

Transport and Environment Committee

10.00am, Thursday, 8 December 2022

Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order)

Executive/routine Wards Council Commitments	Executive 17 – Portobello/Craigmillar
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1. Recommendations

- 1.1 It is recommended that Committee:
- 1.1.1 Notes the decision of Committee on [2 December 2021](#) to progress an Experimental Traffic Regulation Order (ETRO) for Brunstane Road and the Coillesdene area;
 - 1.1.2 Notes the information provided in this report, including the responses received to the public engagement exercise and monitoring of the effectiveness of the ETRO;
 - 1.1.3 Approves the commencement of the legal process required to make the measures permanent under a Traffic Regulation Order (TRO); and
 - 1.1.4 Agrees that a request to extend the ETRO should be sought from the Scottish Government to ensure that there is no time gap between the ETRO ending and any permanent TRO commencing, if approved.

Gareth Barwell

Service Director for Operational Services

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Brunstane Road Closure (Progression to a Permanent Traffic Regulation Order)

2. Executive Summary

- 2.1 Following approval by Committee in December 2021, an Experimental Traffic Regulation Order (ETRO) has been in place on Brunstane Road since early 2022.
- 2.2 This report details the findings from recent traffic surveys and responses received to the post-implementation public engagement exercise and seeks approval to progress to a permanent Traffic Regulation Order (TRO), with additional mitigation measures being introduced within the Coillesdene area (which would be included as part of the permanent TRO).

3. Background

- 3.1 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.
- 3.2 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.
- 3.3 It was then determined that the closure of Brunstane Road to through vehicular traffic (two-way bicycle access has been maintained) at the north and south extents of the railway bridge in conjunction with traffic management interventions in the Coillesdene area, was the most appropriate way to address the issue.
- 3.4 This preferred option was discussed at the [28 January 2021](#) Transport and Environment Committee meeting and approval was granted to implement the trial using an ETRO (Appendix 1) on [2 December 2021](#). The drawing detailing the scheme is provided in Appendix 2.

4. Main report

Experimental Traffic Regulation Order

- 4.1 After the ETRO was made in January 2022, the infrastructure to implement it was installed in February 2022 and the area (Joppa Triangle and wider Portobello area) has been monitored throughout the period. Three rounds of traffic surveys have been carried out (March, June and October 2022, see Appendix 3), and a public consultation exercise was undertaken in October 2022 to seek post implementation feedback on the scheme.

Traffic Surveys

- 4.2 Traffic surveys show that approximately 2,200 vehicles per day used Brunstane Road (combined northbound and southbound) before it was closed (data from October 2021 base traffic surveys). General vehicles (i.e. cars and small vans) accounted for 90% of the traffic: 6.4% HGVs and 3.6% two-wheel vehicles (i.e. motorcycles and bicycles).
- 4.3 The traffic surveys from October 2022 show that approximately 410 vehicles per day use Brunstane Road (combined northbound and southbound), which is a decrease of 1,790 vehicles. General vehicles accounted for 66.8% of the traffic: 8.6% are HGVs and 24.5% are two-wheel vehicles. The number of HGVs using the route has reduced from approximately 140 per day to 35 per day. These HGVs are presumably making deliveries in the area or have inadvertently used Brunstane Road in error, thus are required to “U” turn and exit back onto Milton Road East.
- 4.4 Approximately 4,700 vehicles per day (combined northbound and southbound) used Southfield Place (Brighton Place corridor) prior to the implementation of the ETRO. General vehicles accounted for 88.4% of the traffic: 7.3% HGVs and 4.3% two-wheel vehicles.
- 4.5 The October 2022 traffic surveys show that approximately 5,600 vehicles per day use Southfield Place (combined northbound and southbound), which is an increase of 900 vehicles). General vehicles accounted for 90% of the traffic: 7.1% are HGVs and 2.8% are two-wheel vehicles. The number of HGVs using this route has increased slightly from approximately 343 per day to 386 per day.
- 4.6 Approximately 390 vehicles per day used Milton Drive (combined northbound and southbound) prior to the implementation of the ETRO. General vehicles accounted for 91.9% of the traffic: 6.6% HGVs and 1.6% two-wheel vehicles.
- 4.7 The October 2022 traffic surveys indicate that approximately 1,100 vehicles per day use Milton Drive (combined northbound and southbound), which is an increase of 710 vehicles. General vehicles account for 91.9% of the traffic: 6.7% are HGVs and 1.3% are two-wheel vehicles.

- 4.8 The increase in vehicles on Milton Drive can be attributed to the southbound flow of through traffic using the road to exit onto Milton Road East. Southbound traffic has increased by approximately 390% from 230 to 900 vehicles per day.
- 4.9 Similar vehicles numbers were recorded on Milton Terrace, as this has been set-up in the opposite direction to Milton Drive i.e. south to north movement. The November 2022 traffic surveys indicate that approximately 898 vehicles per day use Milton Terrace (combined northbound and southbound). General vehicles account for 93.8% of the traffic; 5.4% are HGVs and 0.7% are two-wheel vehicles.
- 4.10 Approximately 380 vehicles per day used Coillesdene Avenue (combined eastbound and westbound) prior to the implementation of the ETRO. General vehicles accounted for 93% of the traffic: 5.6% HGVs and 1.4% two-wheel vehicles.
- 4.11 The October 2022 traffic surveys show that approximately 1,700 vehicles per day use Coillesdene Avenue (combined eastbound and westbound), which is an increase of 1,320 vehicles). General vehicles account for 92.6% of the traffic: 6.1% are HGVs and 1.3% are two-wheel vehicles. Traffic has increased by approximately 447% from 380 to 1,700 vehicles per day.
- 4.12 The traffic surveys also indicate that Coillesdene Gardens and Coillesdene Crescent have experienced significant reduction in traffic volumes, due to the closure of the junction of Coillesdene Crescent at Milton Road East. Coillesdene Gardens (reduced by 50%) and Coillesdene Crescent (reduced by 80%).
- 4.13 Traffic speed data was also collected as part of the traffic surveys and shows that speed has increased on Southfield Place (+10%), Milton Drive (+6%) and Coillesdene Avenue (+12%). The average speed on these roads is 21mph, 19.6mph and 21.7mph respectively.
- 4.14 It is therefore proposed that a combination of measures to reduce the speed of traffic as well as deter vehicles from the area is included in the on-street design if the Committee approve the making of a permanent TRO.

Public Engagement Exercise

- 4.15 A public engagement exercise commenced on 20 September 2022 for six weeks, via the Council's Consultation and Engagement Hub, to seek feedback on the trial scheme during the period it has been in place (14 February 2022 to present). A letter was also distributed to residents within the Joppa Triangle to inform them that a consultation was underway and how to respond via the website. This was undertaken to ensure everyone within the affected area was aware that feedback was being sought. Other key stakeholders were informed via direct email.
- 4.16 In total, 930 responses were received and the feedback is summarised in Appendix 4. There were 302 responses (32.5%) agreeing or strongly agreeing that the changes have been beneficial and 608 responses (65.5%) disagreeing or strongly disagreeing that the changes have been beneficial (2.4% neither agree nor disagree, don't know, or didn't answer).

- 4.17 Respondents were also asked, “Would you like the trial to be made permanent in its current form?” 30% replied Yes, 67% replied No (3% didn’t know, had no opinion, or didn’t answer).
- 4.18 An overall analysis of the feedback (Appendix 5) shows:
- 4.18.1 Of residents who indicated that they lived at a Brunstane Road and Brunstane Gardens postcode (94 of 930 responses), 88% (82 responses) would like the trial to be made permanent and 10% (nine responses) would not like the trial to be made permanent (two respondents did not know or had no opinion);
 - 4.18.2 Of residents who indicated that they lived at a non-Brunstane Road or Brunstane Gardens postcode (836 of 930 responses), 24% (197 responses) would like the trial to be made permanent and 74% (616 responses) would not like the trial to be made permanent (23 respondents did not know or had no opinion);
 - 4.18.3 This was further analysed to review answers from Coillesdene Crescent, Coillesdene Gardens, Coillesdene Drive and Coillesdene Terrace where residents have been affected by the closure at the junction of Coillesdene Crescent and Milton Road East. Of residents who indicated that they lived at one of those postcodes (50 of 930 responses), 50% (25 responses) would like the trial to be made permanent and 46% (23 responses) would not like the trial to be made permanent (two respondents did not know or had no opinion).
- 4.19 Those supporting the scheme have generally expressed the following:
- 4.19.1 That the trial has been hugely beneficial despite the inconvenience to drivers and any traffic calming measures are of benefit in the area making it more liveable;
 - 4.19.2 That there have been no arguments or street blockages on Brunstane Road since the scheme was introduced to reduce the disproportionate volume of traffic and its associated issues. Vehicle damage is no longer a problem;
 - 4.19.3 The scheme has made the area safer for residents and active travel users, improving quality of life and community interaction as people have become used to the new arrangements;
 - 4.19.4 That active travel users should be prioritised in cities and motor vehicles should use wider streets like Milton Road East. More restrictions in the Coillesdene area would be helpful and more signage about the restrictions;
 - 4.19.5 That the changes have been better for the environment and better for people’s health as it has encouraged more cycling and walking in the area; and
 - 4.19.6 That the scheme will benefit the area when new planned residential areas are developed off Milton Road East.

- 4.20 Those who are opposed to the scheme have generally expressed the following:
- 4.20.1 That other options remain the favoured way forward to address the issues on Brunstane Road e.g. one-way option, or parking restrictions;
 - 4.20.2 That the Committee has ignored the majority view that the local community is against the ETRO. The problems of one street should not be spread onto the wider community;
 - 4.20.3 That the scheme moves traffic and associated problems elsewhere, particularly into the Coillesdene area increasing the volume of vehicles in the area;
 - 4.20.4 That journey times are longer, causing pollution and increasing fuel costs for drivers;
 - 4.20.5 That vehicles in the Coillesdene area are now being damaged with increased traffic volumes using the shortest available route. The problems have been moved from Brunstane Road to the Coillesdene area; and
 - 4.20.6 That further works should be done to mitigate the displaced traffic in the Coillesdene area and on Brighton Place, including more signage and measures to reduce the impact of displaced traffic (e.g. chicanes, speed bumps etc).
- 4.21 The public engagement exercise also sought feedback on other questions, including perceived traffic volumes, active travel and the environmental impact of the scheme, the answers to which are included in Appendix 5 along with full details of the comments from the public.

Road Safety

- 4.22 There is currently no indication or supporting evidence that road safety has been compromised within the surrounding areas as a result of the trial; all of the surrounding roads affected by the measures are within the 20mph zone.
- 4.23 A Stage 3 Road Safety Audit was commissioned with independent consultants after the ETRO infrastructure had been implemented. One minor point regarding the positioning of a planter on Brunstane Road at the railway bridge was highlighted. This was addressed and the planter was moved by approximately 300mm as per the audit's recommendations.
- 4.24 A collision retrieval report for the Joppa Triangle area for the period January 2015 to June 2022 (being the latest current validated data Council holds) was reviewed. There have been three personal injury collisions reported to Police Scotland, but no similarities in their location or circumstances can be determined by Council's Road Safety team. The collisions recorded were before the ETRO was in place; no collisions have been reported from February to June 2022 (the ETRO period). A further report was retrieved for Brighton Place and Southfield Place and no

collisions were reported in the timeframe since implementation of the ETRO (current data only, up to June 2022).

Air Quality

- 4.25 The Council has a statutory duty under the Local Air Quality Management regime (Environment Act 1995) to review and assess ambient air quality. Air quality monitoring and subsequent analysis within the Portobello area will continue as per the established regime.

Other Stakeholders

- 4.26 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.
- 4.27 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 on the ETRO was sought from all statutory consultees in July 2021. Again, no responses were received from direct email requests to the emergency services in October 2022 during the public engagement exercise.

Scheme Measures of Success

- 4.28 This trial scheme was designed to improve the situation at Brunstane Road, while sympathetically mitigating the effect of any displaced traffic re-routing through the Coillesdene area. Given this, the initial traffic calming measures were designed to be as unobtrusive as possible for residents, while being appropriately inconvenient for drivers wishing to use the area as a short-cut.
- 4.29 Officers detailed the project's measures of success as: reducing or eliminating through traffic from Brunstane Road; reducing anti-social behaviour from drivers using Brunstane Road as a short-cut; and reducing reported incidents of damage to parked vehicles.
- 4.30 The trial scheme has been a success in its aims to reduce the problems encountered regularly on Brunstane Road. The traffic volume has decreased significantly (reduced by approximately 80%) and officers have not received any reports of damaged vehicles or antisocial behaviour at Brunstane Road since the trial was implemented.
- 4.31 Residents in the Coillesdene area, where some traffic has been displaced to, have provided regular feedback regarding the increased volume of vehicles using the local streets in the area. There have been reports of drivers ignoring the no-entry signs and passing the planters on the wrong side (i.e. ignoring the restriction). These issues can be addressed through further mitigation measures if the progression of the TRO is approved by Committee.

- 4.32 The Coillesdene area is different from Brunstane Road; many properties have driveways, so there is not as much pressure on on-street parking in the area. Brunstane Road on the other hand is largely Victorian terraced housing with very few off-street parking spaces, narrowing the carriageway significantly for through traffic due to the high density of parked vehicles.
- 4.33 The severity of the historic problems on Brunstane Road have now been significantly reduced, if not removed, as vehicles have been dispersed onto the wider network, however, some concerns remain for the residents in the Coillesdene area.

Conclusion

- 4.34 In general, the public feedback highlights that those who live on Brunstane Road are supportive of the changes made under the ETRO, while those who indicated that they do not live on Brunstane Road are opposed.
- 4.35 In order for Committee to consider the proposed permanent closure of Brunstane Road, officers have reviewed how displaced through-traffic in the Coillesdene area could be managed and reduced in the area and have concluded that additional measures should include sinusoidal speed humps and/or chicanes. In addition, increased signage on Coillesdene Avenue from its junction with Milton Terrace to its junction with Morton Street, on Milton Drive between Seaview Crescent and Milton Road East and on Milton Terrace between Seaview Crescent and Milton Road East should be introduced.
- 4.36 This would further deter shortcutting vehicles making it a much less attractive route for through traffic and help to reduce the speed of traffic in the area, particularly around the sheltered housing located on the corner of Coillesdene Avenue and Milton Terrace.
- 4.37 The Brighton Place/Southfield Place corridor continues to provide a good link into and out of the Portobello area. This scheme does not propose to make changes to this link; however, Portobello has been identified as a priority area for inclusion in the “20 Minute Neighbourhoods” project which is tasked with creating a network of healthier, greener and thriving neighbourhoods. “20 Minute Neighbourhoods” are places where everyone can meet most of their daily needs within a short walk, wheel or cycle from their home and the wider review of Portobello will include a review of travel movements on the Brighton Place/Southfield Place corridor.
- 4.38 The theoretical capacity (i.e. free-flowing, but adjusted for the narrow width under the bridge) in each direction for Brighton Place/Southfield Place is approximately 750 vehicles per hour. The highest hourly volume recorded in the October 2022 traffic survey was 280 vehicles per hour at midday (on a Friday). This is well within the capacity of the street. The traffic signals at Baileyfield Road/Southfield Place and Brighton Place/Portobello High Street have sufficient spare capacity to accommodate the increase in displaced traffic resulting from the Brunstane Road closure.

Traffic Orders Process

- 4.39 In late-2021, the Scottish Government introduced new regulations to revise the process for introducing and making ETROs.
- 4.40 This Committee has recently been asked to approve the introduction of ETROs elsewhere in the city as part of the Travelling Safely programme. These were progressed under the new regulations and therefore follows the revised process.
- 4.41 It should be noted that the Brunstane Road ETRO was developed before the revised process for introducing ETROs was available and is therefore subject to the previous regime in place prior to the introduction of the new regulations. This means that a six-monthly review is not required, as statutory consultation was undertaken before its implementation. It also means that the new provisions which give scope for ETRO measures to be given permanent effect do not apply to this ETRO.
- 4.42 Instead, a separate and formal process must be introduced to progress with a permanent TRO, in line with the recommendation in this report. If the decision to progress the ETRO to a permanent TRO is made, Committee will be required to make a further decision in May/June 2023 to make the TRO once the statutory consultation for the TRO is complete. Committee should be aware that the further decision to make the TRO would be a quasi-judicial decision and would be subject to the usual considerations and constraints in making such decisions – e.g. Councillors should not have indicated bias or implied support for or against a TRO prior to a decision being made.
- 4.43 Feedback from the TRO consultation process will also inform the final design of any further measures and, if the TRO is approved, the scheme will continue to be monitored for 12 months post-implementation.

5. Next Steps

- 5.1 If the recommendations of the report are approved:
- 5.1.1 A permanent TRO will be progressed through Council's Traffic Orders team, including a further statutory public consultation;
 - 5.1.2 The on-street infrastructure that was installed during February 2022 will remain in place while a permanent TRO is drafted;
 - 5.1.3 A further decision to implement the TRO will be required during 2023; and
 - 5.1.4 A request to extend the ETRO will be submitted to the Scottish Government to ensure that there is no time gap between the ETRO ending and the TRO commencing.

6. Financial impact

- 6.1 The scheme will continue to be funded through the capital renewals budget.

- 6.2 The cost of the trial was estimated at £60,000. If the TRO is progressed, the budget to install permanent infrastructure is estimated to be £40,000 – £50,000.

7. Stakeholder/Community Impact

- 7.1 As detailed in paragraphs 4.14 – 4.20, a public engagement exercise was carried out from September 2022. The results are included within this report.
- 7.2 Statutory consultation will be carried out as part of the TRO process.
- 7.3 The scheme encourages and supports Council policies in relation to increasing active travel, enabling the health and social benefits associated with these modes. In addition, the scheme promotes an increased awareness of vulnerable road users and encourages road users to share space.
- 7.4 The Council's Waste and Cleansing service has confirmed that their operations are unaffected by the infrastructure currently in place.
- 7.5 The scheme 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 Portobello Community Council [Consultation](#) 10-27 March 2020.

9. Appendices

- 9.1 Appendix 1: Experimental Traffic Regulation Order
- 9.2 Appendix 2: ETRO Infrastructure Drawing
- 9.3 Appendix 3: Traffic Survey Data (March, June and October 2022)
- 9.4 Appendix 4: Public Engagement Exercise Summary (Oct 2022)
- 9.5 Appendix 5: Public Engagement Exercise Feedback (Oct 2022)

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; BRUNSTANE TRAFFIC MANAGEMENT) (NO 1) EXPERIMENTAL TRAFFIC ORDER 2022 - 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 1) Experimental Traffic Order 2022", shall come into force on the Twenty-fourth day of January Two thousand and twenty-two, and shall expire on the Twenty-third day of July Two thousand and twenty-three.

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.

Exceptions and exemptions

4. (1) Nothing in Articles 3(1) and (2) of this Order shall apply in relation to

¹ 1984 c.27

² 2003 c.21

³ 1984 c.54

- (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 Nineteenth day of January Two thousand and twenty-two.



(witness)



Signed on behalf of Executive Director of Place



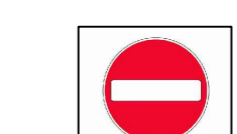

SCHEDULE 1
ONE-WAY ROADS

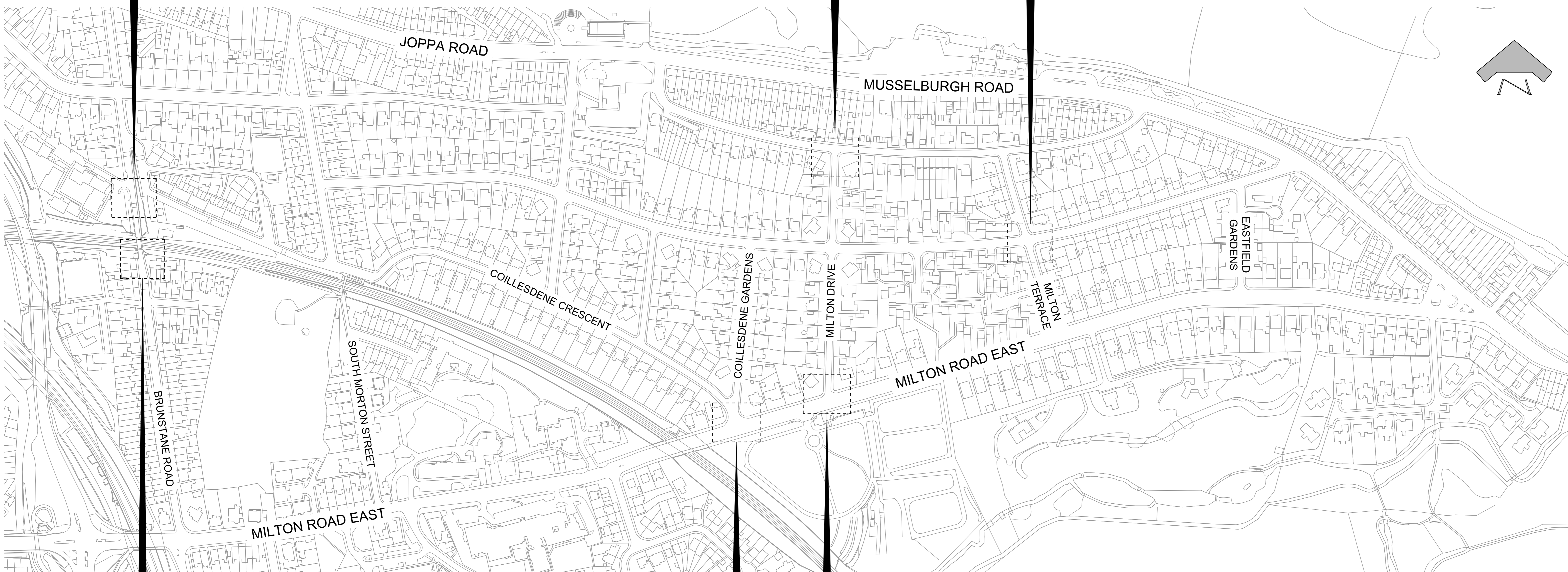
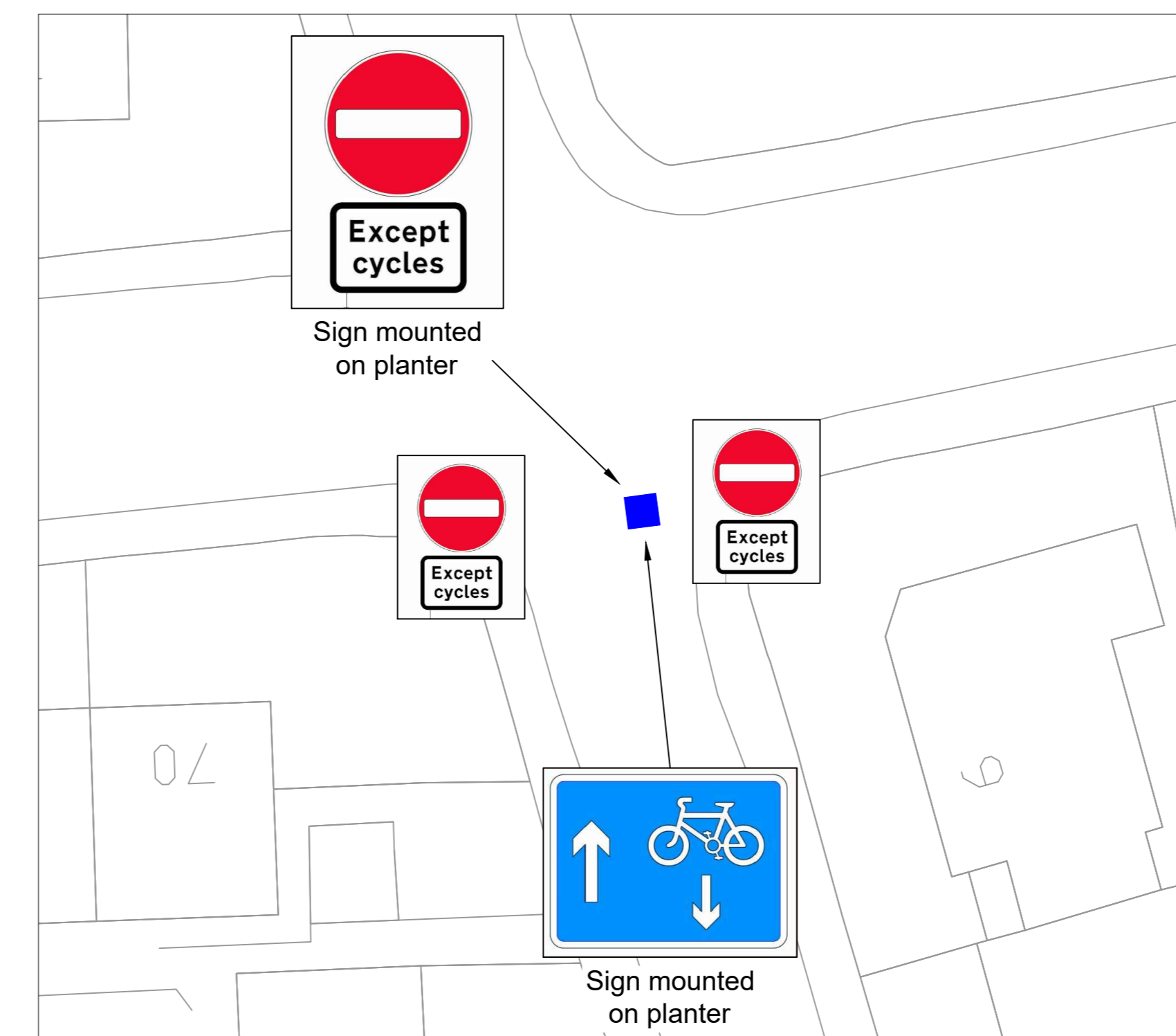
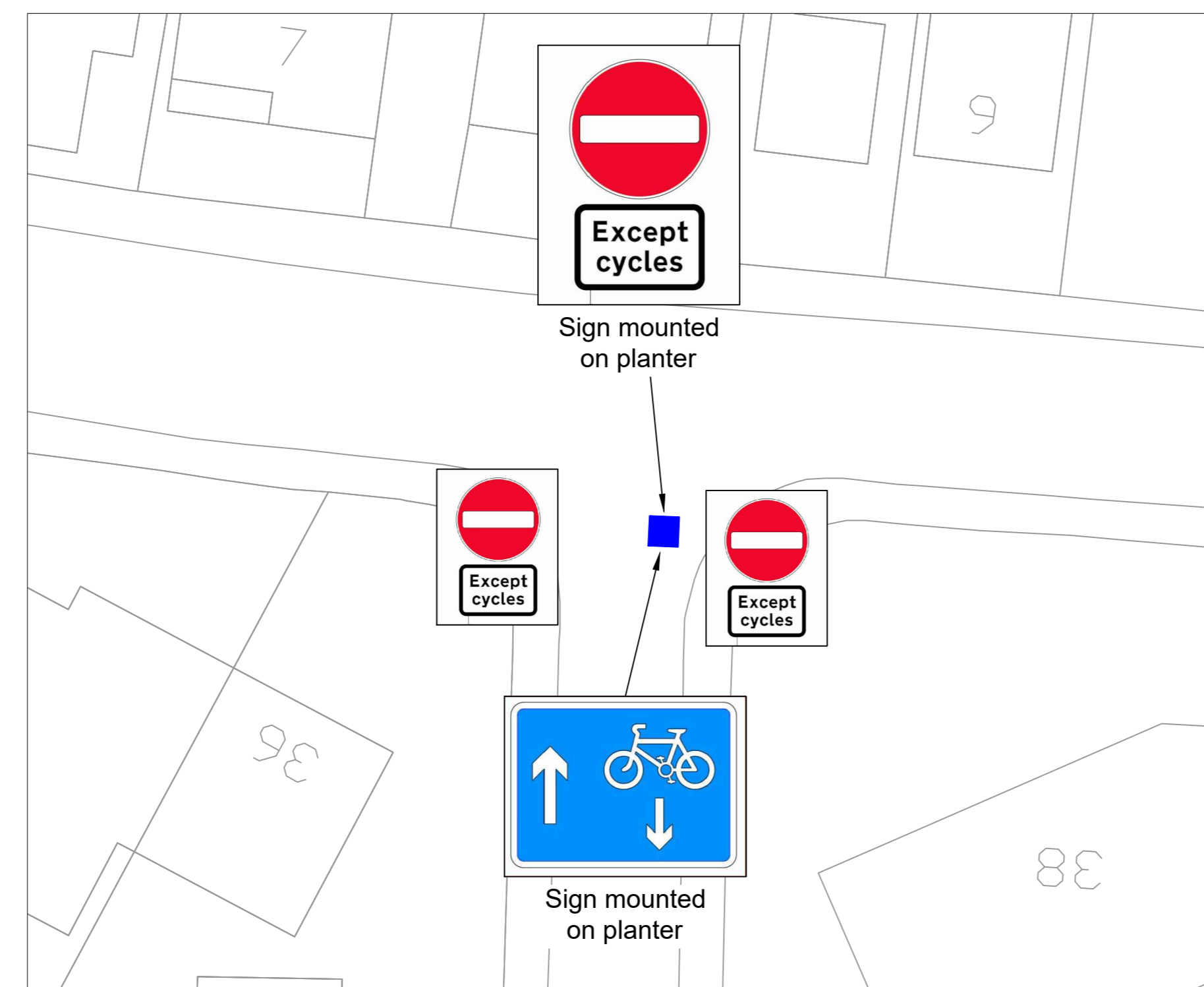
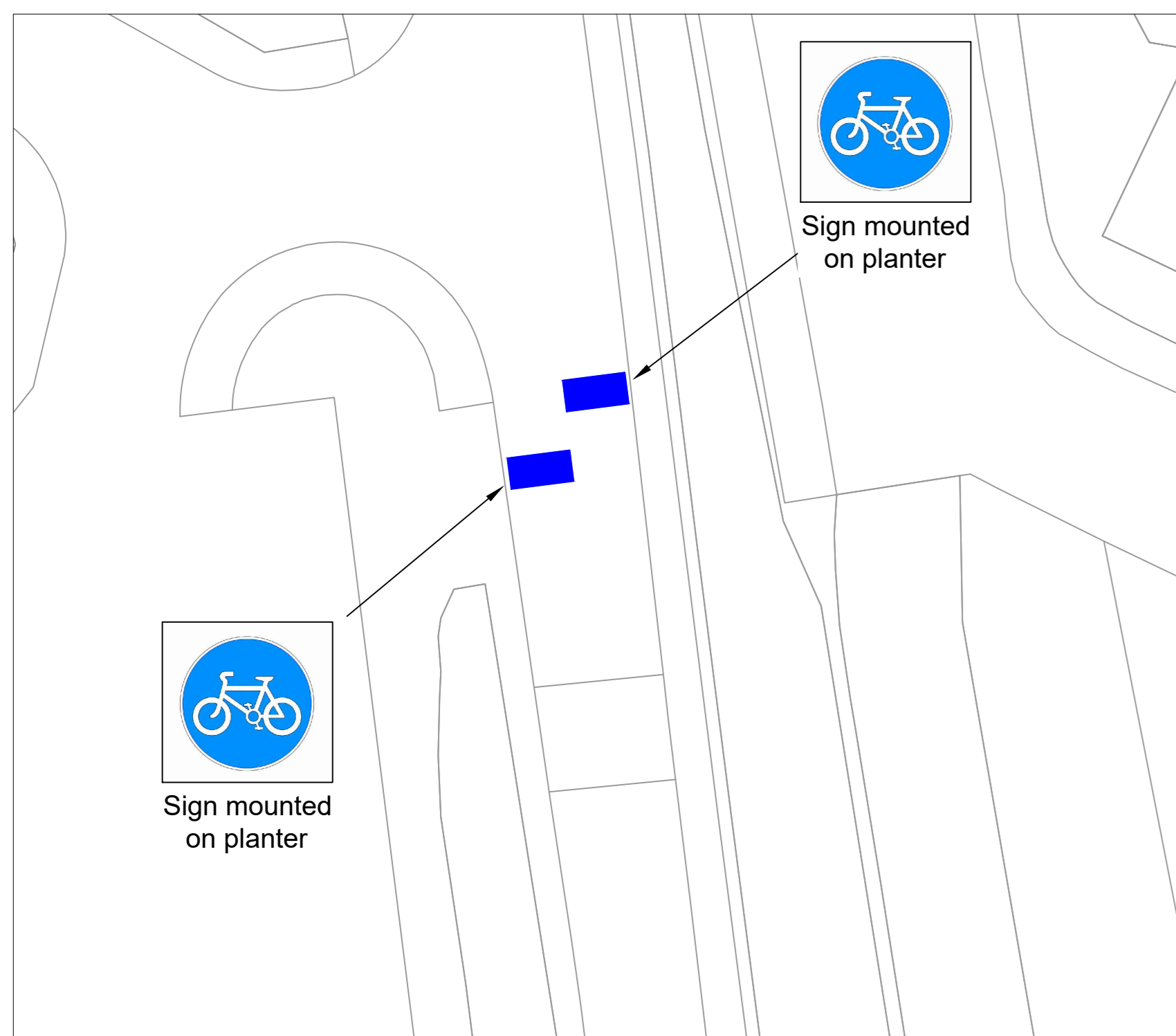
<i>(1)</i> <i>Road in Edinburgh</i>	<i>(2)</i> <i>Length of road</i>	<i>(3)</i> <i>Direction of one-way traffic</i>
Milton Drive	From a point 2.5 metres or thereby south of the southern kerb-line of Seaview Crescent to its junction with Seaview Crescent.	From south to north.
Milton Drive	From a point 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.

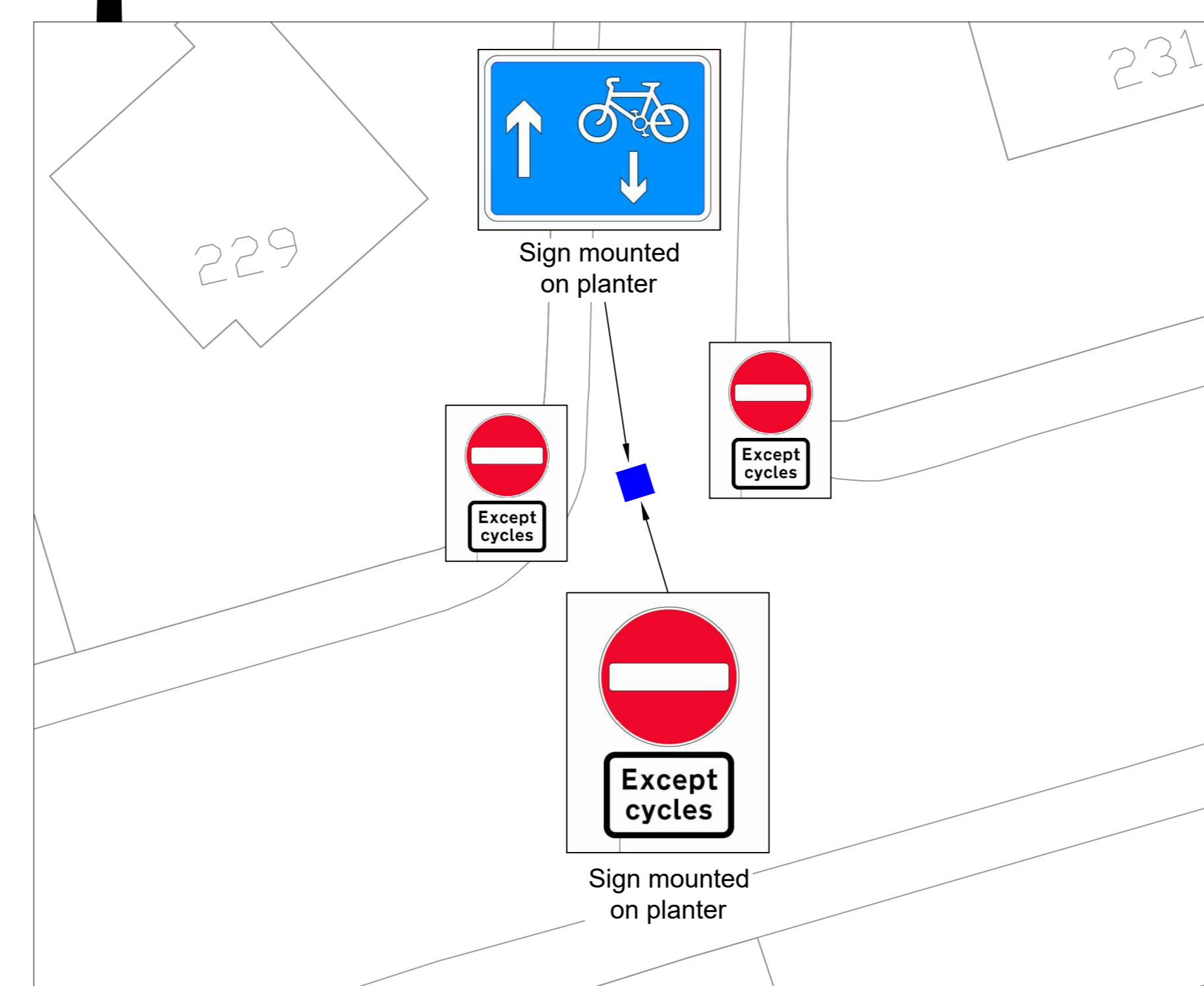
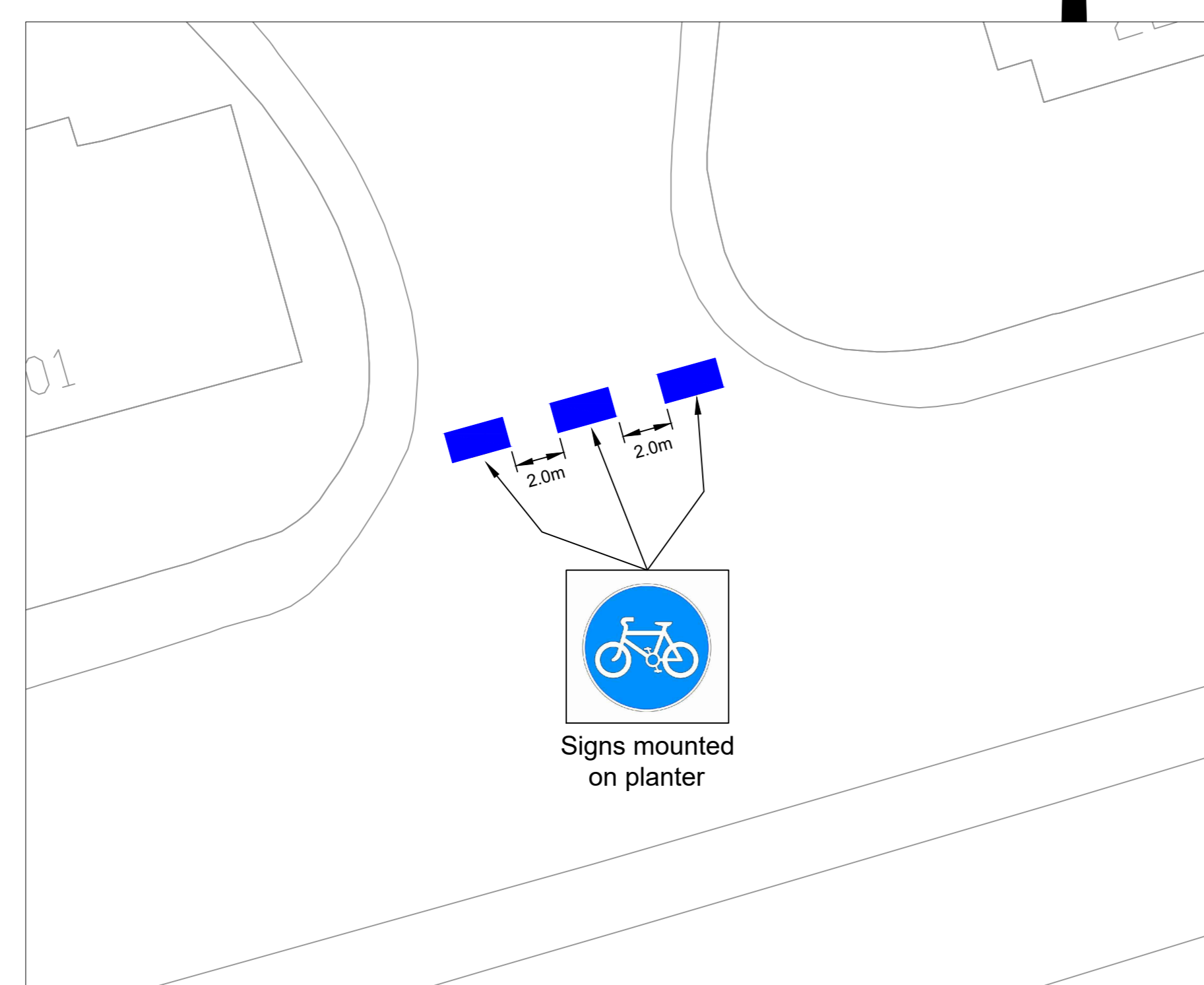
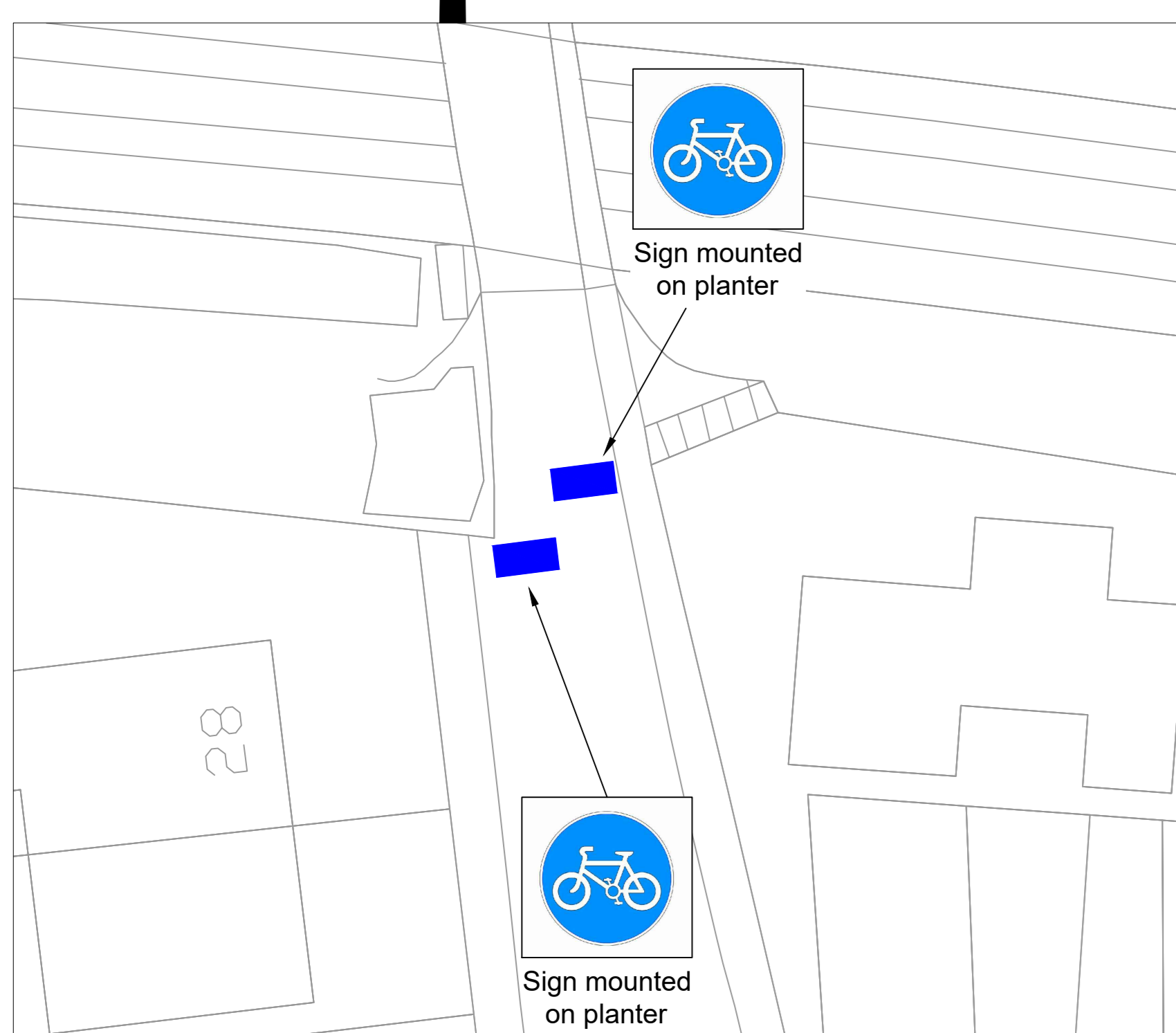
NOTES:

-  Planter
-  Cycles only sign
-  No entry except cycles signs
-  One way / cycle contraflow signs



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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
ROADS AND TRANSPORT INFRASTRUCTURE
TRANSPORT CONTRACTS AND DESIGN

Coilسدене Area Proposed Temporary Traffic Measures

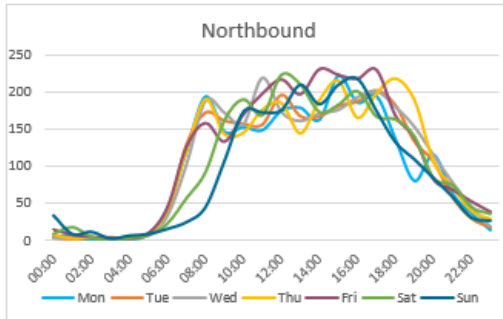
Date: September 2022
Scale: NTS @A0
Job No. 000016
Drawn by: A Parkinson
Checked by: K Teather

Brunstane Road ETRO – Traffic Counts

March 2022



Client: The City of Edinburgh Council
 Project: 4103-SCO Coillesdene, Edinburgh
 Site: 01 - Southfield Place
 Start Date: Wednesday 9 March 2022
 Speed Limit: 20
 Lat/Long: 55.9498, -3.11926

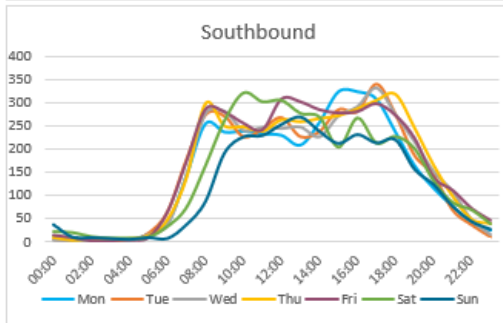
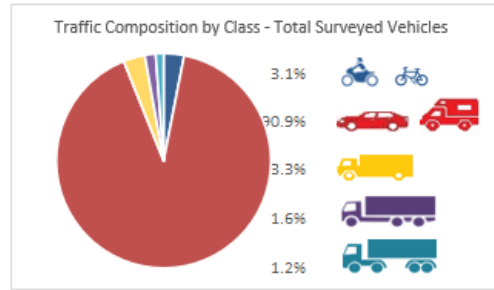


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	19.1	23.4
Southbound	22.0	25.6
Combined	20.8	25.0

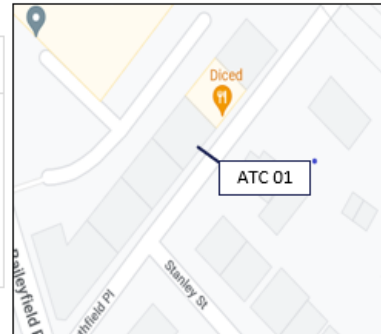


mph mph

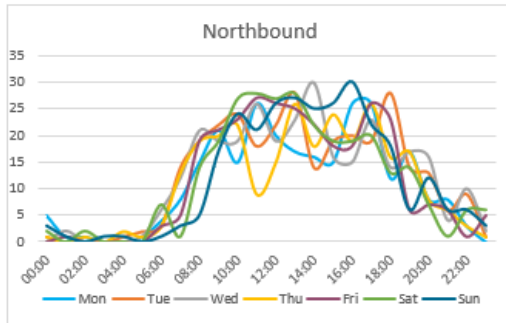
On a 7-day average		
38.8%	12.9%	0.4%
72.5%	27.5%	0.4%
58.6%	21.5%	0.4%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	2554	2493	17449
Southbound	3729	3581	25070
Combined	6282	6074	42519



Incidents/Observations
 No incidents or observations during the survey period

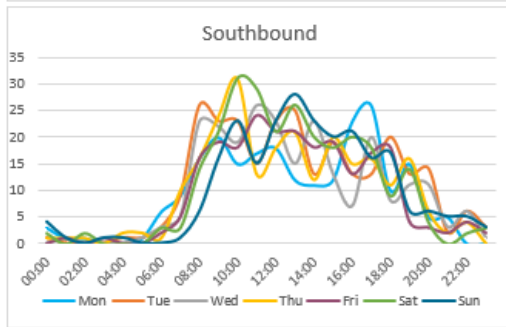
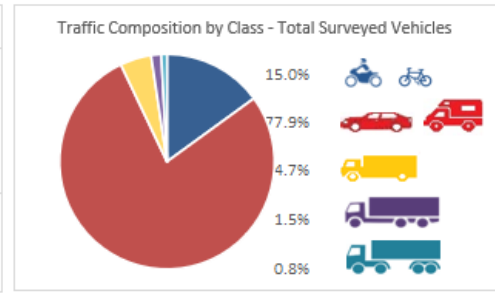


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	15.5	18.6
Southbound	14.2	16.8
Combined	14.9	17.9



mph mph

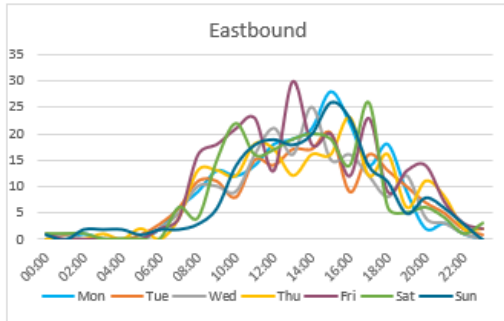
On a 7-day average		
7.4%	0.4%	0.0%
2.3%	0.2%	0.0%
5.1%	0.3%	0.0%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	282	282	1975
Southbound	241	244	1705
Combined	523	526	3680



Incidents/Observations
 No incidents or observations during the survey period



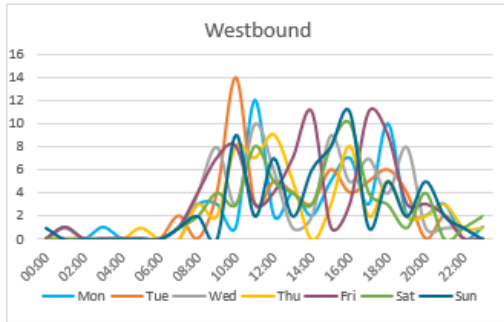
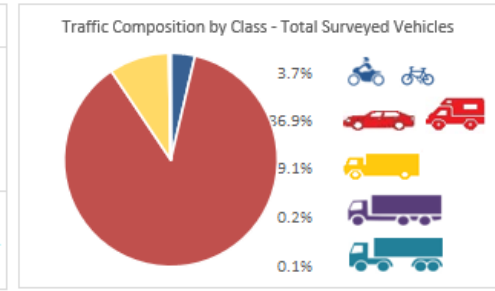
Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	19.8	24.7
Westbound	16.1	20.9
Combined	18.9	24.1



mph mph

On a 7-day average		
51.9%	19.3%	0.1%
20.7%	3.9%	0.0%
44.4%	15.6%	0.1%

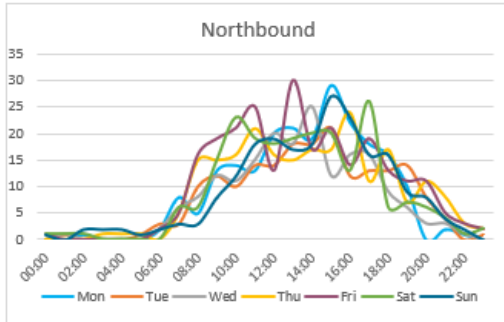
of vehicles are travelling over posted speed limit (PSL)
 of vehicles are traveling 10% +2 over PSL (24mph)
 of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	208	207	1450
Westbound	67	66	464
Combined	275	273	1914



Incidents/Observations
 No incidents or observations during the survey period

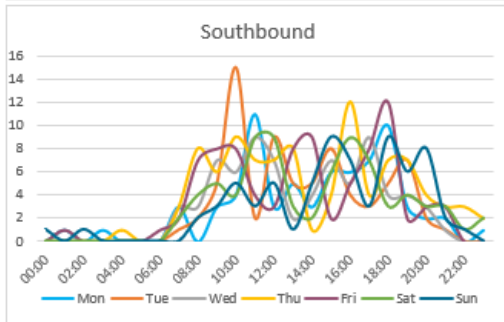
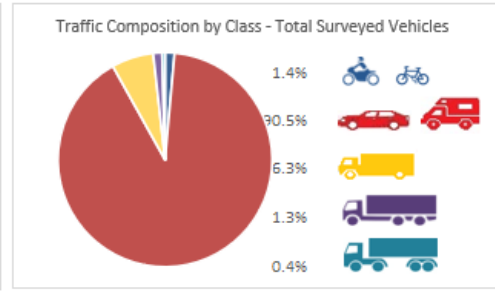


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	17.3	21.3
Southbound	17.5	22.3
Combined	17.4	21.5



mph mph

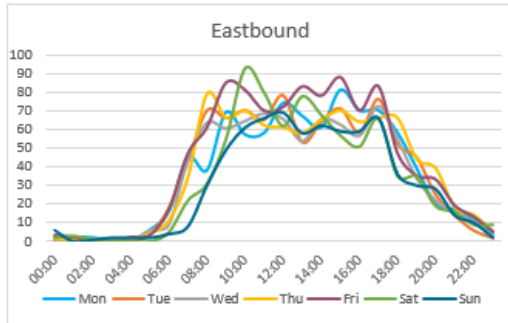
On a 7-day average		
24.7%	3.7%	0.0%
28.6%	6.7%	0.0%
25.7%	4.5%	0.0%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	212	212	1486
Southbound	80	78	549
Combined	292	291	2035



Incidents/Observations
 No incidents or observations during the survey period

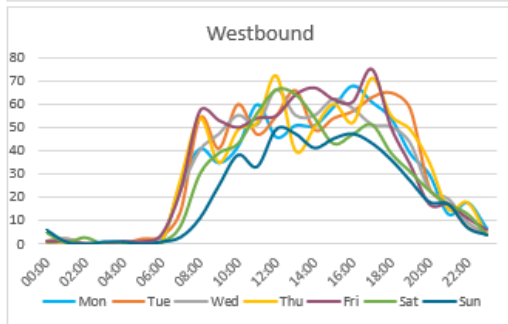
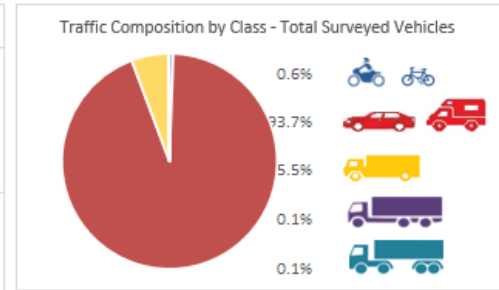


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	20.6	24.6
Westbound	21.3	25.9
Combined	20.9	25.2

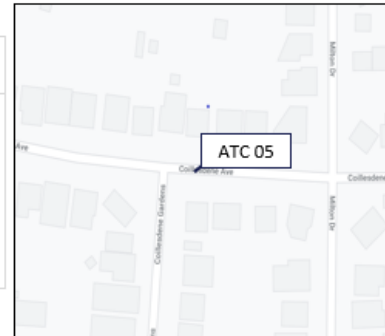


mph mph

On a 7-day average		
57.6%	18.9%	0.1%
63.5%	27.7%	0.2%
60.2%	22.8%	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)

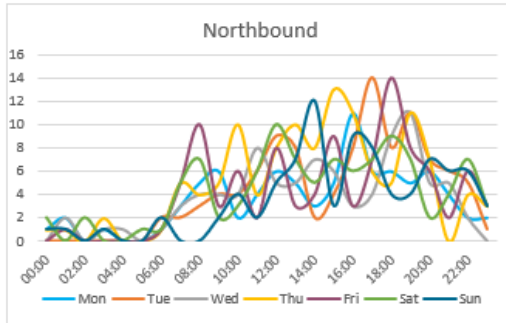


Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	897	858	6005
Westbound	735	688	4813
Combined	1631	1545	10818



Incidents/Observations

No incidents or observations during the survey period

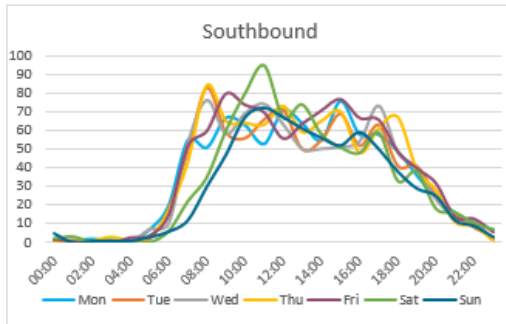
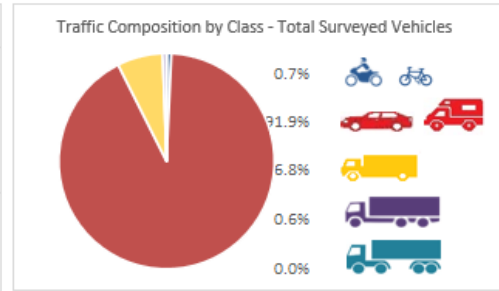


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	19.3	23.5
Southbound	19.8	23.4
Combined	19.7	23.4

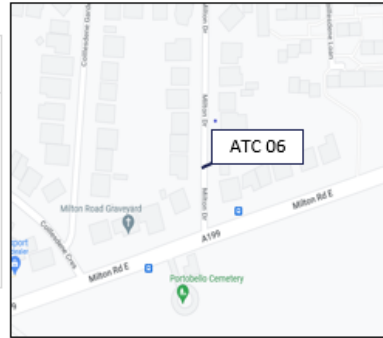


mph mph

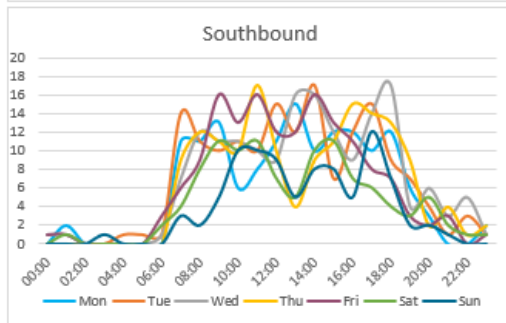
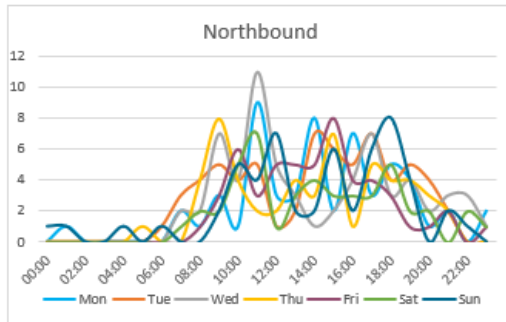
On a 7-day average		
45.5%	11.7%	0.3%
48.5%	11.6%	0.0%
48.2%	11.6%	0.1%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	100	99	690
Southbound	858	825	5777
Combined	958	924	6467



Incidents/Observations
 No incidents or observations during the survey period



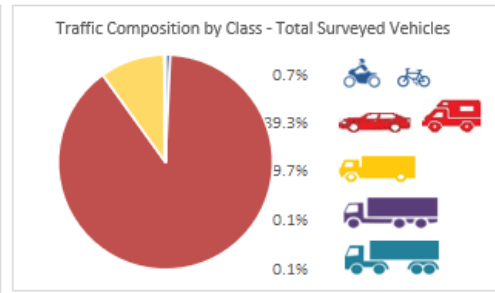
Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	17.7	22.0
Southbound	17.8	21.7
Combined	17.8	21.7



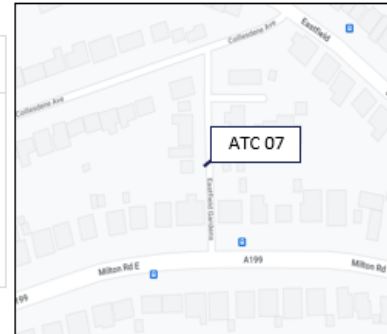
mph

mph

On a 7-day average		
32.6%	4.6%	0.0%
30.1%	4.9%	0.0%
30.8%	4.8%	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)



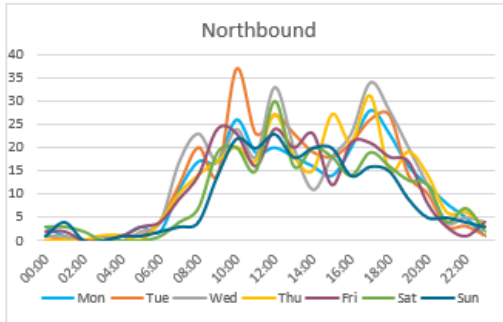
Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	58	56	393
Southbound	156	140	977
Combined	214	196	1370



Incidents/Observations

No incidents or observations during the survey period

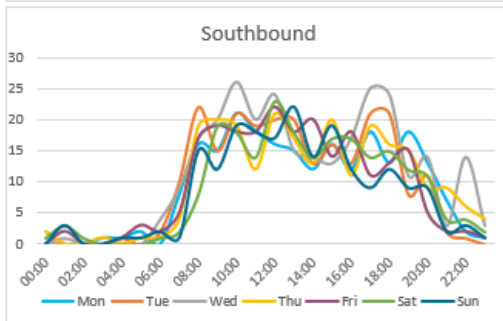
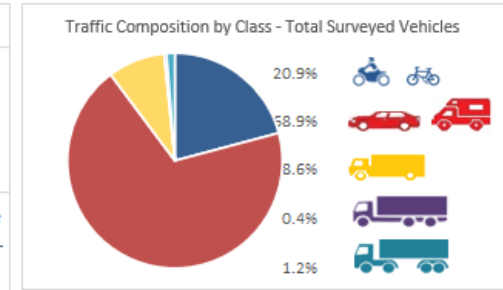
June 2022



Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	15.1	18.4
Southbound	13.3	16.5
Combined	14.2	17.6



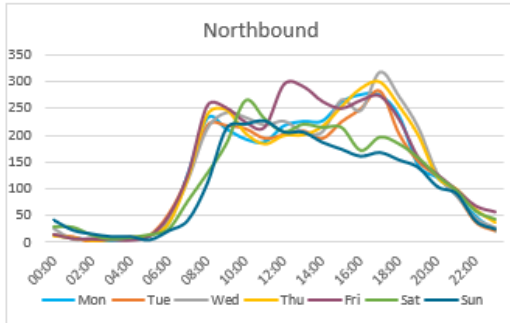
On a 7-day average		
5.3%	0.1%	0.0%
1.8%	0.1%	0.0%
3.7%	0.1%	0.0%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	292	276	1931
Southbound	240	232	1621
Combined	533	507	3552



Incidents/Observations
 Data loss occurred during the survey period. See "Data Summary" file for further details.

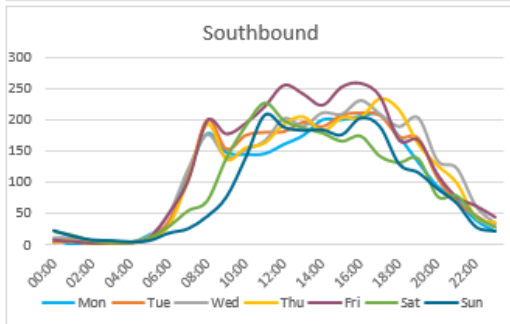
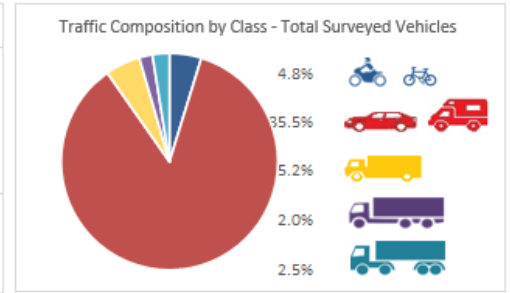


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	22.7	26.7
Southbound	20.0	24.5
Combined	21.5	25.9



mph mph

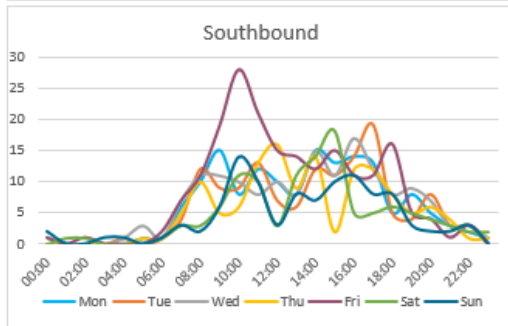
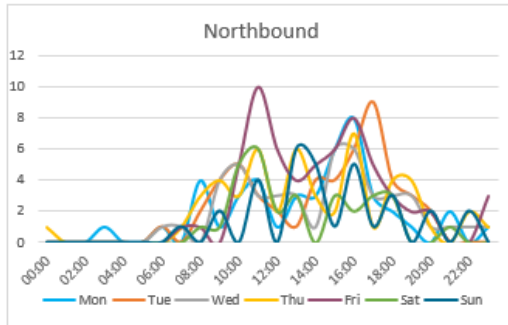
On a 7-day average		
76.0%	35.3%	0.8%
49.0%	17.3%	0.6%
63.8%	27.1%	0.7%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	3282	3127	21890
Southbound	2761	2610	18271
Combined	6043	5737	40161



Incidents/Observations
 No incidents or observations during the survey period

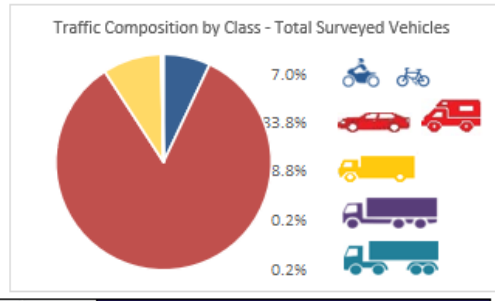


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	14.7	17.8
Southbound	14.4	18.1
Combined	14.4	18.0

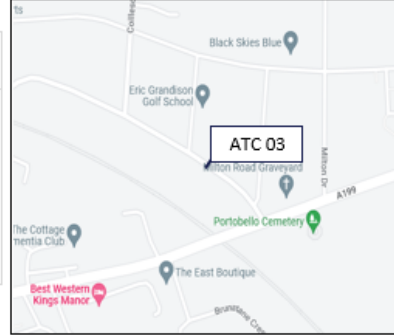


mph mph

On a 7-day average		
6.4%	1.0%	0.0%
4.9%	0.3%	0.1%
5.3%	0.5%	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)

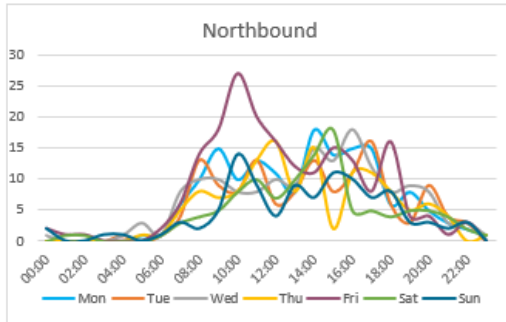


Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	50	45	314
Southbound	155	142	995
Combined	206	187	1309



Incidents/Observations

No incidents or observations during the survey period



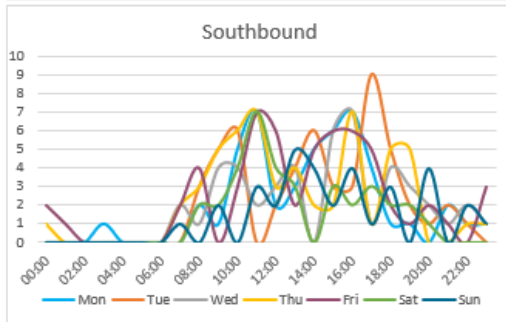
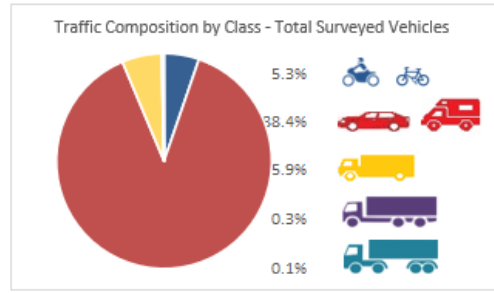
Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	12.1	14.8
Southbound	14.4	18.0
Combined	12.6	15.6



mph mph

On a 7-day average		
0.1%	0.1%	0.0%
5.2%	1.8%	0.0%
1.4%	0.5%	0.0%

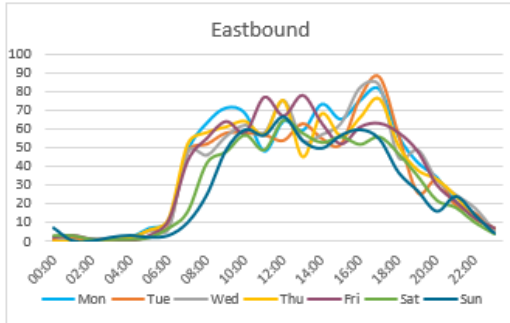
of vehicles are travelling over posted speed limit (PSL) of vehicles are traveling 10% +2 over PSL (24mph) of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	156	143	999
Southbound	52	47	330
Combined	208	190	1329



Incidents/Observations
 No incidents or observations during the survey period

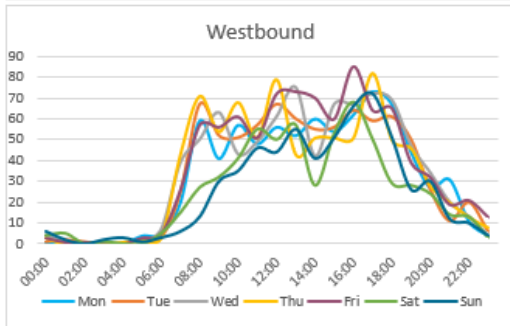
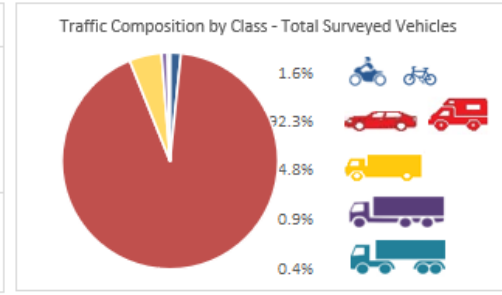


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	21.1	25.1
Westbound	21.1	25.8
Combined	21.1	25.4

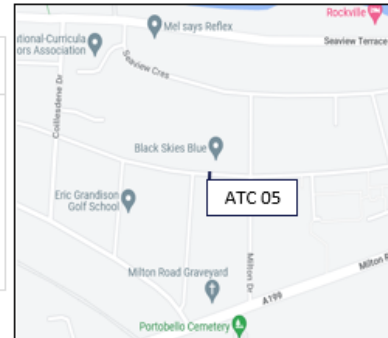


mph mph

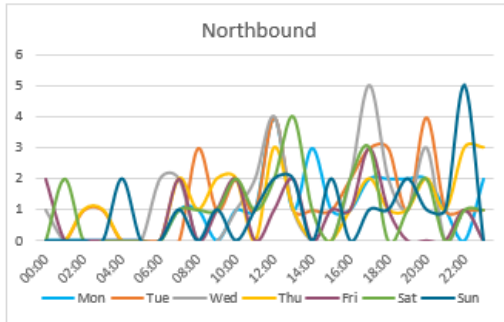
On a 7-day average		
63.9%	23.3%	0.2%
62.5%	26.5%	0.2%
63.2%	24.8%	0.2%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	873	822	5756
Westbound	819	758	5308
Combined	1693	1581	11064



Incidents/Observations
No incidents or observations during the survey period

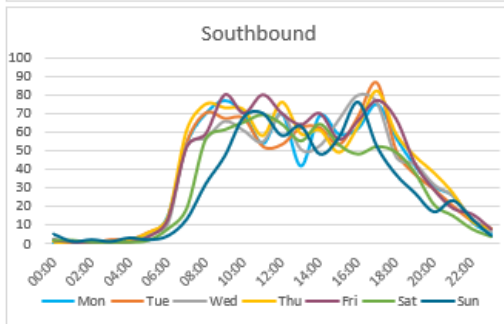
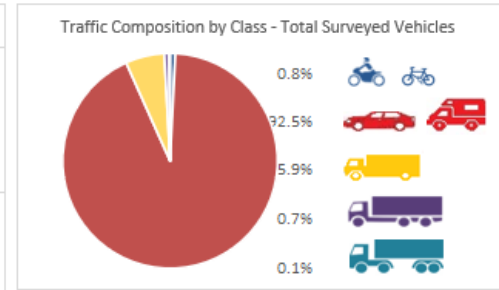


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	20.9	26.5
Southbound	20.1	24.0
Combined	20.2	24.0

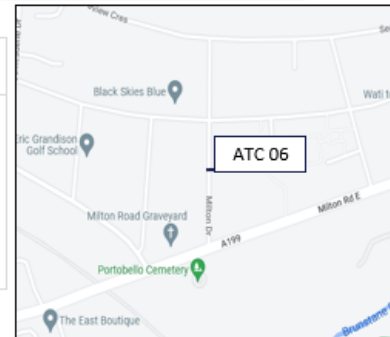


mph mph

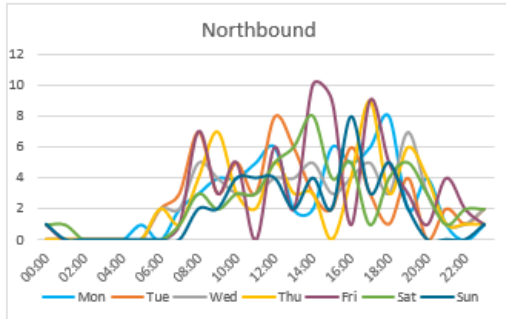
On a 7-day average		
57.7%	28.0%	2.3%
52.4%	14.7%	0.0%
52.5%	15.0%	0.1%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	26	25	175
Southbound	910	861	6030
Combined	935	886	6205



Incidents/Observations
 No incidents or observations during the survey period

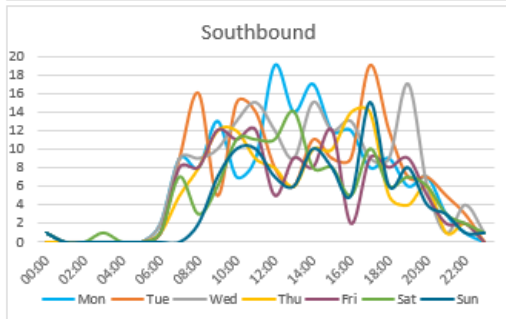
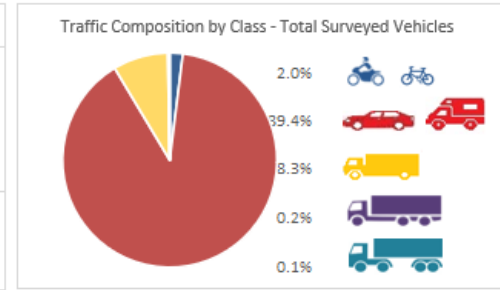


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	16.2	20.6
Southbound	16.4	21.0
Combined	16.3	20.8



mph mph

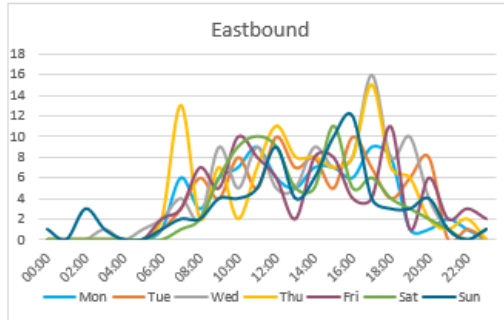
On a 7-day average		
19.4%	2.7%	0.0%
20.5%	2.3%	0.0%
20.2%	2.4%	0.0%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	65	61	417
Southbound	150	140	956
Combined	215	202	1373



Incidents/Observations
 Data loss occurred during the survey period. See "Data Summary" file for further details.

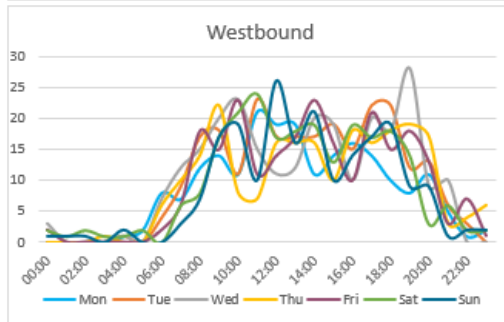
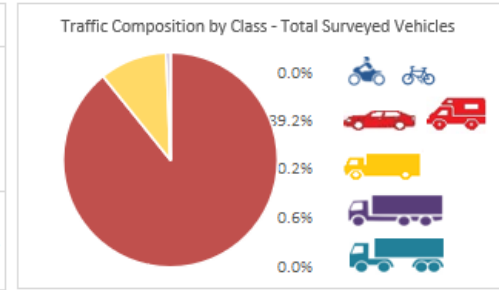


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	18.7	23.0
Westbound	20.0	23.8
Combined	19.6	23.6



mph mph

On a 7-day average		
36.0%	9.8%	0.0%
50.2%	13.9%	0.2%
46.1%	12.7%	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)

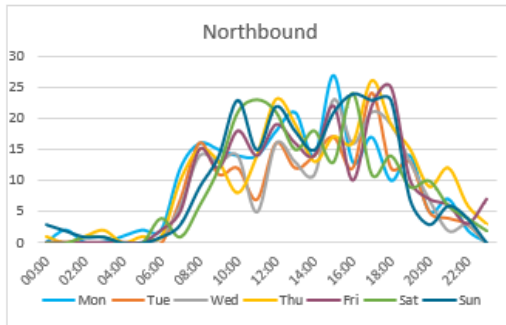


Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	97	92	644
Westbound	233	230	1607
Combined	330	322	2251



Incidents/Observations
 Data loss occurred during the survey period. See "Data Summary" file for further details.

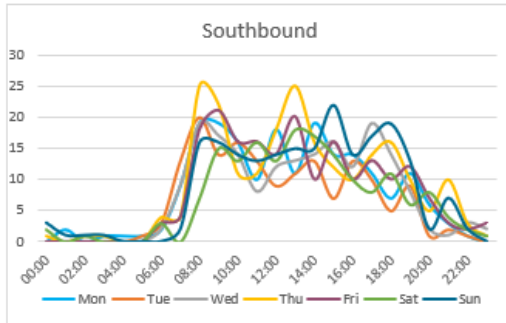
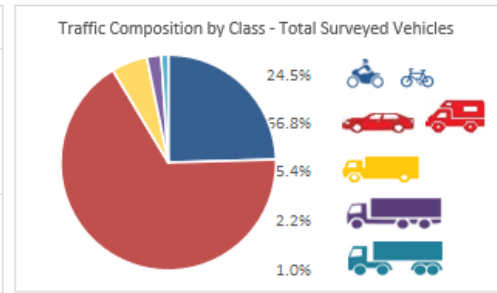
October 2022



Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	15.5	18.6
Southbound	13.0	16.4
Combined	14.3	17.9



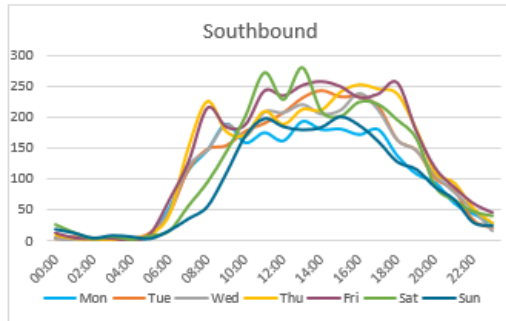
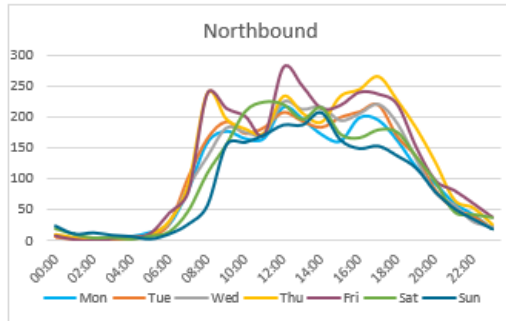
On a 7-day average		
6.4%	0.1%	0.1%
1.7%	0.2%	0.1%
4.2%	0.2%	0.1%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	216	220	1533
Southbound	192	191	1335
Combined	409	411	2868



Incidents/Observations
 Data loss occurred during the survey period. See "Data Summary" file for further details.

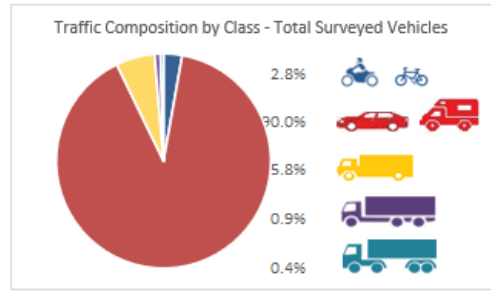


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	21.7	25.7
Southbound	20.3	24.5
Combined	21.0	25.2



mph mph

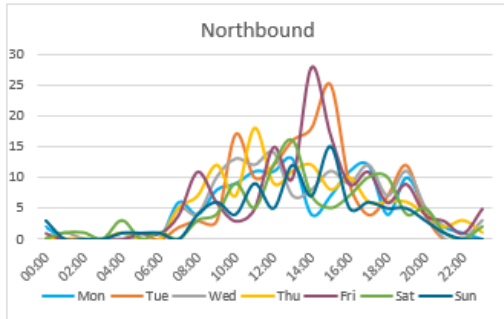
On a 7-day average		
66.0%	26.3%	0.6%
51.1%	17.8%	0.5%
58.4%	22.0%	0.5%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	2738	2618	18328
Southbound	2853	2753	19274
Combined	5591	5372	37602



Incidents/Observations
 No incidents or observations during the survey period

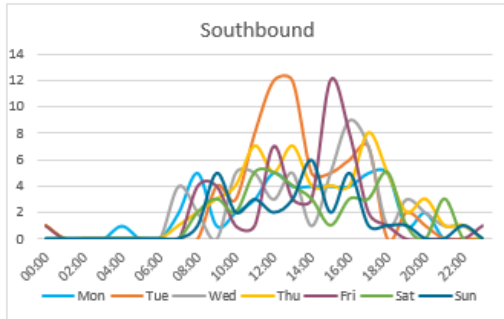
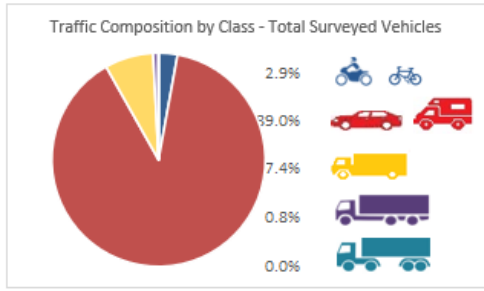


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	18.3	23.5
Southbound	16.3	20.7
Combined	17.7	22.8

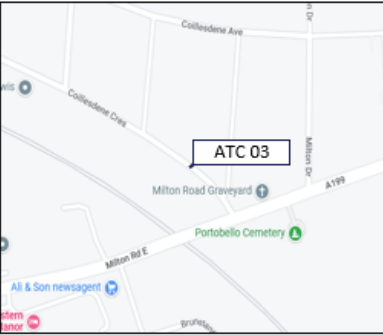


mph mph

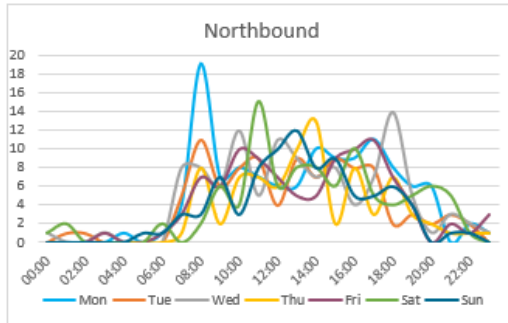
On a 7-day average		
37.8%	12.6%	0.1%
18.5%	4.8%	0.0%
32.3%	10.4%	0.1%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	135	125	873
Southbound	56	50	351
Combined	190	175	1224



Incidents/Observations
No incidents or observations during the survey period



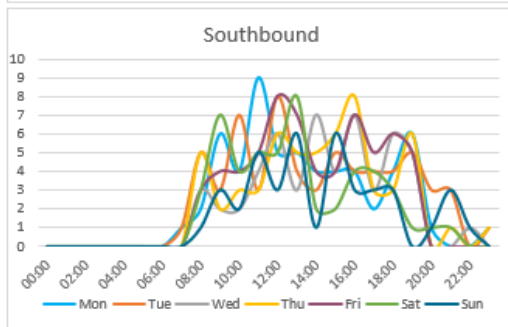
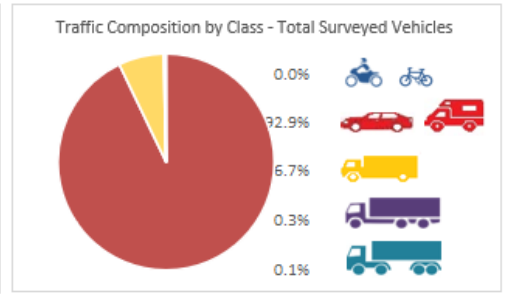
Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	12.7	14.9
Southbound	14.8	18.4
Combined	13.4	16.3



Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	12.7	14.9
Southbound	14.8	18.4
Combined	13.4	16.3

On a 7-day average		
0.1%	0.0%	0.0%
2.9%	0.0%	0.0%
1.1%	0.0%	0.0%

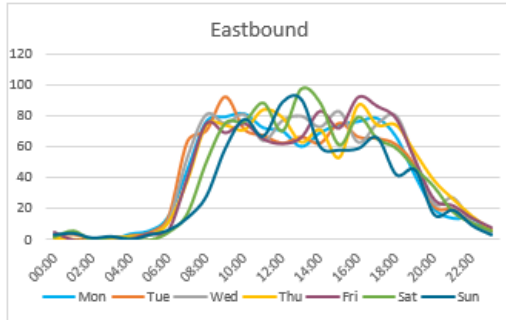
of vehicles are travelling over posted speed limit (PSL) of vehicles are traveling 10% +2 over PSL (24mph) of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	103	100	698
Southbound	59	55	384
Combined	162	155	1082



Incidents/Observations
 No incidents or observations during the survey period

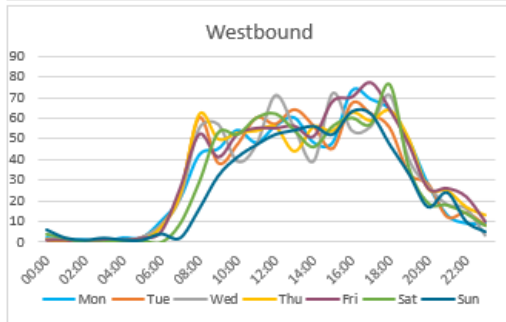
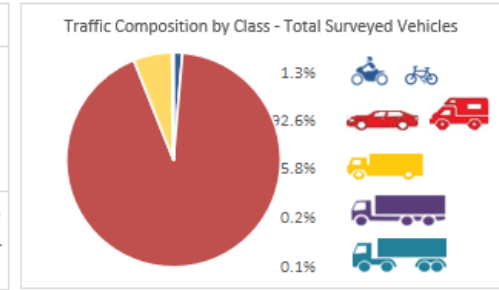


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	21.3	25.4
Westbound	22.2	26.6
Combined	21.7	26.0



mph mph

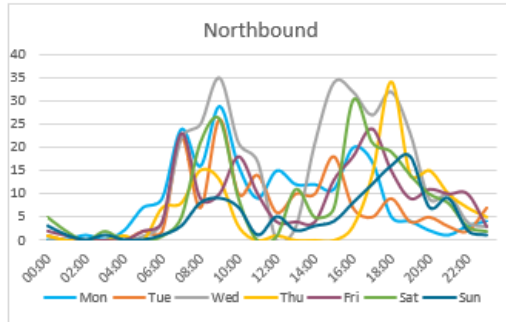
On a 7-day average		
64.9%	24.4%	0.2%
71.5%	35.1%	0.5%
67.8%	29.1%	0.3%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	988	959	6716
Westbound	767	740	5182
Combined	1755	1700	11898



Incidents/Observations
 No incidents or observations during the survey period



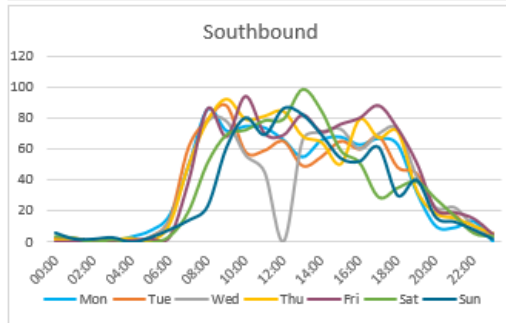
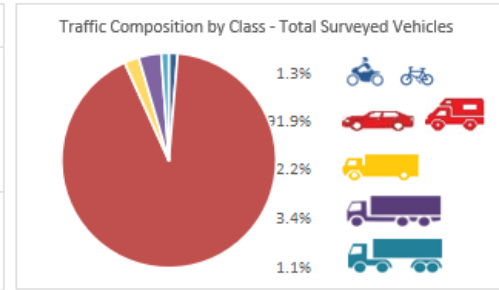
Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	19.2	23.0
Southbound	19.7	23.1
Combined	19.6	23.1



mph mph

On a 7-day average		
42.4%	10.9%	0.0%
48.3%	10.3%	0.0%
47.2%	10.4%	0.0%

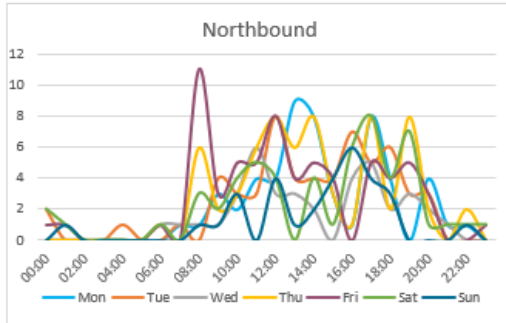
of vehicles are travelling over posted speed limit (PSL)
 of vehicles are traveling 10% +2 over PSL (24mph)
 of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	215	200	1390
Southbound	936	900	6190
Combined	1151	1099	7580



Incidents/Observations
 Data loss occurred during the survey period. See "Data Summary" file for further details.

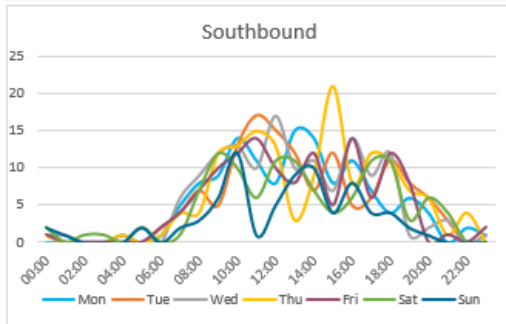
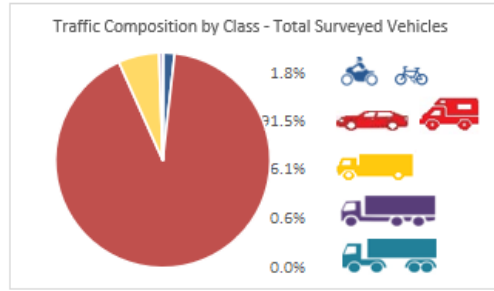


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Northbound	17.8	21.8
Southbound	17.6	21.8
Combined	17.7	21.8



mph mph

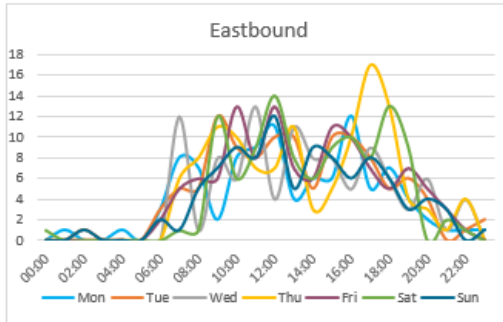
On a 7-day average		
29.3%	4.9%	0.0%
28.9%	5.7%	0.0%
29.0%	5.5%	0.0%
of vehicles are travelling over posted speed limit (PSL)	of vehicles are traveling 10% +2 over PSL (24mph)	of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Northbound	56	53	369
Southbound	136	124	870
Combined	192	177	1239



Incidents/Observations
 No incidents or observations during the survey period



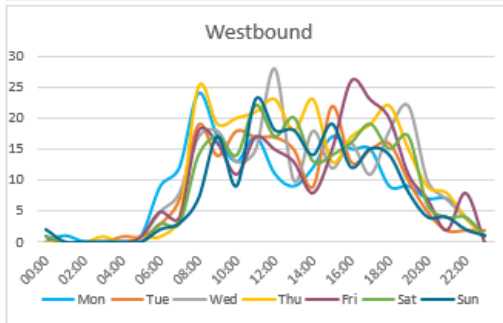
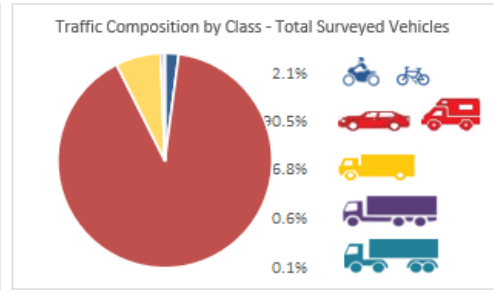
Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	18.2	22.6
Westbound	18.8	22.6
Combined	18.6	22.6



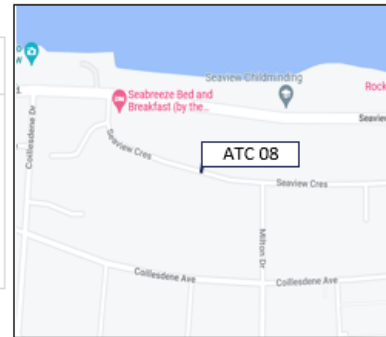
mph mph

On a 7-day average		
36.4%	8.4%	0.0%
37.2%	8.7%	0.1%
36.9%	8.6%	0.1%

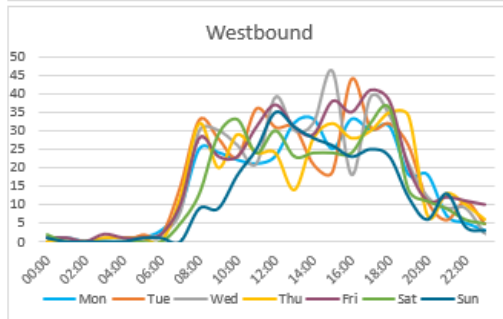
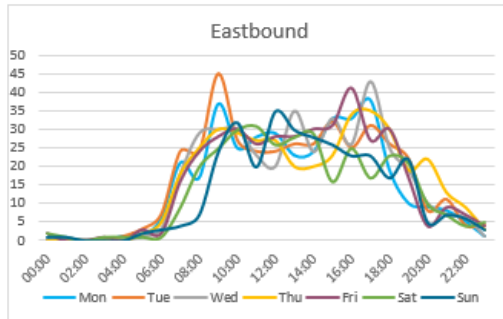
of vehicles are travelling over posted speed limit (PSL) of vehicles are traveling 10% +2 over PSL (24mph) of vehicles are 15mph over PSL (35mph)



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	111	109	761
Westbound	229	222	1549
Combined	340	331	2310



Incidents/Observations
 Data loss occurred during the survey period. See "Data Summary" file for further details.

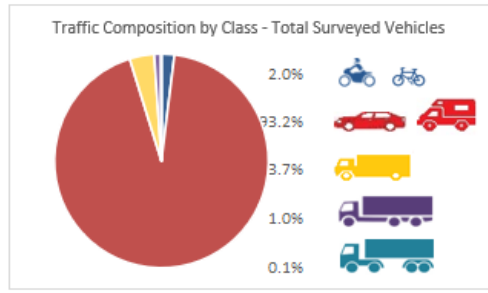


Direction	7-Day Average Speed	7-Day 85th %ile Speed
Eastbound	21.7	26.3
Westbound	22.0	26.8
Combined	21.8	26.6



Direction	Weekday Average Total Traffic	7-Day Average Traffic	Weekly Traffic Total
Eastbound	385	368	2576
Westbound	400	377	2636
Combined	785	745	5212

On a 7-day average		
69.3%	31.8%	0.4%
69.6%	36.2%	0.7%
69.4%	34.0%	0.6%
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

Coillesdene Area Traffic Calming Public Engagement Exercise

<https://consultationhub.edinburgh.gov.uk/sfc/coillesdene-area-traffic-calming>

The activity ran from 20/09/2022 to 01/11/2022

Responses to this survey: 930

1: What is your name?

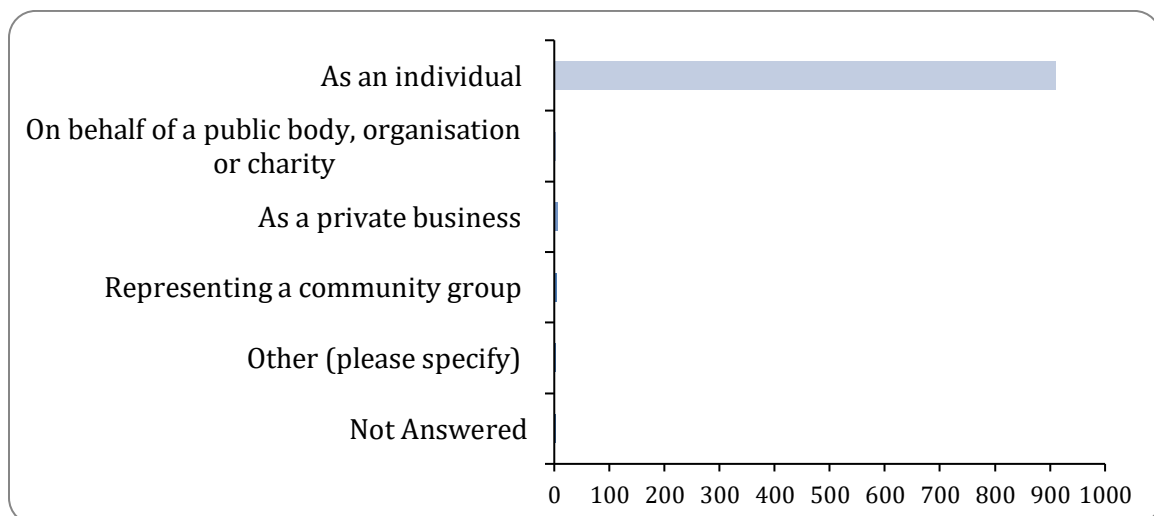
There were 924 responses to this part of the question.

2: What is your email address?

There were 906 responses to this part of the question.

3: Are you responding as an individual or on behalf of an organisation?

There were 927 responses to this part of the question.



Option	Total	Percent
As an individual	911	97.96%
On behalf of a public body, organisation or charity	3	0.32%
As a private business	6	0.65%
Representing a community group	4	0.43%
Other (please specify)	3	0.32%
Not Answered	3	0.32%

4: If you are responding on behalf of an organisation, public body, charity or community group, what is its name?

There were 33 responses to this part of the question.

How did you seek agreement from group members on your feedback for these proposals?

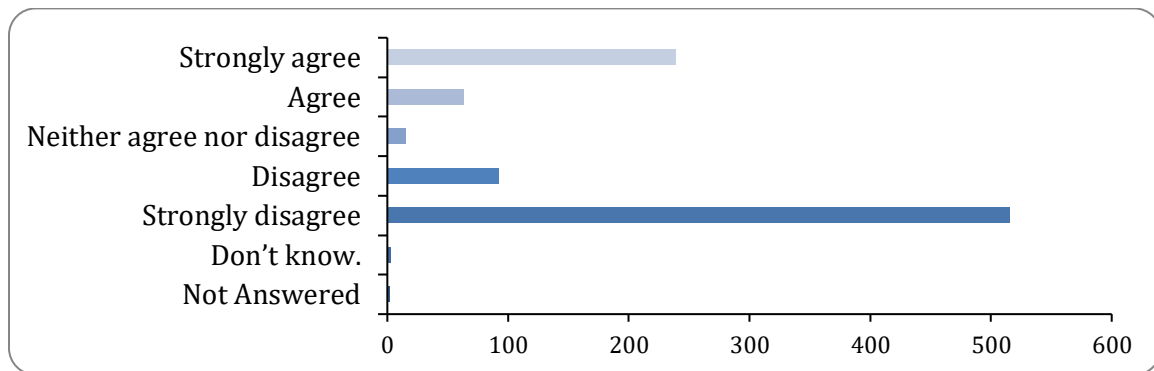
There were 21 responses to this part of the question.

5: What is your postcode?

There were 930 responses to this part of the question.

6: To what extent do you agree or disagree that the changes have been beneficial during the trial?

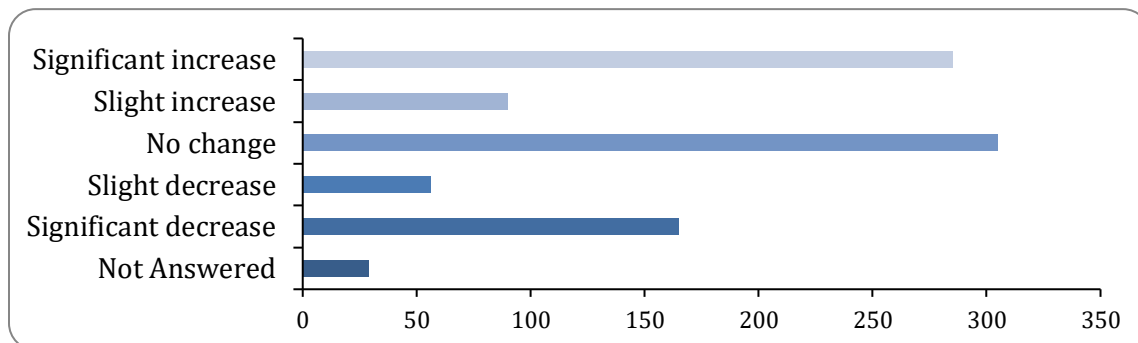
There were 928 responses to this part of the question.



Option	Total	Percent
Strongly agree	239	25.70%
Agree	63	6.77%
Neither agree nor disagree	15	1.61%
Disagree	92	9.89%
Strongly disagree	516	55.48%
Don't know.	3	0.32%
Not Answered	2	0.22%

7: During the trial how has the volume of traffic changed within your street?

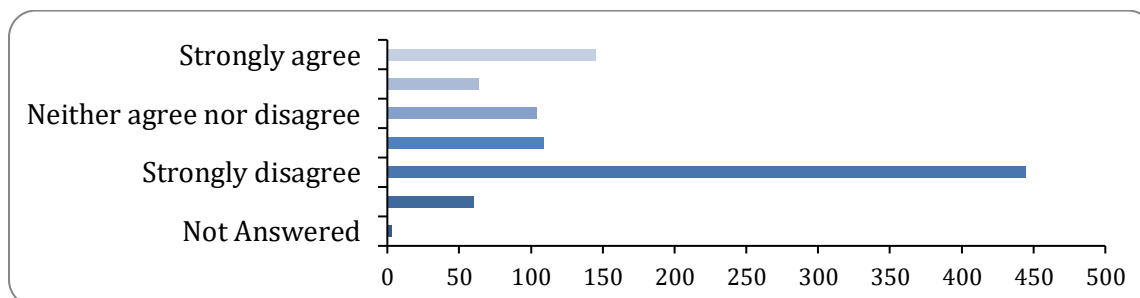
There were 901 responses to this part of the question.



Option	Total	Percent
Significant increase	285	30.65%
Slight increase	90	9.68%
No change	305	32.80%
Slight decrease	56	6.02%
Significant decrease	165	17.74%
Not Answered	29	3.12%

8: Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Coillesdene area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding streets?

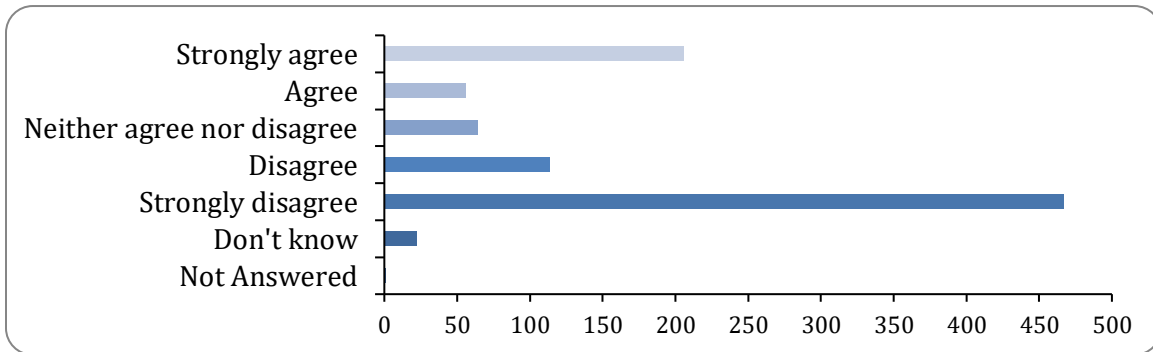
There were 927 responses to this part of the question.



Option	Total	Percent
Strongly agree	145	15.59%
Agree	64	6.88%
Neither agree nor disagree	104	11.18%
Disagree	109	11.72%
Strongly disagree	445	47.85%
Don't know.	60	6.45%
Not Answered	3	0.32%

9: To what extent do you agree or disagree that the changes have had a positive impact on the environment?

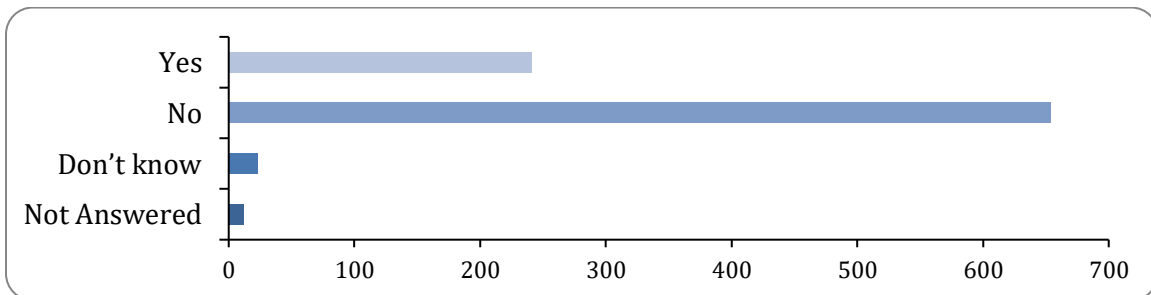
There were 929 responses to this part of the question.



Option	Total	Percent
Strongly agree	206	22.15%
Agree	56	6.02%
Neither agree nor disagree	64	6.88%
Disagree	114	12.26%
Strongly disagree	467	50.22%
Don't know	22	2.37%
Not Answered	1	0.11%

10: During the trial have you walked, wheeled or cycled more?

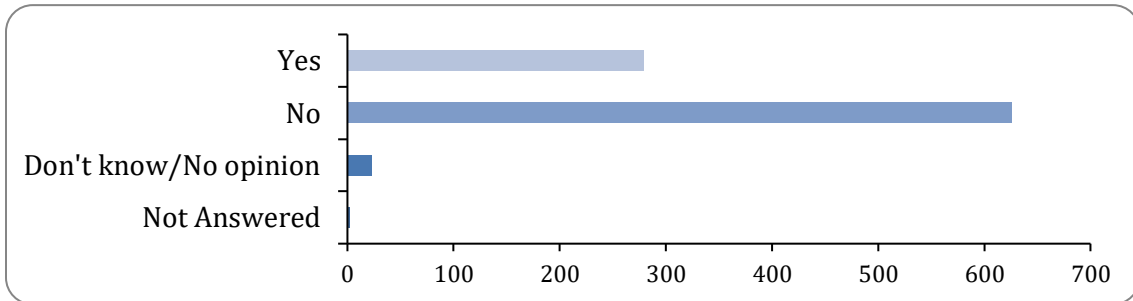
There were 918 responses to this part of the question.



Option	Total	Percent
Yes	241	25.91%
No	654	70.32%
Don't know	23	2.47%
Not Answered	12	1.29%

11: Would you like the trial to be made permanent in its current form?

There were 928 responses to this part of the question.



Option	Total	Percent
Yes	279	30.00%
No	626	67.31%
Don't know/No opinion	23	2.47%
Not Answered	2	0.22%

12: Do you have any suggestions on how future similar schemes should be consulted and implemented?

There were 535 responses to this part of the question.

Are you representing as an individual or on behalf of a corporation? - Respondent ID	To what extent do you agree or disagree that the changes have been beneficial during the TRD? The TRD is what you agree or disagree that the changes have been beneficial during the TRD?	To what extent do you agree or disagree that the changes have been beneficial during the TRD? The TRD is what you agree or disagree that the changes have been beneficial during the TRD?	During the trial how has the volume of traffic changed when you arrived? During the trial how would you rate traffic volume when the road is open?	During the trial how has the volume of traffic changed when you arrived? During the trial how would you rate traffic volume when the road is open?	Considering the wider, foreseeable area just with the immediate area of Brunswick Road and the Collections area, to what extent do you agree or disagree that the changes have had a positive impact on the surrounding area? Please rate your comments on the link below.	Considering the wider, foreseeable area just with the immediate area of Brunswick Road and the Collections area, to what extent do you agree or disagree that the changes have had a positive impact on the surrounding area? Please rate your comments on the link below.	To what extent do you agree or disagree that the changes have had a positive impact on the environment? Please rate your comments on the link below.	To what extent do you agree or disagree that the changes have had a positive impact on the environment? Please rate your comments on the link below.	During the trial how you walked, wheeled or cycled most? During the trial how you walked, wheeled or cycled most?	During the trial how you walked, wheeled or cycled most? Please write any comments on the link below.	Would you like the trial to be made permanent in its current form? Please provide any further comments in the box below, including any modifications you wish to be made.	Do you have any suggestions on how future trials in this area should be considered and implemented? The trial is what you agree or disagree that the changes have been beneficial during the TRD?
1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
12	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
13	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
14	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
15	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
16	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
17	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
18	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
19	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
20	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
21	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
22	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
23	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
24	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
25	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
26	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
27	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
28	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
29	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
30	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
31	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
32	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
33	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
34	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
35	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
36	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
37	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
38	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
39	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
40	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
41	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
42	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
43	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
44	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
45	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
46	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
47	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
48	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
49	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
50	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
51	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
52	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
53	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
54	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
55	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
56	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
57	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
58	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
59	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
60	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
61	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
62	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
63	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
64	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
65	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
66	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
67	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
68	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
69	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
70	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
71	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
72	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
73	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
74	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
75	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
76	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
77	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
78	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
79	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
80	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
81	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
82	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
83	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
84	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
85	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
86	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
87	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
88	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
89	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
90	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
91	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
92	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
93	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
94	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
95	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
96	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
97	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
98	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
99	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
100	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Are you responding as an individual or on behalf of a stakeholder - stakeholder?	To what extent do you agree or disagree that the change has been beneficial during the trial? The trial period do you agree or disagree that the change has been beneficial during the trial?	To what extent do you agree or disagree that the change has been beneficial during the trial? Please provide any comments in the box below.	During the trial how has the volume of traffic changed when you arrived? During the trial how would you rate traffic conditions within your street?	During the trial how has the volume of traffic changed when you arrived? Please provide any comments in the box below.	During the trial how has the volume of traffic changed when you arrived? Please provide any comments in the box below.	During the trial how has the volume of traffic changed when you arrived? Please provide any comments in the box below.	During the trial how has the volume of traffic changed when you arrived? Please provide any comments in the box below.	During the trial how has the volume of traffic changed when you arrived? Please provide any comments in the box below.	During the trial how has the volume of traffic changed when you arrived? Please provide any comments in the box below.	During the trial how has the volume of traffic changed when you arrived? Please provide any comments in the box below.	During the trial how has the volume of traffic changed when you arrived? Please provide any comments in the box below.	During the trial how has the volume of traffic changed when you arrived? Please provide any comments in the box below.	Do you have any suggestions on how we can better communicate the trial to the public?
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
As an individual	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	
Other stakeholder	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	I agree	

Are you responding as an individual or on behalf of an organization? - Respondent is	To what extent do you agree or disagree that the changes have been beneficial during the trial? To what extent do you agree or disagree that the changes have been beneficial during the trial? Please provide any comments in the box below.	To what extent do you agree or disagree that the changes have been beneficial during the trial? To what extent do you agree or disagree that the changes have been beneficial during the trial? Please provide any comments in the box below.	During the trial how has the volume of traffic changed within your street? During the trial how would you rate traffic conditions within your street?	During the trial how has the volume of traffic changed within your street? During the trial how would you rate traffic conditions within your street?	Considering the wider Portobello area just with the immediate area of Rosebery Road and the Colinton area, to what extent do you agree or disagree that the trial has had a positive impact on the surrounding area? - what extent do you agree or disagree that	Considering the wider Portobello area just with the immediate area of Rosebery Road and the Colinton area, to what extent do you agree or disagree that the trial has had a positive impact on the surrounding area? Please write any comments in the box below.	To what extent do you agree or disagree that the changes have had a positive impact on the environment? -changes have had an impact on the environment?	To what extent do you agree or disagree that the changes have had a positive impact on the environment? Please write any comments in the box below.	During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled more? Please write any comments in the box below.	Would you like the trial to be made permanent in its current form? - make assessment	Would you like the trial to be made permanent in its current form? Please provide any further comments in the box below, including any modifications you feel should be made.	
As an individual	Other comments included from email contact	<p>Other comments included from email contact</p>												