all other pedestrians including children and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway/pavement. Perhaps if there had not been a delay to implementing the law to ban pavement parking there would be no need for any of these measures as there would only be space for limited parking on the road or is it that the Council are trying to rush these measures through before the residents find themselves in trouble with the Law?</p> <p>It is widely known within the area, that the Vice Convener of the Council's Transportation Committee resides nearby and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. This has led to the locals crowing that Brunstane Road was going to be closed as they had the councillor living amongst them. The council should be prioritising the limited funding it claims to have, to target areas which have a record of accidents. I don't believe that this could be a reason for the closure of this Road to non residents.</p> <p>With regards to The Road safety Audit report for the Kings Road Junction Improvements, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus, rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the wider local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there.</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>

Response	Comments
Object	<p>I would like to respond to this consultation to say I object to Brunstane Road being entirely closed.</p> <p>Why can't it be one way? Many other streets in Portobello could do with being one way or having traffic calming measures installed also such as Regent Street, Marlborough Street and Bath Street. Why just Brunstane and Coillesdene? It seems uncoordinated and a response to effective local lobbying by those residents but what about the rest of Portobello?</p> <p>The streets I've mentioned are either very narrow and suffer the same issues as Brunstane (parking in both sides and vibrant blockages) or in the case of Bath Street, suffer cars driving too fast.</p> <p>Closing off Brunstane entirely will force all traffic past Portobello High School and eventually down Briggton Place into Portobello, or down Milton Road and along the High Street; good for the residents of Brunstane but not so nice for residents of those other streets. I predict massive traffic jams and a big spike in resultant air pollution.</p>
Object	<p>We are most concerned to learn that the proposal for the unnecessary and ill-considered closure of Brunstane Road and Coillesdene Crescent to through traffic is still under consideration despite 72% of the respondents to the council's original consultation opposing it and more than 92% of a survey undertaken by residents in the Brighton Area are similarly in opposition.</p> <p>The proposal does not acknowledge the extra traffic that will be displaced into an already overcrowded Portobello High St and Brighton Place as well as the effect on the supposedly safe walking routes for that have been created throughout the area.</p> <p>It should be noted that Scottish Fire and Rescue Service and Police Scotland have previously expressed concerns regarding the proposal and how it could affect their response times.</p> <p>Police Scotland also noted that the trial traffic management measures will likely require increased resources from their officers to enforce the restrictions.</p> <p>Whilst the proposed measures may align with current placemaking philosophies which take a people-centred approach to urban planning to promote health, happiness and well-being which may well be true for the residents of Brunstane Road, they will have the opposite effect on health, wellbeing, safety, etc, of the residents of Portobello and the Brighton Place area with the increased traffic volumes and attendant congestion and air pollution.</p> <p>The proposal seems to benefit a few people at the expense of the majority.</p> <p>Why has this ill-considered proposal still proposed when whilst it may benefit a very small minority it will have a detrimental effect on the lives and wellbeing of the majority?</p> <p>This ill thought proposal should be CANCELLED permanently. It is contrary to the democratic will of the local residents and stakeholders. Brighton Place is already a bottle neck with traffic often at a standstill because of sheer volume of traffic at certain times. This was particularly bad when Brunstane Road was closed previously. Edinburgh is congested enough from the ever moving roadworks and the ever-growing and hardly used pedestrian and cycle routes as it is without instigating a proposal that will subject the majority of Portobello residents to an unnecessary increase in pollution and congestion for the benefit a small minority.</p>
Object	<p>Regularly working in Portobello, with many friends and elderly ex neighbours I visit there.</p> <p>From personal experience of problems getting to and from places in Portobello over the years when I lived there and now that I visit and try to get from place to place I've seen the effect of displacing traffic to the Eastfield junction, onto Sir Harry Lauder Road and onto Brighton Place and had personal difficulties reaching jobs on the Milton Rd that not shutting Brunstane Rd would have alleviated during previous shutdowns.</p> <p>These caused increased travel distance and pollution for residents; Increased response times for emergency vehicles; Increased pollution and safety risk to children in Brighton Place which is designated a safe route to school; Increased rat-running along East Brighton Crescent and Lee Crescent; and Restriction of access to the Brunstane allotments and bowling club.</p> <p>I would like to see a constructive overall strategy for traffic that doesn't cherry pick odd streets like B Rd and looks overall at what needs to be done.</p> <p>Making certain streets one way in Marlborough St and Regent St, perhaps would be considered...</p> <p>Please don't close Brunstane Rd to through traffic but find a way of minimising traffic for all areas.</p>
Object	<p>Objective; 'Lowering traffic in the neighbourhood';</p> <ul style="list-style-type: none"> • Promote quiet local neighbourhoods, • Encourage sustainable travel (walking and cycling), improve exercise local to home, and to • Reduce motor vehicle through traffic in the Coillesdene and Brunstane Road area. <p>The proposed closure to vehicles would not I believe be a benefit to cyclists - traffic has been slow moving on the road for 20 years, very rarely stationary, and so cyclists are able to negotiate it. There is also already an alternative cycleway at S Morton St. if needed.</p> <p>The Brunstane Road route is substantially used for those journeys that people want to make by car - supermarket shopping trip, access to own home etc - rather than choose to switch to bicycle or make on foot. So the vehicle traffic flow into the area will not reduce as a result of rerouting it down another street.</p> <p>The better solution is traffic management on the existing road, not closure.</p>

Response	Comments
	<p>Closure of this road will merely serve to displace traffic onto other roads in the greater Coillesdene area, including roads.</p> <p>The restricted access into and out of the Coillesdene area will require traffic to take a longer, more convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be a resident in Coillesdene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), who will be forced to travel a minimum of 1Km extra on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents.</p> <p>A fellow Edinburgh resident has examined the road accident statistics, and it would appear that there have been no accidents or injury on Brunstane Road North in the past 5 years. The last minor accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reason given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>Many residents attended the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children.</p> <p>Having walked on that road on a weekly basis, it is clear that these residents are not that concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway. This has made it extremely difficult for me to walk on the pavement with a buggy and my 3 month old.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concern from residents was that they would have nowhere to park. It is not the place of the council to provide residents, many of who own more than one car, with parking spaces.</p> <p>In addition, it is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road junction, I note that the Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
	<p>I would like to object to the proposed changes to the roads in Milton/coillesdene/Brunstane area.</p> <p>As a council tax paying resident here I am concerned that this will lead to an increase in traffic along Coillesdene Avenue by my house. We already are back, after the lockdowns, at the see four learner drivers every time you leave home within driving one side of a block of houses and I foresee the slow down measures will make this worse. More residents will be going by my house due to the reduced road options so increased fuel use when we all want to cut emissions.</p>
Object	<p>I do not see your proposed plan as being a helpful option.</p>
	<p>Whilst I acknowledge that this order is experimental it does not appear to address the problems of traffic in this area in that it moves traffic from one location to another rather than resolving the issue.</p> <p>Brunstane Road is a well-used thoroughfare linking Portobello to Milton Road East and to the A1. With the proposed development on the green belt at Brunstane Farm there will be an increase in traffic and to force this traffic to travel through the narrow streets of Coillesdene, albeit with traffic calming measures, is hardly a solution.</p> <p>The main problem in Brunstane Road is caused by residents parking on both sides of the street and on the pavements. This is a matter that should be addressed rather than closing the street to enable residents to park their cars! Perhaps everyone who lives in a narrow street will apply for similar measures if this precedent is set? A more logical solution would be to limit the parking or to make the street one way rather than creating a private car park.</p>
Object	<p>Increasing traffic through Coillesdene and the surrounding streets can hardly be considered environmentally friendly, especially given the residential nature of the area and a sizeable elderly population, nor will pedestrian safety or the promotion of cycling be achieved by closing one road!</p>
	<p>I object on the grounds that this action is an individual and very localised response to a much broader problem. Put very simply, there are three direct west-east routes into Portobello. Two of these routes pass through residential areas. The shutting off of one will inevitably lead to the strangulation of the other.</p> <p>As the proposed 'permit parking' in Portobello has shown, the research done has proved to be a woefully inept attempt at identifying and analysing relevant data. These problems cannot be solved by focussing solely on restricted vision - street by street, or one solution ideas, parking. Please get serious about infrastructure and the environment and the needs of business-residential-leisure/cultural life of our communities.</p>
Object	<p>I am writing to register my objection to TRO/21/13 for an ETRO to close Brunstane Road to through traffic on the following grounds:</p> <ol style="list-style-type: none"> Most of the the traffic from Brunstane Road will be displaced onto Duddingston Park, Southfield Place and Brighton Place, the only other north/south axis in and out of Portobello. This route already suffers high volumes of traffic, queues and congestion, which will be exacerbated by the additional traffic diverted onto this route due to this closure. Traffic will also be displaced onto Milton Road East, Joppa Road and Portobello High Street, adding to the existing congestion on these roads. There is also the likelihood of rat-running down Park Avenue, Stanley Street, East Brighton Crescent and Lee Crescent. The Brighton Place/Southfield Place route is a safe route to school, used by many parents and children to access the numerous schools and nurseries along this route. Increased traffic would mean a less safe environment for children and their parents walking, scooting and cycling to and from school and nursery. Worsened air pollution, which is harmful to human health. This is especially concerning on a Safe Routes to School road, Brighton Place, which carries a lot of school and nursery foot and bicycle traffic on a four times daily basis. This plan will benefit a few people living in the Brunstane Road, where other alternatives such as a one-way system, traffic lights or passing places should be considered. It will however be detrimental to a large number of people who will have to suffer extra traffic in their neighbourhoods, and drive for longer distances to get around this road closure, leading to more congestion and harmful emissions. Your own survey showed that 72% of Portobello residents oppose this closure. Please listen to us.
Object	<p>Please do not implement this ill-advised road closure</p>

Response	Comments
	<p>The statement of reasons says that: "The introduction of the proposed measures is intended to promote quiet local neighbourhoods, encourage sustainable travel (walking and cycling), improve exercise local to home, and to deter motor vehicle through traffic in the Coillesdene and Brunstane Road area."</p> <p>This differs somewhat from the statement of reason given in July 2021, i.e. that: "The trial proposes to address long-standing traffic problems due to a combination of the narrow road width, increasing volumes of traffic and the general increase in the physical size of vehicles on Brunstane Road. This has resulted in numerous instances of traffic congestion, anti-social behaviour by drivers and conflict with residents whose cars have frequently been damaged. Residents in the Coillesdene area note concerns over increased traffic as drivers reroute due to the closure of Brunstane Road, so additional traffic calming measures have also been included in the trial scheme in the Coillesdene area".</p> <p>It is well known that this move has been driven by a group of residents (not all residents) in Brunstane Road so to dress it up as something to benefit the Coillesdene area is disingenuous. The Council's own survey stated in section 4.15 of the report of 28 January 2021 to the Transport and Environment committee that: "Of residents who indicated that they lived at a Joppa Triangle postcode (excluding Brunstane Road) (295 responses), 18% (52 responses) were in favour of the proposal and 82% (241 responses) were not in favour of the proposal." This makes it very clear that by and large the only people who want this closure are some of the residents in Brunstane Road, i.e. it is a project to placate a minority at the expense of the majority.</p> <p>This road closure would merely displace the traffic that normally uses Brunstane Road to other streets, mainly down Brighton Place as that is the only other north /south route in and out of Portobello. Brighton Place is a residential street that under normal circumstances experiences high volumes of traffic, especially at peak times when long queues tail back under the railway bridge which is a single lane pinch-point, much like the railway bridge on Brunstane Road. Brighton Place experienced a huge increase in traffic volumes during a period in August 2020 when Brunstane Road was closed for utilities work so it is obvious what the result of this road closure would be. In addition, when Brighton Place was closed for resurfacing work in 2019, the Brunstane Road residents complained that the closure displaced traffic down their road and argued for closure during the course of the work, which was granted. It stands to reason that the opposite effect would occur, i.e. if you close Brunstane Road traffic will be displaced onto Brighton Place.</p> <p>The proposal to close this road would benefit a small number of people and disadvantage many, many more. Brunstane Road and Coillesdene will become a "quiet neighbourhood" at the expense of other neighbourhoods, such as the one where I live, which will be blighted by additional traffic and air pollution on what is already a busy, traffic-congested route. This seems a very divisive move and will set one group of residents against another. Why not try and find away of alleviating the traffic problems in Brunstane Road that takes a fairer approach?</p> <p>Cars wishing to access Milton Road from Portobello would either have to drive up Brighton Place or travel all the way along to Eastfield meaning that they would be travelling for longer distances, leading to more harmful emissions. Drivers living north of the bridge in Brunstane Road will have to drive for about a mile to access Milton Road, instead of being able to drive a few metres up the road to access it.</p> <p>Brighton Place is supposed to be a safe route to school however, an increase in traffic makes the journey that children make five days a week less safe with more possibility of accidents. Queueing traffic that is stopping and starting, with engines idling, releases toxic and harmful emissions that would be inhaled by children as they walk and ride up and down Brighton Place every day to access the schools to the south of the area. Air pollution is particularly harmful to children and young people.</p> <p>It was agreed at the Transport and Environment committee meeting on 14 October that HGVs will be banned from turning left from Portobello High Street onto Sir Harry Lauder Road as a safety measure for cyclists. While I support measures to make this junction safer the inevitable knock-on effect is that more HGVs will use the Brighton Place/Southfield Place/Duddingston Park route to access Milton Road, making it a less safe environment for cyclists and pedestrians of all ages but particularly school children. This will be over and above the extra traffic generated by the closure of Brunstane Road. Why should this street be made</p>
Object	<p>I object to this Experimental Traffic Regulation Order to close Brunstane Road on the following grounds:</p> <p>This measure is being imposed without carrying out a survey that establishes where traffic is coming from or is going to in Portobello and Joppa. Therefore, the effect on other roads is unknown and has not been quantified. From inception the council's traffic officers have refused to acknowledge the increased pressure on other parts of the network other than to inhibit access for residents in the Coillesdenes.</p> <p>This proposal does nothing to limit or mitigate the resulting displaced traffic.</p> <p>This proposal is not part of a wider strategy or the first stage of improvements in Portobello as no plan has ever been published and further changes are not planned. It is purely as a result of lobbying from residents in Brunstane Road over a long number of years.</p> <p>This proposal will not lead to traffic evaporation as some supporters claim – for this laudable aim to happen, a wider programme of measures would be required. The Council is not proposing this. This is not the first stage of a strategic programme.</p> <p>There is overwhelming opposition from the local residents to this proposal as indicated by both the Council's consultation and a survey conducted by Portobello Community Council where 80% of respondents were against what is proposed. Indeed, over 80% of those in the Coillesdenes objected with the only area in favour being those at the south end of Brunstane Road, but even then 20% of these were against. The Council has failed to get popular support for this proposal.</p> <p>On a more personal level, I object to this as it will displace traffic to Brighton Place, the only other south/north connection into Portobello and which is a safe route to school for primary school children and others. Little respect to the views of those who live in the Brightons has been shown by traffic officers with, from the start, outright dismissal of the fears that extra traffic will use Brighton Place.</p> <p>In addition, I have a huge objection to, and dissatisfaction with, the way that City of Edinburgh Council has now tried to justify the introduction of the ETRO in the Statement of Reasons. All along this has been a proposal driven by the concerns of a number of residents in part of Brunstane Road. As late as July 2021 the Council was still promoting the ETRO on the basis of problems in the south part of Brunstane Road "with numerous instances of traffic congestion, anti-social behaviour by drivers and conflict with residents whose cars have frequently been damaged". The Statement of Reasons for the ETRO now pretends that the driving force comes from the desire to make the Coillesdenes a better environment even though there had been no clamour for this from the residents before the temporary closure of Brunstane Road during roadworks on Brighton Place. Only the closure of Brunstane Road caused a problem with displaced traffic for residents in the Coillesdenes. The Council is being less than honest in this last minute change in emphasis to cover up favouring the betterment of a small number of residents.</p>
Object	<p>I would like to record my objections to the following TRO: TRO/21/13 on the grounds that this will not reduce traffic movements through the Joppa triangle merely displace them onto Coillesdene Crescent, Avenue and Drive. This is a highly residential area of elderly residents and many families with young children, turning this area into a rat-run for traffic seeking a route between Milton Rd East and Portobello does not seem a logical step. The area is not designed for large HGVs which will inevitably make use of this route to avoid using the frequently congested Harry Lauder Rd to access Portobello high street from the Milton Link.</p>
Object	<p>Here are my comments on the above ETRO:</p> <ol style="list-style-type: none"> 1. Strongly support closure of Brunstane Road. This will also reduce traffic congestion at the junction of Brunstane Rd, Brunstane Rd South and the top of Milton Rd East where motorists entering from Brunstane Rd/Brunstane Rd South often ignore the traffic box. 2. Whereas traffic management measures are needed to close roads in the Coillesdene Triangle to stop rat-running by traffic no longer able to use Brunstane Road, object strongly to that part of the TRO to close Coillesdene Triangle to through traffic, because: <ul style="list-style-type: none"> o Drivers will quickly find new rat runs using combinations of Coillesdene Avenue, Milton Drive, Milton Terrace and Seafield Crescent. Also, many drivers would ignore speed calming measures used along Coillesdene Avenue, leading to complaints. o Eastfield Gardens, which will remain without traffic movement restrictions, will become a rat-run to avoid having to pass through the Eastfield/Milton Rd East junction. Vehicles already drive over Scott's Garage forecourt to do this, if they can. o In a few years there will be potentially hundreds of vehicles using Milton Rd East to get to/from the new housing development on Brunstane Fields, and drivers will use rat-runs through the Coillesdene Triangle if they can. <p>The present proposal for the Coillesdene Triangle has serious flaws and will fail to meet the Statement of Reasons for the ETO. It is therefore imperative to implement a "mini-Holland" type ETO now rather than wait to confirm the obvious weaknesses of the presently proposed ETO. This will inevitably result in some streets in the Coillesdene Triangle becoming rat runs for traffic that can no longer use Brunstane Road, making these street more dangerous and polluted for local residents, their children and cyclists.</p>
Object	<p>I am writing to vote against the closure of Brunstane Road and the wider measures above. Brunstane road makes a massive difference to my life as I need to commute and take my family around Edinburgh. Closing this road will just increase traffic on other streets - as presumably most people that use it simply need to be in or out of portobello. Since the measures do not close traffic going through coilledene streets (simply make it "calmer" and one way) people will pick their routes through coillesdene streets thereby making this area busy and dangerous for residents. The measures therefore just transplants a perceived problem to another adjacent area.</p> <p>So I am very much against the measures outlined.</p>

Response	Comments
	<p>By way of background: I have lived in the wider Portobello area all my life (Stanley Street, Morton Street (Joppa) and Mountcastle. I am now retired, but spent much of my working life managing process and flow, in fact I designed and worked on the early computer simulation systems that are today used to simulate traffic flow and to test out new road designs. I was project lead on what was in 1980-90s the worlds leading flow simulation system, used in multiple countries around the world, initially in shipping industry, but laterally on land based transport infrastructure.</p> <p>I am an avid walker and cyclist and get out 4-5 times a week and roughly 50% of my walks or cycles are in and around the local Portobello area.</p> <p>I object to this proposal on multiple grounds. First and foremost there are multiple off road paths and options that can better and safer channel cyclists in, around and through the Joppa/Portobello area. This narrow minded thinking that routes cyclists onto major roads rather than quieter/safer/quicker alternatives is indirectly the cause of x2 fatal incidents at Kings Road junction and multiple other incidents. This proposal, will focus more car traffic onto the main highways, and will not re-route cyclists, rather it will intensify the use of shared space.</p> <p>It's absolutely right that the council seeks to improve road safety, but increasing the volume and flow of traffic onto already busy roads does not do that. More cars on roads, simply increases the likelihood of incidents. Why is that difficult to understand?</p> <p>There are ample alternative routes in, around and through the wider portobello that are (a) quieter, therefore (b) safer and (c) as quick, or in many instances (d) quicker) than try to align cyclists on the same roads as your now directing more traffic onto.</p> <p>The 2 deaths at Kings Road are testament to this incoherent approach. For 90% of cyclists, there are better, safer, quicker routes for bikes than going across this (and other) busy vehicle based junctions. If someone would just step back from the "get cars off the roads' agenda for a minute they can get educated on these alternatives routes. Indeed the council has belatedly made a token gesture at this with the lame attempt to route cyclists down Fishwives Causeway. Too little, too late and more important, a standalone idea, rather than a piece of a coherent thought through plan.</p> <p>Secondly, and I know this is slightly controversial, but the lack of understanding and awareness about basic behavioural science is common in many council designs. What does this mean. Well it's the thinking that says if we put a stop sign up, then people will follow that instruction. It's the same thinking that sees "No Ball Games" signs in parks used as football goal posts, or the Police get 10+ calls a week from residents of Vexhim Park as cars ignore the signs of cars/bikes only. The same mentality that says, ok, but up a camera to catch them. Like post event action, will somehow change people behaviour.</p> <p>Multiple studies (and thats council independent ones) have shown traffic calming measures to increase the instances of erratic and dangerous driving. If anyone in council would like to position a hidden camera and speed guns on any number of streets you will witness. Cars swerving around obstacles, while speeding up, hitting the brake, speeding up, hitting the break. Worst still, owners of company vans, don't do the hitting the break part as they don't care about the impact speed bumps have on a company vehicle. Indeed, I witness this regularly with council vehicles and laugh to myself.</p> <p>These proposals. Like many council designs, ignore customer behaviour and multiple studies that highlight this and its dangers.</p> <p>As someone who is very familiar with good design flow, I regularly watch in abject despair at road layout and design, so my expectations for this objection are very low. More than happy to expand on any of the above points, or take anyone from planning on a 'see bad road design in action tour' of portobello if that's of interest to anyone.</p>
Object	<p>I object to this order. The plans will divert huge volumes of traffic from Brunstane Road through residential Joppa.</p> <p>I have been surprised that the council has not taken the opportunity to implement a proper LTN given that a residents association poll favoured this.</p> <p>At the last committee some of the members talked about their positive experience observing a LTN IN London as if this plan will achieve this.</p> <p>I was almost knocked off my bike twice in Seaview Crescent during the last closure and expect this time the situation will quickly worsen. Apps such as Waze and Google maps will direct traffic through Residential Joppa. Again research by the Residents Association showed that using these rat run diversions is rational as they save considerable time.</p>
Object	<p>I wish to register my objection in relation to the plans put forward inTRO/21/13 affecting Brunstane Road and the Joppa Triangle.</p> <p>The proposed Brunstane Traffic Management measures affecting the Joppa Triangle are a response to complaints from residents of Brunstane Road that has a detrimental effect on residents of the Joppa Triangle area.</p> <p>A consequence of closing off junctions from Milton Road East, possible access routes for local residents will be fewer, forcing traffic coming from e.g. the Jewel, A1 to travel further along Milton Road East to access local streets. Those access roads that would remain open will become more congested and potential flash points for tailbacks on to the main road. All the proposal will achieve if implemented, the measures outlined in the proposal will merely shift the traffic through adjacent streets, creating rat runs in residential areas, and add to already busy roads.</p> <p>With the future New Brunstane Village development and the very significant increase in traffic and congestion that will result in Milton Road as a main access point, the proposed measures will merely compound this impending problem. Something to be avoided I would suggest.</p> <p>The previously trialled closure of Brunstane Road to through traffic also had the effect of restricting Brunstane Road residents' easy access to Portobello or beyond to Seaview, Portobello Road by car. Again necessitating additional diversion-related mileage.</p> <p>Pollution will also increase as drivers are forced to travel longer distances. In attempting to solve an issue for Brunstane Road risks causing other issues and therefore not really providing a solution. it merely shifts a problem.</p> <p>With the spotlight of the world on COP26 and Glasgow, is further polluting the atmosphere, burning more fuel and contributing to further climate change through increased diversion-related mileage not contrary to the goals and ethos of saving our planet?</p> <p>Of real concern is also the access of the emergency services to the Joppa Triangle and area from Milton Road East. With restricted access, including the use of planters, the emergency services will also be subject to using diversions, which may then delay their reaching an incident. I hope that lives will not be lost as a consequence.</p> <p>In objecting to the plans outlined in TRO/21/13, I would urge that the Council reject this proposal and seek alternative solutions, perhaps involving technology, rather than physical ones to create a quieter neighbourhood for all.</p>

Response	Comments
	<p>I am aghast that yet once more Edinburgh City council are riding roughshod over residents opinions and pressing ahead with an Experimental Traffic Regulation Order (ETRO) against the overall view of those consulted with the closure of Brunstane Road and the knock-on effect for citizens living in the Joppa Triangle. I am formally objecting to this on the basis of the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012</p> <p>The previous consultation (Public Pack)Agenda Document for Transport and Environment Committee, 28/01/2021 10:00 (edinburgh.gov.uk) stated :- Of residents who indicated that they lived at a Brunstane Road postcode (147 responses), 84% (123 responses) were in favour of the proposal and 16% (24 responses) were not in favour of the proposal. This can be further broken down using the railway bridge as a natural boundary. Those residing between the south side of the bridge and Milton Road East were in favour of the proposal by a majority of 90% for (96 responses) and 10% against (11 responses). Those residing at the north side of the bridge were in favour of the proposal by a majority of 67.5% for (27 responses) and 32.5% against (13 responses).</p> <p>Of residents who indicated that they lived at a Joppa Triangle postcode (excluding Brunstane Road) (295 responses), 18% (52 responses) were in favour of the proposal and 82% (241 responses) were not in favour of the proposal. Two respondents did not answer the question. The full breakdown is detailed in Appendix 4.</p> <p>If you total the responses from Brunstane Road postcode + Joppa Triangle postcode then it comes out clearly against the proposed scheme</p> <ul style="list-style-type: none"> • 265 against • 172 in favour <p>So why does the opinion of residents that live in Brunstane road postcode take precedence over those in Joppa Triangle – where is the equality and diversity that is being applied by the Council to ALL residents? .</p> <p>As you are aware, City of Edinburgh Council has a statutory duty under the Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 to: Duty to assess and review policies and practices</p> <ul style="list-style-type: none"> • 5.—(1) A listed authority must, where and to the extent necessary to fulfil the equality duty, assess the impact of applying a proposed new or revised policy or practice against the needs mentioned in section 149(1) of the Act. • (2) In making the assessment, a listed authority must consider relevant evidence relating to persons who share a relevant protected characteristic (including any received from those persons). • (3) A listed authority must, in developing a policy or practice, take account of the results of any assessment made by it under paragraph (1) in respect of that policy or practice. • (4) A listed authority must publish, within a reasonable period, the results of any assessment made by it under paragraph (1) in respect of a policy or practice that it decides to apply. • (5) A listed authority must make such arrangements as it considers appropriate to review and, where necessary, revise any policy or practice that it applies in the exercise of its functions to ensure that, in exercising those functions, it complies with the equality duty. • (6) For the purposes of this regulation, any consideration by a listed authority as to whether or not it is necessary to assess the impact of applying a proposed new or revised policy or practice under paragraph (1) is not to be treated as an assessment of its impact.
Object	<p>I am likely to be badly affected by closure of Brunstane Road. I live at the corner of Brighton Place and East Brighton Crescent. Traffic there is frequently very congested, especially with buses being unable to pass each other and other drivers needing to back up to give room. Brunstane Road and Brighton Place are the two main north/south access roads to Portobello. Any closure of Brunstane Road would inevitably lead to even greater congestion problems on Brighton Place, even sometimes with total logjam needing outside intervention to sort out.</p>
Object	<p>I strongly oppose any closure of Brunstane Road.</p> <p>I strongly object to the closure of Brunstane Road for the following reasons:</p> <ol style="list-style-type: none"> 1 Brunstane Rd and Brighton Place are the only North/South access roads into Portobello; Brighton Place is already congested and carries a steady flow of cars, buses and cyclists at all times. Sometimes the traffic is at a standstill already; 2 Is there an overall strategy for traffic management in Portobello? Closing one of the two access roads seems drastic; careful traffic management on both roads would seem a better approach; 3 The closure would increase the response times for emergency vehicles; 4 The increase in traffic on Brighton Place would create an increased rat-run on East Brighton Crescent and Lee Crescent, all three of which streets are residential except for one part of Brighton Place, are in a conservation area and would suffer detriment to the conservation area if traffic and pollution were increased; 5 There would be an increased pollution and safety risk to children using Brighton Place which is a designated 'safe route to school', as it would be for other pedestrians and scooter-users and cyclists.
Object	<p>For the above reasons I object to any closure of Brunstane Road.</p>
Object	<p>Certainly there seems to be no plan overall for managing the traffic in and around Portobello. This particular proposed closure will obviously displace the current flow of traffic elsewhere. The effect of displacing that traffic to the Eastfield junction, onto Sir Harry Lauder Road and onto Brighton Place needs to be assessed properly and is surely going to be a cause for congestion. Residents within the neighbourhood will experience an increase in the distance they have to travel in order to avoid Brunstane Road and notably emergency vehicles will have increased difficulty accessing the locality.</p>
Object	<p>There has already been several efforts to present alterations to the traffic flow along Brunstane Road and the nearby Joppa Triangle and many objections have been voiced, so it seems to me that there has already been a clearly demonstrated lack of enthusiasm for this proposal.</p> <p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds: Closure of this road will merely serve to displace traffic onto other roads in the greater Colliedene area, including roads on which I live - Joppa Terrace.</p> <p>The restricted access into and out of the Colliedene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examines the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road North in the past 5 year reporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>I attended the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residennts was that "The would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>

Response	Comments
	<p>I wish to express my objection to the above proposal.</p> <p>Without community agreement this plan seems to move traffic from one area of our area to another. It is ill thought out and many who live here have no idea why the changes are being implemented.</p> <p>if Brunstane Road is closed traffic will undoubtedly have to use Brighton Place as their route to the centre of Portobello. There is no other north to south through route. Brighton place is already extremely busy with consistent long queues at the High Street traffic lights and at the narrow Southfield Place bridge.</p> <p>Brighton place is designated a safe school route. The extra traffic and pollution would contradict that.</p> <p>I also believe that because of traffic build up on Brighton Place drivers would use East Brighton Crescent and the narrow and at times congested Lee Crescent as rat runs.</p>
Object	<p>Please reconsider this closure.</p>
	<p>I am writing to object of the proposed closure of Brunstane Road, Portobello. TRO/21/13</p> <p>Closing Brunstane Road will not lower traffic, it will only send it elsewhere. In this case the traffic will be forced through the Coillesdene area in Joppa. Perhaps you envisage the traffic making the journey to the bottom of Milton Road East and heading back through Eastfield but I have no doubt that no driver will have the patience or desire to drive the extra time or distance. Instead all traffic will be making its way through the Coillesdenes and entering / exiting at Milton Drive / Milton Terrace. These are two very small streets and in my opinion not sufficient for the traffic that will pass through. A major concern is that traffic will speed through Coillesdene Ave to get out of this crazy proposals. This area is home to lots of young families and kids playing and the increase in traffic is a worry to their safety. There have already been a number of car crashes at the junction of Coillesene Avenue / Coillesdene Drive and I think this will increase.</p> <p>I have spoken to a number of residents about these proposals and the same question always arises - why should Brunstane Road be closed when it is a public road? Could it be that a few residents have asked for this to be pushed through? The idea that a public road can be closed is absolutely preposterous. This could even affect emergency vehicles getting to their destination.</p>
Object	<p>I reiterate my objection and I hope you see sense and cancel this badly thought out idea.</p>
	<p>I am writing about the proposal to close Brunstone Rd to through traffic.</p> <p>I can't see the rationale for closing this road whilst there is a plan to look at parking in the whole of Portobello and at the same time there is a plan to stop lorries from turning right at the King's Rd junction.</p> <p>My question is - where will the traffic go that normally passes through Brunstane Rd. Will it be going down Brighton Place instead? The volume of traffic in Brighton Place is already huge - with serious congestion problems. Brighton Place is also the main bus route for 42, 49 and 21 buses. There is serious congestion in the vicinity of the railway bridge where the road narrows.</p> <p>Brighton Place is the main route for children walking from Portobello to St John's Primary School and Duddingston Primary school. It doesn't make sense to increase the volume of traffic on this route.</p>
Object	<p>I would therefore ask that you do take into consideration the effect on other roads in Portobello if Brunstane Rd is closed.</p>
	<p>I wish to make a formal objection to the proposed Traffic Regulation Order for Brunstane Road and surrounding areas.</p> <p>Whilst I acknowledge that something has to be done to ease the difficulties experienced in Brunstane Road this shouldn't be at the benefit of Brunstane Road residents but the detriment of residents in all surrounding areas.</p> <p>Better solutions exist, for example, Brunstane Road could benefit from being one direction, leaving the rest of the Coillesdene area alone.</p> <p>Closure of Brunstane Road will displace traffic onto other roads in the Coillesdene area. The restricted access into and out of the Coillesdene area will require traffic to take a longer, convoluted route, resulting in an increase in traffic on many routes and higher levels of vehicle emissions.</p> <p>There would be a very significant increase in the volume of traffic using Milton Drive (as the only exit from the Coillesdene area for anyone travelling North). This is a concern as I have 2 young children (one of which is Autistic) that will be put in danger every time they leave home. We will be disturbed by the noise and pollution.</p> <p>The exit from Milton Drive to Milton Road East is particularly difficult, with a large hedge meaning cars often edge out into the path of the buses using the bus stop immediately beyond. This will cause a number of accidents.</p> <p>The entrance in to the Coillesdene area will be through a residential area heavily populated by elderly and infirm, putting them at greater risk.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>It is widely known within the area, that the vice convener of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
	<p>I write to object to the above proposed traffic order.</p> <p>Turning Brunstane Road into a cul-de-sac may suit the residents of that particular street, however if implemented, this proposal would be to the detriment of the residents living in the streets which form the Coillesdene triangle, which is currently a quiet, safe area that does not require traffic restrictions or calming measures. The issues with traffic blockages on Brunstane Road are created because there is car parking on either side and no passing spaces for two-way traffic. The poor design of the junction with Milton Road East also contributes to the congestion at the south end, leading to tail-backs and frustration.</p> <p>Making Brunstane Road one-way for north bound vehicular traffic, with passing spaces for south bound cyclists, would greatly improve the situation in terms of congestion and safety and would deal with the problem locally, without drastically affecting the amenity of residents in the surrounding streets.</p> <p>There is no need or justification to offset the traffic issues of one street onto others where there is currently no problem. An overwhelming majority (80%) of responses from Joppa residents were against these proposals last year. The results of that consultation should be acknowledged and respected. When my wife wrote to our local Councillors for their views on the issue she received the following response from the incumbent Labour representative:</p> <p>"A consultation is not a referendum and - even it were - the majority is not always right. Need I give examples of bad decisions arrived at by referendum? We are a representative democracy. Councillors are elected to lead and to take decisions like this. If you believe you can do it better, you have that opportunity in 2022."</p>
Object	<p>If this dogmatic stance is shared by the other elected officials in the City of Edinburgh Council, why bother with public consultations in the first place?</p>

Response	Comments
Object	<p>I object to the above proposed order on the following grounds:</p> <ul style="list-style-type: none"> • This proposal does not have an overall strategy for traffic management for the whole of Portobello and given that traffic will be displaced this should be the first consideration • Traffic will be displaced onto Sir Harry Lauder Road and the busy junction there as well as sending increased traffic to the Eastfield Junction and Brighton Place • Brighton Place is a designated safe route to school and this traffic order will increase pollution and pose a safety risk for school children • Traffic pollution will be increased and travel times for Portobello residents will increase • There will be an increase in response times for emergency vehicles in the area • Access to the allotments on Brunstane Road North and the neighbouring bowling club will be restricted <p>For the above reasons I object to this proposed order and would like my objections taken into consideration when discussing its imposition.</p>
Object	<p>I am objecting to Brunstone Rd Portobello being closed. By closing this road you will be sending cars into the centre of Portobello It is a walking route to school for 3 schools and with car's idling in queues will kick out loads of pollution. Also no measures have been tried to help calm traffic in Brunstane road. Not one passing place....Nothing! Brighton Place has so many cars /congestion. It is not fair to divert any more down this axis.</p>
Object	<p>I wish to object to the proposed Experimental Traffic Regulation Order TRO/21/13. As I pointed out in my response to the original proposal, in January this year, the overwhelming majority of residents in Portobello do not want the closure of Brunstane Road to go ahead. No widespread traffic survey has been carried out to model what effect this closure would have on access to Portobello. As a long-term resident, I am acutely aware that access to the town is very susceptible to road closures or traffic congestion caused by road works, and the existing routes need to be maintained. Closure of Brunstane Road would divert traffic entering or exiting Portobello on to Eastfield, Harry Lauder Road and Brighton Place.. I am particularly concerned about a traffic build up in Brighton Place, which is a bus route and a safe route to school. Traffic congestion in Brighton Place will lead to East Brighton Crescent and Lee Crescent being used as a rat run. There will also be considerable inconvenience to the residents of the Coillesdene area who will see access to their neighbourhood severely restricted, with increased journey times and fuel expenditure. Finally, it must not be forgotten that any perturbation in traffic flow into Portobello will have a profound effect on local shops and traders. There has been a recent resurgence in business activity in Portobello and this is very welcome and must not be jeopardised by tinkering with access routes to the town.</p>
Object	<p>I ask you to reconsider the closure of Brunstane Road. I cannot understand the logic of diverting traffic away from a road which has been in use as a through route for 100 years into previously quiet streets. Much of this traffic will probably speed up to save time on the slightly longer journey and this area has a lot of elderly residents. Is it really feasible that roads such as Milton Drive and Milton Terrace are suitable for the volume of traffic that will be generated.? It also seems to me that a lot of the problems of Brunstane Road are caused by residents parking their cars outside their house. They are the source of their own problem. There is going to be a major development near here of 1300 houses and inevitably this will increase pressure on this previously quiet area even more. Would it not be wise to divert the traffic, if Brunstane Road has to be closed, by way of Eastfield and up Milton Road as this is a major highway. . Finally, I note that this may be to encourage cycling. Brunstane Road is on a hill and the last time it was closed there was a serious danger from cyclists zooming down it, often without a thought for pedestrians.</p>
Object	<p>Having experienced the problems caused by the closure of Brunstane Road, I strongly object to this continuing.</p> <p>There is only have one north/south route into Portobello, leading to a heavy increase in traffic with the resultant increase in queues and congestion. Brighton Place is heavily used by pedestrians; school children, cyclists, parents with young children, dog walkers etc. making this route a lot less safer than before.</p> <p>Having only one north/south route into Portobello is unwise to say the least. This was highlighted recently when the junction at Brighton Place/Portobello High Street was closed recently and the frustration this caused to drivers who had a find another route. It was particularly galling when very little work was carried out the whole time the road was closed.</p> <p>It was distressing to see the shocked faces of drivers of emergency ambulances suddenly faced with an unexpected (and largely unmanned) road closure.</p> <p>I urge that Brunstane Road be re-opened to through traffic for the above reasons.</p> <p>Thank you for the opportunity to respond.</p>
Object	<p>I object strongly with regard to Brunstane Road Closure. There has been considerable increase in traffic in Brighton Place, often causing holdups especially when larger vehicles are using the road. Also, because it's not a particularly wide road, it is definitely a danger to cyclists.</p> <p>It is the ONLY North/South access road to Portobello. It seems an extremely unwise move to have only one North/South access road.</p> <p>Recently Brighton Place was closed at Portobello High Street for some days and left no alternative for ambulances. I personally witnessed the frustration of emergency ambulance drivers unable to go down Brighton OR the alternative Brunstane Road.</p> <p>Why close a road (ie Brunstane Road)that doesn't have bus routes? Surely it is prudent and wise to have two North/South routes into and out of Portobello.</p>
Object	<p>I wish to register my objection to the proposed closure of Brunstane Road at the bridge. I concede that there is a traffic problem on Brunstane Road but total closure of the road for through traffic, does not solve it. It merely moves it. The proposed replacement system through the Coillesdenes will make journeys longer, create even more pollution, and the roads are no wider. The most logical solution to the problem is to make Brunstane Road one way from Milton Road northwards. The Coillesdenes could be used for journeys southwards to Milton Road. If this solution were implemented residents of Brunstane Road would have less traffic and Coillesdene residents would not be completely overwhelmed. I think more people would be willing to accept this solution as being fairer. The majority of residents do NOT want this total closure to happen at all, but this compromise is more likely to be acceptable to the community at large. I have lived in this area for 40+ years just 50 metres from the junction of Argyle Crescent and Brunstane Road, and know the traffic problems well. The proposed closure may very well be acceptable to residents of the upper end of Brunstane Road, but for residents of the immediate and much wider locality the total closure it is not . Please take the views of all residents into account when making any decisions.</p>
Object	<p>I am writing to express my opposition to the proposal to close Brunstane Road at the railway bridge and make associated changes to roads in the Coillesdene area.</p> <p>While I recognise that traffic driving through Brunstane Road often results in queues and indeed accidents, I do not believe this proposal is the way to resolve this. I believe it will merely move the problem elsewhere.</p> <p>If this proposal goes ahead, it will have the effect of increasing traffic in the Coillesdene area as most drivers just will not take the longer route to the bottom of Milton Road East and then along Seaview Terrace and vice versa. Instead, most will try to find a shorter route through Coillesdene. The changes proposed will mean that much more traffic will divert through Milton Drive and Milton Terrace - streets which are much smaller than Brunstane Road. It is likely that if traffic builds up at the Eastfield traffic lights, Eastfield Gardens would also see increased traffic flow as people try to avoid the queues.</p> <p>Many cars already exceed the 20mph limit particularly in Coillesdene Avenue and there have been several accidents at its junction with Coillesdene Drive. Increased traffic would inevitably lead to more accidents. Increased speeding traffic would also compromise the safety of the many young children who live in this area, and indeed the elderly residents in the sheltered housing in this street.</p> <p>I would be in favour of making Brunstane Road one way northbound as many of the issues are caused by cars queuing to turn right onto Milton Road, thereby narrowing the road.</p> <p>Closing the bridge may well result in lower traffic in the Brunstane Road area but it will simply increase driving times, emissions and traffic volume in nearby streets.</p> <p>I understand that in a previous consultation the majority of respondents, myself included, were against the proposal to close Brunstane Road. If this is still the case. I hope that the Council will listen to the residents and reconsider this proposal.</p>

Response	Comments
	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Closure of this road will merely serve to displace traffic onto other roads in the greater Colliedene area, including roads. The restricted access into and out of the Colloiesdene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examines the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road North in the past 5 year resporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>I attended the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residennts was that "The would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there</p>
Object	I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.
	<p>I wish to object to the above because the views of local people have not properly been taken into account and because the alternatives in the council report which agreed this TRO were not fully explored. The cost is also very high.</p> <p>It would be much cheaper and more palatable to everyone to place a no entry sign at the Milton Road end of Brunstane Road and make it a one way Street.</p> <p>Why has this not been considered for experiment.</p>
Object	Therefore I object to this because there are cheaper and less disruptive options available.
	<p>(Submitted by addressee 2)</p> <p>I wish to object to the above because the views of local people have not properly been taken into account and because the alternatives in the council report which agreed this TRO were not fully explored. The cost is also very high.</p> <p>It would be much cheaper and more palatable to everyone to place a no entry sign at the Milton Road end of Brunstane Road and make it a one way Street.</p> <p>Why has this not been considered for experiment.</p>
Object	Therefore I object to this because there are cheaper and less disruptive options available.
	<p>We object to the closure of Brunstane Road as it would impact on the residents of Coillesdene, Seaview Crescent, Milton Drive and Milton Terrace. It would simply shift the problems of Brunstane Road to Morton Street and Seaview Crescent etc.</p> <p>Traffic diverted along Milton Road East would turn in to Milton Terrace and cause unnecessary traffic through the sheltered housing area and now some young children.</p> <p>Seaview Crescent is not in a fit state to carry an increase in traffic. The advent of the new houses to be built at Brunstane Farm exiting onto Milton Road East will cause even more unnecessary through traffic which we haven't experienced before.</p> <p>There is always the constant traffic from learner drivers 7 days a week will add to the problems.</p>
Object	We do not believe that the proposed closure of Brunstane Road is the best solution for the traffic problems.
	<p>I want to register my objections to the proposed changes for Brunstane road. The experimental closer last time as a resident lead to increased pollution as people still use their cars but went round the long way rather than the idea of people not using their cars. There was incredible congestion coming up Milton Road East waiting to turn right into Branston Road sometimes waiting for 20 to 30 minutes on a Saturday morning with previously there would've been zero weight. These cars were idling with lots of pollution entering the atmosphere that would otherwise not have been there. I believe the original concern raised was in relation to congestion on Branston Road. This could be easily remedied by making parking one side only on Branston Road, or making Preston Road a one-way street if required. However I do not believe any changes required with your original concern to be addressed. It is already a very low traffic area. I have huge concerns about the impact on costing costing Avenue and the way to costings. I do not believe there has been efficient and evident impact survey undertaken of the pollution and overall impact of the experimental closure. I have huge concerns about the impact on shopping local in Portobello, as Experience last time showed that people went to the fort of the Chule rather than go to local businesses in Portobello when they could not drive down Preston Road. I vehemently oppose this to the proposed changes and have concerns about the transparency of the impetus behind the changes.</p>
Object	I am writing to object to the above TRO on the following grounds:
	<p>There is no plan to deal with traffic that will be displaced by of the closure of Brunstane Rd.</p> <p>As Brighton Place/Southfield Place is the only other route leading north to south into Portobello, traffic will be displaced along these roads.</p> <p>This additional traffic and congestion will create the potential for rat-running along Lee Crescent and East Brighton Crescent, both residential streets.</p> <p>It will also have an impact in terms of air pollution and safety on both residents and the many children who walk, cycle and scoot along Brighton Place and Southfield Place on their way to one high school, three primary schools and several nurseries.</p> <p>The impact of the recent council vote to close Sir Harry Lauder Rd to left turning HGVs is yet to be seen, but there is every likelihood that Brighton Place and Southfield Place will end up being used by HGVs looking to get out of Portobello. If the additional traffic from Brunstane Rd is added into the mix, this will not be a safe route to school.</p> <p>This decision to close Brunstane Rd is simply pushing a traffic problem for one group of residents on to another.</p>
Object	I would urge the council not to close one road in isolation, but to survey the whole of Portobello and Joppa so that our entire area can benefit from much-needed traffic calming measures.

Response	Comments
	<p>I am writing to object to the TRO closing Brunstane Road.</p> <p>In principle I would generally support road closures as I believe they can be a useful tool in reducing dependence on cars and encouraging people to use public transport and/or active travel. However, I also believe that this has to be done in a safe and responsible way. Closing roads in an ad hoc fashion (without a proper review of what the impact will be on all neighbouring roads) can be very dangerous and can create more problems than it solves.</p> <p>By closing Brunstane Road, it seems inevitable that this will force yet more traffic down Southfield / Brighton Place, as this will be the only remaining direct access point to Portobello. Additionally, the recent decision to ban HGVs from turning left into the Sir Harry Lauder Road will bring even more traffic (HGVs) to Southfield /Brighton Place. This road is already dangerous. It gets very congested and there is a lot of dangerous driving. Because of all the parked cars it is difficult (and in places impossible) for two vehicles to pass each other, resulting in drivers often speeding to get through a gap before another vehicle comes in the opposite direction. The parked cars also mean that sightlines are bad for pedestrians crossing the street.</p> <p>This very busy road is part of what is supposedly a 'safe route to school' for many children – going from Duddingston to Tower Bank Primary or Portobello High; or from Portobello to St John's / Duddingston Primary or Portobello High. In particular, it was the decision of the council several years back to change the catchment area which has meant that a number of children now have to travel along this road up to Duddingston Primary, instead of going a much shorter and safer route to Towerbank Primary, their closest school. At the time of this change the council insisted these children would have a safe route to school. This is not the case.</p> <p>There was recently a serious incident involving a child being knocked off their bike by a car turning into Stanley Street from Southfield Place. If yet more traffic is directed down Southfield / Brighton Place as a result of the above TRO and the decision to ban HGVs from turning left into the Sir Harry Lauder Road, it will only be a matter of time before there are more accidents.</p> <p>If the council would take steps address road safety /congestion / environmental issues across Portobello and Joppa as a whole – for example, putting a bus gate on Southfield / Brighton Place, and using the Sir Harry Lauder Road as a 'Portobello bypass'; creating 'park and ride' car parks at either end of the High St; making Portobello a low traffic neighbourhood – then I would be in support of this TRO. However, simply closing this road in isolation is short-sighted and dangerous.</p>
Object	<p>I believe that the road should be made one way, heading down towards Portobello/Joppa. Closing the road altogether seems unnecessary, and would cause a lot of problems as it closes off one of the major arteries that connects Portobello. This traffic will just cause problems elsewhere.</p>
Object	<p>I also think this road shouldn't be closed in order to enable access for emergency services.</p>
Object	<p>I Object to Brunstane Rd being closed at the bridge . I have lived here for 35 years .The only residents in this area that will be happy or benefit from this are those living at the top of Brunstane Rd .It would be fairer to make it one way downwards .All the traffic will use the coillesdenes that are even narrower or Brighton place which is a bus route and already overwhelmed by traffic.</p>
	<p>I agree with the road calming in the Coillesdenes. However, I believe completely closing BRN is a mistake and will simply end up pushing traffic elsewhere, creating even greater congestion bottle necks, adding more pollution and create unnecessary stress for key workers, business users, people with mobility issues etc.</p> <p>BRN is a key connection into the east side of Portobello. It is a narrow road and it can be difficult for traffic to flow effectively in both directions. The problem is exacerbated by parking on both sides of the road. If at least one side was made no parking I believe the problem would largely be removed.</p>
Object	<p>I find it strange how a key road could be considered for closure. I have read a number of comments that a senior council official on the Transportation Committe lives in the vicinity and has been instrumental in pushing this traffic order through. I hope this isn't the case, as it would be a clear conflict of interest. If it is the case, the truth will surface and Edinburgh Council's reputation will decline to an all time low.</p>
	<p>I wish to make a formal objection to TRO/21/13 on the grounds listed below.</p> <p>Closure of Brunstane Road will merely serve to displace traffic onto other roads in the Coillesdene/Morton Street/Eastfield areas. The restricted access into and out of the Coillesdene area that you wish to implement will require traffic to take a longer route, resulting in an increase in traffic on many routes and higher levels of vehicle emissions. The new Brunstane housing development of 1300 houses is progressing and this will increase traffic on all the surrounding areas, more so if the closure of Brunstane Road goes ahead. There is no mention of the longer time it will take emergency vehicles to get to residents living north of the proposed closure point by the railway bridge on Brunstane Road. The statement of reasons says the changes are to encourage sustainable travel such as walking/cycling and promote quiet local neighbourhoods. South Morton Street, in close proximity to Brunstane Road, fulfils the criteria for walking/cycling. Attempting to promote quiet local neighbourhoods in one area using the measures you are proposing just diverts issues to where you are pushing traffic onto and will not make them any quieter.</p> <p>There have been numerous consultations when the views of people have been sought in relation to Brunstane Road and on each occasion the majority response has been NO to a closure. A one way option (South to North) has been put forward at each consultation yet this has always been discounted with no reasons given as to why this option and others e.g. yellow lines on one side of Brunstane Road, speed reduction measures, etc., are not being considered.</p> <p>The main aim of the Council appears to want to give residents in Brunstane Road a private parking place for their cars, vans, motor homes - yet this doesn't seem to be a consideration the Council adopt in other areas. Brunstane Road residents in favour of the closure are more interested in ensuring their vehicles can be parked safely, not the safety of others – you only have to venture along the street to see how many of their vehicles are parked on footpaths with complete disregard for pavement users.</p> <p>It is known, and is stated often on social media posts, that the Vice Convenor of the Council's Transportation Committee resides very close to Brunstane Road. This person should not be allowed to take part in any of the discussions/decisions relating to Brunstane Road as this is a blatant conflict of interest. The Council have recently received a 'red' rating for their handling of the 'spaces for people' scheme and ignoring warnings and issues raised. The situation with Brunstane Road is receiving the same treatment from the Council – a large majority do not wish the closure to be progressed and their views/suggestions are being ignored. Pro-closure residents are already announcing that the closure is 'in the bag' and the audit report in relation to the Kings Road junction mentions that Brunstane Road is to be closed. This current consultation is a farce if decisions have already been made regardless of the majority who do not wish Brunstane Road to be closed. The majority who do not want a closure have tried on numerous occasions to put forward alternatives which are discounted, as it appears the only action the Council wants to progress is 'closure'.</p> <p>The traffic situation on Brunstane Road is not unique. There are many other streets within and outwith the area that are narrower, with vehicles parked on both sides, and you don't hear of residents wanting to have their area closed off. Closing Brunstane Road will set a precedent as anyone who doesn't want traffic using their road can ask for the road to be closed. However, unless they have someone with Council connections either living on or nearby, it is unlikely that the support would be forthcoming.</p>
Object	<p>I hope that the issues raised in this formal objection will be considered. There are many other urgent roads and transportation matters that the Council should be attending to instead of providing private parking for one street, the closure of which will have a major impact on more people than just the residents.</p>

Response	Comments
Object	<p>The plan to close Brunstane Road completely is ill-considered and will adversely impact not only the surrounding area but also the wider Portobello area and severely impact people wishing to visit businesses, family and friends in the Portobello area.</p> <p>I wish to make a formal objection to TRO/21/13 on the grounds listed below.</p> <p>Closure of Brunstane Road will merely serve to displace traffic onto other roads in the Coillesdene/Morton Street/Eastfield areas. The restricted access into and out of the Coillesdene area that you wish to implement will require traffic to take a longer route, resulting in an increase in traffic and congestion on many routes, higher levels of vehicle emissions and longer journey times. The new Brunstane housing development of 1300 houses is progressing and this will increase traffic on all the surrounding areas, more so if the closure of Brunstane Road goes ahead. There is no mention of the longer time it will take emergency vehicles to get to residents living north of the proposed closure point by the railway bridge on Brunstane Road. The statement of reasons says the changes are to encourage sustainable travel such as walking/cycling and promote quiet local neighbourhoods. South Morton Street, in close proximity to Brunstane Road, fulfils the criteria for walking/cycling. Attempting to promote quiet local neighbourhoods in one area using the measures you are proposing just diverts issues to where you are pushing traffic onto and will not make them any quieter.</p> <p>There have been numerous consultations when the views of people have been sought in relation to Brunstane Road and on each occasion the majority response has been NO to a closure. A one way option (South to North) has been put forward at each consultation yet this has always been discounted with no reasons given as to why this option and others e.g. yellow lines on one side of Brunstane Road, speed reduction measures, etc., are not being considered.</p> <p>The main aim of the Council appears to want to give residents in Brunstane Road a private parking place for their cars, vans, motor homes - yet this doesn't seem to be a consideration the Council adopt in other areas. Brunstane Road residents in favour of the closure are more interested in ensuring their vehicles can be parked safely, not the safety of others – you only have to venture along the street to see how many of their vehicles are parked on footpaths with complete disregard for pavement users.</p> <p>It is known, and is stated often on social media posts, that the Vice Convenor of the Council's Transportation Committee resides very close to Brunstane Road. This person should not be allowed to take part in any of the discussions/decisions relating to Brunstane Road as this is a blatant conflict of interest. The Council have recently received a 'red' rating for their handling of the 'spaces for people' scheme and ignoring warnings and issues raised. The situation with Brunstane Road is receiving the same treatment from the Council – a large majority do not wish the closure to be progressed and their views/suggestions are being ignored. Pro-closure residents are already announcing that the closure is 'in the bag' and the audit report in relation to the Kings Road junction mentions that Brunstane Road is to be closed. This current consultation is a farce if decisions have already been made regardless of the majority who do not wish Brunstane Road to be closed. The majority who do not want a closure have tried on numerous occasions to put forward alternatives which are discounted, as it appears the only action the Council wants to progress is 'closure'.</p> <p>The traffic situation on Brunstane Road is not unique. There are many other streets within and outwith the area that are narrower, with vehicles parked on both sides, and you don't hear of residents wanting to have their area closed off. Closing Brunstane Road will set a precedent as anyone who doesn't want traffic using their road can ask for the road to be closed. However, unless they have someone with Council connections either living on or nearby, it is unlikely that the support would be forthcoming.</p> <p>I hope that the issues raised in this formal objection will be seriously considered. There are many other urgent roads and transportation matters that the Council should be attending to instead of providing private parking for one street, the closure of which will have a major impact on more people than just the residents.</p>
Object	<p>We write in objection to the proposed amendments to the traffic flow in the Coillesdene and Brunstane Road area.</p> <p>Our primary objection is that by deterring motor vehicle through traffic in one area of Portobello, the proposal will create precisely that detrimental effect on the neighbourhood area around Brighton Place and Southfield Place. Our reasons are :</p> <p>It will compound the problem by creating a greater public nuisance because of the location of Brighton Place and Southfield Place in relation to vehicular access to Portobello and parent and child pedestrian and cycling safety en route to two primary schools.</p> <p>The traffic that would have used Brunstane Road would be displaced onto Brighton Place / Southfield Place, the only other north/south axis in and out of Portobello;</p> <p>Brighton Place / Southfield Place is part of the bus route for three buses, 21, 42, 49 all with regular services and all leading to a build up of traffic at busy times;</p> <p>There is a pinch point before the railway bridge where the road narrows - something already managed, for safety but not congestion, by preference given to on-coming traffic into Portobello;</p> <p>Increased volumes of traffic will cause drivers to seek means of avoiding a straight drive through Brighton Place either by going through East Brighton and Lee Crescents resulting in hold-ups at these exit points or, for those unfamiliar with the lay out, trying to drive through the dead ends of West Brighton Crescent or Rosefield Place as was evident during the closure of Brighton Place for re-surfacing.</p> <p>Increased volumes of traffic will add to the existing congestion and delays as traffic moves (or doesn't) along Southfield Place, already an area of significant build up and delay at the Baileyfield Road traffic lights. There is already a tendency to avoid this by using Stanley St/ Park Avenue as a rat run.</p>
Object	<p>We are not unsympathetic to the traffic nuisance suffered by our neighbours in the Coillesden and Brunstane Road area. However, this is an ill considered proposal which does not manage the underlying problem but merely moves it to another part of Portobello.</p>
Object	<p>With regards to the above traffic order, I believe the current plan will increase traffic through Portobello High Street and cause more delays and pollution to people walking and shopping in this busy high street area. As a resident of Portobello and a former resident of 25 years on Brunstane Road, I think I most realistic solution would be to make Brunstane Road a one way street. Allow traffic to travel north from Milton Road East to Joppa Station Place. This would reduce traffic considerably on Brunstane Road and reduce the impact on the Coillesdene area. Please remember that not everyone has the ability to walk uphill in this area and the residents of Brunstane Road deserve to have car access to Portobello maintained without a lengthy detour which will add to pollution.</p>
Object	<p>I wish to make some comments and give feedback on consultation TRO/21/13 (Brunstane Low Traffic Neighbourhood) as a resident of that neighbourhood.</p> <p>Broadly I'm supportive of low traffic neighbourhoods, and as a resident of Eastfield Gardens, I've enjoyed the benefits of living on a quieter street and want other people to also have this privilege.</p> <p>Eastfield Gardens is next to the proposed changes and I was surprised to see it hadn't been considered as part of the overall plan. I can see the rationale - the proposed changes act to prevent moving the existing cut-through along Milton Road and onto other streets. My concern is that in missing out Eastfield Gardens, the plan overlooks the potential for our street to become a cut-through, as people chop off a difficult and traffic lighted junction to get onto the promenade.</p> <p>Already we have a small number of people using our street this way, often driving at some speed. I am concerned closing Brunstane Road will increase this.</p> <p>I appreciate the traffic has to go somewhere! I wonder if it would be possible to add in traffic calming measures, similar to those proposed for Coillesdene Avenue, to disincentivise drivers from using our street in this way.</p>
Object	<p>I appreciate that on paper it may look like people would just continue to the junction - we already know from experience that this isn't always the case, and if the volume of traffic increases, so will the numbers of drivers who will take the option to cut off that corner.</p>
Object	<p>I strongly object to the closure of the road. Traffic in the whole portobello area is becoming problematical and the closure of this road will drive more traffic into other areas. Traffic will increase on Brighton place, Baileyfield road and duddingston park where there are several nurseries and these streets lead up to primary and secondary schools. Traffic is already heavy around here and speeding is a problem.</p> <p>One of the reasons for this measure is "The introduction of the proposed measures is intended to promote quiet local neighbourhoods". However this will have the direct opposite effect on our neighbourhood.</p>

Response	Comments
	<p>1. It will increase traffic through a residential area already used by many driving instructors for learner drivers.</p> <p>2. It will increase journey times, pollution and fuel consumption.</p> <p>3. It will have a detrimental effect on emergency service - response times.</p> <p>4. It will require the construction of a turning area</p> <p>5: It will necessitate significant expenditure</p> <p>6. A perfectly reasonable alternative to this proposal exists which would minimise the impact locally and be much more acceptable to the majority of local residents.</p> <p>Of the four options recorded in the-report, the dismissal of the option to make Brunstane Road one way flawed.</p> <p>The road has speed bumps and is in the 20 mile an hour area, what supports the contention that vehicle speeds would exceed this limit? Given the figures recorded in the report, less than 3% of the traffic is two wheeled why should two way access be provided for cycles? Some 250 metres along Milton Road to the West is Hope Lane which is a cycle way directly into the heart of Portobello.</p>
Object	Further, a controlled crossing offers safe passage for pedestrians and cyclists across the Milton Road at that point. This option is supported by the vast majority of residents in the area who accept that the current situation is unsatisfactory but don't want to replace one problem with another.
Object	I am utterly opposed to the proposed closure of Brunstane Road as well as the other associated restrictions. This is poorly thought out and will simply push traffic through residential areas throughout Joppa.
	<p>I object to this order.</p> <p>The works proposed are completely out of proportion to the problem and will create lots of difficulties in areas traffic is diverted to.</p> <p>A much simpler and cheaper option would be to make Brunstane Road one way only with traffic being able to turn in off Milton Road East and come down onto Portobello. 2 way traffic on Brunstane Rd has been problematic for years as has traffic coming up and turning right into the busy Milton Road East.</p> <p>The proposals create unacceptable levels of traffic through other narrow residential streets and create a new rat run along the Coillesdenes rather than there simply being a number of options which spread the traffic as now.</p> <p>The area is super for learner drivers at present and the changes will make it more dangerous for this to continue in the numbers it happens now.</p> <p>In addition something needs to be done about the speed of 40 miles an hour and parking near junctions on Milton Road East. There is no need for such a residential road to be 40 and the blind spots created by parking (currently within legal distances) on the road make it a potentially lethal combination for those turning onto Milton Rd East heading east or west.</p>
Object	I find it difficult to understand why you can consider closing the above road and making Milton Drive and Milton Terrace one way. The diversion roads are narrower than Brunstane road which you don't seem to want to try one way. The disruption to the closure of my street and diversion of surrounding area will affect far more residents than would Brunstane residents. It seems to me that for whatever reason they are being given preferential treatment. I know the proposal is to be experimental but don't believe for one minute this is the case, will the Council have available funds to revert back at a later stage? Please do not go ahead with this, also bearing in mind the proposed housing intended off the Milton road.
	<p>I would like to make a formal objection to TRO/21/13 for the following reasons:</p> <p>1. Over the last two years there have been a number of serious accidents at the junction of Coillesdene Drive and Coillesdene Avenue, with the most recent incident only two weeks ago resulting in injuries and damage to a property on Coillesdene Drive. Vehicles are not stopping at the junction and HGVs are using the route as a short cut. There are a number of young children living on Coillesdene Drive, including our own, and this proposal puts them at serious risk of injury as this will increase traffic flow, noise, pollution and opportunity for incidents.</p> <p>2. Many of the local residents use bicycles for transport of children to schools, nurseries - the increase in traffic flow makes the routes more dangerous.</p> <p>3. There are not enough existing restrictions in place - speed bumps, signs to control the speed of traffic at 20mph. That speed reduction measures are planned for mid Coillesdene Avenue is an admission that through traffic still using our area will tend to speed to make up for the longer journey time/distance caused by the proposed closure. As our area has a sizeable elderly population and some young families, this is a point of concern.</p> <p>4. It is surely unfair that residents living in Milton Drive, Milton Terrace and mid Coillesdene Avenue will have to accept all the cars/lorries flowing through the area, albeit some one-way. Also residents in Morton Street and Coillesdene Drive (north part) would have to accept some additional displaced traffic flow.</p> <p>5. No mention/allowance has been made about the longer time it will take Fire, Ambulance and Police emergency vehicles to get to residents living north of the proposed closure point beside the East Coast railway bridge on Brunstane Road.</p> <p>6. No mention/allowance had been made for residents in Eastfield Gardens/Coillesdene Avenue for traffic using their streets as a method of avoiding additional traffic build-up at Eastfield Lights. And we have seen this happen when work was ongoing on the recent upgrades to internet services.</p> <p>7. Brunstane road has been a main thoroughfare into and out from Portobello for well over 100 years and traffic problems are largely due to their residents parking cars and vans in the carriageway/on the pavement in front of older houses not built with driveways.</p> <p>8. As far as we are aware, no traffic survey has been carried out to identify who is currently travelling on Brunstane Road, where they are from, going to, and for what reason! Also, what route would they take if this road was closed and the ETRO implemented?</p>
Object	<p>I wish to register my objection to the proposed Experimental Traffic Regulation Order which seeks to enforce the closure of Brunstane Road to vehicular traffic by the imposition of totally unnecessary traffic calming measures in the Coillesdenes. There was no pressure for such measures locally except during the temporary closure of Brunstane Road when Brighton Place was being relaid.</p> <p>The proposed measures would generate severe pressure on Brighton Place, which is designated a safe route to school, and surrounding streets probably increasing rat runs. As well as traffic dislocation emission levels would be raised.</p> <p>Why is the Council proposing to go ahead with this plan? Surely the money would be better spent on known accident black spots in Portobello or even wider afield in Edinburgh. What are the figures for Brunstane Road and surrounding area? Is this a case of officials surrendering to sustained lobbying by a relatively small group of residents who were privileged by having a period of temporary traffic calm and want it restored in perpetuity to the detriment of their neighbours? It certainly looks like it.</p>
	<p>It surprises me that this plan is still being pushed on, despite the clear opposition.</p> <p>I have already submitted my re-actions in detail. Am I required to do so again, & if so, why?</p> <p>Is it jobs for the girls/boys?</p> <p>Most households have cars, & need access, & there is no demand for drastic action.</p> <p>Brunstane Road is the only issue, & there is a strong argument for a one way system, but the rest of the impositions are a sop to the cycling lobby.</p>
Object	You want quiet neighbourhoods, so you say, yet you propose to invite strife from motorists. These people live in said neighbourhoods, & pay their council tax.
	<p>I strongly object to this. Traffic has steadily increased in Portobello and Joppa due to more and more residents moving to the area. We need more roads open not fewer. The environment and sustainability of transport is a non argument. People can still cycle on roads. Roads in the city need to be made safer for cyclists but remain open to traffic, particularly in areas such as Portobello and Joppa.</p> <p>Brunstane road should either be a 1 way system or resident parking on 1 side to facilitate fluidity of traffic. Not everyone can walk or cycle to work.</p> <p>Also, deciding to close a road during a pandemic when a lot of residents are still working from home is not giving a realistic picture of pending traffic issues.</p>
Object	We are writing to object to TRO/21/13, the ETRO proposing to close Brunstane Road to traffic.
	<p>This will not, as is claimed, encourage sustainable travel, improve exercise or deter through traffic.</p> <p>It will simply move the problem to other streets, affecting the residents of those streets in a negative way.</p> <p>The residents of the affected streets, including Milton Drive, Milton Terrace, Coillesdene Avenue, Morton Street and Coillesdene Drive have chosen to live there because these streets are relatively quiet.</p> <p>The residents of Brunstane Road have chosen to live in what has historically been a main thoroughfare. So have the residents of Brighton Place but they do not deserve to have additional traffic resulting from a closure of Brunstane Road.</p>
Object	Surely any safety issues in Brunstane Road can be addressed by making the street one way, thus sharing the volume of traffic with the surrounding area.
Object	A more logical solution would have been to make Brunstane Road one-way northbound and let southbound traffic from Joppa Road find their own way to Milton Road

Response	Comments
Object	<p>We wish to object to the above as the issues cited to justify the closure and the other measures in the surrounding streets will transfer to Brighton Place / East Brighton Crescent / Lee Crescent, yet no measures are being proposed by CEC to address this. There seems no rationale to exclude Portobello from this whole exercise.</p>
Object	<p>I write to object to the proposals. As I said in my initial objection, I remain concerned about the following:-</p> <ul style="list-style-type: none"> - the removal of the Brunstane Road option means that the traffic that would have used Brunstane Road will inevitably be displaced onto Brighton Place, the only other north/south axis in and out of Portobello. Obviously, Brighton Place is a significantly residential area already severely impacted by traffic use, including being a bus route in quite a narrow thoroughfare. Adding to the traffic that already uses Brighton Place will have an undeniably negative impact; - the inevitable displacement of traffic onto other routes such as Joppa Road and Portobello High Street will increase an already hugely congested area and add to air pollution (currently very high indeed) from cars having to go all the way along to Eastfield and along these roads to get to Portobello from Milton Road; - there will also be vastly increased volumes of traffic causing even more queueing (with concomitant additional emission levels) and congestion; - greater possibility of rat-running around East Brighton and Lee Crescents; - increased traffic would mean a less safe environment for children and their parents walking, scooting and cycling to and from school up and down Brighton Place, supposedly to be a safe route to school. Obviously creating a situation which impacts on the Council's avowed aim to facilitate both safer routes to school as well as encouraging more healthy options for the school journey, will send all sorts of wrong messages, particularly for the next generation; - worsened air pollution, which is harmful to human health. <p>In addition to the foregoing, I also understand that it is likely that the council will ban HGVs turning left along Harry Lauder Road from the High Street, which could send more HGVs up Brighton Place, adding to traffic congestion and making it less safe.</p> <p>I trust that my views will be taken into consideration and that something far more beneficial to all those requiring to use our roads and not just seeking to satisfy well-off residents in the immediate vicinity. I would particularly like to say that all residents in Edinburgh are required to pay Concil Tax and make fair financial input into our city. By allowing the views and wishes of a tiny proportion of residents, who have an interest in limiting access in order to benefit themselves solely, smacks of an elite approach. Please take this into account.</p>
Object	<p>I would like to hereby voice our concern and objection regarding the closure of brunstane road and coillesdene area (TRO/21/13). Rerouting traffic from these roads is not only an inconvenience, but also increases pollution by lengthening the route people take into portobello by quite a bit. Moreover, emergency response will also take longer if they cannot use these roads to get to the area which lies closest to the coillesdene area.</p>
Object	<p>I was previously a resident adjacent to Brunstane Road, and although the traffic could be bad, I felt a simple solution would have been a one way traffic system from Milton Road to Portobello.</p> <p>I now live just off Brighton Place, and the idea that all of the traffic would now be diverted to Brighton Place from Brunstane Road closure is completely preposterous. We already have buses and heavy throughflow of traffic, with absurd parking whereby people can park on both sides of the road effectively making it a one way street. The idea that someone Brunstane Road and surrounding residents are more worthy of quiet and safety than this area is awful. We have the traffic when people shop in Portobello or go to the beach, but adding to that on a narrow cobbled street where there are parks for families and children to enjoy is so wrong.</p> <p>I understand there is now going to also be no turning left for lorries onto Sir Harry Lauder road, so I take it these large, unsafe, polluting vehicles will now also travel up Brighton Place. It is appalling to think that the residents in Joppa are worthy of more quiet than us, and there is surely a solution that is not a complete closure of Brunstane Road with a massive and irreversible impact on Brighton Place and the surrounding streets.</p> <p>I am an NHS worker and it is already unbearable trying to get parked at times on my street after long nightshifts. This has got worse since lockdown with more people visiting the beach. I can live with that, but the idea that the traffic will be constantly busier, worse, and unsafe is something that would absolutely drive me and others away from this area that we moved to for relative peace from the city. It would change this area from a lovely suburb to a thoroughfare of heavy traffic and large vehicles that will change the streets for good.</p>
Object	<p>I object to the ETRO to close Brunstane Road.</p> <p>The closure will only force traffic down the nearby roads. Hope Lane is already closed to traffic, and by closing Brunstane Road, traffic will increase on Park Avenue which is meant to be a safe route to school. There will be further congestion in an already blocked Stanley Street, Southfield Place and Brighton Place. I believe this measure could increase accidents and am strongly against it.</p>
Object	<p>I would like to raise an objection to TRO/21/13.</p> <p>There is no overall strategy for traffic management in Portobello;</p> <p>The effect of displacing traffic to the Eastfield junction, onto Sir Harry Lauder Road and onto Brighton Place / Southfield Place is unknown;</p> <p>Increased travel distance and pollution for residents;</p> <p>Increased response times for emergency vehicles;</p> <p>Increased pollution and safety risk to children in Brighton Place / Southfield Place which is designated a safe route to school;</p> <p>Increased rat-running along East Brighton crescent and Lee Crescent; and Restriction of access to the Brunstane allotments and bowling club.</p> <p>It has come to my attention that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p>
Object	<p>I wish to object formally to the above proposed order.</p> <p>It is clearly wrong that the residents of the Coillesdene area should be subjected to increased traffic flow with a probable ignoring of speed limits because of inconvenience to the relatively few residents of Brunstane road much of which is caused by their parking their own vehicles in the road concerned. The proposed diversion through Milton Drive will put that traffic on a road which is even narrower than Brunstane Road itself.</p> <p>The resultant increase in traffic will be even worse when the proposed development of the 1300 houses at Brunstane Farm comes to fruition.</p> <p>Has the council considered the current traffic patterns of those presently using the Brunstane Road "shortcut"? What is the general destination of this traffic? If Portobello (as I suspect) is there an alternative route avoiding both Brunstane Road and the Coillesdenes? If the traffic patterns have not been analysed why not?</p> <p>The whole proposal seems to have been ill thought out and much more needs to be done to convince the Coillesdene residents that the proposition is viable.</p>

Response	Comments
Object	<p>I live at the top of Gilberstoun Brig and regularly need to drive into Portobello High Street to drop my child off and then pick him up from private nursery. There are no other private nurseries closer to Gilberstoun, and no public transport options from Gilberstoun to Portobello High Street. My oldest child has recently school in Newcraighall, so I need to take her with me to drop off my youngest child. If I could not use my car and had to walk from my house to nursery, then Google maps tell me it is a 24 minute walk down there, then the same amount of time to come back home again, before another 10 minute walk from my house to the school. So almost an hour for my 5 year old to walk in the morning before she even starts school, then the same again in the evening. Although in an ideal world, we wouldn't need cars to move around within the city, I have provided an example where there are no public transport options and no other private nursery providers closer to my home, so I require to use my car to drive into Portobello on a daily basis. The closure of Brunstane Road will just add time to my day, and increase vehicle emissions in residential areas in Coillesdene. This is why I am against the closure of Brunstane Road.</p>
Object	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Closure of Brunstane Road will only move traffic onto other roads in the Colliedene area. The restricted access into and out of the Colliedene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many other routes.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents like the junction at Sir Harry Lauder Road.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residents was that "The would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space. Making the road one way would reduce traffic both on Brunstane Road and the surrounding areas.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there</p>
Object	I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.
Object	<p>I object strongly to the proposed closure of Brunstane Road. This would leave Brighton Place as the only north/south entry to Portobello and would increase traffic on an already very busy road, increasing queues and congestion.</p> <p>It would increase pollution and traffic on what is a reasonably safe route for parents and children walking or cycling to and from school.</p> <p>It would also increase traffic on East Brighton/Lee crescents which would almost certainly become a rat run.</p>
Object	The coming ban on HGVs turning left onto Harry Lauder Road from the High Street would possibly also send HGVs up Brighton Place, increasing noise and pollution and making it less safe still.
Object	I strongly object to this proposal as it would strongly impact on our street, Lee Crescent, which with East Brighton Crescent, would become a ratrun for all the displaced traffic. Brighton Place would become the only North/south route into Portobello; traffic is already heavy and would become heavier. In addition the proposal to prevent HGVs turning left onto Harry Lauder Road from the High Street might mean more HGVs using Brighton Place.
Object	<p>I object to the council idea of Brunstane Road closure and traffic restrictions in the Coillesdene area. At the moment we have no traffic problems in Coillesdene and these suggestions will mean we will have vans, lorries and cars driving about trying to find a way down from Milton Road therefor making the area congested and unsafe. Also quite a few elderly people in the area require to use their car as too far to walk to the bus stops and shops. There are also many learner drivers using this area so not good for them either. The junction from Morton Street onto Joppa Road will be extremely busy and it's not always easy to turn right at the moment so may well become an accident blackspot.</p> <p>Lee Crescent is a narrow street and it will become a rat race so not good for them either.</p> <p>The traffic is just being shifted about and thus causing unnecessary expense to the council and inconvenience for many residents.</p> <p>Instead of closing Brunstane Road perhaps some passing places could be made e.g. Small sections of the Road with double yellow lines to allow passing vehicles more room. This means the residents should be able to park at least one of their cars in the street and traffic should flow.</p> <p>I hope the council listens to these objections and don't just ignore them to please a few. I have heard that someone on the committee lives on or near Brunstane Road and they may influence the decision!! Hopefully this will not be the case. If the council doesn't take into account views of the majority of residents perhaps there will need to be an inquiry into why they haven't.</p>
Object	<p>Cutting off all through traffic on Brunstane Road dumps all that traffic onto neighbouring streets.</p> <p>Making Brunstane Road one-way is a more equitable resolution to the problem.</p> <p>Were Brunstane Road one-way, the present through traffic would be reduced by half.</p> <p>And neighbouring streets would see half the increase of traffic which they face at present.</p>
Object	Public opposition to this has been huge so I really cannot understand how there is even going to be a trial never mind a full closure. Questions not answered in realistic terms include the impacts of re routing of traffic elsewhere: through the quiet Coillesdene estate, Brighton Place - which is the only other north south route in and out of Portobello; the traffic will noticeably increase on Portobello High Street and Joppa Road..And all because of one minimal section on Brunstane Road. The disadvantages to those aforementioned surrounding areas will be far greater than this.
Object	<p>I wish to make a formal objection to the proposal to close Brunstane Road to all traffic. This proposed road closure may achieve its objective of "lowering traffic" for the residents of Brunstane Road but will increase it in the surrounding streets, thus creating more traffic and pollution for everyone else in the area. Why do the residents of Brunstane Road expect to have a quiet, traffic-free street at the expense of all those around them?</p> <p>Traffic will take the next quickest route, which will involve various rat-runs down Milton Terrace and through the Coillesdenes, where many elderly residents and families live. Motorists who follow the detour along Milton Road East to the lights at Eastfield and back along the front (or vice versa), will have a two mile drive, which is not only costly to them in time and money but has an environmental impact, at a time when we are trying to cut emissions. It is unrealistic to think that motorists are suddenly going to stop driving just because they can't get along Brunstane Road – they will simply take another route. Potentially hundreds of vehicles every day driving an extra two miles must have significant road safety and environmental implications.</p> <p>If a compromise has to be reached, then I hope that, as a minimum, Brunstane Road will be made one-way, with traffic allowed to travel northwards. This would "lower traffic" on Brunstane Road and have less of an impact on the surrounding streets. The closure of Brunstane Road at both ends, would set a precedent for the residents of other congested streets (of which there are many in Portobello) to ask for the same measures.</p>
Object	<p>I write to object to the above Experimental TRO.</p> <p>The closure of Brunstane Road will not achieve the sustainable accessible aspirations sought but will prevent suitable access along this route, to the significant detriment to access for local residents.</p> <p>Moreover, the closure of access/egress of ce provision of traffic calming measures within certain roads in the Coilestines is not required. Finally, provision of traffic calming measures within the Coilestines are not proportionate to the objectives sought by the TRO and are grossly over engineered solution to a non-existing nor forthcoming problem. They should therefore be removed from the TRO.</p>
Object	I've seen the impact that closing Brunstane Road has on the rest of the surrounding area when this happened in the past couple of years. Surrounding streets, especially Portobello High Street and Brighton Place became more congested due to the restriction on the number of routes in and out of Portobello. I'd imagine that the air pollution levels along the High Street are already quite high (I don't have the figures, but I would hope that the council does) and the closure of this route will add to the traffic congestion already present, especially at rush hour times.

Response	Comments
Object	<p>I wish to strongly object to the Brunstane Road Experimental traffic order TRO/21/13.</p> <p>I do not feel that the closure of Brunstane Road to through traffic will solve the issue of traffic flow in the Portobello and surrounding areas. It has been shown, in the short time that the road was temporarily closed that all this serves to do is push the problem into other areas namely Coillesdene. It was even noted by my 8 year old daughter how much busier the surrounding streets were when Brunstane road was closed.</p> <p>I have attended community council meetings and strongly disagree with the opinion that 'if you close the roads then the traffic will just disappear' as was stated by a local councillor.</p> <p>I cannot understand why these measures are being implemented when the majority of respondents to previous consultations are against the recommendations. It makes no sense!</p> <p>Whilst the proposal may make some of the residents of Brunstane Road happy, it does not take in to account the residents of the surrounding areas and simply moves the problem from one place to another.</p>
Object	<p>I'm so disappointed that, in spite of several public consultations, the Council has chosen to ignore the wishes of the vast majority of residents in the Brunstane/Coillesdene/Portobello area, and decided to go ahead with their decision to trial the closure of Brunstane road. I do not feel that sufficient rationale has been given to justify this. The consultation process has therefore felt disingenuous, and the decision an undemocratic, foregone conclusion. In the face of such public opposition, it would have seemed more reasonable to trial one of the less extreme options e.g. to make Brunstane road one way. Instead the Council has decided to undermine the public's confidence in it's decision making.</p> <p>i) No mention/allowance has been made about the longer time it will take Fire, Ambulance and Police emergency vehicles to get to residents living north of the proposed closure point beside the East Coast railway bridge on Brunstane Road.</p> <p>ii) It is surely unfair that residents living in Milton Drive, Milton Terrace and mid Coillesdene Avenue will have to accept all the cars/lorries flowing through the area, albeit some one-way. Also residents in Morton Street and Coillesdene Drive (north part) would have to accept some additional displaced traffic flow.</p> <p>iii) No mention/allowance had been made for residents in Eastfield Gardens/Coillesdene Avenue for traffic using their streets as a method of avoiding additional traffic build-up at Eastfield Lights.</p> <p>iv) That speed reduction measures are planned for mid Coillesdene Avenue is an admission that through traffic still using our area will tend to speed to make up for the longer journey time/distance caused by the proposed closure. As our area has a sizeable elderly population and some young families, this is a point of concern.</p> <p>v) Brunstane road has been a main thoroughfare into and out from Portobello for well over 100 years and traffic problems are largely due to their residents parking cars and vans in the carriageway/on the pavement in front of older houses not built with driveways.</p> <p>vi) As far as we are aware, no traffic survey has been carried out to identify who is currently travelling on Brunstane Road, where they are from, going to, and for what reason! Also, what route would they take if this road was closed and the ETRO implemented?</p> <p>vii) The closure of Brunstane road is not going to reduce traffic, but redirect it to other roads. Improvement of public transport, and safe cycle paths would have a significant impact on reducing traffic on the roads. Would the council consider improving the safety of cyclists using the Kings Road junction and increasing the frequency, capacity and reliability of the trains passing through Brunstane Station?</p>
Object	<p>I would echo the comments below. I am really concerned about the impact on Coillesdene Avenue, as we have young children.</p> <p>I'm so disappointed that, in spite of several public consultations, the Council has chosen to ignore the wishes of the vast majority of residents in the Brunstane/Coillesdene/Portobello area, and decided to go ahead with their decision to trial the closure of Brunstane road. I do not feel that sufficient rationale has been given to justify this. The consultation process has therefore felt disingenuous, and the decision an undemocratic, foregone conclusion. In the face of such public opposition, it would have seemed more reasonable to trial one of the less extreme options e.g. to make Brunstane road one way. Instead the Council has decided to undermine the public's confidence in it's decision making.</p> <p>i) No mention/allowance has been made about the longer time it will take Fire, Ambulance and Police emergency vehicles to get to residents living north of the proposed closure point beside the East Coast railway bridge on Brunstane Road.</p> <p>ii) It is surely unfair that residents living in Milton Drive, Milton Terrace and mid Coillesdene Avenue will have to accept all the cars/lorries flowing through the area, albeit some one-way. Also residents in Morton Street and Coillesdene Drive (north part) would have to accept some additional displaced traffic flow.</p> <p>iii) No mention/allowance had been made for residents in Eastfield Gardens/Coillesdene Avenue for traffic using their streets as a method of avoiding additional traffic build-up at Eastfield Lights.</p> <p>iv) That speed reduction measures are planned for mid Coillesdene Avenue is an admission that through traffic still using our area will tend to speed to make up for the longer journey time/distance caused by the proposed closure. As our area has a sizeable elderly population and some young families, this is a point of concern.</p> <p>v) Brunstane road has been a main thoroughfare into and out from Portobello for well over 100 years and traffic problems are largely due to their residents parking cars and vans in the carriageway/on the pavement in front of older houses not built with driveways.</p> <p>vi) As far as we are aware, no traffic survey has been carried out to identify who is currently travelling on Brunstane Road, where they are from, going to, and for what reason! Also, what route would they take if this road was closed and the ETRO implemented?</p> <p>vii) The closure of Brunstane road is not going to reduce traffic, but redirect it to other roads. Improvement of public transport, and safe cycle paths would have a significant impact on reducing traffic on the roads. Would the council consider improving the safety of cyclists using the Kings Road junction and increasing the frequency, capacity and reliability of the trains passing through Brunstane Station?</p>
Object	<p>I wish to object to the abovementioned proposal.</p> <p>Brunstane Road and Brighton Place constitute the main North-South routes into and out of Portobello. Closing the former will necessarily divert traffic to the latter, which already suffers congestion. Longer queues here will worsen the air pollution in the area and promote rat-runs in adjoining streets, such as East Brighton and Lee Crescents. Brighton Place is supposed to provide 'a safe route to school', and the proposal will inevitably render it less safe.</p>
Object	<p>For these reasons I believe that Brunstane Road should not be closed.</p>
Object	<p>Brunstane Road and Brighton Place constitute the main North-South routes into and out of Portobello. Closing the former will necessarily divert traffic to the latter, which already suffers congestion. Longer queues here will worsen the air pollution in the area and promote rat-runs in adjoining streets, such as East Brighton and Lee Crescents. Brighton Place is supposed to provide 'a safe route to school', and the proposal will inevitably render it less safe.</p>
Object	<p>For these reasons I believe that Brunstane Road should not be closed.</p>

Response	Comments
Object	<p>I believe Brunstane Road is an important access road, being one of only four such access roads serving Portobello and Joppa. As we have all witnessed over the last few weeks, Brighton Place can be closed for any number of reasons. When this happens in future there will be only two roads at opposite ends which is certainly not a safe option, with little contingency for accidents and emergency should one of these also become blocked.</p> <p>Furthermore I do not believe Brighton Place is sufficient on it's own as the only access road on the south side of Portobello, especially at certain times when it is usually very busy as the only access to our schools.</p> <p>I feel completely frustrated and unsupported by Edinburgh Council's lack of understanding and continued intransigence in what the vast majority of the local community want. Instead they continue to favour just the wishes of the residents at the top end of Brunstane Road. Why is this the case? It seems that whatever we say is ignored, and there's a complete lack of common sense in the council's conclusion. There have been many suggestions to improve road safety without closing the road. Closure should be the very last resort. If the Council is serious about experimenting, why is it that they are not experimenting with some of these alternative less draconian suggestions?</p> <p>Brunstane Road is a public right of way, which is frequently blocked by traffic. It's a simple statement, but everyone seems to be ignoring the causes. Traffic is only part of the story. The other part is parked cars down both sides frequently leaving nowhere for two-way traffic to pass. It's that simple. The correct action for the benefit of all is to make space for traffic to pass safely. It's just the same issue in other streets in Portobello where the Council intends to implement a CPZ which will remove parking spaces down one side of the street. I fully support the Council in this approach. Who could reasonably argue that such action wouldn't work in Brunstane Road?</p>
Object	<p>I object to Brunstane Road being closed on the following grounds:-</p> <ul style="list-style-type: none"> -It will increase emergency services access to Portobello by more than a mile (when Portobello and Joppa Parish Church burnt down in the 1990s it was critical for the emergency services to get down to Brunstane Road fast, similarly the terraced houses fire on Eastfield.) The ambulance and fire service service uses Brunstane road as a key access to the A1 and the ERI , detours cost lives. -Brighton Place will become a bottleneck for vehicles and children with all the associated air pollution and danger to young people -Closing the Brunstane Road will benefit a handful of people while causing real problems for the rest of the local community and local businesses -To remove a quarter of the main road access to Portobello and Joppa will cause displacement congestion with the other three accesses. -No attempt has been made to reduce traffic flow by reducing parking on Brunstane Road or by making it one way. -it will restrict access to Brunstane Bowling Club and Brunstane allotments <p>At the last meeting the agreement to proceed with this went through 'on the nod', I was really shocked at this lack of democratic discussion, it has quite shaken my faith in local democracy. We know local representative bodies and a huge number of local people object strongly to this proposal and no account was taken of their views. I hope to see evidence on file of a proper discussion and account taken of all views of this proposal.</p>
Object	<p>I wish to strongly complain about, and totally disagree with, the rather suspect proposals covering the Brunstane Road closure and surrounding streets.</p> <ol style="list-style-type: none"> 1. How many complaints has Council had from the Portobello area and what exactly are these? Is it only from Brunstane Road and the potentially affected local surrounding streets? What percentage of the affected Portobello Community wishes the road to be closed? Is this just to satisfy a small, verbal minority trying to get what they want and damn the effect on everyone else? We have not been given this information. 2. This affects the whole of the Portobello /Joppa area and information about this 'consultation' has not gone out to this greater area to be affected by closures. Indeed, I only discovered this by a casual comment from a very irate council taxpayer in Abercorn Terrace. Seems like one has to be in the inner sanctum of the 'right group'. The process seems suspiciously underhand in this case. 3. In previous missives purporting to be 'consultation', some of us offered some more, fairer, efficient and cheaper ideas/alternatives to help Brunstane Road residents resolve their perceived problems. We should be able to see minutes of any committee debate discussing these suggested alternatives. Have you actually considered any of them? <p>For example, it surely can't be because of playing area safety for their children, as they, luckier than most people, have a huge park for children to play in Joppa Quarry. The traffic movements (<20mph!) only become busier at the two peak times in the day. The rest of the time I've observed over recent months is the road is relatively quiet! If you established clearly signed closure at two set times in the day, say, 8.00 – 9.00 and 4.30-5.30 and clearly applied the rule, that would be at least a democratic, fair and reasonable compromise. One must remember the house owners bought their houses knowing full well there is a road there, as we all have to consider when buying a property. If this attitude of SELF importance perhaps by the Brunstane Road residents were to be replicated over the city, no-one would be going anywhere. Certainly, social visiting, local businesses and emergency services would grind to an even bigger halt than they are now. To re-iterate some earlier ideas. Maximum vehicle width for parking on the road. A small amount of staggered double yellow lines to enable vehicles to pull in to enable oncoming vehicles to pass safely. Vehicles under a certain size only can use the road, e.g. no lorries unless delivering.</p> <ol style="list-style-type: none"> 4. If this road is being closed due to the suggestion it's too narrow for cars, but okay for bicycles as they are narrower, by that argument then, motorcycles will still be allowed through travel due to their equally narrow stature? 5. The closure of yet another access road in and out of Portobello will create more concentrated pollution and unnecessary congestion for the rest of Portobello. Does that mean we can all have our streets closed too, including those living in the High Street. Surely these people can expect these same rights too? We've all experienced the shambles when Brighton Place was closed, and then again when previously Brunstane Road was closed. 6. Personally, I dread the day an ambulance/fire appliance/police car cannot get down the quickest route to resolve an emergency as Brunstane Road et al are shut off. <p>PLEASE LISTEN TO YOUR PORTOBELLO CONSTITUENTS, GIVE US ALL THE INFORMATION REQUESTED (see para. 1) AND SEND IT TO THAT COMMUNITY AS YOU ALMOST MANAGED WITH THE PROPOSED PORTOBELLO CPZ'S. DO NOT HAVE THE TAIL WAGGING THE DOG.</p> <p>Coincidentally, I have just arrived home today via Brunstane Road, timed at 5.35p.m., carrying personal goods impossible to transport by bicycle or bus. I met one car coming up the way and followed none going down. In the main this has not been so unusual. I would like that point noted/ added to my earlier comments please.</p>
Object	<p>I would like to submit my comments with regards to proposal reference TRO/21/13 - Brunstane Low Traffic Neighbourhood.</p> <p>Having reviewed the proposal, I believe that the closing of the connection from Milton Road to Portobello via Brunstane Road would cause unnecessary inconvenience, pollution and added congestion along other routes for the benefit of only a handful of people.</p> <p>I believe that the underlying aim of the proposal is aimed to please the residents of Brunstane Road, and ultimately increase the value of their properties. The subsequent proposals to add restrictions to Coillesdene have only been added due to the problems that closing this road to please the few would cause on those streets. The benefit from closing Brunstane Road will be reaped by less than 200 people, whilst the inconvenience, extra costs, climate impact and added travel time will be felt by thousands of people.</p> <p>If there are genuine concerns about the traffic levels on this road, I believe that a far better compromise and a solution that will actually also improve safety along the road is to turn it into a one-way system.</p> <p>I can only imagine that this proposal has been born out of someone with vested interest in property on Brunstane Road being able to influence that council and will be demanding that an independent review of the decision making process will be conducted, should this proposal to close Brunstane Road be accepted.</p>

Response	Comments
	<p>Further to your proposed draft traffic order, please see our comments, suggestions and objection.</p> <p>1) While this traffic order will greatly reduce the passing traffic at our house, it is not a realistic proposal for the management of traffic in the general area. That is the triangle from Brunstane Road to Eastfield.</p> <p>2) The proposed traffic order does not in any way meet the 'Statement of Reason' in your proposal as it increases the traffic in many of the streets. I fail to see how the order implements your statement of " promote quiet local neighbourhoods, encourage sustainable travel (walking and cycling), improve exercise local to home, and to deter motor vehicle through traffic in the Coillesdene and Brunstane Road area."</p> <p>The proposal fails this statement as it will:</p> <p>a) Increase traffic in the one-way streets by closing Brunstane Road and diverting through traffic in the one-way system b) Encourage the 'L' drivers to use the area of Coillesdene Crescent as a practice area, even more than at present. c) Reduce the response time of emergency services to the area. e) Impact the house price profile across the area, some increased and some reduced. f) Make access to many of the houses very difficult, actually increasing traffic flow.</p> <p>3) Therefore to meet your 'Statement of Reason' it could be suggested that a more inclusive and acceptable scheme is implemented. What is clear is that a system to reduce the traffic in all these areas is essential.</p> <p>It is suggested that the 'triangle from Brunstane Road to Eastfield becomes a 'resident only' access and that using any of these streets as a short-cut or quick route is banned. The use for 'L' drivers should also be reviewed and limited as it is currently excessive with some motoring schools using the Coillesdene loops as trial loops with some going round more than 20 times on a continuous basis.</p> <p>To implement this, please consider the following:</p> <p>a) The inclusive area Brunstane Road to Eastfield traffic lights is a 'resident only area' b) Signs are provided at all entry points c) A number plate recognition system (NPR) is installed at all entry and exit points to fine those who transit through the area within a certain time window, with an exception available to residents. d) Road calming measures are introduced throughout (speed bumps)</p>
Object	In summary the existing TRO/21/13 proposal is unacceptable and does not meet the Statement of Reason.
Object	I am emailing to say I oppose this road closure. Any of the reasons anyone else has emailed or written to you against it, I likely agree with. I don't see the point in wasting my time writing it all out for you to ignore as well, as I have done in the past in other surveys or chances to oppose it. You are clearly going ahead with this despite what the majority want. If a councillor lived on my street I wonder what we could get done. What an absolute joke.
	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Closure of this road will merely serve to displace traffic onto other roads in the greater Coillesdene area, including roads. The restricted access into and out of the Coillesdene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Coillesdene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examined the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road North in the past 5 year reporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>I attended the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residents was that "The would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there</p>
Object	I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.
	<p>We are concerned at the impact of the closure of Brunstane Rd is a potential increase of traffic on Seaview Crescent, particularly as the street already has problems with drivers using it at as a cut through at speed and the danger this poses with the two blind corners at the junction with Milton Drive and the sharp right hand bend to the western end of Seaview Crescent, just before the junction with Musselburgh Rd. Should this plan be implemented we'd ask that traffic-calming measures are introduced on Seaview Crescent to try and alleviate this problem.</p>
Object	Far from deterring traffic in the area, we feel the decision to close a section of Brunstane Rd instead of making it one-way, or introducing other traffic calming measures, is in our view just going to push traffic into the surrounding streets rather than taking a broader approach to introducing consistent traffic calming measures across the whole area.
	<p>Re this advertisedTraffic Order, the stated aim is to reduce traffic volumes in Brunstane Road and the Coillesdenes. While it would certainly have that effect in Brunstane Road, it would simply move the problem to the Coillesdenes, with Coillesdene Avenue bearing the brunt of it (as you obviously recognise with the proposal to include speed reducing measures in the affected part of the Avenue) and increase greatly the volume of traffic presently using Milton Drive and Milton Terrace.</p> <p>In short, the solution looks worse than the problem. We would prefer to keep the status quo but an alternative which would share the problem between Brunstane Road and the Coillesdenes would be to make Brunstane Road one way (the more logical of which would be North from Milton Road East), which would reduce the volumes of traffic in Brunstane Road and halve the amount of additional traffic being sent through the Coillesdenes compared with the proposed traffic order.</p>
Object	Your stated aim of reducing traffic volumes in these areas seems to us to be pie in the sky - solving the problem in one place simply moves it to another.

Response	Comments
	<p>I live on Brighton Place and am concerned that increasing levels of traffic will be displaced onto this street by the closure of Brunstane Road.</p> <p>On Brighton Place this will lead to more congestion, air pollution (especially with increased queueing traffic) loss of amenity, increased levels of noise, and a less safe environment for children using the street as a 'safe' route to school.</p>
Object	The situation will be exacerbated by the proposed left-turn ban of HGV's onto Harry Lauder Way who will also need to use Brighton Place as a north/south route.
	<p>I wish to strongly object to the Brunstane Road Experimental traffic order TRO/21/13.</p> <p>The closure of Brunstane Road to through traffic does not solve the issue of traffic flow in the Portobello and surrounding areas but merely pushes the problem into another area namely Coillesdene. You will be aware that the closure of Brunstane Road was proposed previously but was rejected by the Council for this very reason.</p> <p>If the council are serious in their desire to "promote quiet local neighbourhoods, encourage sustainable travel (walking and cycling), improve exercise local to home, and to deter motor vehicle through traffic in the Coillesdene and Brunstane Road area" this proposal does not achieve that goal. A solution must be found that pushes traffic out of residential areas not, as this does, displaces it from one area to another.</p> <p>The Council has already accepted that increased traffic in the Coillesdene area will be the case and as part of this proposal are suggesting speed reduction measures be installed in Coillesdene Avenue. I assume this is because they recognise Coillesdene Avenue will now be used as a through route and, as it is a wider road, traffic speed will be a problem. When you add this to the already significant number of learner drivers using the Coillesdene area for three point turns, emergency stops and practicing parallel parking round stationary vehicles this proposal makes no sense.</p> <p>I attended the consultation meeting held by the roads department and spoke to a number of the transport officers about this proposal. I understand that following the consultation process the majority of respondents were, unsurprisingly, against these recommendations. Why then are they being implemented?</p> <p>I accept traffic management around Portobello is an issue but this proposal is not the answer! It takes no account of the views of residents in the Coillesdene area or indeed looks at the wider implications of future traffic management issues caused by a significant housing development at Brunstane Farm.</p> <p>I urge the Transport and Environment Committee to take a step back and develop a longer term strategy to deal with the long term implications of traffic management in this area.</p>
Object	The current proposal does no more than satisfy some (as not all are in favour of closure) of the residents of Brunstane Road at the expense of the majority of Coillesdene residents.
	<p>I wish to object to the proposed measures outlined in the above on the following basis:</p> <p>We are already a quiet, local neighbourhood where people have access to safe spaces for walking and cycling, and where traffic is not heavy. I therefore reject the rationale on which the proposal is based.</p> <p>None of the 'problems' being addressed in the Coillesdenes existed before the temporary closure of Brighton Place in 2019. There is no need for reduced access and traffic calming in the area if Brunstane Road remains open.</p> <p>The Council's proposal is an experiment with unpredictable outcomes. There may be increased traffic pressure on Brighton Place and the roads round about, all of which are a school route. Increased congestion here is potentially dangerous and will increase pollution in Portobello.</p> <p>I have to say that my impression is that the proposal has come about as a result of sustained lobbying by residents of Brunstane Road. I am disappointed with the Council for responding in the way it has to such lobbying by a small group of residents campaigning to close their own road to benefit themselves. There are other roads in Edinburgh which may need attention by the Council - perhaps even roads where there have been serious accidents or fatalities. Can it be right that that better-off people living in leafy suburbs can attract Council resource and attention to the potential neglect of others in the city? What exactly are the traffic issues on Brunstane Road that have initiated all of this? I have experience mild congestion from time to time, but nothing worse. How many serious accidents have there been?</p>
Object	Even assuming the existence of major traffic issues on Brunstane Road, closure is not the only possible 'solution' - one way traffic, passing places, banning parking on one side of the road are all possibilities - I have not seen evidence that these have been considered.
	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Closure of this road will merely serve to displace traffic onto other roads in the greater Coillesdene area, including roads. The restricted access into and out of the Colloiesdene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examines the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road North in the past 5 year reporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>The whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residents was that "The would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
Object	Additionally, should this closure go ahead this will result in Brighton Place in Portobello becoming even more congested, given it will serve as a main route into the city which will have an even greater impact on the area.
Object	I refer to Experimental Traffic Regulation Order (ETRO) for the closure of Brunstane Road to through traffic. I object to this on the grounds that traffic will redirect down Brighton Place the only other north/south axis in and out of Portobello, already a busy main thoroughfare for what is a residential road in a conservation area, leading to greater congestion, increased pollution and increased risk to children on a school route.
Object	I object to this on the grounds that traffic will redirect down Brighton Place being the only other north/south axis in and out of Portobello. It is already a busy main thoroughfare for what is a residential road in a conservation area, leading to greater congestion, increased pollution and increased risk to children on a school route. It is noticeable as well that the traffic, after the repair work was completed on the setts, has speeded up substantially increasing this risk.
Object	I wish to formally object to the 'Brunstane Road' TRO/21/13 for the following reasons; 1) No allowance has been made for the longer time it will take Fire, Ambulance and Police vehicles to reach residents north of the rail bridge in case of emergency. This could be a matter of life and death for those residents. 2) It is unfair on residents of Milton Drive, Milton Terrace and Coillesdene Avenue to expect them to take much of the traffic displaced from road closures elsewhere. 3) No thought would appear to have been given to traffic who will use Eastfield Gardens/Coillesdene Avenue to avoid the inevitable bigger queues at the Eastfield Junction. 4) Road closures will surely mean traffic speeding up to make up for the longer journey times. This could mean accidents and injury to residents. 5) Brunstane Road has been a main thoroughfare into and out of Portobello for many years and traffic problems there are caused by vehicles parked on the street/pavements outside houses with no driveways. 6) I don't think a survey has been done on traffic currently using Brunstane Road, where are they from, going to and why. Surely this information is important to know before any change, even experimental, is made. 7) This TRO is not a means to persuade people to walk or cycle instead of using a car but will just cause problems elsewhere which is unfair. At the present time traffic flow is shared through the area but this proposed TRO is forcing traffic onto fewer and therefore busier roads.

Response	Comments
Object	<p>I object to the proposed Order for the following reasons :-</p> <ol style="list-style-type: none"> 1. Traffic will be displaced from Brunstane Road onto Brighton Place, the only other north/south axis in and out of Portobello. 2. Brighton Place is a major bus route for several buses and is already congested with frequently queuing traffic . 3. There is the likelihood of "rat-running" through East Brighton & Lee Crescents . 4. Increased traffic on Brighton Place would mean a less safe environment for children & their parents walking/cycling to and from school on a route which is supposed to be a safe route to and from school. 5. Brighton Place would suffer increased air pollution and consequent damage to human health. 6. If the Council proceeds with its proposal to ban HGV's turning left along Harry Lauder Road , more HGV's are likely to use Brighton Place ,thus exacerbating traffic congestion, pollution and lack of safety for pedestrians & cyclists.
Object	<p>I disagree with closing the above road and making Milton Drive and Milton Terrace one way. The diversion roads narrower than Brunstane road which you don't seem to want to try one way. The disruption to the closure of the other street and diversion of surrounding area will affect far more residents than would Brunstane residents. Your proposal is in my mind ineffective and unnecessary and more than likely cause havoc elsewhere.</p> <p>I think making brunstane road one way down to joppa makes more sense</p>
Object	<p>[I] wish to oppose to the closure order TRO/21/13. I find it difficult to understand why you can consider closing the above road and making Milton Drive and Milton Terrace one way. The diversion roads narrower than Brunstane road which you don't seem to want to try one way. The disruption to the closure of my street and diversion of surrounding area will affect far more residents than would Brunstane residents. Your proposal is in my mind ineffective and unnecessary and more than likely cause havoc elsewhere.</p> <p>I think making brunstane road one way down to joppa makes more sense</p> <p>I have lived and driven in my area for over 35 years</p>
Object	<p>(Addressee 2)</p> <p>As a local resident in Portobello, I wish to object to the proposed TRO at Brunstane Road for the following reasons:</p> <ol style="list-style-type: none"> 1. Full consideration to viable alternatives including a one way system has not been properly considered; 2. There is no overall strategy for traffic management in Portobello; 3. The effect of displacing traffic to the Eastfield junction, onto Sir Harry Lauder Road and onto Brighton Place is unknown; 4. Increased travel distance and pollution for residents; 5. Increased response times for emergency vehicles; 6. Increased pollution and safety risk to children in Brighton Place which is designated a safe route to school.
Object	<p>As a local resident in Portobello, I wish to object to the proposed TRO at Brunstane Road for the following reasons:</p> <ol style="list-style-type: none"> 1. Full consideration to viable alternatives including a one way system has not been properly considered; 2. There is no overall strategy for traffic management in Portobello; 3. The effect of displacing traffic to the Eastfield junction, onto Sir Harry Lauder Road and onto Brighton Place is unknown; 4. Increased travel distance and pollution for residents; 5. Increased response times for emergency vehicles; 6. Increased pollution and safety risk to children in Brighton Place which is designated a safe route to school.
Object	<p>I would like to object against the closure of Brunstane Road and consider that a one way road should be implemented instead of complete through traffic closure.</p> <p>The extra cars this will result in all surrounding roads will be significant.</p>
Object	<p>I would like to object against the closure of Brunstane Road. A one way system would be a better outcome as the main issue on Brunstane Road is the ability for two cars to pass each other.</p> <p>A complete road closure will simply route traffic through other surrounding residential roads to get from Milton Road East down to Joppa Road or Seaview Terrace. Of the council thinks people will simply drive on Harry Lauder Road into the middle of already busy Portobello or all the way down Milton Road East and turn back onto Seaview Terrace I fear they are sadly mistaken. Drivers will simply route down other residential road as a 'shortcut' to Joppa Road. The increase in traffic as a result of road closure was evident with the previous closure of Brighton Place for a prolonged period of time.</p> <p>Closing Brunstane Road may solve an issue for residents of Brunstane Road but it will simply route traffic through other back streets down onto Seaview Terrace. A one way system would be a much better solution.</p>
Object	<p>I do not support the proposal to close Brunstane Road because:</p> <ul style="list-style-type: none"> • There appears to be no evidence of there being any current road safety/accident issue and accordingly the proposed scheme can deliver no benefits in that direction. • The closure of Brunstane Road will merely transfer existing traffic flows onto the Coillesdene streets to the east. • There appears to be no demonstrable benefit (with the exception of that to the residents of Brunstane Road) and therefore the proposal can't represent value for money.
Object	<p>I wish to express my formal objection to the above TRO.</p> <p>Why was nothing put through the letter boxes of the households affected to make us aware of this current TRO proposal?</p> <p>One of the purposes of your TRO is to deter through traffic in the Coillesdene and Brunstane Road area however this is going to encourage an increase in through traffic in the Milton and Seaview area instead and still in the Coillesdene Avenue/Drive area.</p> <p>I believe that this will push a lot of traffic onto Seaview crescent as it will be the quickest unobstructed route from Milton Terrace onto Musselburgh Road and then onwards onto Portobello. You are assuming that traffic will go along Coillesdene Avenue as that is where you have indicated the installation of traffic calming measures but I believe they will come down Seaview Crescent instead as that is the most direct route into Portobello.</p> <p>A lot of driving lessons take place in this vicinity so there are already a lot of vehicles driving round the streets all day, every day and this TRO will direct more vehicles to this area. But you wouldn't know that as you are not measuring this.</p> <p>There has been nothing laid on Seaview Crescent to measure the current volume of cars. I have only seen survey devices on one section of Milton Drive and one section of Coillesdene Avenue . I have not seen any devices at the junction of Coillesdene crescent/gardens and Milton road east which is the junction you plan to close or on Milton Terrace which the majority of traffic will come along from Milton road east.</p> <p>How can you measure the affect of the proposed changes if you are not measuring the current traffic using these streets?</p> <p>There has already been a significant increase in the number of people walking around these streets over the last 18 months without the need of this TRO and I don't see how these proposed changes will in any way impact this. Have you measured how many people are walking around these streets currently , what is your target number of people walking the streets and how will you measure the success of this proposed TRO?</p> <p>Do the residents of Brunstane road want this / ask for this? Is there sufficient room on this road for vehicles , particularly large delivery / rubbish collection/ emergency service vehicles to turn and get back out of the street.</p> <p>Some of the residents are going to have to drive a lot further to get from their home onto Milton Road East.</p>

Response	Comments
	<p>I am (again) lodging my opposition to these plans.</p> <p>I see no benefit in diverting existing traffic from one area to the surrounding areas. Contrary to your stated desire to "deter motor vehicle through traffic in the Colliedene and Brunstane Road area" you will simply increase the traffic in the Colliedene area and will do so at financial cost and disruption to those living in the area.</p> <p>I am assuming you have done some research on the benefits of this plan. However, I find it difficult to believe this research provided any tangible benefits to the residents in the Colliedene area. Therefore, apart from being an official objection, please consider this an official request under the freedom of information act to see all the research and reports connected to this proposal.</p>
Object	<p>I live [on] Morton Street and will be directly affected by people using my street as part of the rat run that will be created by the proposed closing of Brunstane Road. My children will be out at a higher risk of danger from the higher volume of cars and as a concerned local who has seen the overwhelming local feedback in two polls (both over 90% against these measures) I am agog that the council are pressing ahead with these. I would like this to be referred to the Scottish Government and will be contacting our local MPs as this makes no sense in its current form.</p> <p>1) do we understand the increased time for emergency services to reach some of the households affected by the closure?</p> <p>2) cars and lorry traffic will seek routes through the scheme including Coillesdene Avenue/Morton street.</p> <p>Will traffic calming be introduced on morton street to slow vehicles? The fact there are plans for Coillesdene Avenue seems an admission that the council expect this route to become a rat run.</p> <p>Is that fair? This diversion then affects a far higher number of residents than the number who live on Brunstane Road (including the local councillor!)</p> <p>3) the issue with Brunstane road is the sheer number of owners cars in front of houses never designed to have cars parked on the main thoroughfare into Portobello from the south (predating Sir Harry Lauder road)</p> <p>4) has any traffic survey been carried out to understand what route current users would take if they can't use Brunstane Road?</p>
Object	5) the fact that over 1000 houses are due to be built at Brunstane Farm with one access point into Milton Road East is a concern as a proportion will inevitably be looking to head into Portobello and will use these rat runs too.
Object	I would like to formally object to this proposed ETRO (TRO/21/13) as i feel it will negatively impact on the residents in the surrounding areas.
Object	I wish to formally object to the proposal of TRO/21/13 as I feel it does not solve the traffic issues in this area.
	<p>We are emailing to object to the proposed Experimental Brunstane Roads traffic order for the following reasons.</p> <p>1) Almost without exception, the residents in Brunstane Road were fully aware of the parking situation before they bought the properties.</p> <p>2) The proposed changes will materially inconvenience the residents in the rest of Joppa to the benefit of less than 60 households in Brunstane Road.</p> <p>3) The original reasons that previous orders have been refused still maintain, ie, problems with fire engines and maintenance lorries etc.</p> <p>4) It is unfair that residents in the Coillesdene estate where many of the roads are narrow and not intended for through traffic should carry additional volumes.</p>
Object	5) This order will do nothing to further the council objectives which were quoted on the ETRO such as cycling, walking etc.
	<p>1) I can easily see the reasons for this proposal, and when I do go up Brunstane Road it is usually on a bicycle.</p> <p>2) For heasons of History and Geography Portobello is a bit cut off from Edinburgh, there are only 4 ways in or Out and Brunstane Rd is one of them.</p> <p>3). There is a concentration of retail services at Kinnaird Park. If Brunstane Road is closed more traffic will be sent along the High Street and Brighton Pl. Brighton Pl is already a bottleneck.</p>
Object	4) Has the option of making it one way been considered, up only?
	<p>We are putting in writing that we strongly do not want brunstane road closed to through traffic We live at the bottom of brunstane road and use brunstane road numerous times of the day to get to and from everywhere we go We try to avoid Brighton road and the Harry Lauder road as much as possible due to the busyness of these roads To cut through collinsdene constantly is encouraging it to be a rat race for people in a hurry this is very residential where I allow my children and dogs to be walked as the roads are quieter and safer unlike the main roads, Brunstane road is safe as drivers have no choice to drive slowly due to the passing at the bridge</p> <p>This is a accident waiting to happen changing what already works very well</p>
Object	This will change this lovely residential area in to an unsafe rat race I hope this gets passed on to the appropriate persons That we strongly disagree with the change proposed Please leave alone and save the unnecessary money that's going to be spent.

Response	Comments
	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Closure of this road will merely serve to displace traffic onto other roads in the greater Colliedene area, including roads. The restricted access into and out of the Colloiesdene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examines the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road in the past 5 year reporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>At the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road were upset about traffic passing their homes and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about children's safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting including making the road one-way from Milton Road as well as suggestions regarding placing double yellow lines down one side, however, the main concerns from residents was that "The would have nowhere to park". It is not the place of the council to provide residents, many of whom own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there.</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
	<p>I'm writing to object to the proposed closure of Brunstane Road</p> <p>Why not consider one way traffic lights at the bridge on brunstane road which allow traffic to flow easily and safely over the bridge avoiding increased traffic throughout the whole area</p> <p>This closure would mean much busier traffic throughout my area and considering all the new houses to be built in brunstane farm the traffic will be increased even further This will make our streets a rat run from Milton road to portobello and make them unsafe</p> <p>Our streets are in bad enough disrepair without extra traffic - coillesdene crescent was resurfaced not that long ago and holes are already appearing again</p> <p>Also traffic ignores the 20mph and our junction at our end of Coillesdene Crescent already unsafe for crossing</p>
Object	<p>I trust these points will be taken into consideration</p>
	<p>I strongly object to this traffic order. I stay in Morton Street and will be heavily affected. Brunstane Road residents bought their houses knowing that the road was busy. Just put a double yellow down one side of the road.</p>
Object	<p>1. The last time it was closed the traffic build-up was immense. Cars drive over pavements in their haste. 2. When we bought our house we knew that the area was quiet with very little traffic. When the Brunstane Road owners bought they were VERY WELL AWARE that it was a very busy road. 3. If this change goes head the value of our houses will go down, at the same time, the value of Brunstane Road will go up. Please don't insult my intelligence and tell me that this fact has not motivated the Brunstane Road owners. I WILL be seeking legal advice on this matter!! 4. I know for a fact that some Brunstane Road owners don't want the bridge closed. I have heard it through the grapevine that some owners may have some influence re the closure. I hope that this is gossip. 5. Will slow down emergency vehicles. 6. We will also have to contend with extra traffic from the 1,300 new homes to be built nearby. 7. In my opinion you cannot possibly ignore that huge numbers of objections you will inevitably receive from the Joppa residents.</p>
Object	<p>NB As far as I know there have been no accidents of any consequence on Brunstane Road, so that nullifies their "danger" argument. There is more danger on Coillesdene Avenue re children and old folks.</p>
Object	<p>I am against the closure of Brunstane Rd because of the increase in traffic that will come up and down Morton Street, it has always been a quiet street and I would like it to remain that way.</p>
	<p>I would like submit my sponge objection to the closure of Brunstane Road, Joppa.</p> <p>This closure doesn't not Benefit the local area only the residents on the road in question and only serves to put more pressure on the other roads in the area.</p>
Object	<p>The clear option is turning the road into a one way system.</p>
	<p>We have concerns around emergency services access, access to local community and shops (in last closure people went to the Fort or Asda instead of shopping local), a big concern for us was that there isn't really a 'high traffic' problem in the road, there is congestion at rush hour (which could be solved if necessary by one way or one-sided parking), it seems there was a small group of residents who didn't like the congestion but the issue has now seemingly turned 'eco' as in lets make this a low-traffic area. This is to us total rubbish as rather than not drive (and no public transport alternative) people drive miles further, thus adding to pollution. Regularly, turning right into Brunstane road from Milton road east involved a wait of up to 30 minutes as we were involved with the traffic trying to cross the main crossroads and huge unnecessary tailbacks happened for all. So as you might be able to tell, We are against. There were also a very ugly concrete block dumped to block the bridge which ultimately did make us feel cut off from the rest of Portobello and Joppa.</p>
Object	<p>Road closure doesn't feel like it is a genuine solution to a genuine issue (if it really did have eco impact I'd be more in favour, despite personal inconvenience), I feel it adds to a pollution issue and panders to a vocal minority who don't like traffic outside their house sometimes.</p>
	<p>Brunstane Road is a residential street, it's not a promenade. This street is used by local residents and businesses and gives us access to Portobello High Street and the bypass. Locking us in won't help traffic congestion. Closing he road won't help the environment and instead the problem will be moved somewhere else, two streets away to be precise.</p> <p>With a heavy traffic on other main roads, this is yet another alternative and as someone who drives this way nearly every day (I live on Brunstane Road), I can assure you that most drivers are polite and patient and make it work. Just because a few are not following the rules, we cannot punish all. This road is incredibly important for us, local residents, and other solutions, such as traffic lights or widening the road should be explored before closure, which is the simplest and the most damaging solution.</p>
Object	<p>With a heavy traffic on other main roads, this is yet another alternative and as someone who drives this way nearly every day (I live on Brunstane Road), I can assure you that most drivers are polite and patient and make it work. Just because a few are not following the rules, we cannot punish all. This road is incredibly important for us, local residents, and other solutions, such as traffic lights or widening the road should be explored before closure, which is the simplest and the most damaging solution.</p>

Response	Comments
Object	<p>1. The road is one of the few thoroughfares giving access from Portobello to the bypass. It serves that purpose well.</p> <p>2. The plans indicated by the council seem to offer very little in terms of managing other traffic that will be diverted because of this road closure.</p> <p>3. The road at Brunstane was closed previously at the bridge, and cars and vans simply went round to the smaller roads (Joppa terrace, Morton St, Coillesdene Ave) which have lots of kids playing/walking around on them. Understand in these plans all traffic is attempted to be diverted to Milton Road East or Sir Harry Lauder Road, but that will inevitably cause even more congestion on those roads. Which is already substantial, especially at peak times.</p> <p>4. Who is going to police this when people inevitably don't adhere to the signs?</p> <p>5. Ultimately, the action is unnecessary. And will simply move the problem elsewhere. It's a street, not a promenade. Providing a cycle lane or not allowing cyclists on the promenade (on weekends at least) would be a better use of council time and resources for families and dogs who enjoy the beach and promenade.</p> <p>Just a thought.</p>
Object	<p>Objection to Brunstane Road Closure</p> <p>The following are the main reasons I find the closure of this road contradictory to safety, pollution, and the interests of the Portobello community:-</p> <p>1 Lack of Community Accountability -Although one of our councillors directs that previous consultations with the Portobello community aren't to be recognised as a reason to keep this road open, it seems to disregard community involvement when there was a substantial proportion of local people against the closure.</p> <p>2 Pollution - traffic which previously used Brunstane Road will now increase in already busy roads eg Brighton Place, Portobello High St with greater volumes of standing traffic and therefore pollution.</p> <p>3 Safety - although Brunstane Road residents may have a safer road, the traffic in the Collesdene area and in other ratruns (eg East Brighton Crescent / Lee Crescent) will create unsafe areas for residents.</p> <p>4 Consultation - there has been a lack of information for the Portobello community throughout this process. The initial consultation only applied to a very small area of Portobello whereas any road closure affects the whole area.</p> <p>This has not been an open process and has favoured one street in our community - a councillor had identified she'd wanted this for 25 years and I really do not think this is a fair and equitable representation of what our community wanted to happen. Many streets are more congested, more unsafe, have more parking on them and it would be positive if more energy could be applied to these streets!</p>
Object	<p>I cannot understand the rationale behind this TRO other than a desire to close a road. It was always going to happen that when the road was closed for work on the bridge, residents who had a shot at living in a cul-de-sac were going to push for a permanent closure.</p> <p>There is an issue with vehicles passing each other on a narrow road, but kindly do not fail to acknowledge, the main problem is not the bridge. If the bridge was the issue it could be resolved by a set of traffic lights. There are a number of narrow bridges in Edinburgh. Why not close all of them.</p> <p>The real problem is the number of vehicles parked either side of Brunstane Road which are nearly all parked on the pavement. The Council made a proposal to reduce the parking on Regent Street and Malborough Street and end the issue of pavement parking. In this instance the proposal is to close the road and ignore the illegal parking blocking pedestrian access.</p> <p>Another issue with this proposal is the shuffling of traffic along towards Coillesdene. There have been traffic calming measures put in place, but there will be a significant increase of traffic in Coillesdene, This traffic will have to undertake a longer journey, passing by more residences. So is this really a good idea, or is it just bowing to the pressure of a group of residents while putting others to considerable inconvenience.</p> <p>Another issue with the proposal is traffic will be allowed to traverse Coillesdene north from Milton Road. Any vehicles travelling from Portobello will have three options.</p> <p>1. Travel through the Eastfield junction increasing traffic there.</p> <p>2. Through the lights at Bath Street again increasing traffic.</p> <p>3. The worst option of all. Having closed, Baileyfield Road traffic will be increased at the left turn onto the Harry Lauder. Is that really what you want.</p> <p>I have yet another issue with this proposal and that is to do with the rat run through Coillesdene, Argyle Crescent and Windsor Place, Portobello.</p> <p>When traffic builds up on Milton Road, vehicles turn right and head to Portobello through the rat run. Your proposal does nothing to address this, it can only make it worse. This rat run has been an issue for years and is worse than the Brunstane Road issue as vehicles are travelling much faster.</p> <p>Finally I would like to finish with a question.</p> <p>A number of years ago I raised the issue of this rat run after an accident in Windsor Place, I was told that nothing would be done as "Windsor Place came under Joppa, not Portobello and Joppa is not the problem".</p> <p>So why is all this money now being spent in Joppa where Brunstane Road is the burning issue of the day, it is, most assuredly, not in Portobello.</p>

Response	Comments
Object	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <ol style="list-style-type: none"> 1. Closure of this road will merely serve to displace traffic onto other roads in the greater Colliedene area, including roads. The restricted access into and out of the Colliedene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip. 2. The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examined the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road North in the past 5 year reporting period, the last , minor, accident was in 2009, and prior to that date, 2003. 3. The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria. 4. I attended the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway. 5. Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residents was that "The would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space. 6. It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria. 7. Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community. 8. By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there <p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
Object	<p>I wish to register my objection to the proposal. My main concern is that the result will be a greater volume of traffic diverted to Brighton Place. I already experience vibrations in my home on Sandford Gardens from heavy vehicles on Brighton Place, and the demand for parking space in the area exceeds supply. I believe some traffic vibrations maybe causing structural damage to properties, including fracturing of stonework. The proposal does not address the issue it raises without merely displacing the issue onto other residents of Portobello.</p>
Object	<p>I would like to oppose the closing of Brunstane Road.</p> <p>I have lived in Portobello for thirty years, and have lived in various streets during that time. I have lived in streets with a dead end - Pittville Street, the top bit of Lee Crescent and now I live in West Brighton Crescent. I have never lived in Brunstane Road as it's always been a narrow street fully populated by cars, and I do use it sometimes but not often for that reason- I do however realise when I use it that it's going to be necessary to give way and take thanks (or not), or thank someone for giving way - either way there is usually some interaction and as I use it so seldom then this is usually friendly, and therefore a positive experience.</p> <p>However I would not choose to live there because it's not a tranquil street, the houses seem close together and there a few parking spaces left, I should imagine. I think if you choose to live there it is unreasonable to think you can stop the traffic going there just because you do so.</p> <p>I also think the more roads that are open, the freer the traffic will run - eg closing Hope Lane South (which isn't even as residential) hasn't helped many people except those in Stanley Street and probably Southfield Place and it has certainly caused more traffic to queue along Milton Road.</p> <p>Of course living off Brighton Place means I have the more convenient option of using Duddingston Park or Crescent to get to Milton Road East rather than Brunstane Road anyway. But it shouldn't be the only way.</p> <p>God help anyone who relies on using Brighton Place as an alternative - it seems just as easily blocked with parking, buses, heavy lorries and fairly frequent closure.</p> <p>I think it (Brunstane Road) should stay open to spread the ever increasing traffic around the area.</p> <p>Maybe more energy should go into planning what will happen when the Strand opens onto Harry Lauder Road ...</p>

Response	Comments
	<p>I object to the experimental traffic regulation on the following grounds:</p> <ul style="list-style-type: none"> -Brighton Place is the main street local children walk up and down to go to primary and high school (and three nurseries) - it is already extremely busy and this will make their walk more air polluted, noise polluted, less appealing to walk on and more stressful and more risk to their physical safety. -Both of my children cross at Brighton Place - how does this diversion of more traffic onto Brighton Place square with its' designation as a safe route to school? -The proposal will also make this very narrow main street Brighton Place less safe on a bike and so will discourage cycling. -Due to the poor job done of the drainage during resurfacing work on Brighton Place, whenever there is rain a pool of water gathers outside my door which means that I have to time when I (and my 6 and 9 year old children) am entering my flat to not get soaked by passing vehicles - a problem that will be made worse by heavier traffic. -The double yellow lines on Brighton Place and the corner of Lee Crescent are ignored by all of the cars picking up takeaway food from La Favorita & Bonoful, and people picking up from Shapes hairdressers making crossing the road at Lee Crescent dangerous - a problem that is only going to be made worse by heavier traffic. -The Coillesdenes have never featured in any council low traffic neighbourhood strategy and there were only ever issues there during the closure of Brunstane Road. -Nobody I have spoken to who lives on Bruntane Rd wants the closure and they are worried about emergency services - how slow it will be for them to all get down Brighton Place (it is slow already so will be horrendous) it is simply to narrow to just allow them priority resulting in increased response times for emergency vehicles. -There is no overall strategy for traffic management in Portobello; -The effect of displacing traffic to the Eastfield junction, onto Sir Harry Lauder Road and onto Brighton Place is unknown; -Increased travel distance and pollution for residents; -Increased rat-running along East Brighton crescent and Lee Crescent a narrow residential street with lots of children. -Restriction of access to the Brunstane allotments and bowling club for older members who have difficulty walking.
Object	<p>Please visit Brighton Place at 8.30am on a school day if you want to see why this should not happen.</p>
	<p>I am writing to object to the experimental traffic regulation on the following grounds:</p> <ul style="list-style-type: none"> -Due to the poor job done of the drainage during resurfacing work on Brighton Place, whenever there is rain a pool of water gathers outside my door which means that I have to time when I (and my 6 and 9 year old children) am entering my flat to not get soaked by passing vehicles - a problem that will be made worse by heavier traffic. -The double yellow lines on Brighton Place and the corner of Lee Crescent are ignored by all of the cars picking up takeaway food from La Favorita & Bonoful, making crossing the road at Lee Crescent dangerous - a problem that is only going to be made worse by heavier traffic. -The Coillesdenes have never featured in any council low traffic neighbourhood strategy and there were only ever issues there during the closure of Brunstane Road. -Both of my children cross Brighton Place - how does this diversion of more traffic onto Brighton Place square with its' designation as a safe route to school? -There is no overall strategy for traffic management in Portobello; -The effect of displacing traffic to the Eastfield junction, onto Sir Harry Lauder Road and onto Brighton Place is unknown; -Increased travel distance and pollution for residents; -Increased response times for emergency vehicles; -Increased pollution and safety risk to children in Brighton Place. -Increased rat-running along East Brighton crescent and Lee Crescent; -Restriction of access to the Brunstane allotments and bowling club.
Object	<p>-Restriction of access to the Brunstane allotments and bowling club.</p>
	<p>I wish to object to Brunstane TRO/21/13. The council has not included evidence here from previous surveys to demonstrate widespread support (or lack thereof?). The plans simply divert traffic a very long way around and will increase congestion at Brighton Place and by Scotts Garage, where signalling will not cope. As seen during the Brighton place closure, we need all entry/exit points to Portobello functioning and open or the traffic flow worsens significantly. This plan will result in longer journeys and more idling at lights/junctions and only benefit the residents of these streets.</p>
Object	<p>As seen during the Brighton place closure, we need all entry/exit points to Portobello functioning and open or the traffic flow worsens significantly. This plan will result in longer journeys and more idling at lights/junctions and only benefit the residents of these streets.</p>
	<p>I strongly object to the closure of Brunstane Road. I strongly object to the traffic calming measures for the Coillesdene Area.</p> <ol style="list-style-type: none"> 1. Turning Brunstane Road into a private car park 2. Turning the Coillesdenes into a private car par area when everyone there has driveways 3. Difficult for emergency services to enter these areas 4. Difficult for post services and delivery drivers 5. Build up of waiting traffic on the surrounding roads – one with a High School and access to Brunstane Primary School. 6. Build up – increase of traffic pollution caused by 3waiting traffic. 7. Pushing traffic onto other residential streets in the area. <p>Alternative solution: Please consider – a one way system with cameras (speed) and better speed bumps on Brunstane Road. Allowing traffic to flow into Portobello to help local businesses, and ease congestion.</p>
Object	<p>Please consider – a one way system with cameras (speed) and better speed bumps on Brunstane Road. Allowing traffic to flow into Portobello to help local businesses, and ease congestion.</p>

Response	Comments
	<p>I wish to state my objection to the proposed measures to close Brunstane Road.</p> <p>I have lived here for over 20 years and see little change over this time in this quiet residential area where people can walk and cycle around easily.</p> <p>Why is this deemed necessary? I am unaware of any recent serious accidents and any change means traffic would inevitably end up somewhere else.</p> <p>Is this proposal the result of heavy lobbying by the residents of Brunstane Road? They purchased their property knowing the area and the house valuations would take this into account.</p> <p>Surely there are solutions other than closure. Why not one way traffic, parking only on one side of the road, designated passing places. Many of the houses already have parking spaces at the side of their properties.</p>
Object	<p>I have already indicated my objections to this on a previous occasion and see no reason to alter my opinion that this is without doubt not the solution.</p>
	<p>I am lodging my formal objection to the above-mentioned ETRO.</p> <p>I request that all the points listed below are considered carefully if they have not been already, and regardless of any previously discussions or communication, a response is clearly communicated to the residents, with any further proposals justified in a way that is fair to all residents, and fully and transparently considers both social and environmental impact of the plans.</p> <p>I would be in favour of a solution that limits traffic access in this whole area to residents and emergent vehicles with no through access, and requires through traffic to use the main roads (joppa road and Milton road east) instead of residential streets where the impact of through-traffic is clearly detrimental and potentially dangerous.</p> <p>Points to consider:</p> <ul style="list-style-type: none"> i) No mention/allowance has been made about the longer time it will take Fire, Ambulance and Police emergency vehicles to get to residents living north of the proposed closure point beside the East Coast railway bridge on Brunstane Road. ii) It is surely unfair that residents living in Milton Drive, Milton Terrace and mid Coillesdene Avenue will have to accept allthe cars/lorries flowing through the area,albeit some one-way. Also residents in Morton Street and Coillesdene Drive (north part) would have to accept some additional displaced traffic flow. iii) No mention/allowance had been made for residents in Eastfield Gardens/Coillesdene Avenue for traffic using their streets as a method of avoiding additional traffic build-up at Eastfield Lights. iv) That speed reduction measures are planned for mid Coillesdene Avenue is an admission that through traffic still using our area will tend to speed to make up for the longer journey time/distance caused by the proposed closure. As our area has a sizeable elderly population and some young families,this is a point of concern. v) Brunstane road has been a main thoroughfare into and out from Portobello for well over 100 years and traffic problems are largely due to their residents parking cars and vans in the carriageway/on the pavement in front of older houses not built with driveways. vi) As far as we are aware, no traffic survey has been carried out to identify who is currently travelling on Brunstane Road, where they are from, going to, and for what reason! Also, what route would they take if this road was closed and the ETRO implemented? vii) Thought should be given at this time to the 1,300 houses proposed for Brunstane Farm where a point of exit will be onto Milton Road East -beside the Cemetery, and some of this new traffic will inevitably wish to travel north through our area.
Object	<p>We feel that the views given by the local and wider community in previous consultations have been disregarded, and that there should be an independent audit of this proposal.</p>
Object	<p>I am absolutely appalled at what is happening in our lovely city as there seems to be unlimited money to waste on road closures and diversions. I am a disabled motorist who would be housebound without my car and it is becoming increasingly difficult to park and drive. Brunstane Road could be made one way without calming measures in Coillesdene which would only give us higher car repair bills.</p>
	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Closure of this road will merely serve to displace traffic onto other roads in the greater Colloiesdene area, including roads. The restricted access into and out of the Colloiesdene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colloiesdene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents.</p> <p>Having examines the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road North in the past 5 year resporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>I attended the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residennts was that "The would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
	<p>I wish to object to the above mentioned TRO on the following grounds:</p> <ol style="list-style-type: none"> 1. The problems on Brunstank Road are not the result of traffic but unlawful pavement parking, restricting both pedestrian and vehicular flow. This should inform the council's initial response to the issue in hand, rather than the nuclear option of road closure and traffic displacement to residential areas. 2. It is highly irregular to purchase property in full knowledge of prevailing circumstances, only subsequently to complain and lobby for changes to those circumstances. This is an established principle in Scots case law. For example, if you purchase property under the flight path, you cannot seek to close the airport. Likewise, if you purchase property on what has been a main arterial route for over 100 years, you cannot loby to close that route because you don't like the traffic/parking circumstances 2. The current proposal only serves to transfer the problem to the Coillesdene area which is already subjected to high levels of morning and evening rush-hour, rat-run traffic. 3. The current proposal represents an increased safety risk to residents and pedestrians in Coillesdene Avenue, along which all traffic between Milton Road and Portobello will be diverted under the current propisal. The nature of Coillesdene Avenue encourages speeding traffic often 40 mph and above. (See attached photo of recent RTC.) This particular RTC happened at a stretch of Coillesdene Avenue not covered by the proposed road calming measures. It is only one of a number of collisions and near misses over the years. It is therefore clear that the current proposal would only serve to increase the risk of serious injury to residents, pedestrians and cyclists. As such, it would represent a perverse experiment to close a main arterial route to satisfy a tiny minority of complainants and compromise the safety of residents and pedestrians.
Object	

Response	Comments
	<p>I wish to make a formal objection to TRO/21/13 on the grounds listed below.</p> <p>Closure of Brunstane Road will only serve to displace traffic onto other roads in the Coillesdene/Morton Street/Eastfield areas. The restricted access into and out of the Coillesdene area that you wish to implement will require traffic to take a longer route, resulting in an increase in traffic on many routes and higher levels of vehicle emissions. The new Brunstane housing development of 1300 houses is progressing and this will increase traffic on all the surrounding areas, more so if the closure of Brunstane Road goes ahead. There is no mention of the longer time it will take emergency vehicles to get to residents living north of the proposed closure point by the railway bridge on Brunstane Road. The statement of reasons says the changes are to encourage sustainable travel such as walking/cycling and promote quiet local neighbourhoods. South Morton Street, in close proximity to Brunstane Road, fulfils the criteria for walking/cycling. Attempting to promote quiet local neighbourhoods in one area using the measures you are proposing just diverts issues to where you are pushing traffic onto and will not make them any quieter.</p> <p>There have been numerous consultations when the views of people have been sought in relation to Brunstane Road and on each occasion the majority response has been NO to a closure. A one way option (South to North) has been put forward at each consultation yet this has always been discounted with no reasons given as to why this option and others e.g. yellow lines on one side of Brunstane Road, speed reduction measures, etc., are not being considered.</p> <p>The main aim of the Council appears to want to give residents in Brunstane Road a private parking place for their cars, vans, motor homes - yet this doesn't seem to be a consideration the Council adopt in other areas. Brunstane Road residents in favour of the closure are more interested in ensuring their vehicles can be parked safely, not the safety of others – you only have to venture along the street to see how many of their vehicles are parked on footpaths with complete disregard for pavement users.</p> <p>It is known, and is stated often on social media posts, that the Vice Convenor of the Council's Transportation Committee resides very close to Brunstane Road. This person should not be allowed to take part in any of the discussions/decisions relating to Brunstane Road as this is a blatant conflict of interest. The Council have recently received a 'red' rating for their handling of the 'spaces for people' scheme and ignoring warnings and issues raised. The situation with Brunstane Road is receiving the same treatment from the Council – a large majority do not wish the closure to be progressed and their views/suggestions are being ignored. Pro-closure residents are already announcing that the closure is 'in the bag' and the audit report in relation to the Kings Road junction mentions that Brunstane Road is to be closed. This current consultation is a farce if decisions have already been made regardless of the majority who do not wish Brunstane Road to be closed. The majority who do not want a closure have tried on numerous occasions to put forward alternatives which are discounted, as it appears the only action the Council wants to progress is 'closure'.</p> <p>The traffic situation on Brunstane Road is not unique. There are many other streets within and outwith the area that are narrower, with vehicles parked on both sides, and you don't hear of residents wanting to have their area closed off. Closing Brunstane Road will set a precedent as anyone who doesn't want traffic using their road can ask for the road to be closed. However, unless they have someone with Council connections either living on or nearby, it is unlikely that the support would be forthcoming.</p>
Object	<p>I hope that the issues raised in this formal objection will be considered. There are many other urgent roads and transportation matters that the Council should be attending to instead of providing private parking for one street, the closure of which will have a major impact on more people than just the residents.</p>
	<p>I wish to make a formal objection to TRO/21/13 on the grounds listed below.</p> <p>Closure of Brunstane Road will only serve to displace traffic onto other roads in the Coillesdene/Morton Street/Eastfield areas. The restricted access into and out of the Coillesdene area that you wish to implement will require traffic to take a longer route, resulting in an increase in traffic on many routes and higher levels of vehicle emissions. The new Brunstane housing development of 1300 houses is progressing and this will increase traffic on all the surrounding areas, more so if the closure of Brunstane Road goes ahead. There is no mention of the longer time it will take emergency vehicles to get to residents living north of the proposed closure point by the railway bridge on Brunstane Road. The statement of reasons says the changes are to encourage sustainable travel such as walking/cycling and promote quiet local neighbourhoods. South Morton Street, in close proximity to Brunstane Road, fulfils the criteria for walking/cycling. Attempting to promote quiet local neighbourhoods in one area using the measures you are proposing just diverts issues to where you are pushing traffic onto and will not make them any quieter.</p> <p>There have been numerous consultations when the views of people have been sought in relation to Brunstane Road and on each occasion the majority response has been NO to a closure. A one way option (South to North) has been put forward at each consultation yet this has always been discounted with no reasons given as to why this option and others e.g. yellow lines on one side of Brunstane Road, speed reduction measures, etc., are not being considered.</p> <p>The main aim of the Council appears to want to give residents in Brunstane Road a private parking place for their cars, vans, motor homes - yet this doesn't seem to be a consideration the Council adopt in other areas. Brunstane Road residents in favour of the closure are more interested in ensuring their vehicles can be parked safely, not the safety of others – you only have to venture along the street to see how many of their vehicles are parked on footpaths with complete disregard for pavement users.</p> <p>It is known, and is stated often on social media posts, that the Vice Convenor of the Council's Transportation Committee resides very close to Brunstane Road. This person should not be allowed to take part in any of the discussions/decisions relating to Brunstane Road as this is a blatant conflict of interest. The Council have recently received a 'red' rating for their handling of the 'spaces for people' scheme and ignoring warnings and issues raised. The situation with Brunstane Road is receiving the same treatment from the Council – a large majority do not wish the closure to be progressed and their views/suggestions are being ignored. Pro-closure residents are already announcing that the closure is 'in the bag' and the audit report in relation to the Kings Road junction mentions that Brunstane Road is to be closed. This current consultation is a farce if decisions have already been made regardless of the majority who do not wish Brunstane Road to be closed. The majority who do not want a closure have tried on numerous occasions to put forward alternatives which are discounted, as it appears the only action the Council wants to progress is 'closure'.</p> <p>The traffic situation on Brunstane Road is not unique. There are many other streets within and outwith the area that are narrower, with vehicles parked on both sides, and you don't hear of residents wanting to have their area closed off. Closing Brunstane Road will set a precedent as anyone who doesn't want traffic using their road can ask for the road to be closed. However, unless they have someone with Council connections either living on or nearby, it is unlikely that the support would be forthcoming.</p>
Object	<p>I hope that the issues raised in this formal objection will be considered. There are many other urgent roads and transportation matters that the Council should be attending to instead of providing private parking for one street, the closure of which will have a major impact on more people than just the residents.</p>
	<p>I strongly object to TRO/21/13 for an ETRO to close Brunstane Road to through traffic for the reasons listed below:</p> <p>Traffic that would normally travel along Brunstane Road will be displaced along Milton Road East, Joppa Road and Portobello High Street instead, exacerbating to the existing congestion on these roads and adding to air pollution. Traffic from Brunstane Road will also be displaced onto Duddingston Park, Southfield Place and Brighton Place, the only other north/south route in and out of Portobello. This route already suffers high volumes of traffic, queues and congestion, which will be exacerbated by the additional traffic diverted onto this route due to this closure.</p> <p>Many parents, carers and children use Brighton Place and Southfield Place to get to the various schools and nurseries in the vicinity. It is a designated "safe route to school". Adding extra traffic to it will mean it is less safe and will increase the risk of road accidents.</p> <p>This proposal is for the benefit of a few people living in Brunstane Road. There are other solutions to the problems they experience, for example, traffic lights at the bridge, a one-way system or passing places and they should be trialled before a full road closure is considered. Completely closing this road will inconvenience a large number of people who will have to drive for longer distances to get around it, resulting in more congestion and harmful emissions overall, and will have to put up with extra traffic in their neighbourhoods. The results of the council's own survey indicated that 72% of Portobello residents oppose this closure. Please do what is right for the majority.</p>
Object	<p>I strongly object to TRO/21/13 for an ETRO to close Brunstane Road to through traffic for the reasons listed below:</p> <p>Traffic that would normally travel along Brunstane Road will be displaced along Milton Road East, Joppa Road and Portobello High Street instead, exacerbating to the existing congestion on these roads and adding to air pollution. Traffic from Brunstane Road will also be displaced onto Duddingston Park, Southfield Place and Brighton Place, the only other north/south route in and out of Portobello. This route already suffers high volumes of traffic, queues and congestion, which will be exacerbated by the additional traffic diverted onto this route due to this closure.</p> <p>Many parents, carers and children use Brighton Place and Southfield Place to get to the various schools and nurseries in the vicinity. It is a designated "safe route to school". Adding extra traffic to it will mean it is less safe and will increase the risk of road accidents.</p> <p>This proposal is for the benefit of a few people living in Brunstane Road. There are other solutions to the problems they experience, for example, traffic lights at the bridge, a one-way system or passing places and they should be trialled before a full road closure is considered. Completely closing this road will inconvenience a large number of people who will have to drive for longer distances to get around it, resulting in more congestion and harmful emissions overall, and will have to put up with extra traffic in their neighbourhoods. The results of the council's own survey indicated that 72% of Portobello residents oppose this closure. Please do what is right for the majority.</p>
	<p>I object to the proposed measures around the Coillesdene triangle.</p> <p>I agree that something needs to be done on Brunstane Road, however I don't agree with full closure and simply moving the problem elsewhere.</p> <p>The no entries, one-ways and traffic calming measures in the Coillesdenes make no sense. These measures force the traffic round an even longer route through the Coillesdenes than without these measures! This means higher pollution, and faster driving as 'rat-run' drivers strive to make up time.</p> <p>The mere fact that a "traffic calming bollard" is planned for C Av means the council is expecting higher volumes of speeding traffic.</p> <p>Moving the problem from Brunstane Road to numerous roads in the Coillesdenes is not a solution.</p>
Object	<p>If Edinburgh Council is serious about quiet low traffic neighbourhoods, traffic must be prevented from cutting through the Coillesdenes altogether.</p>

Response	Comments
	<p>I have just studied the proposed amendments to be made around the Coillesdene triangle as shown in RT/21/13 There are 2 major points I wish to point out. The first is that at no time over the last 20 years has it even been attempted to use Brunstane Road as a one way road. I have heard it talked about and council people seem to think it has been experimented with but there has still been no one way system tried out. One way heading north would be the more advisable solution as it would rule out the awkward turn out of Brunstane Road onto Milton Road but even this would be better than closing the road altogether. This road has been fully closed on numerous occasions due to bridge works, cable works and the long term closure linked with Brighton Place being closed for a year. So the council has had plenty of opportunity to gauge what will happen with a full closure - but no evidence at all on a one way system.</p> <p>The second point is the closure of all the entrances to the whole of the Coillesdene area off Milton Road. I find this utterly baffling and so environmentally hostile. It means that even the residents of Coillesdene Avenue, Terrace, Drive and Milton Drive, Terrace all of whom live off Milton Road will have to drive past their own road ends and continue on to Eastfield where there are traffic lights and a horrible turn then back along Portobello Road. Even then they will have to climb any of the three horribly steep roads in order to get anywhere near their own street. How much more fuel and emissions does that burn? Come winter and bad weather, all of the mentioned streets and turns will be treacherous.</p> <p>I know the residents of Coillesdene objected to the Brunstane Road closure but I think they will actually be more frustrated by this ludicrous plan.</p> <p>As an example, please tell me how a resident at 48 Coillesdene Crescent would get to Asda and the Fort which are their 'local' shopping centres? Consider how they would go at the moment, then compare that to how they will need to go once the restrictions are made. And bear in mind they would have to make the same journey back again. 😞</p> <p>I would be furious enough if I lived in Coillesdene but I don't. I live at the west end Argyle Crescent so my journey to ASDA or simply getting to Milton Road/Harry Lauder junction is almost three times as long if I have to divert via Eastfield. I'd be obliged if somebody can keep a tally on how many accidents there are going to be at the Eastfield junction once the diversions are put in place.</p>
Object	I cannot see any wisdom at all in totally closing off the whole triangle as it will only lead to more problems instead of fewer.
Object	I wish to object to the above proposed traffic order. It involves major rerouting of traffic which will increase the volume of traffic in Coillesdene Avenue, solely to enable the closure of Brunstane Road.
Object	The adverse effects substantially outweigh the benefits
Object	I object - closing the road is not solving the traffic congestion issue in the south section, over parking is the issue. If that were resolved the traffic would flow. This closure will also just push the problem of the traffic using this road into other areas.
Object	<p>I would like to register my opposition to the closure of Brunstane Road- I think it should either be one way (top to bottom) or have double yellow lines painted at intervals along it to allow for passing places. I believe that closing it, and imposing restrictions in the Colliesdenes would simply move and increase problems elsewhere, making roads that are currently relatively safe for pedestrians and cyclists unsafe. In particular the main road along the seafront (Seaview) and Milton Road East. The right turn onto Milton Road in particular would be extremely dangerous and pose significant risks to pedestrians and especially cyclists. In addition, people would attempt to find rat runs within the areas of the Colliesdenes that are not shut off, causing inconvenience and risk to these residential areas. Closing Brunstane Road will not reduce overall traffic but just squash it elsewhere.</p> <p>In addition, I think closing the road will have a negative impact on the shops and high street in Portobello. People from Brunstane and east of Milton Road will simply choose to go elsewhere for their shopping, to out of town retail and Musselburgh. This is detrimental to the high street.</p>
Object	<p>I strongly oppose the proposal and wish to make my views known to you.</p> <p>I was very surprised to read CEC data about the volume of road usage on Brunstane Road being twice that on Brighton Place. Having walked extensively on both roads since the first lockdown (March 2020) I am very surprised at your data, as it certainly isn't my experience at different times of day on both roads – Brighton Place appears to have much more traffic and many more Heavy Goods Vehicles and buses</p> <p>Currently the amount of traffic and congestion on Brighton Place is already unacceptable partly due to the appalling, inconsiderate parking which has been allowed to continue on Southfield Place. Once onto Brighton Place, again inconsiderate, illegal parking often caused by delivery drivers and deliveries to the food outlets close to the traffic lights, cause traffic congestion and prevent efficient use of the traffic lights.</p> <p>The traffic lights already need to be reprogrammed to improve the flow of traffic from Brighton Place. Some drivers try to jump the queues at the traffic lights by "rat-running" at speed along East Brighton Crescent and Lee Crescent to force themselves out at the junction by the shops – so get the next change of lights. As we dramatically experienced during the road works on Brighton Place, this situation is going to become more exacerbated if additional traffic is pushed onto Brighton Place by the proposals of TRO/21/13.</p> <p>During the extensive closures around Brighton Place when it was being reconstructed we experienced considerable traffic problems in East Brighton Crescent and Lee Crescent when vehicles couldn't pass other vehicles on the streets and "stand offs" occurred. Sadly there were frequent aggressive exchanges and some drivers were frightened into poor driving attempting to reverse around crescents which are parked on both sides. This is one of the key differences between Brunstane Road (and associated streets) and Brighton Place/East Brighton Crescent/Lee Crescent – in Brunstane Road you can see if traffic is coming and reversing is straight. Brunstane Road doesn't have adjoining streets which can be used as rat-runs but are totally unsuitable for increased traffic.</p> <p>As I previously mentioned, since lockdown I have walked extensively around Portobello, usually pushing a pram. My observation about the restriction on roads near Brunstane Road is that most of the houses on these roads have drives to park in – Lee Crescent only has one driveway in the whole street. The parking is very sparse on the roads where restrictions are proposed. The parking in Lee Crescent, East Brighton Crescent, Brighton Place and Sandford Gardens is over-subscribed as we are very close to the main businesses and shops in Portobello plus an ever increasing number of food outlets which attract people from outwith the locality. There's a bowling club on Lee Crescent with only on-street parking and many of the participants have mobility issues so require their cars to bring them for their recreation. St John's Church and the activities which use it's property create considerable traffic at certain times.</p> <p>I thought the CEC were attempting to support local businesses and people to be more active – so making it more difficult to drive and park near the "CBD" surely is counter-productive?</p> <p>Many cars were damaged and rarely did anyone leave contact details when traffic was pushed onto Lee Crescent/EBC during the road works.</p> <p>I'm extremely concerned about the safety of people walking, cycling and scooting to school/work/for leisure if the traffic is increased by 200%, as your data collection indicated Brunstane Road had twice as much traffic as Brighton Place.</p> <p>The pavement on the crossing from Southfield Place to Duddingston Road/Baileyfield Road is totally unsuitable for prams or wheelchairs – it's tiny and I have to cut further along where there is no dropped kerb. How are wheelchair users supposed to negotiate it?</p>
Object	The pavement on the East side of Southfield Place does not allow a pram and pedestrians to pass without stepping onto the road, unless they are in very close proximity – uncomfortably close in the current pandemic.

Response	Comments
	<p>I wish to object to the closure of Brunstane Road to through traffic. These are my reasons.</p> <ul style="list-style-type: none"> - It is an undeniable fact that the traffic that would have used Brunstane Road would be displaced onto Brighton Place, the only other north/south axis in and out of Portobello; - increased volumes of traffic, leading to worse queues and congestion; - there is the increased possibility of rat-running around East Brighton and Lee Crescents making it most unsafe for the little children that live there.; - The residents of Brunstane Road might feel a slight alleviation but increased traffic along Brighton Place, a residential Street also, would mean a less safe environment for children and their parents walking, scooting and cycling to and from school on what is supposed to be a safe route to school; - worsened air pollution, which is harmful to human health. This is now a certifiable contributor to deaths. <p>At the moment Brighton Place and Southfield are very prone to jams and traffic hold ups which tail back to Portobello High Street. This causes delays and accidents.</p> <p>I am convinced that the burden of traffic should be shared between Brighton Place and Brunstane Road.</p> <p>Best Regards, Judith Read</p>
Object	<p>It would put an unacceptable volume of traffic onto Brighton Place and Southfield. These roads are full to capacity and there are often jams. There is a lot of schoolchildren making their way along B Pla</p>
	<p>I am writing to you to formally object to the proposed closure of Brunstane Road (Traffic Regulation Order TRO/21/13) .</p> <p>I have lived at the Brunstane Road end of Argyle Crescent for nearly thirty years and have direct experience both of traffic flow in my area and of previous closures of nearby roads, including Brunstane Road on several occasions. While I sympathise with the residents of Brunstane Road, I believe that measures designed to improve their lives will have severe adverse effects on a greater number of people who live close by, as well as in Joppa and Portobello more widely. The closure of Brunstane Road will inevitably push more traffic through the main road in Portobello and through the crossroads with Brighton Place, resulting in more traffic jams and delays especially at peak times. Before Portobello High School moved site, Argyle Crescent was a peak-time rat run for drivers trying to avoid the build-up of traffic on the main road and I fully expect this to happen again, both in Argyle Crescent and other streets running parallel to the main road. Argyle Crescent is straight and wide and I worry about the driving speeds that I frequently witness from drivers in a hurry: I really don't want to see more of these dangerous drivers in my street.</p> <p>Your stated aims are to promote quiet local neighbourhoods, to improve exercise local to home and to encourage sustainable travel. As explained above, adding traffic to all the other streets around Brunstane Road would make them less safe for cycling, walking and exercise, thereby defeating the first and third of these aims. I also cannot see how the aim of encouraging sustainable travel would be achieved by the proposed closure.</p>
Object	<p>I sincerely hope that you will reconsider this proposal.</p>
	<p>I wish to make a formal objection to the proposed closure of Brunstane Road (Traffic Regulation Order TRO/21/13) .</p> <p>Brunstane Road has been closed before. From that experience those of us living near Brunstane Road know that the proposed closure will merely serve to displace traffic onto other roads, either in the Collesdene area or along Portobello High Street and Brighton Place. There is no evidence that the proposed closure would contribute in any obvious way to the stated aims of promoting "quiet local neighbourhoods", "encouraging sustainable travel" or "improving exercise local to home". These are laudable aims. But it has already been shown that, when Brunstane Road is closed, the areas immediately surrounding Brunstane Road become busier, and less safe for cycling and walking and exercise. Also, for many local residents essential car journeys will become longer.</p> <p>There have been several consultations on this issue over the past few years. Proposals have included making Brunstane Road one-way so as to displace far less traffic, and/or only allowing parking on one side of the road and not on the pavements so the road is safe for pedestrians again. Solutions like these would probably contribute more to the Council's stated aims, but were consistently rejected without much explanation. (In fact, one could argue that a solution that would really contribute to the Council's aims would be to make Brunstane Road car free, rather than turning it into a local parking lot, since the latter solution merely encourages residents and visitors to keep using their cars.)</p> <p>The way the Council has been pressing ahead with this proposal despite plenty of reasonable counter proposals creates a very strange impression: why is the Council so obsessed with traffic in a small street in a far corner of Edinburgh that has had no injury traffic accidents for several years, when there are so many serious traffic issues elsewhere in Edinburgh. I don't know if it is true that a prominent member of the Transport and Environment Committee lives on Brunstane Road and is desirous of better parking conditions outside her front door. But you can see why people start rumours like that: confidence in politicians is already low, and people further lose confidence in the integrity of the Council when their opinions are ignored for years, and ill-thought or badly explained proposals are then pushed on to them, which undermines the Council's standing when in future more important decisions need to be taken.</p>
Object	<p>already low, and people further lose confidence in the integrity of the Council when their opinions are ignored for years, and ill-thought or badly explained proposals are then pushed on to them, which undermines the Council's standing when in future more important decisions need to be taken.</p>
	<p>I understand that the results of the survey conducted (again during an awkward time of day and without any flexibility for residents to object if unable to come to the 'meeting'.) showed that 84% objected to the plan. On top of this, and possibly most importantly, THE EMERGENCY SERVICES OBJECTED. Surely this tells you something - by pandering to this minority of residents, you are directly putting people's lives in danger. Again, the legalities of this are under investigation as despite these overwhelming statistics, you are going ahead. I wonder how this could be considered a democratic process or competent decision?</p> <p>I'm interested in your statistics and facts which show the benefits to the lives of the majority of residents. It does appear that only those 'above the bridge' - the minority - could benefit, effectively creating a private road, whilst not impacting their access in any negative way. Travelling down Brunstane Rd generally is a journey into Portobello which is more likely to be for a walkable journey.</p> <p>Going up Brunstane Rd is generally used to access the Asda supermarket for a weekly shop, Fort Kinnaird or the Bypass, a of which require a car. Public transport is not adequate to make these journeys.</p> <p>The reality is that closing Brunstane Rd will simply move traffic onto other roads in the Collesdenes, and already busy main roads. The restricted access into and out of the Collesdene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions.</p> <p>For me, a resident in Brunstane Rd, who wanted to drive to Asda (a common journey, with no public transport alternative), I will be forced to travel over 1Km on a round trip. I'm struggling to see how this reduces emissions or indeed 'encourages sustainable travel'.</p> <p>A number of alternative suggestions were made at the consultation meeting including placing double yellow lines down one side, or at strategic points to effectively create parking spaces. However, the upper bridge residents objected to this on the grounds that "They would have nowhere to park". Yet these are the same people who want less cars on the road. Many of them own two cars. And again, more importantly, their wish for less cars should NEVER TAKE PRECEDENCE OVER EMERGENCY VEHICLE ACCESS.</p> <p>It is widely known within the area, that the vice convener of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>I'm interested to know where the traffic is supposed to go when the inevitable repair work to Brighton Place happens? This seems to happen periodically, closing the road. With no access via Brunstane Rd and no access from Brighton Place, there will effectively be one road in and out of Portobello. This is utter madness and will lead to horrific traffic jams, where vehicles are stationary for significant periods, increasing emissions throughout Portobello.</p> <p>But, I suppose if it doesn't affect the residents above the Brunstane Rd bridge, then nobody will be put out.</p> <p>The Audit Report for Kings Road junction mentions that Brunstane Road is to be closed. This proves that the consultation process was a farce, as the decision was a fait accompli, regardless of the opinions of the local community - the very people who use this road as a vital part of their lives.</p>
Object	<p>The Audit Report for Kings Road junction mentions that Brunstane Road is to be closed. This proves that the consultation process was a farce, as the decision was a fait accompli, regardless of the opinions of the local community - the very people who use this road as a vital part of their lives.</p>

Response	Comments
Object	<p>I would like to strongly object to the proposed order (referenced above) regarding the closure of Brunstane Road.</p> <p>The rationale that the proposed plan will reduce traffic and promote healthier methods of transport is fundamentally flawed. Traffic will only be diverted onto other roads resulting in longer journeys and more congestion.</p> <p>Whilst I'm sympathetic to the minority of local residents who vocally support this scheme, I would respectfully suggest that this closure will be to the detriment of the majority of local residents who are unable to use other modes of transportation for essential journeys (not to mention the emergency services).</p> <p>As a local resident I would also like to understand what alternatives have been seriously considered - i.e. restrictions on heavy good vehicles, double yellow lines for passing places etc.</p> <p>Having participated in every survey and consultation on this topic, I've found that the council's procedures appear to be (at best) extremely undemocratic. The whole process has felt like a fait accompli and has consistently ignored the majority views in favour of a small number of vocal residents who would like to see the south end of Brunstane Road designated as a cul-de-sac.</p>
Object	<p>I am surprised at having to make another objection to these unwanted and ill conceived plans as several previous consultations showed 80% opposition from residents in the Coillesdene area. Predictably arrogant and anti-democratic councillors chose to ignore this and carry on regardless. It leaves one to question the point and the money spent on these supposed consultations. What level of opposition is required before councillors pay attention, 100%?. Despite knowing it will make little difference I will restate my objections.</p> <p>There is no problem with excess through traffic in the Coillesdene area except when the council chose to close Brighton Place and Brunstane Road at the same time. To close Brunstane Road again will inevitably lead to more traffic in the Coillesdene area however many roads you shut on Milton Road East to try and stop it.</p> <p>To access Milton Road East from our street Coillesdene Terrace under the proposals would require a long convoluted detour creating pollution and excess traffic on previously quiet streets. When the roads in question were closed recently for City Fibre works this proved to be the case, as well as residents parked cars only allowing one car past at a time.</p> <p>There are many elderly residents, these plans will delay ambulances, cause problems for deliveries and refuse collection, concerns reflected in previous consultations.</p> <p>It is unfair on residents in previously quiet streets (Milton Drive & Milton Terrace) to make their roads major access points for the whole area massively increasing traffic, noise and pollution.</p> <p>Temporary barriers for months will give the area a tacky and tawdry appearance looking closed.</p>
Object	In conclusion the council and its officials should respect the clearly expressed opposition of residents, including the residents association, in the Coillesdene area who have repeatedly stated they do not want this shambolic nonsense imposed on them.
Object	Please note my objection to the proposed closure of Brunstane Road TRO/21/13. As a nearby resident I am concerned that closure of this thoroughfare will lead to an increase in traffic on already congested surrounding streets, in particular Southfield Place and Brighton Place.
Object	<p>I have opposed the closure of Brunstane Road, since it was first mentioned. I am of the opinion that the closure would only benefit the few the car owning residents of Brunstane Road who do not have their own parking (many will have been aware of the situation when they moved to Brunstane Road), while adversely affecting emergency vehicles, and the residents and businesses of nearby streets.</p> <p>I do not think the traffic measures in the Coillesdene area offer any advantages. The ETRO is the latest proposal which will increase journey times, in an area that has already a 20mph limit and therefore increase unwanted emissions from vehicles.</p> <p>I did not comment on the Braid Road and surrounding streets traffic management measures which have caused chaos in that area. Vehicles are constantly arriving at 'unexpected' road closures and many do a 3+ point turn to try and find another way to their destination. I have also seen vehicles mount the pavement and "squeeze through" the blockage - hardly in the interests of road safety.</p> <p>The Joppa Residents' Association carried out a survey of the residents regarding this TRO and 92.4% of the replies (ie interested people) were against it - yet the Council have progressed it to the ETRO stage.</p>
Object	Consultation is a great idea but only if the respondents' views are actually listened to.
Object	<p>I am living on Brunataine Road and have done so for 26 years.</p> <p>There has been a significant increase in traffic using this road as a "Rat Run", "way thru" to Portobello and Milton Road East and the A1.</p> <p>More so, the last couple of years, due, in my opinion to the extra housing at the west side of Portobello "The Strand" with more houses/flats still being built. Also the increase in home deliveries due to the pandemic.</p> <p>I feel the Road should be made local access only, with cameras and fines for those abusing it.</p>
Object	Similar to the the left turn from Asda thru the Jewel.
Object	With reference to the closure of Brunstane Road, I object on the grounds that there has been insufficient consultation and understanding of effect of this closure.
Object	<p>I would like to submit an objection to the low traffic neighbourhood planned at Brunson/Coillesdene.</p> <p>I agree that cars need to be taken off the road, but this scheme does not do that. The current reliability of public transport is such that people will not stop using cars, and all this scheme does is move traffic (cars) about rather than reducing it. It will also result in more vehicles along my road and Brighton Place as the only alternative route to Portobello. My road is already busy enough being still a 30mph road with no traffic calming, compared to all the surrounding streets which have calming and segregated cycle lanes.</p>
Object	There are already low traffic measures in this area. The Council's own initial consultation indicated that residents by and large do not want these measures in place. I believe the emergency services have also objected.

Response	Comments
	<p>Firstly it is widely known that the vice convenor of the Council's Transportation Committee lives just off Brunstane Rd & is driving this closure forward. Surely this is a conflict of interests & abuse of public office. It does not show CEC in a very good light if action is taken merely with their officials personal interests at heart.</p> <p>I fear that due to the above point the views of the many people using this road will nonetheless be disregarded for the wants of the 'few', which renders this process a farce.</p> <p>Will it be possible for anyone who doesn't want traffic passing their house to simply request that the road be shut? Or does there need to be a councillor living in the street?</p> <p>Secondly, the closure of this road will simply displace traffic onto other roads in the greater Colliedene area, including roads. The restricted access into and out of the Colliedene area, will require traffic to take a much longer, convoluted route, which will result in an increase in traffic on other routes and higher levels of vehicle emissions.</p> <p>The road was closed previously & it was evident to anyone travelling around the area of the additional traffic/journey that was involved to get out of Portobello. I believe this was reflected in the outcome of previous surveys/reviews. The previous closure of Brighton Place for well over a year due to relaying cobbles & its closure again recently, coupled with the closure of the road through the old Standard Life site to build houses meant you could literally only get out via the Seafield Rd end or out via Milton Rd at the other far side. I do suspect that we will have seen the last of Brighton place being closed & so the proposed action in Brunstane Rd & the Colliedenes will add to the daily commute.</p> <p>The reasoning given is "To encourage sustainable travel" such as walking and cycling. That's not a very restorative approach. Restorative CEC would say you should do "WITH" people & not do "TO". Simply closing a road with the tag line that people should cycle more doesn't actually make people cycle more. For many people their daily commute mean dropping children at school/nursery in one place & driving to a completely different place for work.</p> <p>These journeys can't easily be done by walking or cycling, within certain timeframes. I live at Bonnybridge Drive, my eldest attends Towerbank PS & I work in Wester Hailes. That'd be a long walk/cycle/bus ride, which would be required at super speed to fit with school/work starting times.</p> <p>At the initial consultation meeting several months ago, the whole ethos around the proposal was because some of the residents on Brunstane Road were upset about traffic passing their homes, and were concerned about the safety of their children. I drive up this street & observe regularly that the people there park their cars on the footpath on both sides of the road. This doesn't seem like the actions of people solely concerned with children's safety or buggies or wheelchairs that need to pass by.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residents was that "They would have nowhere to park". Many people have more than one car so whilst talking about encouraging cycling/walking more I'm unsure if it's the job of the CEC to provide parking for these residents.</p>
Object	<p>Are the people of Brunstane Rd & surrounding streets, who want it closed, all selling off their cars so as not to be driving in anyone else's street & making it dangerous for kids there or to save the planet?</p>
	<p>I wish to object to the proposal to close Brunstane Road and add traffic calming measures to the Coillesdene Area/Joppa triangle. I gave my comments to the previous consultation and see that my concerns have not been taken seriously as there have been no changes to the proposal and so there are no changes to my objection. As a resident at the furthest end of Coillesdene Avenue, and the most negatively affected by this proposal, I wish for those on the Transport Committee to be aware of my views on this.</p> <p>Taken from the City of Edinburgh Council website...The 'EFFECT' of this proposal is 'Lowering traffic in the neighbourhood'. Please understand that the effects of this order will significantly increase the traffic in my neighbourhood.</p> <p>Taken from the City of Edinburgh Councils 'Statement of Reasons' for this order...'the proposed measures is intended to promote quiet local neighbourhoods, encourage sustainable travel (walking and cycling), improve exercise local to home, and to deter motor vehicle through traffic in the Coillesdene and Brunstane Road area.' I can assure you that this proposed order has exactly the opposite effect in my area at the end of the Coillesdene triangle where the displaced traffic will now flow.</p> <p>Concerns</p> <p>I am a cyclist and use my bike to travel to and from Portobello several times a day. I cycle my children to school along these residential streets. I have serious concerns that these proposals will increase the volume of traffic on Milton Terrace, Coillesdene Avenue, Seaview Drive and Seaview Crescent and Coillesdene Drive where there are limited or no traffic calming measures. It will increase the speed of traffic as the proposal says that this can be a negative impact of introducing one-way systems and a reason why it was not an option for Brunstane Road.</p> <p>I appreciate and understand the long-standing traffic problems on Brunstane Road, I have lived in the area for 15 years. I sympathise with the residents on this road but this should not result in the road being fully closed to all traffic except local access. It should be noted in the reason for the issues on this road is also the increase in resident on-street parking. I can imagine it was very pleasant for the residents of this particular road when it was closed to through traffic. They would have had their own car park. It would have also "increased the quality of life...for this section". Now the road has re-opened they want the road permanently closed. What about everyone else in the area? Why is the "preferred option" to permanently close Brunstane Road? Other alternatives must be more beneficial to EVERYONE not just those residents of Brunstane Road.</p> <p>The previous closure increased the complaints from the Coillesdene area when the traffic increased due to displacement of the traffic to/from Joppa/Portobello. As such the proposal now includes closure of Coillesdene Crescent and Gardens. This proposal will now displace ALL the traffic to/from Portobello/Joppa and residents from the top of the Coillesdene area to the bottom end of the Joppa Triangle as clear on the proposed diagram.</p> <ul style="list-style-type: none"> - "The proposal reduces the volume and speed of traffic" in the Brunstane area and the top of Coillesdene Area. However, it displaces it and increases the volume and the speed at the bottom end of the triangle, in my neighbourhood. - The scheme "discourages through-traffic and creates quieter streets for EVERYONE". Again this is only true for Brunstane Road and the top of Coillesdene Area. EVERYONE does not include the bottom end of the triangle, my neighbourhood, where the only open streets will be used by ALL looking for the quickest, shortest route through.
Object	<p>- "The aim of this proposal is to create a quiet neighbourhood". This works for the residents of Brunstane Road and the top end of the Coillesdene area. However, this proposal will take my neighbourhood from being a quiet neighbourhood to being a busy neighbourhood with unnecessary displaced traffic using the</p>
	<p>I wish to object to the traffic order that is proposed for Brunstane Road and Coillesdene area, TRO/21/13, please see below.</p> <p>CEC have failed to consider the impact of the TRO along the top portion of the Coillesdene Triangle.</p> <p>The traffic calming measures stop at Milton Terrace. How does that impact traffic at Eastfield Gardens and the most Easterly portion of the Avenue?</p> <p>These roads within the Triangle are they not?</p> <p>There are already regular complaints about speeding on this section of the road.</p> <p>What possible reason is there for not looking at the impact of the TRO on this part of the Avenue? Is it possibly because CEC doesn't want to know?</p> <p>Please please please use whatever powers are able to force through the Brunstane Road closure in the face of massive public opinion to the contrary, to provide the residents of Coillesdene Avenue, East of Milton Terrace with traffic calming measures and a safe street. Please consider us as part of the wider Coillesdene Triangle. It is a triangle, not a Trapezoid</p> <p>There are so many other points I could write about which have been stated by many of the other residents, but all I really want is for the Traffic Calming Measures to be extended down the length of Coillesdene Avenue to the East, to prevent creating a new rat run/cut through slow traffic, (which is already too fast), and keep our street safe.</p>
Object	<p>YOU CAN DO IT! I BELIEVE IN YOU!</p>
Object	<p>I wish to object to the proposed closure of Brunstane Road at the bridge over the main line railway.</p> <p>The evidence that this is part of a well-considered and efficient plan for management of traffic in this area (Portobello) is inadequate.</p>

Response	Comments
Object	<p>We wish to object, to the above order. Whilst we sympathise with the traffic problem being experienced by residents of Brunstane Road, we do not believe the proposed ETRO is the way to solve the problem.</p> <p>Traffic, like water, will always find a way to run. The traffic will still be there and will run through the other residential streets in the Joppa triangle. This ETRO is not decreasing the traffic it is simply moving it to the other streets. This causes resentment by other residents such as us who will be adversely affected.</p> <p>The only way to solve the problem is to prevent traffic altogether from accessing a through route, however devious, in the whole of the Joppa triangle. One possibility is to prevent access to or from the triangle on to the Milton Road. This would force traffic all through to go along the major roads.</p> <p>We are not traffic experts, but we do strongly believe that the present proposal is not the answer to the problem and should be reconsidered.</p>
Object	<p>I object to the proposed closure of Brunstane Road.</p> <p>I am a resident of East Brighton Crescent and this will cause additional problems on Brighton Place including increased congestion, pollution and a less safe walking environment. It will also increase the likelihood of East Brighton Crescent/Lee Crescent being used as a rat run.</p> <p>We already have problems with non-residents parking in East Brighton Crescent and the use of East Brighton Crescent/Lee Crescent as a rat run and this proposal would make matters worse.</p> <p>I do hope, for the sake of all local businesses (who are already under pressure) and residents, this proposal does not go ahead.</p>
Object	<p>I would like to express my strong opposition to this proposal for the following reasons</p> <p>The overflow of traffic into the Coillesdenes will be significant. This area has never been a through route and any complaints about traffic management was a result of the temporary closure in Brunstane Road.</p> <p>The serious effect it will have on Brighton Place which is the only other North/South route through Portobello. This road is already congested and is a bus route and the main route for access to the RIE.</p> <p>There has been no exploration of alternatives such as reduced parking on south end of Brunstane Road to ensure traffic standoffs did not happen. To make it one way with serious speed bumps is the obvious alternative. But also there is access to a lane behind the east side which could be explored for residents parking.</p> <p>Signage to discourage any but the most local traffic would help especially white vans.</p> <p>Finally there are many new houses being built in Portobello and Milton Road area this will have a significant effect on the volume of traffic and with the complete closure of Brunstane Road then the effects at the junction of Milton Road and Musselburgh to Portobello Road should be assessed as well as the effects on Brighton Place a significant conservation area.</p> <p>There is a very strong feeling in Portobello against this proposal with many feeling that the council is refusing to listen to local residents. Or are listening to a very few to the detriment of the majority.</p> <p>I hope you will explore the alternatives before finalising this decision</p>
Object	<p>I have lived in Portobello for over 40 years and Brunstane Road has always been open as a link from Abercorn Terrace to Milton Road. Undoubtedly there are traffic problems at times but perhaps this could have been solved by preventing entrance to 'white vans' etc other than for delivery to residents allowing a thoroughfare for only for private and public service vehicles.</p> <p>A trial one-way system should also have been tried before considering closure/</p> <p>It feels to me that closure of the road would lead to one small section of the community (Brunstane Road residents who knew of the traffic problems when they bought their homes) is being favoured against another much larger community the Coillesdenes who's home owners would not be expecting increased traffic flows such as will occur by the closure when they bought their homes),</p> <p>Additionally I feel that this proposal would also add to traffic volume increase in Brighton Place which is already, at times, over-congested with 'clog, ups' as much as Brunstane Road is at times - in fact when the buses are running at peak times more congested.</p> <p>I strongly object to this TRO.</p>
Object	<p>I would like to state my objections for the road closures concerning Brunstane Road.</p> <p>We feel closing the road will cause more traffic to use Brighton Place and cause more pollution. My son suffers from asthma so more cars, vans and lorries using Brighton Place and surrounding will be detrimental to him and other children walking to and from school.</p> <p>We live in Rosefield and the traffic on Brighton Place has got so much more busier already. Drivers going so fast when road is clear too. So I do think it would be a bad idea to permanently close Brunstane Road.</p>
Object	<p>I object to the order.</p> <p>I regularly drive through Brunstane Road and by closing it off both sides will mean having to drive through roads such as Coillesdene Crescent a road which became extremely congested when you last closed off Brunstane Road!</p> <p>I objected to the order as did the majority of respondents, I am extremely surprised that despite this it appears to be going ahead. I am unsure how it got to this stage.</p> <p>Having driven up and down Brunstane Road so many times, it makes complete sense to make it one way travelling North towards the bridge, Joppa Station Place is on the other side of the bridge.</p>

Response	Comments
	<p>A consultation exercise on these proposals was carried out last year with local residents in the area covered by the Association of around 200 households which comprises: Brighton Place, East and West Brighton Crescents, Sandford Gardens, Rosefield Place, Rosefield Avenue, Rosefield Street and Rosefield Avenue Lane. Leaflets were delivered to each household. In addition e-mails were sent out asking for residents' view, along with posts on the Association's Facebook page. Seventy-six responses were received with 92% against the proposal and 8% in favour.</p> <p>Overall it is clear that throughout this process the views and concerns of people in this area have not been taken into account. We were initially stonewalled in what looked like a deliberate policy of keeping people in this area in the dark, in stark contrast to the residents of Brunstane Road who seem to have the ear of officers and councillors. Only through persistent letter writing have officers engaged with. We have already been told that total closure is the option that has been decided upon so this consultation feels like a hollow exercise.</p> <p>The issue of the closure of Brunstane Road was discussed at the Brightons and Rosefield Residents' Association AGM in November 2019 and a number of concerns about the proposals were raised. I wrote to the officer in charge at the time, Graham E Hall, but did not receive any response for about two months. Further letters generated incomplete responses. Requests for a meeting about this issue and how it would impact this area were ignored. This request seemed reasonable as Brunstane Road residents have had at least one (and possibly more) meetings when officer and councillors visited the home of a resident to discuss the issue. However our association was not accorded any such privilege and then the Covid lockdown happened so it was no longer possible to hold face-to-face meetings.</p> <p>The statement of reasons for the ETRO says that: "The introduction of the proposed measures is intended to promote quiet local neighbourhoods, encourage sustainable travel (walking and cycling), improve exercise local to home, and to deter motor vehicle through traffic in the Coillesdene and Brunstane Road area."</p> <p>This has a very different emphasis from the statement of reasons given in the wording in July 2021, i.e. that: "The trial proposes to address long-standing traffic problems due to a combination of the narrow road width, increasing volumes of traffic and the general increase in the physical size of vehicles on Brunstane Road. This has resulted in numerous instances of traffic congestion, anti-social behaviour by drivers and conflict with residents whose cars have frequently been damaged. Residents in the Coillesdene area note concerns over increased traffic as drivers reroute due to the closure of Brunstane Road, so additional traffic calming measures have also been included in the trial scheme in the Coillesdene area".</p> <p>The move to close Brunstane Road has been driven by a group of residents in Brunstane Road engaging in a campaign of sustained lobbying over a long period of time. To present the proposed closure as something intended to create "quiet neighbourhoods" in the Coillesdene area and Brunstane Road is completely disingenuous.</p> <p>The vast majority of Coillesdene residents oppose the closure of Brunstane Road and the other measures proposed by this ETRO as found by the Council's survey conducted late in 2020. Section 4.15 of the report of 28 January 2021 to the Transport and Environment committee states that: "Of residents who indicated that they lived at a Joppa Triangle postcode (excluding Brunstane Road) (295 responses), 18% (52 responses) were in favour of the proposal and 82% (241 responses) were not in favour of the proposal." This makes it very clear that by and large the only people who are in favour of this closure are some of the residents in Brunstane Road; it will benefit a tiny minority of Portobello residents and cause disruption and problems for a much larger group of people.</p> <p>We reported the concerns of residents in the Brightons and Rosefield Residents Association in response to the Council's survey last year but as it is clear that they were not listened to and as the Council has decided to press on with this deeply unpopular move it is worth re-stating them.</p>
Object	TRAFFIC IMPACT ON BRIGHTON PLACE AND THE SURROUNDING AREA
	<p>Portobello Community Council: Brunstane Road and the Coillesdenes, with the proposed experimental closure of Brunstane Road to vehicle traffic, have been a frequent item on the agenda of Portobello Community Council.</p> <p>It is our statutory role to "... ascertain, co-ordinate and express to the local authorities for its area, and to public authorities, the views of the community which it represents, in relation to matters for which those authorities are responsible..." – accordingly we undertook an online consultation, with an explanation of the proposed physical measures and interventions to raise awareness and to ascertain the views of the wider public within Portobello on these plans. The results were used to inform a discussion at the November 2020 meeting of the community council. An action was agreed to object to the proposal, while highlighting variances in the results, and forward on the fuller consultation results to the City of Edinburgh Council. We ask you to consider these as part of this current process.</p> <p>We note the change in Statement of Reasons to that which were previously given to the community council however, we believe the scheme has not changed from that which we consulted on.</p> <p>We would like to highlight those results here. [Graphs included in the objection from The Portobello Community Council are available to view at the link below.]</p> <p>Portobello Community Council undertook a consultation on these plans, running from 10 to 27 March 2020. We received 441 responses, with 18% supporting the proposal, while 80% were against.</p> <p>The vast majority of the responses received were from within our community council boundary, with only 40 responses outwith or withholding their postcode. We further broke down the results into areas more specifically impacted by the proposal: Brunstane Rd bottom section (37 responses), Brunstane Rd top section (39 responses), Coillesdenes (67 responses) and other areas to the south of the closure (e.g. Brunstane Rd S, Gilberstoun; 64 responses). These areas showed broad agreement with the overall result, except for the Brunstane Rd top section. Together these specific areas make up half of the total response.</p> <p>In conclusion our survey indicated that not only were 82% of those responding against the proposed ETRO but 79% of those living in the Coillesdenes were also against the proposal.</p> <p>Our consultation also asked for opinions on alternative interventions, and gathered many valuable comments on those, the specific proposal, and other community concerns related to the proposal. These should be reviewed. Our full consultation results are at:</p>
Object	http://www.portobelloc.org/pccpn/2020/08/31/brunstane-rd-joppa-triangle-results/
	<p>We write to formally object to the proposed 'Brunstane Road' TRO/21/13 for the following reasons: 1) No mention/allowance has been made regarding the much longer time it will take Fire, Ambulance and Police emergency vehicles to reach residents living north of the proposed closure point beside the East Coast main railway line bridge on Brunstane Road. 2) It is surely unfair that residents living in Milton Drive, Milton Terrace and mid-Coillesdene Avenue will have to accept all the cars/lorries flowing through the 'Coillesdene' area albeit some one-way only. Also residents in the northern parts of Morton Street and Coillesdene Drive will have to accept more of the traffic from the displaced traffic currently using Brunstane Road. 3) No mention/allowance has been made for residents in Eastfield Gardens/Coillesdene Avenue(east end) regarding traffic using their streets as a method of avoiding additional traffic build-up at the Eastfield junction lights.4) That speed reduction measures are proposed for mid-Coillesdene Avenue is an admission that vehicles will try to speed to make up for additional time/distance spent caused by this proposal. This is of concern to the elderly and those residents with young families who live there. 5) Brunstane Road has been a main thoroughfare into and out of Portobello for well over 100 years and traffic problems there are largely due to residents parking their cars and vans in the carriageway and on the pavement in front of houses not built with driveways to keep vehicles parked off the road. 6) No traffic survey has been done, as far as we are aware, to identify who is currently using Brunstane Road, where they have come from and going to, and for what reason. Also what route would they take if this proposal goes ahead? Surely this information is important knowledge to know before any decision is taken to implement this proposed TRO. 7) In our survey 90.7% of those responding used/owned a vehicle. 92.4% were against the closure of Brunstane Road on its own although this dropped to 73.4% against if changes similar to those proposed in this ETRO were implemented. It is still however a considerable majority against this proposed TRO. It is hoped that these points will be borne in mind before any final decision is taken on the implementation of this TRO.</p>
Object	

Response	Comments
Object	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Closure of this road will merely serve to displace traffic onto other roads in the greater Colliedene area, including roads. The restricted access into and out of the Colloiesdene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examines the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road in the past 5 year reporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>At the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road were upset about traffic passing their homes and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about children's safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting including making the road one-way from Milton Road as well as suggestions regarding placing double yellow lines down one side, however, the main concerns from residents was that "The would have nowhere to park". It is not the place of the council to provide residents, many of whom own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there.</p> <p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
Object	<p>As a resident of Portobello, I must stress my dismay that Edinburgh City Council sought residents' opinions on proposed traffic amendments on Bunstane Road to gauge opinion, only for you to decide that you knew better than the residents that this will impact.</p> <p>Your consultation exercise, with 1050 responses. 27% were supportive of the proposal, with 72% against.</p> <p>While I fully understand that Brunstane Road has always been a major artery between Milton Road and Portobello High Street, the alternatives are 'rat-runs' into quieter streets next to Brunstane Road thus causing significant additional strain on the communities in those streets, as well as the additional pollution this will cause.</p> <p>You will note that Police Scotland, the Fire Brigade, and the City Council Refuse collection services have all stated (as in your committee report of 28th January this year) that such a road closure will cause issues as well as potential delays to emergency services. One only needs to join the queue of traffic at the traffic lights at what was a very practical roundabout on the start of Sir Harry Lauder and Duddingston Crescent to know how impractical the removal of the roundabout was to aid the movement of traffic and how vital Brunstane Road is and always was.</p> <p>I have read many of the comments from residents (as enclosed in your January report), and of those that said YES to the closure, I note the majority are cyclists.</p> <p>While I fully agree that cyclists are a major part of the City Council blueprint for the city, they do not contribute to road tax, that cars and motorised vehicles do as part of the cost to the upkeep of the roads we all access. Nor are cyclists critical to the wider community access where the demographics are of an aging population where mobility scooter and vehicular access is far more vital.</p> <p>The sixty thousand pound cost for an eighteen-month trial closure is a waste of our money and a blatant continuation of a council that does not listen to its residents (72% against over 27% for) as the agenda is set by people who apparently know better. There is no point to consult if you have already decided on the outcome.</p> <p>If this plan goes ahead and fails, I will seek fundraising within our community for a legal review of how transport plans are adopted in the wake of a resounding local community rejection of your plan. I believe residents of Leith are also unhappy with similar road and transportation plans.</p> <p>Implementation of policy on transportation is only practical if you garner the support for it, or that the infrastructure we need is already in place to replace what you remove. I do not believe that is the case in this plan of action.</p>
Object	<p>I ask that you strike down this plan and listen to the electorate who you represent.</p>
Object	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Portobello and Joppa have a unique logistical location in that they are bounded on one side by the Firth of Forth, this limits access to the area from 3 directions instead of 4. By implementing these suggestions, you will effectively limit access to the area by motor vehicles to just 2 main directions.</p> <p>Sustainable travel is laudable, however, the fact is we are all living longer and as such, the elderly within our community are very dependent on vehicular accessibility. Mobility and disability issues mean public transport is not feasible for many. These proposals are discriminatory against the less able bodied in our community.</p> <p>These measures will only increase distances travelled for essential journeys and subsequently increase emissions.</p> <p>It would make much more sense to stop right hand turns from Brunstane Road onto Milton Road in the first instance.</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p> <p>I wish to make an objection to the outlined Traffic Regulation Order covering changes around the Brunstane Road Area based on the following:</p> <p>1 - The council has state in numerous occasions that decreasing car traffic and increasing active travel is a key goal. Closing Brunstane Road to cars does nothing to further thus objective and in fact mat increase pressure at key junctions such as Seafield.</p> <p>2- Closure of this road will displace traffic onto other roads in the area which are under similar pressure.</p>
Object	<p>I strongly object to this proposal and hope you will take these views into consideration</p>

Response	Comments
	<p>I am 81 years of age and have a connection with this area for this length of time. At one time (late 60s early 70s my husband and I lived at 79 Brunstane Road with a gate onto the Park (old Quarry). It was a very busy road even then and also dangerous. I myself avoided a serious accident with my children, Two children in the pram (one three who had just had a leg operation, with the baby between his legs and me taking the other child's hand, as even then cars came up or down the bridge at speed. One of the wheels of the pram came off the pavement as the pavement is so narrow and I just managed to save a very serious accident with a car speeding towards me. This bridge pavement over the bridge is still a problem as drivers still put their foot down just to get over the bridge - usually frustrated because of the chaos of cars at the south side of the bridge.</p> <p>My suggestions are:</p> <p>Why do you not take a strip of land off the Park/Quarry to give the east side of Brunstane Road a lane at the back which would allow them to park their cars either in their back garden or in the lane with a couple of turning points north and south- may be with space to build a line of garages. It would not involve massive costs by just fencing off from the park with greenery on the park side. No parking on the East side of Brunstane road either permanently or during the day. Because of the railway on the west side you are unable to do the same. Costs I am sure most houses would be happy to pay something towards having a permanent parking area.</p> <p>As I am 81 years old and I do not like using Brunstane Road as it is difficult to turn onto the main road to go to the Fort or Asda. The main road light system also makes it difficult to turn right if there is a tailback going west. Also, speeding cars going east do not help.</p> <p>Why has it not been considered over the years to make Brunstane Road the down/north route and make use of Queens Bay for the up route. Changing the pedestrian bridge to a vehicular one could have been done years ago probably the cost shared with the Railway</p> <p>I go up and down through the Coillesdenes as for me at 81 it is less stressful than the Brunstane route. In no way is this over-burdened with traffic as we are being led to believe. Most houses have driveways for a start so the roads are clear. There are also a variety of ways to get to the Milton Road with excellent vision both east and west. There are also not as many L-drivers as there used to be and less traffic than the Durhams and Southfields. From Bellfield Street there are about 7 routes to the exit road using the Coillesdenes to get to the Fort.</p>
Object	<p>The traffic on Abercorn Terrace has greatly increased over the last 10 years. Closing Brunstane Road and access to the Milton Road via the Collesdenes is only going to make this worse. Very few cars even do 30mph after Portobello and the same in the other direction.</p>
Object	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Closure of this road will merely serve to displace traffic onto other roads in the greater Colliedene area, including roads. The restricted access into and out of the Colloiesdene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>Additionally, traffic will be forced into an area sheltered housing for people with mobility issues.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. It would also appear that there have been no injury accidents on Brunstane Road North in the past 5 years. The argument against yellow lines is nonsense as it is not the duty of the council to provide parking and those parking on the pavement should be issued with penalty notices as this is against the law and this behaviour penalises blind, disabled and those with push chairs.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
Object	<p>I wish to object to these proposals on the following grounds</p> <p>As the proposals block off access via Brunstane Road between the Musselburgh Road and Milton Road the traffic that would have used Brunstane Road will be displaced onto Brighton Place which is the only other north/south axis in and out of Portobello. This is already very busy and increased volumes of traffic will lead to worse queues and congestion.</p> <p>The increased traffic will mean a less safe environment for children and their parents walking, scooting and cycling to and from school on what is supposed to be a safe route to school. The inevitable rise in air pollution will affect the health of the children going to both Portobello High School and St. John's Primary School and Nursery.</p>
Object	<p>I can also foresee greater difficulty for both Ambulance and Fire Services attending any emergency in the Coillesdene area. According to newspaper reports this has already arisen in parts of London where this sort of traffic control has been trialled.</p>
Object	<p>I am writing to object to the above traffic order. I do not believe that what has been suggested will be safe. My parents live on the east end of Coillesdene Avenue and they provide childcare for my toddler. I am very concerned that this stretch of road will become unsafe. By making Milton Terrace the first opportunity to get into the Coillesdene area when driving East from the junction of the A1, I know that there will be cars who use this as a rat run to avoid driving any further. Taking the left turn from Milton Road East (MRE) into Milton Terrace, then right onto Coillesdene Avenue will remove the need to drive the full length of MRE and to sit at the traffic lights at the end of MRE. These cars will go faster than 20 mph because they already do this and they will have been inconvenienced already by having to drive further to get from MRE to Portobello. The traffic calming measures stop before this last section of Coillesdene Avenue and it is dangerous to do this. Why should this part of the street be left with nothing to stop inconvenienced drivers from flying along it to get to the quickest exit down to Seaview terrace? I think it will be dangerous and I am worried about my child. There are several other children in this stretch of Coillesdene Avenue and I regularly see them cycling, scooting, running about and having fun in a healthy way outdoors with their friends. I feel that they will be at risk also and it will remove some of the security people have in this street. It is fairly quiet, with regular cars but it is not a rat run. I lived there for a long time and I have seen it be a rat run due to road closures such as traffic accident/roadworks and cars sped along it as it is wide and pretty flat apart from the last part. What has been suggested as part of this traffic order will mean that this will become a rat run all of the time and this is a worry. Also, the end of Coillesdene Avenue does not have a great vantage point when trying to exit down to Eastfield/Seaview Terrace. All of the excess traffic will make this even more unsafe as cars can't see properly to exit safely and people may take risks just to be able to get on with their now much longer journey.</p> <p>With regard to the closure of Brunstane Road, I feel that this is extremely unnecessary. I walk and drive this route every week and have never witnessed nor been part of any issue with regard to road rage or damage to parked cars. I feel that it is ridiculous to lose this road as a way to connect Milton Road East with the East side of Portobello. I would support it becoming one way as a trial as I have seen it become very congested on Milton Road East if there are cars waiting to exit from Brunstane Road and cars looking to drive onto Brunstane Road from MRE. I feel this would be safer for people in cars, pedestrians and cyclists and also would maintain some access for emergency services whichever way it remains open. It doesn't make sense to me to block it completely as a first option, why wouldn't that be a last resort? This closure has been heavily rejected at every turn, and I fail to see why it is being pushed through.</p> <p>The fact it is now be labelled as a traffic calming measure as opposed to the original plan of a road closure to prevent car damage and road rage is unfortunate when you look at my points above. The last section of Coillesdene Avenue will not benefit from any of these measures to calm traffic and will likely see the worst of the frustrations of car users.</p>

Response	Comments
	<p>I am writing to raise the issue of the Brunstane Road closure and the impact on disabled people (who can neither walk nor ride a bike)</p> <p>The Public Sector Equality Duty states that the council and all public bodies have a duty to ensure that anyone with protected characteristics under the law (Equality Act 2010; Scottish Public Sector Equality Duty) is not disproportionately disadvantaged in any way by the actions of that public body.</p> <p>The closure of Brunstane Road impacts on the ability of disabled people (plus the vulnerable elderly, the chronically unwell, pregnant women and women with small children) who in Portobello/Joppa and who need to drive to Brunstane Station, Asda, Fort Kinnaird etc without incurring considerable additional financial costs to drive the extra distances involved.</p> <p>Please forward a copy of the Equality and Rights Impact Assessment for the proposal - along with a full explanation and justification of why disabled people (and others with protected characteristics) can be disadvantaged by these additional costs at a time when social security payments are being cut and fuel prices are soaring.</p> <p>I appreciate the issues for people on Brunstane Road and think that other measures should be taken rather than closing the road: perhaps phased traffic lights by the bridge over the railway that would allow traffic to pass through a green light heading south (uphill) and reach the top of the hill within a single phase while those travelling north are held stationary by a red light at the southern end might be more suitable (and it might stop impatient people who just use it as a short-cut from gaining any time by using Brunstane Road).</p> <p>In addition, if the road is blocked for through traffic on a permanent basis, how are the trucks that collect refuse and recycling going to access the bins of those who live on the south side of the bridge? they can come down the hill... but how will they get out again? the same applies to removal lorries and delivery trucks: access is required for all of those and it is not possible for them to access Brunstane Road to the south of the bridge without having to reverse out of the street...which is utterly impractical. What happens when one truck wants to get out just as another wants to come down the hill?</p> <p>The other option to traffic lights at the bridge might be some kind of liftable barrier at the same location with a pass that gives drivers access that could be issued to local people, disabled people and essential commercial (or local authority) drivers.</p> <p>Whatever, to close Brunstane Road is illegal in relation to disability access under the Equality Act and Public Sector Equality Duty...and impractical in terms of bin lorry access, recycling lorry access, removal lorry access and delivery van and lorry access.</p> <p>Object Perhaps if the lack of supermarket deliveries and the need to take their own rubbish and recycling to the top is explained to the residents of Brunstane Road, they might like to reconsider the proposed closure.</p>
Object	<p>I would like to voice my objection to the proposed changes to brunstane road as they will simply create a similar problem in the collisdene area where there are a far higher number of elderly people and children. Milton terrace for example often has cars parked on one or both sides which makes it very difficult for cars to pass as it is but as the volume of traffic is very low it is not currently an issue. The changes are also bad for the environment as the de tour means people will be travelling further and therefore emissions will be higher. Making brunstane road one way seems a far more sensible solution.</p>
Object	<p>I wish to make a formal objection to the proposed Traffic Regulation Order on the following grounds:</p> <p>Closure of this road will merely serve to displace traffic onto other roads in the greater Colliedene area, including roads. The restricted access into and out of the Colloiesdene area, will require traffic to take a longer, convoluted route, thus resulting in an increase in traffic on many routes and higher levels of vehicle emissions. An example of this would be, a resident in Colliedene Crescent who intended to drive to Asda (a common journey, with no public transport alternative), will be forced to travel a minimum of 1Km on a round trip.</p> <p>The council should be prioritising the limited funding it claims to have, to target areas which have a record of injury accidents. Having examines the road accident statistics, it would appear that there have been no injury accidents on Brunstane Road North in the past 5 year reporting period, the last , minor, accident was in 2009, and prior to that date, 2003.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>I attended the initial consultation meeting several months ago, and the whole ethos around the proposal was because some of the residents on Brunstane Road North were upset about traffic passing their homes, and were concerned about the safety of their children. A recent visit showed that these residents are not so concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.</p> <p>Various suggestions were made at the initial consultation meeting regarding placing double yellow lines down one side, however, the main concerns from residennts was that "The would have nowhere to park". It is not the place of the council to provide residents, many of who own more than one car, with parking space.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p> <p>Having read the Road safety Audit report for the Kings Road Junction Improvements, Which CEC seem to be dragging their heels with, I note that the Audit Report mentions that Brunstane Road is to be closed. Thus rendering the consultation process a farce, as the decision has already been made regardless of the opinions of the local community.</p> <p>By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road be closed, however, it is unlikely that the same support would be given to any other neighbourhood, unless they have a councillor living there I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
Object	<p>I write to voice my objection to this proposed TRO. . The reasons for my objection are the same as many hundreds of other objectors. Namely</p> <ul style="list-style-type: none"> •It is unnecessary •Other methods of dealing with the few problems that exist are preferable •The CEC own consultation show that the great majority of those consulted do not want the closure •The closure will benefit only those who live in the road but will greatly inconvenience many hundreds if not thousands of local residents like me who depend on this route •It will lead to significant traffic congestion elsewhere. <p>In short, I urge the Council to think again.</p>
Object	<p>I would like to object to the ETRO to close Brunstane Rd and sections of the Coillesdenes.</p> <p>The rationale in the statement of reasons takes no account of the impact of such a change on the the wider community, quieter streets for small proportion of households and congestion for the majority of households living on or near the east field stretch and Brighton Place. Traffic jams and pollution for homes along the high street/Abercorn Terrace/Ormelie Terrace/Joppa Rd and Seaview as a result of the displaced vehicle journeys with the routes into Portobello completely restricted.</p> <p>Where does pollution feature in your sustainable travel with the added distance to all these journeys (people will not be walking or cycling, just driving further)?</p> <p>What impact will this have on the safety of these roads with everyone forced down limited routes?</p> <p>Object This proposal has repeatedly been opposed by a majority of the local community and it will have a real impact on the already congested streets in Portobello. If you are going to consult the community then you should listen when we respond.</p>

Response	Comments
	<p>I wish to make a formal objection to the proposed Traffic Regulation Order for Brunstane Road and surrounding areas.</p> <p>Whilst I acknowledge that something has to be done to ease the difficulties experienced in Brunstance Road this shouldn't be at the benefit of Brunstane Road residents but the detriment of residents in all surrounding area.</p> <p>Better solutions exist, for example, Brunstane Road could benefit from being one direction, leaving the rest of the Collesdene area alone.</p> <p>Closure of Brunstane Road will displace traffic onto other roads in the Collesdene area. The restricted access into and out of the Collesdene area will require traffic to take a longer, convoluted route, resulting in an increase in traffic on many routes and higher levels of vehicle emissions.</p> <p>There would be a very significant increase in the volume of traffic using Milton Drive (as the only exit from the Collesdene area for anyone travelling North). This is a concern as I have 2 young children (one of which is Autistic) that will be put in danger every time they leave home. We will be disturbed by the noise and pollution.</p> <p>The exit from Milton Drive to Milton Road East is particularly difficult, with a large hedge meaning cars often edge out into the path of the buses using the bus stop immediately beyond. This will likely cause a number of accidents.</p> <p>The entrance in to the Collesdene area will be through a residential area heavily populated by elderly and infirm, putting them at greater risk.</p> <p>The Statement of reasons is flawed, in that the reasoning given is "To encourage sustainable travel" such as walking and cycling. As things stand, South Morton Street, which lies immediately to the east of Brunstane Road fulfils this criteria.</p> <p>It is widely known within the area, that the vice convenor of the Council's Transportation Committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office. The council have a mechanism for targeting their limited funding where it will provide the greatest benefit, and this fails to meet any of the criteria.</p>
Object	<p>I hope the points raised are taken seriously, and that no further public money will be spent on this proposal when there are far more urgent matters for CEC Roads and Transportation to attend to.</p>
	<p>With reference to the above reference number and the closure of Brunstane Road I would like to register my objections in the strongest possible terms.</p> <p>The closure would lead to a big increase in traffic on to Brighton place. An area already struggling with existing traffic.</p> <p>Air quality and rat running is already a significant problem. The council has already invested in creating a cycle way and safe route to the schools. This would greatly increase incidents and accidents.</p> <p>Add to that the council's plans to redirect HGV's off Sir Harry Lauder road and we have a recipe for disaster.</p>
Object	<p>In conclusion there are very few artery routes in to Portobello - Close one - you do not help the problem you simply consolidate it elsewhere. The council invested heavily in new setts for Brighton Place but that is as based on traffic levels at present. All will be undone.....</p>
	<p>I wish to lodge my objections to the above TRO which is all very well for the well-being of the residents of Brunstane Road but it is to the detriment of many other Portobello residents. Closing this road will divert traffic up or down Brighton Place causing extra pollution, danger to the hundreds of school children/parents//toddlers who travel 5 days x 3 per week to and from Portobello High School and St John's Primary School and even more traffic chaos. You have already permitted additional parking in Southfield Place/ partially closed Stanley Street without any thought to the traffic jams being created. If as being mooted, HGV vehicles will also be diverted up Brighton Place, what was the point of spending a fortune on re-laying the setts and the inconvenience caused for months during work in progress? Once again, think of the added pollution. We were in favour of the setts.</p> <p>I hope for once objections are taken into account and you are not going to bulldoze this through. The number of times objections have formed the vast majority of public opinion but a controversial proposal has gone ahead anyway, should be nothing but an embarrassment to the planners. This coupled with the fact that at least one councillor actually lives in Brunstane Road and another lives in an adjoining street, does not sit well with me.</p> <p>I completely understand concerns re pollution, but please do not move this problem from one street to another.</p> <p>Please also take into consideration the dangers caused to drivers suffering physical health problems trying to avoid road obstacles/high speed bumps.</p>
Object	<p>To sum up, I am totally opposed to this latest TRO which we all know will remain in place once implemented.</p>
	<p>As a general principle I suggest that the Council does not implement closure of the bridge in Brunstane Road. There are several reasons:</p> <p>I like many others have not been using buses because of COVID risks. We should let the pandemic pass before implementing road changes as it is very likely that bus use will increase and car use will decrease as/if/when the pandemic eases. The current usage is not typical of what we can expect in the future.</p> <p>I fully support a major reduction in transport emissions and think there are better ways to do this than close Brunstane Road.</p> <ul style="list-style-type: none"> -Improve the bus service, e.g. more express buses, electric or hydrogen power -Support the move to electric cars, by improving electric infrastructure and charging congestion fees for petrol/diesel cars (particularly heavy and low mpg vehicles) -Continue to support cyclists with better road surfaces and more priority for cyclists <p>Closing the bridge has other draw backs</p> <ul style="list-style-type: none"> -Increased CO2 caused by longer journeys via Eastfield or Brighton Place -Increased pollution for people on the main roads -Limited access for emergency vehicles
Object	<p>Just about the only people who may benefit from the closure of the bridge are those living in Brunstane Road. That is a tiny percentage of the population of Portobello and Joppa.</p>
	<p>My reasons for objecting are:</p> <ol style="list-style-type: none"> 1. The proposed closure has already gone out for public consultation and the feedback was overwhelmingly against the proposed closure. 2. The request for the closure was at the behest of "a number" of residents of a section of Brunstane Road who enjoyed an area free from through traffic while a temporary traffic order was in place for essential bridge repairs. The traffic issues in the street can be largely attributed to residents parking vehicles on both sides of their street which is a long established right of way in the area. 3. The solution for the problem perceived by the residents of Brunstane Road should be resolved in Brunstane Road by means of enforced traffic regulation if necessary. This may affect a "number of residents" in Brunstane Road but would not impact hundreds of other residences in the adjoining areas which this proposed order would undoubtedly do. 4. The proposed plan does not only adversely affect the residents of the Collesdene area but also those north of the bridge in Brunstane Road. All those residents will be forced to have restricted access/egress to their homes, but also suffer from increased response times from emergency services and no doubt increased traffic volume. 5. The residents of Brunstane Road purchased their houses in the full knowledge that the road they chose to live on was a through road to and from Portobello. The solution may lie in the provision of off-road parking and traffic regulation such as restricted or no parking in the street allied to traffic calming. We have seen the total ban of parking in other streets in the area to facilitate safe road use.
Object	

Response	Comments
	<p>I oppose the proposal to permanently close Brunstane Road at the railway bridge, for the following reasons :</p> <ol style="list-style-type: none"> 1. The majority of the people with allotments just off Brunstane Road live north of the bridge. Many are in the older age-group and require transport to carry produce home. The alternative route via Eastfield junction, Milton Road and then Brunstane Road south of the bridge, would increase the journey time, petrol consumption and pollution. 2. Brunstane Bowling Club is in the same location and access closure from north of the bridge would have the same effects. 3. If a medical or fire emergency arose in the area, particularly in Brunstane Road itself, emergency services might have to go the long way round, depending on where they were coming from. 4. Closure would result in an increase in traffic through Brighton Place, which is already busy and a regular bus route.
Object	For these reasons, I consider that a comprehensive traffic survey is required before any such action is taken.
	<p>I wish to log my formal complaint regarding the above proposed Experimental Traffic Order. The above proposal will affect myself and numerous friends and neighbours in a "Negative" way. I have a number of concerns about the new proposal which will clearly "only" benefit the residents on Brunstane Road. These plans will seriously have a dangerous and negative affect on the Coillesdene and Joppa area. I noted the flyer that was created by the (BRG) "Brunstane Road Group" and this clearly defines the benefits for this "very small" group of people. However the (BRG) and the (Edinburgh Council) are totally ignoring the serious affects for families in Coillesdene and Joppa area around 500 homes. I have listed below some of the serious problems you are proposing in your new plans as follows:</p> <ol style="list-style-type: none"> 1) Dangerous Enviroment: You propose to create a more dangerous environment for Children – Walkers – Cyclist – Disabled 2) Negative Property Prices: The proposal will have a Negative effect on property prices but improve the Brunstane Road area. Numerous neighbours and myself bought our houses knowing the location gave us a driveway and road space outside our houses for visitors and it was relatively safe. Please note Coillesdene and Joppa already have our normal traffic and "Learner Drivers" who use the area and we accept this when we bought our houses.. 3) Parking Brunstane Road: Residents knew what they were buying at the time and they cause their own problems by parking cars and big vans on the road. Some of them have driveways which is fine but the majority park on the street. 4) HGV Using Brunstane Road: I understand from the (BRG) that HGV are using Brunstane Road and some lorry drivers are breaking the law. If this is the case then improve the "Traffic Signs Visibly" and state cars only access also take action against offenders with a few fines and it will soon stop this problem. 5) Access To Milton Road: Myself and numerous neighbours have excellent access to Milton Road and you propose to stop this in your new plans. Please consider we all bought our houses and paid the prices we did knowing the factors involved. <p>Summary If this proposal was to go ahead I would state again it would seem that the "Small Group" of residents in Brunstane Road are to have all the benefits and a total disregard for Coillesdene and Joppa and surrounding areas. If the problem is so bad then change the road layouts so that all through traffic has to use the main roads at Baileyfield Road and the main road from Portobello to Musselburgh. This way access to Brunstane and Coillesdene and Joppa can only be for residents only. If the new housing scheme proposed for 1300 houses is to have access to Milton Road then the Coillesdene and Joppa area will dangerously become a "RAT RUN" If this cannot happen then leave things as they are but put up proper access signs on Brunstane Road to prevent for big Vans and HGV</p> <p>Please give the above serious thought before you make a "nice" area to live become a "nightmare".</p>
Object	I hope the above is clear on my thoughts but it is also the thoughts of hundreds of people who really care about where they live.
	<p>Broadly I'm supportive of low traffic neighbourhoods, and as a resident of Eastfield Gardens, I've enjoyed the benefits of living on a quieter street and want other people to also have this privilege.</p> <p>Eastfield Gardens is next to the proposed changes and I was surprised to see it hadn't been considered as part of the overall plan. I can see the rationale - the proposed changes act to prevent moving the existing cut-through along Milton Road and onto other streets. My concern is that in missing out Eastfield Gardens, the plan overlooks the potential for our street to become a cut-through, as people chop off a difficult and traffic lighted junction to get onto the promenade.</p> <p>Already we have a small number of people using our street this way, often driving at some speed. I am concerned closing Brunstane Road will increase this.</p> <p>I appreciate the traffic has to go somewhere! I wonder if it would be possible to add in traffic calming measures, similar to those proposed for Coillesdene Avenue, to disincentivise drivers from using our street in this way.</p>
Object	I appreciate that on paper it may look like people would just continue to the junction - we already know from experience that this isn't always the case, and if the volume of traffic increases, so will the numbers of drivers who will take the option to cut off that corner.

Response	Comments
	<p>To say that I have watched events unfolding over months with growing concern would be an understatement. There are so many points that could and should be raised with regard to this matter but I shall limit myself (for the present) to what I consider the main ones.</p> <p>></p> <p>> Firstly, there is the question of the consultation process and the very clear outcome that 72% of respondents were against the proposal and in a smaller, yet equally valid consultation, the members of BRRA were 92% against. In both consultations the public highlighted the issues that would arise if the proposal were to go ahead - greater congestion, pollution, negative impact on health and quality of life and lack of access to Portobello businesses and community on a far larger scale than if the road were to remain open. As such the grievous affect on health and well-being would be on a far reaching basis for a much larger majority of the public.</p> <p>></p> <p>> There is surely also a wider question of democracy here - or do the needs and wants of the few outweigh those of the many? This would seem a rather questionable premise or could it be that public consultations are simply seen as a tick box exercise?</p> <p>></p> <p>> On a related note, little mention has been made of the impact of such a decision on Brighton Place which, despite a newly refurbished road, is even more congested than before and where public transport is regularly snarled up for lengthy periods. Or that this route is designated to be a safe route to school? Before any proposals are agreed I would like to see a proposal to alleviate this situation as a priority and before a serious accident occurs.</p> <p>></p> <p>> Secondly, it is clearly noted that both the Police and Fire Services have expressed concern at the proposed closure - these are the professional bodies we put our trust and often our lives in, yet their views seem to have been reduced to one or two lines. In reality, any delay could potentially result in serious injury or even death. Surely our decision makers are not in favour of jeopardising not only our general health but are willing to run the risk of possible fatalities?</p> <p>></p> <p>> Thirdly, a point is made in the report that the decision to close is in line with 'a people centred approach to promote health, happiness and well being.' A worthy aim but, as the points above illustrate, any decision to close the road would be diametrically opposed to this philosophy.</p> <p>></p> <p>Last but not least, is the cost - whatever the estimate this is money that, in these most difficult of times, should be being directed towards helping the health and well-being of the community by spending wisely on schools and hospitals and to feed the less fortunate. hom it may concern.</p> <p>The above was part of a response I made prior to the January Committee meeting which I went on to watch with alarm. Basically the fact that there was overwhelming objections was ignored and the suggestion made we ' did not know what was good for us'. Also it did appear to the observant that a decision to temporarily close the road had already been made.</p> <p>I simply do not understand what makes this road so special that it merits closure - putting other road users and residents at major disadvantage. Portobello needs more access and a holistic traffic management approach - not this one.</p>
Object	<p>Please note my ongoing concerns and major objection.</p> <p>exercise in order for the Council to meet their statutory requirements.</p> <p>One of the reasons given for the TRO being put in place (let's be honest, it will not be temporary once put in place. It will be permanent like the cycle lanes and double yellow lines scattered all over town) is to provide a quiet area for the residents of Brunstane Road to enable them to walk and cycle. Very good for them but this will be at the expense of the residents in other streets primarily Brighton Place when the majority of the displaced traffic will be diverted. It cannot be a coincidence that at least one Councillor lives in Brunstane Road and another very nearby. We have a Councillor near us whose help we can never count on, because she had no car and advocates cycling and walking.</p> <p>I understand that there is also a proposal to ban HGV vehicles travelling through Portobello from turning left at the Kings Road junction. How are these vehicles going to reach the Sir Harry Lauder Road? Again, up Brighton Place? What logic is there in spending £800,000 re-laying the cobbles only to divert the Brunstane Road traffic and possibly HGVs up Brighton Place. Are planners actually being paid to come up with these schemes?</p> <p>Turning now to the current situation which will only be worsened by the Brunstane Road TRO. At the tunnel or bridge at Southfield Place, currently there is a Give Way in operation, obviously because the road too narrow to take cars heading in both directions at the one time. Traffic heading north is favoured. There is currently chaos because cars are also allowed to park in Southfield Place. The only solution to cope with the increased traffic diverted through Brighton Place will be to install traffic lights at the tunnel. This will lead to cars backing up all the way down to Portobello High Street or all the way up to and beyond Bailyfield Road. Think of the pollution this will cause. Even more important than the pollution is that literally hundreds of school children travel up and down Southfield Place and through the tunnel 5 days a week. From Portobello High and St John's Primary. The increased traffic will increase the danger to these children. Let it not take a child's death before common sense prevails.</p> <p>For once do the correct thing and consign this proposal to where it belongs. The waste paper bin.</p> <p>I wish to submit my objections to the Brunstane Road TRO, and sincerely hope that mine, along with a large number of other Portobello residents' objections, are actually taken into account this time. Too often similar proposals submitted by the Council get bulldozed through and the objection process is merely a paper exercise in order for the Council to meet their statutory requirements.</p> <p>One of the reasons given for the TRO being put in place (let's be honest, it will not be temporary once put in place. It will be permanent like the cycle lanes and double yellow lines scattered all over town) is to provide a quiet area for the residents of Brunstane Road to enable them to walk and cycle. Very good for them but this will be at the expense of the residents in other streets primarily Brighton Place when the majority of the displaced traffic will be diverted. It cannot be a coincidence that at least one Councillor lives in Brunstane Road and another very nearby. We have a Councillor near us whose help we can never count on, because she had no car and advocates cycling and walking.</p> <p>I understand that there is also a proposal to ban HGV vehicles travelling through Portobello from turning left at the Kings Road junction. How are these vehicles going to reach the Sir Harry Lauder Road? Again, up Brighton Place? What logic is there in spending £800,000 re-laying the cobbles only to divert the Brunstane Road traffic and possibly HGVs up Brighton Place. Are planners actually being paid to come up with these schemes?</p> <p>Turning now to the current situation which will only be worsened by the Brunstane Road TRO. At the tunnel or bridge at Southfield Place, currently there is a Give Way in operation, obviously because the road too narrow to take cars heading in both directions at the one time. Traffic heading north is favoured. There is currently chaos because cars are also allowed to park in Southfield Place. The only solution to cope with the increased traffic diverted through Brighton Place will be to install traffic lights at the tunnel. This will lead to cars backing up all the way down to Portobello High Street or all the way up to and beyond Bailyfield</p>

Response	Comments
	<p>I wish to oppose the closure of Brunstane Road on the following grounds:</p> <ul style="list-style-type: none"> • A number of surveys, including the Councils own survey, have found that the vast majority of local residents (over 80%) oppose the closure of Brunstane Road. If the Council has any ambition to promote engagement with voters and any regard for both the wishes of the majority of the local residents and basic democracy then it should cancel plans to close Brunstane Road and respect the wishes of the majority of local people. • Closure would result in an increase in congestion and pollution on the surrounding streets and an increase in traffic in the Colliedene area. • Brunstane Road closure would result in a decrease in people walking and cycling in the Colliedene Area (even with traffic calming measures) and an increase in Air pollution. • Closure of Brunstane Road puts children in the Colliedene area at greater risk of both air pollution and road traffic accidents • There is no history of major accidents on Brunstane Road. Why waste funding on closing it when the money could be better spent elsewhere (Kings Road Junction?) • The closure of Brunstane Road would push traffic along the Colliedene area to the detriment of the residents • The traffic calming measures will do nothing to alleviate the problems the vast increase in traffic will bring both in the reduction of air quality for a larger number of residents than those who will benefit from the Brunstane Road Closure and in the nuisance and inconvenience which again will affect a far greater number than those who will benefit in Brunstane Road. • A dangerous rat run will be created in Eastfield Gardens. The proposals contain no traffic calming in this small street. The closure of Brunstane Road will result in a huge amount of increased traffic as drivers use it to travel between Milton Road East and Joppa Road, missing out the traffic lights at the end of Joppa. This was the case when Brunstane Road closed previously and nothing was done to alleviate the problem despite the issue being raised with local councillors and the Traffic Dept. <p>Finally, it is common knowledge that the Vice Convenor of the Council's Transportation Committee resides just of Brunstane Road and will benefit greatly from this closure. It is, in my opinion, an abuse of her position and a clear conflict of interest that she has been allowed to have an influence on this matter.</p> <p>Why should a vocal and influential minority force a change that is against the demonstrated wishes of the local community (over 80% opposed)?</p>
Object	<p>In the interests of fairness and democracy I urge you to cancel the proposed closure of Brunstane Road</p>
Object	<p>We are writing about our concern over the proposed closure of Brunstane Road, Portobello. We live on Brighton Place and if Brunstane Road is closed Brighton Place becomes the only north/ south axis in and out of Portobello. At peak times there is already considerable chaos as buses try to pass one another in a very limited space – often causing considerable tail backs on to the High Street. More traffic on Brighton Place will further exacerbate the situation and increase the air pollution.</p>
Object	<p>It concerns me greatly that this action has been ill thought out. I am concerned about the volume of traffic impacting on an already congested Park Avenue, the council have already shut the road Stanley Street down the side of Portobello Golf Course, (supposedly to make easier access to the Figgate Park for pedestrians?) increasing the volume of cars and lorries. Displacing even more vehicles will only make this problem worse. Southfield Place and Brighton Place have become almost one way due to the volume of traffic. Will this action not have a direct impact on them? Brunstane Road is an essential access road from Milton Road onto the High Street, I believe that emergency vehicles will have a very difficult route in the event of an emergency.</p> <p>New houses being built all over Portobello and the surrounding area will increase the volume of traffic and make matters worse. Portobello High street does not need extra traffic from St Harry Lauder Road travelling east, which will inevitably happen if Brunstane Road is shut.</p> <p>Have other options been seriously considered?</p>
Object	<p>I write on behalf of Portobello Amenity Society. Portobello Amenity Society strongly opposes the proposed closure of Brunstane Road. Brunstane Road and Brighton Place are the only north-south roads between Milton Road and Portobello High Street. Closing one will inevitably increase traffic on the other with increased congestion, increased rat-running around East Brighton Crescent and Lee Crescent and increased air pollution on a route used to access local schools. Brighton Place is already frequently congested, and buses often have to take turns to get past bottlenecks. The impact of the Baileyfield housing development also needs to be taken into account as residents living on the south side of the site will have to exit onto the Sir Harry Lauder Road where no right turn is permitted. Traffic wanting to head west to the Seafield junction will have to turn left along the Sir Harry Lauder Road, under the railway bridge, down Southfield Place and Brighton Place then along Portobello High Street, thus adding to congestion. Closing Brunstane Road would create considerable problems for users of both the Brunstane Road allotments and the Bowling Club. Most of the allotment holders, many of whom are elderly, live north of the bridge. Vehicles are needed to transport plants and compost and closing the road would mean greatly extended trips to and from the allotments. Brunstane Bowling Club is in a league and in many other competitions which means that bowlers from all over come to visit. Most bowlers are elderly and closing the road would create difficulties accessing the club.</p> <p>Brunstane Road is the main access to the A1 for Portobello residents. Closing Brunstane Rd would add distance to journeys to Milton Rd and the bypass. It would also increase times for emergency journeys to the Edinburgh Royal Infirmary. We note the concerns of the emergency services regarding greater response times but note there is no response from the ambulance service. This is particularly important given Portobello's older population and the popularity of the beach. If the proposals go ahead, the junction between Milton Road East and Eastfield at Scott's Garage will need re-planning to accommodate more cars turning right into Milton Road East. There has been no traffic modelling for this junction to assess traffic flow and therefore no changes to Brunstane Road and the Colliedenes should be made until the impact of doing so is known. In the deputation to the Transport and Environment committee of 12th November, Brunstane Road traffic calming group claimed that: "Brunstane Road is a key link in Edinburgh's cycling network as it connects national cycle network Route 1 'The Innocent Path' to the Promenade and CEC's own route No 10." The society believes that this is incorrect as the existing, well sign-posted route from Cycle Route 1 is the most direct route into Portobello. Rather than close Brunstane Road, the society believes that consideration should be given to other options which would alleviate the problems that Brunstane Road faces such as a one-way system, parking restrictions, or traffic lights at the bridge. Before any closures are decided upon, a full traffic survey should be undertaken for the whole of Portobello and Joppa to arrive at a sustainable solution for the whole area. Traffic other than local traffic should be barred from all possible areas and calming measures such as chicanes introduced to stop drivers speeding and taking shortcuts. Improved signposting should ensure that The Sir Harry Lauder Road becomes the main route for through traffic and not Portobello High Street. The population of Portobello is increasing, especially with the development at Baileyfield, and the society believes that existing access routes to Portobello should be maintained rather than reduced.</p>

Response	Comments
	<p>I wish to register my objection to the proposed closure of Brunstane Road, on the following grounds –</p> <ul style="list-style-type: none"> • Routing traffic via the Eastfield junction will only increase journey times for local and other road users. This is environmentally uneconomical. • Traffic attempting to access Portobello will no doubt also be directed via Duddingston Park and Southfield Place. As you should already know, Southfield Place is currently a bottleneck due to parking on both sides of the street, making the passing of two buses impossible. • Traffic will avoid the traffic lights at the Baileyfield Road/Duddingston Park/Duddingston Road/Southfield Place junction by using Park Avenue as a rat-run. • Park Avenue is very busy already with foot traffic to and from Portobello High School. Children going to and from PHS will be placed at unnecessary risk. • The recent temporary traffic lights at the Duddingston Park/Milton Road junction have demonstrated that Park Avenue and Park Lane are used as short cuts from Milton Road to Southfield Place and onwards to Portobello High Street. Closure of Brunstane Road will only make this worse. • Park Avenue is also a “quiet residential street”, so why shift traffic into this street.
Object	<ul style="list-style-type: none"> • The Hope Lane option has already been closed for “Spaces for People”. Have you any idea how many people actually walk on that street. Not many, at all.
	<p>I am writing to object to the proposed road closures of Brunstane Road and adjacent Coillesdenes.</p> <p>This has been pushed by a cabal of local residents who have lobbied the council. Despite overriding resistance from Portobello residents, the council are instigating these closures. I would question the process under which the council have progressed this!</p> <p>The vast majority of respondents to consultations are opposed to the closure of Brunstane Road for the following reasons :</p> <ul style="list-style-type: none"> - that the traffic from Brunstane Road would be displaced onto Brighton Place and Southfield Place, the only other north/south axis in and out of Portobello; - increased volumes of traffic, leading to worse queues and congestion; - increased traffic would mean a less safe environment for children and their parents walking, scooting and cycling to and from school on what is a safe route to school; - worsened air pollution in the area, which is harmful to human health; - Extra traffic forced onto Milton Road, A1 - significant artery - which runs beside our new high school. This is an accident waiting to happen and kids pouring out of school onto an increased A1 is awful. <p>This is a short sited, plan. The poorly understood affect of creating a traffic island of Portobello by effectively creating a ring road of traffic will be devastating.</p>
Object	<p>Please listen to the results of this consultation!</p>
	<p>I object to the closure of Brunstane Rd for the following reasons:</p> <ol style="list-style-type: none"> 1) traffic will be diverted to the other main route into Portobello i.e. Brighton Place which is also in a residential area and used by many children walking to local primary & high schools & nurseries, making this road much busier, more polluted & less safe 2) traffic heading east will then have to pass along the high street, again making this busier, more polluted & less safe or pleasant for pedestrians & shoppers 3) if hgvs can not turn into Harry Lauder Rd as suggested, this traffic too will head up Brighton Place 4) traffic down Brighton Place will rat run round East Brighton Crescent & Lee Crescent as it did when Brighton Place was closed, making this busier, more congested & less safe.
Object	<p>Please, until there is a low traffic plan for the whole area, don't divert all the traffic down our end of Portobello.</p>
	<p>I am writing to you to express my serious concerns about the proposed Brunstane Low Traffic Neighbourhood Plan.</p> <p>I am a resident of Eastfield Gardens and it seems obvious to me that our street for some reason has been excluded/overlooked/ignored by those that have created this plan. I am sympathetic to the needs of the community with regard to safety and quality of life but this plan seems to improve the things for the majority at the expense of the minority living on Eastfield Gardens. There will be a huge impact on the residents of this street. It is currently used by many as a shortcut between Milton Road East and Musselburgh Road. It can be very dangerous trying to cross the road and exiting driveways with traffic driving at speed up and down. It is a small and narrow residential street that is not capable of being used as a rat -run to avoid the traffic lights at the bottom of Milton Road East. This situation will be made far worse if this plan is implemented in its current form. All the other shortcuts have been dealt with by the plan with the exception of Eastfield Gardens. This will inevitably lead to a significant increase in traffic using the only shortcut left, Eastfield Gardens. Safety and quality of life for the residents of our street will be significantly affected.</p> <p>Why wasn't Eastfield Gardens included in the plan and given similar traffic measures to all other streets in the neighbourhood? It would be a significant improvement to our street to have one end blocked off in a similar fashion to the others included in the plan. This would be an effective solution to the anticipated problem of a large increase in traffic on our street and I am sure that all the residents would be in favour of this happening.</p>
Object	<p>I look forward to hearing your response to these concerns and hope something can be put in place to avoid the carnage that this plan will cause to the residents of Eastfield Gardens.</p>
	<p>I wish to OBJECT to the proposal to close Brunstane road and the proposed road changes to the east of Brunstane road.</p> <p>There has been no consideration taken as to the traffic flow to the west of Brunstane road. Traffic wishing to go to Portobello high street will have to use Duddingston Park and Park Avenue, joining Southfield place and continuing to Brighton Place, which is a safe route to school for pedestrians and cyclists. Traffic flow around Portobello High School will increase, it would appear that no consideration has been given to this.</p> <p>Stanley street was closed, this would appear to have increased traffic on Park Ave and Duddingston Park. There are traffic calming measures and a 20 mph speed limit on Park Ave. which is very rarely adhered to.</p>
Object	<p>Please can consideration be given to the overall traffic flow around Portobello and not just one area.</p>
Support	<p>I wish to support the proposal to close Brunstane Road due to the sheer weight of traffic impeding the safety of pedestrians and cyclists along it. It is a daily negotiation to keep safe whilst it is used by sometimes inappropriate vehicles (eg HGVs) as a rat run with 20 mile an hour speed limits regularly being flouted.</p>
	<p>I am writing in favour of Brunstane Road Closure. Last year I lived in the street for 10 months and the road quite frankly was a nightmare. Often there were incidents of road rage, aggression and abusive behaviour. My car was damaged and I dreaded every time I had to enter or leave the street by car due to what might wait for me.</p> <p>As cars need to park on the pavement to let the busy traffic through and to avoid damage to vehicles, this obstructs the path for pedestrians, push prams and wheelchairs. Ambulances also struggle to pass when required as the road is often gridlocked with traffic.</p>
Support	<p>Full road closure is necessary to prevent a major accident or incident.</p>

Response	Comments
	<p>I'm writing about the proposed closure of Brunstane Road (TRO/21/13) to through traffic.</p> <p>I just want to say that I fully support this scheme, and I look forward to more road closures in Portobello.</p>
Support	Edinburgh is miles behind other cities in reducing traffic, so it's good we're seeing some progress at last.
Support	I used to be neutral on this traffic order but now I strongly support it. There has been a recent pattern of rat running cars and vans mounting and driving down the pavement at some speed. It has gone from being a nuisance to a danger.
	<p>I live on Brunstane Road, albeit at the Joppa Road end.</p> <p>I feel this closure will do much to promote a quiet local neighbourhood and improve the living conditions for the residents. The traffic fumes in this residential street need to be reduced. There are nearly 2000 vehicles a day travelling along a street with over 100 residents. I believe this closure is in compliance with the City of Edinburgh Council's stated policy objectives on a clean environment.</p> <p>The narrow street was built at a time when horses and carts were the mode of transport. It was not designed to accommodate resident parking along with the passage of cars or the width or weight of heavy goods vehicles that we see regularly see travelling down the street.</p> <p>I appreciate that this closure will affect car users travel time as they will have to follow a different route. Taking a different route could put a 2 minute extension onto drivers' journeys. I say could because using Brunstane Road is not always a 'short-cut' - there are frequent traffic jams when you encounter a vehicle coming towards you and this can often lead to heated exchanges and dents, scrapes and other damage to parked cars, as drivers misjudge the space available. To attempt to avoid this, some motorists park partly on the pavement, which in turn affects wheelchair users and pram pushers who have to move onto the road, affecting their safety and in conflict with the Council's policy on equal access. There have been enumerable instances of road rage and this are a constant source of alarm to residents and families with young children.</p>
Support	I am strongly in favour of the proposed traffic order.
	<p>I feel Brunstane Road is becoming increasingly unsafe, noisy and polluted.</p> <p>There is a growing volume of traffic using Brunstane Road and this is causing a number of problems for both residents and the community.</p> <p>Brunstane Road is increasingly being used to get between Portobello and the A1/city bypass as the main thoroughfares of Sir Harry Lauder Road and Milton Road become more and more congested. The traffic coming from the Milton Link, a 40mph road, has very little transition to the 20mph limit of Brunstane Road and as a consequence, driver behaviour is to drive as quickly as possible, presumably still in the mindset of 40-70mph travel. The only barrier to achieving very high speed are the speed bumps but these are very gentle and driver behaviour is often to ignore their presence and accept the minor scraping resulting. Although not quite the same situation travelling from Portobello, many drivers accelerate up the hill as hard as their vehicles can manage, ignoring the 20mph limit. This can often be very noisy and cause noticeable structural vibration, especially since Brunstane Road is used by many lorries, coaches and other large vehicles.</p> <p>Although not visible, the hard uphill acceleration, especially by large diesel vehicles must be generating maximum pollution.</p> <p>Brunstane Road is used by many families, children and students to travel to schools, the beach and all the facilities in Portobello. It is an ideal cycling link between the Innocent cycle path and Portobello. As a frequent bicycle user, I find Brunstane Road to be an often hostile area as drivers frequently overtake and cut in sharply, often to then brake hard as the road narrows. There is a narrow, blind-summit railway bridge halfway up Brunstane Road and drivers often overtake on this bridge, leaving very little room for anyone on a bicycle. I watch as schoolchildren on bicycles are swamped by high volumes of large vehicles with no regard for the safety of these vulnerable road users.</p>
Support	
	<p>As residents of Brunstane Gardens we would like to comment on the proposal to close Brunstane Road for 18 months. The following are some of our thoughts -</p> <ol style="list-style-type: none"> 1. When the street was built over 100 years ago it was designed for very little traffic and now cannot cope with the volume of vehicles passing through. With the residents' cars parked on either side of the street there is only a narrow channel which is difficult for cars to access, let alone the heavy goods vehicles which are directed here by their satnav. systems or using it as a shortcut to and from Portobello. 2. The current Council policy of returning streets to the community would be supported by this measure. The air quality would be markedly improved for residents, especially young children. 3. Very few residents in the area have not witnessed at least 1 example of road rage or traffic hold ups where they have to endure bad language which can appear threatening to many. 4. As so many cars are regularly damaged their owners have resorted to parking on the pavement which makes it difficult for wheelchair users and pram pushers. 5. Under the proposed closure there would also be very limited access to the Coillesdenes, meaning that traffic would be diverted, avoiding the "Joppa Triangle". This should not add more than a couple of minutes to the entire journey, even less if there is a hold up while vehicles negotiate parked cars on Brunstane Road. 6. Since the Covid pandemic it is very obvious that people are unwilling to walk past other pedestrians on the narrow pavement over the railway bridge. Whilst some will wait for others to cross the bridge many are using the road, creating the potential for accidents.
Support	We hope that the points we have made will be seriously considered in the report to the Transport and Environment committee and we look forward to an improved air quality and safer environment when the road is closed.
	<p>I am in favour of the proposed changes as I believe the underlying principles are sound. We should strive to reduce motor vehicle traffic in quiet residential areas of the city, and restore the priority of pedestrians and cyclists to these streets.</p> <p>I feel an experimental TRO makes sense as it allows for the evaluation of the changes to take place and further improvements or changes made at a later stage.</p>
Support	I would ask that proper data is gathered before, during and after in relation to traffic flows in the affected areas.

Response	Comments
	<p>Having lived in Brunstane Road for over 30 years we we would like to support the proposal to close Brunstane Road to through traffic and adopt the mitigating traffic measures the surrounding Coillesdene area streets.</p> <p>We list our supporting comments below regarding the Brunstane Road closure:</p> <ol style="list-style-type: none"> 1. The amount of "non stopping" commercial and HGV traffic passing up and down the road has increased dramatically over recent recent years. This road is not suitable for the size, width and weight of the vehicles using it, leading to continual damage to parked cars. It would appear that the developing and continuing use of SATNAV leads to drivers following the "directed" route from the A1 down into Portobello. It is vital that through commercial traffic is channelled onto the surrounding main roads where it can be accommodated safely. 2. We have witnessed car transporters, mobile cranes and buses using Brunstane Road. This not only blocks the road but stops any emergency vehicles accessing properties. If HGV's try to reverse, it is unlikely that the drivers can clearly see children and pedestrians as they struggle to cross the road between the parked cars. This could have very serious consequences. 3. The narrow hump back bridge creates blind spots and the safety of the increased number of cyclists heading up and over the bridge to join the Musselburgh/Edinburgh cycle routes must be of concern. Drivers have been seen to race over the bridge to get there "first". Making the road "one way" would in our opinion increase traffic speeds and create more problems for the residents. 4. The noise levels, and probably the pollution levels, in the area have increased as we also have to Portobello Bypass situated immediately to the west of Brunstane Road. 5. The inadequate pedestrian provision in the vicinity of the bridge is dangerous and some action to alleviate the problems should have been undertaken before now. There is an obvious increase in pedestrians using the bridge, some prams and mobility scooters are too wide for the pavement and end up having to share the road space - not a good situation. 6. The overall operation and safety of the four way junction at the south end of Brunstane Road needs to be assessed under a safety audit. With the increased number of vehicles/cycles/etc exiting onto the Milton Road, and the proximity of the bus stop and the main lights controlled junction some 100m away, it is a highly congested area at peak times and there have been a number of accidents. 7. The new flats in Joppa Station Place have increased traffic flow and now there are proposals to build a considerable number of new houses on the south side of Milton Road East which will make the Brunstane Road/Joppa triangle situation worse if mitigating measures are not undertaken at this time. <p>All in all the quality of residential life in the Brunstane Road area has been undermined over recent years. Through traffic is king and locals have had no say in what has happened. The new railway station, the further education college, the extension of the nearby schools and more recreational use of the area have rightly increased the amount of pedestrian and cycle traffic and this should be welcomed and applauded by all.</p>
Support	<p>Based on the above we fully support the Council and the local residents in bringing forward this Traffic Order.</p> <ol style="list-style-type: none"> 1). Over the years the amount of traffic using this route has increased significantly. 2). There has been a huge increase of very large trucks using this route. 3). The route is very narrow at points and there are numerous times it is barely passable and the cause of numerous accidents. 4. Considerable damage is happening to neighbours cars as a consequence. 5. Many cars have to park up on the footpath and this causes major problems for mothers with prams especially on bin day. 6. Heavy trucks must cause long term damage to the bridge over the main London to Edinburgh rail route. 7. This narrow neighbourhood road was never designed to take such heavy traffic use.
Support	<p>We understand that this is a complex issue as there are few routes linking Milton Road East to Joppa Road. This shortcut has become increasingly difficult and treacherous to use. We think your proposals are the only sensible solution.</p>
Support	<p>I welcome the proposed changes outlined in the Traffic Order. Since I moved here in 2007 the Bridge on Brunstane road has been closed to traffic twice. On each occasion it substantially improved conditions on Brunstane road and in the more recent closure we saw substantially greater use by residents and visitors cycling or walking to the beach with a substantial reduction of noise, traffic congestions and petrol/diesel fumes, which I believe is in line with Council Policy</p> <p>This is principally a residential road with but it also connects Joppa and East Portobello with Portobello High School so is used by young people to get to and from School.</p> <p>I also have some safety concerns. Since the bridge reopened there has been an increased use of Brunstane Road by vans and trucks. The speed reductions measures are not effective and the speed limit is often not adhered to. The narrowness of the road creates bottlenecks at the junction to Milton Road with traffic often being forced back on to Milton Road. The constant traffic on this very narrow road poses a danger to cyclists who use it to link to Cycle Route 1.</p>
Support	<p>I would like to comment on this traffic order. Although I welcome the idea of the area becoming a low traffic neighbourhood - my concern is that the present measures do not go far enough.</p> <p>The blocking of Bruntsane Road at the bridge would work well for me - I enjoyed the lack of traffic to use it as an excellent cycle route from the area to join the Innocent bike path into town or out towards the QMU and beyond when it was closed during the work being carried out on Brighton Place. However the increased traffic, at that time, on Coillesdene Crescent and Gardens was not welcome (and is addressed in this order). I can also recognise the concerns about access for emergency vehicles to the area north of the railway bridge when the block is in place and this does need addressing.</p> <p>The block at the Milton Road East and Coillesdene Crescent junction is a really good idea. This is an awkward junction to use in a car and you are very exposed as a pedestrian crossing the road - so I would welcome this on its own, let alone as part of this order - and in stopping the traffic at this point it significantly enhances a large residential area by reducing the traffic within it.</p> <p>I can see the concern from residents on Milton Drive, Milton Terrace and Eastfield Gardens that they will have increased traffic levels - Eastfield Gardens could well become a "rat run" to avoid the lights at the bottom of Milton Road East. This is where I don't think the order goes far enough. I think further traffic calming measures on Coillesdene Avenue are needed along with a one way system at its east end + on Eastfield Gardens. I'm no expert on this but it should be possible to further deter through traffic to better effect than the present plan allows for.</p> <p>At the same time I do recognise that access to Portobello from town can be awkward especially from the east and the A1 - the turning from the east end of Milton Road East onto Seaview Terrace is often blocked by cars attending the busy garage at the junction and at the west end of Portobello the right turn from Sir Harry Lauder Road isn't great. It would make sense to enhance the vehicular access to Portobello High Street/Joppa Road/Seaview Terrace by looking at the traffic light intervals in the first instance as a further disincentive for drivers to try and use the area affected by this order for through journeys.</p> <p>I look forward to the implementation of an amended order and welcome the council's promotion of quiet neighbourhoods and enhancement of sustainable and active travel - please be even bolder in your plans!</p> <p>>> I've just returned from a cycle trip and, as has happened previously, found the junction at the east/bottom end of Milton Road East anxiety provoking.</p> <p>Going down Milton Road East and heading east is not an issue - if the intention of this traffic order will be to make this junction busier. The problem comes when you're travelling west and turning from Edinburgh Rd/Eastfield onto Milton Road East. From having an excellent wide road with a bike path on Edinburgh Road - the first section uphill on Milton Road East is quite restricted and a few times now I've had cars uncomfortably close when passing me. This won't get any easier as the junction becomes busier - and in connection with my request for you to look at this junction in my previous e-mail this is another aspect that warrants attention.</p> <p>The road surface in the area of the junction is becoming dangerously uneven and potholed for cyclists so it's an excellent opportunity to really look at this junction and how it could be improved because the council does need to do something soon.</p>
Support	<p>Thanks for your further consideration.</p>

Response	Comments
	<p>Please find my comments below which outline the many issues that are affecting the accessibility and overall safety of Brunstane Road;</p> <ul style="list-style-type: none"> •The volume of traffic has vastly increased over the years but the road size and layout has remained which has caused countless traffic jams, constant damage to cars and poor access for people in wheelchairs and the emergency services. The road was built hundreds of years ago and is simply not able to safely accommodate the amount of traffic it now sees each day. •As children living on Brunstane Road, it was a scary place to socialise with friends. Angry drivers breaking speed limits and ignoring road etiquette meant that we were always chaperoned by our parents when visiting friends as the rate of collisions and reckless driving was too much of a concern. About 20 years ago, myself and a group of residents came together and approached our local councillor to air our concerns about the dangers of the road and how it was limiting our independence as children but unfortunately nothing came of this. •There have been hundreds of altercations on the road now which is very unsettling for the residents. Almost every day there are horns beeping, drivers arguing and traffic jams building as people charge up and down the road with no consideration for other drivers or the people living there. This can be frightening and has even resulted in physical fights and foul language exchanges until one driver eventually had to back down under the pressure.
Support	<p>I hope these comments can be considered when reviewing the potential closure of the road.</p>
	<p>I very much support the proposal set out in the Joppa triangle which includes the closure of Brunstane Road at the railway bridge.</p> <p>I have numerous reasons for this. My son, who has additional support needs, cycles to school every morning up Brunstane Road and over Milton Road to join the cycle path. A significant number of vehicles do not obey the 20mph speed limit and nor do they give cyclists the required 2m passing space. The latter because the road isn't wide enough and so rather than wait patiently they force their way past. It would be so much safer if this road was part of the cycle network and even better for it to be linked up with Portobello prom cycle path.</p> <p>The road isn't wide enough for 2 way traffic so it's not uncommon to come across a stand off between drivers. I have personally seen this escalate to bad language and hand gestures. All witnessed by my children, who unfortunately think it's hilarious. It's not, it's really very inappropriate and not something any parent wants their children to see coming from supposed adults.</p> <p>When frustrated drivers come over the bridge it's not uncommon for them to speed up seemingly well beyond the 20mph limit. My children are old enough to be alert to this when crossing the road and getting in/out of the car. There are younger children living on the street and it should be a safe place but is not. Let's not have an accident involving a child, please.</p>
Support	<p>I accept that should these changes be made to the Joppa triangle then I will have a slightly longer journey when I am in the car but this is something I often do anyway to avoid the stand offs.</p>
	<p>I am writing to express my wholehearted support for the proposed trial traffic measures in Joppa/Coillesdene.</p> <p>The council has a policy of returning streets to the community and objectives about encouraging cycling. I am in support of these priorities across the city. The proposed measures are consistent with them.</p> <p>Brunstane Road and the Joppa triangle are residential streets, not main roads. The amount of traffic on Brunstane Road is completely inappropriate, particularly for the narrow southern part of the road, which is effectively single-track.</p> <p>Drivers perceive it as a short cut, but the saving of time will often be slight given the severe congestion on Brunstane Road and the generally free-flowing traffic on the much wider Joppa Road and Milton Road. The impacts to the people who live on Brunstane Road are out of proportion to the time benefits to the drivers.</p> <p>The situation in Brunstane Road affects not just residents but pedestrians and cyclists (I am regularly both of these). In the southern part of the street both are very much second-class citizens, having to squeeze into the little space left by vehicles, moving or parked.</p>
Support	<p>Cities have been designed around cars for decades. I am excited by Edinburgh City Council's efforts to make the city a more human place, and support those efforts absolutely.</p>
	<p>With reference to EXPERIMENTAL TRAFFIC ORDER 202_ - TRO/21/13</p> <p>I am writing to fully support the introduction of the proposed measures to promote quiet local neighborhoods, encourage sustainable travel (walking and cycling), improve exercise local to home, and to deter motor vehicle through traffic in the Coillesdene and Brunstane Road area.</p> <p>It will improve the quality of life for myself and my family reducing danger, stress, pollution and increasing our general well being.</p> <p>In addition I believe it will improve the quality of life for all residents in the proposed area.</p>
Support	<p>I thank you for this proposal.</p>
	<p>I am writing in support of the Brunstane Road traffic order to close the road. I have lived on Brunstane Road since 2007 and have witnessed a huge increase in cars using our road. I believe the living conditions for residents should outweigh the convenience of those passing through. Our street was built over 100 years ago at a time of horses and carts. Its narrow street, small front garden design and the railway bridge were never designed to accommodate the amount of cars using our road as a short cut in and out of Portobello. The bridge was definitely not built to take the size and weight of heavy goods vehicles that currently use it, including articulated lorries.</p> <p>Brunstane Road sits in the Joppa Triangle and the traffic issues need to be addressed across the triangle. Aside from closing Brunstane Road, the traffic deflection measures are required in the Colliedennes. Driving around the Joppa triangle could put a mere 2 minutes onto your journey. This imagined time saving using Brunstane Road as a "short cut" is lost when you encounter a vehicle coming the other way in the street or get stuck at the railway bridge or south end at the Milton Road East junction and you have to wait for a friendly motorist to let you out.</p> <p>With nearly 2,000 vehicles a day travelling through a street of just over 100 residents, the air quality from traffic fumes in this residential street needs to be reduced, again in compliance with the Council's stated policy objectives on a clean environment. The Council also has objectives related to encouraging more use of bicycles. During the previous road closure of a year it was noted the increase in cyclists using the street. We as a family stopped driving into Portobello and instead used our bicycles or walked. This street is an important link from Cycle Route 1 to the Promenade and this should be promoted.</p> <p>Road rage is a constant source of alarm to residents and families with young children who should not have to endure the bad language that erupts in the street. At weekends, in particular, or sunny days, we are witness to people outside their cars screaming at one another, as no one can get passed and no one is willing to move their cars. Moreover, those who are against the road closure argue that an accident has never happened on Brunstane Road – with that logic, does that mean that an accident has to happen for the road to close? My own children wouldn't put that argument forward as an acceptable argument to keep the road open!</p> <p>Every week a parked vehicle is struck by passing traffic trying to squeeze through tight spaces and misjudging the space available. This causes much distress to the owners. It also causes the parked cars to encroach on the pavements making it difficult for wheelchair users and pram pushers to use the pavements. Surely this is in conflict with the Council's policy on equal access.</p> <p>There are so many things involving both soft and hard landscaping that can be done in the street to change it from being dominated by traffic to becoming a safe, welcoming community asset and residents can't wait to try out their ideas on how to improve living here. There are other streets in Portobello that are suffering due to the strangle hold of the car. It is hoped that the successful return of Brunstane Road to its community could pave the way for other streets to improve their environment by following a similar course of community led initiative. The Council has a policy of returning streets to the community and this proposal complies with that policy.</p>
Support	<p>For those reasons, I would like to support the closure of Brunstane Road.</p>
	<p>I am writing to support the temporary (to hopefully permanent) closure of Brunstane Road.</p> <p>The road is used as a cut through which often leads to congestion and damage to vehicles as the road is too narrow to sustain the size of modern vehicles that are being driven on it. When the temporary closure happened previously there were a large number of people (my family included) who started using bikes to get into Portobello which we stopped doing when the road reopened as the speed and volume of traffic increased again.</p>
Support	<p>Hopefully the right decision will be made and we can look forward to a cleaner greener environment.</p>

Response	Comments
Support	<p>I am writing in support of the proposed closure of Brunstane Road to vehicle traffic in conjunction with the traffic management proposals in the Collisdene Area.</p> <p>Having lived in Brunstane Road for a number of years I am well aware of the problems associated with the volume and speed of traffic and the bottle neck created by the narrow railway bridge. There are more vans and lorries using the street as a short cut due to sat nav technology.</p> <p>I have concerns for the safety of children living in the street and those who walk or cycle to school. It is very stressful for parents or guardians accompany the children.</p> <p>When Brunstane Road was closed due to the road works at Brighton Place life in Brunstane Road changed dramatically. Neighbours got to know each other better and it was possible to talk in the street without the interruption of traffic noise. Cyclist, especially children could pass safely. The daily school commute was safer and less stressful for children and parents alike. More people were walking. It was good to see disabled people becoming more confident on their mobility scooters without fear of meeting vehicles. They had a clearer route and better visibility to make progress on their journey.</p> <p>With this traffic proposal for Brunstane Road and the Joppa Triangle the whole community in and around Brunstane Road would benefit, making the area safer for active travel and a better healthier place to live.</p>
Support	<p>I have lived at this address which is just south of the bridge for 40 years.</p> <p>I think the proposed closure of Brunstane Road and neighbouring traffic measures is a good course of action and I support it.</p> <p>During the time I've lived here I have noticed that the amount of traffic on Brunstane Road has increased, especially vans and lorries, with an increase in noise, fumes, traffic queues and jams.</p> <p>I have witnessed many traffic incidents at the bridge mainly unreported minor bumps but also potentially more serious accidents and incidents of road rage.</p> <p>I and my neighbours have had their cars damaged by other vehicles that have failed to stop whilst they have been parked outside their house on the narrow road with little room to pass.</p> <p>I have raised two children at this address and traffic speeds and behaviour have definitely impacted on their freedom and my concern.</p> <p>I have noticed the concerns of other parents about the safety of their children from traffic whilst they are escorting them on Brunstane Road either on foot or cycle.</p> <p>During previous closures of Brunstane Road the road obviously had a lot less traffic, less noise and less fumes. Anecdotally friends in Coillesdene said there was more traffic but nothing near the levels and problems we had experienced in Brunstane Road.</p> <p>Interestingly during previous road closures more children appeared walking to school either with minders or without, and the accompanying adults were less stressed as there was less danger from traffic. More bicycles appeared, being cycled by adults and unaccompanied children. People with mobility scooters also started to use the road.</p> <p>During previous road closures residents became more neighbourly being able to meet and talk outside without constant interruptions from traffic, children were able to enjoy more freedom and there was a definite increase in community.</p> <p>The benefits that the Brunstane Road community enjoyed during previous temporary closures would be enjoyed again if the road was closed as part of the proposed ETRO but this time they would be enjoyed by the wider area because of the additional traffic measures proposed for the 'Joppa Triangle'. I am sure that these benefits would be noticed and acknowledged by everyone if the proposed ETRO was approved and the whole 'Joppa Triangle' community would wish that the road closure and other measures become permanent.</p>
Support	<p>We understand, and accept the council's plans to calm traffic in the area. We have concerns, however, about the plan's impact on Seaview Crescent which already sees considerable, and often fast moving, rat-run traffic coming down Milton Drive and Milton Terrace from both Milton Road East and from the Coillesdene area. We note, and appreciate, the plans to create two road narrowings with movement priority signs on Coillesdene Avenue to slow traffic, but are concerned at the lack of similar provision on the parallel Seaview Crescent. Can we request that such traffic-slowing measures are also applied to Seaview Crescent to forestall the likely increase in speeding traffic the plan will in all probability create.</p>
Support	<p>I have lived here for over 35 years and on occasion when Brunstane Road has been temporarily closed, the traffic through our area is horrendous. With all the increased housing in the area and down the coast it is the time now to seriously consider traffic management in the area.</p> <p>Coillesdene Crescent is used as a rat run by inconsiderate drivers who speed and shout abuse at locals. Sat navs direct vans and lorries up and down the street as a shortcut to Portobello and Granton. We have had accidents and traffic jams for the first time in 35 years. It's getting really dangerous. I am in my 70s and have Parkinson's. There are lots of older residents and conversely small children. The speed, noise and air pollution from the traffic is really bad. I live on a corner plot and my garden sits close to the front road. At times I simply can't sit out any more and with my Parkinson's can't really go out and about elsewhere like I used to. This might seem insignificant but my garden is one of my last pleasures in life.</p> <p>I think at this stage you are ready to implement the ETRO proposals which should really help resolve the issue. If you get 6 objections you need to take the proposals back to committee. Please keep it top of the agenda and don't delay. This has been ongoing for ages now (literally years) and it keeps being pushed back while we continue to suffer. And please do not pay heed to the people who object on the grounds they want to use a residential street like a main road to save a few precious minutes. Like everything, they will get used to the changes once they are implemented.</p> <p>Thank you for your consideration.</p>

Response	Comments
Support	<p>☑ Primarily to return the residential street I live on (Coillesdene Crescent) into what it was originally planned – a quiet road for the local residents who live here and not meant as a main traffic artery</p> <p>☑ Reduce rat run traffic through Coillesdene Crescent</p> <p>☑ Reduce volume of traffic</p> <p>☑ Reduce traffic noise</p> <p>☑ Reduce air pollution</p> <p>☑ Reduce unsuitable heavy goods vehicles from using residential streets</p> <p>☑ Increase safety for children</p> <p>☑ Increase safety for older residents (including my husband who has mobility issues)</p> <p>☑ Increase safety for cyclists</p> <p>☑ Reduce the speeding traffic (50mph clocked in a 20mph limit)</p> <p>☑ Reduce 'boy racers'</p> <p>☑ Reduce verbal abuse from drivers to local residents</p> <p>☑ Reduce traffic jams at the top of Coillesdene Crescent (the first experienced in the 35 years we have lived here when Brunstane Road was temporarily closed)</p> <p>☑ Reduce damage to parked cars (over £1000 damage to my parked car this year from a hit and run driver who didn't stop / previous crash a couple of years ago wrote my car off completely)</p> <p>☑ Overall, reduce the emotional stress of heavy/speeding traffic going past our front door making life in a quiet residential neighbourhood at times simply unbearable</p> <p>In addition, please note my specific primary reason for supporting the proposals is in anticipation of the increased traffic that will with certainty flow through the Joppa triangle when the New Brunstane development is built - 'if we think it's bad now, just wait til a few extra 1000 households drive through the area'!</p> <p>As a heads up, someone in the planning office who is looking after the New Brunstane development should prepare for serious discussions into why no quantitative analysis was done on the number, speed and likely routes of traffic exiting the New Brunstane development onto Milton Road. I watched the webcast of the meeting online where it was approved and the additional traffic was discussed in a vague way but without quantifying the impact on the Joppa triangle streets specifically. It is inconceivable to expect this traffic to turn right and go towards Musselburgh to get to Portobello/Granton. Likewise it is unlikely it will go all the way up to Brunstane Road. It will undoubtedly travel down Milton Terrace, Coillesdene Crescent and Coillesdene Gardens. This proposal is therefore doing 2 things: resolving the current issues and pre-emptively mitigating against the issues that New Brunstane will bring. Note, a lot of residents aren't visualising what this means and I do strongly believe that a lot of the objectors would feel differently if we were discussing this post the New Brunstane completion.</p> <p>New Brunstane is made up of East and West areas with a proposed road connecting the two. This road is ear marked as allowing buses and cyclists but no cars. In other words the design has built into it the specific avoidance of creating a rat run from Milton Road East to Newcraighall. All we are asking is that you give the Joppa triangle the same courtesy. If my house was built in 2021 and not 1931 we simply wouldn't be having this conversation, since the Joppa triangle would already be a completely no through area for cars.</p> <p>It is worth noting that the local Coillesdene Resident's Association who dislike the Council's proposal and prefer the Mini Holland option will be formally objecting to this ETRO. The chair is a friend and neighbour. However I would like to point out that they do not speak for all their members and likewise not all residents are members – I am a member and I completely disagree with their stance to object. I think it is short sighted. They believe New Brunstane will be “years away” and “we can worry about that later”. They have actively discouraged residents from considering New Brunstane when forming opinions - their questionnaire specifically told people to disregard this consideration. Therefore they are acting on members' views which are not completely informed.</p> <p>I'm not sure I can officially do this but I would like to formally object to the consideration of objections from people who's only rationale for objecting to the proposal is simply based on 'I don't want to take a few extra minutes to drive on the main roads'. If these objections are to be accepted then please ensure that all road closures, one way streets, speed bumps etc. across the whole of Edinburgh are reopened and removed, since that rationale could be used to object to every single traffic management solution ever implemented! :-)</p>
Support	<p>I would like to express my support of the closure of Brunstane Road and traffic control measures in the surrounding areas.</p> <p>Having grown up and lived on Brunstane Road for the last 19 years it is clear to me that the increase in our use of motor vehicles and the ever increasing size of these vehicles has left Brunstane Road unfit for purpose and it simply cannot continue to be used as a rat run, causing a continuous stream of accidents and near misses. Not to mention the need for residents cars to be parked in a way that renders footpaths unusable for fear of having their vehicles damaged.</p> <p>I believe the benefits felt from the Brunstane Community when the road was previously closed during the replacement of the sets on Brighton place will be mirrored in this new proposal with areas such as coillesdene benefiting from the much needed traffic management.</p>
Support	<p>I would like to register my support for the traffic calming proposals for closing Brunstane Road and traffic calming in the surrounding areas.</p> <p>If the full closure isn't achievable then making Brunstane Road one way from north to south would be at least an improvement.</p> <p>Currently the volume of traffic is unacceptable causing long delays and dangerous driving and excessive road rage incidents.</p> <p>I live down a lane off the main part of Brunstane Road and on multiple occasions there have been near misses while I have been trying to turn onto Brunstane Road with speeding drivers and large lorries trying to negotiate our road.</p>
Support	<p>Just a quick email to show my full support to the TRO/21/13 Brunstane, Lowering traffic in the neighbourhood.</p> <p>As a resident in the Coillesdene area I am really happy to see this initiative to lower the traffic volume going forward. I think this is a great opportunity to improve pedestrians and cyclist safety in the streets in the area, also promoting active travel and in general improving the quality of life of the residents.</p> <p>I am aware that not everyone is in agreement and some people have reservations but no one was happy when we had a recent increase in traffic volume due to drivers using the residential streets as a rat run when the Brunstane road was closed and the Coillesdenes left opened. The TRO is a great opportunity to test the plan and see how it works. At the end of the testing period we could analyse what has worked what hasn't and what can be improved.</p>

Response	Comments
	<p>I have been a resident of Brunstane Road for almost 15 years. In all this time, I have never been more frustrated, upset or afraid as now. The level and nature of traffic that travels up and down Brunstane Road has progressively built over this time to an unsustainable and unsafe point in 2021.</p> <p>I have [young children], who attend Towerbank Primary School. We either walk or cycle to and from school every day. And every day I live in fear that a speeding van, articulated truck or frustrated car driver hits us and kills us. This may sound alarmist but it is a genuine fear. Brunstane Road should be a quiet residential street, where people can feel safe to ride their bikes and cross the street without this constant fear. But it isn't. It is a rat run for all shapes, sizes, and nature of vehicles, all desperate to shave a few seconds off their journey time, without any consideration for the physical limitations of the street or the residents' property or well being. The street is not designed to have this level or nature of traffic travelling through it without any regulation. And it is getting worse.</p> <p>The 20mph speed limit is rarely adhered to, the traffic calming measures and unsuitability for articulated vehicles are consistently ignored, and the increasing volume of traffic and size of vehicle has made damage to resident's vehicles and likelihood of a more serious incident inevitable. The volume and nature of traffic means that confrontation is commonplace between opposing drivers racing to try and get up or down the street before another stream of traffic arrives. Rather than considering the speed limit, they drive as fast as possible to try and 'make it through' before being faced with other drivers blocking their path and intent on not giving an inch.</p> <p>When I have gestured or asked for speeding vehicles to slow down or for me to be allowed to access the drive of my house, I have personally been faced with tirades of foul mouthed abuse and even physical confrontation - sometimes in front of my children. I once had a bunch of flowers ripped from my hand and stamped on and was physically pushed into my front hedge by a driver who skidded to a halt and got out of his vehicle when I gestured to slow down as he was driving at 50mph over speed bumps in a 20mph zone.</p> <p>This activity and these actions are not occasional. They are constant. And they are getting worse as more drivers are sent down Brunstane Road by satnavs. There is rarely a day that passes when there is not a stand off between vehicles meeting each other at the mid-point of the narrower part of Brunstane Road, both sides refusing to move. Or damage to residents' vehicles. Objectors to the proposed closure of Brunstane Road who state that it will be an inconvenience and lose them 2-3 minutes of time are not taking these regular delays into consideration and most certainly do not have to live in the street and be subjected to this constant law breaking and anti-social behaviour.</p> <p>A neighbour recently had the bumper ripped from her car by a passing vehicle that did not stop or leave a note. The people who do not live in the street and object to the proposed closure do not have to live with this. We do.</p> <p>When Brunstane Road was temporarily closed during the Brighton Place works, it was like living in a different street. The stress and fear lifted, there was less damage, and more bikes taking advantage of the convenience of the street to travel through from the Innocent pathway. It should be like this always.</p> <p>There will be some inconvenience to having the road closed at the rail bridge. We live 'above' this and will not be able to drive straight down to Portobello. Residents at the bottom will have to take a less direct route to travel south. But this is a very small price to pay vs. the benefits to quality of life that all residents of Brunstane Road will experience.</p>
Support	<p>Please please close Brunstane Road so that objectors can see that their perceived inconvenience will be minimal and so that residents can stop living in fear and reclaim the quality of life we need and deserve.</p>
Support	<p>I am in favour of diverting traffic away from brunstane road/ coillesdenes. However I do think there was a better proposal put forward as the current Order is just moving the traffic further along the streets of coillesdene. What is needed to solve the problem is a no through road from Milton road east down to joppa road/sea view terrace.</p>
Support	<p>As a resident of the street, we witness the negative issues daily and are glad that the council are actively reviewing the situation to find a solution.</p> <p>The main points which support reviewing a change to the existing situation are as follows: Issues:</p> <ul style="list-style-type: none"> • Antisocial behaviour: Due to the limited width of the road and lack of passing places traffic jams are a constant occurrence. Understandably people become frustrated which leads to antisocial behaviour. This ranges from sounding car horns to face to face confrontations and in extreme cases residents/drivers having to direct traffic. • Pollution (noise/air): Due to the lack of passing places people often speed up through the road in fear of being caught in a "standoff". Due to the gradient, this increased exhaust output as well as engine noise. Unfortunately due to the dense layout of the terraced houses, the fumes and noise are not able to dissipate so their effects are amplified by the road setting. • Pedestrian access: The path over the railway bridge is smaller than what a standard footpath should be which results in people taking to the road instead of waiting, which is clearly unsafe. • Bicycle risk: We have noticed an increase in cycle traffic on the road as people leave the Route 1 network to get to Portobello (as it is the fastest route). During peak road usage times, cyclists can be seen squeezing past oncoming traffic or taking risks instead of waiting for the road to clear. Whilst people should be more patient and wait, the road/congestion conditions cause people to take risks. • Car damage: Due to the tight nature of the road, car scrapes and damage is a weekly occurrence. If the damage was totalled up it would likely be in the many thousands. <p>I appreciate people outwith the area do not want the road closed as it would lead to an increased distance to drive in the car. However, I think there are overarching mitigating circumstances that justify the closure, such as.</p> <ul style="list-style-type: none"> • Safety: The road has not yet had a serious accident. If yellow lines were implemented for a passing place, this would increase the speed of traffic, which is against policy and also increase the risk of an accident so I don't believe this is feasible. Similarly the same issues arrive if made one way. • Reduce pollution: The proposed alternative route would likely incur fewer stops and starts and would be better suited to the current and future traffic volume. • Policy: <ul style="list-style-type: none"> o The council LDP seeks Edinburgh to be a place where you do not need to own a car to get around. Brunstane Train station is located at the top of Brunstane Road, there is limited parking for cars which means people generally have to walk or cycle there. Brunstane Road is the main access from Portobello so closure would improve the safety of the journey and encourage people to change their mode of transport whether on foot or bike. o The proposed LDP also states "where the streets are for people, not cars, and accessible and pleasant places to safely walk, wheel and cycle around" closure of the road align with this statement. o Place 33 in the LDP is for the Brunstane development. One of the main development principles is "Particular attention should be given to the proposed new junction on Milton Road East, and the management of additional traffic generation onto Milton Road East and Newcraighall Road including associated improvements to pedestrian cycle crossing facilities." At present access through the Collisdeans or Brunstane Road is the fastest route and current issues are only likely to be exacerbated. o Road closures have successfully been undertaken in other areas of the city so why would Brunstane Road not be considered? o The Main Issues Report for City Plan was called Choices for City Plan, it set out the main choices for the new plan, including the Council's preferred options for change and other reasonable alternatives. As discussed one of the main headline choices was "A city where you don't need to own a car to move around" <p>2. Delivering community infrastructure</p>

Response	Comments
Support	<p>I would like to voice my support of this TRO. I personally feel that Brunstane Road, as it stands, poses a danger to both pedestrians and cyclists, as well as being known as a bottleneck for traffic coming in and out of Portobello.</p> <p>As a mother and dog owner, I must walk down Brunstane Road to get into Portobello, access public transport, take my child to nursery and walk my dog. I do not feel safe on this road due to numerous factors:</p> <p>1) there is insufficient space for pedestrians to walk over the bridge as it's limited to pavement space on one side, and the railing means there is no option for more than one person to pass at a time. With a buggy and a dog, I cannot walk on the pavement if anyone else is there, forcing either myself or another pedestrian onto the blind hill which is very dangerous. You cannot see traffic coming up the hill, and once you've committed to walking over the bridge on the road there is no safe place for you to move to if a car comes. Therefore you end up with queuing pedestrians attempting to pass over the bridge. It's not safe, especially for those with young children.</p> <p>2) the road is not fit for the number of vehicles using it. There are daily incidents of road rage due to traffic not being able to flow up and down the south end of Brunstane Road. This means that, by the time traffic reaches the bridge, drivers are frustrated and travelling at a faster rate than they should be - endangering pedestrians and cyclists. Also, the emission you can smell when one of these "stand offs" is taking place can be unbearable.</p> <p>3) although we live on Brunstane road, we have a driveway so are not personally parking on the street. However, when friends and family have visited we've had incidents of their cars being hit by passing traffic much more frequently than you'd expect on a residential street. We've also had many instances of traffic jams and "stand offs" meaning our driveway is completely blocked by queuing traffic making it impossible to exit in an emergency.</p> <p>I appreciate that by closing Brunstane Road, traffic will be pushed along other routes, however those roads are much better equipped to deal with the volumes of traffic than a narrow road like Brunstane is. The journey, from a time perspective, will not actually be any longer once you factor in the amount of time spent queuing on Brunstane road due to incompetent drivers and "stand offs". I myself will have to take a longer route on days where I have to drive my child to nursery, but the inconvenience of that slightly longer route will be worth it to know that I can safely travel by foot or bike any other time I have to make the journey, and will encourage me to walk/cycle more often than drive.</p> <p>I'd like to close my email with an image of an incident that happened today directly outside our home on Brunstane Road. This vehicle was badly damaged by a passing car - no note was left and the owner of this car is now facing the bill alone. On how many other streets do you have to worry on a daily basis that your parked car will be damaged beyond use?</p>
Support	<p>The decision to enact this TRO is hugely important to the residents of Brunstane Road.</p> <p>The only comment I will make in support of the TRO is that if the TRO is supported we plan to stay at our address for the foreseeable future.</p> <p>However if the TRO is not supported it would be our intention to leave this address as traffic congestion and road rage incidents have made living in this street as intolerable.</p> <p>There is ever increasing frustration with the number of large and articulated vehicles which leads to congestion, road rage and delays.</p>
Support	<p>The house I live in on Brunstane Road was built over a hundred years ago, and the street laid considerably earlier, during the era of the horse and cart. It was never designed, with its narrow width and small front gardens with no options for driveways, to accommodate motorised vehicles of the size and frequency experienced now in the 21st Century.</p> <p>In the 30 years I have lived here I have watched this relentless growth of traffic passing through, which has been exacerbated over the past decade with the advent of Sat Nav and increased home delivery services now bringing more and more heavy goods vehicles down our small street as the perceived shortest route between the Promenade, or High Street, and anywhere south of the city.</p> <p>The inevitable congestion and traffic jams bring increased air and noise pollution to our residential street. It also brings road rage between drivers and causes the residents here, including their children, to witness really bad language and behavior by so called adults. Finally the damage to resident's parked cars caused by poor driving skills is running at one vehicle hit every week. No community should have to suffer this abuse for the sake other peoples convenience. A convenience that is actually a fallacy. This is not a sustainable position.</p> <p>I totally support the solution, which is to divert traffic away from the residential streets of Brunstane Road and the Coilesdenes area and cause them to use the major traffic route around the Joppa Triangle. There is no short cut and time saved by driving through the Joppa Triangle if you get caught up in a traffic jam. In addition you can wait a long time to get out of Brunstane Road onto Milton Road East. It would also be much less stressful for those drivers not to enter this residential area and to use the major traffic route around the Joppa Triangle.</p> <p>Our community is well aware that the proposed 18 month closure is an experiment and we are bursting with ideas on how to improve our local environment but that can only happen when the through traffic ends and the car stops being regarded as king.</p>
Support	<p>I am writing to express strong support for the proposals to close Brunstane Road and amend traffic flow through the Joppa Triangle.</p> <p>As a resident of Brunstane Road my quality of life will be greatly enhanced by these changes.</p> <p>It will allow the road to belong to the residents and community again rather than being the narrow conduit for a large volume of traffic including trucks and industrial vehicles. The benefits to the air quality of the street will be significant and it will also allow residents to interact with each other more easily enhancing the pleasure of living here.</p> <p>It will provide a safer environment for cyclists and pedestrians using the street. During the previous closure it was heartening to see increased pedestrian and pedal traffic and the road provides an excellent link from the John Muir Way, cycle route 1, and public transport to the beach. This is a welcome and vibrant addition to the street.</p> <p>There will also be less damage to parked vehicles. Most residents have experienced damage at least once to their vehicles and very often drivers continue on their way without leaving their details. It is expensive and frustrating. Coupled to this is the aggression and abuse between drivers or towards residents when traffic has backed up. Everyone will live more comfortably without that and children will hopefully realise that such aggression does not need to be part of everyday life.</p> <p>It is easy for me to comment on Brunstane Road because I live there but I have no wish to move the traffic to my neighbours in the Coilesdene area so I also support the proposals there. Keeping traffic on the main roads will not add significantly to travel times for drivers and this proposal could provide a model for improvement to traffic flow elsewhere in Portobello.</p>
Support	<p>I don't live on Brunstane Road but the appalling language of drivers every weekend when there are numerous incidents can be heard by my kids in our garden at Brunstane Gardens is dreadful.</p> <p>In addition when I walk up the road with my dogs every day there has been a vehicle damaged by passing cars and the speed and size of vehicles including HGVs using the road is a disgrace.</p> <p>I fully support the closure.</p>
Support	<p>When we moved to our house in 1988 there was no Harry Lauder Road , Fort Kinnaird or all the other houses and flats that have been built since then.</p> <p>Our street was built in 1905 and the road was made for horses and carts and is not suitable for the 2000 vehicles that use it daily.</p> <p>We are in the middle of two roads and a railway which makes the air pollution terrible.</p> <p>Our cars have been damaged as the other people who use our road have to squeeze past, as you can see from the videos that have been sent to you, also the abuse we have to suffer from some motorists is terrible.</p> <p>The closure will be good for cyclists who will be able to feel safe when using the road.</p> <p>We look forward to the day you tell us our road will be closed.</p>
Support	<p>I am emailing in support of the proposed TRO . I have lived in Brunstane Rd for 26 years and brought up my family here , The traffic in the street has grown progressively worse in that time. I have had my car damaged on numerous occasions which is upsetting but it is the abuse from drivers trying to negotiate their way down this street with speed that is now unbearable, intimidating and at times threatening. I have heard many within the larger Portobello community glibly stating that I 'shouldn't have bought a house in this street if I don't like the traffic' . Indeed, I would not buy my house now as the street is an unsafe environment for small children, thankfully my children are now grown. The increase in traffic in the last 26 years is enormous. The road was never designed to accommodate this level of traffic and it is untenable for the residents to be expected to put up and shut up. .</p> <p>I have also heard the opponents of the TRO stating the one way would be 'more convenient' . I am firmly opposed to this as an option as it will simple increase speed with that 'convenience', resulting in even more damage to vehicles and further risk to pedestrians and cyclists .</p> <p>I have also heard my neighbours saying that if the TRO is not granted they will be forced to sell . There is s strong support network within this street despite its difficulties. I know that CEC want this community support to be encouraged so please grant this TRO .</p>

Response	Comments
Support	<p>I support the Brunstane/Coilesdene measures detailed in your papers.</p> <p>Aa a resident of Brunstane Road for over 20 years, I have seen the traffic gradually increase on our street with the added impact of the arrival of bigger cars, more delivery vans and more cyclists having to share a space not designed for that volume of traffic.</p> <p>I would like for the future, like all residents of Portobello and Joppa, to be able to park our car in our street and find it undamaged the next day and not having to so frequently witness road rage and intimidating behaviour, which I am anxious, one day, will end badly.</p> <p>Yes, initially some people will miss the shortcut, (which is so rarely one as, most of the time, cars get stuck on the street) but it will give us all a nudge to try an alternative to the car. I have starting walking more and took up cycling when travelling in the local area.</p>
Support	<p>The reasons why I support these proposals are as follows:</p> <ul style="list-style-type: none"> •The circumstances that climate change present to us are not good. One thing I have control over is if I have a car and as I do, how often I drive it. I therefore choose to drive it as little as possible and use my bike more because the amount of traffic in Edinburgh generally is frightening. I am in the process of getting a ULEV green car. I see that people have got into habits of driving their cars too often and for unnecessary short journeys. Brunstane Road is a classic example of the impact of this behaviour. This includes the impact on the air quality in this area. I have read the Edinburgh City Council City Plan Environmental Report 2030 which sets out the methods for a sustainable future. This gives me hope but it takes action, not just words. We have to help people find a better way to travel and make it easier for them to walk or cycle or other wheel. These proposals for a road that clearly demonstrates the problem we are all faced with and could be a catalyst for change in this Portobello and Joppa. Linking Brunstane Road to cycle route 1 is a really positive way Edinburgh City Council can keep moving the sustainable plan forward. •The volume of traffic using Brunstane Road is untenable (nearly 2,000 vehicle's a day) and only closure will change this. There are only about 100 residents on this road. I cannot see any other way. However I fully recognise that this will have an impact on other roads in the area, primarily the Coillesdene's which is why the foresight of including these proposals for the Joppa Triangle is progressive and positive. •Unfortunately residents of the Joppa Triangle are as a result of the volume subject to threats, aggression, fear of violence and numerous, regular damage to vehicles, the vast majority of this is on Brunstane Road. Young children are regularly witnesses to this behaviour. A residents camper van was recently hit and run leaving a bill of several hundreds of pounds of damage to fix plus loss of a planned holiday. All of this has resulted in a number of calls by residents to the police, wasting time, public money and causing stress to residents and other road users. One occasion was when a resident was getting a delivery, this meant the delivery van had to block the road for a total of 8 minutes. A driver of one of the cars that had to wait a few minutes got out of her car and threatened the resident, abusing her verbally resulting in the resident fearing for her safety. There are many other examples but this behaviour just cannot continue so stopping this continuous flow of traffic will remove the problem. The main roads available to drivers will not get blocked in the same way. •People's perceived journey time being reduced by using Brunstane Road is often misled given the above point on volume and blockages. While drivers fight with each other and try to intimidate others to move no one is getting anywhere. Drivers using this road as a cut through to get to Asda or Fort Kinnaird quicker is not a reason to keep things as they are. •Due to the volume of traffic on a road this size other users have less space causing other potential hazards such as wheelchair users, prams, runners, cyclists etc. There simply is not the space available to these road users. •Drivers in a very uncaring way use the Coillesdene's as an alternative cut through causing similar problems. The majority of residents in those streets are older and have become fearful which is unacceptable. •The additional housing being built across the other side of Milton Road will only increase the amount of traffic substantially and these problems will get worse for the whole of the Joppa Triangle. •Positive changes to use could be: cleaner air, greater use of wheels, less car insurance cost increase, community initiatives such as planters, electric car charging points. There is so much we can do. This is the time for real action and could be the councils example of how people's lives in our area could be improved. I support the proposals 100%.
Support	<p>I fully support and welcome the proposals that have been made for the closure of Brunstane Road and the amendments to the Coillesdene's (collectively known as the Joppa Triangle). The reasons why I support these proposals are as follows:</p> <ul style="list-style-type: none"> •The circumstances that climate change present to us are not good. One thing I have control over is if I have a car and as I do, how often I drive it. I therefore choose to drive it as little as possible and use my bike more because the amount of traffic in Edinburgh generally is frightening. I am in the process of getting a ULEV green car. I see that people have got into habits of driving their cars too often and for unnecessary short journeys. Brunstane Road is a classic example of the impact of this behaviour. This includes the impact on the air quality in this area. I have read the Edinburgh City Council City Plan Environmental Report 2030 which sets out the methods for a sustainable future. This gives me hope but it takes action, not just words. We have to help people find a better way to travel and make it easier for them to walk or cycle or other wheel. These proposals for a road that clearly demonstrates the problem we are all faced with and could be a catalyst for change in this Portobello and Joppa. Linking Brunstane Road to cycle route 1 is a really positive way Edinburgh City Council can keep moving the sustainable plan forward. •The volume of traffic using Brunstane Road is untenable (nearly 2,000 vehicle's a day) and only closure will change this. There are only about 100 residents on this road. I cannot see any other way. However I fully recognise that this will have an impact on other roads in the area, primarily the Coillesdene's which is why the foresight of including these proposals for the Joppa Triangle is progressive and positive. •Unfortunately residents of the Joppa Triangle are as a result of the volume subject to threats, aggression, fear of violence and numerous, regular damage to vehicles, the vast majority of this is on Brunstane Road. Young children are regularly witnesses to this behaviour. A residents camper van was recently hit and run leaving a bill of several hundreds of pounds of damage to fix plus loss of a planned holiday. All of this has resulted in a number of calls by residents to the police, wasting time, public money and causing stress to residents and other road users. One occasion was when a resident was getting a delivery, this meant the delivery van had to block the road for a total of 8 minutes. A driver of one of the cars that had to wait a few minutes got out of her car and threatened the resident, abusing her verbally resulting in the resident fearing for her safety. There are many other examples but this behaviour just cannot continue so stopping this continuous flow of traffic will remove the problem. The main roads available to drivers will not get blocked in the same way. •People's perceived journey time being reduced by using Brunstane Road is often misled given the above point on volume and blockages. While drivers fight with each other and try to intimidate others to move no one is getting anywhere. Drivers using this road as a cut through to get to Asda or Fort Kinnaird quicker is not a reason to keep things as they are. •Due to the volume of traffic on a road this size other users have less space causing other potential hazards such as wheelchair users, prams, runners, cyclists etc. There simply is not the space available to these road users. •Drivers in a very uncaring way use the Coillesdene's as an alternative cut through causing similar problems. The majority of residents in those streets are older and have become fearful which is unacceptable. •The additional housing being built across the other side of Milton Road will only increase the amount of traffic substantially and these problems will get worse for the whole of the Joppa Triangle. •Positive changes to use could be: cleaner air, greater use of wheels, less car insurance cost increase, community initiatives such as planters, electric car charging points. There is so much we can do. This is the time for real action and could be the councils example of how people's lives in our area could be improved. I support the proposals 100%.
Support	<p>I am pleased that we are now getting to the stage where we will hopefully see action regarding the unacceptable volume and speed of traffic using the area as a shortcut to and from Portobello!</p> <p>We who live on Brunstane Road are subjected to a daily onslaught of road rage, foul language, damaged to our cars and our property from pollution and vibration from the huge lorries going up and down the street to make deliveries to various supermarkets in the wider area!</p> <p>It's not uncommon to be pinned against or in your car waiting for a gap in order to open the door and get in or to get out!</p> <p>The street was designed over 100 years ago and was built to accommodate horse drawn vehicles and as such is not wide enough to deal with two way traffic and parked cars! As a result of the narrowness we have to park our cars on the pavement to try to avoid them being damaged! This impacts the use of the pavement by pedestrians, wheelchair users and people pushing buggies !</p> <p>Cyclists have a particularly dangerous journey on Brunstane Road where inconsiderate drivers regularly force them off the road in between parked cars due to lack of space on the road and an unwillingness to wait until it's safe for both to pass!</p> <p>We are fully aware that moving the traffic out of Brunstane Road and into the residential streets of the Collisdenes is not the solution!</p> <p>Simply restricting the large volume of commuter and commercial traffic from our streets and onto the main roads which are able to cope with it would immediately improve our quality of live , mental well-being and physical health with the decrease in pollution!</p> <p>I urge the council to press on with this temporary order as surely this is how traffic must be managed in a modern city which appears to be forward looking?!</p>

Response	Comments
	<p>I have lived in this neighbourhood for nearly 30 years and have experienced and witnessed Brunstane Road becoming a dangerous and stressful road to live on. This is due to the large volume of vehicles (approximately 2000 per day) using this arterial route. A previous exercise to appoint speed bumps has had no impact whatsoever on the volume or speed of traffic. This approach has failed.</p> <p>In the 1990's, resident children initiated a survey and gathered responses from residents which they presented to the local Councillor at that time. They highlighted their fear from a child's perspective attempting to cross the road safely or use bicycles, due to the high speed of vehicles. Sadly this was not taken seriously.</p> <p>Two decades later, we now find ourselves living in an increasingly polluted area from traffic fumes which this Victorian road was never built for and it appears to be even more dangerous for everyone now. As the Council advocates the use of bicycles (and this road is cycle route 1) it is encouraging to see people attempting to use it as thus but stressful to witness the difficulties and dangers cyclists encounter when up against careless, impatient and abusive drivers.</p> <p>Hardly a day passes when there isn't 'an incident/incidents' involving motorists challenging each other as to who is in the right/wrong whilst they snake their way up and down Brunstane Road. Listening and watching the exchanges is highly stressful and their language and behaviours wholly inappropriate. As a resident, I have been verbally abused by motorists whilst attempting to placate some situations. This is totally unacceptable and detrimental on the mental health of residents.</p> <p>There is a mound of photographic and video evidence available to the Council demonstrating the frequent damage to resident's vehicles to which the Police have been notified. Trying to avoid damage to our vehicles and allowing access to them results in pavement parking which is obstructive for pedestrians, wheelchair users and buggies.</p> <p>The option/ threat of painting double yellow lines or issuing parking permits is spurious and would only serve to shift the problem elsewhere. We have responsibly and sympathetically liaised with local Coillesdine residents who have their own concerns about 'rat-running' through their streets and as a result, have optioned the "Joppa triangle" which directs traffic on to the main roads built to accommodate such.</p> <p>Closing Brunstane Road at the railway bridge would continue to enable delivery of goods and services but more importantly, the safe access of emergency vehicles. Frighteningly, as it stands at the moment, any emergency could not be attended promptly if the road is in utter chaos which it frequently is.</p>
Support	I urge the traffic committee to address this very long standing issue and proceed with the TRO to close Brunstane Road at the railway bridge for the safety and mental well being of the people who live with it on a daily basis.
Support	I have stayed [on] Brunstane Road Edinburgh for 47 years and the volume of traffic is now enoromus. The road was never meant for very large hgv vehicles that travel up and down the road. At the top end (which my house is) the road appears to narrow and there is not enough room for traffic to pass each other. Then they end up damaging our cars. My car is not 2years old and already been smashed into 4 times. This is not acceceptable !! I very much agree with the road being closed at the railway bridge and hopefully residents can enjoy a very much quieter street.
Support	<p>There are a number of reasons why I consider this to be an extremely important step in making the Joppa Triangle a safer area with traffic levels that are sustainable, manageable and capable of being supported by the road network:</p> <ul style="list-style-type: none"> •The traffic issues need to be addressed across the triangle – the current proposal does this and takes provides a solution not only for Brunstane Road, but the wider Coillesdene area through the proposed traffic deflection measures. •Driving around the Joppa triangle could put a mere 2 minutes onto a journey from the Harry Lauder Road / Milton Road junction to Portobello High Street. The imagined time saving using Brunstane Road as a "short cut" is lost when, as often happens, the traffic becomes grid locked either in Brunstane Road itself or at the Milton Road East junction. •As a result of the traffic congestion, road rage is a constant source of alarm to residents and families with young children. I have witnessed multiple road rage incidents in the street, involving bad language as well as threats of violence and damage to property. Our children should not have to see or hear this. •Brunstane Road was not designed to support the levels of traffic that are now using it (surveys have showed that nearly 2,000 vehicles a day are travelling through a street of just over 100 residents). It is a narrow street and the small front garden design was never designed to accommodate both residents' parking and the volume of traffic passing through as a shortcut to Milton Road / Harry Lauder Road. In particular, I have witnessed an explosion in the number of heavy goods vehicles that are using the road as a rat run. The size and weight of these vehicles is completely inappropriate for the street. •The poor air quality as a result of traffic fumes is unacceptable in a residential area and needs to be improved, in compliance with the Councils stated policy objectives on a clean environment. •Residents' vehicles in Brunstane Road are constantly being struck by passing traffic that, due to speed or congestion, is attempting to squeeze through tight spaces and misjudging the space available. This causes much distress and financial loss to the owners. It also causes the parked cars to encroach on the pavements making it difficult for wheelchair users and pram pushers to use the pavements. •The Council has a policy of returning streets to the community and this proposal complies with that policy. The Council also has objectives related to encouraging more use of bicycles. During the previous road closure of a year it was noted the increase in cyclists using the street. It is also notable that the previous closure of the street (which lasted around a year) did not result in any recorded adverse consequences for residents beyond the Joppa Triangle. •Local people's wellbeing should be given priority over through traffic – the living conditions for residents, particularly in the south end of Brunstane Road, should outweigh the convenience of those passing through. The local residents have many ideas for hard and soft landscaping that would radically change the street from one dominated by through traffic to being a safe, welcoming community asset. The street is an important link from Cycle Route 1 to the Promenade and will be strongly promoted. •I hope that the passing of the order will lead to the successful and permanent return of Brunstane Road to its community and that this could pave the way for other streets in Portobello improving their environment by following a similar course of community led initiative.
Support	<p>Addressee 2:</p> <p>There are a number of reasons why I consider this to be an extremely important step in making the Joppa Triangle a safer area with traffic levels that are sustainable, manageable and capable of being supported by the road network:</p> <ul style="list-style-type: none"> •The traffic issues need to be addressed across the triangle – the current proposal does this and takes provides a solution not only for Brunstane Road, but the wider Coillesdene area through the proposed traffic deflection measures. •Driving around the Joppa triangle could put a mere 2 minutes onto a journey from the Harry Lauder Road / Milton Road junction to Portobello High Street. The imagined time saving using Brunstane Road as a "short cut" is lost when, as often happens, the traffic becomes grid locked either in Brunstane Road itself or at the Milton Road East junction. •As a result of the traffic congestion, road rage is a constant source of alarm to residents and families with young children. I have witnessed multiple road rage incidents in the street, involving bad language as well as threats of violence and damage to property. Our children should not have to see or hear this. •Brunstane Road was not designed to support the levels of traffic that are now using it (surveys have showed that nearly 2,000 vehicles a day are travelling through a street of just over 100 residents). It is a narrow street and the small front garden design was never designed to accommodate both residents' parking and the volume of traffic passing through as a shortcut to Milton Road / Harry Lauder Road. In particular, I have witnessed an explosion in the number of heavy goods vehicles that are using the road as a rat run. The size and weight of these vehicles is completely inappropriate for the street. •The poor air quality as a result of traffic fumes is unacceptable in a residential area and needs to be improved, in compliance with the Councils stated policy objectives on a clean environment. •Residents' vehicles in Brunstane Road are constantly being struck by passing traffic that, due to speed or congestion, is attempting to squeeze through tight spaces and misjudging the space available. This causes much distress and financial loss to the owners. It also causes the parked cars to encroach on the pavements making it difficult for wheelchair users and pram pushers to use the pavements. •The Council has a policy of returning streets to the community and this proposal complies with that policy. The Council also has objectives related to encouraging more use of bicycles. During the previous road closure of a year it was noted the increase in cyclists using the street. It is also notable that the previous closure of the street (which lasted around a year) did not result in any recorded adverse consequences for residents beyond the Joppa Triangle. •Local people's wellbeing should be given priority over through traffic – the living conditions for residents, particularly in the south end of Brunstane Road, should outweigh the convenience of those passing through. The local residents have many ideas for hard and soft landscaping that would radically change the street from one dominated by through traffic to being a safe, welcoming community asset. The street is an important link from Cycle Route 1 to the Promenade and will be strongly promoted. •I hope that the passing of the order will lead to the successful and permanent return of Brunstane Road to its community and that this could pave the way for other streets in Portobello improving their environment by following a similar course of community led initiative.

Response	Comments
	<p>I would like to inform you of my strong support for this Traffic order.</p> <p>This is a sensible approach to addressing the traffic issues in the Joppa Triangle as a whole, thinking of the entire community, rather than just the street I live on.</p> <p>As a parent of 2 small children, I worry about the health effects of 2,000 vehicles travelling through our street each day. This complies with the council policy of creating a clean environment. My children have also been witness to multiple instances of road rage and erratic high speed driving due to the street being used as a rat-run 'short cut', when it simply is not of an appropriate width to manage the non-resident traffic trying to use it. Furthermore, using Brunstane Road is often no faster than the alternative routes as cars wait for single-vehicle passing. Cars are frequently damaged on the street in hit-and-runs where people misjudge the street size passing other cars. I myself have had to have 2 vehicles repaired for this in the last 2 years. People's wellbeing should be given high priority, and the living conditions of residents should outweigh the convenience of those passing through.</p> <p>The council has a policy of returning streets to the community, and this proposal complies with that policy. There is strong community spirit on our street, and this was especially evident, for example, during the COVID pandemic, where a piper paraded the street during the clap for carers. The street benefitted greatly from the temporary closure during the Brighton Place traffic works, and everyone commented how the quality-of-life was better at that time, due to the calming of the street.</p> <p>Brunstane Road is a key link between Cycle Route 1 to the promenade, and this should be promoted, in alignment with council policy to promote green travel. Closure of Brunstane Road would greatly improve cyclist safety, and I myself have had several near misses on our street due to dangerous overtaking attempts by impatient car drivers, whilst I cycle to my house.</p>
Support	<p>Please let this Traffic order go ahead. Whilst some will object due the 'inconvenience' it will cause, this will soon be forgotten, and it will make a huge difference for the local community.</p>
	<p>I am writing to support this closure, as a resident of Brunstane Road for over 25 years the housing and retail developments that have taken place in the surrounding area have placed the Joppa Triangle in the centre of a challenging situation regarding traffic. Vehicles of all types including heavy good vehicles continually make use of roads to access Portobello and Milton Road when it is clear these roads are not appropriate. In addition, the demographics of the Joppa Triangle are have changed considerably with many families with young children now living in the area. Closing Brunstane road and making access via the Collisdene roads difficult coupled with enforcing access to Portobello to be via Eastfield or Sir Harry Lauder road will benefit the wider area considerably and reduce the numerous small accidents and incidents of road rage considerably.</p>
Support	<p>Finally I would note that with Scotland hosting COP26 this traffic order would assist in reducing congestion in the wider area considerably</p>
	<p>I'm fully supportive of this positive action on Brunstane Road. As a resident on the street for 10 years I have both experienced and witnessed damage to vehicles and abusive drivers as a direct result of increased traffic on the street. Many sections of the street, particularly between the railway bridge and the junction with Milton Road, are not compatible with parked cars and a two way street system. If there are vehicles coming in the opposite direction, often they have no room to pass and it leads to either one of them trying to squeeze past (often damaging vehicles in the process) or a stand-off to the point where one vehicle has to reverse to an area where they can pull in to let the opposing car past. This can lead to huge frustrations for drivers which usually spills over into verbal abuse and, in some instances, physical threatening behaviour. These are not infrequent or isolated incidents, they are daily occurrences and there have been numerous examples cited to the council over the years (and in the recent past as part of this TRO) to back this up. In fact, there has been an increase in damage related incidents to resident's vehicles as more and more vans and lorries are using the street, probably due to the fact their sat nav directs many along the street as the quickest route. In some instances the damage to vehicles has been significant and in many cases it's not reported to the owner as the driver leaves the scene without leaving a note on the affected vehicle.</p> <p>Aside from damage to vehicles, traffic jams and angry motorists there has been an increase in the number of vehicles speeding up and down the road to avoid getting stuck. With many children on the street it's alarming that the 20 mph limit is often broken and it feels like it's just a matter of time before a kid crossing the road is hit. Plus with more of us encouraged to use bikes (especially children to get to school) it is becoming increasingly dangerous to so do. Closing the road to vehicles would be a welcome change to encourage more of us to walk and use our bikes and scooters to get around. My kids would feel a lot safer if this TRO was successful.</p> <p>The closure of the road at the bridge to vehicle access is a welcome step to stem the flow of traffic and stop it becoming a cut through for many motorists. Doing this in conjunction with the other traffic management proposals as part of this TRO shows a real sense of community to try and tackle this problem beyond just Brunstane Road and not just moving a problem to another street in the area.</p>
Support	<p>The traffic issues on the road are obviously very upsetting for many residents as it's a daily grind of manging the increased traffic and the resultant vile behaviour of many frustrated motorists.</p>
Support	<p>I am writing in support of calming traffic measures planned for Brunstane road. As a resident on this street I witness daily violent arguments and traffic jams, and have had vehicles Subject to damage. With 2 young children I worry constantly about their safety on their street due to people driving down our road at ridiculous (illegal) speeds, with nothing to prevent this except from inevitable traffic blocking, which leads to the aforementioned rows and road rage.</p>
Support	<p>I am very much in favour of the proposal and strongly support the Council taking these steps. My reasons are as follows:</p> <p>The Council has a policy of returning streets to the community and this proposal complies with that policy.</p> <p>Today more than ever we need to recognise that the car is not more important than environment and people's wellbeing - which should be given a greater priority.</p> <p>Brunstane Road was built over 100 years ago at a time of horses and carts. Its narrow street and small front garden design was never designed to accommodate cars, both residents parking and those passing through. It was certainly never intended to take the size and weight of heavy goods vehicles that currently use it. Brunstane Road sits in the Joppa Triangle and the traffic issues need to be addressed across the triangle. Aside from closing Brunstane Road the traffic deflection measures are required in the Collisdenes.</p> <p>Driving around the Joppa triangle could put a mere 2 minutes onto your journey. This imagined time saving using Brunstane Road is lost when you encounter a vehicle coming the other way in the street or get stuck at the south end at the Milton Road East junction and you have to wait for a friendly motorist to let you out.</p> <p>With nearly 2,000 vehicles a day travelling through a street of just over 100 residents the air quality from traffic fumes in this residential street needs to be reduced, again in compliance with the Councils stated policy objectives on a clean environment.</p> <p>The Council also has objectives related to encouraging more use of bicycles. During the previous road closure of a year it was noted the increase in cyclists using the street.</p> <p>This street is an important link from Cycle Route 1 to the Promenade and should be promoted.</p> <p>Road rage is a constant source of alarm to residents and families with young children who should not have to endure the bad language that erupts in the street.</p> <p>Every week a parked vehicle is struck by passing traffic trying to squeeze through tight spaces and misjudging the space available. This causes parked cars to encroach on the pavements making it difficult for wheelchair users and pram pushers to use the pavements. Surely this is in conflict with the Councils policy on equal access.</p> <p>There are so many things involving both soft and hard landscaping that can be done in the street to change it from being dominated by traffic to becoming a safe, welcoming community asset.</p> <p>There are other streets in Portobello that are suffering due to the strangle hold of the car. It is hoped that the successful return of Brunstane Road to its community could pave the way for other streets to improve their environment by following a similar course.</p>

Response	Comments
Support	<p>Addressee 2:</p> <p>I am very much in favour of the proposal and strongly support the Council taking these steps. My reasons are as follows: The Council has a policy of returning streets to the community and this proposal complies with that policy. Today more than ever we need to recognise that the car is not more important than environment and people's wellbeing - which should be given a greater priority. Brunstane Road was built over 100 years ago at a time of horses and carts. Its narrow street and small front garden design was never designed to accommodate cars, both residents parking and those passing through. It was certainly never intended to take the size and weight of heavy goods vehicles that currently use it. Brunstane Road sits in the Joppa Triangle and the traffic issues need to be addressed across the triangle. Aside from closing Brunstane Road the traffic deflection measures are required in the Colliedennes. Driving around the Joppa triangle could put a mere 2 minutes onto your journey. This imagined time saving using Brunstane Road is lost when you encounter a vehicle coming the other way in the street or get stuck at the south end at the Milton Road East junction and you have to wait for a friendly motorist to let you out. With nearly 2,000 vehicles a day travelling through a street of just over 100 residents the air quality from traffic fumes in this residential street needs to be reduced, again in compliance with the Councils stated policy objectives on a clean environment. The Council also has objectives related to encouraging more use of bicycles. During the previous road closure of a year it was noted the increase in cyclists using the street. This street is an important link from Cycle Route 1 to the Promenade and should be promoted. Road rage is a constant source of alarm to residents and families with young children who should not have to endure the bad language that erupts in the street. This will only get worse and cause a serious incident which we can out seek to avoid now. The current traffic is an almost 24 hour problem, the 24 hour nature of Asda/Asda delivery vans means that the road is used throughout the night. The Post Office use it @ 05.00 to reach the Portobello sorting office. The Councils re development of "new brunstane" for housing will lead to serious gridlock at the top A1/Milton link/Brunstane Road /Brunstane Road (North) junction. Every week a parked vehicle is struck by passing traffic trying to squeeze through tight spaces and misjudging the space available. This causes parked cars to encroach on the pavements making it difficult for wheelchair users and pram pushers to use the pavements. Surely this is in conflict with the Councils policy on equal access. There are so many things involving both soft and hard landscaping that can be done in the street to change it from being dominated by traffic to becoming a safe, welcoming community asset.</p> <p>There are other streets in Portobello that are suffering due to the strangle hold of the car. It is hoped that the successful return of Brunstane Road to its community could pave the way for other streets to improve their environment by following a similar course.</p>
Support	<ul style="list-style-type: none"> • I am in support of the proposal to close Brunstane Road to through-traffic and to limit the through-traffic within the Joppa area. • I understand that closure of this road to through traffic has been debated for many years. I have only lived here for the past 6 years but even in that time have seen the volume of traffic increase, particularly the number of HGV vehicles. GPS gadgetry has exacerbated this as drivers seek the quickest route to avoid the main roads. This is also causing regular damage to residents' cars. • Emissions from through traffic, especially when the street becomes blocked are a health hazard to residents, pedestrians and cyclists. • Those living on Brunstane Road, a residential road which narrows from Joppa Rd to Milton Rd, deserve a safe and quieter street. The current plan before the council will start to make this possible. If successful it could be a model for the greater Portobello area and, indeed, other Edinburgh suburbs. • The traffic lights and configuration of the junction at the north end of Milton Rd where it meets the A199 may need attention as the turning circle for large HGVs coming from Portobello is extremely tight. The numbers of HGVs may also increase if they are no longer allowed to turn left from Portobello High St onto the Harry Lauder Rd which I believe is under discussion due to recent cyclist fatalities.
Support	<p>I fully agree with the proposal to close Brunstane Road to through-traffic and to limit the through-traffic within Joppa generally. It is long over-due. The problem of congestion, verbal abuse, and vehicular damage has worsened since people stopped reading maps and started to rely on their GPS. Of particular concern is the number of HGVs using Brunstane Road for deliveries to Portobello. Traveling via Joppa Road and Milton Road take 80 seconds longer, and therefore closure of Brunstane Road and other roads within Joppa is not a burden on commuters.</p> <p>You may have to tune the arrangements along Milton Road as I can see "short cuts" that could save some people 15-20 seconds, so they will take them. Closing all of the entrances to Milton Road is a solution similar to that used by many medium/large cities.</p> <p>On the whole I think it is a good start to something progressive.</p>
Support	<p>I wish to add support to the proposed plan to close Brunstane Road.</p> <ul style="list-style-type: none"> • Since I moved here 35 years ago, an increased number of young families have moved into the street, I fear for the safety of young children. • Traffic is not only overwhelming in number of large vehicles, but traffic travels at high speeds not suitable for a narrow residential street. • With online delivery, there has been a huge increase in the number of vans and lorries, usually parked in the middle of the street while making a delivery - this often causes bad tempers and complete jams both ends of the street. • The plan is not exclusively about closing Brunstane Road as many residents, including myself, are keen that traffic is not displaced to the Colliedenes, as this would be counter productive and unfair to our neighbours in Joppa. • The plan supports the Council's strategy for improving public transport and public health through encouraging exercise, cleaner air and quieter streets and it is obvious that the plan will encourage cycling, as it will complete the link to the track near Asda and Innocent Railway. I often cycle to Haymarket using this route, but the most dangerous part of the whole journey is getting out my house in Brunstane Road. • Residents are heartily fed up of bashed wing mirrors and knocks to cars which are expensive to repair. • Because of the narrowness of the road, cars park on the pavement. On bin days it is impossible for wheelchairs and prams to get by - this is dangerous as people are forced onto the road • It is common sense that since we are in the middle of a climate change emergency, we must change how we move around our environments. Closing Brunstane Road will be an important contributor to a city wide strategy to create a cleaner safer environment for future generations.
Support	<p>I write in support of the Low Traffic Neighbourhood Proposals for the Brunstane area.</p> <p>I live at Brunstane Road, and the current situation is untenable. We continue to experience incidents of road rage outside our house on a regular basis; I've heard female drivers called "f***ing b**ches" on numerous occasions by men angry that they are stuck. My kids are older now so the swearing does not bother me as much as it did when I first reported this to you, but they shouldn't have to experience this angry sexism. I drive, but would happily take the inconvenience of having to go round the long way if it meant an end to constant jams and fighting.</p> <p>The most important reason for closing the road, however, is the shift we all have to make as a society to cutting individual car usage, and embracing active travel and public transport. Anyone who thinks we can prevent catastrophic climate change without this shift is simply not being realistic.* Active travel/public transport needs to become the norm for everyone that can cycle/walk/use the bus; cars should be used only for emergencies, or by people with disabilities. The council needs to facilitate this massive societal shift as best it can.</p> <p>When the bridge was shut previously, cycling and walking became so much more safe and pleasant. I used my bike more often and felt safer doing so. I was happier letting my kids cycle down the road. As Brunstane Road links the bike path and the prom, it would be fantastic to promote it as a safe route to encourage more cyclists and to keep them safe.</p> <p>I would be in support of a camera on the bridge so that emergency vehicles or people in an emergency situation (rushing someone to hospital) could drive over the bridge.</p>

Response	Comments
Support	<p>I am a resident of Brunstane Road of 8 years and I am firmly in support of the TRO for numerous reasons;</p> <ul style="list-style-type: none"> • My primary concern is of safety. It is typical to observe a driver who has been frustrated by having had to wait for a stream of cars to pass the then accelerate and speed down the remainder of the road in a race to get to the end before another car approaches from the opposite end. With this type of driving it is only a matter of time that someone is hit & injured when attempting to cross the road. With the high number of families with young children living on and walking along the road this is a major worry. • In relation to the above the level of aggression, foul language and impatience exhibited by 'frustrated' drivers is unbearable. I am sure most people would not find it acceptable to bear witness on a daily basis to this behaviour happening right outside their property and in plain sight of theirs and other children. • I am fully supportive of any scheme in and around Edinburgh that promotes the safer use of alternative means of transportation, especially walking & cycling. It seems obvious that linking the Sustrans cycle route 1 from Brunstane Road South through to the Prom would promote greater use of cycling & walking. Presently cyclists are held up just as much as motorist on Brunstane road, negating any advantage that cycling has over a car. When the road was closed for a period of months a while ago the relief and lack of stress was palpable amongst all the residents and non-motorists, pedestrians & cyclists who use the road. • Due to the narrowness of the road and lack of any off-street parking and the dense residential housing (a majority of the properties are terraced) the road is just not suitable as a major artery connecting the A1 through Joppa to Portobello. Milton road with its 4 lanes is obviously the most appropriate route to manage the flow of traffic from the A1. • With further residential development planned or nearing completion in the area then any traffic model would naturally predict a rise in the use of cars and traffic down the well known and used 'rat-runs' such as Brunstane Road. • We have one car for our household and this has been regularly damaged/scraped by other cars when they attempt to either pass side by side or when they leave themselves too little room to manoeuvre out of a small space when letting other cars past. I have only witnessed one driver having ever stopped to ask who owns a car that they've damaged which indicates that the financial burden of repairs to resident's cars damaged by careless drivers is put upon the blameless owner. • I fully support minimising traffic being pushed through to the Collisdenes. This is an issue wider than Brunstane Road and were the closure proved to be a success it could be a model to roll-out in other blighted areas.
Support	<p>I live [on] Brunstane Road. Sometimes I feel like a helpless brick trapped in the chimney of Portobellos car rage. Unbelievable really, for a neighbourhood that purports to value its green credentials.</p> <p>I have been made aware that you are seeking comments in relation to the TRO planned for Brunstane Road & the Joppa Triangle. I am a resident of Brunstane Road of 8 years and I am firmly in support of the TRO for numerous reasons:</p> <ul style="list-style-type: none"> • My primary concern is of safety. It is typical to observe a driver who has been frustrated by having had to wait for a stream of cars to pass the then accelerate and speed down the remainder of the road in a race to get to the end before another car approaches from the opposite end. With this type of driving it is only a matter of time that someone is hit & injured when attempting to cross the road. With the high number of families with young children living on and walking along the road this is a major worry. • The rage and irresponsible behaviour sometimes extends to cyclists. On a dark November night last year my daughter was about to open the car door to exit. It should have been okay as she was on the footpath side, but... Thankfully I saw a flash of movement in my mirror and stopped her just in time. Had she opened the door, it would have been messy as an angry cyclist, frustrated at what was going on on the road had mounted the pavement AT SPEED to get by! • In relation to the above the level of aggression, foul language and impatience exhibited by 'frustrated' drivers is unbearable. I am sure most people would not find it acceptable to bear witness on a daily basis to this behaviour happening right outside their property and in plain sight and full earshot of their own and other neighbours children. • I am fully supportive of any scheme in and around Edinburgh that promotes the safer use of alternative means of transportation, especially walking & cycling. It seems obvious that linking the Sustrans cycle route 1 from Brunstane Road South through to the Prom would promote greater use of cycling & walking. Presently cyclists are held up just as much as motorist on Brunstane road, negating any advantage that cycling has over a car. When the road was closed for a period of months a while ago the relief and lack of stress was palpable amongst all the residents and non-motorists, pedestrians & cyclists who use the road. • Due to the narrowness of the road and lack of any off-street parking and the dense residential housing (a majority of the properties are terraced) the road is just not suitable as a major artery connecting the A1 through Joppa to Portobello. Milton road with its 4 lanes is obviously the most appropriate route to manage the flow of traffic from the A1. • With further residential development planned or nearing completion in the area then any traffic model would naturally predict a rise in the use of cars and traffic down the well known and used 'rat-runs' such as Brunstane Road. • We have one car for our household and this has been regularly damaged/scraped by other cars when they attempt to either pass side by side or when they leave themselves too little room to manoeuvre out of a small space when letting other cars past. I have only been asked once if I owned the car that had been hit. On that occasion it was my neighbours and they are in the minority of the people living here who have not had to fork out from their own pockets for repairs. It is ugly. • During the height of the pandemic and even still, I, when using the road as a pedestrian, will step out to allow pedestrians coming in the opposite direction pass safely. This is not safe or treated with any respect by those using the road in their armoured vehicles. In fact, I would think in these darker months that it simply cannot be done. • Articulated vehicles rampage...yes, and then sometimes encounter similar sized vehicles with similar attitudes coming in the opposite direction. When eventually one or other decides to back off, the parked cars are in a heightened state of danger and frequently come off the worse, just for being there. • I appreciate that some may view the closure of Brunstane Road as an inconvenience. It will be, for everyone, myself included. But it cannot be left open, on so many grounds. • I fully support minimising traffic being pushed through to the Collisdenes. This is an issue wider than Brunstane Road and were the closure proved to be a success it could be a model to roll-out in other blighted areas.
Support	<p>I wish to support the order for the closure of Brunstane Road at the bridge and to bring in the corresponding road proposals for the "Joppa Triangle".</p> <p>We have lived in the street for 30 years during which the volume of traffic using the street has increased substantially. Virtually no car in the street has escaped damage from drivers trying to squeeze through. There are regular "Mexican stand-offs" when impatient drivers are unwilling to let others through, and frequent use of bad language.</p> <p>When we first moved in, there were a lot of elderly residents with only one or, perhaps, no cars parked on street. The street now has many more families all of whom have cars, so parking on the street means there are few places for cars to pull in.</p> <p>Only last week one resident had half her bumper pulled off by a motorist who chose not to stop or leave any details. That is the sort of thoughtless behaviour residents have to endure.</p> <p>It will be inconvenient for residents to have the road closed but that is preferable to the current, unacceptable situation. I have no doubt there will be opposition to the closure but that will most likely be from people who do not live on the street and do not appreciate what residents have to put up with on an almost daily basis.</p>
Support	<p>When the road was last closed on a temporary basis, whilst Brighton Place was being resurfaced, the quality of life on the street was much improved with both pedestrian and cyclists able to use the street without the risk of injury or harassment from thoughtless motorists.</p>
Support	<p>I am writing in support of traffic calming measures on Brunstane Road. The road is far too narrow for 2 way traffic up the top end (Milton Road end), leading to many road rage incidents, queues & congestion, bumps and damage to residents cars. Vehicles sometimes also go at some speed up the road to try and avoid getting stuck, which is dangerous in a street with many children.</p> <p>Thanks for considering my views</p>
Support	<p>Writing as a resident of Brunstane Road to endorse concern over the volume of traffic on Brunstane Road. It is unsafe, leads to repeated log-jams on the road including numerous loud verbal confrontations and has led to damage of the vehicles parked on the street - we've had four or five bumps and scrapes in the last year or so, and neighbours all have the same. These are almost certainly under-reported as it's generally not worth the insurance hassle. Even if the road were not closed, a particular issue is large vehicles such as goods lorries using the street, which exacerbates many of the above issues.</p>

Response	Comments
Support	<p>I am disappointed and distressed that the residents of Brunstane Road have by Council demand we live in a literal war zone.</p> <p>The road is used as a shortcut, but one wonders how short a cut it is with so much traffic, it regularly becomes jammed at each end. Huge articulated lorries even 12 car transporters are advised by google maps, it will take 1 minute quicker than using Harry Lauder Road.</p> <p>How short a cut is it when we the people must suffer so much, polluting the very air we breathe as the traffic comes to a standstill, but still running their engines. The pavements are so narrow that any social distancing means that someone must step into the road, our children and elderly residents take their life in their hands by just crossing the road. I am sure the noise of revving engines and blowing of horn must rate on a richter scale somewhere.</p> <p>We not only endure fighting in the street, foul language and abuse which is escalating, we have on a daily basis damage to our cars as frustrated drivers held up by the traffic not moving, try squeezing past each other. The perpetrators regularly leave the scene of the accident.</p> <p>I am sure that any person on the committee who lived or had an elderly relative living this way would make it a priority for residents only.</p> <p>This road must have been wonderful when there were horse drawn carriages, but it is not fit for the purpose of modern life.</p>
Support	<p>I am writing in support of the ETRO to close Brunstane Road to through traffic. There are any number of reasons in favour of closure. Among them being:</p> <p>1) the welfare and amenity of residents Traffic counts by residents consistently show upwards of 2,000 vehicles a day run through the street. And yet there are just 100 residents in the whole street. This is a ridiculous state of affairs, given the widely acknowledged damage to health that tailpipe emissions and noxious substance emitted from tyre wear and brake dust does to lungs, particularly those of young children who are right at the level of exhaust pipes.</p> <p>2) the mental and physical health of residents Road rage, anger, foul language and a casual disregard of residents means walking out your front door always comes with a nagging doubt that you'll be cursed at or walk into another face to face yelling match by angry drivers locked in a Mexican stand off by refusing to negotiate their passage down a long, narrow Edwardian street never designed for the motor vehicle. In addition, car owners inevitably check their cars every day for new damage from passing vehicles. Such concern forced car owners to park in the kerb, narrowing the pavement. This situation was acute during lockdown when it was impossible to safely physical distance and walk down the street over the very narrow bridge over the railway.</p> <p>3) delivering CEC's own policies Quite rightly your own policies tackle the above issues by clearly stating that places are for people, not passing drivers. Your policies to improve air quality, reduce emissions and create 20 minute neighbourhoods are spot on and in line with Scottish Government policies. Not putting through the ETRO would be about you abandoning your own, democratically tested and approved policies. If you don't put through the ETRO you abandon us to people who put their perceived convenience ahead of public health and the wellbeing of residents. People living on Brunstane Road cannot continue to be the collateral damage for people driving their cars when they know they risk being stuck in traffic on the street.</p> <p>4) Edinburgh as an active city Brunstane Road is a link from National Cycle Network 1 to Portobello Promenade. During the height of Covid it was used by a very large number of people walking and cycling. Numbers have continued to be high. This is a good thing and to be encouraged. Closing the street to rat run car drivers will lock in this welcomed traffic.</p> <p>5) Edinburgh as a fair city Streets dominated by through driving cars are dominated by drivers and out everyone else at a disadvantage. This is a chance to give space to people. Indeed this ETRO is a model that should be rolled out across similar streets throughout the city.</p>
Support	<p>I am a resident and in the 24 years that I have lived here, I have seen a considerable increase in not only the volume of traffic but the type of vehicles. This road was never designed for the size and weight of the heavy vehicles that use Brunstane Road every day as a short cut. During peak times, the street is a rat run with traffic backed up dangerously on the Milton Road as cars, vans and coaches get stuck when facing oncoming traffic. The resulting road rage from frustrated drivers, who are not willing to take the extra few minutes to drive round the Joppa triangle is so prevalent and aggressive, that I regularly have to take my work calls to a different part of the house and apologise for the expletives coming from the street.</p> <p>I have also been sworn at and threatened when attempting to leave or access my home in my car by other drivers who believe that they have the right of way. This can be frightening and intimidating and having young children or elderly persons in the car is not a deterrent.</p> <p>Commonly, I see vehicles mount the kerb when driving down Brunstane Rd from the Milton Road, when there is a gridlock of cars waiting to turn right. This is extremely dangerous for mothers with prams and also for the local children walking to school.</p> <p>I live at the top of Brunstane Road, where in peak times my family and I are exposed to the car fumes and it has gotten so bad that I cannot open the windows in the front of the house. Surely this is not a good example of the council's policy objectives for a cleaner environment.</p> <p>When the road was closed in the past, it was a joy to see so many families enjoy cycling down Brunstane Road which is a main link from cycle route 1 to the promenade. Currently, the road is too dangerous for families to cycle so they generally cycle on the pavements which means that there is less room for pedestrians and prams. Surely this is not in line with the council's policy to promote more cycling.</p> <p>Finally, the damage to cars in the street is so common that I no longer get scrapes and dents repaired, as there is no point.</p>
Support	<p>The closure of BRunstane Road, would make a positive difference to the quality of life for the residents of Brunstane Road and I believe encourage other streets in the surrounding area to reclaim their streets for the benefit of the whole community.</p>
Support	<p>My partner and I live on Brunstane Gardens with our young family. We use Brunstane Road daily to take our daughter to nursery in Portobello. We would like to cycle/walk up Brunstane road more often, however we feel unsafe doing so during busy times. The pavements are very narrow, with cars often parked on the pavement. When meeting another family on the pavement, we often have to push our buggy onto the road to get around another family/buggy etc. This often feels dangerous as the road is very busy, with heavy goods vehicles using it regularly as their sat nav takes them down the road.</p> <p>Our car has also been damaged whilst parked on Brunstane road (dent on front left wing). It is our view that the road is simply too narrow for two way traffic. There are often traffic jams for 10 minutes or more as cars get stuck half way along the road and can't get back.</p> <p>We would benefit significantly should the road be closed. We would use active travel (walk/scoot/bike) rather than drive, as we would feel much safer.</p> <p>I work at the University of Edinburgh and use the No 1 cycle path 3 days a week. The most dangerous part of my journey, where I often experience hostile or 'close passing' vehicles, is on Brunstane Rd. This has forced me into cycling up the pavement which I know is illegal, but in my opinion a much safer option given the current conditions on the road.</p>
Support	<p>We support measures to reduce traffic and car use in the area and support the traffic calming measures as proposed in the ETRO TRO/21/13- Brunstane Low Traffic Neighbourhood.</p> <p>We would like you to consider further measures to introduce traffic calming in other areas and streets leading to Portobello High Street, including Brighton Place, Southfield Place, and Park Avenue.</p> <p>We believe Brighton Place should be restricted to through traffic, for instance by installing a bus gate, allowing only buses, cyclists and pedestrians. Currently there is too much speeding and dangerous overtaking by drivers on this road, for instance around the traffic island near the bridge. It feels dangerous even walking on the pavement with kids, let alone cycling. The "cycle lane" with flat cobbles is being parked on constantly negating its purpose. This area is also part of a school route from Portobello to Duddingston and St John's primaries, and the High Schools, and we believe safety of children needs to be prioritised. We urge you to take more action against the pervasive 'car is king' mentality that is preventing our streets from being safe for people who use active travel.</p>

Response	Comments
Support	<p>I write in support of the proposals within TRO/21/13 – Brunstane low traffic neighbourhood. Thank you for working on these proposals.</p> <p>I live on Coillesdene Crescent. My household has two adults, two children and pets. We own a car (drive about four or five times a week), walk locally every day, and variously ride bikes from once a week to every day, depending on who. Although I take a broad perspective on mobility and mode choice, I believe the safe operation of any residential street, for all its users, should take priority above the convenience of driving a car along it. Being in a car is the least vulnerable mode of travel, after all.</p> <p>The Coillesdene area suffers from a range of transport and mobility issues, outlined below. These will be exponentially increased by the Brunstane development unless significant changes to traffic movements and hierarchy are made well in advance of new residents moving in.</p> <p>Street design The Coillesdene streets were laid out in the thirties, when fields were developed into housing and there were little constraints on space. It was a time of far fewer vehicles. Street design professionals now would recognise the layout as conducive of vehicle priority and higher speeds, due to wide carriageway, wide-angled corners, low kerbs and long ‘blocks’ creating a desirable rat run for drivers – commercial and private.</p> <p>Vehicle speeds Vehicle speeds on Coillesdene Crescent are an ongoing concern. In April 2019, at a point when speeds were concerning me beyond tolerance, I approached Police Scotland who said they were already aware of the issue. They set up some high-viz / advance warning sign checks to discourage speeding, handing out a couple of tickets, too – hard to imagine a driver not slowing in time for a high viz check. Police Scotland’s resources do not extend to never-ending surveys in a single location, though.</p> <p>Vehicle volumes The volume of vehicles on Coillesdene Crescent is under-recorded. A baseline study was carried out previously over an abnormal holiday week and cannot be considered representative. A further survey is now underway, this won’t be representative either as this time it coincides with the entire closure of Morton Street at Joppa Road, and the simultaneous partial closure of Coillesdene Drive at Joppa Road for fibre optics. It is frustrating that the surveys can’t be timed to fully capture normal (non TTRO) conditions. The recent temporary closure of Brunstane Road under TTRO forced a massive increase in traffic volume into the Coillesdenes. This demonstrated the interdependence between a Brunstane road closure and the safety of streets in the Coillesdenes. Interestingly, the often-observed phenomenon of traffic evaporation did not transpire in that time. It might suggest a majority of drivers using the streets as a rat run are from the wider local area, seeking to avoid the longer Seafront / Milton Road route with a traffic light.</p> <p>The future, and the way forward It is right to trial the changes proposed in the ETRO, and tweak and monitor them in case they bring great benefit to users of the streets. The ETRO changes need to be trialled, learnt from and necessary changes ultimately implemented well before the future impacts of the Brunstane development are felt. The scale of the development with its only vehicle exit / entry onto Milton Road which is adjacent to the cemetery would lead to regular pedestrian / vehicle conflicts in the Coillesdenes, and an increase in vehicle collisions. The forward thinking ETRO approach is consistent with the principles of infrastructure first, when thinking about new developments and the changes to support sustainable movement and mobility.</p> <p>TRO/21/13 as presented fits with the Council’s policies across local planning, transport and mobility, community safety, road safety and sustainability. These policies all have committee approval behind them, which means they are the product of extensive consultation exercises across diverse user groups. Taken together, they clearly set out that the way to establish healthy communities is to provide safe places, provide adequate and safe sustainable options and streets and support safe active travel. TRO/21/13 is also consistent with the principles behind the Scottish Government’s ‘Designing Streets’ publication.</p> <p>Although my car journeys may become less convenient during the trial, I support this trial in the interests of seeing how the streets can be made to operate in a way that is much safer for people of all ages and abilities.</p>
Support	<p>I lived [on] Brunstane Road for 9 years.</p> <p>During our time there the traffic has increased as your traffic surveys will show. The speed of through vehicles travelling south to make up for lost time once over the bridge has created a serious accident risk at the intersection of Brunstane Road with Dalkeith Street and Argyle Crescent.</p> <p>When the road was closed for almost a year when Brighton Place was closed, the traffic chaos that critics feared did not happen. In fact many found the trip round Eastfield much smoother and quicker than previously being jammed in Brunstane Road.</p> <p>Therefore I add my support to the experimental closure of the road on safety grounds.</p>
Withdrawn	<p>I wish to formally object to the proposed Traffic Regulation Order on the following grounds:</p> <ol style="list-style-type: none"> 1. Closure would only reroute traffic to the Coillesdene Area where more families have recently moved too because of the low traffic and safe roads. <p>Currently there is an increase in delivery vans and with the learners - the Coillesdene cannot safely handle anymore traffic.</p> <ol style="list-style-type: none"> 2. At a time of budget controls I’m sure there’s better areas to appropriate funds than something which isn’t “broke”. 3. Having examined road accident statistics there has been NO accidents since a minor one over 10 years ago in 2009 in the Brunstane North Area. 4. The Statement of reason is not correct - “To encourage sustainable travel”. South Morton Street fulfills this requirement. <p>I hope these points are taken into consideration.</p> <p>Withdrawal: After further investigation I’d like to withdraw my objection.</p> <p>I feel by closing off / reducing the traffic in the Coillesdene Crescent will make our road safer.</p>

Appendix 5: Summary of objections and supporting comments

Objections summary

Traffic behaviour

- Closing Brunstane Road further directs local traffic down already congested Roads of Brighton Place, Eastfield/Milton Road and Harry Lauder/Portobello High Street. Increased traffic flows, displaced traffic and congestion elsewhere.
- A solution must be found that pushes traffic out of residential areas. Diverting traffic away from a road which has been in use as a through route for 100 years into previously quiet streets. Ignoring of speed limits because of inconvenience.
- We need more roads open not fewer.
- The proposed diversion through Milton Drive will put that traffic on a road which is even narrower than Brunstane Road itself.
- The resultant increase in traffic will be even worse when the proposed development of the 1300 houses at Brunstane Farm comes to fruition.
- Requires traffic to take a longer journey resulting in higher levels of vehicle emissions.
- This proposal will focus more car traffic onto the main highways, and will not re-route cyclists, rather it will intensify the use of shared space. More cars on roads, simply increases the likelihood of incidents. Multiple studies have shown that traffic calming measures increase the instances of erratic and dangerous driving. Cars swerving around obstacles, while speeding up, hitting the brake, speeding up, hitting the break.
- Increases the likelihood of East Brighton Crescent/Lee Crescent being used as a rat run.
- Restriction of access to the Brunstane allotments and bowling club.
- These plans will delay ambulances, cause problems for deliveries and refuse collection, concerns reflected in previous consultations.
- It is surely unfair that residents living in Milton Drive, Milton Terrace, Coillesdene Avenue and Eastfield Gardens will have to accept all the cars/lorries flowing through the area, albeit some one-way.
- A significant number of learner drivers use the Coillesdene area for three-point turns, emergency stops and practicing parallel parking round stationary vehicles this proposal makes no sense.
- There is no need or justification to offset the traffic issues of one street onto others where there is currently no problem.
- Should this plan be implemented we'd ask that traffic-calming measures are introduced on Seaview Crescent to try and alleviate increased traffic.
- The result will be a greater volume of traffic diverted to Brighton Place. I experience vibrations in my home on Sandford gardens from heavy vehicles on Brighton Place, and the demand for parking space in the area exceeds supply. I believe some traffic vibrations maybe causing structural damage to properties, including fracturing of stonework.
- Turns Brunstane Road into a private car park.
- The proposed closure creates an unnecessary barrier/division in the local neighbourhood.
- Residents in Brighton Place frequently cannot access their driveways because of queued or parked vehicles. This will be exacerbated if Brunstane Road is closed.
- Our streets are in bad enough disrepair without extra traffic - Coillesdene Crescent was resurfaced not that long ago and holes are already appearing again
- This does not seem to be an appropriate time to perform an experimental traffic study. With traffic and working patterns remaining very different due to the continued impact of covid, I would suggest that any research would be better postponed until public transport goes back to pre pandemic numbers.

- The poor design of the junction with Milton Road East also contributes to the congestion at the south end, leading to tail-backs and frustration.
- What exactly are the traffic issues on Brunstane Road that have initiated all of this? I have experience mild congestion from time to time, but nothing worse.

Road Safety

- Over the last two years there have been a number of serious accidents at the junction of Coillesdene Drive and Coillesdene Avenue. Vehicles are not stopping at the junction and HGVs are using the route as a short cut. There are a number of young children living on Coillesdene Drive and this proposal puts them at serious risk of injury as this will increase traffic flow, noise, pollution and opportunity for incidents.
- Increased pollution and safety risk to children in Brighton Place which is designated a safe route to school.
- Come winter and bad weather, all of the restricted turns will be treacherous.
- Brunstane Road residents are not so concerned about children's safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway.
- There are not enough existing restrictions in place - speed bumps, signs to control the speed of traffic at 20mph. That speed reduction measures are planned for mid Coillesdene Avenue is an admission that through traffic still using our area will tend to speed to make up for the longer journey time/distance caused by the proposed closure.
- Brunstane Road is on a hill and the last time it was closed there was a serious danger from cyclists zooming down it, often without a thought for pedestrians.
- There is an increase in delivery vans and with the learners - the Coillesdene cannot safely handle anymore traffic.
- Who is going to police this when people inevitably don't adhere to the signs?
- Will traffic calming be introduced on Morton Street to slow vehicles? The fact there are plans for Coillesdene Avenue seems an admission that the council expect this route to become a rat run.
- Build up of waiting traffic on the surrounding roads – one with a High School and access to Brunstane Primary School.
- The inevitable impact resulting from the decision to ban HGVs turning left from Portobello High Street onto Sir Harry Lauder Road is that more HGVs will use the Brighton Place/Southfield Place/Duddingston Park route to access Milton Road. This will be in addition to the extra traffic displaced from Brunstane Road. This will make Brighton Place and Southfield Place a less safe environment for school children, cyclists and pedestrians.
- There appears to be no evidence of there being any current road safety/accident issue and accordingly the proposed scheme can deliver no benefits in that direction.
- The traffic movements (<20mph!) only become busier at the two peak times in the day. The rest of the time I've observed over recent months is the road is relatively quiet!
- Having walked on that road on a weekly basis, it is clear that the residents of Brunstane Road are not that concerned about childrens safety and the passage of wheelchairs and pushchairs, as on both sides of the road, residents are parking their cars on the footway. This has made it extremely difficult for me to walk on the pavement with a buggy and my 3 month old.
- Traffic Calming Measures should be extended down the length of Coillesdene Avenue to the East, to prevent creating a new rat run/cut through slow traffic.
- There would be a very significant increase in the volume of traffic using Milton Drive (as the only exit from the Coillesdene area for anyone travelling North). The exit from Milton Drive to Milton Road East is particularly difficult, with a large hedge, meaning cars often edge out into the path of the buses using the bus stop immediately beyond. This will cause a number of accidents.
- The junction at Eastfield is unsuitable for the traffic from Portobello turning right on Milton Road due to parked cars and also doesn't take into account the proposals for cycle lanes at this junction too.

- Eastfield junction will experience more accidents as a result of the restrictions. And more idling at lights/junctions and only benefit the residents of these streets.
- Something needs to be done about the speed of 40 miles an hour and parking near junctions on Milton Road East. There is no need for such a residential road to be 40 and the blind spots created by parking (currently within legal distances) on the road make it a potentially lethal combination for those turning onto Milton Road East heading east or west.
- Consideration should be given to the safety of pedestrians crossing Seaview Terrace. Any changes at Brunstane Road will increase the volume of traffic along this road, as seen when Brighton Place/Brunstane Road was closed previously.
- The council should be prioritising the limited funding elsewhere, no safety issues on Brunstane Road

Active travel

- Displaced traffic reduces safety for active travel users elsewhere in the Coillesdene area
- South Morton Street, which lies immediately to the east of Brunstane Road encourages sustainable travel.
- Not everyone has the ability to use active travel, mobility impaired users will use lengthy detours adding to pollution
- There are multiple off road paths and options that can better and safer channel cyclists in, around and through the Joppa/Portobello area.
- Cyclists do not contribute to road tax, that cars and motorised vehicles do as part of the cost to the upkeep of the roads we all access. Nor are cyclists critical to the wider community access where the demographics are of an aging population where mobility scooter and vehicular access is far more vital.
- This order will do nothing to further the council objectives which were quoted on the ETRO such as cycling, walking etc.
- Does this suggest that the residents of Brunstane Road are allowed to have their very many motor vehicles parked outside their own houses, but that everyone else is to walk or cycle around?

Options assessment

- Consider other options e.g. placing double yellow lines down one side.
- The most realistic solution would be to make Brunstane Road a one way street be closed (north or southbound options were specified).
- Makes more sense to close the road at Milton Road due to the congestion at the main junction there.
- There needs to be some joined up thinking about the proposals for CPZ in Portobello, the plans to extending cycle ways from Portobello to Musselburgh, and the traffic flow in general along with this project.
- Making certain streets one way Marlborough St and Regent St, perhaps would be considered.
- I have been surprised that the council has not taken the opportunity to implement a proper LTN given that a residents association poll favoured this.
- Deciding to close a road during a pandemic when a lot of residents are still working from home is not giving a realistic picture of pending traffic issues.
- Perhaps if there had not been a delay to implementing the law to ban pavement parking there would be no need for any of these measures as there would only be space for limited parking on the road
- The main problem in Brunstane Road is caused by residents parking on both sides of the street and on the pavements. This is a matter that should be addressed rather than closing the street to enable residents to park their cars! Perhaps everyone who lives in a narrow street will apply for similar measures if this precedent is set? A more logical solution would be to limit the parking or to make the street one way rather than creating a private car park.

- Imperative to implement a "Mini-Holland" type ETRO now rather than wait to confirm the obvious weaknesses of the presently proposed ETRO
- The council are actually encouraging these residents to own cars as they will have their very own parking place, of course the council could use this as an opportunity to install parking for permit holders only and at least get some money as we are constantly hearing about how little budget is available to them!!
- Turning Brunstane Road into a cul-de-sac may suit the residents of that particular street, however if implemented, this proposal would be to the detriment of the residents living in the streets which form the Coillesdene triangle, which is currently a quiet, safe area that does not require traffic restrictions or calming measures.
- The council has not included evidence here from previous surveys to demonstrate widespread support (or lack thereof?).
- Why close a road (i.e. Brunstane Road) that doesn't have bus routes? Surely it is prudent and wise to have two north/south routes into and out of Portobello.
- Traffic lights or widening the road should be explored before closure, which is the simplest and the most damaging solution.
- It is suggested that the 'triangle' from Brunstane Road to Eastfield becomes a 'resident only' access
- A number plate recognition system (NPR) is installed at all entry and exit points to fine those who transit through the area within a certain time window, with an exception available to residents.
- The only way to solve the problem is to prevent traffic altogether from accessing a through route, however devious, in the whole of the Joppa triangle. One possibility is to prevent access to or from the triangle on to the Milton Road. This would force traffic all through to go along the major roads.
- Closure should be the very last resort. If the council is serious about experimenting, why is it that they are not experimenting with some of these alternative less draconian suggestions?
- It's just the same issue in other streets in Portobello where the council intends to implement a CPZ which will remove parking spaces down one side of the street.
- The provision of traffic calming measures within the Coillesdenes are not proportionate to the objectives sought by the TRO and are grossly over engineered solution to a non-existing nor forthcoming problem.

Consultation

- Previous consultations showed 80% opposition from residents in the Coillesdene area. What level of opposition is required before councillors pay attention, 100%?
- By pressing ahead with this closure, the council will lose even more credibility in the eyes of the wider community, as it sets a precedent whereby, anyone who does not want traffic passing their door can merely demand that the road.
- The vice convenor of the council's transportation committee resides on the side street just to the north of the bridge and as such, I, like many, consider that this is a blatant conflict of interest and abuse of public office.
- Temporary barriers for months will give the area a tacky and tawdry appearance looking closed.
- The sixty thousand pound cost for an eighteen-month trial closure is a waste of our money and a blatant continuation of a council that does not listen to its residents.
- If this plan goes ahead and fails, I will seek fundraising within our community for a legal review of how transport plans are adopted in the wake of a resounding local community rejection of your plan.
- Impacts the house price profile across the area, some increased and some reduced.
- Brunstane Road residents bought their houses knowing that the road was busy.
- The proposal is a result of lobbying by a small group of residents campaigning to close their own road to benefit themselves.

- We feel that the views given by the local and wider community in previous consultations have been disregarded, and that there should be an independent audit of this proposal.
- The traffic situation on Brunstane Road is not unique. There are many other streets within and outwith the area that are narrower, with vehicles parked on both sides, and you don't hear of residents wanting to have their area closed off. Closing Brunstane Road will set a precedent as anyone who doesn't want traffic using their road can ask for the road to be closed.
- The Equality Act 2010 (Specific Duties) (Scotland) Regulations 2012 has not been applied equally to all residents living in the Brunstane Road postcode & Joppa Triangle postcode area.

Supporting Comments

Traffic behaviour

- Drivers perceive it as a short cut, but the saving of time will often be slight given the severe congestion on Brunstane Road and the generally free-flowing traffic on the much wider Joppa Road and Milton Road. The impacts to the people who live on Brunstane Road are out of proportion to the time benefits to the drivers.
- Our car has also been damaged whilst parked on Brunstane road (dent on front left wing). It is our view that the road is simply too narrow for two way traffic. There are often traffic jams for 10 minutes or more as cars get stuck half way along the road and can't get back.
- The narrow street was built at a time when horses and carts were the mode of transport. It was not designed to accommodate resident parking along with the passage of cars or the width or weight of heavy goods vehicles that we see regularly see travelling down the street.
- Sat Nav and increased home delivery services now bring more and more heavy goods vehicles down Brunstane Road as the perceived shortest route between the Promenade, or High Street, and anywhere south of the city.
- Frighteningly, as it stands at the moment, any emergency could not be attended promptly if the road is in utter chaos which it frequently is.
- Reduces unsuitable heavy goods vehicles from using residential streets
- Reduces rat run traffic through Coillesdene Crescent
- Reduces volume of traffic
- The primary reason for supporting the proposal is in anticipation of the increased traffic that will with certainty flow through the Joppa triangle when the New Brunstane development is built - 'if we think it's bad now, just wait till a few extra 1000 households drive through the area'!
- The street is not designed to have this level or nature of traffic travelling through it without any regulation.
- The main routes are better suited and provide more reliable journey times.
- The safe operation of any residential street, for all its users, should take priority above the convenience of driving a car along it.
- It fits with the Council's policies across local planning, transport and mobility, community safety, road safety and sustainability. These policies all have committee approval behind them, which means they are the product of extensive consultation exercises across diverse user groups.

Quality of Life

- It will improve the quality of life for myself and my family reducing danger, stress, pollution and increasing our general well being.
- The appalling language of drivers every weekend when there are numerous incidents can be heard by my kids in our garden is dreadful.
- Reduces traffic noise
- Reduces air pollution
- Hardly a day passes when there isn't 'an incident/incidents' involving motorists challenging each other as to who is in the right/wrong whilst they snake their way up and down Brunstane Road. Listening and watching the exchanges is highly stressful and their language and behaviours

wholly inappropriate. As a resident, I have been verbally abused by motorists whilst attempting to placate some situations. This is totally unacceptable and detrimental on the mental health of residents.

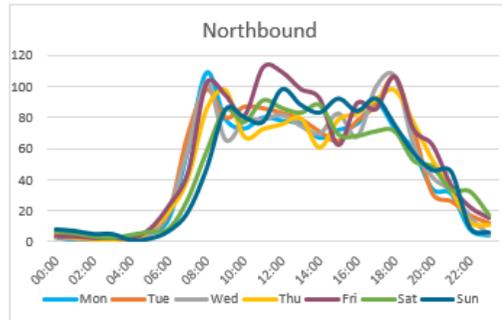
- During previous road closures more children appeared walking to school either with minders or without, and the accompanying adults were less stressed as there was less danger from traffic. More bicycles appeared, being cycled by adults and unaccompanied children. People with mobility scooters also started to use the road.

Road Safety

- There has been a recent pattern of rat running cars and vans mounting and driving down the pavement at some speed. It has gone from being a nuisance to a danger.
- I use the No 1 cycle path 3 days a week. The most dangerous part of my journey, where I often experience hostile or 'close passing' vehicles, is on Brunstane Rd. This has forced me into cycling up the pavement which I know is illegal, but in my opinion a much safer option given the current conditions on the road.
- The 20mph speed limit is rarely adhered to, the traffic calming measures and unsuitability for articulated vehicles are consistently ignored, and the increasing volume of traffic and size of vehicle has made damage to resident's vehicles and likelihood of a more serious incident inevitable.
- Increases safety for children and for older residents.
- Increases safety for cyclists.
- The pavements are very narrow, with cars often parked on the pavement. When meeting another family on the pavement, we often have to push our buggy onto the road to get around another family/buggy etc. This often feels dangerous as the road is very busy, with heavy goods vehicles using it regularly as their sat nav takes them down the road.
- A previous exercise to appoint speed bumps has had no impact whatsoever on the volume or speed of traffic.

Active Travel

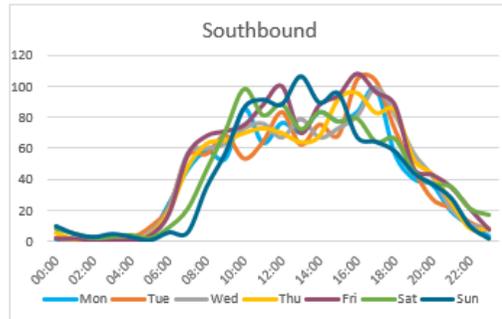
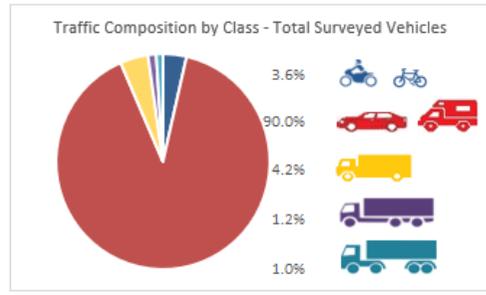
- During the more recent closure we saw substantially greater use by residents and visitors cycling or walking to the beach with a substantial reduction of noise, traffic congestions and petrol/diesel fumes, which I believe is in line with Council Policy
- We would benefit significantly should the road be closed. We would use active travel (walk/scoot/bike) rather than drive, as we would feel much safer.
- There is insufficient space for pedestrians to walk over the bridge as it's limited to pavement space on one side, and the railing means there is no option for more than one person to pass at a time.



Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	16.7	19.4
Southbound	16.9	20.0
Combined	16.8	19.7



On a 7-day average		
10.5%	0.7%	0.0%
14.9%	2.1%	0.0%
12.6%	1.4%	0.0%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	1186	1162	8137
Southbound	1057	1045	7314
Combined	2243	2207	15451

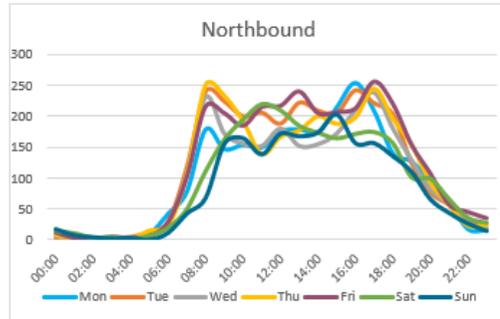


Incidents/Observations

Data loss occurred during the survey period. See "Data Summary" file for further details.

Data annotated with '**' denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.

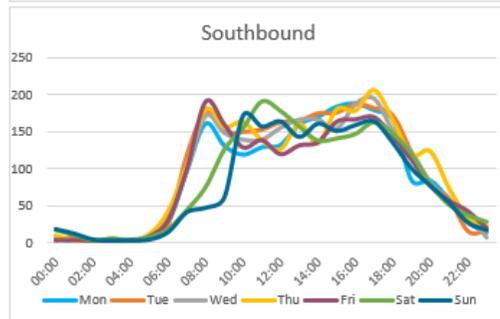
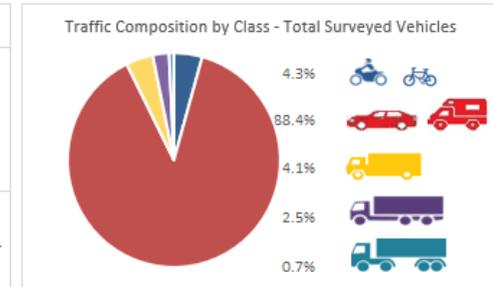


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	19.8	24.2
Southbound	18.4	23.0
Combined	19.1	23.7

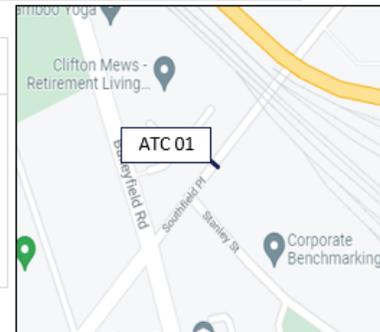


mph mph

On a 7-day average		
49.7%	15.9%	0.2%
35.4%	10.8%	0.2%
43.2%	13.6%	0.2%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are travelling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



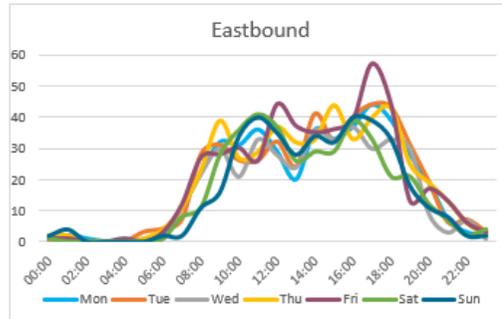
Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	2676	2540	17783
Southbound	2221	2148	15033
Combined	4897	4688	32816



Incidents/Observations
No incidents or observations during the survey period

Data annotated with '**' denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.

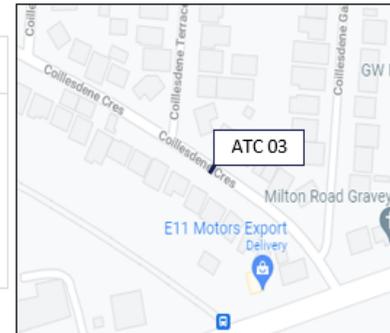
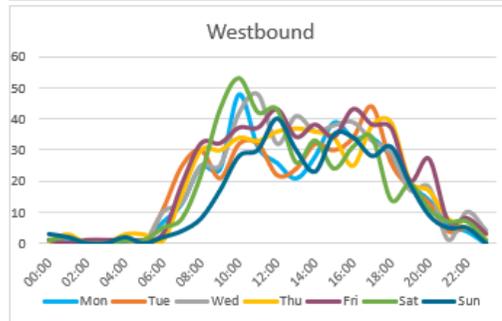
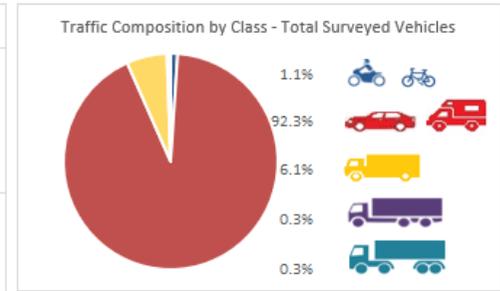


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	19.3	23.2
Westbound	20.8	25.3
Combined	20.0	24.4



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	442	427	2990
Westbound	445	430	3007
Combined	887	857	5997

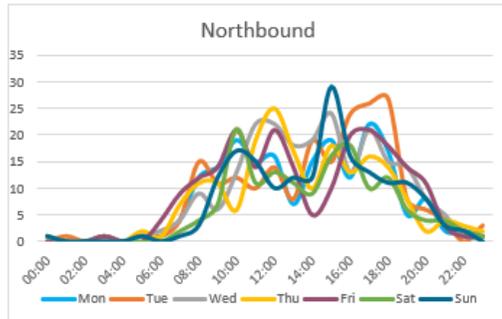
On a 7-day average		
44.6%	10.3%	0.1%
61.0%	24.6%	0.1%
52.8%	17.5%	0.1%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Incidents/Observations
No incidents or observations during the survey period

Data annotated with '**' denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

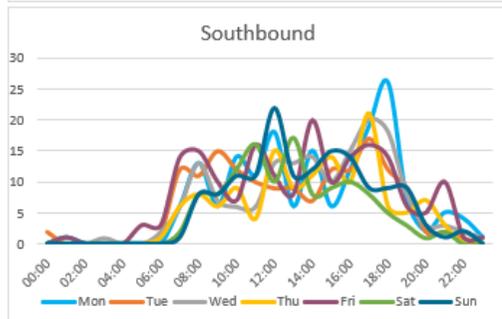
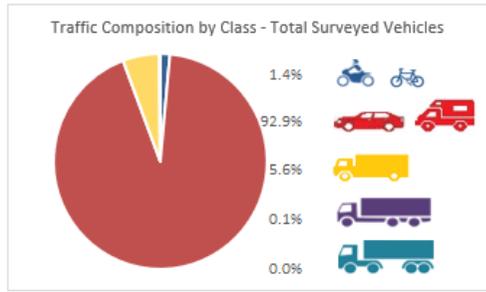
Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.



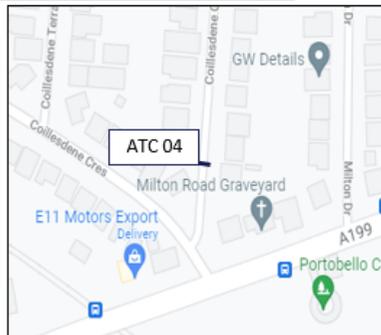
Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	19.2	24.6
Southbound	20.3	25.6
Combined	19.7	25.1



On a 7-day average		
45.2%	18.4%	0.1%
54.8%	24.6%	0.3%
49.5%	21.1%	0.2%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	205	193	1354
Southbound	162	153	1074
Combined	367	347	2428

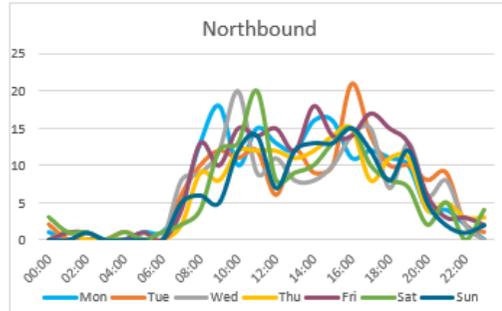


Incidents/Observations

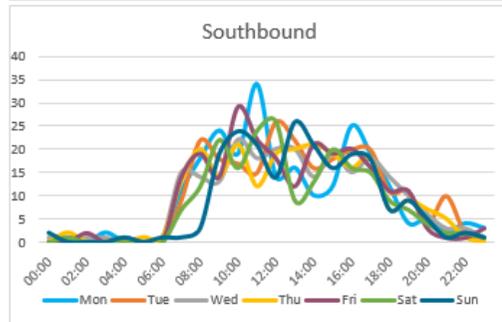
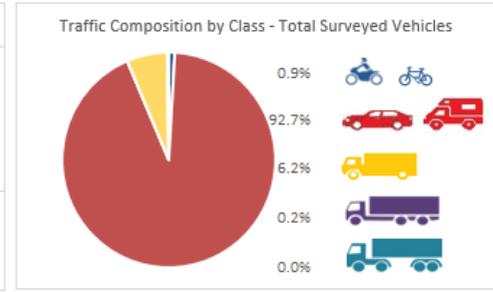
No incidents or observations during the survey period

Data annotated with '*' denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

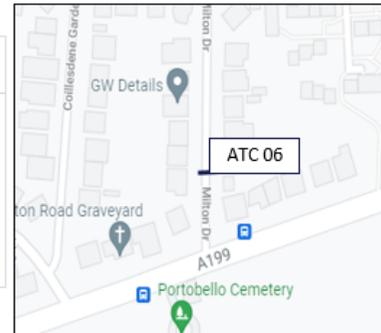
Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.



Direction	7-Day Average Speed	7-Day 85th %ile Speed	On a 7-day average		
Northbound	18.6	23.0	39.6%	9.1%	0.0%
Southbound	18.5	22.6	36.5%	8.1%	0.0%
Combined	18.5	22.8	37.8%	8.5%	0.0%
	mph	mph	of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	169	163	1140
Southbound	234	227	1588
Combined	403	390	2728

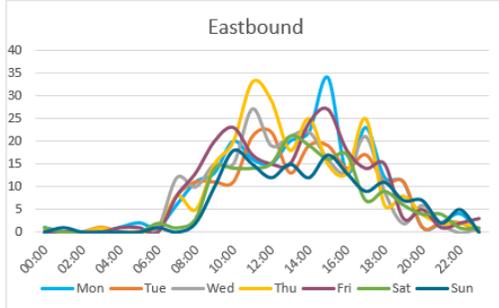


Incidents/Observations

No incidents or observations during the survey period

Data annotated with '**' denotes when a given time period has been affected by data loss. For a full breakdown of data loss please refer to Data Summary.

Tracsis will retain all personal data relating to this project, including all video images, for a period of 3 months after receipt of this report and all other data files for one year. If you would like a copy of the personal data or wish for us to retain for a longer period, please do not hesitate to contact us.

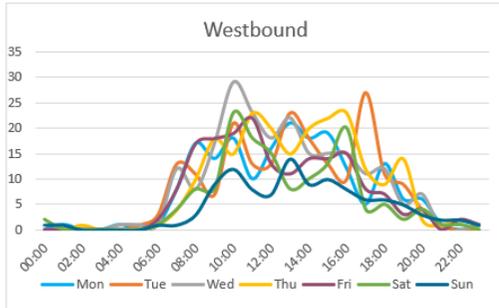
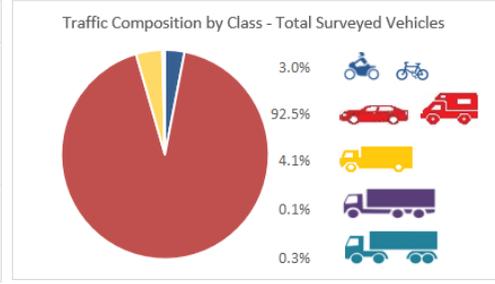


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	20.1	25.5
Westbound	18.4	23.8
Combined	19.3	24.8

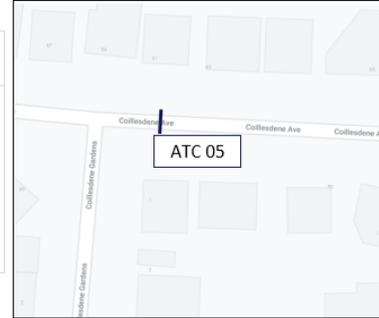


mph mph

On a 7-day average		
52.9%	23.1%	0.2%
37.8%	13.9%	0.2%
45.8%	18.8%	0.2%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	218	203	1418
Westbound	198	178	1245
Combined	416	380	2663



Incidents/Observations

No incidents or observations during the survey period

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

Waste and Cleansing Services Performance Update

Executive/routine	Routine
Wards	All
Council Commitments	23, 24, 25

1. Recommendations

- 1.1 It is recommended that Committee notes the contents of this report including the activities and dependencies outlined within this report and the progress made towards these.

Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Waste and Cleansing Service Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

Waste and Cleansing Service Performance Report

2. Executive Summary

- 2.1 This report updates Committee on the Waste and Cleansing Services performance for the first two quarters of 2021/22 (April-September 2021).
- 2.2 The report highlights the continued impact of COVID-19 on the service, in particular the impact on household waste arisings given residents continue to spend significantly more time at home and the continued impact of increased online deliveries.

3. Background

- 3.1 This is a routine report presented to Committee normally every second cycle providing ongoing updates on the Waste and Cleansing Services performance and the progress made towards revising the suite of performance reporting measures for the service.
- 3.2 This report covers the period of April-September 2021, providing data for the first two quarters of 2021/22.

4. Main report

Impact of COVID-19

- 4.1 This report covers the period up to October 2021, and so includes the most recent “wave” of coronavirus.
- 4.2 During this period, unlike the initial wave in the spring and summer of 2020, no service suspensions were applied.
- 4.3 This period did, however, continue to place additional pressures on the service as a result of higher staff absence levels as a result of illness or the requirement to shield or self-isolate.
- 4.4 The continued need to reduce crew numbers in cabs to support physical distancing during this period means the service is still running separate vehicles to accompany collection crews.
- 4.5 Services are continuing to operate as normal with some adjustments. Household waste recycling centres have remained open with the booking system in place to manage traffic flows and maintain social distancing at household waste recycling

centres. Special uplifts are operating near normally, but with some restrictions on items uplifted, and face to face customer engagement is being kept to a minimum.

Current Service Performance

- 4.6 The year to date performance dashboards for Waste and Cleansing Services can be found in Appendix 1 and 2.
- 4.7 The most notable point in Appendix 1 is the increase in reports of missed individual bins in July and full communal bins in September. This was caused by COVID-19 cases/isolation of crews; managing accrued annual leave ahead of the holiday period ending; and a transition between contractors for communal glass collections
- 4.8 In addition to this, large sections of the population are now either working from home or have been required to spend a significantly greater time at home; along with increased online shopping. This results in the generation of additional household waste which places additional pressure on the service, this can be seen in the reports for full communal bin and substantial changes in tonnages outlined in Appendix 1. It is expected that this additional volume will be sustained and the pressures on resources will continue.

Special Uplifts

- 4.9 The special uplift service continues to operate normally but with some restrictions. The maximum number of items which can be booked is five (usually 10) and the service is not operating assisted collections as staff cannot enter a customer's property. The majority of customers only book one - two items and therefore the reduction in the number of items collected does not affect these customers.
- 4.10 The waiting time for an uplift is currently eight days. The online booking system has been improved to allow the customer to select the date of the uplift at the time of booking which means that the customer has more flexibility to select a date which is convenient to them, rather than accept the first available date.

Cleansing and Street Cleaning

- 4.11 Appendix 2 shows that service requests have increased from the previous year. The main area of pressure is clearly related to dumping and fly-tipping, followed by litter then litter bins being full during periods of good weather.
- 4.12 Dumping of items seems to reflect a national pattern of illegal behaviour which has been highlighted both by Keep Scotland Beautiful and neighbouring Councils. It's possible that during the lockdowns people may have been enjoying their local green spaces more, and so are more aware of and more likely to report existing issues, but it is also possible that there is simply a growing national problem with fly-tipping and dumping.
- 4.13 There is no obvious reason why this should be the case, as household waste recycling centres have remained open since June 2020, and most Councils have restarted special and bulky uplift services.
- 4.14 The reporting of full litter bins may reflect changed patterns of behaviour over the last year, as they are focussed on parks and greenspaces. Keep Scotland Beautiful

are again reporting a national trend of less litter in city and town centres and more in residential areas, parks, and other public spaces. Urban authorities have been particularly affected by these factors.

- 4.15 It would follow that if people are spending more time in those areas than previously the litter bins will also fill more quickly and it may be necessary ultimately to review locations and servicing- however it should be emphasised that this is uncertain and is dependent on lasting impacts from the pandemic, and what those will be. At this point, this is speculative.
- 4.16 Overall the cleansing service has proved resilient despite the lower staffing numbers associated with the coronavirus pandemic at certain times, which are similar to those affecting waste collection. Given the staffing pressures within the service It has largely been necessary to focus on core activities such as litter bins and responding to the increased instances of fly tipping and dumping.
- 4.17 For the performance monitoring programme this year an integrated approach will be taken whereby the new LMS (Litter Monitor System) digital platform and technology will be used but the current LEAMs (Local Environmental Audit and Management System) methodology will be continued to be used. Litter counts which align with the new code will be undertaken but they won't be used for the KPI this year.
- 4.18 This approach was reached after consultation with local authorities around capacity to deliver taking into account COVID-19 restrictions and pressures, and is being taken to provide a reliable transition between the two monitoring regimes and allows those Local Authorities who haven't done so already, time to complete the digitisation of their zones (this Council has already done so).
- 4.19 Unlike LEAMS which is based on the assessor's perception of cleanliness of a street, the LMS system will be based on actual counts of items of litter. This is more accurate and removes subjectivity but will be more resource intensive to deliver.
- 4.20 The LMS is expected to follow a similar reporting mechanism to LEAMS, which is carried out three times per year with outcomes provided as an annual report. Unlike the Cleanliness Index Monitoring System (CIMS) there is no quarterly report.
- 4.21 With this move towards LMS, it was agreed previously to end the CIMS survey. Meanwhile LEAMS currently remains the national, annual measure of street cleanliness. The results of this will be reported to both Transport and Environment Committee annually (as part of the Waste and Cleansing performance updates) and to the Council annually (as part of the Local Government Benchmarking Framework).

Garden waste

- 4.22 The main garden waste registration took place over summer, receiving a total of 68,000 subscriptions for 75,000 bins. The mid-year window will open from 1 December using new processes to allow for a wider mid-year sign up period. The routes have been completely redesigned this year, based on lessons from the last couple of years, to improve service performance. The majority of customers will

have a change in collection day which has been explained in the permit letter they received and reinforced through social media communications.

- 4.23 Steps are being taken to make the registration process more flexible without compromising the operational integrity of the service in particular to avoid regular re-routing and changes of collection days. This reflects the scale of this service compared to other garden waste collection services and is subject to a separate report in March.

Household Waste Recycling Centres

- 4.24 The booking system continues to work well, cutting queues and creating less busy sites for customers as well as providing numerous operational benefits for the service. The service continues to monitor booking data and adjust the numbers of cars per half hour to manage demand and minimise waiting times for an appointment.
- 4.25 There remains capacity at all sites now: Bankhead remains generally busier than Seafield and Craigmillar and the service is making some physical changes at Bankhead, creating more capacity to meet public demand and allow more cars per slot to be booked and managed on site. This has taken longer than initially expected due to supply issues for the steel required.
- 4.26 Waiting times to book an appointment are typically no more than one – two days, with same day appointments sometimes available.
- 4.27 There have been no site closures in the last six months.

Waste Arisings and Tonnage Performance

- 4.28 The impact of the pandemic can be clearly seen in terms of waste tonnages. In Edinburgh we only collect household waste, so the impact of people spending more time at home is not offset by a reduction in commercial waste tonnages collected during the lockdowns and other restrictions.
- 4.29 In this period all services have been operating, albeit some changes are still in place such as the appointment system at household waste recycling centres.
- 4.30 Overall waste arisings for the two quarters are 113,165 tonnes (up 6.3% versus this period the previous year). Residual waste tonnages are 63,500 tonnes (down 0.6%). Recycling tonnages are 49,665 tonnes (up 16.7%).
- 4.31 The overall unaudited recycling rate for the first six months is up at 43.9% from 39.3% over the same period last year, an increase of 4.6% (in Percentage terms this equates to an increase of 11.7%).
- 4.32 The increased prevalence of mass home working going forward will result in an ongoing trend towards increased tonnages arising from households. This is an emerging national trend and will create significant financial pressures for local authorities which will need to be kept under review.
- 4.33 During this period the Contracts Team have let a number of contracts. This supports the efficient and cost-effective operation of the service. In particular new contracts have taken effect for communal and kerbside bin containers which

resulted in savings against existing prices. This will support the delivery of the Communal Bin Review in particular and will also ensure that bins are delivered within timescales as set out in the specification documents.

Review of Performance Measures

- 4.34 The opportunities to report performance are evolving as the service continues to roll out new technology, the reporting options for the public improve, and methodologies are revised both internally to the Council and nationally within the industry. These opportunities allow the service to report increasingly meaningful performance information against a variety of indicators and addresses a number of the limitations experienced with the current arrangements.
- 4.35 An updated progress report on the areas previously outlined in the report to Transport and Environment Committee in August 2018 can be found in Appendix 3. These areas include the review of bin collection performance, LEAMs and CIMS, as well as the Citizen Digital Enablement Programme and the Business Intelligence Project.

5. Next Steps

- 5.1 The next steps taken following this Committee report are:
- 5.1.1 To continue activities towards improving service performance.
 - 5.1.2 To continue activities towards revising the performance measures.

6. Financial impact

- 6.1 Any expenditure associated with the actions required in order to revise the Waste and Cleansing performance reporting is anticipated to be contained within existing resources or funded as part of wider change projects.
- 6.2 The financial impacts on the service arising from COVID-19 continue to be tracked and recorded separately from core budgets.

7. Stakeholder/Community Impact

- 7.1 This report does not impact on any existing policies and no risks have been identified pertaining to health and safety, governance or compliance. There are no regulatory implications that require to be taken into account.
- 7.2 Consultation and engagement is carried out as new services and initiatives are rolled out and this work continues to respond to customer enquiries around service changes, to both support and encourage residents to maximise the use of services.

8. Background reading/external references

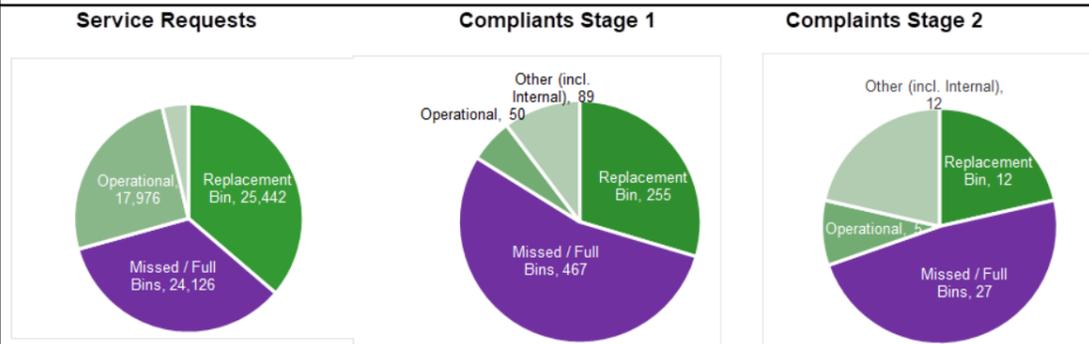
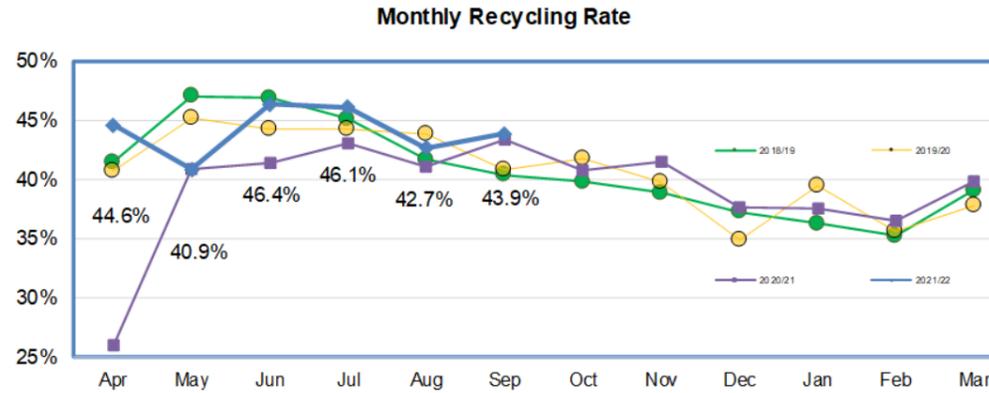
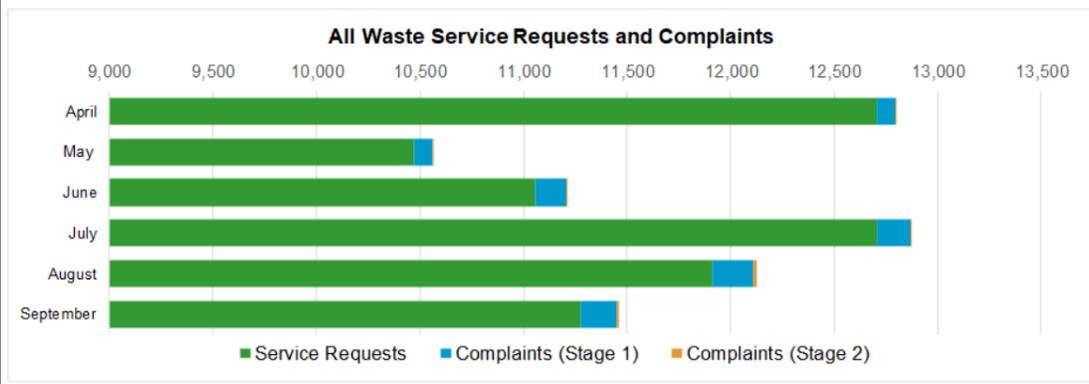
- 8.1 [Waste and Cleansing Services Performance](#) – Report to Transport and Environment Committee, 9 August 2018.
- 8.2 [Waste and Cleansing Services Performance Update](#) – Report to Transport and Environment Committee, 6 December 2018.

- 8.3 [Addendum by the Conservative Group to Item 7.13 Waste and Cleansing Services Performance Update](#) – Report to Transport and Environment Committee, 6 December 2018.
- 8.4 [Waste and Cleansing Services Performance Update](#) – Report to Transport and Environment Committee, 16 May 2019.
- 8.5 [Motion by Councillor Webber – Waste Collection](#) – The City of Edinburgh Council, 30 May 2019.
- 8.6 [Waste and Cleansing Services Performance Update](#) – Report to Transport and Environment Committee, 12 September 2019
- 8.7 [Waste and Cleansing Services Performance Update](#) – Report to Transport and Environment Committee, 5 December 2019
- 8.8 [Waste and Cleansing Services Performance Update](#) – Report to Transport and Environment Committee, 28 January 2020
- 8.9 [Waste and Cleansing Services Performance Update](#) – Report to Transport and Environment Committee, 17 June 2021

9. Appendices

- 9.1 Appendix 1 - Waste Performance Dashboard, April-September 2021
- 9.2 Appendix 2 - Cleansing Performance Dashboard, April-September 2021
- 9.4 Appendix 3 - Review of Performance Measures Tracker

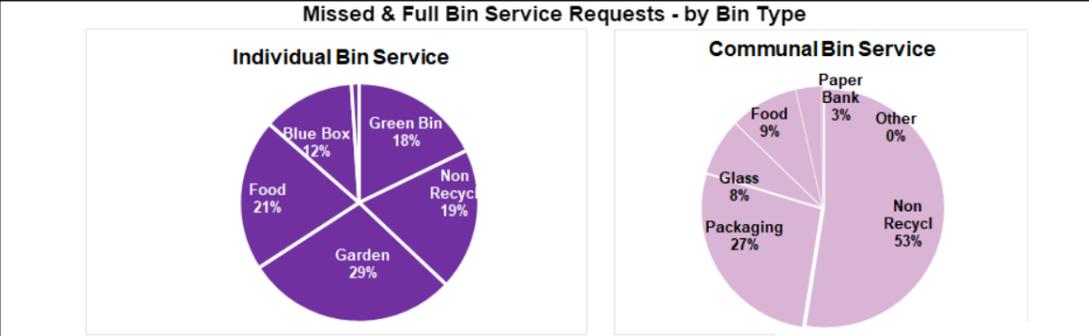
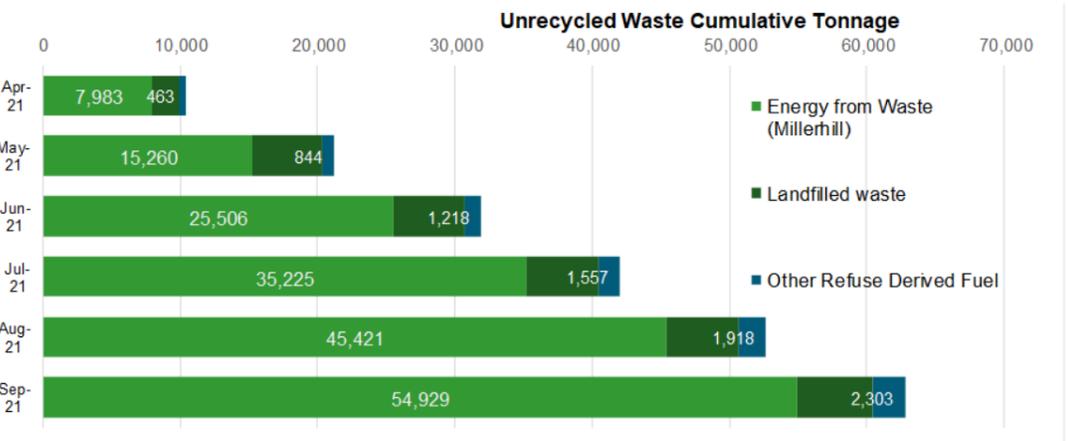
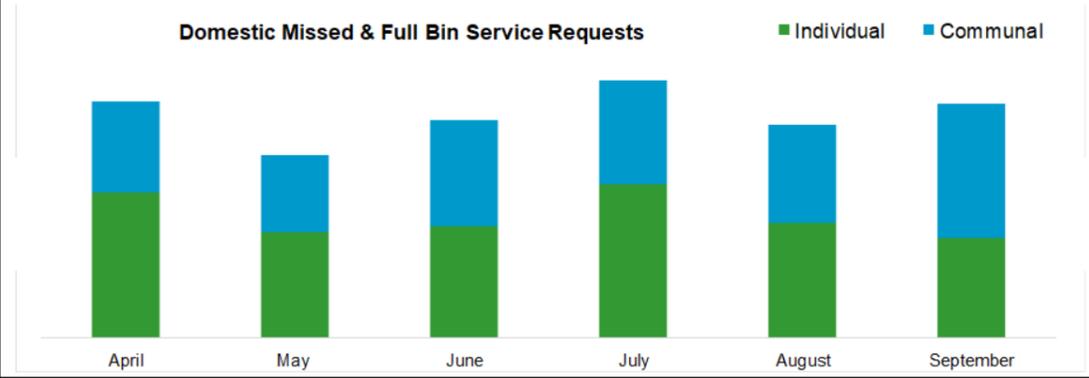
Waste Performance Dashboard - 2021 (Apr - Sep 2021)



Recycling tonnages

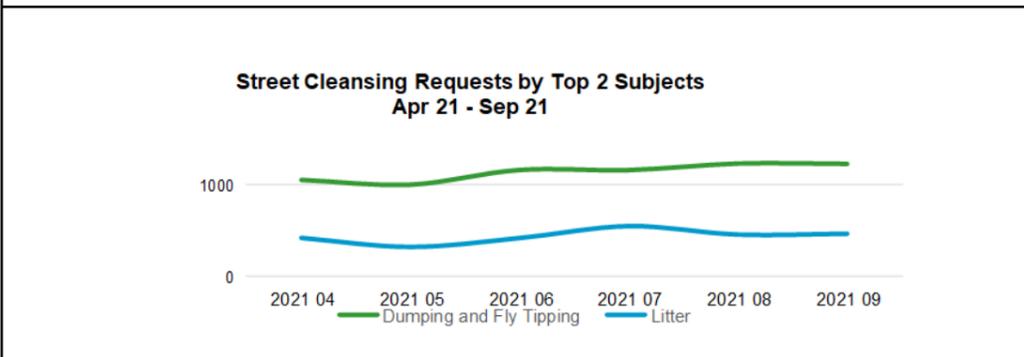
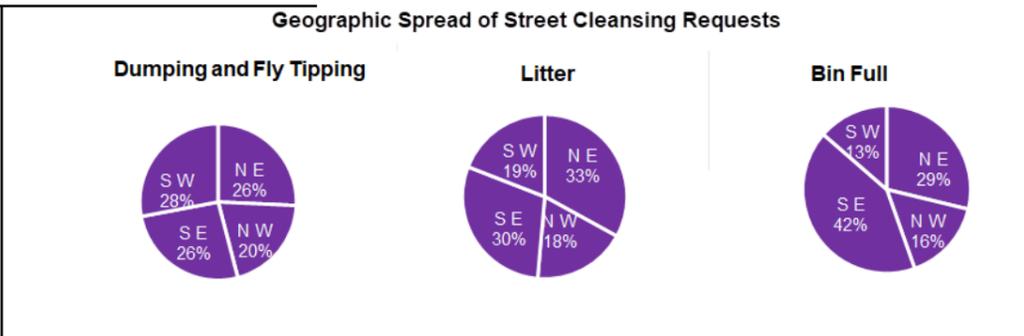
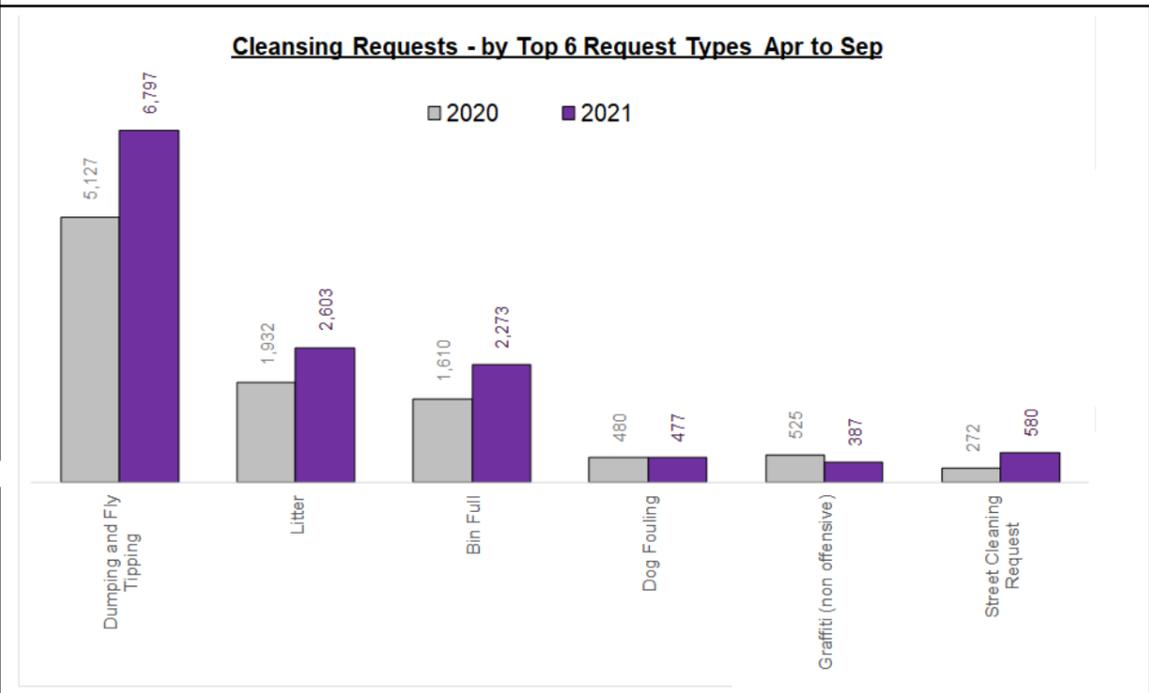
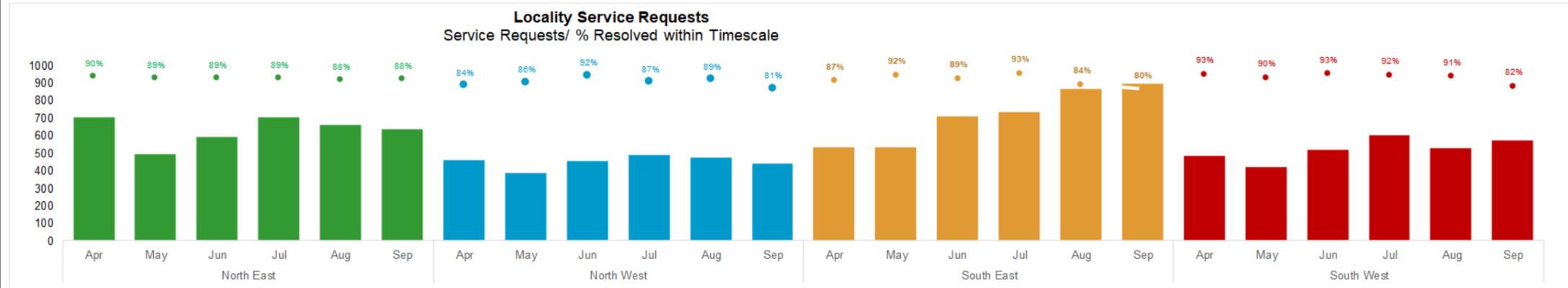
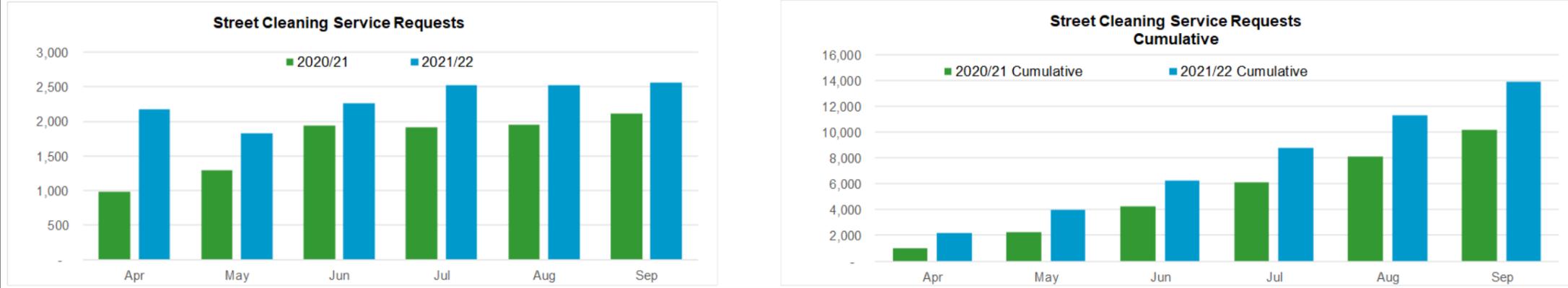
Stream Comparison - Apr to Sep

Waste Stream	2020/21	2021/22	Difference	
	Tonnes	Tonnes	Tonnes	%
Garden Waste - brown bin kerbside	14,000	14,760	760	5%
Community Recycling Centres	5,937	9,715	3,778	64%
Kerbside Recycling - green bin & blue box	10,598	11,169	571	5%
Food Waste	5,373	5,161	-212	-4%
Recycling Banks (glass, paper, textiles, books)	2,665	3,260	594	22%
Packaging bins - on street, communal	1,831	2,583	753	41%
Other streams	1,016	1,600	584	57%
Mechanised street sweepings	1,153	1,424	271	24%
Paper - wheeled bins			0	
Manual Street sweeping			0	
Total Recycling	42,573	49,911	7,339	17%



Appendix 2 - Cleansing Performance Dashboard – April 2021 – September 2021

Cleansing Performance Dashboard - 2020/21 (Apr - Sep 2021)



Appendix 3 - Review of Performance Measures Tracker – November 2021

Ref	Outcomes Being Sought	Actions Required	Dependencies	Progress	Status
1.1	Reporting the number and percentage of bins collected/not collected on the scheduled day of collection; removing the reliance to use customer contact as an assessment of overall service performance	Link the Application Programming Interface (API) in place for Routesmart to the Council's corporate Business Intelligence (BI) solution to allow performance reporting from Routesmart to commence.	<ul style="list-style-type: none"> Strategy and Communications (S&C) ICT CGI 	The new system, and supporting data warehouse, are in place and the project team are working with the service to establish dashboard and reports. Alongside this the service have also commenced on auditing, and improving, the data quality of Waste and Cleansing systems and supporting processes ahead of the changes to performance reporting.	In progress
1.2	Reporting the number of servicing issues impacting collection of bins on the scheduled day (including access issues, bin not out, contaminated bin etc); allowing the cause of bins that have not been collected to be known				
2	<p>Providing information on the Council website's delays page at a street level making this information more relevant to the public (this is currently provided at ward level)</p> <p>As well as more user-friendly webforms for reporting missed individual bins, it will also inform residents whether there have been any service or crew-reported issues that meant the bin was not collected (such as the bin was not presented, it was contaminated, there were access issues, route or city-wide issues) and advise the resident of the next appropriate steps. This will provide residents with the necessary feedback and what they should expect to happen next whilst ensuring that the reports received by operations are justified reports</p> <p>The communal bin webform is different in that residents are reporting a full or overflowing bin rather than a missed collection. Due to the shared nature of these bins, it is possible for multiple reports to be raised for the same bin resulting in an increased workload and service statistics. Therefore, the revised form will link duplicate reports for the same overflowing bin together so that only one request is received by operations without preventing citizens from reporting bins that have already been raised by others. The system could then either prevent citizens from needing to raise another report or allow them to raise a linked report</p>	The amendments to the web pages and web forms to achieve these outcomes will be delivered by the Customer Digital Enablement Programme with involvement from the service area. The delivery of these changes requires integration points to be created (or amended) between Fusion (Routesmart's back office system), Confirm, the corporate CRM, the website/ forms, and supporting back office systems along with the supporting procedures to be created or amended accordingly.	<ul style="list-style-type: none"> Customer Digital Enablement Programme team CGI ISL (Routesmart provider) Verint (sub-contractor of CGI) <i>changed from Connect Assist</i> ICT 	<p>Previous work has been carried out to understand requirements and the actions required to implement these. These elements were previously put on hold whilst resources were prioritised to the forms and systems set up required for the implementation of the chargeable garden waste service. Due to changes in sub-contractor, and the wider Digital Strategy, there was a need to review this.</p> <p>Following the implementation of phase one of the CDE programme in October; which saw the Council successfully transfer to the new CRM system and webforms.</p> <p>Following a prioritisation of system development work within Waste and Cleansing Services, the complexities and potential cost of these particular changes and resource capacity this development has been put on hold.</p>	Deferred
3	Without impacting on customers, the system will distinguish reports of full or overflowing bins collected on the scheduled day (those where the scheduled collection took place but the bin has filled again) from those that are due to a late/missed collection (i.e. the bin was due for uplift yesterday but has not yet taken place). Statistics from this will be used to identify the root cause/areas of further investigation into the cause of the overflowing bin (for example, not being serviced as scheduled; trader abuse or incorrect capacity provided) and allow corrective action to be taken	Investigate the potential to set the systems up that would allow a report of a full or overflowing communal bin to be assessed against the collection information captured on Routesmart. The report will continue to be processed so that the bin gets emptied however this breakdown would allow the service to carry out further analysis of the cause of the full bin and allow corrective action to be taken in areas with consistent issues.	<ul style="list-style-type: none"> CGI Verint (sub-contractor of CGI) <i>changed from Connect Assist</i> ISL (Routesmart provider) ICT Dude Solutions (Confirm provider) 		
4	<p>The Code of Practice on Litter and Refuse is a statutory guidance document relating to section 89 of the Environmental Protection Act 1990. It defines cleanliness standards for areas of land owned and/or managed by Duty Bodies and Statutory Undertakers, including Local Authorities. This forms the basis of the LEAMS criteria used by authorities to assess cleanliness of relevant land. This information also informs the national Local Government Benchmarking Framework Performance Indicator for street cleanliness score. The revised Code of Practice clarifies organisational responsibilities; support more effective cleanliness standards covering a range of land types, features and landscaping; and support a proactive approach to litter prevention. The updated monitoring system provides a more modern platform to support the revised Code of Practice.</p> <p>Subject to the outcomes of the trial and resulting review, as well as discussions between Zero Waste Scotland (ZWS), Keep Scotland Beautiful (KSB) and COSLA, SOLACE and the Improvement Service, it is intended to begin the implementation of any updates to the monitoring system in 2021/2022.</p>	The revised Code of Practice also requires Councils to make their street zones publicly accessible within one year of the Code of Practice becoming enacted. Within Edinburgh this will require a city-wide rezoning exercise to be carried out initially. A rezoning exercise will be required to align to the revised zoning criteria.	<ul style="list-style-type: none"> Scottish Government Zero Waste Scotland Keep Scotland Beautiful COSLA SOLACE The Improvement Service 		
5	CIMS is an additional method used by The City of Edinburgh Council to assess street cleanliness and is the only Local Authority to undertake this additional audit. Keep Scotland Beautiful (KSB) manages the CIMS scheme and carries out four independent assessments each year. Each assessment is a snapshot of the cleanliness of the streets, with a 50 metre transect surveyed from a random sample of 10% of the city's streets and is graded on the presence of litter on a scale from 'A' to 'D' as detailed in the Code of Practice on Litter and Refuse (Scotland 2006). The percentage of streets clean figure shows the percentage of streets meeting Grade B or above and can therefore be viewed as a more accurate indicator of cleanliness of the streets throughout the city. Broadening the survey to include other issues such as the presence of A boards would identify the overall impact the street scene has on pedestrians	Work with KSB to review how the CIMS surveys they undertake could be broadened to encompass other issues which are relevant to the street scene and the impact it has on pedestrians including the presence of A boards, illegal parking, discarded traffic management items (e.g. sand bags).	<ul style="list-style-type: none"> Keep Scotland Beautiful 	Following committee approval, CIMS is no longer being carried out. This action is now closed and performance will be monitored using LEAMS through the action above	Closed

Transport and Environment Committee

10.00 am, Thursday, 11 November 2021

Waste and Cleansing Service Policy Assurance Statement

Executive/routine	Routine
Wards	All
Council Commitments	23.25.27

1. Recommendations

- 1.1 Transport and Environment Committee is asked to note that the current policies detailed in this report (Appendix 2) have been reviewed and are considered as being current, relevant and fit for purpose, subject to the minor changes detailed in Appendix 1.

Paul Lawrence

Executive Director of Place

Contact: Andy Williams, Waste and Cleansing Manager

E-mail: andy.williams@edinburgh.gov.uk | Tel: 0131 469 5660

Waste and Cleansing Service Policy Assurance Statement

2. Executive Summary

- 2.1 The report reviews and updates the Waste and Cleansing Service's customer facing policies in line with the Council's policy assurance procedures to ensure that these remain accurate and relevant, and that they continue to support the efficient and equitable delivery of the front-line services.

3. Background

- 3.1 This report reviews and, where appropriate, updates the Waste and Cleansing Service's customer facing policies in line with the Council's policy assurance procedures.

4. Main report

- 4.1 The Waste and Cleansing Service's policies were last formally reviewed and approved by Transport and Environment Committee in [November 2020](#), however the development of the garden waste service led to a review and changes to that policy in [June 2021](#). Those changes are formally captured here. Minor changes have been added to clarify that you need to be registered for the service to be able to order a garden waste bin, and to provide sign-posting to information about Council Tax reductions.
- 4.2 There are no substantive changes to current policies however Appendix 1 summarises the changes to the policies. Appendix 2 outlines the policies themselves.
- 4.3 Most changes are typically minor changes to wording, to improve the clarity of the policies and to prevent misuse of services.
- 4.4 The temporary changes to the operation of household waste recycling centres and special uplift services, introduced as a result of COVID-19, remain in place for the time being. At the time of writing the local situation with regards to COVID-19

infection rates remains challenging and the outlook uncertain. These will be kept under review as the pandemic progresses.

- 4.5 Staff numbers on the Special Uplift vehicles remain restricted. In reality however most customers only book one - two items so the restrictions have limited impact on them.
- 4.6 The use of a booking system at household waste recycling centres was introduced to support physical distancing. It has also provided additional benefits by smoothing out demand over the week and meaning that we are now able to contact most affected customers if any of the sites are closed, e.g. due to severe weather. This point has been added into the policy. Overall customer feedback to the booking system has been positive, as it means they are able to get in and out quickly and the booking system is easy to use.
- 4.7 There are no changes to the policy on managed student accommodation. When this was approved the service was asked to investigate taking this further. This policy mainly seeks to target excess waste being produced when the accommodation is being used for short term lets in the summer (although it would also be applied at other times of year too).
- 4.8 In England some County Councils had introduced charges for student accommodation throughout the year but DEFRA wrote to them clarifying that this should not be the case.
- 4.9 In Scotland there is no precedent for this and the different pieces of legislation covering waste, planning and Council Tax are not aligned. Glasgow has introduced a similar policy to Edinburgh. Aberdeen and Dundee have not done so yet but have indicated some desire to look at this.
- 4.10 For short term lets more widely, the development of a licensing regime by the Scottish Government is ongoing and once the final position is clear a specific policy on waste arisings from such policies will be brought forward if this will be useful. In the meantime, purpose built short term lets are already treated as commercial waste producers, while staff from across the Council have been working together to apply existing legislation to this issue as far as possible where problems arise with informal short term lets.
- 4.11 A Graffiti Management Policy, approved by the Culture and Communities Committee on [15 September 2020](#), has been added to the policies covering Waste and Cleansing in recognition that this is led by the Waste and Cleansing service and graffiti has an impact on the perceived cleanliness of the city.

5. Next Steps

- 5.1 Committee is asked to note the contents of the report. Any service changes resulting from the changes outlined here will be applied reactively in response to issues which arise, or as otherwise required. Changes are highlighted in yellow.

6. Financial impact

- 6.1 There are no direct financial impacts resulting from this report.
- 6.2 Measures such as those outlined which support only appropriate use of the Council's services will however reduce costs over the long term.

7. Stakeholder/Community Impact

- 7.1 There are unlikely to be any significant further community impacts resulting from the changes outlined in this report, as most of the changes are relatively minor or have already been agreed elsewhere. In general terms, though, the policies as outlined are designed to support the delivery of efficient and equitable front-line services.
- 7.2 Measures to avoid misuse of services support compliance with regulatory requirements as well as protect the Council's reputation. They also support the Council's objectives of preventing inappropriate disposal of waste and therefore encourage better management of resources and a reduction in carbon emissions helping to meet the Council's commitment by Net Zero by 2030.

8. Background reading/external references

- 8.1 None.

9. Appendices

- 9.1 Appendix 1: Waste and Cleansing Services Policies Review 2021: Summary of Changes
- 9.2 Appendix 2: Waste and Cleansing Service Policies Guidebook (September 2021)

Appendix 1 Waste and Cleansing Services Policies Review 2021: Summary of Changes to Existing Policies

Policy	Changes	Pages
Kerbside Waste Collection Policies	Minor change to wording to clarify that you can only request a garden waste bin if you've registered to receive the service.	
Garden Waste Collection Policy	Updated to reflect the policy as agreed in June 2021. Further minor amendments to reflect that you can only order a bin if you are registered for the service, and to signpost to information about Council Tax reductions.	
Household Waste Recycling Centres	Minor changes to wording. In particular the booking system means we can contact customers if a site has to close at short notice.	

Appendix 2 Waste and Cleansing Service Policies Guidebook (September 2021)

The following information summarises the Waste and Cleansing Service policies which we use to operate our services.

These will be reviewed and, where appropriate, updated annually.

Domestic Waste Policies

	Page
Kerbside Waste Collection Policies (Household Waste)	2
Communal Bin Collections (Household Waste)	9
Special Uplift Policy	13
Garden Waste Collection Policy	15
Household Waste Recycling Centres	19

Other Policies Related to Household Waste

	Page
Collection and Disposal of Waste from Places of Worship	21
Collection and Disposal of Waste from Charities	22

Trade Waste Policies

	Page
Trade Waste Collections	23
Managed Student Accommodation	23
Waste from Council Premises	24

Other Policies

	Page
Provision of Service to New Housing Developments	25
Litter Bin Siting Policy	27

KERBSIDE WASTE COLLECTION POLICIES (Household Waste Only)

The following policies all relate to the collection of waste and recycling at the kerbside. These assume provision of the mixed bin recycling and recycling box service alongside separate facilities for residual (non-recyclable) waste and food recycling.

Policy on the Provision of Kerbside Waste Containers

The standard kerbside collection service provided will consist of:

- 240 litre GREEN bin for mixed recycling (paper and card, mixed plastics, cans and tins, empty aerosols and clean foil);
- 33 litre BLUE box for segregated recyclable materials (glass, batteries, textiles, small electricals);
- 23 litre GREY bin for food recycling;
- 240 litre BROWN bin for garden waste recycling (this is a chargeable service and provision of this bin is optional);
- 140 litre GREY bin for residual (non-recyclable) waste.
- Smaller (140 litre) green and brown bins are available on request.
- Food collections take place weekly;
- Mixed recycling and residual (non-recyclable) bins are collected two weekly.
- Blue recycling boxes are collected two-weekly;
- Garden waste bins are collected as outlined in the Garden Waste Collection Policy; **you can only request a garden waste bin if you have registered for the collection service.**
- Larger green and grey bins are available only in specific circumstances outlined below.

Alternative services will only be offered where the standard kerbside or communal collection systems cannot be provided.

All containers (including bins and recycling boxes) are the property of the Council; if a bin or other container is lost or requires replacement, and you request a replacement by phone or online, we aim to replace this within 10 working days. We may in some circumstances request additional information to support your request.

Please note that if the bin is damaged we reserve the right to carry out a repair of the existing bin where this is possible. If the bin is lost or stolen we may require you to provide a Crime Report number from Police Scotland.

ADDITIONAL CAPACITY

GREY (NON-RECYCLABLE WASTE) ONLY:

The grey non-recyclable waste bin is provided for the disposal of household waste which cannot be recycled. The standard capacity provided is 140 litres per household. A larger 240 litre bin is available where there is a genuine need, i.e.:

- 5 or more permanent residents in household;
- 2 or more children aged 3 years or under;

- A medical condition which results in the generation of additional waste;
- Other households are required to use the standard 140 litre bin.
- **THE LARGER BIN IS 240 LITRE; A 360 LITRE BIN MAY ONLY BE PROVIDED IN EXCEPTIONAL CIRCUMSTANCES**

GREEN (MIXED RECYCLING)

- A larger (360 litre) green mixed recycling bin is available on request

BLUE BOXES AND FOOD CADDIES

- Up to two food bins and blue boxes can be uplifted from each household.

BROWN (GARDEN WASTE RECYCLING):

A larger garden waste bin is NOT available due to the weight of the materials. Additional garden waste bins are available on request. There is no charge for supplying the additional bins, but there is a charge for the garden waste collection service itself so additional bins do cost more. Please refer to the separate Garden Waste Collection Policy.

Shared Recycling Bin Policy

In some blocks of flats, and other properties, there may be insufficient space to accommodate the full range of individual waste and recycling bins. This should only apply to older buildings- all new buildings should be designed to accommodate the full range of services.

Where this is the case we may offer shared bins.

In some cases we may offer each resident their own non-recyclable waste bin, and offer shared recycling bins. In other cases it may be necessary to offer shared bins for both services.

The examples below show how officers assign bins to blocks of flats which previously had green bins under the red and blue box recycling service but may not have enough space to accommodate the full range of bins under the new service. This list is not intended to be exhaustive, and other options may be offered.

A typical household will be receiving 240.5 litres per week on the new service (excluding garden waste). The previous service was 198 litres per household per week.

In every case shown the capacity provided each week has increased compared with the previous situation. However two options are provided for 6 in a block to minimise the drop off in capacity.

Standard Service (Per Property for comparison of litres provided):

	Grey 140l Non-Recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	1	1	1	1		
Litres/hh/wk	70	120	27.5	23	240.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Block Of 4 (Sharing):

It is assumed that in most cases blocks of 4 will **NOT** be sharing. The following is provided only for situations where this resolution cannot be achieved.

	Grey 140l Non-Recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	4	3	4	4		7+8 boxes
Litres/hh/wk	70	90	27.5	23	210.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Block of 6 (Sharing):

This provides 2 options depending on the amount of space available. In each case, residents have 1 non-recyclable waste bin each (as well as recycling boxes and food bins) but share either 5 or 4 recycling bins.

	Grey 140l Non-Recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	6	5	6	6		11 +12 boxes
Litres/hh/wk	70	100	27.5	23	220.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

	Grey 140l Non-recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per week)	TOTAL (Bins)
Bins (+boxes)	6	4	6	6		10 +12 boxes
Litres/hh/wk	70	80	27.5	23	200.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Block of 8 (Sharing):

	Grey 140l Non-Recyclable	Green 240l Recycling	Blue Recycling	Food Recycling	TOTAL (litres per household per fortnight)	TOTAL (Bins)
Bins (+boxes)	8	6	8	8		14

						+16 boxes
Litres/hh/wk	70	90	27.5	23	210.5	

The capacity above applies regardless of whether garden waste service is provided; garden waste will already be in place if relevant.

Contamination Policy

- The kerbside recycling bin (green) is provided for the collection of the following specific materials only:
Paper and cardboard, clean plastic bottles, pots, tubs and trays, clean cans, tins, foil and EMPTY aerosols. All items must be placed clean and loose in the bin. Plastic bags are not accepted.
- The kerbside recycling box (blue) is provided for the collection of the following specific materials only:
Glass bottles and jars, small electrical items such as toasters, kettles, etc, small batteries (in a clear bag) and textiles (presented in a bag in or beside the box- black bags are not accepted).
- The food bin (23 litre grey bin) is provided solely for the recycling of cooked and uncooked food. Materials must be wrapped in a compostable liner, old newspaper or a plastic bag inside the food bin (e.g. a bread bag; black bags are not accepted).
- The garden waste bin (brown) is provided solely for the recycling of compostable garden waste. All items must be presented loose in the bin. Bins containing plastic bags and other materials will not be collected. Please refer to the separate Garden Waste Collection Policy.
- The non-recyclable waste bin (140 litre grey) is provided solely for the disposal of household waste which cannot be recycled in one of the recycling collections.
- Other items presented in these containers will result in them not being collected. In this event it is the responsibility of the householder to remove the incorrect items and present the bin or box on the next collection day.

Where genuine mistakes are made we will seek to engage with the householder and resolve this.

Where a householder continues to contaminate a recycling bin, and does not engage with staff to resolve this, the recycling service will be withdrawn and enforcement action may result in some circumstances.

Excess Waste Policy

All bins must be presented at the kerbside with lids closed and no extra waste presented alongside, with the following exceptions:

- Large cardboard boxes which do not fit in the recycling bin (e.g. television boxes) may be presented alongside the recycling bin. All such boxes should be empty of all other materials and presented flat in such a way that they do not blow away, e.g. between the bin and a fence or hedge.
- Textiles should be presented in a sealed clear or coloured plastic bag - black bags are not collected; textile bags may be presented in or beside the recycling box.
- No other loose or bagged waste will be collected.
- Glass, household batteries and small electrical items must be presented in the recycling box, with the lid provided securely attached.

Presentation of Waste Policy

- All waste must be presented in the containers provided, or in line with the excess waste policy.
- Waste bins and containers must only be presented on the day of collection and should be removed as soon as possible after collection.
- Collection may take place at any time between 6 AM and 10 PM. Bins presented after 6 AM may not be collected and will not be covered by the Missed Collection Policy (below).
- All containers should be presented on the pavement outwith your property (except where an assisted collection has been arranged) and must be removed no later than 12 noon on the day following collection.
- On some occasions it may be necessary to agree a presentation point with you. This is a special location where it is agreed that you will present your bins – this will be employed in specific circumstances such as limited access, unsurfaced rural roads, etc.
- Our crews will endeavour to return bins and other containers to the point they take it from.

Assisted Collection Policy

- Assisted collections are available where all members of a household are unable to present their bins due to a disability or medical condition.
- If you request an assisted collection we will visit you within 10 working days; if you are eligible for an assisted collection we will specify a collection point which is accessible to you and the collection crews.
- The collection point must be accessible to collection crews and not present a hazard (e.g. due to inadequate lighting, loose paving or other trip hazard). We are unable to hold keys.
- Collection crews will collect your bins from this point and return them to this point after collection.
- We will contact you regularly to check whether you still need the service.
- This will not usually take place more often than annually, except where a temporary assisted collection has been agreed for a shorter period.

Missed Collection Policy

- We will seek to collect all materials on the scheduled collection day.
- Where a collection is delayed as a result of severe weather, vehicle breakdown, etc, we will advertise this on our website and advise when the collection will take place (usually the following day).
- Where a collection is missed in error and this is reported by phone or webform we will ask that the customer leaves the bin out.
- You can report a missed collection from 10pm on the day of collection, for up to three working days after the collection was due. Reports after this time cannot be accepted as a missed collection.
- We will come back within two working days, (excluding Saturday, Sunday and some public holidays).
- Where the crew has reported a recycling bin as being contaminated, the bin will be tagged to advise the householder. In these circumstances, we will not return to collect the bin until the next collection.
- Where the crew records that the bin has not been presented, it must be presented on the next scheduled collection day. Crews will not return to collect the bin prior to this.

COMMUNAL BIN COLLECTIONS (HOUSEHOLD WASTE)

Communal bins may be provided as an alternative to individual bins where the design of the property makes the issuing or collection of household waste bins impractical.

- Bins are provided only for the disposal of general household waste and separated recyclable items.
- Large items such as furniture should be disposed of via Special Uplift or Household Waste Recycling Centres; where practicable reusable items should be donated to charity (more information is available from the National Reuse Hotline).
- Bins must be stored off street within the bin store, car park, etc. at all times, unless the bin has specifically been sited on the street by the Waste and Cleansing Service (e.g. in “traditional tenement” areas where there is no off street storage of waste).
- Bins will normally be provided for mixed recycling (paper and card, mixed plastics, cans and tins, empty aerosols and clean foil); glass, food and residual (“non recyclable”) waste.
- Bins will be emptied on a frequency that seeks to ensure they are not overfilled.
- Bins may be emptied on any day (including Saturday and Sunday) between the hours of 6 AM and 10 PM. Seven day access must be maintained. Safe access must be maintained at all times.
- Bins will be maintained regularly as required.
- Where bins are sited on private property it is the responsibility of the landowner to ensure that the property presents a safe working environment.
- The Waste and Cleansing Service will not be responsible for the upkeep and maintenance of any property where bins are sited, or any bin lift mechanism, etc.
- Where properties are not maintained to an adequate and safe standard, the Waste and Cleansing Service may in exceptional circumstances suspend collections until the defect is rectified. In these circumstances it will be the responsibility of the landowner or factor to arrange and pay for any additional collections which are required.

COMMUNAL BIN ENHANCEMENT PROJECT

During 2020 -2022, a project is taking place to improve the siting of communal bins, realign the service to improve recycling performance and enhance the streetscape overall. This means that many on street bin sites will change. To support this new siting parameters have been agreed by the Transport and Environment Committee (February 2020).

As far as possible these will be applied to all locations, albeit there may be occasions where the layout of the street prevents these being met in full.

The **key priority** criteria which will be used are:

- Range of materials collected
- Capacity provided
- Walking distance to bins
- Road safety requirements and streetscape

Other parameters which will be used are:

- parking optimisation

- siting of bins versus properties

Capacity

The following table provides an outline of the capacities to be provided for properties serviced by communal bins. These will be used as the basis for siting decisions and numbers of bins.

	Proposed capacity per property per week	Kerbside service capacity per property per week	Code of Practice capacity per property per week
Non-recyclable waste	140/170L	70L	70L
Mixed recycling	140/170L	120L	120L
Glass	5-20L	20L	20L
Food waste	5-20L	23L	23L

(The service standard set out in the Scottish Code of Practice for Household Recycling and Waste Collection is also included for reference.)

In the case of the bulkier streams (non-recyclable waste and mixed recycling) the aim is to match or exceed the capacity provided to a householder receiving the kerbside collection service. More flexibility is designed into the service for glass and food waste taking into consideration the less bulky nature of these materials as well as the impact of the Deposit Return Scheme for drinks containers. However, the aim would still be to provide glass and food waste containers at each bin location.

The mixed recycling capacity represents an increase compared with the current capacity provided in most areas. The non-recyclable waste capacity is reduced to reflect this but is still significantly more generous than would be provided under the kerbside service, taking into account the particular characteristics of flatted properties (i.e. transient population, less ownership of a particular bin, lack of storage etc.).

Those two factors combined enhance the ability for residents to recycle conveniently while reducing the risk of overflow of non-recyclable waste when there is less engagement in the service.

Walking distance

One of the aims of the project is to reduce the number of bin locations while at the same time ensuring that the full range of waste and recycling services are provided at each location.

Reducing the number of locations in this way will mean that many people will need to walk further to dispose of waste and recycle.

There is a risk that in making people walk further there might be a barrier to segregating waste even with the increased recycling capacity and there is a risk for people with reduced mobility being able to use the service.

A balance therefore needs to be struck between these risks and the enhancement which the project will bring to the visual environment.

As far as possible bins will be sited in accordance with the “Mobility Component of the Personal Independence Payment” which is used by the Government to assess Mobility e.g. for Blue Badge access. This applies where a person cannot walk more than 50m.

Examples of circumstances where this might not be possible include main arterial routes, where bins have to be sited on side streets, however this would still be an improvement in most cases compared to the current situation.

For new developments, the present maximum walking distance for householder (from home to bin) must be no greater than 30 metres as per “Waste and Recycling - Instructions for Architects and Developers” and this will be maintained. This complies with:

- British Standard Waste Management in Buildings —Code of practice, BS5906:2005
<https://www.rbkc.gov.uk/pdf/BS5906-2005.pdf>
- “Making Space for waste – Designing Waste management in New Development – A practical guide for Developer and Local Authorities – Adept
http://www.lgcplus.com/Journals/3/Files/2010/7/14/ADEPTMakingspaceforwaste_000.pdf

Road Safety Requirements and streetscape

A range of parameters are used to site bins which ensure that road safety is not compromised. These include but are not restricted to:

- placing bin in locations where driver or pedestrian **visibility** is not affected. Bins should be positioned ideally 10 metres away from any junctions and pedestrian crossings.
- bins should preferably be located on the **roadway** not the footway. At some locations this is a significant change which takes into account the requirements of the Edinburgh Street Design Guidance which seeks to prioritise pedestrians over vehicles e.g. by reducing clutter and impediments on the footway. In addition, it seeks to declutter the visual environment and streetscape e.g. through the use of bin clusters at a smaller number of locations.

However, if this is not possible bins can still be sited on the pavement subject to factors such as width of pavement and distance left for wheelchair and pushchair users which should be a minimum of 2 metres.

- bin users should preferably not be required to cross a road to dispose of their waste and recycling. Every effort should be made to provide bins on the same side of the road as the users’ properties, unless a safe crossing place is nearby.
- bins should not be sited over manhole covers or other street furniture including gullies and other drains.
- bins should be located in such a way that the user is not required to stand in the flow of traffic in order to access the bin aperture.

Other parameters

Where a location is identified on the roadway where there is parking, as far as possible multiples of 5 metre stretches of parking will be used to guide the bin location to minimise any loss of parking spaces where that cannot be avoided.

ASSISTED COLLECTION STATEMENT (for communal bin areas)

- Assisted collections are available where all members of a household are unable to access their communal waste collection due to a disability or medical condition.
- If you request an Assisted Collection we will visit you within 10 working days; if you are eligible for an Assisted Collection we will specify a collection point which is accessible to you and the collection crews (e.g. at door to tenement on ground floor).
- We are NOT able to enter your property or communal stair
- We may need to visit you to confirm this.
- The collection point must be accessible to collection crews and not present a hazard (e.g. due to inadequate lighting, loose paving or other trip hazard). We are unable to hold keys.
- We will contact you regularly to check whether you still need the service.
- This will not usually take place more often than annually, except where a temporary Assisted Collection has been agreed for a shorter period.

SPECIAL UPLIFT POLICY (HOUSEHOLD WASTE)

Special uplifts are available only for household waste to uplift larger or other items not dealt with by routine waste collection services, such as mattresses, furniture and large household items. A charge is levied for these services.

We aim to offer you an initial appointment within 5 working days (Monday- Friday). There may be exceptions when this is not possible such as periods of very high demand or during the festive period when this service is suspended. If this appointment is too soon, we can offer a later one.

Where the premises are a place of worship, or a charitable premises in line with our separate policies on those properties, you can still use this service as outlined below, but will be required to pay the full amount.

Where we believe the service is being used to dispose of commercial waste we reserve the right to decline to provide the service; in this event any charges which have already been made for that uplift will be refunded.

Charges will be set annually and advertised on our website.

Where practicable arrangements should be made to **allow items to be reused. Support for this is available from the National Reuse Helpline, and further information is available from our website:**

www.edinburgh.gov.uk/bulkyuplifts

Additional charges:

There is a charge for each individual item uplifted. Up to 10 items will be collected per uplift.

Additional charges will apply for garden waste, rubble, tiles and plasterboard.

NOTE: As a result of COVID-19, there are additional temporary restrictions to this service. A maximum of 5 items can currently be uplifted. We are not currently able to provide collections of garden waste and building materials (rubble, tiles and plasterboard).

Items not covered by this service:

This service is provided for commonly disposed of large household items. Sometimes we might not be able to accept bookings for items due to size, what they're made of or because they need specialised treatment. More information about items we can't accept will be published on our website.

Presentation of items for Special Uplift:

Waste must be on the pavement in front of property by 7am on the specified day of collection. Waste must not be presented at any other time. Staff will not normally be able to enter any property or building to uplift waste. Only those items specified at the time of booking will be uplifted.

Special Uplift assisted collections are available where all members of a household are unable to present their items due to a disability or medical condition but must be requested at the point of booking the uplift.

NOTE: Assisted collections for this service are temporarily suspended as a result of COVID-19.

Garden Waste Collection Policy Updated

Provision of Garden Waste Collection

- Our aim is to make the garden waste collection service available to as many households as is practicable, provided we are able to operate an efficient collection route and that it is operationally feasible to provide the service.
- This is not a statutory service; there is an annual charge for providing this service.
- The charge does not include the cost of composting the material collected.
- The service will operate every two weeks, and the collection dates will be advertised on our website. The service will cease for a period of 4 weeks (i.e. two collection cycles) in winter.
- A variation of the service is available on defined streets in the Colinton area. This service is provided by Tiphereth/Colinton Community Compost. Residents in those streets who register to receive a garden waste collection will receive the sack based service as provided by Tiphereth, and not the standard brown bin service provided by the Council.
- You can only [request a garden waste bin](#) if you are registered for the service.

Eligibility

- This service is provided for the collection of household waste.
- The Council does not operate a commercial waste collection service and commercial premises are not eligible to receive the service. Separate arrangements for bowling, lawn tennis and some other clubs are in place.
- Ambassadorial and other embassy premises may be eligible to receive the service but will be required to register and pay for it in the normal way.
- Places of worship premises may be eligible to receive the service but will be required to register and pay for it in the normal way.
- Council premises who request the service will be able to do so but must register and pay for the service.
- Organisations who operate community gardens on Council premises may receive the service but must arrange this through the Council service (e.g. libraries, housing, etc.) who are responsible for that land, and they will be required to pay for the service.

Exemptions from Payment

- Some people do not have to pay to use the garden waste service, however they must still register to use the service using either the web form or one of the other registration routes.
- People who need to register for the service but do not have to pay for it are:

- People who are in receipt of the welfare benefit Council Tax Reduction (previously called Council Tax Benefit)
- People who live in a household where someone is registered with Council Tax as being Severely Mentally Impaired.
- More information about these benefits is available at: www.edinburgh.gov.uk/discounts-exemptions
- People who receive the Council's Garden Aid service AND are also exempt from paying for it.

Paying for the service

- The annual charge covers a full 12 month period which runs from November to November. Collections will be suspended for a 4 week period (2 collections) in winter.
- The registration period for the year will take place in late July to early September. If you subsequently join the service during a later registration period, you will still be required to pay the full annual charge.
- Permits are issued prior to the advertised service commencement date. If you have not received your permit please notify us within 28 days of the advertised service commencement date. Failure to do this may result in requests for replacement permit being rejected.
- You may register and pay for the service on behalf of someone else, e.g. a relative, neighbour or friend.
- We are not able to accept householders who wish to join the service outwith a defined registration period.
- The charge will apply per bin – you may sign up more than one bin. We will only empty bins which carry the relevant sticker to show that they have been registered.
- The chargeable service may be transferred to a new property subject to the new property being eligible to receive the service. It will be the responsibility of the customer to provide a minimum of six weeks notice of the change; the customer will be responsible for transferring the bin to the new location.
- If your new property does not receive the service (or is outwith the Council boundary) please leave the bin at the current address so that the new residents can use it for the remaining period.
- If you wish to share a bin with a neighbour, or neighbours, only one person should sign up to the scheme and make payment, and ensure that the bin is properly presented on the correct days.

- The bin will be registered to that property (e.g. their flat) and all correspondence, enquiries or complaints relating to the service must be directed through that person.
- There is no discount for the smaller size bin.
- Residents that qualify under the Council Tax Reduction scheme (previously Council Tax benefit), or where someone at the address is registered as severely mentally impaired, will be exempt from paying for the service.

www.edinburgh.gov.uk/discounts-exemptions

- If you change your mind, you may cancel the registration at any time. If you cancel within 14 days of registration you will receive a full refund. Please note that if you cancel after 14 days of registration you will not receive a refund.

Use of the service

- It is important that your brown bin is only used to collect the correct materials as outlined below. All materials must be loose, and not in a bag. We do not accept any kind of bag or liner in the brown bin.
- Bins which contain other materials will not be collected and we will not issue refunds for these collections
- You must present your bin by 6AM on the day of collection and remove it as soon as possible after collection.
- The bin must be presented at the kerbside outwith your property (except where an assisted collection has been arranged) with the lid fully closed, and in line with our normal policy on the Presentation of Waste.
- Our normal Assisted Collection Policy will apply to this service.
- All bins must display the garden waste collection scheme sticker for the appropriate year. Bins without a valid sticker displayed will not be uplifted.
- Where the service is provided to a Council building or land, (e.g. a community garden), or to another organisation, such as a bowling club, etc, it is the sole responsibility of the group responsible to arrange for the bin(s) to be presented for collection and then removed from the street on the correct days.
- Should this prove to cause conflict with the Council's policies on the presentation of waste (e.g. if this means that bins are left out in an area where the other premises are commercial) it may be necessary to review or remove the service.

Collection of garden waste

Collections will take place from 6am on the collection day.

Failed collections

- Collection crews will record instances where bins are not presented or where the contents are contaminated with other types of waste or are too heavy to lift. Those bins will not be uplifted, and no refund will be issued.
- You should remove any contaminants or reduce the weight of the bin, and present the bin again by 6 AM on the next collection date.
- We regret that we are not able to collect garden waste when the contents are frozen due to weather conditions. We will collect on the next scheduled collection; we will not issue a refund in these circumstances.
- Where we are not able to collect your bin due to circumstances outwith our control (such as roadworks or no access) crews will record this and we will seek to return as soon as possible. We will not issue a refund.
- Where we are not able to collect your bin due to circumstances within our control (such as vehicle failure) crews will record this and we will return to collect it within two working days.
- Where we fail to collect your bin as a result of our error, we will return to collect it within two working days of being notified. (Please refer to the operational days for the service).

Materials accepted in brown bins

You can put these in your brown bin:

- Flowers, plants and weeds
- Grass cuttings and leaves
- Hedge clippings, twigs and small branches
- Christmas trees (all decorations must be removed; Christmas trees may also be presented beside the bin in January only; (please cut trees in half)

You can't put these in your brown bin:

- Food
- Animal waste and bedding
- Plant pots
- Soil and turf
- ANY TYPE OF BAG (including bags labelled compostable, degradable or biodegradable)

HOUSEHOLD WASTE RECYCLING CENTRES

Household Waste Recycling Centres are solely provided for the recycling and disposal of household waste generated by households in Edinburgh. Commercial waste is NOT accepted at these sites.

This service is currently subject to some restrictions, additional to those below, as a result of COVID-19. In particular site visits must be booked in advance. The current arrangements, and any changes to these, will be advertised on our website

Opening Hours

Our sites are open 7 days per week. We will publish our opening hours on the website.

The sites may be closed on any or all of 25, 26 December each year and 1, 2 and 3 January each year. Closures may vary between sites.

In exceptional circumstances (e.g. extreme weather) it may also be necessary to close sites at other times; in this event, the closure will be advertised via social media, **or by emailing the customers who have a visit booked at the sites and times affected by the closure.**

Vehicle Access

Trailers carrying household waste are only permitted on any site if they measure less than 6ft by 4ft (excluding the frame, tow hitches, etc).

The following vehicles are not permitted in any household waste recycling centre:

- any vehicle greater than 3.5 tonnes;
- trailers greater than 6x4 ft, excluding frames or two **tow** hitches, but including horse boxes;
- Luton vans
- liveried vehicles
- flat bed tipper style or transit style vehicles

Hire vans carrying household waste are only permitted on any site if they are hired for a period not exceeding 5 days. The hire documentation must be shown, along with two forms of identification (one photographic), both showing the driver's home address. This must be within the City of Edinburgh Council area. Appropriate forms of identification will be listed on the Council's website. Vehicles hired for longer than 5 days will not be permitted on site.

Commercial waste is not allowed at any site.

We will take steps to prevent misuse of the sites and to that end reserve the right to use a variety of methods including, but not restricted to: physical barriers; automatic number plate recognition systems; permits. Where data is collected as a result of these measures, any information collected will be stored and managed in line with data protection principles and any relevant legislation.

Council staff have the right to refuse entry or deny tipping to any person they suspect of trying to deposit commercial waste, whether for disposal or recycling.

Council staff have the right to require suspected traders or carriers of commercial waste to complete a "Household Waste Declaration" form to state that the waste is from their own domestic property. Appropriate photographic identification may be required to be shown to site staff when completing this form.

Council staff have the right to inspect the contents of any load.

Council staff have the right to visit any customer's address if they are suspected of bringing in commercial waste, to establish the origin of the waste.

Council staff have the right to ban, from all sites, any vehicle or customer suspected of ongoing illegal deposit of commercial waste.

Behaviour on site

Householders using the site must always follow the site rules and the instructions of our staff. This is for their safety, and that of others. These will be advertised on site, and on our website. You must follow instructions given by site staff for your safety.

- Children and animals must remain in your vehicle at all times.
- Only Edinburgh residents with their own household waste can use the site.
- Commercial, trade or business waste is not allowed.
- You must observe speed limits and traffic flow signs. Reversing is not allowed.
- All waste must be sorted and deposited only in the correct container.
- Only authorised contractors may remove materials from this site.

The Council will prosecute anyone who threatens or assaults our staff.

Items which can be accepted on site.

We accept a wide range of household waste, but there are some items we are not able to accept. Our objective is to divert as much as possible for reuse or recycling. Items which can and cannot be accepted will be advertised on our website.

From time to time we may need to make changes to the materials we can accept. These will be advertised on our website.

Collection and Disposal of Waste from Places of Worship

Places of worship which are treated as exempt from commercial rates under the Valuation and Rating (Scotland) Act 1956 will be treated as households for the purposes of waste collection and disposal.

Where multiple properties exist as separate addresses on the same site, e.g. a residential dwelling and a church, each is entitled to its own collection.

Where practicable we will provide the following services; where the location or design of the building prevents us from providing these services, it will be the sole responsibility of the person(s) responsible for the facility to put in place a commercial waste collection.

The following services will be provided at no cost:

240 litres non recyclable waste per fortnight;

360 litre mixed recycling per fortnight (paper and card; cans, tins and clean foil; and clean plastic bottles, pots, tubs and trays);

Two glass boxes per fortnight;

Two food collection boxes per week;

The capacities provided are significantly greater than those provided to a standard household.

Where the quantity of waste presented cannot be accommodated within the provision outlined above, you should in the first instance discuss this with the Waste and Cleansing Service who may be able to advise you of ways to reduce your waste.

Any additional requirement will normally be treated as commercial waste and a commercial waste contract must be put in place to manage this.

Any waste arising from a specific commercial activity such as a café or a crèche must not be placed in the household waste stream, and a commercial contract must be put in place to manage this.

Collection and Disposal of Waste from Charities

Waste and Cleansing Services collects waste from charities but requires that as a minimum waste is segregated to allow recycling of dry mixed recyclate (paper and card; cans, tins and clean foil; and clean plastic bottles, pots, tubs and trays); glass (where produced); food waste (from food premises).

Where practicable we will provide the following services; where the location or design of the building prevents us from providing these services, it will be the sole responsibility of the person(s) responsible for the facility to put in place a commercial waste collection.

The following COLLECTION services are available free of charge:

240 litres non-recyclable waste per fortnight

360 litres mixed recycling per fortnight (paper and card; cans, tins and clean foil; and clean plastic bottles, pots, tubs and trays)

Two glass boxes per fortnight

Two food collection boxes per week

Where multiple properties exist as separate addresses on the same site, e.g. a charity headquarters and a separate charity shop, each is entitled to its own collection (however any office which is simply part of the shop would not be covered by this).

Where the quantity of waste presented cannot be accommodated within the provision outlined above, you should in the first instance discuss this with the Waste and Cleansing Service who may be able to advise you of ways to reduce your waste.

Any additional requirement will normally be treated as commercial waste and a commercial waste contract must be put in place to manage this.

Trade Waste Collections

- Trade waste is any waste or recycling produced by a business, regardless of size.
- Whether you operate out of a shop, office, restaurant, van or your home, it's the law that your waste is collected by a licensed waste carrier. This is called your Duty of Care.
- The Waste and Cleansing Service does not operate a commercial waste collection service or accept Trade Waste at Household Waste Recycling Centres or in household waste and recycling bins.
- If you seek to dispose of your waste as household waste the Council may seek to take enforcement action against you.
- The Waste (Scotland) Regulations require you to sort certain waste streams and arrange for these to be collected separately for recycling.
- Waste must not be stored on the street and can only be collected at agreed times.
- Information on complying with your Duty of Care, recycling your waste, and our policy on presenting waste only at set times is available on our website at:
www.edinburgh.gov.uk/tradewaste

Where the property is in shared domestic use, e.g. a bed and breakfast with the owner or family living on site the following rules will apply:

- Where the property is assessed for rateable value as being 20% or less domestic, this will be treated as a business and the Trade Waste policy must be followed, and a trade waste contract be put in place to manage all waste;
- Where the property is assessed for rateable value as being 21% or more domestic, the standard provision for household waste and recycling will be provided; the Trade Waste policy must be followed, and a trade waste contract be put in place to manage any waste additional to this.

Managed Student Accommodation

Managed student accommodation in terms of this policy refers to purpose built self-catering accommodation solely for the use of students which comprises rooms for one or more persons, forms the main residence for the tenants during term time, and is used at one or more other times of year for short term lets or other commercial purposes.

A household waste collection will be provided as directed by the Council's Waste and Cleansing Service. This will require the provision of a fully integrated recycling and waste management service. The volumes of containers and frequency of collection will be directed by that service.

It is the sole responsibility of the site operator to:

- Ensure that site design for new premises correctly follows the policy "Provision of Service to New Housing Developments" and all departmental procedures in particular so that all bins are stored off street, that there is adequate provision for a fully integrated recycling and waste collection service, and that the service is able to operate safely.
- Ensure the correct management and segregation of materials within the premises so that recycling is not contaminated and bins do not overflow;

- Ensure that bins do not overflow as a result of any commercial activity, and where this occurs, ensure that commercial contracts are put in place to remove any such excess;
- Ensure that commercial contracts are in place to manage any other excess arising at the site.
- Where any of the above are not followed, the service will not be provided, or will be withdrawn. In this event it will be the sole responsibility of the site operator to put in place commercial waste contracts for the management of all materials arising from the site's operations.

Waste From Council Premises

- It is the Council's policy that all of its premises must comply with the internal Resource Use Policy, as well as the Waste (Scotland) Regulations and all other relevant legislation.
- The Resource Use Policy requires the waste hierarchy to be applied, to reduce, reuse and recycle, and in addition as a minimum to ensure that facilities are in place to recycle: paper, card, cans, plastics, glass and food, as well as to collect non recyclable waste for energy recovery.
- Procedures must be put in place to manage specialised waste streams not covered by general household waste provision (e.g. engine oil).
- It is the responsibility of building managers, in partnership with the Facilities Management team covering that building, to ensure compliance on a site by site basis, and to arrange collection of the above materials by the Waste and Cleansing Service.
- All steps must be taken to maximise use of the recycling services and prevent their contamination with other materials, through the use of adequate signage, the use of correct coloured sacks, and staff training.
- It is expressly forbidden to mix separately collected and mixed waste streams.

Provision of Service to New Housing Developments

This policy is designed to support and work in tandem with the more detailed document “Instructions For Architects and Developers” setting out the more detailed instructions to developers and architects which cover types and numbers of bins, access, health and safety, defensible space and other operational requirements.

The Council’s policy is that all new build or converted properties must be specified to allow:

- The provision of the full range of waste and recycling collections as specified by the Council’s staff, which must be fully integrated, e.g. each bin store must have provision for the full range of materials collected for disposal and recycling;
- Safe and efficient access for waste collection teams to collect waste and recyclable materials;
- Provision for the disposal of bulk items as well as general household waste and recyclable materials.

It is the responsibility of the developer or architect to:

- Engage the Waste and Cleansing Service at the earliest point of the development process, and prior to the submission of any plans to the Planning Service, to agree a waste management plan for the property;
- If this does not take place, the Waste and Cleansing Service may not be able to adopt the property, requiring residents to make their own arrangements for the disposal of waste at their additional cost.

The waste management plan must comply with the Waste and Cleansing Service’s Instructions to Developers and Architects. It must cover:

- The types and capacities of bins to be used and the range of materials for which provision will be made, including the full range of recyclable materials;
- Access arrangements to empty bins, including turning circles, interactions with pedestrians, etc;
- The arrangements going forward to service and maintain bin housings, bin stores, bin lifts, etc as appropriate (which will not be managed by the Waste and Cleansing Service)
- The decision as to whether a development will receive a kerbside or communal bin collection service will rest solely with the Waste and Cleansing Service.
- The standard kerbside waste collection service provision (per property) is formed of one non-recyclable waste bin, one mixed recycling bin, a recycling box and a food caddy. In some cases a garden waste bin may also be provided.
- In larger blocks it may be more appropriate to utilise communal bins rather than individual containers and the Waste and Cleansing Service may require this as part of the planning process.
- The developer may source their own bins provided these are compliant with the collection arrangements (including types and colours) operated by the Waste and Cleansing Service;

- The Waste and Cleansing Service can also source bins but will recover these costs from the developer.
- The Waste and Cleansing Service will be responsible for the subsequent maintenance and replacement of the bins, but not for any bin housing or lift mechanism associated with the property or development.

Litter Bin Siting Policy

Background

This policy is designed to

- outline the principles which will be followed in selecting and reviewing where litter bins are located across the city;
- inform decision making for future litter bin sites; and to
- assist with decision making around existing litter bin sites with the ultimate objective of locating the correct size and type of right bins in the right place, reflecting demand.

The Council's capacity to provide litter bins is finite. It is likely that the demand for litter bins will, at certain times or locations, exceed the capacity to provide the service.

It is expected that the criteria outlined in the policy should assist with managing litter bin provision. In addition, no review process currently exists to ensure that litter bin locations continue to match the expectation when it was sited, taking into account changes to usage patterns, and external factors such as vandalism, etc.

A range of bin types may be deployed across the city taking into account the following:

- Available litter bin stocks;
- Size of litter bin versus usage and demand;
- Type of location.

It is intended that future litter bin sites will be selected by using guiding principles. These will include (but are not restricted to):

- Operational efficiency;
- Usage patterns;
- Health and safety considerations associated with the servicing of the litter bins;
- Links to other policies, e.g. planning and streetscape issues including in particular Edinburgh Street Design Guidance.

The type, size and location of litter bins are all linked to how litter bins are used by the public, and in particular how frequently they require to be emptied, and how much litter is collected. These are the key determinants which need to be matched to service delivery and flexibility in terms of servicing frequency and the ability to route services effectively and efficiently.

Usage and efficiency

Changes to the ways in which litter bins are managed will be governed by two factors: how they are used by the public, and how efficiently they can be serviced.

The use of routing software, coupled with resident feedback and potentially litter bin sensors will help to improve the efficiency and responsiveness of Waste and Cleansing services, but will also be used to better target the siting of the bins to maximise their efficiency.

Prioritisation Criteria

It is not possible to define specific sites which will and will not receive litter bins.

The following areas will **normally** be viewed as high priority to receive litter bins:

- Main arterial routes and other high footfall and through route areas;
- Main areas of commerce and retail;
- Key routes in relation to secondary schools;
- Near fast food and takeaway retailers;
- Public transport hubs (e.g. Bus stops and similar areas) where large numbers of people stand for periods of time, particularly in central areas;
- Entrances to parks and significant public spaces.

The following areas will **not normally** be viewed as high priority for litter bin placements, or may in some cases be ruled out for litter bin placement:

- Exclusively residential areas, except where these become high priority due to one of the reasons above;
- Locations where the litter bin would be sited in close proximity to a household waste bin (i.e. the communal bins which are sited on street in tenemental areas, and are provided for the disposal of household waste AND litter);
- Locations where the litter bin is being abused, including: inappropriate disposal of household or commercial waste which has not been resolved by engagement or enforcement; sites which are subject to arson or vandalism.

Other Siting Criteria

Siting with regard to pedestrians

Care must be taken to ensure that litter bins do not impede pedestrian flows and take into account the particular needs of people who use wheelchairs and prams. A minimum footpath width of 1.5m must be maintained.

Public events

The provision of temporary litter bins may be considered at specific locations to reflect increased pedestrian flows and litter generation at certain times, e.g. during public events.

Other criteria with regard to safe siting, or whether or not to provide a separate recycling service should be taken into account when siting these bins. Litter bins must **not** be provided to collect commercial waste and it must be made clear that events organisers must put in place separate arrangements for the segregation of commercial materials for recycling and disposal of commercial waste in compliance with the Waste (Scotland) Regulations and other pertinent legislation.

Parks and other similar public spaces

The siting of bins in public parks and greenspaces presents some particular challenges in terms of efficiency, capacity and safety. It is usually viewed as beneficial to encourage park users to take their waste to strategic locations, usually at entrances and exits, so that the litter bin can be serviced safely without having to drive into or around the greenspace.

Therefore, as facilities are upgraded the following principles will be adopted:

- Litter bin locations will be moved from throughout the park or public space, to key locations e.g. Leith Links;
- The maximum capacity must be provided;
- The facilities should be designed to take account of the usage of the sites, with dedicated facilities being provided as appropriate for barbecue waste, specific appropriate recycling streams, etc.

Recycling

Scottish legislation, and the Council's Waste and Cleansing Strategy, both assume or require that waste should be segregated and separately collected as close to source as possible to maximise recycling and the recovery of materials.

The Council also takes a pragmatic view of the effectiveness and efficiency of such measures, and the Council's strategy acknowledges the particular challenges associated with collecting litter as a segregated stream for recycling while maintaining the relevant high standards of quality required, as well as the small quantities involved and the likely impact of the Deposit Return Scheme for drinks containers which is being introduced in Scotland.

Therefore:

- Recycling bins for litter are NOT required at every location, but can be considered at key locations where there are sufficient quantities of the relevant recyclates;
- Any segregated litter bins MUST consider following;
 - How the bins will be emptied- under no circumstances can segregated recycling bins be mixed with other waste;
 - Which materials it is most appropriate to target (e.g. cans and plastic bottles in parks, newspapers on main arterial routes and bus stops and termini?);
 - Bins must be labelled appropriately for specific target materials, and not labelled just "recycling";
 - Contamination risks (which can be offset by appropriate design);

Specific Waste Streams

Barbecues: consideration will be given to the siting of dedicated litter bins or containers for the safe disposal of hot waste at locations where there is a history of barbecue usage during good weather, etc.

Dog waste: the Council's policy is to maximise efficiency by collecting bagged dog waste alongside general waste. No dedicated dog waste bins will be provided. This will be reviewed should it undermine the separate objective of sorting mixed waste for recycling.

Litter Bin Siting Policy Appendix 1: Factors for consideration:

- Cost
- Bin density (how far do people have to walk?) Bin size
- Bin type?
- Land ownership- owned or adopted land only
- Location type (e.g. high priority areas as outlined in the policy)
- Usage/ demand
- Safety (public and staff)
- Bins creating litter (whether due to capacity, misuse or location).
- Vandalism and arson
- Terrorism
- Evaluation
- Design for recycling
- Proximity to household waste (communal) bins which can perform same function.
- Parks, greenspaces, civic areas, squares, plazas, etc.

This page is intentionally left blank

Transport and Environment Committee

10.00am, Thursday, 11 November 2021

Public Utility Company Performance and Road Work Co-ordination April 2020 - March 2021

Executive/routine	Routine
Wards	All
Council Commitments	19

1. Recommendations

- 1.1 It is recommended that the Transport and Environment Committee notes the details within the report and the arrangements for securing an improved level of performance from all Public Utility Companies (PUs).

Paul Lawrence

Executive Director of Place

Contact: Gavin Brown, Network Management and Enforcement Manager

E-mail: gavin.brown@edinburgh.gov.uk | Tel: 0131 469 3823

Public Utility Company Performance and Road Work Co-ordination April 2020 to March 2021

2. Executive Summary

- 2.1 This report summarises the performance of Public Utility Companies (PUs) during 2020/21. It also reviews the major issues encountered during the period and the actions taken to address road works co-ordination issues.

3. Background

- 3.1 Much of Edinburgh's underground utility infrastructure is old and in need of renewal. The majority of the PUs work programme in the Edinburgh area involves replacing mains that are over 100 years old.
- 3.2 There are currently 5,656 streets equating to 1,511km length of carriageways and 2,121km of footways in Edinburgh. On average, there are over 14,000 notifications to work from PUs received by the Council in a normal year.
- 3.3 As a result of the COVID-19 pandemic most Utility operations were suspended during the year. Only emergency repairs and telecommunications work was allowed to be undertaken. This followed guidance from Scottish Government.
- 3.4 The Telecommunications sector was deemed to be of major importance last year, due to the need for citizens to work from home and the need for increased broadband bandwidth to facilitate this.
- 3.5 The Council balanced the needs of the PUs, supporting them to complete the works in the shortest practical time, against the overall needs of those who live, work, visit and travel in the city, including physical distancing.
- 3.6 Requests were placed with each of PU that had works in progress, to backfill and remove temporary traffic management wherever possible.
- 3.7 The return to normal working began to take place in July of 2020 with PUs and contractors returning to work in a structured way.
- 3.8 Inspections of PUs work consider three key stages of work:

- 3.8.1 While it is being carried out (live sites);
 - 3.8.2 Once a reinstatement is complete; and
 - 3.8.3 Up to the end of their guarantee period. The guarantee period currently lasts for a period of two years.
- 3.9 During the year the number of inspections carried out reduced significantly due to lockdown, reduced locations of work and officer shielding measures.
- 3.10 This report provides an update on the performance of PUs work that has occurred during 2020/21.

4. Main report

Inspections

- 4.1 Typically, inspections of PUs work will consider, but are not limited to, the following:
- Safe and proper traffic management used;
 - Ramps and correct information signs used;
 - Correct materials used;
 - Surface profile;
 - Line and level of the work;
 - Compaction of materials;
 - Sealing of joints, joints that have begun opening up;
 - Edges of the patch proximity to others in the road or pavement;
 - Settlement;
 - Condition of any specialist surface treatments;
 - All markings been replaced; and
 - Cracking.
- 4.2 During 2020/21, the total number of inspections carried out was 3,375, as shown in Graph 4.2
- 4.3 The average pass rate for inspection of all reinstatements for all PUs was 97%, against a minimum target of 90%, as shown in Table 4.3.
- 4.4 The breakdown between each different inspection type carried out is shown in Table 4.4.

Sample Inspections (Statutory)

- 4.5 Statutory Inspections are a method by which a Roads Authority can regularly establish the performance of PUs. It involves inspection of a structured random sample of works at various stages during the works and reinstatement guarantee period. These equate to 10% of live sites (Category A), 10% of completed reinstatements within six months of the works being completed (Category B) and 10% of the completed reinstatements within three months prior to the end of their guarantee period (Category C). The numbers in the sample to be used are averaged over a three year period. In 2020/21, the total number of Sample Inspections carried out was 1,708.
- 4.6 The average percentage pass rate for all PUs for statutory inspections was 79% as shown in Table 4.6 and Graph 4.6. There were no Pus that achieved the target pass rate of 90%.

Target Inspections (other than Statutory)

- 4.7 Target Inspections are those inspections other than statutory, including inspections undertaken by the Council as part of our checks that a PU has complied with their duty in respect to reinstatements. In 2020/21, the number of non-statutory inspections carried out was 1,667.
- 4.8 The average percentage pass rate for target inspections for all PUs reinstatements was 97%. The target pass rate for all PUs is 90%.

PUs Defective Apparatus

- 4.9 The total number of outstanding defective apparatus by the end of March was 773. A breakdown for each PU is shown in Table 4.9 and Graph 4.9.
- 4.10 The three PUs with the largest number of defective apparatus that had not been repaired by the end of March were Virgin Media, Scottish Water and SPEN, with 318, 239 and 112 outstanding defects respectively.
- 4.11 The total numbers outstanding at the end of the last four years are shown in Table 4.9 for comparison.

PUs Defective Reinstatements

- 4.12 The total number of outstanding defective reinstatements by the end of March was 374. A breakdown for each PU is shown in Table 4.12 and Graph 4.12.
- 4.13 The PU with the largest number of outstanding defective reinstatements, that had not been repaired by the end of 2020/21, was Scottish Water with 150 defects outstanding.

Fixed Penalty Notices (FPNs)

- 4.14 The total number of FPNs accepted by PUs was 450 as shown in Graph 4.14A. For comparison, the total number of FPNs for each PU at the end of the last four years are shown in Graph 4.14B.

- 4.15 In 2020/21, the PUs issued with the most FPNs were CityFibre and Virgin Media with 29.8% and 25.1% of the total number respectively.

General - Improvement Plans

- 4.16 Prior to April 2020 Scottish Water, Openreach, Virgin Media and SPEN had been served a Performance Improvement Notice and all were working towards fulfilling their commitment under an Improvement Plan.
- 4.17 During April 2020, the performance targets had been reached for Sample A Inspections by SPEN and had been reached for Sample B and C Inspections by Openreach.
- 4.18 Due to the circumstances surrounding lockdown and the significantly reduced volume of work during the year resulting in there being no measurable data, each of the PUs were released from the Improvement Notice. This was as a direct result of not being able to undertake inspections and no work being undertaken.

Traffic Management Review Panel (TMRP)

- 4.19 A TMRP is responsible for the review, comment and outline approval for Temporary Traffic Management (TTM) proposals and programmes associated with major developments and significant road works in the city. Ultimate approval for TTM proposals remains with the City Wide Traffic Management Group.
- 4.20 TMRPs currently take place for the Tram extension and road works associated with the Edinburgh St James development which is drawing to a close.

Temporary Traffic Management (TTM)

- 4.21 There had been an increase in the number of complaints regarding the positioning of Diversion and other road work signs on pavements in the city. The signs do not leave the statutory 1.5m available footway width.
- 4.22 A workshop and presentation was held with all available Traffic Management companies, PUs, Traffic Management contractors and Council service areas to highlight the issues being experienced in Edinburgh during early March 2020.
- 4.23 An agreement was reached that the standard in Edinburgh needed to improve and all PUs and their contractors would work towards that goal.
- 4.24 There is still significant improvement required in this area which will form a major part of an on-going improvement programme.

5. Next Steps

- 5.1 It is the intention to:
- 5.1.1 Return to an inspection regime of 100% of PUs reinstatements that are on the public road network;

- 5.1.2 Report all defects found during the guarantee period and ensure proper responsibility for defects is identified and that the repair of any defect will not fall to the Council;
- 5.1.3 Recommence the use the formal Improvement Notice process included in poor performance, as specified in Code of Practice for Inspections;
- 5.1.4 Continue to co-ordinate all works requested by PUs; and
- 5.1.5 Reconvene a meeting with all PUs, TTM contractors to discuss the acceptable practices on the road network, including the current issues being experienced on the network.

6. Financial impact

- 6.1 The revenue associated with sample and repeat inspections of failed PUs reinstatements and FPNs during 2020/21 was £200,943. The expected revenue of £355,936 was therefore not achieved; however, this was due to the reduction in work being carried out and the effect of lockdowns.

7. Background reading/external references

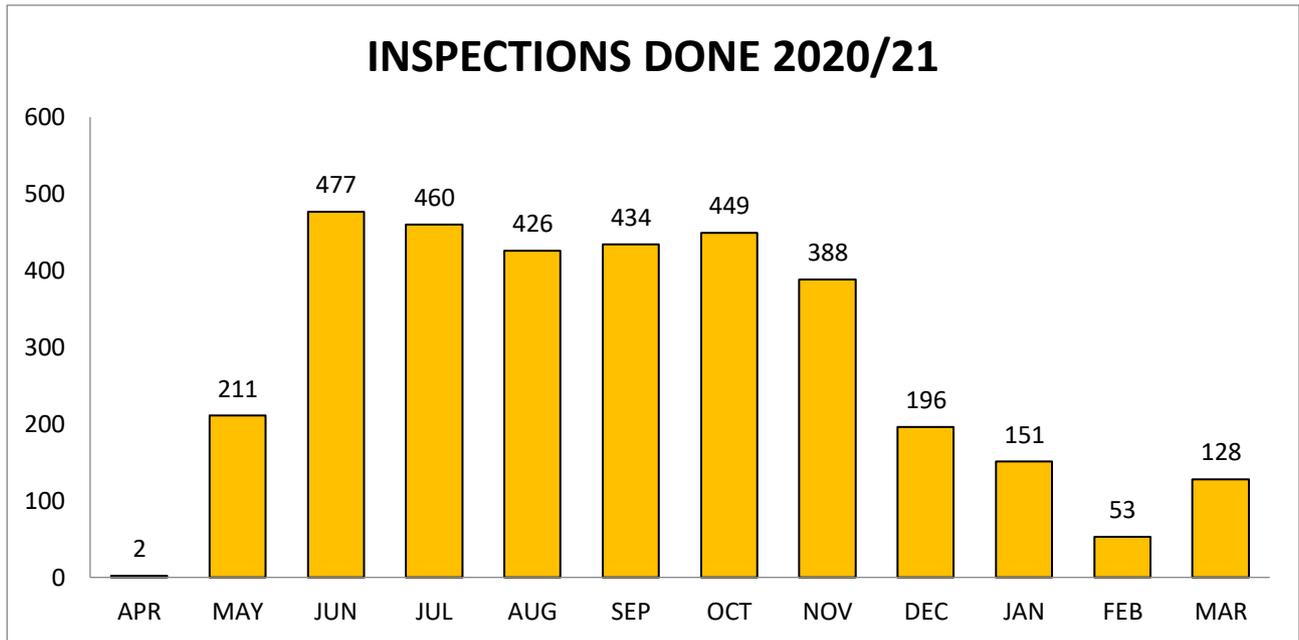
- 7.1 [Code of Practice for Inspections, 3rd edition, approved by the Roads Authority and Utility Committee Scotland, November 2012.](#)
- 7.2 [Code of Practice for the Co-ordination of Works in Roads, version 1.0, April 2013.](#)

8. Appendices

- 8.1 Appendix 1 – Supporting Evidence Tables and Graphs

APPENDIX 1 – Supporting Evidence Tables and Graphs

Graph 4.2



In 2020/21 there were 3,375 inspections carried out.

Table 4.3

Average pass rate for ALL PUs

	No of Failures	% Pass Rate
INSPECTIONS	306 / 1708	82%
Category A (during work)	298 / 1455	80%
Category B (within 6 months of Completion)	0 / 1	100%
Category C (within 3 months of end of guarantee)	8 / 252	97%
DEFECTIVE REINSTATEMENTS	8 / 253	97%

The target minimum pass rate for all PUs is 90%.

Table 4.4

Number of inspections for ALL PUs

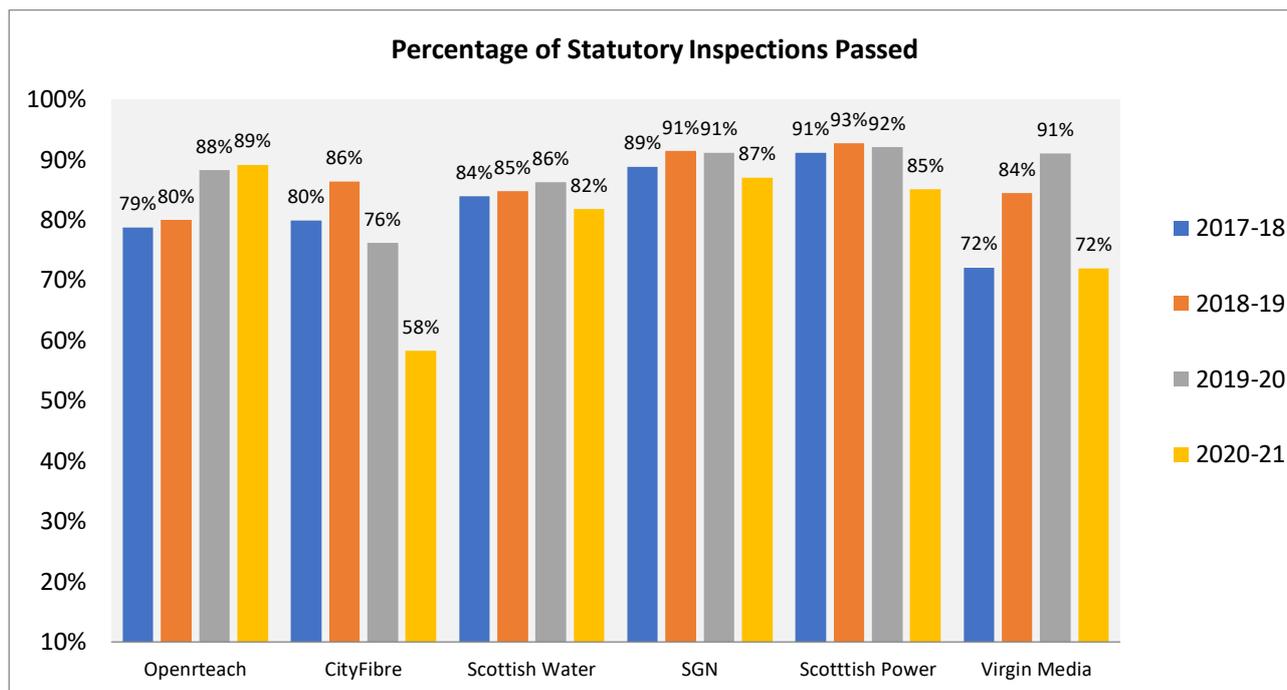
TYPE	CATEGORY A	CATEGORY B	CATEGORY C	OTHER INSPECTIONS	TOTAL
	Inspections during the progress of the works.	Inspection within six months of the work being completed.	Inspection within three months of end of guarantee period.		
SAMPLE INSPECTIONS	1455	1	252		1708
DEFECTIVE APPARATUS				661	661
DEFECTIVE REINSTATEMENT				196	196
INSPECTIONS RELATED TO CORING				0	0
OTHERS				810	810
TOTAL	1455	1	252	1667	3375

Table 4.6

The table below shows the average percentage pass rate for Sample Inspections for each PU during 2020/21. The target minimum pass rate for all PUs is 90%.

	Openreach	SPEN	Virgin Media	SGN	Scottish Water	CityFibre	Average
Pass Rate	89%	85%	72%	87%	82%	58%	79%

Graph 4.6



SPEN, Scottish Water, Openreach and SGN managed to achieve the minimum pass rate. CityFibre and Virgin Media did not achieve the target pass rate of 90%.

Table 4.9

The table below shows the comparison of the numbers of outstanding defective apparatus for each PU over the past four years.

PU	End of 2017/18	End of 2018/19	End of 2019/20	End of 2020/21
Openreach	109	80	66	76
SGN	47	69	55	28
SPEN	54	78	79	112
Scottish Water	677	297	352	239
Virgin Media	199	291	257	318

Graph 4.9

The graph below shows the comparison of the numbers of outstanding defective apparatus for each PU during 2017 to 2021

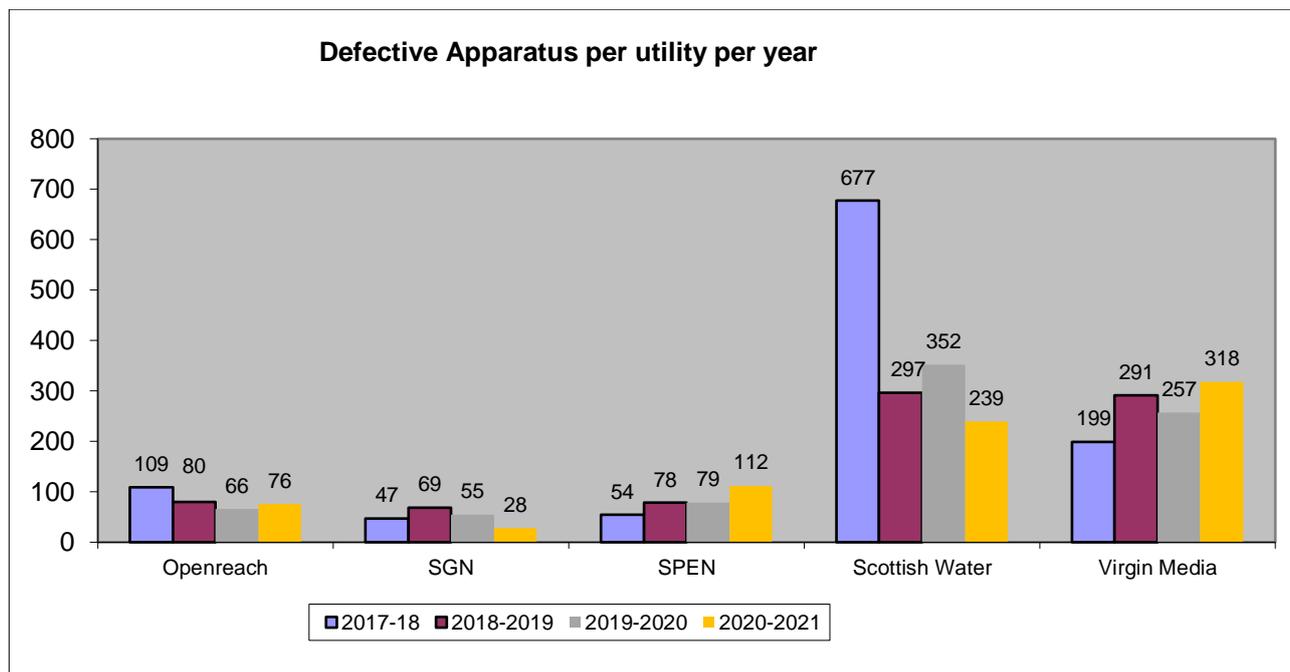


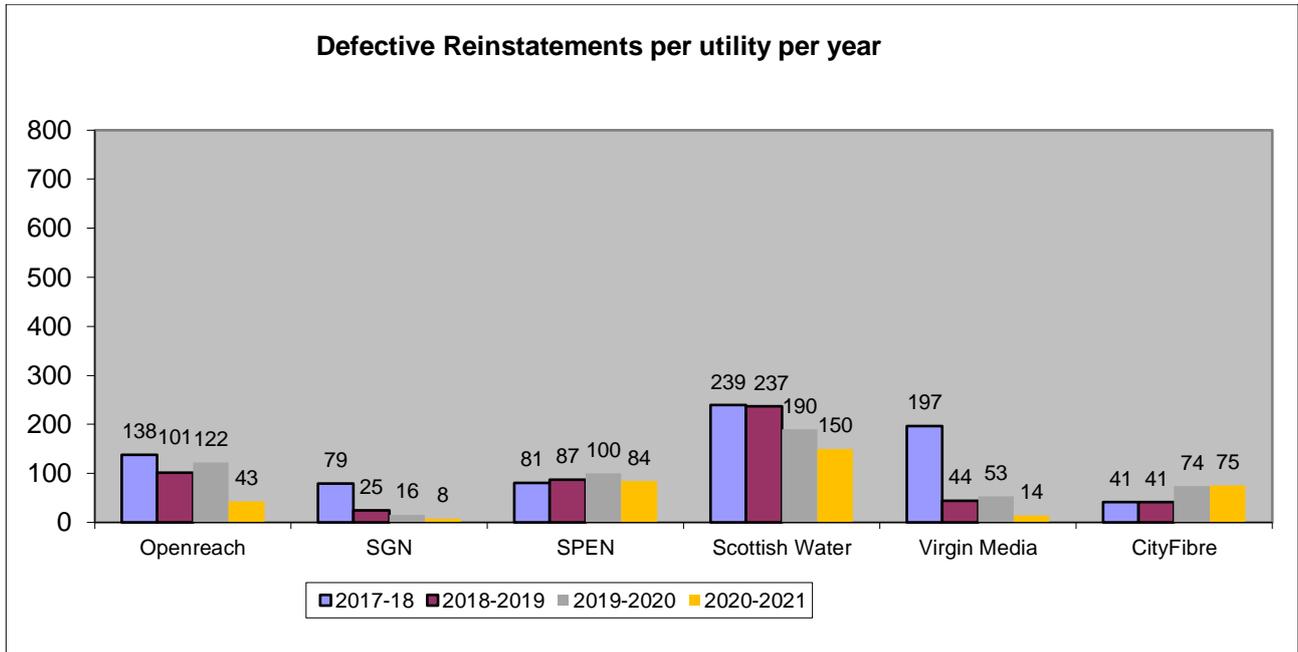
Table 4.12

The table below shows the comparison of the numbers of outstanding defective reinstatements for each PU over the past four years.

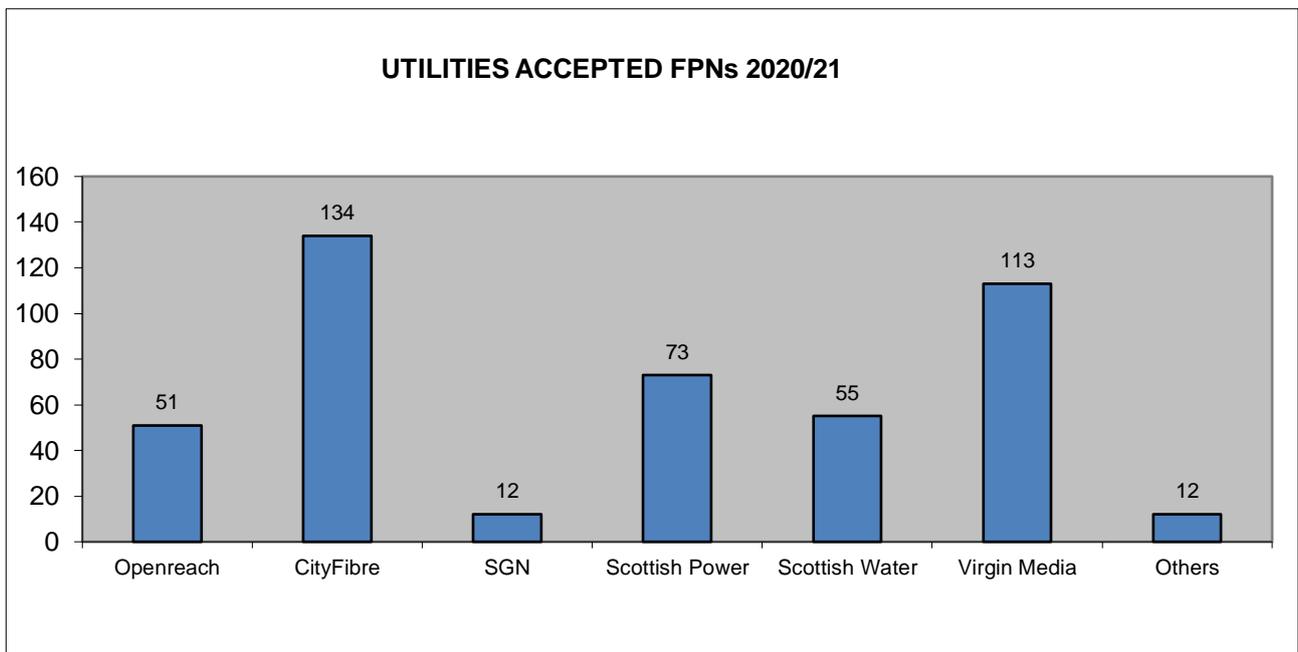
PU	End of 2017/18	End of 2018/19	End of 2019/20	End of 2020/21
Openreach	138	101	122	43
SGN	79	25	16	8
SPEN	81	87	100	84
Scottish Water	239	237	190	150
Virgin Media	197	44	53	14
CityFibre	41	41	74	75

Graph 4.12

The graph below shows the comparison of the numbers of outstanding defective reinstatements for each PU during 2017 to 2021.

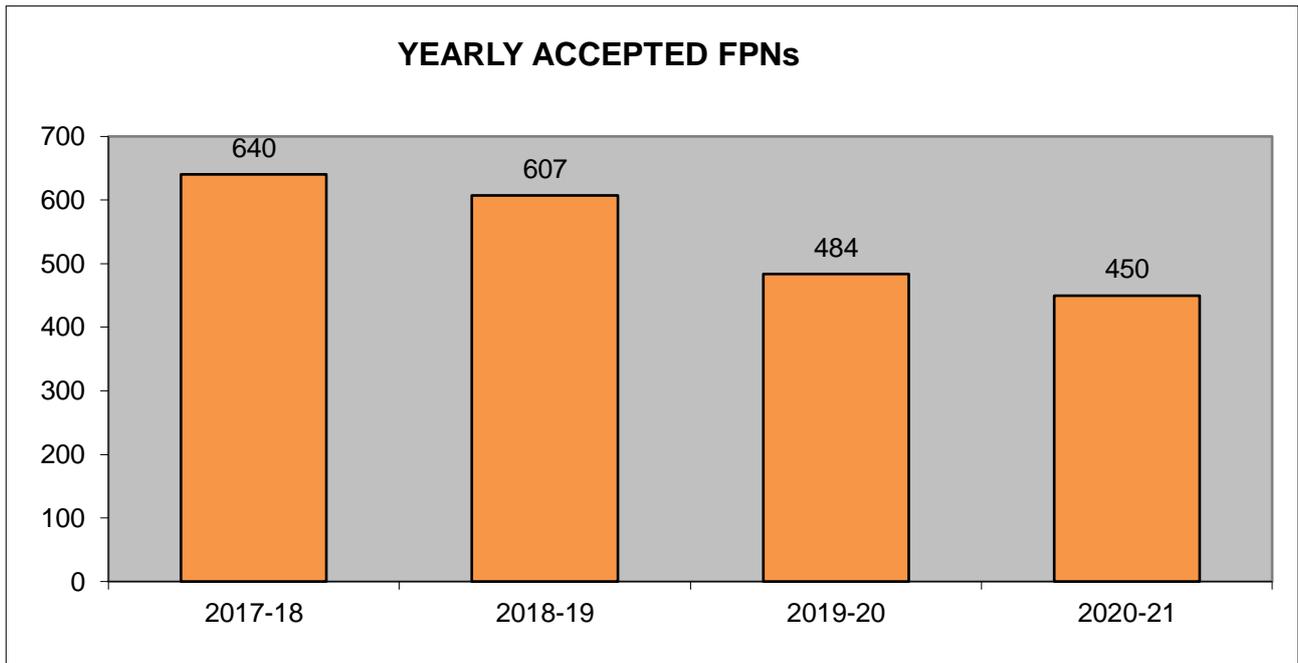


Graph 4.14A



CityFibre, Virgin Media and SPEN were issued with the highest number of Fixed Penalty Notices by the end of 2020/21. This was due to their notices not being closed on time, Notices being closed when the work was still in progress and/or no notice being received for their work.

Graph 4.14B



The number of FPN's issued has been decreasing each year since 2017.

by virtue of paragraph(s) 8 of Part 1 of Schedule 7A
of the Local Government(Scotland) Act 1973.

Document is Restricted

This page is intentionally left blank

CITY OF EDINBURGH COUNCIL
TRANSPORT AND ENVIRONMENT COMMITTEE

Item No 3

11 November 2021

DEPUTATION REQUESTS

Subject	Deputation
3.1 In relation to Item 7.1 on the agenda – Active Travel Measures – Travelling Safely Update– Report by the Executive Director of Place	Spokes South Scotland (written and verbal)
3.2 In relation to Item 7.3 on the agenda – A71 Dalmahoy Junction Improvements – Report by the Executive Director of Place	St Mary’s Church Residents Association (verbal) Ratho and District Community Council (verbal)
3.3 In relation to Item 7.4 on the agenda – Citywide Mode Share Targets (CMP) – Report by the Executive Director of Place	Spokes (written)
3.4 In relation to Item 7.7 on the agenda – Brunstane Road Closure (ETRO Progress Update) – Report by the Executive Director of Place	Portobello Amenity Society (written and verbal) Brightons and Rosefields Residents’ Association (written and verbal)
3.5 In relation to Item 9.1 on the agenda – Motion by Councillor Lang – Edinburgh Recycling Centres	Unite the Union and Unison (verbal)

This page is intentionally left blank

This submission is on behalf of Spokes South as part of a deputation for the Transport and Environment Committee on Thursday 11th November 21
Agenda item 7.1 Active Travel Measures with regard to
Recommendations in item in 1.1.2. on the Comiston Road and Braid Road schemes

The recommendations for the committee to consider are
Comiston Road

4.1.1 'Targeted removal of a small number of cycle lane defenders' in order to 'make deliveries easier and provide residents with better access for picking up or dropping off passengers'

4.1.2 'Removal of the Northbound cycle at on the approach to Comiston Springs Avenue to be replaced with a peak time Bus Lane ' in order to 'Improve public transport journey times along the corridor.

Braid Road

4.4.3 Option 2 is recommended to open Braid Road in both directions and to introduce a model filter immediately North of Braidburn Terrace. Suggested (by officers) as a 'balance between improving resident connectivity and protecting vulnerable Road users at this historically busy junction' and the option also 'protects the Meadows to Greenbank Quiet Route and partially mitigates the impact of intrusive traffic in the local community' .

SUMMARY

This committee is meeting in the middle of the COP 26 Glasgow conference. TV and Radio stations have given enormous coverage to the Climate emergency and its causes and victims. We are encouraged that the Scottish Government and City of Edinburgh Council have challenging targets and are developing plans for significant changes to reach those targets, including a significant switch from private cars to sustainable travel, but we want to see those targets reflected in the decisions council makes in this committee.

It takes time for individuals and families to switch to sustainable travel. Family lives are complicated, but over the last 18 months or so we have seen many more people walking and cycling in South Edinburgh as a result of temporary infrastructure measures. It is ironic then, that councillors are being asked to consider changes that will reduce the safety and comfort for cyclists on both Braid and Comiston Road, and especially at the South end of the Quiet Route, making families doubt that they will have a safe route to school or work.

DETAILS

Braid Road

Proposed ostensibly for the convenience of local residents, re-opening a historically busy rat-run will inevitably bring in traffic from a much wider area of South Edinburgh and Midlothian. None of the options on offer would help to keep the changes for local access

only. Prior to closure the junction of Braid Road at Braidburn Terrace recorded 9000 cars per day on average, according to council officers. Now that same junction is a key to the South end of the Quiet Route to the Meadows. Cyclists use the junction throughout the day and the morning 'rush hour' sees a constant stream of walkers and cyclists on the way to schools, nurseries and work.

However ugly the current temporary arrangement of barriers, it provides reasonably safe passage for cycling by keeping cyclists and vehicles apart as much as possible. It also provides access for cyclists and pedestrians to cross to The Hermitage. Options 1-3 in the consultation all create additional streams of traffic from the South heading North and introduce additional traffic streams to the junction,

This makes it difficult for cyclists and pedestrians to cross the road to the Hermitage. This was previously thought to warrant a toucan crossing, but no such arrangement is on offer here.

In Option 2, in spite of a modal filter stopping vehicles from accessing the area immediately North of the junction, cyclists will often have to be in the flow of traffic through the junction, and the right turn into Braidburn Terrace will be especially difficult because the cyclist has to sit sandwiched between traffic flows waiting to turn. Officers described this turn as 'challenging' at a meeting with community councillors and it is entirely unsuitable for children, anyone with children on board, or new, less confident cyclists.

Access to and from this junction via Braid Road will be much more dangerous for cyclists because of the loss of a long stretch of segregation on both sides of the road to provide space for 2 way traffic. Recent studies in London showed that segregation results in 40% less accidents to cyclists than normal roadspace or painted lanes.

Whilst Option 2 steers cars away from the section of Braid Road immediately North of the junction, those drivers who want to head towards Morningside Station will merely work their way back through the Braid estate to achieve that, creating more traffic along the other roads on the Quiet Route.

Comiston Road

We are told more gaps need to be created in the segregation to allow for deliveries and dropping off passengers at parts of the route. Currently gaps in the segregation are exploited not just for short periods but for long-time parking, with vans and lorries belonging to construction, gardening and landscaping vehicles being regular offenders. Any gap means cyclists need to overtake, and this is difficult to judge safely in both directions, but particularly difficult heading uphill. We believe all options should be explored to avoid this.

We are very supportive of the need to keep busses moving and we acknowledge that traffic queues do sometimes delay busses in the area where the bus lane extension is proposed. This occurs not just at peak times but also at the weekend.

If the decision is made to reopen Braid Road with the justification in part to reduce queuing traffic on Comiston Road, there should be no need for the extension of the bus lane.

A part time bus lane, which removes the segregated lane will mean that for most of the day there will be a long segregated lane with kerb side parking, which is a big loss of safety for the cyclist for most of the day. We would consider a Full Time enforced bus lane to be a better alternative if busses continue to be delayed. However we note that this too will make cycling less safe than at present and will stop some cyclists from using it.

As part of a longer term, permanent solution we believe it must be possible to achieve avoid delays for busses AND provide safe passage for cyclists and we would be happy to be part of that discussion.

OUR RECOMMENDATIONS

- 1. Reconsider the decision to re-open Braid Road Northbound, and only do so if you can be sure to contain its use to local residents.**
- 2. Delay changes to Braid Road until you have a design that will look and feel safe for cyclists and pedestrians**
- 3. If Braid Road is to be reopened, there should be no need at this stage to extend the bus lane.**

This page is intentionally left blank

Paper 7.4, Citywide Mode Share Targets

Deputation by Spokes, the Lothian Cycle Campaign

Spokes is very pleased to see the Council seeking to adopt targets for a hugely significant and very challenging reduction in car km by 2030. In order for Scotland as a whole to reach the government's 20% target, cities and urban areas may need to exceed that figure, and it is great to see Edinburgh proposing a 30% reduction.

This target will also give rise to improvements in the local climate and air quality, supporting both human and planetary health, as well as improving the physical environment.

However we have two major concerns on the report as it stands, first, the background assumptions that underpin the targets, and second the downgrading of targets for getting about by bike.

Spokes suggests to remove modal change targets or revise solely as a response to the car mileage reduction initiative based on the points that we raise. Cycling mode share targets need further things considered such as 20 min neighbourhoods and the pedestrianisation of the city centre, as indicated in the following. We are very concerned that the cycling mode share target is insufficiently ambitious and that such a reduced target might impact planned cycling budgets.

1. Firstly, **The calculations**

We ask councillors not to be over-awed by the detail and complexity of the calculations in the report. Rather, we believe there is a major flaw in the basis of the calculations, as a result of which the decisions on modal share targets are unreliable since these appear to be derived purely on the basis of the calculations.

As we understand it, the calculations are done on the basis that *every km no longer travelled by car should instead be travelled by a sustainable mode.*

This is problematic for two reasons. First, shifting away from car use may cause some discretionary trips to evaporate completely (e.g. a Sunday afternoon drive to pick up donuts from a drive through) and not to be shifted to another mode. Second, where car trips are replaced with a different mode this may often mean a different destination and a different trip length. A person who does a grocery shop by car may well go to an out-of-town store at greater distance; whereas if they change to a bike with panniers, or a cargo bike, they will very likely go to a local shop or in-town supermarket. Similarly, someone who normally goes out for a Sunday drive, but decides on a cycle instead, is likely to travel far fewer km.

Furthermore, the move to shorter journeys is something which the Council very explicitly wishes and intends to promote, with its heavy emphasis on 20-minute neighbourhoods for the future of the city. Again, longer car trips over 8km will be replaced by shorter trips by bike or other sustainable means, for the same purpose or for roughly the same time duration.

In summary, the basic assumption of the report's calculations, that the number of km travelled will remain unchanged, is deeply flawed.

Additionally, the City's Transformation ambitions cover far more than simply a reduction in km travelled by car and an increase in cycling modal share is a fundamental part of this. Supportive projects, such as the introduction of the Low Emission Zone, should also affect travel choices, as will the increasing use of eBikes, capable of transporting more goods and travelling greater distances (picking up some of the reduction in trips over 8km (well within most people's ability without electric assist!)). There is also evidence that people are more likely to initially switch from car use to public transport use and that with the increasing availability of safe and convenient cycle routes, many people are likely to switch from public transport to cycling. The population of Edinburgh and the number of visitors will increase during this period so there will be also impact the kms travelled. All of these factors need to be considered as part of the modal share targets for CMP.

It may be that a different approach is needed, based on trip numbers or purposes; or, at the very least, a new row added to the table to represent "km no longer travelled" and an indication of which modes will be contributing to the "km no longer travelled" - clearly cycling would have a major role here.

2. Our second main concern is over the **Cycling targets**

The report makes no mention of the Council's current targets, in the existing Local Transport Strategy and Active Travel Action Plan. These targets were for 10% of all trips to be by bike, and 15% of commuter trips.

However, the targets presented here (now for 2030) are just 7% for all trips (down from 10%) and 9% for work trips (down from 15%).

This appears to represent a serious downgrading of the Council's ambitions for the future of local travel, and at a time when other capital cities such as London and Paris are aiming much higher, and indeed are already delivering, with many km of segregated routes, and many more to come - and rapidly rising cycle use as a result. Edinburgh, too, is hoping to make permanent roughly 39km of its 40km of its protected main road routes, albeit with some serious reductions in safety on one or two routes such as Comiston Road. Moreover, the historic forthcoming rises in government active travel cash should make it feasible for these and other routes to be upgraded to proper segregated standard and to a continuous and connected high quality network well before 2030.

As such, downgrading the cycle use targets seems misguided and disappointing. Moreover, this downgrade seems to be happening based on flawed assumptions and somewhat abstract calculations, as explained earlier. If accepted here, then these targets will undermine the existing policy goals and targets of the Council's other strategies - already approved by the Council. This is not acceptable. Transport Scotland is not setting any modal shift goals alongside the reduction in car kms goal, although it has analysed the modal shift required to achieve the goal. It is unclear why Edinburgh needs to set these modal trip targets for cycling and public transport targets when there are already policy targets in place for the city.

In our view, such decisions should be based on political intent, guided by technical advice but not dictated by it. We therefore ask the Council to rethink the basis of this paper and to adopt cycle use targets which are more in line not just with existing targets but with its own policy ambitions and with what is happening in other capital cities.

Martin McDonnell



DEPUTATION ON BEHALF OF BRIGHTONS AND ROSEFIELD RESIDENTS' ASSOCIATION ON ITEM 7.7 TO THE MEETING OF THE TRANSPORT AND ENVIRONMENT COMMITTEE 11 NOVEMBER 2021

My name is Diana Cairns and I am Chair of Brightons and Rosefield Residents' Association, which comprises around 200 households in Brighton Place and the surrounding streets. We have a group position on Portobello community council.

If the closure of Brunstane Road goes ahead, this area will be severely impacted. A survey of residents indicated that 92% of respondents opposed the closure of Brunstane Road and only 8% supported it.

The Council's ETRO consultation shows that an overwhelming majority of 77% of respondents oppose the closure of Brunstane Road and the community council's survey showed that 80% of respondents oppose it so public opinion on this matter is very clear.

Many people believe the council did not listen to their concerns at the first stage, that it is a done deal and so it appears to be. Despite the huge opposition to this plan the council seems hellbent on pushing ahead with this road closure.

The report recommends that objections be set aside, with no explanation as to why. This says it all - concerns of people living in this area have been - and continue to be - ignored. There has been a refusal to even try out alternatives to the total closure of Brunstane Road, such as a one-way system, traffic lights at the bridge or passing places.

Issues such as the fact that Brighton Place and Southfield Place are part of a safe route to school are not even mentioned. However, paragraph 4.11.1 in the report mentions damage to cars in Brunstane Road. This is clearly a case of putting property before people.

The report fails to address our concerns, which can be summarised as follows:

Displacement of traffic from Brunstane Road to Brighton Place

Brunstane Road is one of only two north/south axes in and out of Portobello, the other being Brighton Place. Despite this, no mention is made in the report of the impact this closure would have on Brighton Place.

The report states that 2,200 vehicles per day currently travel up and down Brunstane Road. That traffic needs to go somewhere - you cannot just make it disappear.

If only half of that number of vehicles is diverted onto Brighton Place it will lead to an increase in traffic of 20%, i.e. 1,100 extra vehicles per day.

We know exactly what will happen as a result of the closure of Brunstane Road because when it was temporarily closed in August 2020 for utilities works Brighton Place experienced a huge increase in traffic volumes and there was rat-running on East Brighton Crescent and Lee Crescent.

Existing traffic problems in and around Brighton Place

Brighton Place is a residential street and busy bus route with three services operating on it. Traffic tails back from the lights at the north end of the street as far as the railway bridge at the south end of Brighton Place. The rail bridge is a single-lane pinch-point that causes a bottle neck.

Traffic flow is curtailed by traffic lights at the south end of Southfield Place and the north end of Brighton Place where traffic on Portobello High Street is often at a standstill.

Southfield Place, a narrow street south of the rail bridge, has parking down both sides, which causes traffic chaos with two lanes of traffic plus buses trying to pass and queueing to get under the bridge.

A TRO to remove parking on one side of the street was supposed to be implemented this autumn but we have been informed that it will not happen until next autumn at the earliest. So, adding a potential minimum of 1,100 extra vehicles per day to this narrow street on a safe route to school is a recipe for disaster.

The Council's traffic survey recorded that 50% of vehicles exceed the 20 mph speed limit in the street. The situation is already unsafe and a child was knocked off his bike this summer in Southfield Place. Do we have to wait until there is a serious injury or a death before the Council takes action?

Lee Crescent and East Brighton Crescent residents are concerned that extra traffic in Brighton Place will result in these narrow streets being used as a possible rat-run if Brunstane Road is closed. This would cause congestion on these streets, one of which is home to a nursery, and increase the chance of accidents.

Lack of reliable data on which to base this decision

Traffic counts were done on the two roads for only a few days at a time when traffic volumes have not yet returned to pre-pandemic levels. There is no reliable data on which a decision can be made.

Residents have stressed the need for a strategic survey of the whole local road network to determine which roads might be closed with the maximum benefit and the minimum disruption for the majority of residents rather than closing one road by demand and for the benefit of only the residents of that road.

No permanent closure of any local road should be undertaken without a thorough assessment at a time of normality of the impact on the whole of the Portobello road network.

Increased traffic on a safe route to school

The report completely ignores the fact that Brighton Place is supposedly a safe route to and from a number of schools and nurseries used by a large number of children and parents twice a day, five days a week.

Additional traffic displaced from Brunstane Road to Brighton Place will lead to increased traffic volumes, queues and congestion, increasing the risk of accidents for children, cyclists and pedestrians using this route.

Air pollution

Increased traffic volumes with queues of cars with their engines idling will increase harmful emissions in Brighton Place for all those walking and cycling as well as for people living in the street.

The report states that air quality is within legal limits at the nearest monitoring station in Portobello High Street but this is some distance away.

The rail bridge between Brighton Place and Southfield Place is a tunnel where harmful emissions are likely to linger and concentrate. Our requests to have the air quality measured here have been refused, despite a transport officer admitting that any increase in traffic resulting from the closure of Brunstane Road could impact upon the current air quality in Brighton Place.

What we would like to know is at what point air quality monitoring might be considered and what action will be taken if toxic emissions are found to exceed safe levels?

Detrimental impact on quality of life, health and wellbeing for residents in the Brightons area

This ETRO has been dressed up as aiming to create a “quiet neighbourhood” but as this will be at the expense of the people living in the area around Brighton Place - a residential area - presumably we do not merit having a “quiet neighbourhood”?

Paragraph 4.11.3 in the report claims that for Brunstane Road residents: “The proposal will make it safer for residents and active travel users, improving quality of life and community interaction.”

The exact opposite is true for the Brightons area, as already described. Overall, what will benefit a relatively small number of people in Brunstane Road will disadvantage a much larger number of residents elsewhere.

Environmental impact

To get around the closure of Brunstane Road cars will have to drive further for longer, adding to traffic congestion on other routes, generating more toxic emissions and worsening air pollution. Overall there would be a negative environmental impact from this proposal.

Lack of contingency planning/mitigation measures

In raising our concerns we have been trying to encourage preventative measures to limit any negative impacts if this closure goes ahead but there has been no contingency or mitigation planning done by the council, despite repeated requests.

All concerns are brushed aside by the statement that the closure is a trial but it is not clear what is meant by that. Does it mean that if we experience the problems that are anticipated Brunstane Road will be re-opened?

As you know, HGVs are to be banned from turning left onto Harry Lauder Road from Portobello High Street, meaning an increase in the number of HGVs travelling up the Brighton Place route to access Milton Road, posing an increased risk of accidents in Brighton Place and Southfield Place.

The cumulative impacts of this change added to the estimated increase in traffic, plus the parking problems in Southfield Place, mean that a perfect storm of road safety risks is brewing for people using this route. As previously stated, the situation here is already unsafe.

We suggest that either the closure of Brunstane Road be postponed until the TRO for Southfield Place is implemented or the TRO for Southfield Place needs to be fast-tracked and implemented before the closure of Brunstane Road.

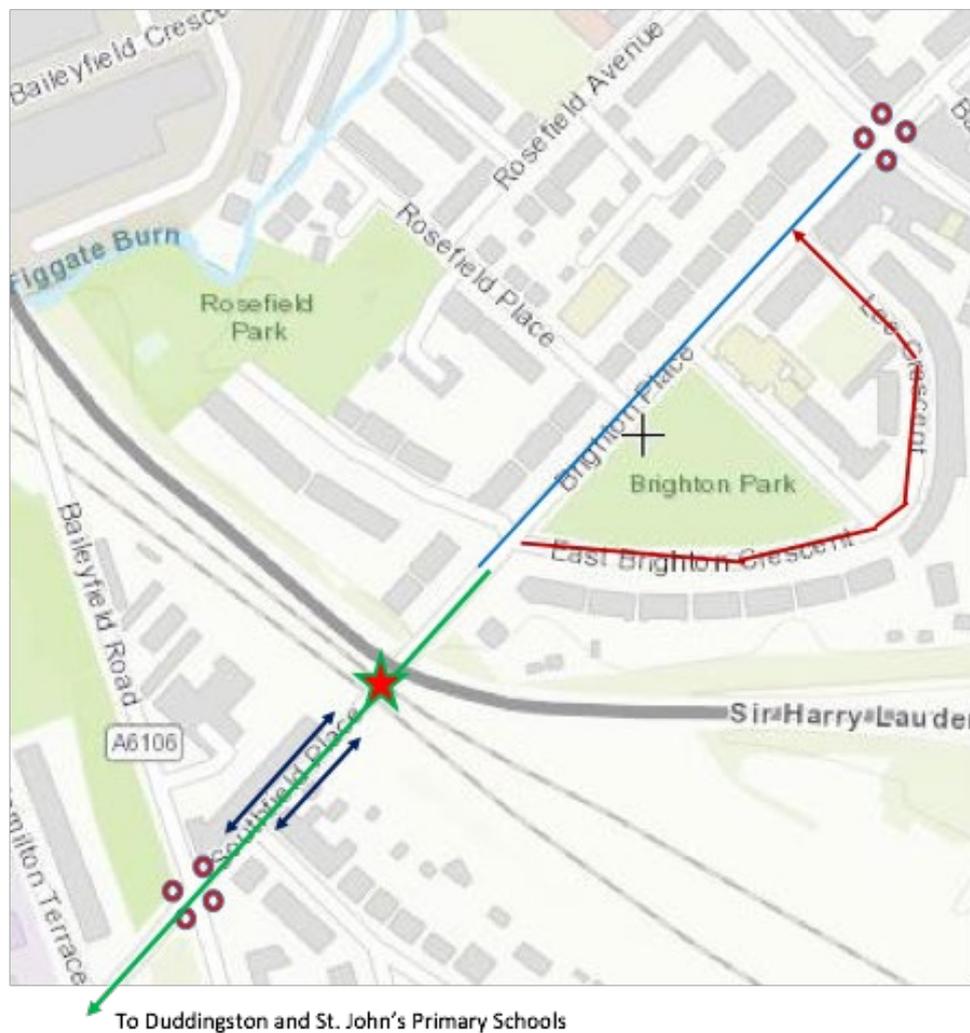
In summary

We remain strongly opposed to this closure. It is ill-thought out, divisive and not based on any reliable data. We ask that for all the reasons stated above you please vote against the closure and agree to seek out a fairer solution for all, based on reliable data collected at a normal time.

However, if you decide to go ahead:

- The TRO for Southfield Place should be implemented first.
- The option to re-open Brunstane Road should be kept on the table throughout the trial period.
- Meaningful data must be collected for the whole of the trial period on the impacts of this closure and this should be analysed and shared in an open and transparent manner with residents.
- We would like an assurance that any problems that arise will be fixed immediately.
- We would like the council to engage with residents in a collaborative and open-minded approach to problem-solving.

Brightons and Rosefield area traffic problems



-  Traffic lights
-  Queuing traffic
-  Rat running along East Brighton/Lee Crescents
-  Safe route to school
-  Parking both sides of Southfield Place
-  Narrow, single lane underpass to Sir Harry Lauder Road and railway

Brightons' and Rosefield Residents Association – Traffic Problems

Southfield Place - congestion



Brighton Place - rail bridge congestion



Brighton Place - traffic queue



Brighton Place - traffic queue



This page is intentionally left blank

Deputation from Portobello Amenity Society to Transport and Environment Committee – 11th November 2021

Item 7.7 Brunstane Road Closure

Portobello Amenity Society strongly opposes the proposed closure of Brunstane Road.

There has been no overall, strategic assessment of traffic flows in Portobello before the promotion of this Experimental Traffic Regulation Order brought forward to enhance the amenity of residents in part of Brunstane Road at the expense of the wider population of Portobello.

The Statement of Reasons for the ETRO have changed since July shifting the emphasis from addressing *'long-standing traffic problems due to a combination of the narrow road width, increasing volumes of traffic and the general increase in the physical size of vehicles on Brunstane Road'* to a traffic calmed area for the Coillesdenes. Please note that 80% of residents in the Coillesdenes who responded to the community council's survey opposed the scheme. This is in line with the Council's own surveys.

Brunstane Road and Brighton Place are the only north-south roads between Milton Road and Portobello High Street. Closing one will inevitably increase traffic on the other with increased congestion, increased rat-running around East Brighton Crescent and Lee Crescent and increased air pollution on a safe route to local schools. Brighton Place is already frequently congested, and buses often have to take turns to get past bottlenecks.

The impact of the Baileyfield housing development also needs to be taken into account as residents living on the south side of the site will have to exit onto the Sir Harry Lauder Road where no right turn is permitted. Traffic wanting to head west to the Seafield junction will turn left along the Sir Harry Lauder Road, under the railway bridge, down Southfield Place and Brighton Place then along Portobello High Street, thus adding to congestion.

Closing Brunstane Road would create considerable problems for users of both the Brunstane Road allotments and the Bowling Club.

Most of the allotment holders, many of whom are elderly, live north of the bridge. Vehicles are needed to transport plants and compost and closing the road would mean greatly extended trips to and from the allotments.

Brunstane Bowling Club is in a league and in many other competitions which means that bowlers from all over come to visit. Most bowlers are elderly and closing the road would create difficulties accessing the club.

Brunstane Road is the main access to the A1 for many Portobello residents. Closing Brunstane Rd would add distance to journeys to Milton Rd and the bypass. It would also increase times for emergency journeys to the Edinburgh Royal Infirmary.

If the proposals go ahead, the junction between Milton Road East and Eastfield at Scott's Garage will need re-planning to accommodate more cars turning right into Milton Road East. There has been no traffic modelling for this junction to assess traffic flow and therefore no changes to Brunstane Road and the Coillesdenes should be made until the impact of the closure is known.

In the deputation to the Transport and Environment committee of 12th November 2020, Brunstane Road traffic calming group claimed that: "Brunstane Road is a key link in Edinburgh's cycling network as it connects national cycle network Route 1 'The Innocent Path' to the Promenade and CEC's own route No 10." The society believes that this is incorrect as the existing, well sign-posted route from Cycle Route 1 is the most direct route into Portobello.

Rather than close Brunstane Road, the society believes that consideration should be given to other options which would alleviate the problems that Brunstane Road faces such as a one-way system, parking restrictions, or traffic lights at the bridge.

Before any closures are decided upon, a full traffic survey should be undertaken for the whole of Portobello and Joppa to arrive at a sustainable solution for the whole area. Traffic other than local traffic should be barred from all possible areas and calming measures such as chicanes introduced to stop drivers speeding and taking shortcuts. Improved signposting should ensure that Sir Harry Lauder Road becomes the main route for through traffic and not Portobello High Street. The population of Portobello is increasing, especially with the

development at Baileyfield, and the society believes that existing access routes to Portobello should be maintained rather than reduced.

This page is intentionally left blank

Coalition Addendum

Transport and Environment Committee

11 November 2021

Item 7.1 Active Travel Measures- Travelling Safely

Adds

Recognises that a complete active travel network is necessary for safe journeys for those who choose to travel by bike in the city and that the reintroduction of alternative road features such as loading facilities can effectively reduce the safety aspects of an active travel network and impact on its continuity and potentially on levels of use.

Requests particular focus from officers to monitor the impact of these proposed changes to the active travel and public transport environment across the area that includes Braid Road and Comiston Road and to report back to the Transport & Environment Committee within one year.

Moved by Cllr L Macinnes

Seconded by Cllr K Doran

Amendment by the Conservative Group

Committee - Transport and Environment

Date – 11th November 2021

Item 7.1 - Active Travel Measures – Travelling Safely Update

Committee;

1.1.1 Notes the updates in this report, including details on the existing measures (as detailed in Appendix 1);

Deletes recommendations 1.1.2, 1.1.3 & 1.1.4

Replaces with;

1.1.2 Considers the feedback received on the Comiston Road and Braid Road schemes and agrees to the removal in full of the Comiston Road scheme and approves option 1 for Braid Road.

1.1.3 Welcomes the outcome of the review of disabled parking measures at the Arboretum Road crossing point in paragraph 4.8 however, considers that further improvements are required to fully address the clear equality issues with this flawed and temporary scheme. Further agrees that officers should report to Committee within two cycles detailing the two previous designs for full Active Travel Schemes for this area, the outcomes of the public consultations on these designs, and a proposed plan and timescale to bring forward a permanent scheme that provides both the essential pedestrian crossing that has been the source of requests here for over 10 years along with an approach to the use of the crescent areas that provides drop off and Blue Badge Holder parking to give access for those with mobility issues.

Moved by: Councillor Graham Hutchison

Seconded by: Councillor Iain Whyte

This page is intentionally left blank

Amendment by the Green Group

Transport and Environment Committee

11 November 2021

Item 7.1 – Active Travel Measures – Travelling Safely Update

Amends recommendation 1.1.2:

“Consider the feedback received on the Comiston Road and Braid Road schemes and agrees:

- a) To implement Option 2 for Braid Road as per officers’ recommendations, however further notes the staged implementation of the improvements to Braidburn Terrace, ‘Braidburn Valley Park to Hermitage of Braid’, including the toucan crossing on Braid Road. Agrees that to support residents to continue walking, wheeling and cycling, Braid Road should not be opened to traffic in both directions until the toucan crossing is operational.
- b) Alters the measures on Comiston Road as per officers’ recommendations, however retains the maximum amount of ‘cycle lane defenders’ and provide a full-time bus lane with double yellow lines, in order to prioritise bus and bike users as per the sustainable transport hierarchy.”

Moved by: Claire Miller

Seconded by: Steve Burgess

This page is intentionally left blank

Amendment by the Liberal Democrat Group

Transport & Environment Committee

11 November, 2021

Report. 7.1

Report Title: **Active Travel Measures - Travelling Safely Update**

Delete 1.1.2 and insert:

“1.1.2 notes the consultation feedback received on the Comiston Road and Braid Road schemes and accordingly agrees;

- the recommendations in paragraph 4.4 and in Appendix 2 with respect to Comiston Road.
- to proceed with Option 1, so Braid Road is fully reopened in both directions, given this was by far the most popular choice in the local community.
- to proceed swiftly to implement the Braidburn Terrace one-way scheme along with the planned road safety improvements at the junction of Braid Road and Hermitage Drive, including extended pavements, a raised table road surface and a toucan light-controlled crossing.
- to install effective speed reducing measures, such as speed signs, raised tables, speed bumps and chicanes, on Braid Road, Hermitage Drive and Midmar Drive; and
- in consultation with the local community, review the operation of the Greenbank to Meadows Quiet Connection, after Braid Road has been re-opened, to assess the need for changes to address residents’ concerns.”

Moved by Cllr Kevin Lang

Seconded by

This page is intentionally left blank

Amendment by the Conservative Group

Committee - Transport and Environment

Date – 11th November 2021

Item 7.3 - A71 Dalmahoy Junction Improvements

Committee;

1.1.1 Notes the work that has been done to date on the A71 Dalmahoy Junction Improvements project;

Deletes recommendation 1.1.2 to 1.1.5 and replaces with;

1.1.2 Notes that the current cost estimate for the introduction of a signalised junction of £962,000, is significantly greater than the funding package of £455,000 approved by Committee in March 2017. However further notes the alternative road safety measures proposed in the officer recommendation and costed at £625,000 also significantly exceed the approved funding package.

1.1.3 Regrets that decades of delays on improvements to the junction have led inevitably to significantly increased costs.

1.1.4 Notes that a fully signalised junction is the preferred option of local residents, the Ratho & District Community Council and ward Councillors.

1.1.5 Therefore, agrees to proceed with the current plan for a fully signalised junction with the required funding of £507,000 to be included in the capital programme for roads for 2022/23 to be presented to council at the budget setting meeting in February.

Moved by: Councillor Graham Hutchison

Seconded by: Councillor Iain Whyte

This page is intentionally left blank

Amendment by the Conservative Group

Committee - Transport and Environment

Date – 11th November 2021

Item 7.4 – City Mobility Plan – Mode Share Targets

Committee agrees to continue consideration of this item for a further report that:

1 outlines how the potential targets in the Technical Note can be related in a realistic and deliverable way to City Mobility Plan actions rather than simply an overall and stretched Scottish Government target;

2 commits to continue to measure trip data in addition to Km travelled data given the implications for the administration's "to not through" policy for public transport around the City Centre have likely implications for reduced numbers of longer public transport trips;

3 attempts to set out how delivery service trips will be measured given evidence that these have grown during the pandemic and that continued home working and reduced travel by residents in 20 minute neighbourhoods could potentially maintain these increases over the long term.

Moved by: Councillor Iain Whyte

Seconded by: Councillor Graham Hutchison

This page is intentionally left blank

Amendment by the Green Group

Transport and Environment Committee

11 November 2021

Item 7.4 – Citywide Mode Share Targets (CMP)

Amend recommendation 1.1.1 and add recommendation 1.1.2:

“1.1.1 Approve the target of 30% reduction in car kms as set out in the appended Technical Note.

1.1.2 Recognises the complexity of establishing individual mode share targets and commits to working with key stakeholder groups such as Living Streets and Spokes to review and refine individual mode share targets which will support the shift towards sustainable transport. These to be reported to Transport & Environment Committee by March 2021.”

Moved by: Claire Miller

Seconded by: Steve Burgess

This page is intentionally left blank

Amendment by the Conservative Group

Committee - Transport and Environment

Date – 11th November 2021

Item 7.5 - Edinburgh Cycle Hire Scheme – future delivery and interim community initiatives

Replace the Recommendations with:

The Transport and Environment Committee:

1.1.1 Regrets the abrupt end of the Edinburgh Cycle Hire Scheme (ECHS) in September and the failure of the SNP/Labour administration to ensure continuity of service for the users of this long-awaited scheme despite a considerable budget allocation being available and considers this a failure of leadership, delivery and commercial ability by this Administration;

1.1.2 Notes with considerable frustration that any re-procurement would take a minimum of 18 months to two years and calls for a review of alternative procurement models to reduce this excessively lengthy timescale;

1.1.3 Notes the current position on the ECHS and the proposed short and medium-term mitigating measures set out in the report but agrees that spend on these should be reviewed by Committee on an annual basis in order that the budgeted funds can be maintained for the original use of a replacement, mass use cycle hire scheme;

1.1.4 Agrees to the establishment of a project team to take forward a detailed assessment of proposed objectives for a new scheme but time limits this work to six months recognising the considerable knowledge already available in this field both within TfE and in cities across the UK; The outcome of this will be reported to Committee as early as possible; and

1.1.5 Approves the funding to support the short-term mitigating measures for 2021/22 only at this stage.

Moved by: Councillor Iain Whyte

Seconded by: Councillor Graham Hutchison

This page is intentionally left blank

Addendum by the Green Group

Transport and Environment Committee

11 November 2021

Item 7.6 – Healthcare Worker and Carer (Parking) Permits

Add one additional recommendation:

“Notes that the majority of home care staff walk or use public transport, and therefore also agrees to include discussion of walking and public transport in the further engagement with key stakeholders”

Moved by: Claire Miller

Seconded by: Steve Burgess

This page is intentionally left blank

Amendment by the Liberal Democrat Group

Transport & Environment Committee

11 November, 2021

Report. 7.6

Report Title: Healthcare Worker and Carer (Parking)

Delete 1.1.4 and insert:

“1.1.4 agrees to the principle of introducing a new Carer’s parking permit scheme, welcomes the proposals set out in the report to achieve this, approves further engagement with key stakeholders to further refine the proposals so a report can return to committee within six months; and,”

At end of 1.1.5, insert “noting that outstanding actions will be logged in the committee rolling actions log”.

Moved by Cllr Kevin Lang

Seconded by

This page is intentionally left blank

Amendment by the Conservative Group

Committee - Transport and Environment

Date – 11th November 2021

Item – 7.7 Brunstane Road Closure (ETRO Progress Update)

Replace the recommendations with:

Committee notes that the full ETRO public consultation shows an even higher proportion of the wider population being against the closure with 74% indicating their opposition with 211 lodging an objection. Committee therefore agrees to abandon the ETRO process and that officers re-examine alternative measures for Brunstane Road such as parking controls and/or an HGV ban.

Moved by: Councillor Iain Whyte

Seconded by: Councillor Stephanie Smith

This page is intentionally left blank

Amendment by the Liberal Democrat Group

Transport & Environment Committee

11 November, 2021

Report. 7.7

Report Title: Brunstane Road Closure (ETRO Progress Update)

Delete 1.1.3 and 1.1.4 and insert;

“1.1.3 notes the content of the 218 objections received, and agrees not to proceed with the trialling of the proposed measures under an ETRO.”

Moved by Cllr Kevin Lang

Seconded by

This page is intentionally left blank

Transport and Environment Committee 11 November 2021

8.1 - Waste and Cleansing Services Performance Update

Adds-

1.1.2 Notes that tipping and dumping in Edinburgh has increased year-on-year since 2017, and that this selfish and anti-social behaviour blights many communities, as it does in local authority areas across Scotland.

1.1.3 Notes that dealing with tipping and dumping consumes significant council resources, and that this money could be better invested elsewhere.

1.1.4 Requests a report within three cycles which details the extent of the problem, identifies hotspots and makes clear what options are available to deal with it, including the bulky household uplift service.

Moved by: Cllr Lesley Macinnes

Seconded by: Cllr Karen Doran

This page is intentionally left blank

Coalition Amendment

Transport and Environment Committee 11/11/2021

9.1 – Motion by Cllr Lang – Edinburgh Recycling Centres

Committee:

Accepts points 1 and 2

Replaces points 3 and 4 with

3. Recognises that the appointment booking system has been warmly welcomed by staff who have experienced calmer better working conditions as a result with reduced instances of aggression; that the system appears to work very well, reducing queuing time for residents and ensuring a more even use of the recycling sites throughout the day. The social distancing that this system more easily provides is also still considered important for the ease of both staff and residents.

4. Notes that initial concerns from residents during the early period of implementation have abated considerably over time and that onsite staff report plentiful positive comments from the public focussing on a preference for the new system, that they can access sites more easily without queuing and that they can complete visits faster than previously

Adds

5. Notes that it has helped prevent use of the recycling centres by non-Edinburgh residents or businesses which had previously been an operational concern and cost.

6. Notes that the cost of implementing the system was only £7,500 and recognises the long term value of this Covid response to longer term waste operations.

7. Notes that since the appointments system was adopted over 740,000 bookings have taken place to date.

8. Notes that it may be possible to expand some capacity using the appointments system at some or all of the 3 recycling sites and requests a report to the Transport and Environment Committee in March 2021 which outlines this and describes the operational impact of this new method of working.

9. Requests that this report also provides officer recommendations on whether the system should be retained for Committee decision.

Moved by: Cllr Lesley Macinnes

Seconded by: Cllr Karen Doran

This page is intentionally left blank