Transport and Environment Committee

10.00am, Thursday, 8 December 2022

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

Executive/routineExecutiveWards17 – Portobello/CraigmillarCouncil Commitments17

1. Recommendations

- 1.1 It is recommended that Committee:
 - 1.1.1 Notes the decision of Committee on <u>2 December 2021</u> 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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Report

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 <u>28 January 2021</u> Transport and Environment Committee meeting and approval was granted to implement the trial using an ETRO (Appendix 1) on <u>2 December 2021</u>. 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% twowheel 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 <u>Local</u> <u>Development Plan</u> and <u>City Mobility Plan 2021-2030</u>.

8. Background reading/external references

8.1 Portobello Community Council <u>Consultation</u> 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)

Appendix 1 - Experimental Traffic Regulation Order

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.

Jun leeleere Javin N Brown

(witness)

Signed on behalf of Executive Director of Place

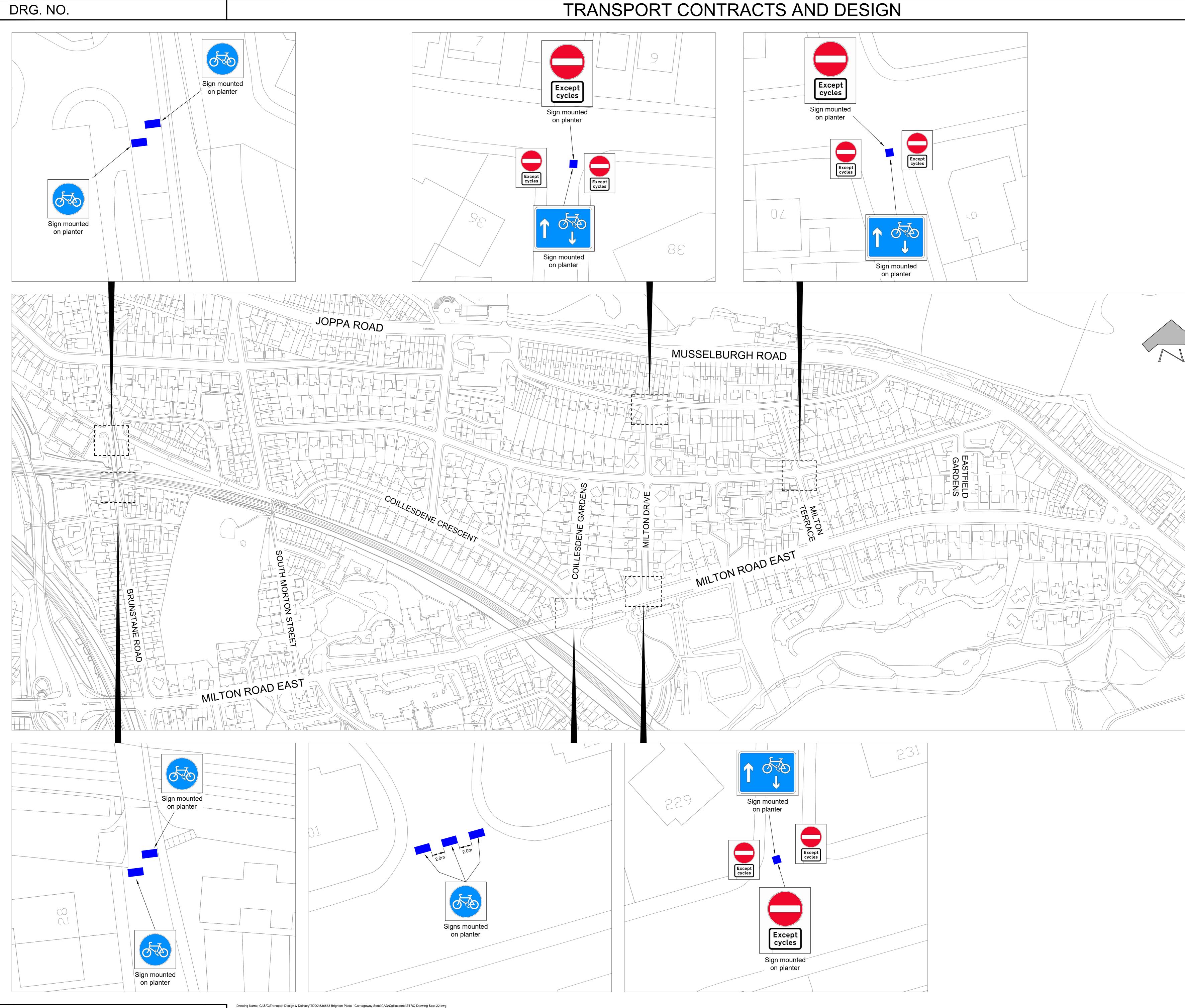
SCHEDULE 1

ONE-WAY ROADS

(1) Road in Edinburgh	(2) Length of road	(3) Direction of one-way traffic
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

(1) Road in Edinburgh	(2) Length of road
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.



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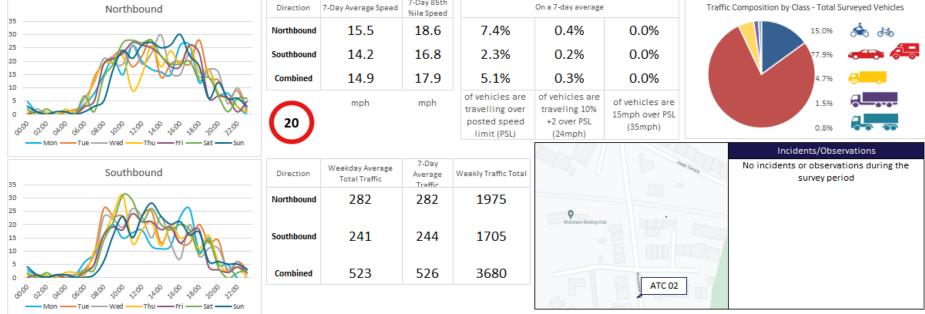
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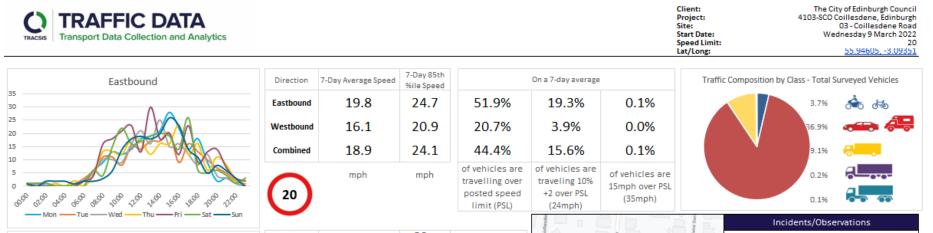
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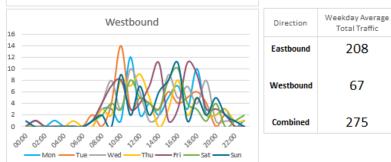
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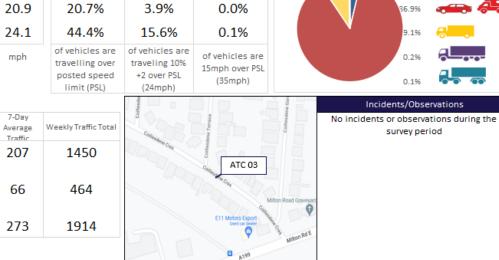
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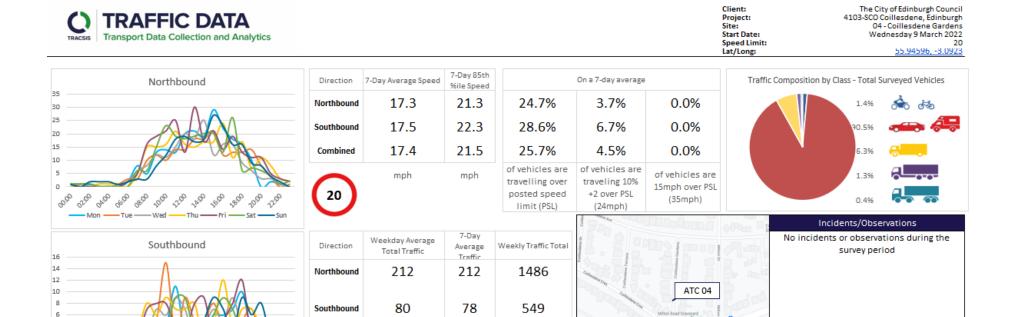












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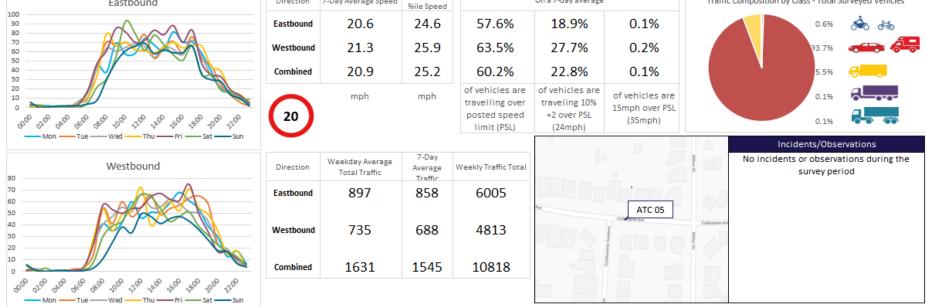
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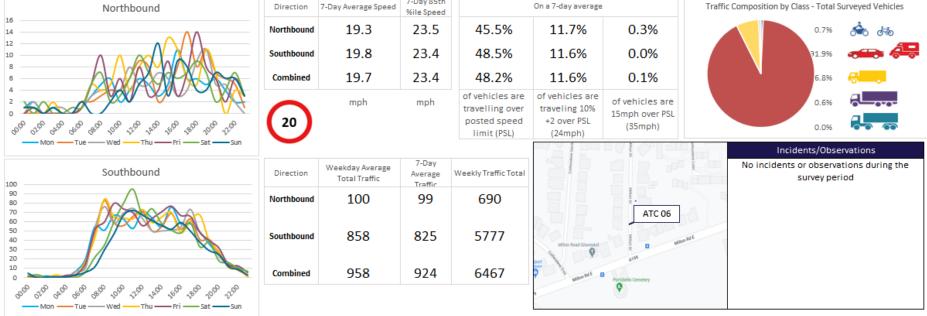
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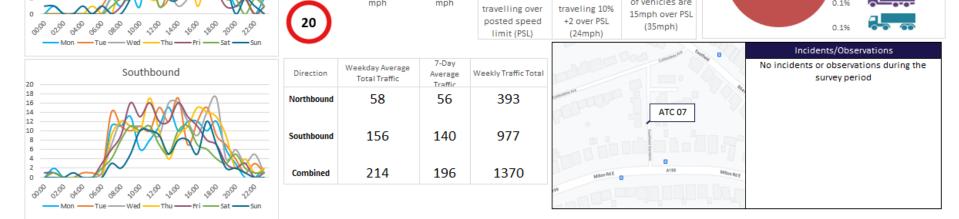




() TRAFFIC DATA		Client: Project:	The City of Edinburgh Council 4103-SCO Coillesdene, Edinburgh
		Site: Start Date:	06 - Milton Drive Wednesday 9 March 2022
TRACSIS Transport Data Collection and Analytics		Speed Limit: Lat/Long:	20 55.94605, -3.09084
		cuty congr	<u></u>
	7-Day 85th		



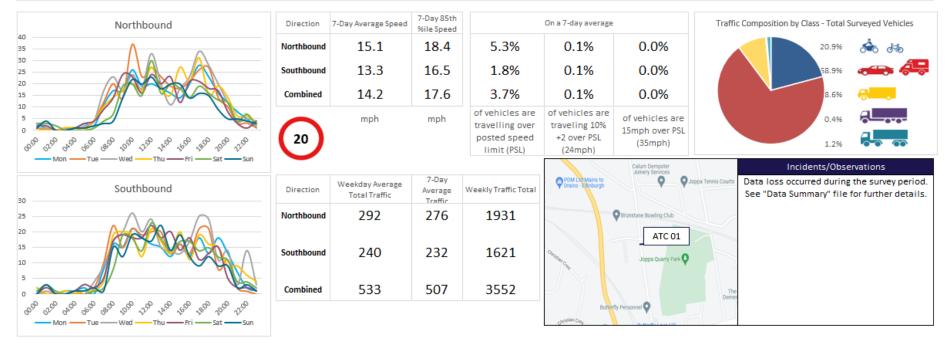
CO TRACSIS	TRAFFIC DATA Transport Data Collection and Analytics							Client: Project: Site: Start Date: Speed Limit: Lat/Long:	The City of Edinburgh Council 4103-SCO Coillesdene, Edinburgh 07 - Eastfield Gardens Wednesday 9 March 2022 20 <u>55.94/2, -3.08421</u>
	Northbound	Direction	7-Day Average Speed	7-Day 85th %ile Speed		On a 7-day average	•	Traffic Composition by Cl	ass - Total Surveyed Vehicles
12	Δ	Northbound	17.7	22.0	32.6%	4.6%	0.0%		0.7% 📩 🚲
8	A A AAAA	Southbound	17.8	21.7	30.1%	4.9%	0.0%		39.3% 🚗 🚑
4	how the de	Combined	17.8	21.7	30.8%	4.8%	0.0%		9.7% 😞
2 0 入			mph	mph	of vehicles are travelling over	of vehicles are traveling 10%	of vehicles are 15mph over PSL		0.1%



June 2022

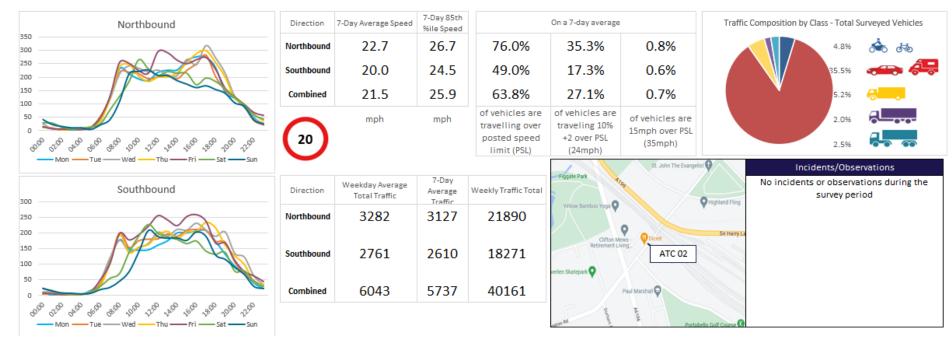
0	TRAFFIC DATA
TRACSIS	Transport Data Collection and Analytics

Client:	City of Edinburgh Council
Project:	4136 - SCO Coillesdene, Edinburgh (June 2022) (CEC)
Site:	01 - Brunstane Road
Start Date:	Thursday 9 June 2022
Speed Limit:	20
Lat/Long:	<u>55.94639, -3.10189</u>



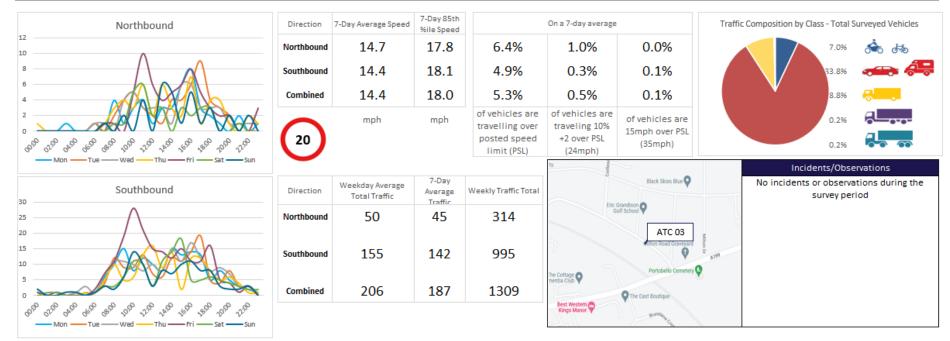


Client:	City of Edinburgh Council
Project:	4136 - SCO Coillesdene, Edinburgh (June 2022) (CEC)
Site:	02 - Southfield Place
Start Date:	Thursday 9 June 2022
Speed Limit:	20
Lat/Long:	<u>55.94993, -3.11907</u>



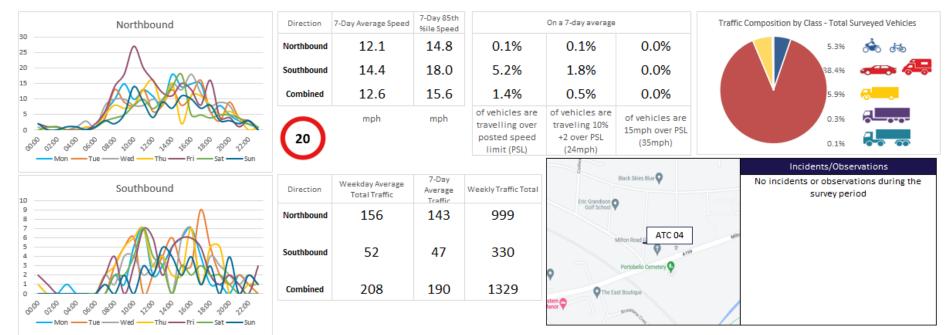


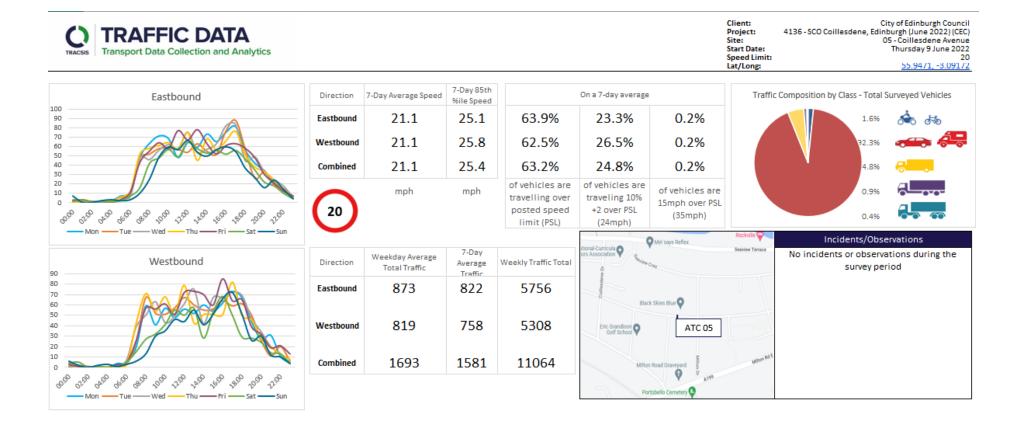
Client:	City of Edinburgh Council
Project:	4136 - SCO Coillesdene, Edinburgh (June 2022) (CEC)
Site:	03 - Coillesdene Crescent
Start Date:	Thursday 9 June 2022
Speed Limit:	20
Lat/Long:	<u>55.94605, -3.09351</u>





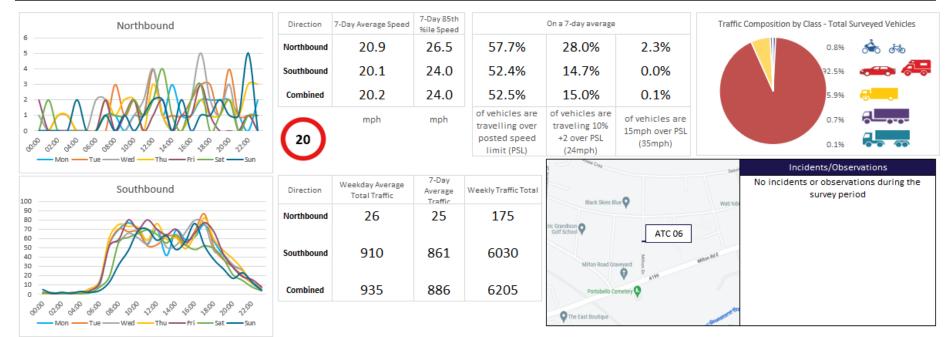
Client:	City of Edinburgh Council
Project:	4136 - SCO Coillesdene, Edinburgh (June 2022) (CEC)
Site:	04 - Coillesdene Gardens
Start Date:	Thursday 9 June 2022
Speed Limit:	20
Lat/Long:	<u>55.94597, -3.09229</u>



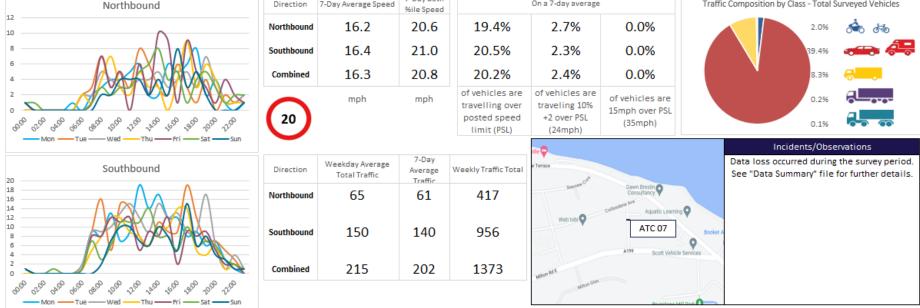




Client:	City of Edinburgh Council
Project:	4136 - SCO Coillesdene, Edinburgh (June 2022) (CEC)
Site:	06 - Milton Drive
Start Date:	Thursday 9 June 2022
Speed Limit:	20
Lat/Long:	<u>55.94649, -3.09083</u>

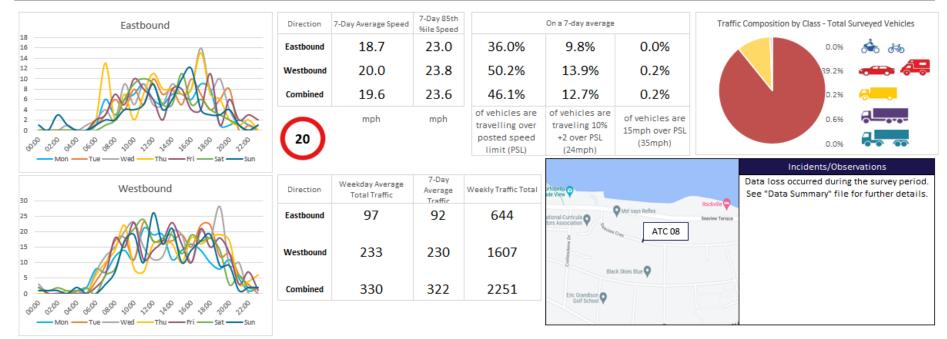






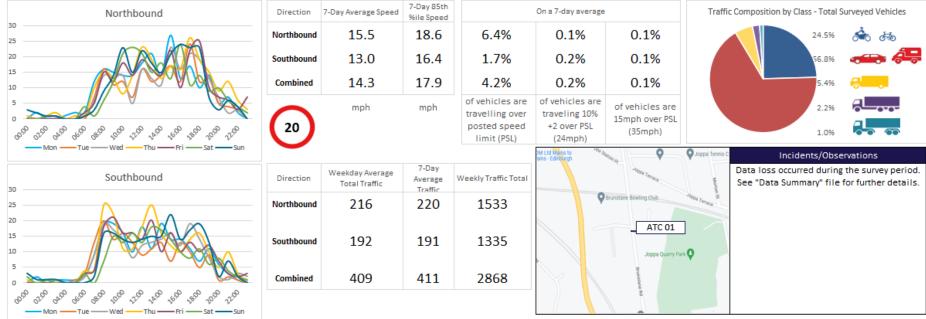


Client:	City of Edinburgh Council		
Project:	4136 - SCO Coillesdene, Edinburgh (June 2022) (CEC)		
Site:	08 - Seaview Crescent		
Start Date:	Thursday 9 June 2022		
Speed Limit:	20		
Lat/Long:	<u>55.94804, -3.09175</u>		

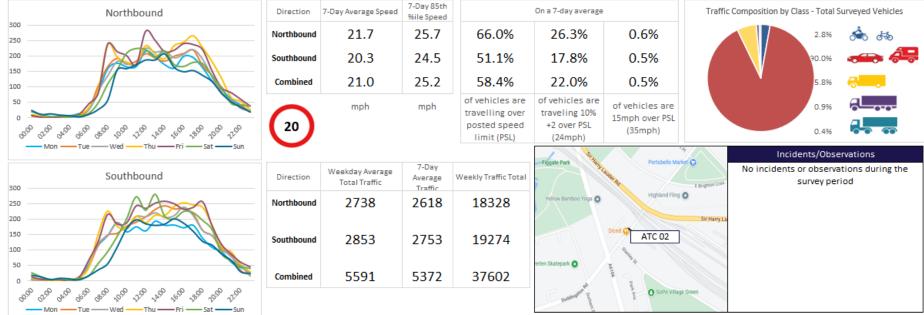


October 2022

TRAFFIC DATA Transport Data Collection and Analytics	Client: Project Site: Start D Speed I Lat/Lor	01 - Brunstane Road te: Sunday 2 October 2022 imit: 20

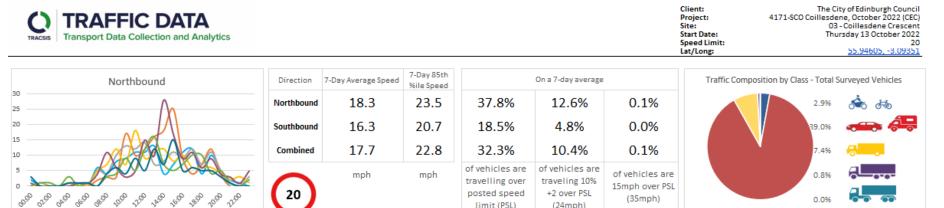


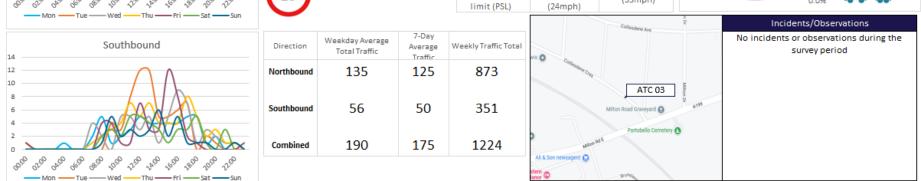




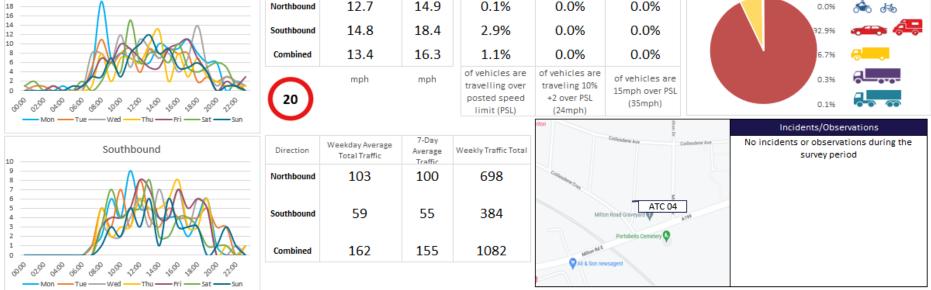
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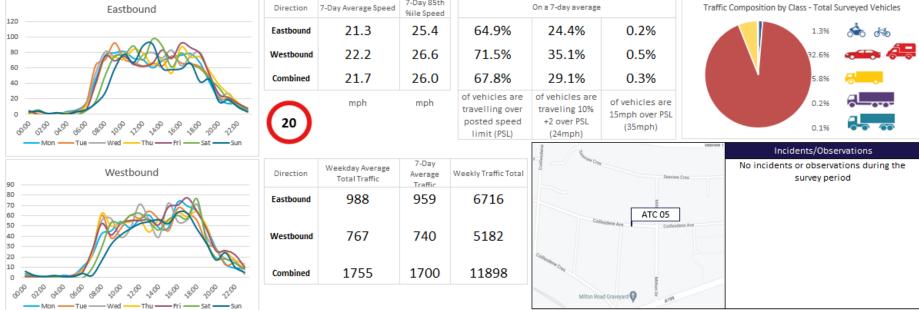




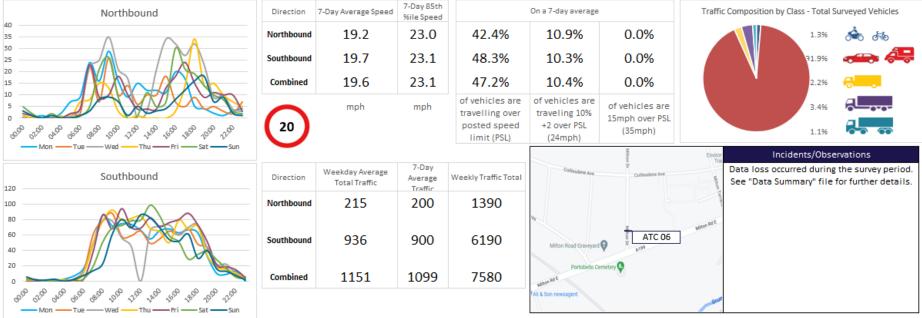


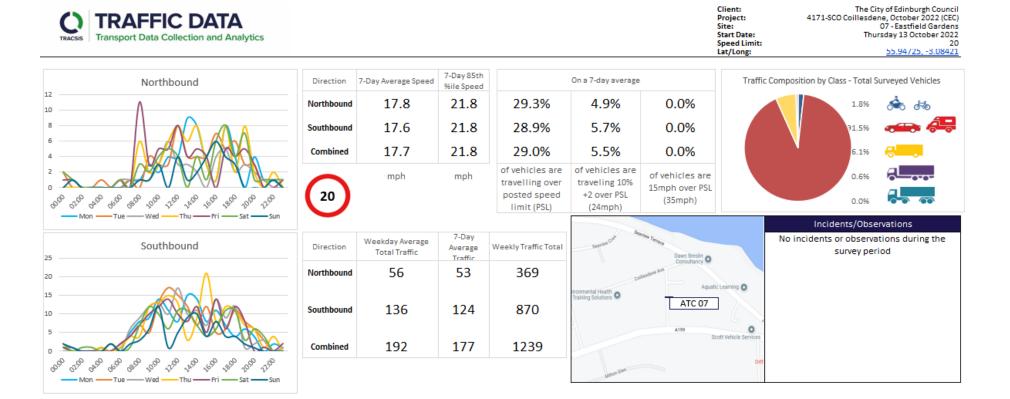






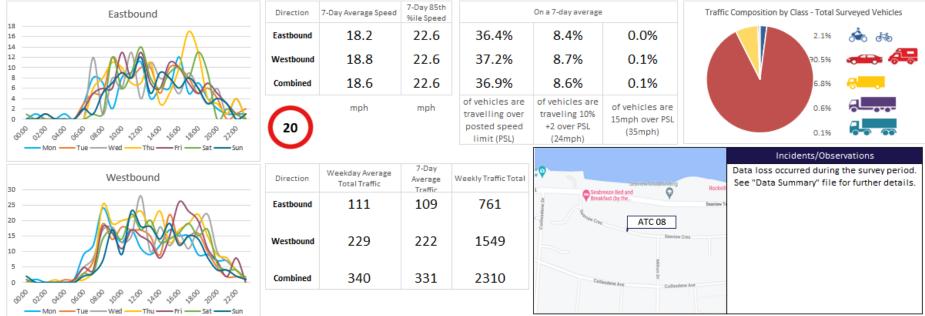








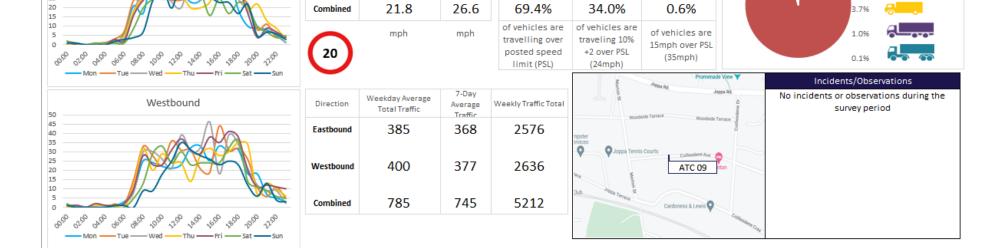
nt: The City of Edinburgh Council ect: 4171-SCO Coillesdene, October 2022 (CEC) 08 - Seaview Crescent Date: Sunday 2 October 2022 d Limit: 20 Long: <u>55.94804, -3.091 / 5</u>



_	TRAFFIC DATA Transport Data Collection and Analytics							Client: The City of Edinburgh Council Project: 4171-SCO Coillesdene, October 2022 (CEC) Site: 09 - Coillesdene Avenue Start Date: Sunday 2 October 2022 Speed Limit: 20 Lat/Long: 55.94/638, -3.09/633
	Eastbound	Direction	7-Day Average Speed	7-Day 85th %ile Speed		On a 7-day average		Traffic Composition by Class - Total Surveyed Vehicles
		Eastbound	21.7	26.3	69.3%	31.8%	0.4%	2.0% 📩 🚜
	35 30 25	Westbound	22.0	26.8	69.6%	36.2%	0.7%	73.2% 🛲 🚑

3.7%

20



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?

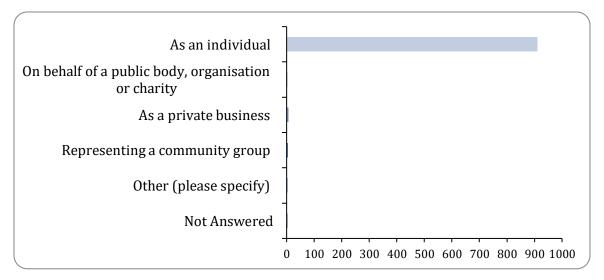
There were 924 responses to this part of the question.

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.

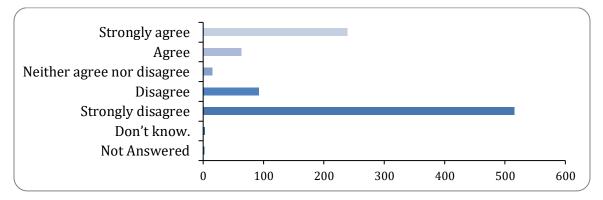
5: What is your postcode?

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?

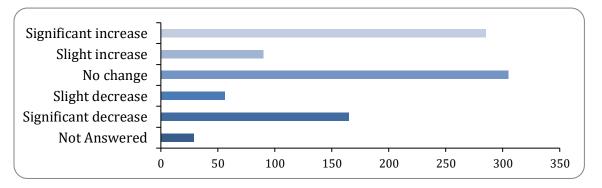
There were 928 responses to this part of the question.



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%

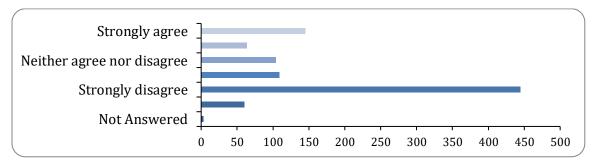
7: During the trial how has the volume of traffic changed within your street?

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%

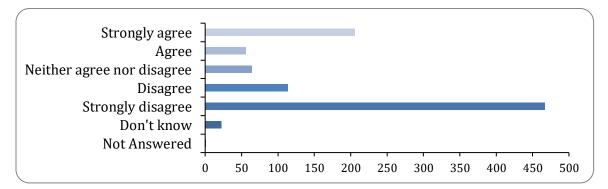
8: Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Coillesdene area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding streets? There were 927 responses to this part of the question.



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?

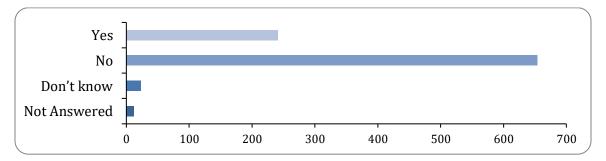
There were 929 responses to this part of the question.



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?

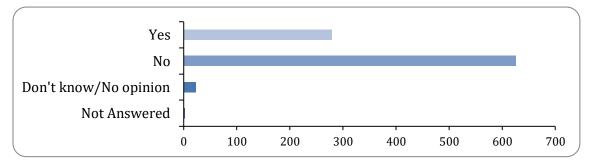
There were 918 responses to this part of the question.



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.

NAME	Industry and An weather Tell Ans weather Tell Ans weather Tell Ans and Ans Tell Ans and Ans Ansatz And Ansatz Ans	Have here a classify still can have here are here projections and the second state of	and Development of an operation of a second and a second	Notice of the second se	In charactery, and a real transmission that the second shared affect of the second share the second shared affect of the second shares the second shares of the second shares of the second second shares of the second shares of the second second shares of the second second sec
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And And Mathematical and	Eardfourt decrase Arree Edit decrase Stoody arree Eardfourt decrase Arree	her agree nor disagree propie having to turn at the bridge and go back. Strongly agree	It stands to reason for our street. For the first time in		problems to others, an extra 5 minutes on a journey is
Note	Eardfourt decrase Arree Edit decrase Stoody arree Eardfourt decrase Arree	her agree nor disagree propie having to turn at the bridge and go back. Strongly agree			hotning in a car, (or even wanking).
Note Note <t< td=""><td>Abright Annue Ante Abright Annue Martin Abright Annue Martin</td><td>N</td><td>years, we don't have people roring down the street giving out exhaust and noise! Yes</td><td>walk everywhere as no car and i feel safe now on the treet. Tes</td><td>It seems very unfair that one street should shoulder ALL No.1 think the council and other bodies are professional the vast traffic. And have that knowledge.</td></t<>	Abright Annue Ante Abright Annue Martin	N	years, we don't have people roring down the street giving out exhaust and noise! Yes	walk everywhere as no car and i feel safe now on the treet. Tes	It seems very unfair that one street should shoulder ALL No.1 think the council and other bodies are professional the vast traffic. And have that knowledge.
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Normal Normal <td></td> <td></td> <td></td> <td></td> <td></td>					
Normal Normal <td></td> <td></td> <td></td> <td></td> <td>Brunctane road and the surrounding area is safer and deaner for those using the road and living on the road.</td>					Brunctane road and the surrounding area is safer and deaner for those using the road and living on the road.
Normal Normal <td></td> <td></td> <td></td> <td></td> <td>The negative impact on surrounding streets (such as Milron coafi asses to be minimal and they have absorbed</td>					The negative impact on surrounding streets (such as Milron coafi asses to be minimal and they have absorbed
Normal Normal <td></td> <td></td> <td></td> <td></td> <td>the additional traffic without incident. Everyone five molecular to make IC's an improvement to the case well and</td>					the additional traffic without incident. Everyone five molecular to make IC's an improvement to the case well and
Normal Normal <td></td> <td></td> <td></td> <td></td> <td>cycle freely without risk of being hit by a speeding card</td>					cycle freely without risk of being hit by a speeding card
Normal Normal <td></td> <td></td> <td></td> <td></td> <td>coming over the blind summit or being caught in the crossfire of feuding vehicles stuck on the road.</td>					coming over the blind summit or being caught in the crossfire of feuding vehicles stuck on the road.
Note					As a driver, I have not found the additional drive round
Note				1	Milton road or Sir HL to be an issue if I need to drive, but more to it has encouraed me to walk rather than drive.
And And <td></td> <td></td> <td></td> <td>1</td> <td>Describulis in shout community and maintaining a safe</td>				1	Describulis in shout community and maintaining a safe
And And <td></td> <td></td> <td></td> <td>l I</td> <td>and welcoming place for families to live and bring up</td>				l I	and welcoming place for families to live and bring up
And And <td></td> <td></td> <td></td> <td></td> <td>children. Anunctane road is now a safe place for local families to journey through on foot or by bike, making</td>					children. Anunctane road is now a safe place for local families to journey through on foot or by bike, making
And And <td></td> <td></td> <td></td> <td>1</td> <td>access to the beach or ikunstane burn path on the other side, simpler and safer to get to.</td>				1	access to the beach or ikunstane burn path on the other side, simpler and safer to get to.
And State State <t< td=""><td></td><td></td><td>The reduction in Idling cars is massive, and there doesn't seem to be backed up traffic on Milton road meaning the</td><td>can go weeks without using our car. Brunstane road is now a safe route for my 2 year old to walk/cycle to</td><td>I wholebeartedy support the restrictions being made</td></t<>			The reduction in Idling cars is massive, and there doesn't seem to be backed up traffic on Milton road meaning the	can go weeks without using our car. Brunstane road is now a safe route for my 2 year old to walk/cycle to	I wholebeartedy support the restrictions being made
And State State <t< td=""><td></td><td></td><td>diversion is working well without causing a traffic jam</td><td>sursery with me and the dog and baby in the pram. It was</td><td>permanent. I support pedestrians and cyclists and</td></t<>			diversion is working well without causing a traffic jam	sursery with me and the dog and baby in the pram. It was	permanent. I support pedestrians and cyclists and
And Sector	Sesticant decrease Arme	e Stronalv aanse	people walking which is an improvement. Yes	fax. Yas	docure is better for these people and thinks. If feel like this was conducted in a fair and effective way.
Add Add	There has been an increase in traffic, with a noticeable				Further restrictions should be implemented in Morton
And And <td>isonneant increase disreased for the speed limit. Neither arree nor disarree The volume of traffic has increased as well as total</td> <td>her annee hor disannee Strongly disanne</td> <td>Ladels traffic foota. Bec</td> <td>No</td> <td>Screet/Lonescence ave area</td>	isonneant increase disreased for the speed limit. Neither arree nor disarree The volume of traffic has increased as well as total	her annee hor disannee Strongly disanne	Ladels traffic foota. Bec	No	Screet/Lonescence ave area
Made Madd Made Made Made	disregard to the 20 mph in place.				The council should LISTEN to what the local residents are
Made Madd Made Made Made	No monitoring has accurred on the section of Collectere Ave between Monton St and Collectere Drive, anniously			With the increase in traffic into Collectere Avenue and Surregard of current speed limits, I now have to be	The output round is the two the two the two
Made Madd Made Made Made	monitored at a section where traffic has to slow down in Gentlinent inmease	T Inne Group disame	Increase in traffic flow	atremely cautious when out on my bile and when which and crossing Colligations are	Morton StyColleadere Avenue area to further reduce the initial consultation, residents are the ones that know traffic and make these streets safer!
Image: Section of the section of t	ke share		No.		Though I do think more could be done to prevent Milton
And Band And And </td <td>/ All and a second seco</td> <td>ALL ALL ALL ALL ALL ALL ALL ALL ALL ALL</td> <td></td> <td></td> <td>A MAR ANNA ANY.</td>	/ All and a second seco	ALL			A MAR ANNA ANY.
Image: state in the state i					
And Band And And </td <td></td> <td>Anything that reduces traffic in a residential area is a plus.</td> <td></td> <td></td> <td>To even consider taking it back to its original would be a</td>		Anything that reduces traffic in a residential area is a plus.			To even consider taking it back to its original would be a
Data		Any "Cencent" should not be a shortout and used only			dramatic step backwards I Please make it
And Normal and state of the	Canifirmst dervases (followdane framest some from so unrefe to a refermati	natu annan för tha naridante also ranida thana förmale annan The high Street now has back to back traffic, qualing for	taux cars laux enfloring	Will it was the motion or i nearlest to rule more	Bernand
And Normal and state of the		greater vehicle emissions. And as I cyclist belive that the trial has made the high Great usuals to cyclic on its both			
Instant		directions. The dimension of the terms of the later of the set			
Instant	8	creates an extremely long detor for traffic resulting in cars	Cars are having to travel as much as twice the distance!		t's simply a poor solution to the problem.
Instant	Progle are now diverted ti use the road I live on to avoid	driving much term take along to Multisetunge road take. to Portobello. And travelling in the other direction there	environmental impact. In addition it makes opcing very	aut when I have had to drive I need to allow alot of extra	road and heavy traffic. But a decent compromise would 18 months is far to long for a trial period. 6 months is
Image: spectrum	Saint screace the cosed roads. Stistery dictance	nev dicaree de Lindo far Inde dat on the Flat. Dicaree	anonasari unch wil bitar becce fibri cocinal No	ana to art to the events. No	be for one way traffic to be allowed. more than sufficient! It would be better if brunstane road was one way from the would be good if this was a public consultation before
And And washington and was	Sanificant increase Strongly disarree	ody disates Don't know	No	No	E would be better it trunktate road wat one way from south to north in work any decision was made
And And washington and was					
And Andrageneration	3				
And And washington and was	r				
And And washington and was					
And Andwards of the second secon					
And Andwards of the second secon	a de la constante de				
And And washington and was	x				
And Andwards of the second secon	229				
And Andwards of the second secon	-				
And Andwards of the state of t				l I	
And And washington and was				l I	
And And washington and was	a tar			1	
Andmain Name	My street is a cui de sac down by the sea so there has		The plant boxes are uply so a negative impact on the	l I	
Andmain Name	been no change in staffic in my area. However, trying to get from Joppa Road to Nillton Road has become much		environment band drivers now have to use more petroleum to work around them (another negative	l I	Mease see above comments. Return the streets to those who pay for them.
Ander Anderse	Not Answerd more difficult. Stronally disarree	nahv disaaree salmina scheme. Stronahv disaaree	incacti. Yes I	have driven more to find wave round the blocked roads. No	Make Brunstane Road a one way road. No
La balance Description Description <thdescription< th=""> <thdescription< th=""> <thdescript< td=""><td></td><td></td><td></td><td>1</td><td></td></thdescript<></thdescription<></thdescription<>				1	
Application Appl	En Slaht increase Specializations	nalv dicamee Stronalv dicame	No	No	
James Constraint Constrais Constrais <td></td> <td>Due to ambulance fire Ataxi services which the elderly rely on ad they are no aware of the chanes and find it</td> <td></td> <td></td> <td></td>		Due to ambulance fire Ataxi services which the elderly rely on ad they are no aware of the chanes and find it			
Interfact Optimization Optimization <td>a Bound above more than the second second</td> <td>difficult to gain access there was an emergency for sub-latence of the normalized the sub-latence of the su</td> <td></td> <td>l I</td> <td>Need to look at the impact it will have on the surroundin area as Collectudere is mostly elderly people also young</td>	a Bound above more than the second	difficult to gain access there was an emergency for sub-latence of the normalized the sub-latence of the su		l I	Need to look at the impact it will have on the surroundin area as Collectudere is mostly elderly people also young
Participant Production and transformation Production and trans	Significant increase Million road East and cuts along Collected Result Stranely dicaree	nelv dicaree access which out seconds life at risk Stronely dicaree	Tes	Instantia walked more No	area as consectore is mostly inderly people and young people with disabilities in three of them are amoutee
Participant Production and transformation Production and trans				1	I think the closure simply causes problems for the wider
	People who would have used lirunstane Road now have			l I	
	in to go through either end of Portobelio and this, I believe, has resulted in a notable increase in traffic using the road	I believe the closures have led to rat runs being overted with people looking to ravigate short cuts around the		1	I think making the read one way going up hill would alleviate problems for the residents and those in the wider community experiments of public requirements of the second seco
		nelv disaree ava Stronelv disaree	Longer read loarneys lead to envater collution No	No	uider communite outcomes of public consultations
Like in functions Read has been us an each better inform the	24			l I	
Intel down of the approximation for the system to the system of the syst	t and			1	
It is not the Advancement of the	es l			l I	
The Print Pr				1	
A province of the second	ee Genificant decrease Stransfer	nativ arree Strongly agree	bes.	Tas	Vas alease for everyone's sale.
n production non segmentation and a construction and construction and construction and a construction and a	The traffic has decreased in my own street, but has sped Slight decrease up in neighbouring streets. Strangly disarree	ff driving into the town, I go via Portobelio High St. netv disarree Therefore increasing traffic Strongly disarree	The problems are well documented Not Answered	minut aution to me No	Absolutely ridiculous to even susteest One way and traffic calmine measures in Brunstane roas
Et auch may player tracy of a series frame mass.				l I	Absolutely ridination to even suzzest More reagagement to show the benefit of adult starters would be benefit relia, some when running consultations like the actual optify downhill in starting and the exclusion optify downhill in starting and the environmental baset.
h men a digitardan aki kutik ne diawan famalia.	n. elo			l I	running consultations like this about the actual uplify/downshift in traffic and the environmental issues
	No charge Neither arree nor disarree	i have not seen any data about traffic pick up in the other arrae, Caru still speed along the high street Don't know	Any observations would be anecdotal as I do not have any feares to compare. Wes	Tes	I can see the benefit of making this a one way street but would be good to make informed decisions rather than personally order to keep it doesd. Just observational.
A solution to construct the solution and	Stanificant decrease Stronely arree	Stronely arree	Tes.	Tas.	+
A ua individari Grounde arme General Construction arme General Construction arme				1	
Andres Default Influence Influence Month Andres Andre Andres Andres Andres Andres Andres Andres Andres Andres Andres A	That is itself is not a problem as it is a main road, however there needs to be traffic relation or search			l I	Constitution and the sector of
Andres Defender Index for any local defender Model Andres Angres Angres </td <td>That in itself is not a problem sait is a main road, however them each to be traffic chaning or speed control here as a large proportion of vehicles do not objects the first behavior of the first set of the set of the set of the objects the first behavior of the set of the set of the set of the set of the objects the first behavior of the set of the set of the set of the set of the objects the first behavior of the set of the set of the set of the set of the set of the set of the set of the set of the</td> <td></td> <td></td> <td>1</td> <td>I would like the schemes to be devised based on data rather than papular opinion of residents who shout budget.</td>	That in itself is not a problem sait is a main road, however them each to be traffic chaning or speed control here as a large proportion of vehicles do not objects the first behavior of the first set of the set of the set of the objects the first behavior of the set of the set of the set of the set of the objects the first behavior of the set of the set of the set of the set of the objects the first behavior of the set of the set of the set of the set of the set of the set of the set of the set of the			1	I would like the schemes to be devised based on data rather than papular opinion of residents who shout budget.
Andres Defender Index for any local defender Model Andres Angres Angres </td <td>That is that if an of a problem as it is a main road, increases the new as a long argumption of which is a both element of the second second second second second second element the 20 applications. My bound like many is directly and the second second second second second second second second second second second second second second second second second second second sec</td> <td></td> <td></td> <td></td> <td></td>	That is that if an of a problem as it is a main road, increases the new as a long argumption of which is a both element of the second second second second second second element the 20 applications. My bound like many is directly and the second second second second second second second second second second second second second second second second second second second sec				
A la dodar dona yana la la dolar dona ya dodar do la do la dodar d	more of a concern.				
In mining (marging) and the second of the se	more of a concern. Fixed dilates to use a survey done to use what proportion af which it to use a survey done to use what proportion	Little impact, acide from increased traffic on Million Read	Very positive at the locations of traffic calming. Negative impact to other maid, due to increased traffic traveling at		
In mining (marging) and the second of the se	more of a concern. Fixed dilates to use a survey done to use what proportion af which it to use a survey done to use what proportion	atte ingart, suite tran increased traffic an Mittain Real ant anna Atal	Very pacitive at the locations of soffic calming. Negative impact to other made, due to increased soffic towelling at software used.	Voted an Brunsteine Road many times . Yau	lauker. Those roads with more staffs, denser population and channess to the sources of pollution etc. should be given tilles the trial measures. weighting.
In mining (marging) and the second of the se	more of a concern. Fixed dilates to use a survey done to use what proportion af which it to use a survey done to use what proportion	u titis ayant, akin fan herson turffe en Miton kan ef Fann bet	very publice at the location of suffic calining Augusta expects to other analysis and as a screased total it modifies an inder sound.	Solid us Revenues Read many times	
La biolut Internet to the Control of the Internet to the Contro	more of a concern. Fixed dilates to use a survey done to use what proportion af which it to use a survey done to use what proportion	and traper, such that harmonic with an Million Band	ting polities at the locations of table controls the policies equation of the rank due to increased indiffic traveling at buffer increase.	tels a locates list nan ten te	

	To what extent do you agree or disagree that the				Considering the wider Portsbello area (out with the immediate area of Brunctane Read and the Collectione area), to what eatent do you agree or disagree that the trial has had a pockive impact on the sumoanding streets?-o what eatent do you arere or disagree that	Considering the wider Partobelio area (out with the immediate area of Branctane Read and the Collingtone area), to what extent do you agree or disagree that the triah has that a peoplew impact on the surrounding streets? - Hease write are 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?	Would you like the trial to be made permanent in its	
Are you responding as an individual or on behalf of an organization? - Responding as	To what extent do you agree or disagree that the changes have been beneficial during the trial? - To who extent do you agree or disagree that the changes have been beeneficial during the trial?	t To what extent do you agree or disagree that the changes have been beneficial during the tria? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you assee traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	area), to what eatent do you agree or disagree that the trial has had a positive impact on the surrounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or disagree that the changes have had a positive inpact on the environment? - changes have had a positive inpact on the environment? - changes have mad an instant on the environment? - Plases were write any comments in the box below.	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? - Please provide any further comments in the local-blow including any modifications you fiel current form? - made exemanent	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
arrankatory - Responding as	been beneficial during the train	write any comments in the box below.	asses traffic numbers within your direct?	box below.	ctuests - o what extern do you arree or distance that	streets? - Please write are comments in the box below.	-charact have had as induct on the environment? - Place write any comments in the box below.	- Plase write any comments in the bas below.		Carseton:
		I would normally drive to shop at Adda, the invest. I now have to add approximately a milest to my journey because investme Reads in a closed at the bridge. I would also enviroge a similar damption to emergency which to attend any investigate ana. This is the posterial to land to lost lives in a medical energiescy and unnecessary data y to the service and all that enables.							Please return things to the status quo. All you have done is turn Brunstane Raad into a car park to the detriment of the local populars.	
		Brunstane Road is closed at the bridge. I would also envisage a similar disruption to emergency vehicles to		There has been a steady and significant increase to the		Brunztane Road was the direct and legitimate link between the town of Funtabello and Million Road. Drivers were using Brunztane Road for no other purpose in using that nodes other than for access concecting the aforementioned. This had a NSGATIVE impact on			The modification (feel should be made would be to	
		attend my immediate area. This has the potential to lead to lost lives in a medical emergency and unnecessary		There has been a steady and significant increase to the traffic in Joppa Grove. Previously the traffic movement was to gain access to Joppa Grove and nearby adjacent streets. Now it's used as an alternative to the natural		Drivers were using Brunstane Road for no other purpose in using that route other than for access connecting the	The combustion of additional unnecessary fael has had a negative impact on the environment and is not in keeping		The modification i field should be made would be to writing parting to one side of the instead on Busistane Reads. Acade is, such areas waggettig able for the purpose of accomparing the withindered paragraph of traffic and as	If future similar schemes are of the hackneyed type which
As an individual	Strongly disarree	delay to the fire service and all that entails. The changes have been detrimental and NOT beneficial.	Senificant increase	streets. Now it's used as an alternative to the natural route of investme Road.	Strongly agree	aforementioned. This has had a NEGATIVE impact on surrounding streets	hegative impact on the environment and is not in keeping Stronely disagree with the current trend to promote green issues.	I am elderly and have decreased mobility. Walking with No loaded shooping bass is not an option for me.	of accomparing the unhindered passage of traffic and as No such they are not a storage facility.	If future similar schemes are of the backneyed type which has been applied in this instance, they should NOT be implemented.
				universe. New it's used as a satisfication of the natural program of invariants Road. Baccause traffic cannot travel along invariance Road it is now coming adopt Mitton Road Cate. This Read has a coalings, whethered housing, a home for older people and a follow building on it. The strift call increases when the New Invariants development opens so any additional traffic is now a series diverse.						
		All that has happened is that traffic's been moves from one street to another one. What Brunstane Road has		RNB building on it. The traffic will increase when the New Brunstane development opens so any additional traffic is.						
As an individual	Stronely disarree	All that has happened is that traffic's been moves from one there to another one. What investore Read has animed Millor Tarone has into a second the second move allification to get the aborences of Milloratore Read when taking plant materials to ad from that dies, in spike of the large plant has an add ign Traffic is tail to read of Millora Read Eat and carriing down Millon Driver when it capits class that and carriing down Millon Driver when its capit class that add carriing down Millon	Senificant increase	not a good idea.	Stronely disaeree		Strongly disagree	No	No	
		difficult to get to the allotments off inunstane Road when taking plant materials to and from that site.								
		in spite of the large plant boxes and signs Traffic is still turning off Milton Road East and coming down Milton				This question should really be directed at those living in the surrounding streets.			If this scheme is to made permanent then we need proper, sold, traffic calming measures installed all along Collingene Avenue	
	Countrie diverse	onve when it guts clearly should it.	Sannore novau	It and appears to them takes.	Don't show.	the contraction direct.	Disarte Internet Internet in the Association Statement and Statements		No Concerto Autour	Don't make any more changes why try to fix something that is not broken. ²
	In the stante		NACIONAL DE LA CONTRACTA DE LA C		Control of the second se				<i>n</i>	Honestly, i don't think individuals are generally capable of
										Howstry, J don't think individuals are generally capable of thinking of the wide bandles of traffic caloning schemes. Bifficult to encourage fails tog at our of the cal band minister, I would be up for the entire High Street teacoming but, Bin and emergency which color-traiting englated for the scheme is Wahlhamstow, London. Make Possibelio it two 20 minute neighbourbood with safets and handh at the heart of the schem.
										mindset. I would be up for the entire High Street becoming bus, bike and emergency whicles only - taking
		Brunstane Road no longer feels so dangerous to cross.		Brunstane Road was very difficult to cross previously. The wide corner onto the High Street was particularly bad. This is much improved.		Anything to encourage people to take journeys, especially short ones, on foot or bike should be encouraged.		I would always walk in the local area anyway. I am much happier with the route to the High School with Brunstane		inspiration from the scheme in Walthamstow, London. Make Portobello a true 20 minute neighbourhood with
As an indevidual	STOORY MIN	Brunstane Road no longer feels so dangerous to cross. Nor that the area is more challenging to rat nun. I was fully agnostic about the charge before the truit. I had though the problem would simply be displaced but I have not seen any of the aggressive stuffic problems that	Sennicing decrease	Inca much maravel	Adda.	that and, an last or bas should be incouraged.	MICHUY ARMA	No Polid Coled Though	The Arry Light Carried Residence are at break.	called and health at the heart of the icheme.
ar an individual	Orrough serves	I have not seen any of the aggressive traffic problems that characterized the to end of	Glahr darmana		Nullhar same our disserve		Grouply same	No.	Tur .	
As all controlet		for the second burger in the second science and the second of	and second							
		For or much takes, drawing unknown dang or earlier streker (dangerous levels) just moving the problem from, Brunstane road (where the people takes that dato size, you from the final vote like 1 to other areas. To completely close functions is not rather than considering making it cone way makes no sense from a traffic management pocklon.								
		the people that had to step down from the final vote live) to other areas. To completely close Brunstane road,								Listen to the people Last time the council completely
As an individual	Stronely disatree	rather than considering making it one way makes no sense from a traffic management position.	Similicant increase		Stronely disaeree	You have moved traffic from one place to another.	Stronely disame	No	No	Listen to the people. Last time the council completely ignored the views of the local residents. They had the results and lenored them!!!
ār m. influiduai	Strongly dimension	Adding car miles, worse for environment.	No change	1	Strongly disama	You have moved traffic from one place to another. Brunstane Road has alwaws been a thoroughfare.	Stronely disastee More car miles as a result.		t is poorly planned and executed. Make Bruntane Road No more usitable for traffic or allow traffic at certain times.	
	and a second sec	card of the series, was to ad environment.		Reduction of HGVs using crescent as a short cut has been		an ann ann ann ann an ann an ann ann an	More Grimes as a result.	<u> </u>	Phone suitable for trainic or allow trainic at certain times.	Implementation was a long time after the consultation - should have been quicker and a follow up survey within three months
As an individual	Arre		Senifort decrease	beneficial	Neither agree nor disarree		Neither zenee nor disarree	80	Don't know this pointion	three months.
1		Only 50 residents affected by busy traffic / congestion in								
1	1	Chily do Middents attende by Qualy Taffel? / doigetton in Brunstmak Read but disupplies now caused by doorwe is affecting many more residents of other areas. Impacts on deliveries, unities, winters and emergency area/os. Cyclins using bridge are not taking proper precasions regarding entities, visitors attaking proper precasions regarding entities to a tabita Station Place. The large barriers are blocking the view of occuming cyclins to car interview.	1		1					
1		deliveries, utilities, visitors and emergency services. Cyclicits using bridge are not taking proper precautions								
		regarding entrance to Joppa Station Place. The large barriers are blocking the view of oncoming cyclists to car		Traffic now using entrance to estate to turn cars as not					This causes unnecessary problems for residents in surrounding areas and an increase in petrol	
AL & VOVDU	STOORY BIAINW	press appreciate entrance to appendice who	Samoore novasa	everyone is aware of colume.	CARTER	that signal at a mating suggesting that investors include	DIGHTS CARLING THE INCIDENT STORE STORE	10	No Contracting press program in pertor	
						I had signed at a meeting suggesting that Brunnstone Road become a ONE WWY STREET GOVER NOETH TWARDS ONETOBELLS. Also a When extening Mitton Raad Sast from Mitton Drive drivens take their lives in their hands as they try to orose the road at Portbolio Centerey. It is os dispersion and these are always cars or van particulo hear the Jaccion to				
						When entering Milton Road East from Milton Drive drivers take their lives in their hands as they try to cross				
		Milton Road East has become very very busy and it can				the road at Portobelio Cemetery. It is so dangerous and there are always cars or vans parked near the junction so	Very dangerour having the only exit onco Million Asad Stronely disarree Sust at Million Drive for the reasons i meetioned above.		Make Brunstane Road a one way street entering it from	
As an individual	Strongly disarree	tak up to 6 minutes to set out of my driveway safely	Senificant increase		Dan't know.	it is difficult to see what's coming.	Strongly distance East at Million Drive for the reasons I mentioned above.	No	No the Karry Louder side	Leave the roads alone.
		Traffic from east of St Mary's Place must go via Milton								
		Erwe to travel west on Million Hoad - the carbon footprint as result must be considerably increased - I have								
		from Milton Road. The additional traffic in Collectere is on trong of the second collection of the second s								
		I was adviced that a one way system on Brunstane Road , South to North from Million Road to Joppa Station Place .		Whilst notices were initially displayed , though later removed , whicles from time to time park on Brunstane						
		could not be implemented as a cycle lane had to be incorporated, no such lane is marked. Further, just		Road opposite the entry to Joppa Station Place . This restricts the turn into Joppa Station Place and at times						Surveys and consultation suggest that the weight of local opinion will be recognised. This scheme ignores feedback
		Totalis how east of St Mary's Place must go via Milliten Give to travel Werk on Milliten Kaal., The carbon bactgrott an weak must be considerably branced. It have had seenal appendience of whole-is granting the no entry had seenal appendience drawn using the text of the second or the implemented sear using the text of the second or the implemented sear using the must be accelered on the low second second second second components on a cost the second second second components on a cost the second second second costs of the second s		Whilst notices were initially displayed, though later removed, vehicles from time to time park on Brunctane Road opposite the entry to logopatistican Noise. This restricts the turn into logopa Station Noise. This mac caused diffusivies for larger websies: Aur entrue and recycling uplifts have been delayed on occasions due to the cause of diffusion for the state of the state of the state of the state of the state of the state of the state of the state state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state	1					Surveys and consultation suggest that the weight of local opinion will be receptived. This scheme ignores feedback and the local views of the vast majority who recognise the traffic problems in ilrunstane Read but seek the one
As an individual	Stronely disarree			ues.	Neither aaree nor disaaree	designed and to be send here down and here over	The cound have created a bigger problem with dargence, upendig day and right along Collestone Anexas. Notational your of the councer were all and days and right along Collestone days device the material state and the councer were all includ at the monther and to the charae.	No	No and a state to bid another series and and other series and	way system as a fair and equitable resolve .
		All the council have done is move one problem away and created a more dispersion problem of specifics whicher		With the significant increase in volume of traffic brings a much bigger danger, that being the speed of the through traffic along Collesdene Avenue. It now a race track at		displaced traffic have not been discouraged from using the Collecidene area as the quickest way to get to the loppa Road area traffic has to cut through the	Avenue. Monitoring column of the Avenue and Avenue	Due to the sneed of the through traffic we no boser	At the initial meeting upsed restriction areas were indicated on Collisioner Avenue. Why were these not invisionment?	
As an individual	Stronelly disaeree	All the council have done is move one problem away and created a more dangerous problem of speeding vehicles to another area, that being Collections Avenue.	Significant increase	certain times.	Stranely dicatree	Collesdenes.	Stronely disaeree raised at the meeting prior to the changes.	Due to the speed of the through traffic we no longer No cycle. Its not safe anymore.	No Paintina 20 MPH on the roads does nothing.	
		It is shocking that all streets except one is closed to cars								
		and open to cyclists. I rarely ever see cyclists using these streets and the feer that do still have plenty of noon alongide cars. We are only driving through brunstane road to get to the bypass or Miloon Road, we are not parking there or taking up residents upons.								
		alongside cars. We are only driving through brunstane road to get to the bypass or Milton Road, we are not								
		parking there or taking up residents spaces.								
		Also, it thisk cyclicits are causing more problems than cars as they are all using the pronormands when it is maily bury with mails and cyclicing for to take. It's a mixede here have not liked a child or a dog 1 are mellifer when it take may little dig along the prom as the bus already been hot but a dog taken the serviced. As prediced cars, builties and dark the weight concrete an a finance concert, although improved we still standards.								
		have not killed a child or a dog, I am tentified when I take multitle dos slove the year with her sloved base hit		Obviously the traffic has increased in my street because the only street open from Milton Road comes into my				I waik along the promenade away from traffic so it has	Ut drivers pay our road tas, insurance and petroleum.	They should not be implemented at all. Things were fine
As an individual	Strongly disastree	by a dog. Luckily the survived. As predicted cars, fornies and delivery vans are using	Senificant increase	street, makine it much busier.	Stranely disatree	i disaene because it has made it harder for drivers	Stronely disaeree It has not stopped people using their cars. Why should we	No made no chanee in my life.	No Ceclists pay nothing and they are facoured	as they were.
		collesdene as a through road and traveling onto seaview terrace via seaview crescent. Although improved we still								
		Terrace via sessione discored, Arthough improved we that see drivers ignoring the no entry signs and driving at toped through sussiene creacent which in most places is only capable of taking a single file of traffic. There is a blind bend at the end of this road which on several anomices have see new result.								When you ask for feedback before this and 92% of the
		only capable of taking a single file of traffic. There is a blind bend at the end of this road which on several					People still drive it just takes them longer and burns	I cycle to work when in the office and have always cycled or walked into portobelia. It havn't stopped me using the	Making Brunstane Road one-way south to North would have been a better solution for all - and probably a lot	When you ask for feedback before this and 92% of the respondents were against it - maybe listen and don't tell them that in a democracy the views of the majority are write if your don't listen tempone.
As an individual	Stronely disarree	Maxing bases in boundral I as to had often during the day	Senificant increase		Stranely dicamee	No real change only traffic being pushed onto Collisedene	Stronely distance more had	No car when I need to	No chester	wrong if you don't like the response.
		for a sleep but the increase and speed of the traffic is extremely upsetting. I sleep at the front of the house. Even before being hospitalised the amount of traffic now	1	1		1				
As an individual	Stronely disarree	using Milton Drive in the early mornings presumably going to work is homendous.	Senifort increase	AL above.	Don't know.		Strongly disame	No Luce a mobility scooter.	Instead of diverting staffic through the residential No Collendere area, it should be diverted via EastField.	
· · · · · · · · · · · · · · · · · · ·	1		1	1	1	1				It appeared the views of residents on Brunstane Road North overrided the views of residents in the local area,
		The trial resulted in the closure of through traffic on Brunstane Raad - the road should be made one way which would reduce through traffic yet still allow a direct		Traffic all now have to go down Milton Road East and sling Seaview Terrate as all the through roads have limited / no access.			The level of traffic has not reduced it has just been diverted and there is already a street close to Brunstane		A one way system should be implemented on illustratee Road North rather than full closure and lies restrictions	It appeared the views of recidents on Brunstane Road North oversided the views of residents in the local area, with the initial views of the first consultation not taken into account. Please ensure all views are taken into account in this second taken.
är an individual	Strongly distance	which would reduce through traffic yet still allow a direct muta into nortchalls for locals	Canifirms invesse	limited / no access. This has reache than a skewdo horo crack acan horiar	Stronaliz dimanan	increased traffic and inconvience for anyone looking to set from the middle of comohelio onto the human	Base House A annual a terrer a annual a terrer base to be the second and terrer base of terrer b	50.	Road North rather than full closure and less reactrictions lin collisiona acea	Please ensure all views are taken into account in this comultation
1		which would reduce through traffic yet cill allow a direct instra ions conversible for local, Tagree with flucture Read not being a through read - however if the traffic closure on other parts just mover the traffic to different and insidential areas - our read Woodside Termsch angles a source on the arth increasingly conserved on access for emergency which and reliag colorision at the jogaph Aussiburgh end of the streng, our citree has seen a big increase in through traffic.								
		road Woodside Terrace has guite a camber on it and I'm increasingly concerned on screen for ensenance	1	1		1				
		and refuge collection at the Joppa/Musselburgh end of the street, our street has seen a big increase in through								
As an individual	Strongly disarree	traffic The traffic has increased exponentially in affected streets in Collesdene due to closure of investance Rd and one	Sanifort increase	Car drivers and wans: now use Woodside Terrace as a short cut to reach the entry and exit system in Brunstane	Neither aaree nor disaaree		Neither same nor disarree	tes. I am and have been a keen cyclist and walker for many	No Suggerdion: Non residential traffic should only be	Litten to the people. Apparently around 70% of people in our area voted against the trial scheme and it still went
As an individual	Stronely disarree	in Collesdene due to closure of Brunstane Rd and one way outern	Canificant increase	short cut to reach the entry and exit system in Brunstane Road	s Stranely disarree	The volume of traffic in certain Streets in Collesdene have increased significantly	Most Streets in Calibratee now face increased traffic Strenety disarree pollution since the Road closure in Brunstane Rd.	I are and have been a keen cyclist and walker for many year. However, closing Brunstane Rd is not the answer, to one and series bandfin.	No Suggestion: Non recidential traffic should only be permitted to travel along main task. All Collections too mask schuld be should for derover traffic.	our area voted against the trial scheme and it still went ahead.
		I am disabled and have to use my car to get from my				1				
		Portobello High Street. I make these trips frequently and they are all essential journeys. Closure of Providence Erect								
		means my journey is approximately one mile longer each way, traveling through the Collesdenes. If I were to use	1	1		1				
		the recommended route via the lights at Eastfield, it would be even longer and slower. Turning right into								
		Milton Road East at that junction is also dangerous because traffic from Musselburgh appears taken by								
1		surprise. The presence of parked cars occupying the left lane makes cars following behind stop suddenly.								
1		I therefore take the route used by most traffic which makes Milton Terrace, Collesdene Avenue and Milton Polos separations are been								
		to we sometimes very busy. My main reason for strongly disagreeing with the processal is that wither the	1	1		1			Brunttane Road should be reopened and the platters removed in the Collevane	
		The protein the second	1	1		1			Is unstand load build in sequence and the plantes memory in a Continuence. As a companies to these mediates who abjust to tottle in their stress that due to singence and the singence and its thet stress the Adjust to Mac Sci (and Sci (an	If the council consults with those affected and receives an
As an individual	Connello Alimentas	emissions. This is the case whether I divert via Eastfield on the Collectory	No chanas	This is because my street is already a cuil de sac and confluented by disserted traffic	Den't inner	1	Grandu dinama Gas mu rommante n.C.	Not applicable as I am disabled. I can only walk a few materia and party runk on shakel independently.	arustane kaagnetina kaaa surg punction, it could be made one-way northbound between Milton Road East Min and the relative Midtan	overwhelming majority vote in support of a given course of action it should not override a democratic vote for the course of writes to impose its own seeds.
			-	and a second second by		1	Sala mu romanna a s	martial and next mina or where inner and and the	and the results forme	to a second de case second
		Multiple individuals seen entering roads which are meant to be closed to entering traffic off Milton Road Sast.								
		trability for emergency services to reach Argyll Crescent and Lower Jopps from Millon Read East effectively or quickly without going through Portabello or along Seaview Terrace.	1	1		1				
		quickly without going through Portobelio or along Seaview Terrace.	1	1		1				
An and Institutional	formation of the same	You should make Brunstane Road a one way street.	Constituent Income		Channels and	1	frank france			You should listen to the original consultation which said the majority of residents disagreed with the closure of Brustane Road.
	and a state of	an annual of Paulie a Low Way 12/105.	And a second to the West		A new restory with the			u=l	1	An owner of Southan

	To what extent do you agree or disagree that the	To what extent do you agree or disagree that the through the been been failed during the trial? – Please we will are concerning in the back badron. The second se		During the trial how has the volume of traffic changed within your street? - Hease write any connects in the box below.	Considering the wider Portabello area (out with the immediate area of Brunetane Road and the Collesdene	Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collectene			During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	
Are you responding as an individual or on behalf of an organization? - Recoording as	changes have been beneficial during the trial? - To what extent do you agree or disagree that the changes have	To what extent do you agree or disagree that the Di changes have been beneficial during the trial? - Please w	using the trial how has the volume of traffic changed vithin your street? - During the trial how would you ause traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or dicagree that the changes have had a positive impact on the environment?	To what extent do you agree or disagree that the changes have had a positive impact on the environment? - Fieace write any comments in the box below.	- During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its current form? - made aermanent	Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel should be made.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
oreanization? - Recoonding as	been beneficial during the trial?	write any comments in the box below. as Asda on A1 and Fort Kinnard from A1 to Brunstane Road	aure traffic numbers within your street?	box below.	etwets? - a what extent do you serve or disserve that	streets? - Please write any comments in the box below.	- chanses have had an impact on the environment?	- Please write any comments in the box below.	mont?	 Please write any comments in the box below. 	curvet form? - made germaneet	should be made.	surrections
		North is hugely increased by car. I am very pro the environmental factors, I drive an electric car, and I use my										Absolutely not.	
		bike and walk where possible. But I cannot do a family food shop without the car. And I feel victimised by this										As in comments above, making both roads one way in opposite directions is a possibility.	
		scheme.										opposite directions is a possibility.	
		F, as some reports suggest this is a rule by counselont living on Brunstane Road to use a traffic caliming scheme										on both streets who gain hugely from having less traffic	
		on their road, then that is a disgrace. I truly believe that										guessing, since they bought their property , compared to	
		If, as some reports suggest this is a ruse by counselors living on Revertance Read to use a traffic calming scheme to support their come perconal devices to have less traffic and their road, then that is a disprace. I traip belowe that no counseling thing on any of these attents should be allowed to make devicions that affect the lives of many local people and places covers regulation.										around this area and have been hugely inconvenienced,	
		fues we truly wanting in introduce trully calming much										genuine traffic calming project or whether it is for personal upin of certain individuals living on the street	
		If you are truly wanting in introduce traffic calming, surely it makes sense to make both streets one way in the opposite directions?										capotes interaction (1) postcome, (1) Exhibit year and the such cut the numbers of people living an both stress who gain harpen from having less ratif- menting along their and plexib. havin's reasons, i am generating, since they bought their property, compared to having would be along a such extra degrad would be the answard this area and have been happing instrumenioned, they you might gen a understanding deviatements in a present gain of our sunderstanding deviatements in a present gain of our sunderstanding deviatements in a present gain of our sunderstanding deviatements in a part of the submitted out and based been the submitted parts and who deven's treatments. Came data shout who pairs and who deven's	5
		Colorest and the local seconds in the size										gene and who doesn't.	
		Or issues passes to local people living in the close wideley? Or ambulances, public transpart and task's only to gave, or cars with move has have people in?? There are other ways of making this work without sending local people on a have boot, hereinty crussing more environmental impact in car usage.										Don't use this is a just on your bile project "without understanding why these reads won't work for this jost least they are on a significant bill and user free project would be happy to cycle up them). Make the high street patertime, <i>I</i> just streed endy, it you want to aim traffic. Support cyclism with better cycle lanse, more take places actide whop to train their lakes to traffic and actide whop to train their lakes to transce.	
		There are other ways off making this work without										would be happy to cycle up them). Make the high street	
		more environmental impact in car usage.		Progle will always park at the bottom of Brunstane Road				I am driving further, how can this be environmentally		I still need to do a food shoo for a large family, that will		Support cyclists with better cycle lanes, more rafe places outside shop to chain their biler to introduce more	
As an individual	Strongly disarree	also note that emergency services are also at risk of not	io chanee	North for access to the beach.	Stransty disastee	Portobelio Hah street remains hugely bure.	Strengty disame	friendly?	No .	never change.	No	schemes to stop people having their billes stolen.	Not by this set of counsellors, clearly,
to an instruction	Constant discourse	and have been a first stand of the standard of the		People are having to make longer journeys to get in and	Presente discourse		Annual disease	Detours are making journeys longer and more prone to	ner No		No.		
A P INTROF		b) Second a lease the interface of point day. The interface of the interface of the interface of the interface interface of the interface of the interface of the interface interface of the interface of the interface of the interface interface of the interface of the interface of the interface of the interface of the interface of the interface of the interface on the interface of the interfac						CER MAN					
		Terrace, Coillesdene goes that way. Turning right from Coillesdene Drive, Milton Road or											
		Brunstane road (bottom) onto Joppa Road is hazardous often due to visibility. It can often be hard to see cyclists											
		which is obviously another hazard. I am aware of increased volume of traffic on Dalkeith											
		Street and often at speeds > 20 mph it seems. Collesdere avenue is often restricted/ daneerous due to											
		the large number of learner drivers.											
		Whilst from a time perspective I have no issue driving along Milton Read East and all the way back along											
		Seaview Terrace and up Brunstane road to return to Dalkeith Street, I am upset by the increased fuel											
		while from a time perspective I have no issue driving along Mibon Read Sets and all the way back along sources. The set of the set of the set of the set of the Daikeb Formet, iam upone by the increased fuel environing, adjusted and water this consent. Whit much to be sochard the large summers area near to 30 Services Tensors meets to be addresued. It is dangerous for car drivers and quelts.								I always walk and use public transport where I can. I have			A more effective, transparent consultation in advance
	1	Terrace needs to be addressed. It is dangerous for car drivers and cyclists.								not been able to do this any more as need my car for work and my work requirements have not changed. If I	1		A more effective, transparent consultation in advance would be appreciated with a survey such as this offered at the outset.
		If I could use public transport to get to my workplace I								could use public transport to get to my workplace I would but this would take me 2 hours each direction. I cannot		I think Brunstane road should be one way (down) and Collesdene Crescent one way towards Milton road- a big	the second second is to compare the discussion in the solution
	1	If i could use public transport to get to my workplace I would but this would take me 2 hours each direction. I cannot do this. The nature of my weterinary work means I need to transport equipment. I am also unable to cycle								I always walk and use public transport where I can. I have not been able to do this any more as need my car for work and my work requirements them one changed. If could use public transport to get to my workplace I would but this would take me 2 hours each direction. I cannot do this. The nature of my ventileary work means I need to transport equipment. I can also unable to cycle for medical reasons - risk of severe head injury due to	1	effective circle. Bruntzne road should have parking one side only ideally. Milton Drive and Terrace can stay as is or revert to	that the trial went ahead despite numerous objections - apparently greater than those in favour. It would be helpful to see the results of consultations such as this
As an individual	Stronely disarree	need to transport equipment. I am also unable to cycle for medical reasons.	anticant increase	I am aware of increased volume of traffic on Daikeith Street and often at speeds > 20 moh it seems.	Stronaly dicaaree	I cannot see how it has a positive impact on the wider area.	Stronaly disame	I am upset by the increased fuel emissions, pollution and wante this longer journey creates	Not Answered	medical reasons - risk of severe head injury due to clottine issues	No	Milton Drive and Terrace can stay as is or revert to previous.	helpful to see the results of consultations such as this before decisions are made.
		International Company Statement, I am and statement spore for medical reasons. So However, it's not solved the problem on Collectene Avenue, still speeding along also people still using the strong comment. So		Colleptere Avenue increased traffic and still speeding	-		-					orevices. only if collectene avenue is sorted with regards to speeding as promised at the start of trial which never	
As an individual As an individual	Aaree Stronely disaaree		ienticant increase light decrease	alora.	Disarree Stranely arree		Disarree Stronely disarree		No No		Tes No	hassened brunstane road should one way traffic	
		Would be better if Brunstane Road was made one way as											
		Would be better if Brunctone Road was made one way as it is a tight road but don't believe closing at the bridge is the anover as just creates a rat run elevables and the temporary measures of Collectione are a hindrone. So As a reident of Collectione Avenue is an stry that the measures to discourse people cutting through here have		I live on Joppa Road and more traffic coming along since		Appears to be heavier flows of traffic on the main		L					Do you publish the survey results as would be interesting
as an individual	stroney disarree	temporary measures at Collendene are a hindrance. Si As a resident of Collesdene Avenue I can say that the	ennant increase	the changes were implemented.	otronev disarree	morouehfare on loosa Road into Portobello High Street	212879	not sure what positive impacts were enviraged?	100	Lovce answay to has not made a difference	10	As above - don't think it has been an improvement.	to see them?
		nat worked.											
		There is a marked increase in traffic driving along the street and a noticeable increase in speed. It seems rare than many people other than learners and local residents.											If I have read the information properly over the past few months, it seems the majority of the people in the initial consultation did not want the changes. It seems to me there is no point at all consulting if the results of the monoments are exclusive to be interest of the second second se
		street and a noticeable increase in speed. It seems rare than many people other than learners and local residents						I don't see any increase. Cans are having to travel longer to get to the same place and therefore fuel usage and emissions must be higher.		I haven't used my car any more or less than usual but have travelled more distance to get to and from my		I strongly feel that one way north bound is a much more	consultation did not want the changes. It seems to me there is no point at all consulting if the results of the
As an individual	Strongly disarree	adhere to the speed limit. Si	enificant increase	Big increase in traffic	Disarree		Strongly distance	emissions must be higher.	No	house in Collesdene Avenue.	N2	sensible option for Brunstane Road.	consultation are point to be ignored.
		There has not been proper feedback from emergency											
		Interview. Local residents have noted several blue flashing emergency vehicles having to turn back on Exercise Road. Stroke and Cardiac patients require the fastest possible treatment and we believe that the state of counties treatment and we believe that the state of count to emergency vehicles is putting lives in the area at risk.											
		Road. Stroke and Cardiac patients require the fastest possible treatment and we believe that the road closure										We feel this trial is the result of a parking problem. Brunstane Road has always been an important	There should be proper consultation of all emergency services when routes are likely to increase considerably.
		to emergency vehicles is putting lives in the area at risk.										thoroughfare in the area and the congestion there is a direct result of a mistaken belief that vehicle owners are	increase in volume of traffic and speed in residential areas
		We walk around the area regularly with our dog and have witnessed a big difference in the speed and volume of										We feel this total is the result of a parking problem. Resettione Read bas always been an important thoroughtare in the area and the competition there is a direct result of a mistaken belief that withide overers are entitled to starage spaces on public roads outside/near their homes.	Increase in volume of traffic and speed in residential areas should also be considered, closing one road merely pushes the problem elsewhere, particularly when it's raised as a concern prior to trial.
		traffic. Many drivers are ignoring road closures and continuing to										We would also like to see a proper consultation involving	
		traver down restricted streets. The volume has increased significantly on residential				We expect that waiting time/time to hospital for any emergency-vehicles will be adversely affected.						We would also like to see a proper consultation involving all emergency services prior to a decision being made. Perhaps the bridge could be open to emergency vehicles	The council/planners shouldn't be able to 'wash their hands' of problematic issues caused by trials such as this
	1	streets and many drivers are not adhening to the speed limit, many of the residential roads have a high number		We have noticed an increase in traffic, and it's particularly				Surrounding streets are busier and traffic is traveling at			1	ony.	In the control position is to receive to the same to be and the hands' of position ratio issues caused by trains such as this by saying it's not an issue for their department is, speed of traffic is a police issue.
As an individual	Stronaliz disaaree	whereaseds big difference in the speed and volume of traffic. Many driven are ignoring coad documes and continuing to travel docum morefund towers. The volume has incoment digiticantly on reidential covers, and many driven are not administ bits to speed finding and state incidential and are '1' only a citative and states incidential and are '1' only a citative and states incidents and are '1' only a	ianificant increase	We have noticed an increase in traffic, and it's particularly noticeable during the night due to the noise. There has also been an increase in the speed of traffic.	Stronely disaeree	Surrounding streets are less safe as they are busier and traffic is traveling at higher speed.	Stronaly distance	ingree speed. Journey times are now longer and more polluting.	No	we need driven much turther than we would have prior to the trial.	No	one-way options should be trialled prior to a decision, eg a one-way option.	The sienaee on Milton Road is excessive and confusine.
	1										1	Brunstane Road must have been impossible to live in. It was too narrow, it remains too narrow. It was offers a war zoon in terms of road rage. I hope the problems haven't been moved to the Colliderse street. Too much priority is given to cars, peopler rights to a percent, then, but a solution the interval in it worm in removem.	
		I used to regularly use Brunstane Road as a cyclist and a										was sources dw, it remains too narrow . It was often a war zone in terms of road rage. I hope the problems	
As an individual	Sworth arms	I used to regularly use Bruntzne Road as a cyclist and a car driver. I can still do the former and it is more pleasant . I don't mixs doing the latter and going to the beginning of Milten Brack is a minor datour.	in change		Strough serves	Not aware how it is affecting people in Collisione . I secure all has made their situation law people i	Ormotic sense		No.		Tar.	priority is given to care, peoples rights to a peaceful, infer, less policited risce to "	1
		1. South minus daining the lattice and going nor the balancing a Mathian Band a similar densary. This trait could have been done with a desk top trady the similar data with the similar densation of the standard densation of the balancing of the automation Rand as diversame Rand South has nothing to dia with the Collinderen outsite alterations was and with the balance of the south to the balance of the south as the similar densation of the south the Collinderen outsite alteration was and ingrage could have been used to limiting the access to the residencial zone. It is obvious the councillors have no tradinging the south set on the south to the south of the residencial zone. It is obvious the councillors have no tradinging the south set on the south of the south of the south of the residencial zone. It is obvious the councillors have no tradinging the south set on the south of the south of the south of the residencial zone. It is obvious the councillors have no tradinging the south set of the south of the south of the south of the residencial zone. It is obvious the councillors have no tradinging the south set of the south of the south of the south of the residencial zone. It is obvious the councillors have no tradinging the south set of the south of the south of the south of the residencial south it is obvious the councillors have no tradinging the south set of the south of the south of the south of the residencial south it is obvious the councillors have no tradinging the south of the residence of the south of the south of the south of the south of the residence of the south of the residence of the south of the south of the south of the south of the residence of the south of the residence of the south				A CARL COME AND A DEFENSION OF A MARKAGE						a contract of the a trace time of the	
		I strongly object to the blocking off the access to Milton Road as Brunstane Road South has nothing to do with the											
		Collesdene outlets Brunstane Road South carbe block at the bridge without affecting the Collesdene area and				The traffic to and from Portobello has increased with waiting times to pass through and return from the							
		signage could have been used to limiting the access to the residential zone.it is obivious the councillors have no				The staffic to and from Portobello has increased with waiting times to pass through and return from the area. This is after the green buses were e-souted on to Miltan Raad. What would one expect when you close of one route the							1
		techincal back-up when this this was proposed and approved				What would one expect when you close off one route the other routes are then over used. The bottle neck then				I have had to travel further and wasted time getting to and from outwith the area and then return in roundabout		Before one one comes up with any hair-brained ideas	1
är an indisident	Strongly Alexande	back-up when this this was proposed and approved lvor Ross (Eng.AM/Struct) Restart England	indirect invesse		Gennalis Alexanaa	other routes are then over used. The bottle neck then becomes the junction at Kings Road up the Portobello broat	Grounds Airsema		Not Assessed	and from outwith the area and then return is roundabout way to access the Collectione area I would have thought this way the name for avances	Ma	Before one one comes up with any hair-brained ideas please get the consultants in to run a check before you instituent the nervound trial series	L
		As a cyclist I agree that these changes have helped make			-		-						
		it safer for pedestrians and cyclists, especially when cycling up the top part of Brunstane Road.											1
	1	As someone who lives on the lower end of the blocked off bridge I now often cannot gark close to my home because									1	I don't know, from a cycling perspective of course and if	
		people chose to park here rather than outside of their own homes. I was not expecting this, I would not park										I don't know, from a cycling perspective of course and if there are less incidents of people walking and riding and getting hurt, cars on the top part of investane road being damaged, I am in favour. If this has made no change except I cannot park out tide of my home, then I would	
to an institution		As a cyclicit lagree that these changes have helped make it suffer for poderstrans, and cyclicit, especially when cyclicit, up the top pair of flwattase field and the bl. As it as more who laws con the lower end of the bl.clad off bridge I now other more parket that it, who have because people down to park here other than outside of their on homes, it uses or expecting pits, used test park as home unless; have many bags, it is frustrating and as a lower when the processing as it is frustrating and as as the processing of the processing of the procession of the pro			Paralle Innor		Analy haven		h	Rut I have felt safer cycling up Brunstane road even if I	Parallelia and a second and	camaged, I am in favour. If this has made no change except I cannot park out side of my home, then I would	Normal Inc. and a second stress will be a final second stress of the sec
As an energy of the set	Factor Contractor	inconvenience i did not foresse. Si	ananan unudata	Traffic, expecially commercial (light medium and heavy	Don't know.		Anna a Anna		nu kia	have not cucled more.	par s manho comon	want it stopped.	remains or wate there will be impacts no one expected.
		Closing Brunstane Read is great and store it halos a t-t			and the second designed		an owner an and				-		1
		Closing Brunstane Road is great and stops it being a tat run. However the closures of access to Collestere Creater are inconvenient, but more importantly create more stress at the Joppa Road/ Serview Creater junction											
		more stress at the Joppa Road/ Seaview Crescent junction											1
	1	This is a difficult junction to turn into from Joppa Raud, and just causes more traffic on the main nauk. The alternarius is visiting through ClearGend follow which just causes more turns within from roads, where we park auxide the tasks of our house on woodside Terrosci is simply much more efficult to get in and out of with the current entricions.									1		
		alternative is winding through Collesdene Drive which just causes more turns within those roads. Where we park											1
		outside the back of our house on Woodside Terrace is simply much more difficult to set in and out of with the										Happy for Brunstene Road to remain, very much dislike	1
As an individual	Grone's disarree	current restrictions. Since the second secon	laht increase	This is referring to Woodside Terrance.	Neither agree nor disagree		Neither agree nor disagree		No		No	the collesdene crescent restrictions.	
		Crescent areas but has increased traffic along Collesdene Avenue. This is now a rat run for traffic traveling to/from											1
		Milton Road East to Portobello. It would be better to run traffic the additional short distance to the bottom of											1
		Milton Road East where it can turn left along Musselburgh Road/loppa Road to Portobello. This would										See above. Introduce changes to keep traffic on major	There was a lot of opposition to dosing Brunstane Road
		Inverse marketions. In this relation and Calification Decomposition of the second of the second calification of the control of		It has simply displaced traffic from one residential area to another. More effort is needed to keep the traffic to main								See above. Introduce changes to keep traffic on major roads and ensure residential areas are not used as nat runs like Collectee Avenue is at present. The residents of leurstane Road must be delighted but we all need the same construction.	There was a lot of opposition to dosing Brunstane Road at the consultation stage because we knew it would force cars to use Collestere Avenue, but this was ignored. There is no point having a consultation if you ignore
As an individual	Neither arree nor disarree	Collesdene Avenue (similar to Brunstane Road) to stop it beine used as a rat run.	ienficent increase	another. More effort is needed to keep the traffic to main roads such as Militon Road East and Musseburgh Road/locopa Road	Neither arree nor disarree	See above	Neither agree for disarree	Gee above.	No		10	of linunstane Road must be delighted but we all need the same protection.	There is no point having a consultation if you ignore undespread and strong cointion it delivers
		less pollution - noise and air I nailly don't mind the extra time it might take certain journeys if I use the car - the benefits far outweigh any											
As an individual	Stronely arme	journeys if I use the car - the benefits far outweigh any negatives.	is change	I haven't noticed any difference in my own street however our house almost backs onto illrunstane Road.	Stronaly arree		Strongly agree		No		In		
		Whilst the relevant Brunstane/Collesdene streets may											
		nave been traffic calmed, it simply has put additional traffic onto Milton Crescent, Milton Drive and particularly											1
		Seaview Crescent. The entrance/exit to Collesdene Crescent, from Milton Road East, is closed with											1
		decorative bases, traffic on Milton Drive are able to ignore the No Entry sign leading from the bottom of											1
	1	Milton Drive onto Milton Road East as there is only one small decorative box leaving cars easy access and thereby									1		1
		able to ignore the No Entry sign. Why us this being allowed? Either have No Entry, and boxes across the											
		whole width if the street or not at all. The existing arrangements make a mackery of the system.											
		Furthermore, whilst there is a 20 mile speed limit sign attached to an almost obscured sign on Seaview Crescent,				All that has happened is that you have moved a particular							1
		this is ignored. Why are speed bumps not being used? There has been an unbelievable amount of speeding				problem onto surrounding states. Seaview Crescent is now actually quite dangerous in view of speeding traffic.							Canvass the views of all those who are going to be impacted by the diverting of traffic from some streets.
		A metality with the order of the section of the section of the section that the order of the section of the section of the section trade can be the Section, while the Section of the section trade can be the Section, while the Section of the section of the section of the section of the section of the section section of the se				All that has happened is that you have moved a particular problem onto sumcounting status. Seaview Orscont is now actually quick deagress is view of speeding traffic. Why do the Council thick simply traffic calming some meets onto applicating status is acceptable without adequate measure? We have a No Suit at the bottom if Mitch Drive which is easily accessible to cars because the		You have simply moved one problem to neighbouring streets. Do I get a rebate on my Council Tax due to the impact half hearted measures have been implemented resulting in my street now more dangerous, more noisy				You need to make Milton Drive more inaccessible by putting barriers across the whole width of the street, and install speed bumps on Seaview Crescent. You also need	impacted by the diverting of traffic from some streets who are going to be traffic calmed areas. Surveys or
		not a rare occurrence, between 1600 and 1839, I counted		See above. Not only increased, but speeding also. Speed humor need to be initiated particularly on Semiau		adequate measurer? We have a No Exit at the bottom if Million fining which is apply programming the program the		impact half hearted measures have been implemented resulting in my street now more dateerous, more noisy	1	My work is some distance from home, and I work	1	putting barriers across the whole width of the street, and	directly speaking door to door, rather that inviting people
		28 cars passing on Seaview Crescent alone. The system				measures to stop entry are inadequate.		and more polluted?		unsocial hours to buses not always an option.		mare visible speed limit cans.	

Name Name <t< th=""><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>														
Image: State in the state i		To what extent do you agree or disagree that the channer have been been final during the trip? . To what	To what extent to you serve or distance that the	funders the trial how has the solution of traffic channel.	fusion the visi how has the volume of traffic channel	Considering the wider Portobello area (out with the immediate area of Brunctane Road and the Collectene trank to what extent do you areas or Granma that the	Considering the wider Partobello area (out with the immediate area of Brunstare Road and the Collectene work to what extent do you area or disarras that the	To what asked do you area or disarran that the	To what estant do use serve or deserve that the	During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled moon?		Would you like the trial to be made permanent in its current form? - Risson provide any further commands in	Do you have new customizer on how fature citality
Image: State in the state i	Are you responding as an individual or on behalf of an organization? - Responding as	extent do you agree or disagree that the changes have been beneficial during the trial?	changes have been beneficial during the trial? - Please write any comments in the box below.	within your street? - During the trial how would you zause traffic numbers within your street?	within your street? - Hease write any comments in the box below.	trial has had a positive impact on the sumounding streets? - o what extent do you arree or disarree that	trial has had a positive impact on the surrounding streets? - Please write any comments in the box below.	changes have had a positive impact on the environment - changes have had an impact on the environment?	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?	- Please write any comments in the box below.		the box below including any modifications you feel should be made.	schemes should be consulted and implemented? - any suspections
And Ander and and and a second seco									More carfumes on the streets of Gallindene and idling				No, this trial has been a follow. It has increased traffic in Collinedense and surprised there haven't been more accidents the way people have been racing down the interact. Also many down thisk they can drive through no entry signs. It has no been a pair them pilving investment Readesters as in quiet street. Perhaps we	Listen to the residents before putting the dosures in place. You are the council and are means to be there for
And Path Path <	As an individual	Stronely disarree		Sanificant increase		Diame	You are just movine traffic to other parts not reducine it.	Strocely disaene	cars waiting impatiently behind lots of learner drivers.	No		No		the residents.
And Path Path <	As an individual	Strongly agree	at collerdene, from Milton rd Collerdene crescent should be opened from Milton rd so there is less traffic point down the other small streets.	Senificant increase	Drivers go very fast up from Seaview terrace and it is a hill and a curve with cars parked on both sides, then have to brake hard to stop.	Neither arree our disarree		Strongly disagree		No		No	dosures are not well thought about and the traffic at the lights at Milton link need better sequencing. As there are always big ouevan there.	Ark the public who live in the area
ADM ADM <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>We always walk when we can but when we do need to</td> <td></td> <td></td> <td></td> <td></td> <td></td>									We always walk when we can but when we do need to					
Normal Problem Normal Proble	As an individual As an individual	Arree Strongly arree		Siaht decrease Siaht decrease	Collexidene Crescent. We have not had this this time round with the Crescent being closed off at one end.	Neither arree nor disarree Strongly arree		Disaree Strongly anne	take the car we need to drive further which adds to pollution.	No.		No.		
Normal Problem Normal Proble			I think the charges have only been beneficial to the indicate of the network loads such at the realway biological community has been impacted by not bine path to use community has been impacted by not bine path to use investme Head. At this back one is more the Parties to the second				Been has been no discretable positive impact on Portubale. Al that has happened, as exercisions desting, is that the traffic has been deverted to other rade. It is generer from al the traffic using the collisione						Aboulanity exit. It is clear that having a kingle "law" on iloundates iloud the postbalm. Japottellan. Japottellan. Japottellanita isakutona, kenging benattane Read opera- tionaking is one way in the north direction. This also making the Staffic Competition laws at Bundrates analyticitis may one internation from tool. This about provent the postbalm with popula perform services. This word mendation the north competition laws. This word is about provent the postbalm with popula perform services. This word is the meddate of the north of the postbalm services. This word is the meddate of the north of the postbalm services. This word is the meddate of the north of the postbalm services. This word is the meddate of the north the postbalm services. This word is the meddate of the north the postbalm services. This word is the meddate of the north the postbalm services. This word is the meddate of the north the postbalm services. This word is the meddate of the north the postbalm services. This word is the meddate of the north the postbalm services. This word is the meddate of the north the postbalm services. This word is the meddate of the north the postbalm services are of the north the north the meddate of the north the postbalm services. This word is the meddate of the north the postbalm services are of the north the north the meddate of the north the postbalm services are of the north the no	The consultation process for this particular laser was a share. To have 725 of the local community is against the approach yet at this parts and the local to last the last the last to the last to the last to the last to the last to the last to the last to the last to the last to the last to the last to the last to the last to the last to the last to th
Normal Problem Normal Proble	Ar as individual	Ornoutic distance	the other one way streets in Colliesdene and significantly increase the traffic on Colliesdene Avenue. It has also similifrantly increased the traffic on Briefman Blace.	No chanae	We live just north of the railway bridge and so our traffic was never an issue, however there have been multiple exemples of cars busine to turn in our oriente car mark	Granalis distanae	turnings that most of the traffic using it (and therefore was using Brunstane Road) is actually local to Portobello. Nummer excented	Ornoulu diruma	There is no evidence that the dosure has made any difference to the environment	Nin		Ma.	be a sensible compromise and ease the problems in other areas of Portobelio and also improve things for the residents of the cert of Colliendene.	manipulation and personal interest on the committee) is absurd and makes a mockery of the process. It feels like on matter what we raw it word? make you difference.
And And </td <td></td> <td></td> <td>while the reduced traffic to the reads mentioned above may have been beneficial to the residents there, I strongly disagree that the changes have been beneficial overall and particularly to all the other streets that have seen an increase as a consequence. There is also the increase in</td> <td></td> <td>The amount of traffic coming down Services Crescent from Milton France has increased domatically. Several times I have had a near milk accident as cars fail to solve down at the end of the criscent where there is a harp band. The band is the entry point to the drivway for houses 10, 4, 4, 5, 64, 8, 10 and 12. With the increase in toffic, the road surface is breaking over the increase in toffic, the road surface is breaking.</td> <td></td> <td>All that the changes have done is move the totil Charther down. It has not stopped or reduced the totil C flow to Portabelic. On the contrary, that increased the totil C</td> <td>Annual Annual</td> <td>As my journey distance and time have been increased, I an using more help therefore the impact on the</td> <td></td> <td></td> <td></td> <td></td> <td>Perhaps in the future greater consideration should be taken into account of the negative impact such changes will invariably invo-ao the unmaunding rank and the invoruse in time and fuel consumption (and environment)</td>			while the reduced traffic to the reads mentioned above may have been beneficial to the residents there, I strongly disagree that the changes have been beneficial overall and particularly to all the other streets that have seen an increase as a consequence. There is also the increase in		The amount of traffic coming down Services Crescent from Milton France has increased domatically. Several times I have had a near milk accident as cars fail to solve down at the end of the criscent where there is a harp band. The band is the entry point to the drivway for houses 10, 4, 4, 5, 64, 8, 10 and 12. With the increase in toffic, the road surface is breaking over the increase in toffic, the road surface is breaking.		All that the changes have done is move the totil Charther down. It has not stopped or reduced the totil C flow to Portabelic. On the contrary, that increased the totil C	Annual Annual	As my journey distance and time have been increased, I an using more help therefore the impact on the					Perhaps in the future greater consideration should be taken into account of the negative impact such changes will invariably invo-ao the unmaunding rank and the invoruse in time and fuel consumption (and environment)
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And And <td></td> <td></td> <td>Definitely quieter on Rounstane Road and noticeably</td> <td></td> <td>We are on Morton st just pair considere we turn off. Was expecting to see noticeable increase in displaced traffic but if there has been an increase it's not overtly</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>I'm doing the same amount of cycling but feel more</td> <td></td> <td>I think this is an improvement, traffic doesn't seem too</td> <td>Maybe provide evidence from other schemes as part of</td>			Definitely quieter on Rounstane Road and noticeably		We are on Morton st just pair considere we turn off. Was expecting to see noticeable increase in displaced traffic but if there has been an increase it's not overtly						I'm doing the same amount of cycling but feel more		I think this is an improvement, traffic doesn't seem too	Maybe provide evidence from other schemes as part of
And Anderson Anderson </td <td>As an individual As an individual</td> <td>Aanse Strongly aanse</td> <td>better for cuding. Traffic is much reduced, and scheme is sufficiently extensive to dispose traffic around other roads.</td> <td>Claim dermana</td> <td></td> <td>Azree Stransly arree</td> <td></td> <td>Azree Strangly agree</td> <td>Brunstane Road area traffic much puleter.</td> <td>No</td> <td>confident around Brunstane Road.</td> <td>in</td> <td>displaced so i'd be for making it permanent.</td> <td>initial consultation content.</td>	As an individual As an individual	Aanse Strongly aanse	better for cuding. Traffic is much reduced, and scheme is sufficiently extensive to dispose traffic around other roads.	Claim dermana		Azree Stransly arree		Azree Strangly agree	Brunstane Road area traffic much puleter.	No	confident around Brunstane Road.	in	displaced so i'd be for making it permanent.	initial consultation content.
And Anderson Anderson </td <td>As an individual</td> <td>Not Answered</td> <td></td> <td>Sentiant increase</td> <td>Faculd like to see the objective evidence of the volume of traffic and speed of same along Galledore Annue. My impression is that book is higher, I help significant staffic calming much more than that which is proposed, is needed on the Annue to prover tapeductrian and particularly child death. The one way torset signage on Mitom Termon is incomplete, onthings and lingGal Jaccusse of the presence of Mitom Gorve being haff way about the scutter half of Mitom Termon.</td> <td>Dan't know.</td> <td></td> <td>Acres</td> <td>Safer for cyclists entwing and leaving Milton Read. I maily don't mind my abaned cur driving entry nor est into J off Milton Read. File Milton Tencor signage please; currently damanedu contralion.</td> <td>Tes</td> <td>See souser & above.</td> <td>No</td> <td>Fig the confusion on Milton Terrace re signage. Markedly increase toffic calming on Califedere Avenue and 1 would ortable the hanor.</td> <td>The town needs more advisable upgaceted code routes</td>	As an individual	Not Answered		Sentiant increase	Faculd like to see the objective evidence of the volume of traffic and speed of same along Galledore Annue. My impression is that book is higher, I help significant staffic calming much more than that which is proposed, is needed on the Annue to prover tapeductrian and particularly child death. The one way torset signage on Mitom Termon is incomplete, onthings and lingGal Jaccusse of the presence of Mitom Gorve being haff way about the scutter half of Mitom Termon.	Dan't know.		Acres	Safer for cyclists entwing and leaving Milton Read. I maily don't mind my abaned cur driving entry nor est into J off Milton Read. File Milton Tencor signage please; currently damanedu contralion.	Tes	See souser & above.	No	Fig the confusion on Milton Terrace re signage. Markedly increase toffic calming on Califedere Avenue and 1 would ortable the hanor.	The town needs more advisable upgaceted code routes
Add Name			The route to Dalkelth Street from the A1 direction is un-		Extra traffic travels along Dalkeith Street from the east		General traffic for maidents of Milton Datus Indu screes off		No import on the environment to the traffic or just				Main Brustottana Bood a consume condition Million Bood	
ADM ADM <td>As an individual</td> <td>Stronely disarree</td> <td>Read East into the Collections area.</td> <td>Slaht increase</td> <td>have complete access from Milton Read Cast.</td> <td>Stronely disarree</td> <td>Milton Road East) must be unacceptable for them.</td> <td>Strangly disagree</td> <td>distand.</td> <td>No</td> <td></td> <td>Na</td> <td>East.</td> <td></td>	As an individual	Stronely disarree	Read East into the Collections area.	Slaht increase	have complete access from Milton Read Cast.	Stronely disarree	Milton Road East) must be unacceptable for them.	Strangly disagree	distand.	No		Na	East.	
ADM ADM <td>As an individual</td> <td>Strongly disarree</td> <td>Should be a one-way outern comine from militon rd. The impact on traffic going passed our house has been huge. Cars driving too quickly and erratically when they</td> <td>Nochanee</td> <td>Should be a one way outern coming from milton rd.</td> <td>Strongly disagree</td> <td>Should be a one way owtern comine from million rd.</td> <td>Strongly distante</td> <td>Massive increase in car furnes due to increased distances.</td> <td>80</td> <td>Should be a one way system coming from mitton of.</td> <td>N9</td> <td>Should be a one way ownern coming from million rd.</td> <td>Should be a one-way watern coming from million rd. I believe that Brunstane road should be made one-way. Traffic can come down from Million road to Brunstane road towards the beach. Less impact for the residents and</td>	As an individual	Strongly disarree	Should be a one-way outern comine from militon rd. The impact on traffic going passed our house has been huge. Cars driving too quickly and erratically when they	Nochanee	Should be a one way outern coming from milton rd.	Strongly disagree	Should be a one way owtern comine from million rd.	Strongly distante	Massive increase in car furnes due to increased distances.	80	Should be a one way system coming from mitton of.	N9	Should be a one way ownern coming from million rd.	Should be a one-way watern coming from million rd. I believe that Brunstane road should be made one-way. Traffic can come down from Million road to Brunstane road towards the beach. Less impact for the residents and
ADM Nome Nome Nome No Add Add <t< td=""><td>Ar an individual</td><td>Grouth diarree</td><td>reast on oblige sources and one are used on the process of the pro</td><td>Senificant locrase</td><td>At above</td><td>Grandy disarte</td><td>Many motanisti ignore the plantess which have been put in places dissuade them from using certain structure. In outrain direction, To show who go singn with the re- direction, it is all just a nuisance. Newing a through read available to all on Bruntsne Rd., which care partied on both slides, has been a problem for</td><td>Streety Gaune</td><td></td><td>36</td><td></td><td><u>No</u></td><td></td><td>nan i anna i an patolog Din chan silevistas the borcure an Collieradoro</td></t<>	Ar an individual	Grouth diarree	reast on oblige sources and one are used on the process of the pro	Senificant locrase	At above	Grandy disarte	Many motanisti ignore the plantess which have been put in places dissuade them from using certain structure. In outrain direction, To show who go singn with the re- direction, it is all just a nuisance. Newing a through read available to all on Bruntsne Rd., which care partied on both slides, has been a problem for	Streety Gaune		36		<u>No</u>		nan i anna i an patolog Din chan silevistas the borcure an Collieradoro
ADM Nome Nome Nome No Add Add <t< td=""><td></td><td></td><td></td><td>No shares</td><td>The supposed traffic calming measures certainly have not prevented motorists from using Seaview Crescent as a rat</td><td></td><td>residents of that road for years, but I don't understand why it was necessary to make atterations to traffic management in the surrounding streets. Apart from however, there is not in the surrounding streets.</td><td>frank france</td><td>We have to travel further to get to the same destination.</td><td>No.</td><td></td><td></td><td>Taxgayers money has been used to pay for the planters. I</td><td></td></t<>				No shares	The supposed traffic calming measures certainly have not prevented motorists from using Seaview Crescent as a rat		residents of that road for years, but I don't understand why it was necessary to make atterations to traffic management in the surrounding streets. Apart from however, there is not in the surrounding streets.	frank france	We have to travel further to get to the same destination.	No.			Taxgayers money has been used to pay for the planters. I	
ADM Mode	As an individual As an individual As an individual	Strongly agree Strongly agree		No charae No charae	Tun.	Dan't know. Dan't know.	NAMES AND A DESCRIPTION OF A DESCRIPTION	Artee Artee		983 3985 3984		na Ma Ma		
ADA DA	As an individual	Stronely disarree	Completely unnecessary. Waste of public money. These streets are not bury enough to warrant these changes.	No change		Strongly disagree		Strongly disagree		No		No		Listen to the people who pay for these changes and are affected by them.
ADA DA			Only beneficial for those people who live south of				Collesdene is now the rat race. The lack of filter to turn right at the traffic lights at the junction of Eastfield and Mibon Road East results in traffic Eacking up, and in the Collesdees rat race being		is there evidence that this has cut the number of car journeys? Good for Brunstane Road. Not good for Collesdene.		I cycle extensively. For me, this naute is to get out of town to the A1, which means by car. I have not used this naute more due to restricting car		Brunstane Road should be a one way street for cars. There should be restricted / no access for large vehicles.	Keep the discussions live. There needs to be an ongoing dialogue and Change. The next consultation must be Portabelia wide plan and not just the ioppa / Coillesdene
Image: stand stan	As an individual	prozen diarre	remember Rand Dall Notes. Some of the Angele Nove made the area more dangeroux. When turning into Mitton Terrace I have incourseed whiches coming towards me which was not appecing. This Lingerda is a one way unret if approaching from Calibidente Avenue. Winders earling Calibidente Growt House I approach and a splice Terrace the Avenue. If this doesn't happen there is going to be a window acident them.	Instance		patoany disarre	Beide as convenient.	Stronely Gluerme	net est nextoù	<u>190</u>	jacen	no No	nexe snould be able to travel in both directions. Defensy vehicles and task often disregard the one way defens to the dance of other men user	transfere.
And And with a state of the st					This does not cause my personally too many issues but i of right is a wang and should be changed. All commenter the new story to all all age if is all and an powers in but grades characterizes and the any provide in the grades characterizes on the any peri- bandes. You should be characterized and the any peri- tension is the grades characterizes of the any peri-		The inconvenience caused for the affected streets far outweight the benefit to one street who is problems could have been better outer older all y making the section of Bruntnae Road south of the bridge one way. This would have multile brancers from Mino Road into							
a main single	As an individual	Grooth diame	communey of propeny as on Million Terroco. The inconvenience caused for the attraction strength the subweight the benefits to one strengt which problems caudid have been betters clouded by maining the action of Brunstnee Raudi subsh of the bridge one way. This would have multiple extracts from Million Raudi and Prostability and general the straffic more fairly across the community of programmed million and dimense. Have multiple experiments, could be add minese. Have an oblige experiments, could be add minese. Have an oblige experiments, could be add minese. Have an oblige experiments are some	Suiht Increase	awate the stretch of the Avenue that is an is, think there is significantly used multifle of the in Millian Drive, Millian Terace and the stretch of Collindone Avenue from Millian Terace to Collindone Drive. I repacking held had for the increased ruffic in the providually agained Millian Drive and Millian Teraces. I do not think traffic should be diversed into a netwerner community of experts a on Millian Terace.	Grandy disarre	away the trick of the Annue that is as is, links there is significantly located traffic for their is Mitton Drive, Miton Terace and the interful of Galiudae Annue from Mitton Teraces a Galiudaen Drive, inspecially field and for the increased traffic in the previously quiet Mitton Drive and Mitton Terrors, and do not think traffic should be diversed into a retriement community of presente as on Miton Terrors.	Naither same nor dicarree		No		163	The inconvenience caused for the affected streets for outwaight the benefit to one street who'r problems could have been better cloud by availing the action of Brantsne Raid south of the bridge one way. This would have multiple extraores from Million Raid and Persbellio and spread the staffic more fairly across the dress.	
A CARACTER C	As an individual	Strongly agree	resources in road rage caused by road not being wide enough for cars to personality. Proc. It has reduced traffic in area - eventually once folk act	Sight decrease		Stronely arree		Neither aanse nor disaanse	+	Nes		Yes		
a har man par a fatter a fatte	As an individual	Douante	Cont. Is adds time, Percoletcos my journey by quite a bit if I want to use Million Raad. Cans still use's has rart run but many now drive well over 20 mph as they are frustrated. I have seen many of these user bink horns with learner drivers as they are is such a runh. We still have a large-number of learner drivers using the	Saint decrease		Dozeno	To be known i newr reslly understood why people would uae Bruntan Pitod II: was a mark kad to get our of worn Million Rod II: to sarrour a mad	Quarre		50		50		
Image: Second	As an Individual	Strone's disarree	Here years a charge in traffic coloning and rather have seen more people division through the collections, may cut through our towers leaded of going down thrustans. No one goes all the way down million nand and comes land theve all creak through. There events to be less cat running in general and no jams	Slaft lacrase		Stronely dicame		Stronely disame	It requires people to go on a huge detour which is bad for the environment	No		Na		Please consider the results of the initial consultation as I bulleve this was widely opposed in initial development staam that proceed is the right one-trial a schema, listen to the
Application	As an individual	Stronely serve	on Brunstane Road. It is also now a pleasure to cycle through this area. Collesdene Avenue has never been busier just to let	Slaht decrease		Neither arree nor disarree	This needs looked at in further detail.	Arre		line		in .		change.
	As an individual	Strenativ disarree	Brunstane Road be dosed. Also ridiculous closures of Collesdene Crescent and Gardens	Significant increase		Disarree		Ölanve	Waying to drive longer distances when collecting grandkids	Not Answered	I already walk over 1000 miles per year. This has had no effect	No		Rath Street Marlborough Street and Regent Street should be one way

	1		1	т – р	Considering the wider Portabello area (out with the	Considering the wider Portobello area (out with the		1	During the trial have you walked, wheeled or cycled more? Buring the trial have you walked, wheeled or cycled			
Are you responding as an individual or on behalf of an	To what extent do you agree or disagree that the changes have been beenficial during the tria? - To what extent do you agree or disagree that the changes have been beenficial during the trial?	To what extent do you agree or disagree that the	During the trial how has the volume of traffic changed within your street? - During the trial how would you zause traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	mmediate area of Brunktane Road and the Collesdene area), to what extent do you agree or disagree that the	immediate area of Brunstane Road and the Colliesdene area), to what extent do you agree or disagree that the	To what extent do you agree or disagree that the changes have had a polities ingact on the environment - changes have had an impact on the environment?	To what extent do you agree or dicagree that the	more? During the trial have you walked, wheeled or cycled more?	Would you like the trial to be made permanent in its	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	Do you have any suggestions on how future similar schemes should be consulted and implemented? - an
re you responding as an individual or on behalf of an reanisation? - Responding as	extent do you agree or disagree that the changes have been beneficial during the trial?	charges have been beneficial during the trial - Please write are concents in the base heliew. Their is collinidene Crescert and find what used to be a 20 second divert to the end of the threet to join blaco road, can now be 4 or 5 minutes if learner drivers and parked cars in surrounding streets, stop a straight through dive.	within your street? - During the trial how would you zause traffic numbers within your street?	within your street? - Please write any comments in the to box below.	stal has had a positive impact on the sumounding streets? - o what extent do you arree or disarree that	trial has had a positive impact on the surrounding streets? - Please write any comments in the box below.	changes have had a positive impact on the environment - changes have had an impact on the environment?	 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? Please write any comments in the box below.	Would you like the trial to be made permanent in its current form? - made aermanent	the box below including any modifications you feel should be made.	schemes should be consulted and implemented? - an surgestions
		20 second drive to the end of the street to join Milton road , can now be 4 or 5 minutes if learner drivers and										
		parked cars in surrounding streets, stop a straight through dive.										
s an individual	Strongly disarree		Slaht decrease		itronely disaeree		Strongly disagree	I have to drive further and use more fuel to get out of my titreet.	No	No	abusivately not	
		I not the satement instituting and adducted water Collections created entrance to the curve of from the main read in Cartificial, leaving brotchello and turning right costs Mitten Raud Sate, it results in long wait times when you try to "Go the right third?". As a result the majority of the time, igo through the through the Collideres.										
		right ditto Multon koad said. It results in long wait times when you try to "do the right thing". As a result the majority of the time. I go through the through the						Uncafe access to railway from Protobello as car still block the pavements on Brunstane Road.				
								People drive further + more fuel. People drive fast through a residential area as a cut				There need to be fewer parked cars allowed on ilrunst
		aronitane stad is this a horrible and dargerous prace to accessibility- cars parked on pavements and anyone with mobility mobilities (numbers to the train						People drive fait through a readential area as a cut through = danger. No films at lights of "nonfermed counts" Jula Cartifiaid) =				
		station/bus has to go in the road. It does mean I can cycle up the road more easily but this was never a major	le .					through = danger. No fiber at lights of "preferred rocte" (via Eastfield) = fructured, dangerous driving (bits morning two cars in front of me went through the dights because they'd been waiting unsuccessfully to fiber and turn right.)				Road. Safety needs to be the priority and then I would advoc for encouraging "active transport" - but this needs to I explicit and not just sending the problem elsewhere in poorly thought through experiment.
As an individual	Strongly disagree	problem in the first place. Brunstane Road has been significantly improved for	No chanee		Name	Gee reasons outlined above.	Stronely disame	waiting unsuccessfully to filter and turn right.)	No	No		the second second as much have an end of a
		Examites Read is trill a horizon band dangereus places for constability cars parties of payments and anyone with mobility problems/puoling a bang to the train stability housing to be the train of date music (an eye anyone in the first allows). The second anyone explaines in the first allows. In our samplitudes have negatively improved for explaines in the first allows. It is not a significant device to gain with these fact, and their there doing this cars and and stap.	11					These will be incremental, but the twin climate and	I'm new far baseier accessing the national cycle route			Next, can we have a one way system and a low traffic neighbourhood from Bach St to Bellfeld St, with staggered parking (and a one way system) on
är en influitual	Germalic sense	right direction for reducing private car use and GHG aminima Thave noticed: increased volume of traffic in collesione	No chanas	i Eus on Balifaid Gr and there has no change	Herocale arran	Anything to discourage car use and promote safe active travel moder is a similar and incompanies	Groups anna	These will be incremental, but the twin climate and nature crises are now upon us, and any move to limit Greetwork's histwart emitting GMS sectors is positive.	fm new far happier accessing the national cycle rota and directly up Brannstane Ad, and fm happy that my kids rota and do is subhour fare of baies needed if has mothers a new	Tar	Brunstane Rd was a total horror show before. A rat run that should have been rimed off a loss time sen.	staggered parking (and a one way system) on Manhoroush and Besert Crowns too sizeral
		I have noticed: increased volume of traffic in collesdene ave, Milton drive, Collesdene Gardens . Cars and vans an not adhering to the one way systems causing sudden						Care are travelling a longer distance. Source and still base				
As an individual	Strongly disarree	braskina.	Sanificant increase		itranely dicastee		Stronely disaeme	Cars are traveling a longer distance. Brunstane rd still has cars illerally parked on both pavements.	No The roads are busier so less safe	No		Open Brunstane and other areas and in particular mak
äs an individual	Connaily distances		Min chanae		teonalu dissaraa		Grounds Alexande		bin	MA.	I think the recauting of traffic has not improved the area.	Grunstana Brodinna anu
		I feel that a one way traffic measure on Brunstane road				Adjacent streets - particularly in the collectione area have had more traffic in them and new 'tat runs' have been created near to a residential care home.			Brunstane of links lopps with the A1 it is not somewhere where i would choose to cyclie or walk. (Lislike along Non Annu Alis at)		A one way system on Brunstate of for incoming traffic	A one way system on investance of for incomine traffic
As an individual	Dicarree	I feel that a one way traffic measure on Brunctane road would be a MUCH more gractical solution.	No chanae		tranely dicastee	created near to a recidential care home.	Disarree	I don't think it has led to reduce car use.	No Porty hiels at	No	A one way system on iknunstate of for incoming traffic would work much better. Some way system down Brunstate Road would minimise the traffic needing to detour while also addressing the previous consection issue.	A one way system on Brunstane of for incoming traffic would work much better.
As an individual As an individual	Disanse	Lack of links between Milton Road and Portobello necessitates a substantial detour.	No chanee		Wither agree nor disagree		Disarree	Longer journey around the Collesdene triangle is not beneficial to the environment.	No.	No	the traffic needing to detour while also addressing the previous consection issue.	One way on Brunstane Road, reopen Collectiene area to be more permeable.
AL III INFINATI		This has made the weighbourhoods lixedin, and limited the noise pollution. Most significantly, it has made hilds into some, and to the biogravity much many pleasant and the some pleasant and the some pleasant and helfer the citizen. We have subly had month kind denth to any set of the citizen with the some pleasant and the some field had a finitatic pathode inputs of pathod to a citizen black and the plant of the some pleasant to a citizen black and the plant of the some pleasant to a citizen black and the plant of the some pleasant to a citizen black and the plant of the some black of the constant down to black the solution of the some of the constant down.	A PROVIDENCE AND				ALCONT COMPT					
		the noise pollution. Most significantly, it has made biking into town, and to the bioquarter much more pleasant an	a d									
		safe. Cyclist had multiple close encounter accidents before the closure. We have sadly had recent bike deaths										
		has overall had a faritastic positive impact on porty, and the general area. Likewise it provides a way for the town										
As an individual	Strongly agree	to ride their bikes to the beach, in an otherwise car consected area	No chanee		itranely aeree		Stronely serve		194	Tes		
		Interestants The environment that bacteria much more healthy, because. In the interesting of the interesting of the interesting is the interesting of the interesting of the interesting I the interesting of the interesting of the interesting of the I the interesting of the interesting of the interesting of the I the interesting of the interesting of the interesting of the I the interesting of										
		 the traffic is largely cyclists and the emissions from webicles is greatly reduced 	1					1				
		 the atmosphere is much more friendly and congenial it is possible to walk safely along the road without 		As mentioned above, whicular traffic is significantly								
As an individual	Strongly agree	speeding traffic 4. aggravation from and between vehicle drivers is no longer a problem	Sanificant decrease	As mentioned above, vehicular traffic is significantly reduced. The number of cyclists may have increased, but that does not present problems.	Jan't know.	am not aware of any impact	Strongly agree	Please see my response to item 6 above	I am now comfortable to walk in the area involved. Previously I avoided walking along the affected streets, because of the affective and unobeautrons.	Yes	There is no doubt that the ETRO should be implemented on a permanent basis	No
		So much more traffic in collensteines. Reunstane road should be 3 way going towards portobelio. It's crazy to										
	No	block it off completely. I way would solve most of the difficulties prior to the trial. Also no HGV should be efforted	No observe				County docume	Annala making income in anna				There was a scenarization which was strongly against propagate in the data and a citil wave about the propagate in the data and a citil wave about the promotion of the strongly and the strongly promotion of the strongly and the strongly promotion of the strongly and the strongly promotion of the strongly and strongly and the strongly provide the strongly and the strongly and the strongly and the strongly the strongly and the st
		2.00Th	NALL WAT						194 	n#		There was substantial opposition to this plan from the community, both in the immediate area and in wider
												Portobelia and Brunstane. This was voiced to the community council and through the original online
												questionnaire. 72% of respondents opposed the decisi This was recognised in the letter that was sent out aft
												council went ahead with their plans. I think this is a distrace. The road was not a danser and there were
						I think traffic through Brighton Place has been heavy with frequent traffic jams on Southfield Place and also traffic					I think the 'solution' to the traffic issues on Brunstane	solutions which could have been implemented which a not involve full closure. In future I would like to feel th
		I think the closure has displaced traffic from knunstane Road into the Collesdenes and discouraged traffic from				I think staffic through Brighton Place has been heavy with hequest toffic jams on Southfield Place and also staffic turning right at the bottom of Milton Road has caused problems with other cars undertailing to age part and endangering other cars and cyclists, including myself on a member of normalism.					I think the 'solution' to the traffic issues on ikrunstane Road have created significant traffic issues elsewhere. I think is should be open to limited traffic, specifically it should be one way, heading north, with a height barrier with bridder nonanze Hick's raise in a shourt or at	the views of the community were actually listened to a acted upon rather than the council's consultation
As an includeral	Dirtuman	Brunstane and Milton Road to visit Portobello to use the shore and amenities	9 No chanas	We live on the orons on it has made on difference	Dreveals distances	endangering other cars and cyclists, including myself on a number of occasions	Gronels Airseme	The closure has meant longer drives for car users increasing collision and consention in other scene	No. I rurie most place when I run on this has not visuant	Min	should be one way, heading north, with a height barrier at the bridge to nearest kiGits using it as short out	appearing to be a paper exercise prior to a forgone conclusion
		I think the closure has displaced traffic from Brunstane Read into the Collesidence and discouraged traffic hom Brunstane and Witten Read to visit Pontobello to use the shore and executive along Brunstane and Witten Peak of the State of the main concerns of local residents thing close to Brunstane read										
		These are:										
		The changes make it more difficult to access and leave Portsbells. This inconveniences local residents but also has a knock on effect on businesses in Portsbello.										
		There are still too many cars parked and poor parking				There has certainly been lighter traffic on Brunstane Road but that has only been diverted onto other local roads, on there has been an intense in traffic in surrounding storest. While this is grand by the one way systems on Whith o this and M Horn Terraco, the Collinedones as a whole will have seen increased traffic.						
		a pedectrian or with a wheelchair or buggy. People with sight immoment would find it a very challenging				streets. While this is spread by the one way systems on Million Onion and Million Terrare the Collingian set a					I am not against some form of traffic restriction on faranstane Road but the trial in its carrent form does not address the main issues. These are:	
		environment. Cars parked on the pavement alongside bins makes it difficult to use the pavement, forcing				whole will have seen increased traffic.					Local environment	The consultation ahead of the trial revealed that a significant majority of local residents were opposed to
		pedestrians into the road. Cycling is not much better. While the road is now quieter, residents still speed down				During the trial period, traffic volumes in Portobelio seem to have increased rather than reduced. This is to be					Local environment Convenience to local residents Impact on local businesses Global environmental impact	the scheme as proposed. The trial was pushed through regardless, thanks to a minority of very vocal and well
		In a second on effect on businesses in its instantiality, there are well do can used an advect of the second of the equates as the instantian static instatic advect of the second applications with advective or longing a polytopic right reparation of the second of the polytopic with right reparation of the second of the polytopic with the main is effect to use the parameter, foreign the main is effect to use the parameter, foreign within the and environment, colleged and the main is effect to the second of the polytopic within which the advect main second of the polytopic polytopic within advect main second on the polytopic polytopic to main is non-aquine, related to the second and the second of the polytopic polytopic polytopic to describe the polytopic polytopic polytopic polytopic to describe the second of the polytopic polytopic polytopic to describe the polytopic polytopic polytopic polytopic polytopic to describe the polytopic polytopic polytopic polytopic polytopic polytopic to describe the polytopic polytopic polytopic polytopic polytopic polytopic to describe the polytopic polytopi	1	I haven't noticed any significant increase in traffic universe on finiteith Street. However, specifictuilly I		During the trial period, traffic volumes in Portabelia seem to have issessed rather than reduced. This is to be expected with the level of local and regional house building going on, but is sen outdence of increased use of walking and cycling as a result of the scheme.		While the local impact on the environment along Reporting Read will have improved (our back and en-	I haven't walked or cycled more. Though I regularly do both I outle along Brunstone Broat M land that along wanted		Global environmental impact	connected individuals. The consultation raised many s points that were not properly considered before implementing the trial. No proper pools were set for t
		The impact on residents of the Collesdenes has not been		i saven i tabude up opinitarii monor ii obadii ji valumis on Dalaish Sreek However, anecdotalij i believe the average speed of traffic has increased. We more regulariy see people travelling very quickly (more thas 30mph) along the street.		I am also concerned about the impact on local businesses		which is close to Brunstane Road is definitely quieter) the scheme must have an overall negative effect on the	and walk up and down it years more. I find it difficult to walk along the paremet because to many care park on		railway bridge at Brunstane Road with parking restrictions on one side of the road to create a safe route	trial and local concerns were ignored. It would be good see proper, independent and balanced consideration of
		considered. Residents of Brunstane Road bought houses knowing it was a main thoroughfare. Residents of the				I am also concerned about the impact on local businesses of complicated diversions that might put potential outcomers off. The diversions have definitely found visitors driving to our house, even after explaining it to		While the local impact on the environment along Banarcase Raad will have improved (our body gardem) which is close to humanse Racch is definising quidenty the softene must have an overall angative effect on the environment. It is floring humdred of cars every day to take along diversion. The result is an increase in both palificities and CO. Any dedicion to continue the cheme	In however walked or cycled means. Though it regularity do both 1, cycle and provide means that and a result to a wave and though any domain of the second second second second walk into the second second second second second second second the second second second second second second second second and the second second second second second second second and provide second second second second second second and provide second second second second second second and provide second second second second second second second people with short feature sector second seco		My preference-would be a cree way restriction on the milway bridge at Brunctuse Road with parking restrictions on one of the of the rate to create a suble non- for particular and cyclicits. This would reduce the impact of diverted traffic and will have a more positive effect than the current trial on reducing overall traffic volumes	The consultation sheed of the total revealed that a significant majoring if local moderns wave replaced as applications. The significant modern is a second strain strain strain strain strain strain strain concerts individuals. The consultance main many individual strain strain strain strain strain replacementing the trut No proper considered letters index straining the trut No proper considered letters in second strain strain strain strain strain strain to strain strain strain strain strain strain strain masks and any discontinuous strain strain strain reads and straining out a later restancia and gains the masks and any discontinuous strain strain strain reads and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for the strain straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later restancia and gains for masks and straining out a later mask and straining and the masks and straining out a later mask and straining and the masks and straining out a later mask and straining and the masks and straining out a later mask and straining and the masks and straining out a later mask and straining and the mask and straining out a later mask and straining and the masks and straining and the straining and the mask and straining and the mask and straining and the mask and straining and the mask and straining and
As an individual	Disanse	The impact on residents of the Collesdenes has not been considered. Residents of Brunstane Road bought houses knowing it was a main thoroughtere. Residents of the Collesdenes bought houses on a quiet street and will have seen a simplicant increase in traffic as a result of the	e Nochanee	Our back garden is much quieter than before because of the reduced traffic on itrunstane Road.	itronely disarree	visitors driving to our house, even after explaining it to them.	Stronely distance	pollution and CO2. Any decision to continue the scheme must include an environmental assessment.	road, Cycling doesn't feel any safer than before even No though traffic volumes have reduced.	No	than the current trial on reducing overall traffic volumes by encourating walking and cycling.	raised and setting out a clear rationale and goals for a future scheme will be important in securine local supp
		I feel that the changes have been detrimental to all but the resident of investme Read. While in understand that without the resident radia is investme Read. The efficial, it seems unfair to impose these traffic officular on others interach. The molderer of investme Read were running aware of the traffic problems when they bought that howare										
		without the restrictions traffic in Brunstane Road can be difficult, it seems unfair to impose these traffic difficultie						I think the visual environment has been affected by the			Restrictions to larger vehicles in Brunstane Road may be advised, and one-way priority would be perfectly	
	formatic discourse	on others instead. The residents of Brunstane Road were surely aware of the traffic problems when they bought their burners	Constituent language		No			I think the visual environment has been affected by the ugly planters. Although some residents appear to have taken ownership of them they do nothing to enhance the service-service.	Provide Innormality		Rectrictions to larger vehicles in Brunstane Road may be advised, and one-way priority would be perfectly acceptable. I would like to see the road open all the way down in	
		The measures put in place have just moved the problem of traffic conjection elsewhere and really only benefit a	APPEAR INTO					naveren.	And a brown	n#		
		Luney award of the trate process, which they bought that house. The measures put is place have just moved the problem of traffic cooperion elsewhere and really only beneft a small number of reideters. Would be better to make hourstane read on eavy which would alleviate the small up of traffic trying to pace on a road totally unsuitable for a way traffic	1			The problem with traffic congestion in portabelia is a wider issue however it was made worse by the restriction		1				The current format is suitable however it would be go to see a full set of results of any survey and transparse on how the final decision was made
As an individual	Strongly disagree	up or traffic trying to pass on a road totally unsuitable for 2 way traffic	No chanee		Name	water issue however it was made worse by the restriction imposed on brunstane road	Diagree		80	No		to see a full set of results of any survey and transpare on how the final decision was made
		Since the closure of Collesdene Crescent,to access our street Collesdene Terrace from Milton Road East require	к					1				
		a long detour all the way down to Milton Terrace and along the avenue wasting fuel increasing pollution and	1					1				
		traffic on roads that were previously quieter. It is totally unfair on residents in Milton Terrace and Milton Drive making their quiet streams	1					1				
		resident having already paved over his garden to get his cars off the road. Almost every journey alone Critised-area						1				I was surprised the letter said the council welcomes feedback, ignores would be a more appropriate work
		Avenue is held up as only one car at a time can pass due to parked cars on both sides of the road. Planters give th						1				I was subjusted the main statute control vences or feedback: (process would be a more appropriate word.) This unwanted and ill conceived scheme was approve by councillant despite several consultations revealing over 80% of Califiedene residents opposed it. Respect the opition of meldent and net imposing your anti ca
		1 and 1 closes of collection Construction access out some Collection of access from Mission San Diano Mission Collection of the Collection of the Collection access to access the Collection of the Collection access to access the Collection of the Collection access and access to access the Collection of the Collection access and the Collection of the Collection access and access and the Collection of the Collection of the Collection access and the Collection of the Collection of the Collection access and the Collection of the Collection of the Collection access and the Collection of the Collection of the Collection of the Collection of the Collection of the Collection of the Access in Index of the Collection of the Collection of the access in Index of the Collection of the Collection of the access in Index of the Collection of the Collection of the access in Index of the Collection of the Collection of the access in Index of the Collection of the Collection of the access in Index of the Collection of the Index of the Collection of the Collection of the Collection of the Index of the Collection of the access in Index of the Collection of the Index of the Index of the access in Index of the Index of the Index of the Index of the Index of the access in Index of I	4					1				over 80% of Collesdene residents opposed it. Respect the opinion of residents and not imposing your anti co
As an individual	Overaliz disserae			1	tronalı Aznana	1	Grouds Arneme	1	No.	Ma	Whole orbana should be constant to soon to nearble	otherner on them would be a error way forward
		Brunstane Raad is much safer for children and speliter, there are fewer traffic jens, less damage to cars and fewer any conhectration because divers carby per par- low also net octood a significant carbonas in suffic in the collesidees area, it seems most diversal traffic gees along the main Millow Road. Brunstane Raad has been only: Less incidents of naad- man. For al notable in one from the Lines incidents of naad-	a.			The measures have directed the through traffic to the		Brunstane road is safer to walk and cycle on which undoubtedly encourages more people to walk and cycle.				
	L .	I've also not noticed a significant increase in traffic in the collesdene area, it seems most diverted traffic goes along	a a a a a a a a a a a a a a a a a a a	Much less traffic. Safer for children to walk or cycle to school. Safer for people to be outside doing outdoor		main reads which are before served to accommodate it. Milton Road is a wide 4 lane main road which can easily handle a few more cars.		Making driving harder encourages other forms of more environmentally friendly transport. Our car we have				
As an individual As an individual	Strongly agree	the main Milton Road. Brunstane Road has been safer. Less incidents of road	Sanificant decrease	activities.	itsonaly aeree	handie a few more cars.	Stronely aeree	sianificantiv decreased in the last few months. Less pollution in residential / built up narrow areas. Flow of traffic keet to wide main roads.	Tes As a family we wolk and occle much mane. Tes Have out on bile to make short journeys to Portobello.	Tes	All as previous.	
As an early Dult	an sense for 201000			in and	nonemer all'00	1	an university 20200	w wahl sect to wide main roads.	me Have est on bile to make short isumeve to Partabello.	10		1
		over the top creating conflusion especially since most of the traffic is learner drivers. The signage and road blocks						1			The problem in liminstane road is narrow road and parking. The solution should have been to restrict parking and not spread the problem to their neighbouring streets.	
As an individual	Stronely disarree	are calls. Calmer traffic in the area, less aggression seen in Brunstane road by motorists too. Feels safer for all, great	No change		itronely disaeree	+	Stronely disaeree	+	No	No	and not caread the problem to their neighbouring streets.	
As an individual	Strongly agree	arunstane road by motorists too. Feels rafer for all, great to see cudists on the street.	Senificant decrease		itronaly arree		Strongly agree		les .	Tes .		
			1	I'm no longer woken by the rumbling of large vehicles attempting to go down the street, or by people using the road as a non-track. I've not witnessed (and most importantly neither have my kids) a bump, or a swearing				1				
		I have certainly used my car less and walked more which		road as a race track. I've not witnessed (and most importantly neither have my kidd) a bump, or a swearing		I haven't seen a notable change. The main drags can cope		I see evidence of more active travel (people using bikes, and walking) and there aren't the 'terrible queues' of cars that using another a the more aren't	I may have been tempted to nip in the car down to			
is an individual	Aaroo	is better for the environment. Finances, and my health. The benefits will have been feit by ikrunstane Road	Senificant decrease	match, which was a resular occurrence previously.	Seither agree nor disarree	with the increase in volume.	Stronely aeree	that some expected on the main roads.	tes Portabello in the past, now i would walk.	Tes		
		is better for the environment. Forances, and my health. The banefits will have been first by incurstane based residents but the traffic along Collescdene Avenue has increased significantly with people speeding in order to make up time lost due to the diversions.	1			Destructs that baselind on the		1			I feel that although my road is quieter, that the	
	Disarre	make up time lost due to the diversions Many people simply ignore the diversions and drive round the planters which is daneerous.	Sight decrease	My road has seen less traffic as there is no access to Milton Road.	Stative	The streets that have had cars diverted down them are significantly busin. People drive very fast and do not obey the diversion.	Neither agree for disarree	1	No	No	I feel that although my road is quieter, that the arrangements are disproportionately unfair on the residents that have cars diverted down them and on Collingence America.	I think that the opinions of all residents should be take into account, not just a vocal few.
												and the second states and the second states and
						1	1	1	1			1
		I believe a Crescent by name should be by practice for primarily use for residents only.										It's challenging cause we are all against change and wh
SA & TROTAGE		This has made a difference to the safety in a positive way										It's challenging cause we are all against change and wh this was proposed I initially felt it would be an inconvenience.
s in indvidual	Strongly agree		s. Senificant decrease	Morebiles instan	Strongly arree		Stronely anne	Less traffic is always a good thing and I've notice more neithboars cotine	ws 200 server	Tes		It's challenging cause we are all against change and wit this was proposed I initially felt it would be an inconvenience. I was wrong and the benefits have been noticeable are positive.

			ir.	And the last the sharehold and the second second	foundation the older Bastele In and Installed the	1	During the trial have you walked, wheeled or cycled		
	To what estent do you agree or disagree that the change have been beenficial during the trial? - To what steert do you agree or disagree that the change have been beenficial during the trial? - Pisase	for dealers had been been the order of an effective second		Considering the wider Portobello area jour with the immediate area of Brunktane Road and the Collectene	Considering the wider Portobello area (out with the immediate area of Brundzare Road and the Colliesdene area), to what extent do you agree or diagree that the rish has had a posicive impact on the surrounding streets? - Hease write are comments in the box below.	T	buring the true have you waked, wheeled or cycled more? During the true have you waked, wheeled or cycled	Would you like the trial to be made permanent in its Current family - Pisse poulde any further comment in Would you like the trial to be made permanent in its the to a balance including any modifications you bear.	
Are you responding as an individual or on behalf of an onranisation? - Responding as	changes have been beenficial during the trial? - To what setter do you agree or diagnee that the changes have been beenficial during the trial? - Please been beenficial during the trial? - Please write are comment in the box below.	During the trial how has the volume of traffic changed within your street? - During the trial how would you zause traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	trial has had a positive impact on the sumounding	trial has had a positive impact on the surrounding	To what extent do you agree or disagree that the changes have had a positive inpact on the environment? changes have had a positive inpact on the environment? - Plasse when has an inmact on the environment? - Plasse when are command in the bac before.	During the trial have you walked, wheeled or cycled more? Please write any comments in the bax below.	Would you like the trial to be made permanent in its current form? - made sermanent should be made.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
	We live to increase Communities have due to an		the proof.					Larres valiet "maar antisaen. Noon or maar.	
	and the manufacture of the second sec								
	our streets, it has been wonderful for our kids to be free		I was concerned we would become a rate race for lost			It's allowed the area to breathe and we've seen an	We use the Brunstane road often to enjoy a SAFE wilk up		
As an individual	Strongly agree traffic. Please may it long continue!	Slaht decrease	drivers, but it's not been the case.	Stronety arree	Flows to see the amount of oxility now using that road.	Strongly genre in wildlife.	les to the station and playout,	Not Answered	
	why can't you just make Brunstane road one way? Surely this would have been a more sensible idea for all								
	why carry type just make Bonstone and so way? Some concentration and the term of the some some some some concentration and any some some some some some some some some								
	and turning in to Minton iterace in order to access the roads off Collevidene Cresent just does not make sense.								
	tou nave as that trainin teeping into a unias street which is narrow and not clearly marked at the give way onto								
	Considered chickens, I have had several near missies with people driving straight across the junction at the terrace.								
	Louisney the device in the second in the instance wave people device gravity in cross the junctions the termson. The closure of disturct and wave also had an impact to the energency services and distrust to fainly insenders when they need energyncy assistance. Was making					you have displaced all the traffic to the other end of Million Rad Satt. It would be instructing to see measure the pollution at this and of Million Rad East and the			it would be helpful to know how the decisions are made and on what grounds. What information do you use to
As an individual		No change		Disarree		the pollution at this end of Milton Road East and the Oxamee Collestene area	I need to use my car due to medical reasons and the estra No travel has an impact on my petral use.	As above it would make more sense to have Brunstane road one way and open the other roads as the ware	and on what grounds. What information do you use to reach these.
	Touring counts: Listing divide's according to the set of the set o								
	to traffic (except that directly beneficial to residents of								
	the streets is deeply what and putter inde trate to other streets in the area. Living myself on a street that								
	expensions arready high and cangerous (well documented) traffic, the current proposals are completely								
	unacceptable and, indexwe open to legal challenge from residents in surrounding areas. The fact that councilors								
	who live in the FTRO street were allowed to vote on the proposal is completely ridiculous. That this traffic order								
	was implemented at the whim of residents of one street who experience minor traffic problems compared with								
	the rest of the area and was implemented without consultation of all residents of the area of Joppa is								
	unfathomable. Residents in my street live in terror of the various forms of dangerous road users we experience on								
	Minimum degrade, fuer services improvements of the service of the								
	impacted by this ridiculous and unfair policy. We should be apologised to and efforts made to ease danaerous.						It is now more dangerous for me to cycle my usual routes.		Why not actually look at the DANGEROLG roads in our area and try to make them safe for EVER/DREE I have loot the catt and had a cat written off date to despense road design and drivers, why is the council not addressing
	traffic in the area, not tinker with the whims of some residents who think they decayse to live in a second		Obviously traffic has been forced onto other		A single bubble in a through street has had the expected impact of worsening traffic in the area. Magic does not	Cars have not been removed from the road. Closing a through road makes many journeys longer therefore	It is now more dangerous for me to cycle my usual routes days to increased traffic. I walk lies due to the impact of more art traffic forcing more cyclists one to local	-furthermore an individuals (councillors) directly affected	lost two cats and had a car written off due to dangerous road design and drivers, why is the council not addression
As an individual	Stronely disarree enclave.	Senificant increase	therouthfarm.	Stranely disagree	with and withful thinking is not a policy worth pursuing	Stronely disame increasing colution	No aveners	- Sathermore an individuals (councilion) directly affected No should NOT be allowed to vote on the matter. Ridiculous	these well documented and historically known problems?
	I think the question is unfair because it suggests ALL aspects have been beneficial or not.								
									1
	i do think there has been some benefits, and it would appear traffic around Brunctane road's collence. I would hop's it has mourged more properly bounds active								1
	hope it has encouraged more people towards active tread								1
	tionen ihn en follening honor and the better								1
	educeur, i sue on Lonecome Avenue, near the bottom of Collections Terrace and while there may have been		1						1
	efforces (,) and with consoling the state from the backward of Collections Terrators and while the terrators have been maggingtion, there does seen to have been an increase in traffic along the assess. Sense cases used to go wery fast.					Has any work been done to actually look at whether they has been a reduction in car usage? I'm not sure how	1		
	I also shirik ita ana kana kana kana kana kana kana kan					vice any work here that to be starting to be a starting to be a starting to be that been as reducing to a company. If no start surviva chain you and the start and the start and the start and most of any cold provide the start and the start and most of any cold provide the start and the start and most of any cold provide the start and the start and any cold provide the start and the start and the start and any cold provide the start and the start and the start and any cold provide the start and			1
	I and a sink is both and any solution to come and any solution of a come of a sink of a sink and a sink of					tend to be for longer journeys - there are no restrictions on access to portabella by car, which is the more local	i regularly work when traveling towards Portobelia. That was the case before the total and continues to be so.		
As an individual As an individual	Neither arree nor disanne access the collesdenes - this continues to be an issue. Strongly arree	Significant increase No change		Dan't know. Stranety apree		Disarree journey and should be where active travel is encouraged Strongly agree	No was the case before the trial and continues to be so. Don't know	Don't know No coinion Yes	
	Whilst I disagree with the changes, it has at least allowed me the opportunity to find alternative ways to mach the				I think it has spread the load of traffic across a wider		My commute to work is not on this route, so no change. I use my car for shopping, traveling and recreation all of		I would to suggest instead of an outright ban on cars that
	me the opportunity to find alternative ways to reach the A1 from my home address. It has impacted o on my		I am unsure if I the increase in traffic is due to people		I think it has spread the load of traffic across a wider network. However the bottle neck at the bottom of Milton Road is a nightmare, so I would say that this area	I feel there are more bottlenecks therefore cars are eithin stopped in more places. I never thought that this trial wa	E use my car for shopping, travelling and recreation all of which I use the A1 (or go West). Therefore I have been	The trial has impacted on me negatively therefore I have	I would to suggest instead of an outright ban on cars that Brunstane Road is made on way. This could alleviate the traffic jame, and potentially reduce the impact and load
As an individual	Disanse ability to reach Asda. The Jewel ouickly though.	Slaht increase	using our street as part of a rat run or not.	Disarre	is impacted negatively	Okaanse about environmental issues anweas.	No impacted every time I use the car.	No no interest in it being maintained.	on other areas.
är an induktion	Strongly same	Siaht Invesse	the calue . We worth it	Gravenile nation		Grounds same	Nor	Nar	Put more cycle pedestrian measures in - there will always he resistance to choose but it needs to hannen
						Much greater distances travelled by car each time i leave		The trial has just moved traffic from one area to another	
As an individual	Disance However the volume and speed of traffic along Collendere Avenue has inoreaad significantly. It is also evident that cound driver have completely ignored the	VENDOR DOVEN		Netter aree our daarne		Stronely disame home to avoid blocked off streets.	NO Lam disabled.	No and has thus involved loneer distances travelled by car.	
	Colleadene Avenue has increased significantly. It is also evident that some drivers have completely ignored the		Especially during the rush hours at start and end of the		Not residing in or noticing anything significant in other areas it is impossible to make a comment here.	The road dosures have had an adverse effect on the			
As an individual	Aanse No entry dans. Feel cale walling with my children on Brunstane road. Children have not had to be exposed to road rage related foul language.	sannant iscrease	aw.	Neither agree nor disagree	areas it is impossible to make a comment here.	Disarre environment in Collevdene Avenue.	N0	No One way system in Brunstane Road	+
	Children have not had to be exposed to road rage related foul language.					Much less traffic on road and associated pollution. Have			
	No damage to car during period (previously had had					Much liest traffic on road and associated pollution. Have seen significant increase in cyclists on the road as they feel it is useful out on using children cycling to school	Feel able to take kids on scooters and bikes safely to		
As an individual	Strongly agree demage monthly to parked carl.	Sianificant decrease		Neither agree nor disarree		Stronely aeree which is escellent	tes beach. Would arecloudy have driven.	Yes	
	On balance, and as a resident of Brunstane Gardens, i disagree that the changes have been beneficial. (1)								
	Whicles still turn (northbound) down Brunstane Road and many of these then funnel into Brunstane Gardens.								
	There is a constant flow of vehicles trying to turn around in these narrow streets, and meeting those coming the								
	other way, recapitulating the original problem. This will likely continue unless illustratione Road is made one-way								
	southbound and there's a proper no-entry traffic sign at the south end. (2) We now feel abryscally cut off from the					There is less traffic noise and fewer instances of confrontation and stand-offs between drivers on			
	- And starting with a probability of the starting of the st		The nature of the traffic has charged, rather than the			There is but Selfs colorand have instructional confinitional and colorado data with the colorado in the colorado data with the colorado data with the colorado in the colorado data with the colorado data with the colorado data candoo has, colorado data data with the colorado data data candoo has, colorado data data data data data data candoo has a las data data data data data data data name data data data data data data data dat	e We take every poportunity to walk, cycle or use public		
	Revenues to the second se		volume. We have the lost and angre, tasked the ignage and want to be elsawhere. A cui-de-sac ign at the junction of Brunstane Gardens and Brunstane Road would		Directing through-traffic to roads designed to deal with through-traffic (with crossings and so forth) must be a	converting front garders into driveways to facilitate off	transport integradies of our car. The children cycle to school transport instead of our car. The children cycle to school and the north end of Brunstane Road is safer in that	The summary of ferrorises found the state on a	
Ar an induideal	for protectmans to negotiate the rail bridge, which only for an an environment of the second	Ma chanes	personer or wonstate cardens and erunstate Road would help.	Arres	enough to see a second to the second second to the second thing in second	foad parting and this that the foat and reduced farms that and the foat and reduced for the source of this change.	and the north end of siruntane Road is safer in that him contain than it was	the namow part or wrantzine Road should be made one- lian www.finon.this millions bridges another unit	Total the one-sets anothing of measuring above
						Lenne child gen degi da fina fina ile da trans da la de la color d			1
			1			1) cars that were coming from the south are now having to drive further along Mitton Road before being able to			1
			Morton Street was a quiet virtually car free street for			The state strength in Collections and Manters Characteria			Yes listen to the local
	This was a ridiculous and unnecessarily hands measure when making itrustance road one way woold have solved forceally disarree		Morton Street was a quiet virtually car free street for most parts of the day but now there are a pretty constant stream of cars every day throughout the day. Some			2) At the streets in Conecdense and Norton Street are busier fewer children are out on bikes, scooters and	In fact this has made me need to drive more as I'm now no longer letting my kid walk to school as the streets are		Yes listen to the local Community who responded to the community council consultation prior to this temporary scheme and the vast
As an individual	when making immetane road one way would have solved Stronaly disarree the problems immediately.	Sanificant increase	sames of cars every day throughout the day. Some traveline at excessive and daneerous speeds	Stronely dicaeree		2,015 bit 12,045 bit 20,055 bits and 20,000 bi	to longer letting my kid walk to school as the streets are now busier.	No Make brunstane road one way. Simple solution.	conversion prior to this temporary scheme and the vast majority were totally against these closures.
			traveline at example and dangerous speeds More cars coming to bottom of invantane load to turn and go back up. This includer residents who use the junction at junctane Gaderes to turn and go back up the street as it appears this seems the easiest way for them						1
			personer in wunktane candens to turn and go back up the street as it appears this seems the easiest way for them						1
	Pineses.	Card and Income	now to turn their cars to go back up the street. This did not happen previously as the road was too buoy for them	Course de course	hat monotonelle late de l'antere	Channel Married			1
as at individual As at individual	Anima we Secondly aeree	Sanificant decrease	in an art.	Stronely arree	ans maded traffic who comerdene	Bronely anne	704 105	ne Isg	
As an individual	Stronely disarree There is no way to cat through to portabelia, clogging the was and ward india concentrative. It's not very well cognized as it's such a long detour and	Similicant increase		Stronely agree	Sumeline traffic is not the solution	Stronely distance	No	No	
	It's not very well appanised as it's such a long detour and with fur larger is to high, I think it's very unaccessary as there's normally not much traffic along these noads, in unstance much it the only problem which though the 1		and an owned by a shore but it is a set of the						
- L	there's normally not much traffic along these roads , Brunstane road is the only problem which should be 1		It's decreased but where is the traffic supposed to go without taking long detours and as a taxi driver increases					L I	As a tasi driver iv seen these measures in different areas in Schourgh and think they are unnecessary as I feel show here where we have a set of the second
as an analyzing	ADALAN ANALY ANA	A REPORT OF CAME	the set	And the second se		DATE NOW		1 ²⁰	CONTRACTOR AND A DECEMBER OF A
	This is a total joke, all that's happening is moving traffic problems to other areas, for our of years fire driven up and down bunetain read whometain history.		1						1
			1						1
	It almost field like local residents are being given preferential resumment. If an aggress to them if they don't like the street they been more house and there than shifting their problems onto the residents of Californeen.		1						1
	like the street they live on move house rather than shifting their problems onto the residents of Collingteen.		1						1
	Absolute facor. The whole spaces for people and bike		1						1
	Absolute tarce. The whole spaces for people and bile look-ping comparing not far to much strengton and consumed as for of public money mixed could be better								1
As an individual	Strongy distance Lowit ensystems	No change		Stronely disaeree		Strongly disagree	No.	No	Don't bother implementing such schemes
	It has not helped getting in/out of brunstane Rd South which I thought it would, boxed junction urgently needs		1						1
	repainted there. I feel it has created a rat run around a larger area can brunstane Rd not be made double yellows		1						1
	which integrate a social, based processing of the larger rates on the social processing of the larger rates on the social for the stands double without an area do and one any only to the first the stand double without angest one would need to a set of the stand double without angest one would need to be a set of the stand double without angest one would need to be a set of the stand double without angest one would need to be a set of the stand double without angest one would need to be a set of the stand double without and angest one would need to be a stand on the stand bage. They can't and the the double its to make any bage. They can't and the double its to make any bage. They can't and the double its to make any		1						1
	elderly patents who live in party i regularly take them to appointments, get shopping etc. I can't cucle there with		1			Me getting to disabled parents to care/shop of take to numerous doctors hospital appointments, is adding			
	bags, they can't walk due to disabilities so makes my journey 10 mins longer in each direction increasing my					Me getting to Guided powers to carry/hop-of takes on summour clastica's hop-ting appointments; in shafing 20mics on a return journey at least as extra 2 hour entra me fulling conting emissions, tool opposite of what the providencement media	I do walk and always have when I'm able, is not not		Double yellow lines on one side of street, and made a one way street! This has just given the people in this street a
As an individual	Stronaly disaaree emissions and length of time I'm driving.	No change		Stranely disame		Stronely disaeree environment needs	I do walk and always have when i'm able, ie not get No choosine or takine disabled sarrens to account reserve	ha	way street This has just given the people in this street a private car park, whilst creating havoc elsewhere
	Strongly agree the benefits to Brunstane Rd residents. That namour road simply cannot act as the main link from								
	Milton Rd Into Porty. Much better to make failure and the Ioneer rouge (by a flag milting division) alowe failures and and		1		think it's areat to see more of the traffic displaced onto	Much nicer local environment in and around Brunstane			1
	That names used simple cannot set at the main like town Millow the like one Porty. Much there is nonine cannot use the longer create lays have mins activitiegil and willow different through for activities in the harder to marigete may, but that's califormed's and similar harder to marigete may, but that's Annes.		We live in a cui de sac off Douth Morton St so are not		Milton Rd (which is wide enough to handle it). Traffic in Porty village itself remains a nightmare but i realise that's	Not such accession of an and an an and an and an an and an an and an		Setter signage within the Collisidence's about how to	We urgently need to look at one-way traffic flow and more double yellow lines/ resident parking only on the side streets off Porty Hah St.
As an individual	Arree a price worth pairing. For residents on the south side of Milton Road Mana.	No chanee	directly affected.	Stronaly arree	Serve considered secaratery.	Stronely arme emissions a bit as cars can't use Brunstane Rd as a rat ru	b. Tes Dos walking mainly.	Yes where your any out.	side streets off Porty Hah St
	Anne a price worth nation. For resident on the scott hide of Mitton Road these mourses have made accessing the shape and other facilities in Postbolic significantly more difficult, and reside for the scott and scott scott access.				It appears to me that the traffic has simply moved from Arunstane/Collesdene to other routes which previously be drue settle	in accessing Portabelia from south of Milton Raad by car the distance and therefore emissions have at least double or isomey		I do not believe that the trial has in any way reduced	The opinions of the wider public should take providence
As an individual	Stronely disarree particularly for those who require to use a car.	Not Arrowned	1	Stranely disagree	had inst toffic	Gizarree doubled per itumey.	No	No traffic	over a minority of recoondents with a vested interest.

	To what extent do you agree or disagree that the changes have been beneficial during the tria? - To what statet do you agree or disagree that the changes have been beneficial during the tria? - Piesse whole are concernents in the boo below.	fusion the trial how has the volume of traffic channel.	fusing the Waldow but the volume of traffic channel	Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collectione area) to what extent do you areas or disarras that the	Considering the wider Partobello area (out with the immediate area of Brunstane Road and the Colliesdene area), to what eastent do you agree or diagree that the rish has had a people impact on the surrounding streets? - Hease write are comments in the box below.	To what autout do you serve or dissume that the	To what extent do use serve or deserve that the	During the trial have you walked, wheeled or cycled more? During the trial have you walked, wheeled or cycled more?	Would you like the trial to be made permanent in its current famil - Please poolde any further common in the book below including any modifications you feel when the many family and any modifications you feel when the many family and the second secon	On you have not conserving on how fature similar
Are you responding as an individual or on behalf of an organisation? - Responding as	extext do you agree or disagree that the changes have been beneficial during the trial? - Please write 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 assee traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	trial has had a positive impact on the surrounding stmets? - o what extent do you arree or disarree that	trial has had a positive impact on the surrounding streets? - Please write any comments in the box below.	changes have had a positive impact on the environmen - changes have had an impact on the environment?	To what extent do you agree or dicagree that the t2 charges 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 Please write any comments in the bax below.	Would you like the trial to be made permanent in its the bos below including any modifications you feel current form? - made sermanent double be made.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any suggestions
	Nexteender of the sector of th									
	A face to be parent again the total capacitor for the adard capacitor face of the second sec		I no longer need to suffer vertail abuse and threast from drives topped in traffic in learning 44. In the longer need packet driver of commonly which comparison		The traffic has been digensed more equitably, I indextood that this makes some read build has there do not appare in the the bittle field that we flowstome		Binectose Rd is now a much safer place to wolk and cycle m citosure has allowed a unterlink between the cycle path, and it is allowed an unterlink between the cycle much safet and the cycle and the safet and the cycle willing less Personal big it stratter frame jumping in the	Bunchare Mr Is one afor out or pair in and	Let m way door that it is helf-want Baustane Mit general for the waters and and the door is and and the second and the second and the second and the second and the analog of the second and the second and the second and Baustane Mit and the second and the second and the second and the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the analog of the second and the second and the second and the and the second and the second and the second and t	•
As all photosoft	motories design and tension, its far better to have choice on			A CONTRACTOR OF A CONTRACTOR OFTA CONT					A AND	
As an individual	how you access the north side of million road. S.G. at night/during quiet times I may have used Brunstane road before.	Sileht increase		Disame		Neither agree for disarree		No	Na doke is kw	
As an individual	Strongly disarree	No change		Stronely disaeree		Stronely disaette		No	No	
	The sufficiency of execution through Maria Data in the invested marian structure of the sufficiency of the sufficiency of the paratice is compared, and sufficiency of the sufficiency of the paratice is compared, and sufficiency of the sufficiency of the sufficiency of the sufficiency of the sufficiency of the sufficiency of the sufficiency of the sufficiency of the sufficiency of the suffic				My family, violans and i come through Partabella you, to come allog the lower cast, Periodian, we would come part the house, and part to be allowed and the set collectione Annue and then back long to Milon Throu as we are in page-perioding to milon.		As mercialed, I think people are diving much more to get tound, or willing to gamba on patiential comparison, but to get a more derivative, and comparison when			Ney this must consider an otherwate one way street gold. The Burnatane Road / Collections that has failed during the ignoRead failteen between them both the billing you can
är an indisidsol	Evenue diseases Eventuation for execution are constant It has stopped the daily battles with occurring cars	Canifirms invana	before the trial	Stronalis distanae	disarthe off Million Bri East	Gronely Arnema	more fuel and rather as a secult	kin .	Ma.	turn north or muth
As an individual	E has also means we are able to be our children go to school on their own on their blass as investane Road is on Somer und as a cut through.	Sanificant decrease	Once the public got used to the fact the road is closed it has become a much better place to liee.	Stronaly aaree	I feel that people are using Sr Hanny Lauder Road as it was intended instead of trvine to cut through smaller streets.	Stronely aeree	There are for sure less car journeys being done by people in the local area so a very obsidive impact.	As I said we even bought bikes(III And as a family we walk into Portobelio whereas before we would have take the car.	n Yas all the reasons stated above - better for the Mas	
	Incode waters Incode a stress of the stress		The volume of traffic is noticeably lighter as the read is		Overall I have not noticed the problem has shifted to another area, nor has the time it takes to drive around when efforted on the non-solution conductors.		Fewer cars are diving down namow streets where frequent congretion course cars to be tood silling the long periods must be having a positive impact. I also scappet more journeys are stain by foot or by car as it is just as convertient to walk to Auda, The Range or Fort Schnaidt at it is during	I have cycled and walked more afters to Possible killyb Brenet and the other depoints areas und in a forth based and a fully filly and the standard more project for cycles. This include: shall we also also also also for cycles. This include: shall we also used on the standard based on the standard base areas to also before in another base these to also another.	The reduction is traffic using a name readershift read and a huge document in aggregation, threadening and a huge document in the read of the and the same of the and planets of each to be man and the same of the and the method and the read of the and the same of the and the section and one many methods and the same of the same of the and the same of th	
As an individual	Strongly agree with more on-coming traffic.	Senificent decreate	not being used as a cut through.	Stronely arree	the affected area via more appropriate roads.	Stronely zerve	Kinnaird as it is to drive	Tes Before it would have been too daneerous	tes cycling along the road.	More of the same please. Active travel is key and these measures increase opportunities for this. Please also
As an individual	Stopaly arms Traffic volumes have not been decreased, only shifted	Slaht decrease	There are a significant number of additional vehicles using Wronfold Terrora with the CEPC in alrea	Strongly genee		Stronely aeree	Traffic fumes and noise have not been decreased, only abilited from cartain stream to other	765	Tas All Collectere trivets should closed off to non-residential traffic, and through traffic cells allowed to use the main name of whitem Read Sar / Spece Road.	resolve azvement corking il
As an individual	Traffic volumes have not been decreased, only shifted from some street to others. It causing problem as down bits of Collidere are Ret run Argule treasmit a run. People are going down one way streets.	Sanificant increase	Woodside Terrace with the ETRO in place.	Stranely disarree		Strongly disagree	shifted from certain streets to others.	No	No reads of Milton Read East / Joosa Road.	
	Contraction from the second			_						Brunstane Road one way would be a start
	Second Academic Medications and Academic Medic		Never sufficiences charge Messeen Territor Judices - Mess and to conduct and the loss called and the set of the set and the source of the set of the set of the set of the set and the source of the set of the set of the set of the set and the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the				n maine propie de la fotto-france, solit à source for fonctionnement : des la bisection de la como ery		A program structures, pagely standards of a collec- endaria administration, pagely standards of a collect- endaria administration of the standard structure of the standard structure for all for all constructions of the standard structures waters to fair for all constructions of the standard structures of the standard structure of the standard structures of the standard structure for structures and structures of the standard structures of the structure for structures of the standard structures of the standard structure for structures of the standard structures of the standard structure for structures of the structure structures of the standard structures of the standard structures of the structure for structures of the structure structures of the structures of the structure structures of the structure structures of the structures	
As an individual As an individual	arunitarie kaio, there is no reasonable way the Strongly disarree conclusion would be that dosing the road is the answer. Strongly disarree	Sight Increase No change	inavailability of a direct route which has been closed, requiring significant detours.	Stronely disame Stronely disame	See above answers. The impact has been entirely negative, encombating existing traffic issues.	Stronely zerve Stronely diszerve	the environment, I don't believe there has been any material reduction in travel/lourneys people are taking.	No	No not waiting to whatcupp message. It gives the impression or No not waiting to carry out a proper consultation.	Property, with thought and engagement.
	Traffic flow has been pushed elevatives, to the problem hard's been reactived. A core-way rock would work bert		Live on the main road so no difference on my street as		Despite public consultation first time round veting not in fector, the trial went abroad anyway. I have no faith that		Absolutely no difference has been made to the environment as traffic volume has not decreased but	These charges have benefitied to only beyond perhaps those living on the street trait is been closed to through traffic. The streeges have definitioning works and periodity on expand on the environment of the parallelistics - in the parallelistic history and the parallelistics - in the parallelistic history and the parallelistics - in the parallelistic history and the parallelistics - in the parallelistics - in the parallelistic history and the parallelistics - in the parallelistics - in the parallelistics - interparallelistics - in the parallelistic - in the parallelistics -		Genuine consultation which demonstrates authentic litering to the views of the majority and not the loader minority. This deary dight happen in the consultation and the public record will show that. If public opinion and democracy we not important them don't do consultations - as lares that would be hower. A new wy travel is the Naterstric holicity subjects on bonnet. A new wy travel is the Naterstric holicity subjects on bonnet.
As an individual	Forcely disarree on Brunstene Read. The benefit of traffic calling on Brunstene Read is clear and Immediate area. However, for these autobars which	No change	traffic would be three anyway.	Stranely disame	this consultation will be any different.	Stronely disame	rather has been re-routed.	No longer route to reach destination.	No See comments above.	bistantly obvious solution to the problem.
As an individual	Strands datament et al. Ben benefit of the Carlos Band II. det Dis benefit of the Carlos Band II. det Historica Band II. det Dis Band II. det Dis Band II. det Historica Band II. det Dis Band II. det Dis Band II. Annue de La Sandy and Annue Annue Annue Annue Annue Annue Band III. de La Sando II. det Dis Band II. de Dis Band Annue Band III. de La Sando II. de Dis Band II. de Dis Band II. Annue Band II. de La Sando II. de Dis Band II. de Dis Band II. Band II. de La Sando II. de Dis Band II. de Dis Band II. de Dis Band II. Band II. de Dis Band II. de Dis Band II. de Dis Band II. de Dis Band II. Band II. de Dis Band II. Band II. de Dis Band III. de Dis Band II. de Dis Band II. de Dis Band II. de Dis Ban	Similiant decrease	Joppa terrace has been partially cut off from Brunstane and Million Link.	Azze	I believe there is a benefit but on downlide the streets approach Milton Road within Collectene and more bury with illegal entry and exit to and from Milton Road.	Acres	Less traffic and safer on Brunstane Road.	there used my car less due to being partially cut off from Net Mittee Road.	Field file some insprovement to access Million Road vi Don't isnow Pilo coinion Road vi Road	As above
	Annue Lan Annue and an annue a				See comments above, I still think that Brunstane Road					Perhaps listening more to the locals affected would be good. The ware majority of Portabelio ddn't ware this
As an individual	from the example is into a final coming North, which is formula disarree frankly datasetas.	Slaht increase		Strangly disagree	should be one way (point North).	Stronely disame	+	80	Na	good. The visit majority of Portobello clich't want this schema. It has really put people who Sve in Giberstour off travelling to Portobello which will impact small local businesses.
							It has increased journey times therefore had a negative			travelling to Portabello which will impact small local bucknesse. There is no direct buc link and not everyone is in a position to smith or cycles themselves having to make a which is compared as in most times on the whole longith of Portsballo tumbiar linkt once having having longith of Portsballo tumbiar linkt once having links.
As an individual	Stronalv disarree I have noticed a huge decrease in traffic, especially	No chanee	-	Stranely dicastee		Stronely disaeme	impact on the environment.	No	No	Portobello turnine rieht onto Milton Road.
Ac an individual	I have noticed a large decrease in traffic, especially spanding traffic that are using the termines as not not. In the spaning of the termines are not not the large spaning termines are not the spaning of the termines are not the forced traffic termines are spaning of the termines are not the forced traffic termines are also and the termines are not the termines are also and the termines are not the termines are not the termines are also and the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not the termines are not termines are not te	Sanificant decrease		Strandy arree		Strongly agree		les -	166.	
	In the distalled and requires to use may according to the second seco						More air pallution due to increased journey distances.		Note: made Bondstein Read one way, from such the nextra, who provide a traditional statement to that quested, frank that any statement to the statement that want do not the baset statement of the statement problem. The provert strangers is simply a next problem. The provert strangers is simply a next	' would hope that the "powers-that-be" would SCALLY listen to what is being stad - and sct accordingly. Then's containly a feeling that views are not being properly addressed. What has used a constraint it is in
en ar 1909-bill	Deputy harmony (California and Arabita and California and Arabita and California and Arabita and Arabi	ean - 477804		Income BLAPH	Center volume of traffic in around.	Grandy Klaame	And suffices have rolled.		19 (846)	ulorandi larandi
As an individual As an individual	Adrose di scheme will be needed if it is to be made Adrose permanent.	Sienificant increase Sienificant decrease		Disarre Strongly arree	you have not managed to convince the traffic to stay on appa Road / Serview terrace and go to Gadfield traffic lights and turn on to Milton Road	Neither aanse nor disaaree Con't know		545	No	yes, listen to the locals don't impose your view of best solution
as an individual	A family and i can new which with and space to a by family and i can new which with and space to host that and the personales. The same family with and space for contrast family and the same family and the feature based and the same family and the same family and the family and the same family and the same family and the feature based and the same family and the same family and the feature based and the same family and the same family and the feature based on the same family and the same family and the feature based on the same family and the same family and the feature based on the same family and the same family and the feature based on the same family and the same family and the feature based on the same family and the same family and the feature based on the same family and the feature based on the family and the feature based on the feature based o	Carlona America	solicity, lots of traffic was still coming down forunt are for and training on firunctane Gastienz. However, this has now stopped as most people know the sead is closed. The traffic is now significantly reduced compared to before the stall.	Ridhar tara ny Aisana	Sána'i kana akar iliye ke balan samunian man	Gronoshi usuus	Eacal residents now feel safer walking and cycling to Partobello, Therefore reducing car use. Emission from the stop start nature of traffic on Brunstane Road has storough	ter. Mywif, wife and 2 kide with and cycle ignificantly more bio differ had node with a bio service of	Im Input set on young body our be consciously bunch if this bing suggest permanent. Abbody suggest with some of the using suggest monthly back to a the manufact back sentences the suggest withstance of the suggest monthly back to a set on suggest	s Lam happy with the consultation and stial in place. I hope is will have solve assessment
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A case of the second se	entry sians) Perhaps CEC shouldn't consult at all. Council of should probably assess the proposals and deci
Interfact Name	should probably assess the proposals and dec
Interfact Name	accordingly. If they do wish to consult, they sh the views of the responders. Public opinion se y against these measures, but the trial was impli
network Non-form	 against these measures, but the true was impo- any case.
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	It, Actually listening to the results of public consu- would be a good text. The vast majority of the respondents to the first comultation were aga- road closure, but it went ahead anyway, due to but very vacual group of residents on an-annexe
The remaind struct through location load, while totath hand a particular different transmission load and location load and and and and a structure of the str	et, Actually listening to the results of public consu- would be a good start. The vast majority of the respondents to the first consultations were age road closure, but it went ahead anyway, due to but very voor group of residence on shareman Beaue listen to the results if share consultation.
Restarce had and summaring control, tax registring	H, Actually listening to the results of public consumable would be a good start. The vast majority of the respondents to the first consultation were ago read closure, but were shade anyong, due 1 but very vocal group of reidents on Bunchan Means Then to the results of Letter consultation.
	et, 1 Actually lateraing to the results of public cons- would be a good start. The vast majority of th respondents to the first consultation were go- read closure, but were shad anyway, due 1 but very-vocal group of residents on invustan- Plenas lines to the results Plenar consultation.
late it will not muched bed volgendelised uit will mensuum keine bestand auf derdatat für her late data d	et, Actually intening to the results of public core wheld be a good start. The vest majority of th respondents to the first consultation was ag that very void good residence to allog of residence to allog the very void good of residence to allog of residence to allog filesce lister is the results if factors consultation
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Tauhat ea Are you responding sa an individual or en behalf of an exerce do exercitation? - Responder sa	c estant do you agree or disagree that the how been beneficial during the trill? - To what do you agree or disagree that the do you agree or disagree that the changes have been been ficial during the trill? - Please write are convents in the box below.	During the trial how has the volume of traffic changed within your street? - During the trial how would you muse traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the how holines	immediate area of Brunstane Road and the Collesdene	immediate area of Brunstare Road and the Colliesdene			During the trial have you walked, wheeled or cycled more? more?	Would you like the trial to be made permanent in its	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
Arrys republicity a science of a constant of an access of a constant of an access of accession of a constant of a		within your cheet/ - buring the trai how would you			area), to what extent do you agree or disagree that the	To what extent do you agree or dicagree that the	To what extent do you agree or disagree that the	During the trial have you walked, wheeled or cycled		
		asues traffic numbers within your street?	within your street? - Please write any comments in the box below.	trial has had a positive import on the sumounding streets? - o what extent do you arree or disarree that	Considering the wider Portobello area (out with the interediate area of Brunctane Road and the Collinednes area), to what extent do you agree or disagree that the trial has the a positive impact on the surrounding streets? - Hease 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? - chanses have had an impact on the environment?	2 charges have had a positive impact on the environment? • Please write any comments in the box below.	Ouring the trial have you walked, wheeled or cycled more? Please write any comments in the bax below.	Would you like the trial to be made permanent in its current tom? - Proces provide any further common to to the besides adding ary modifications you feel doubt be made.	othemes should be consulted and implemented? - any suggestions
	I'm finding I have to drive further through Colliesdene area to avoid Brunchane Rd and minimise journey time. It's still 5-00 minutes longer increasing fuel usage.									
	I've seen other drivers speeding along the collisidene				Increased traffic on Brighton place which with setts cause coefficit with cyclists. Separally the case with charges of High Set Air Harry Lader junction. Considentially more competition along High Sr making it transfer to pallice of Sociahry roads to the High Sr. I's harder for traffic to sum right and glain Million Million Million are not more to intering High and circularily competition on Brighton FI or continuing the molecularity Colliestance area to world.					
1	I've seen other drivers upseding along the collisionere reads and also puoling the new awy system driving the winary gave yarant the wooden platest. This that has nearly caused accelerates for me when I've been using the system correctly.				changes of High St and Harry Lauder junction. Considerably more congestion along High St making it					
	system correctly.				It's harder for traffic to turn right and join Milton Rd in this case so more is turning left and increasing congection					
As an individual Strength of	As a cyclist and pedestrian user of the area, the speeding in disarree traffic has decreased read safety.	Senifort increase		Stronely disarree	on Brighton PI or continuing through Colliesdene area to avoid	Stronely distance	increased journey lengths and fuel use	No	No Needs to be uncertify removed. Poorly alarmed	This was put in place against a majority of residents. Please consider local views better before these trials
ALE VOULD STORY 3	7350Kee	Venior increase		of roney dealered		SECON CLARKE		100	N2	More whole community consultation that is given hones consideration with results made available to the
As an individual Don't know	108.	Slight increase		Disarree		Neither zeree nor disarree		No	N2	community
	It has became safer for everyonepedetilism, cyclists, chickies going to school. It encourages people to ankie cycles. As a readent and chi office, it hands a big difference on s disk plane, to stress levels as the angel booling to diffusion or voir strat be under school and booling to diffusion or voir strat be underschool	4						I now walk/cycle to Portabello High St rather than take		More quickly please. I have lived at Jopga since 2000. Thi
As an individual Strengty a	difference on a daily basis, to stress levels as the ongoing is arree conflicts and disputes on this road have disposered.	Similicant decrease		Stranely arree		Strongly game		I now walk/cycle to Portabello sign 5r other than take the car the long way down Milton Rd. It is better for my beach.	76	More quickly please. I have lived at loppa since 2000. Thi issue has been ongoing since long before then. It took a pandemic to highlight 21
	The volume of traffic that used this route has grown considerably over the years place wary large sans and tracks were frequently using it as a through route/short									
	The second is second as a second seco									
	mer rouar is very tanzione in plants, para data data data si tering security of Millins Maay, and an Samany data mang for same of the larger whites units it. A samant blockage were occurred and and and and and and and blockage were occurred and and and and and and for a weight restriction over the brockasces ther hallowing its a weight restriction over the brockasces the hallowing its a met the termine the same set of the same set of the same set of the same set of the a weight restriction over the brockasces the hallowing its same set of the brockasces the hallowing its same set of the same set of the same set of the same set of the same set of the	5								
	bockages were common and many care got damaged. Something had to give. Many years ago there used to be a weight restriction over the bride across the railway line		The change is very noticeable and it makes sense to try						It has been quite a difficult and complex charge to the	
	The changes are inconvenient for many but necessary. Bruntation Rad was never designed to become a major warme through much safer.		The change is very noticeable and it makes seene to try and direct through traffic via the major routes such as Milton Road and the Harry Lauder Road etc. We prefer to go home from the A1 via the junction at		in general it has made larger trucks and vehicles use the				It has been quite a difficult and complex change to the local road restance but something had to give. It has been incremented to show the local Brunstane Road but on balance it is the bes and safest	
As an individual Strenativa	wunstane koad was never designed to become a major warree through route. The road is carrently much safer.	Sienificant decrease	We preter to go nome from the A1 via the junction at Eastfield rather than through the Collesdenes.	Azrea	in general it has made larger trucks and vendes use the major trunk roads and streets which is much safer.	Arree	It has stopped difficult and confrontational blockages on Brunctane Road and damage to local cars.	tes I have walked more to the aver at Newszaishall	Wullitable Road but on datace-it is the bie and tablet Tex solution.	Not maily although the procedures could be spreded up.
	My route from my house (Sigilanade Terrace but I park o									
	My numeric from my house (Equipments Frames but) parts of largos leads) are inter the AL or Consoling from shops has become longer. Typically income from the Mauniburght man Neekhalism condition (et aligned) parts of the AL of the Neekhalism condition (et aligned) parts of the AL of the of down large statement and and the Neghating and go down large statement and and the Neghating Antonialism.				local traffic now travels further. Let's be clear, most traffic in the restricted triangle is local traffic, not people starting further away and going out beyond Joppa. If you were doing that there would be no point in cuting through these streets as it's quicker to stay on the main			I nearly always walk from loppa to Portobelio and in fact will walk the four miles from The excess of Lengton Tail		Collisian successories to each responsed by post-orde and work
	when driving to these those. If I come off the A1, I'll now go down Harry Lauder Road and through Portobello.		Hard to tell as I back onto Joppa Road and we have had a lot more people work from home, so commuter, traffic		were doing that there would be no point in cutting through these streets as it's quicker to stay on the main		My local car journeys are longer, so I doubt that it is	I nearly always walk from Joppa to Portobello and in fact will walk the four miles from The garage at Cameron Tail when dropping off my carb, but Jurger shopping trips always need the carr, as do trips to my immediate family		Collate responses to each proposal by postcode and work out if the response is in favour. Publish the result by postcode: a heat map indicating in favour, not in favour, deach ears. On the research behavior and and and
As an individual Disarree	e So a couple of extra miles on what was a short local drive gravitational that rankwas traditions for an extra state in a source in the state of t	. Ino change	rai reduced.	CALIFIC	10305.	DISATES	020500.	No who live in the country 2 miles south of Pericult.	fm not clear that there are not benefits.	con t care. Do the same after the trial period.
	reduces it but reductions need to be achieved everywhere. I wonder if the motorists in Brunstane Road		1				It won't have had a positive impact unless it reduced the	I only ever walk or cycle, or use the bus for longer journey(- all of these negatively-impacted by excessive		
As an individual Aeroe	• All characteristics and and an anti-operation of the second and anti-operative and anti-operative and anti-operative and anti-operative and anti-operative and anti-operative anti-op	No change		Dan't know.	It won't have had a positive impact unless it resulted in fever censole using cars.	Don't know	It won't have had a positive impact unless it reduced the volume of traffic, and nothing about the scheme looks likely to have achieved that.	journeys – all of these negatively-impacted by excessive No car usage.	Don't know filo opinion Through-journeys by car should be excluded from all the greets where people live.	The Council should be far more assertive in saving Edinbursh from its toxic traffic problems.
	whe changes have obgraced trans towards fir Harry Lauder Rd through Seaview Terrace but no measures hav been taken to ensure this source is safe. The intervention	•								
	Eastfield-Milton Rd is a sharp right turn with no traffic lights allowing for safe turning. This is worsened by the									
	fact that Milton Rd on that direction is uphill. There have been accidents in this intersection, you should have the universit information.									
	Three is a scary sink hole in Service Terrace that gets worse by the day and is only patched up with more tax.									
	worse by the day and is only patched up with more tar.									
	where any rank days and using processing with the second s									
	deserted streets become particularly dangerous for your women as they walk back home in dark, solitary streets-	4								
	There have been cases of usual assault, years back now- you should also have this on records and must be considered to an undersided comparison someone.									
	safety. Solitary dark streets are public energy NS for women.				We have relevated the option for one way traffic,					
	Most importantly, the cost of this trial and the closure o these streets while public transport is being out and frequency reduced with a massive impact on pedestrian				We have relevanted the option for one way traffic, reduced parking (mostly by local residents with > 2 care/bousehold). This will reduce congestion in the area while maintaining a use level of activity to ensure those roads become no-one land for predestrians needing to			Not shift i walk for taking subject researces in two subject	Neither the cett, not the risk to women justify the benefits. Closed neighbourhoods are a good idea if no other pedestrians must cross through them to access what justif strangers. Making these stretted is an	
är an indukted	frequency quarter survey and a massive impacts or and point of the second state of the	Min rhanna	My own street is not affected by this change as I live on the other side of Aberroom Terrore	Greenalis Alexanaa	roads become no-one land for pedectrians needing to	Neuron	Eve all the resource listed shows	Nex, daily, i waik for taking public transport. Is too quiet, isolated and dark separisons, particularly over the rail hvides a four one fault offe	uital public transport. Making these streets deserted is a mater uncome	It would be appreciated if the view of those in the whole establishing was used remarked
					As above, the traffic impact on the Collesdenes and				The only people who have benefited from this trial are	
					Brunstane Road would be much easier if residents there did not park on pavements on both sides of the road. A				others to drive on it. Stop them parking on both cides of the road, dog them parking case on the parkeness and all	
	Increased traffic flow through the Collectioner due to traffic zooscing and leaving Mitton Road. This makes journey investigation and without haused for the Collectione and Milton residence.				As above, the staffic impact on the Collesdenes and Million to a generaly increased. The staffic flow on Brunchane Rood would be much used in it reliadent there did not park on pavements on both sides of the road. A non-way system to Portbolfield and double yellow lines on one side of Brunstane Road would solve the problem. All the doawne of this road has ta down in now the problem.		Traffic flow has not reduced, car journey times are longer and there has been no increase in cyclists or pedestrians using linuxtace Road.		The configuration which makes in the second	Actually listen to the objections made and act on them. The majority of people in Portobello did not want Brunstane Road closed but you just innored that.
As an individual Strengly d	is disarree Collesien and Mitton residents.	No change	i live on a street that epec down to the beach.	Stranely dicaeree	alcentere.	Stronely disaense	using Brunctane Road.	No	No number of people.	Brunstane Road closed but you just lenored that.
	I do not have a car and my bile is my main means of transport. I have found that the closure of Reventance fixed that discrimination instructions and in them.									
	Collection of the number of close passes and speeding drivers i have encountered on Collection Avenue since									
	the closure of investigned have significantly increased. The closure of investigned has no benefit									
	access the innocent Railway from Portabelia. For example, I can be via St Marks Place, over the bridge and									
	up the side of the new High school. However, I relied on Collesdene as a quiet alternative to travel from									
	Persobelie to Muselburgh and East Lothian and therefore proid Seature Fernare. There is now no quiet more streambles. We Tennet the Bernet is to remain closed									
	chose Challenge of Biolineanity and Biological Stream (Section 2014) and Section 2014 an				More traffic than ever. Bath Street should be			Do not cycle to Museiburgh at noth hour. Many drivers and delivery sons (ground the closure for example at Milton Terrate.		Make the trial implementation period shorter so that those that are not working can be reversed.
As an individual Strenativ di	East Lothian.	Nochanee		Stronely distance	pedectrianised.	Strongly disagree	Car are having to drive further to get to their destination.	No Milton Terrate	No incioner have a quiet rout to East Lothian. Yes.	those that are not working can be reversed.
	Huge benefit to the street. Resident cars not getting								The real problem is that the road is not wide enough for	
	Huge benefit to the street. Resident cars not getting regularly damaged, no more stand-offs in the street with angry motorists severing and verbally abusing each othe	e.			I'm not sure. As a resident five had to go the 'long way round' to get into Portobello but it'r not the end of the world and five not noticed a huge change in traffic on the main reads. I drive less now, especially at 'geak' times so it'r heart for us to site a chicking answer this rounding				dual lane traffic and as there is a significant amount of traffic using this road when it's open it causes real	
Ar as induited	Nice to see the street being used by more cyclicits and matername maternions is an noise/collusion	Casifron Annana	Significant decrease in cars using the street as a rat run. Increase in curlists	Kalifar area or dearea	main roads. I drive less now, especially at 'peak' times so a's basel for mains an alian a definite annual to this countries	Arras		Nex. Tend to walk more and the kids feel safer cycling on Recent tend sizes the circum	The end problem is that do not not how how may not the final line or affect and in the set of the the final line of the set of the problems. Can be indeed with the set of the set of the set of the can be doned at a set of the set of the set of the set of the set of the the set of the set of the set of the set of	
As an individual Strengty di	diarree	Significant increase		Stronely disarree		Strongly distance		No	No Why not respen the Bruntzane Road as a one-way street to improve access to or from Partobellis, induce pressure on other street, while at the same time Brinking the	
Ar an individual filmanae		Glabe Increases	Briektron Blare husier	Stanualis distanae	Arress to Bostshalio made more difficult	Circures.	The environment in the Brunstane Road Itself clearly basefire - but at the evence of exercutiens size	No.	On other streets, while at the same time limiting the writer on the Bruner and Brune .	
			1							The Council should take full account of the results of public consultation. The temporary scheme was implemented despite objections from the energency services and apposition from simost eighty par cent of the public who responded to the consultation. This mise fundamental superiors as to the intervity of the Council fundamental superiors as to the intervity of the Council
	The measures have increased traffic on Southfield Place and Brighton Place. These routes are already congested, with insufficient parking restrictions, and are bus routes						L			implemented despite objections from the emergency services and opposition from almost eighty per cent of
As an individual Strength of	with insufficient parking restrictions, and are bus routes and rafe soutes to school.	Sanifort increase		Stronaly disarree	+	Stranely disaeree	Southfield Place and Brighton Place are more dangerous for cyclists and more inconvenient for users of buses.	No	No	the public who responded to the consultation. This raise fundamental questions as to the integrity of the Council.
			1							Greater resident consultation. Also actual hand facts on
	No residents i have spoken with have actually been consulted. Are people who actually live in those affected		Also we so a great increase in the speed of traffic trying							the tranc tow, nose / ar position pre-implementation during and post trial implementation. Once the traffic flew facts have been processed with the temporary measurem, only then allow residents to decide on their
As an individual Strength di As an individual Strength J	v disarree streets exercit?	Genificant increase No charge	to make up lost time due to the detour.	Stronely disarree Neither agree nor disarree	Gearly an increase in dangerous traffic in side areas.	Stronely disaeree Stronely aeree	same amount of traffic just in different areas).	No. Nes	Na Yee	ical neighbourhood implementation.
	If everybody was unhappy about the traffic where he lived and asked for his street to be closed, than we can shut down every road in town.								If evenbody was unlappy plote the traffic where he	
	- means assess on the some so we used as that we can shut down every road in town.								If everybody was unhappy about the traffic where he level and asked for his street to be closed, than we can shut done wary road in tours.	
	John Street gets absolutely flooded with cars on a sunny day, but we don't complain, we just park further away. That's life.		1						John Street gatt absolutely flooded with cart on a sunny day, we don't complain but park further away. That's life.	
			1							
	Of all the options possible to induce the traffic on Brunstane Read, you just considered the cheapest.								Of all the options possible to reduce the traffic on Birunstaine Radi, you just considered the cheapest.	
	Nou could - totally disallow parking on Reunstane Road - disallow parking on one side only on Reunstane Road - make is one way (down?), but not for biked		1					Ecycle to work, using Brunstane Road.	You could - totally duallow parking on Browstane Read - dialous parking on one side only on Browstane Read - make it one way (but not for lakes)	
	- make it one way (down?), but not for bled							Previously to the traffic measure, in rush hour, the road would be gridiocked, I believe drivers were arguing, fighting (7), but a base on ears and former or even SUVs would not most exolemen.	 - unastrong part ong car care soar ang sei WildEtable Holdd - make it one way (but not for bikes) 	The fact that you needed to vote twice on the proposal a two councillors live nearby and that their property value
	Solii, the easiest solution is to stop vans and lomies (~200 a day) from using Reamtane stad. Maybe that will even be followed, unlike on Duddingston Low Road (Vrthur's	1	I live on John Street, which is a cui-de-sac. I use Brunstane		The change has lead to ~3000 cars (which have used Brunstane Road North before) to have to drive a minimum of 2 miles extra, that's a minimum of 4000 miles extra driven, each day.		The change has lead to ~2000 cars (which have used Brunstane Road North before) to have to drive a minimum of 2 miles extra, that's a minimum of 4000 miles extra driver, each day.	fighting (?), but a ban on vans and lorries or even SUVs would sort most problems.	Solil, the easiest solution is to stop vans and lorries (~200 a day) from using ilrunstane read. Maybe that will even be followed, unlike on Duddingston Low Read (Arthur's	The fact that you needed to vote twice on the proposal a two counciliers live neerby and that their property value increased because of the scheme, the fact that you based your measures on the feedback of ~10 people, of which ~8 live on the street, leaves us all speechess (though not surveised).
As an individual Strongly d	be corowed, unitie on studpingston Low Road (Arthur's is disarree Seat).	No chanee		Stronely dicaeree	minimum or 2 miles extra, that's a minimum of 6000 miles extra driven, each day.	Strongly disagree	minimum of 2 ministeriors, that is a minimum of 4000 ministerior driven, each day.	No An enforced weisht/width limit on the bridge?	be societed, unsee on studdingstee Low Read (Arthur's No Seat).	a vive or une itsneet, leaves us as speechess (though not surprised).
	Good for the residents in Brunston Road to complain		Using where I do see on a regular basis of drivers ignoring the no entry signage. If I drove in a bus tamé during the prohibited times would be ford for this based. The speed that some drivers towed has a case doorners with name misses occurring. If you's know your H & S re a scidents you will know that as we move up the triangle we will entersailly come to a facility it is that we is in regulard to entersailly come to a facility it.							
	about traffic problems but all "they" have done is move the traffic to the quiter adjacent area. On a rough head growt of excitant is in the moldane user the moldane user.		protected times would be find for this breach. The speed that some drivers travel has caused concerns with near misses occurring. If you know over U.B. S on write-					Weblicions in the state is anoth for easersia (I don't believe the current form is working at all. Can winall survey not be carried out by to taget a real group thow the local indicators they us to get a real flow is flownth local carried with the second of the flow is flownth local car way the needs of the many is the adjuster asses. All or of dauget happen is all our like	
		-	will know that as we move up the triangle we will exerts the come to a further in that was in moving the				The previous quieter routes that wildlife lived in are now bury with increased traffic.	Walking in the area is good for people having a chust about al & every thing bar not good when seeing speeding traffic & whiches ignoring "no entry" signaps. Good are the day of of other notabies in the streets.	fine in Brunnton Road out way the needs of the many in the adjacent areas. A lot of changes happen in all our live	No, as I understand there was a massive rejection of this proposal & you just went along with it. So what is the point of passing over suggestions when you do not lister
	recipients of the calming measures does not compute an believe there would be far more residents wanting the	1								
As as indicident Strends all As as indicident Strends all	decision for example, the set of the se	Senificant increase No charee	highlight this issue & return back to the old routes.	Neither arree nor disarree Stronely disarree		Disarree Stronely disarree	buy with increased tratic.	Nes Gone are the days of children plaving in the streets. No	No B are see left to set on with it ecod bad or indifferent. No	point of passing over suggestions, when you do not lister
An ar Individual Secondu d An ar Individual Secondu d	recipients of the caloning measures does not compute an ballieve three works does not an end of an one recipient of the address and the meaned hard to the added roader.	Geolfant Intease Na charae	highlight this lowe & roturn back to the old routes.	Neither arree nor disarree Stronaty disarree		Disarce Smooth disarce	You're not discouraging the immediate use of fuel based	These Goods are the date of children places in the streets.	No A answer are left to per on with it pool and or indifferent. No	coint of passing over suggestions, when you do not lister Encourage more use of bioycles. Portobelio has a community = bike platferm, for instance, that could encourage more use of that mode of transport across the
A z to billional to strandical A set to billional A	negiona d'Arouania de carlos de arguna a baler de valor de la contexte de la contexte de la contexte arguna a la desarrea entre de la contexte de ela arguna de la contexte	Sanifanzi Ioreaan No chanan Sanifanzi decrame	hishleht this issue & roturn back to the old routes.	Notiber area no disarre Strongh disarre Arree	No positive (pact whatsorver all segrifive. The closure	Desarre Stronely disarre Salither Janue nor disarree		Sam Gene are the dec of dilation classifier in the structure. The second secon	All A los una ana lub tra arte au unh i a marte au unh a mar	point of assiste our suspersion, when you do not liste forcurage more use of big-clins. Persballed has a community behavior providence in testinos, that could recourage more use of that mode of transport across the community.

		1			Constitution and a state design of the second state of the second	Considering the older Branchelle was for a right the			Reducts and have a sub-distance and			I	
	To what extent do you agree or disagree that the changes have been beneficial during the tria? - To what extent do you agree or disagree that the changes have been beneficial during the tria?	To what extent do you agree or disagree that the	During the trial how has the volume of traffic changed	During the stal how has the volume of staffic charged within your statec? - Flease write any comments in the box below.	immediate area of Brunstane Road and the Collesdene area), to what extent do you agree or disagree that the	immediate area of Brundtare Road and the Collectere area), to what extent do you agree or disagree that the	To what extent do you agree or dicagree that the	To what extent do you agree or disagree that the	During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled more?		Would you like the trial to be made permanent in its current tamo? - Please provide any further comments in the box below including any modifications you feel should be made. Simuttane Road one way Northbound to Portobelo with	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
tre you responding as an individual or on behalf of an arranization? - Recoonding as	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 write any comments in the box below.	within your street? - During the trial how would you asuee traffic numbers within your street?	within your street? - Please write any comments in the box below.	trial has had a positive impact on the sumpunding streets? - a what extent do you arree or disarree that	trial has had a positive impact on the surrounding streets? - Please write any comments in the box below.	To what extent do you agree or disagree that the changes have had a positive inpact on the environment? - changes have had an impact on the environment?	2 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?	- Please write any comments in the box below.	Would you like the trial to be made permanent in its current form? - made permanent	the box below including any modifications you feel should be made.	schemes should be consulted and implemented? - any surrections
		Creation of rat runs in the Collesdene areas Significant increase in torific volumes										no entry at the railway bridge southbound This would reinstate an appropriate rafe with from Milton Read to Portobellio expectably for the increasing number of Gilbertrane residents who are forced to make a significant descur	The trial had all the hallmarks of a done deal in terms of the installation of permanent street signage tagether
		Significant increase in congestion expecially as the areas have always been well used for learner drivers for practicing their slow speed manoeuwes						As per previous comments Also when the new [but rotal jaccess to onto Milton Road Sast for the major housing development is owned there will be even more congestion acoust Milton Terrace and Collandens area There containly has not been a positive impact on the environment due to the rest petral and deteil humas				The dangerous and congested egress onto Milton Road will be eliminated as will be the historical 2 way congestion for invatane Road residents. Also allowing them eavy access again to Joppa.	The trial had all the hallmarks of a done deal in terms of the installation of permanent street signage together with obvious the associated costs to the council tax payers. There was minimal written communication pre- tembro semantial written communication pre-
As an individual	Strongly disastree	Unnecessarily extended journeys with obvious increased air and noise pollution for the residents	Senificant increase	Milton Terrace especially but also on the full length of Milton Road East eastwords	Stronely disagree	As per my previous comments	Strongly disagree	Hoad salt for the inajor indusing development is created there will be even more congestion around Milton Terrace and Collexidene area	No	Air and noise pollution has increased on my local walks in the previously quieter side streets and far less pleasant	No	All the other temporary one way closures could be removed	implementation . This excellent online survey should have been in place pre- the costly and unnecessary implementation
As an individual	Strongly disarree	They certainly have not been beneficial. There are no benefits at all they are all negatives.	Senificant increase	There has been a significant increase in the volume of cars. HGV lorries, tasks vans, delivery vans etc.	Strongly disagree	There has been more traffic on Collectene Avenue and Seaview Crescent since this has been introduced.	Strongly disagree	There certainly has not been a positive impact on the environment due to the extra petrol and diesel fumes from the increase in traffic.	No	lecause of the traffic.	No	Certainly would not agree to this current form being made permanent.	No suggestions at all.
		The residents of the Collesdere and surrounding area have "host" benefitsed from a longer, much mere ciscultous reach from the 6° Harry Lauder Road / Million Raad junction level perchadible. Havever, it has been beneficial for the endests to dirustane Road and the Unation and that has been even or for the residence of the Collesdere area if the dosare of the Collesdence Arcscont Collesdence decises and Million Devia Aurician with an endest of the collest of the Arcscont of the Collesdence area the Collesdence decises and Million Devia Aurician with an endest of the collest of the Collesdence and the Collesdence area the Collesdence decises and Million Devia Aurician with an endest of the Collesdence and the Collesdence area and the Collesdence decises and Million Devia Aurician with an endest of the Collesdence decises and Million Devia Aurician with an endest of the Collesdence decises and Million Devia Aurician with an endest of the Collesdence decises and Million Devia Aurician with an endest of the Collesdence decises and Million Devia Aurician with an endest of the Collesdence decises and Million Million endest of the Collesdence and the Million Million endest of the Collesdence and Million Million endest of the Collesdence and Million Million endest of the Million endest of the Million endest of the Collesdence and the Million endest of the Million endest of the Million endest of the Collesdence and Million Million endest of the Million		(an individual variant, was development and objecting), the subsect has been table, containing on Collinderse Aureus between Collinderse Dates and Collinderse Terrors, and the baset Monto Sub et al. these users not inglementation. This is market that people and collinderse containing and people and the subsection for an and people for and information and the subsection for an and people for any formation and the subsection for any expecting as the level of staffs has now ensames choiced reaction.		As you specifically exclude insumstane Road, who do beenfit greatly from the trial, it is hard to see how the residence of the samoanding area benefit from a longer, much more inclusion creat from the Set fram jo Lauder		As traffic volumes have increased along Collesdene Asenue, it is official to see how these measures have made any positive impact to the environment as the traffic has jurn work from finustances Reads to the		The Gallendere area was not code-unifiendly before the		The increased level of traffic on Collesdine Avenue, regularly at speech above the Damp linit, has negative appaced the onion who in the wars. The current total should fract the made permanent without the original proposed traffic collesding ensurement of collesdinese Avenue. It is a inclusively long strends of random that collesding and avenue and a specific for the many circuits in collesting and avenue and show that includes the transmission of the strends of the strends of the many circuits in collesting between the processing of the interview land and Althout has a strend by includes the first interview land of them the procession.	
As an individual	Disance	Miton Road had not been made. Who live in Brunstane Road, including those who work for	Senifort increase	increased simificantly.	Stronely disaeree	Road / Milton Road junction into Fortobello.	Stronely disame	Collectene area.	No	introduction of the trial traffic measures.	No	of Sir Harry Lauder Road / Milton Road	
	anuan daara	An end of the second se	Sandhard Interna	Bulkaralay its tast sens toround registrating in addition. In the second seco	Stock diary	No face model a logg police when one doll wells police standards with police standards and the standards of the standards of the standards and the low control of the strength of the planes and quest their face and and the standards of the planes and quest the standards of the strength of the planes and quest the standards of the strength of the planes and quest the standards of the strength of the planes and quest the strength of the strength of the planes and quest the strength of the str	Tanada digana	The drage base but any opping in proof on the an and the management. When they give all singly around singly the forget away and of the main transmit the single single single single single single single single single single single single si	×	Course work down in an appearance with an open states of the second state of the second states at the second states of the second states of the second state	19	4 HG Andria question d'ausse wat de toerna dat aussi d'arté aparateurs que que terre aussi aussi de la de la de aparateurs que que aussi aussi ausse que ausse que que ausse que que aussi autor terre aus a de ausse que que ausse que que ausse autor terre auto a de ausse que que ausse que ausse autor terre auto a de autor que que autor que a autor terre auto a de autor que a de autor que a autor terre autor a de autor que a	No. Topic strange grant and strange provided the strate any and it approximation for strategies. Strategies and strategies and strategies are strategies and the specifical and strategies. The strategies are strategies and the specifical and the strategies and the specifical and the specifical and the specifical and the specifical and the specifical and the specifical and the specifical and the specifical and the specifical and the specifical and the specifical a
		 Imposed 2 one way systems (supposedly against LA policy) whilst ignoring the possibility of 1 one way system and policy). 											
As an individual	Disame	Lingtond Zanzaway retries topopolarity agent IA. Singley Ahili (group for passable) of the one wy retrem on Bruncher Kanz. Singley Sanzaway (Sanzaway) X. The antivious staff inspect supersystem is required by X. The 2 non-way node are always utilities (groups and Anaray from the inspect supersystem) of the staff of L. Specify on California when which was already a L. She acting on California with sure of staffs to be and many form the inspect supersystem in blacks and the supersystem with sure of staffs from on California external.	Senificant decrase	From a purely personal point of view this has been relatively successful. For the wider community, not so much!	Diazme		Stronely Guarme	My own very rough estimates of the environmental impact indicate an increase is CO3 of the onder of one some sear aroum.	80		Don't know this pointing	From a selfah point of view, yes, But from the wider	I believe that the view of the wider community should be taken as definitive unless there are good reasons to the costrary and that there are assons should be open to structively and defaults. This coheres earliers the glorifist the wholes of a few against the many, as exidenced by the means of the meaning which encoded the sections
As an individual	Stronely disarree	De chanes has been surrestillin refucies which is	No chanee		Stronely disaeree		Stronely disaeme		No		No		
As an individual	Stronghyame	The charges have been successful in reducing webscule traffic op and down illumizers have and divough the collisidnose area. The mean bases and divough the large webscule, including varia, bases and divis and and an another than the second second second second adjustment which could be made weak be to apply some adjustment which could be made weak be to apply some adjustment which could be made weak be to apply some classifier Avenues to further discussing vehicles which called one Avenues to further discussing vehicles which mean that model to read an another and an another classifier Avenues to further discussing vehicles which means that model to read an another and an another that model to read an another and an another and the second se	Sentings decrease	There has been a noticeable docrase in large vehicles, including wans, losties and SUAs and a pleasant increase is people using pedicl cycles, e-biter, scooters, baggies and four ratif.	Secondry agree	There has been a pleasant increase in people using pedal cycles, e-blans, scotters, buggies and foot traffic. I have see more cargo blass in the arear making deliveries and acticant more analoses foot ensions a world.	Strandy same	It is impactive that City of Editburgh Council work to reduce CO2 emissions generated by vehicular transport. The latest regress those that charge areas to be implemented 12 times that in address one final apprent to the charge and the charge and the charge payment transport. Charge and the charge and payment the charge and the charge and the charge payment the charge and the c	295	I have definitely walked and yolid much more in the neighbourhood, particularly up and down Brunztane Road which was exempting the road on expecting to have any eventorisity protecting the road on expecting to have priority and all the pavement parking making it very afflort for stratule on foor with housement or a baars.	Ter	I would make the trial permanent and add further traffic calming to Calification Consum to further encourage which is to travel a vanishie such done three.	I would definitely recommend that similar schemes be implemented and secular august that having of the charage be widely communicated price to the process starting. The Bunctane Road douber was implemented first and then it was communicated to the community, which was a mixtule as it intransid people from the outset. (Net Hard T people induct much the Interface is to make a Low Traffic Netphourhood them will be more back in from the course.
						In combination with the discuss of link hand turns to large whichs from Portabilis legit Stream of a link bury. Lader and the LTAD has multideling stream comes of traffic an Registron Place. Brighton Place is a read which my with of angetine with link are weeting for constro field hand Private y Stada, and Bay have table are not ratific values that the stream of the stream of the stream of the stream stream. The stream of the stream							s was informed of this apportunity to give feedback by my
				The traffic volume has materially increased on Brighton Place. The 20mph speed limit is often not observed, as drivers accelerate down this narrow road to avoid being track behind parked whicles.		The whole Portabelia area needs better coordination and design on the topic of traffic management and parking provision for local residents.		I don't see how the measures will have lowered motor traffic. The journeys are still being made, but via a different route.					I was informed of this opportunity to give freedback by my local residents association. I suspect many local residents will not be aware of the opportunity to give feedback so I think the council should find more targeted ways of reaching becole to raise awareness.
At an individual	STORES dicaree	The measures have displaced traffic volume to my area. Its just moved the traffic on to other roads in the area and makes negotiating access from Milton Road to my however, and other is not into a new milton.	Sannord novala	cluck behind barked vehicles.	Stishev dicaree	arowson for local readelet.	Strongly distance	different rocts.	NED		No.	a compromise would be to make Brunstane Road one	Actually have a consultation in the first place not just
As an individual	Strongly disarree	house more difficult and time consumine As far as I can work out this conb beneficial to the residence of houserase near All traffic that would normally have used that note going sock appart to be going along confisience avenue and Mitton drive interest. Or going orch stuffic are turning eff Mitton of east at Mitton terms and then uping collisiones arense.	Sanificant increase	Even a main read so expect a level of traffic on my error. The roate my children walk to school (Dowrbank primary) is down Million drive, coursing at calleden anenee, has seen a significant increase in traffic and at increased seeds.	Stronely dicastee	Other traffic has been re-couted up Brighton place which also has significant bus traffic. Lose start ups on Southfield place frequently. There is more traffic going down traffic data	Diaree	These is no reduction in traffic and the solicition which	No.	My car journeys tend to be where wheeling or waiking work the intersection latch to transition out of trans. or to	No	way and remove the metricitions in Collenders.	inclementing the duarge
As an individual	Disarse	Or going north traffic are turning off Milton of east at Milton terrace and then using collections avenue.	No chanee	avenue, has seen a significant increase in traffic and at increased speeds.	Stronely disaeree	Southfield place frequently. There is more traffic going alone portabello high street too.	Suarce	There is no reduction in traffic and the pollution which comes with that, rather it has been shifted away from the residents of brunstane of to others in the area.	No	would be impractical such as traveling out of town, or to do grocery shopping. My walking and cycling to school drop off or around the local area has not changed	N2	Why should the residents of brunstane road reap the benefits of their street being closed to the detriment of other residents in the area. Doesn't make sense to me.	
		I think the changes have been GK, however, there is one of the Collinide's wells core Million Road that is a potencially allowed adaptions. There is a big planter on the side of the roads to stop can extend that partially block the view for straining out one Million Road, which as a 40mph same could cause collisions. I have had to some									Reach Lance West and store		
													implementation of Low traffic zonec newer commands: majority support before hand so it would be unwise to look for that, we should be promoting active toxel, reducing pavement parking, and expanding its to wider assas to reduce not running, so connection to other informance in supromotion.
As an individual	Annan .		Machanas	Highlighted how many vehicles were using the Collesdenes' as a cut	A tran		Arres		Min	Work is 8 miles away and involves taking beavy valuable	ta:		Residents consulted first, felt this process has been pushed through irrespective of residents views. Only
As an individual	Aanse	Not too much hassle for drivers, no hassle for cyclists and bedestrians and probably levels choose for satisfacts. In	Sianificant decrease	through.	Neither aaree nor disaaree		Aaree	1	No	ecularitet.	Tas		latterly have colinions been requested.
As an individual	Acte	Not take much haush for driver, na hause for register, and pederation and probability levely changed for moders in more and the second secon	No chanee		Neither anne nor disarree		Softher ansee for disarree		80		100	If the scheme has to remain in place, charver warning/vigrups in needed for massistic addacting which reads are clearly gone between Million Read Fast and Macantarum Read.	All residents in the affected area should be consubed by survey in advance of any scheme, as well as after 8. Survey analysis tould adjuste affectences in resident experiences and anels with respect to proposed charges by app. Gashiller, howarded using prediction, ransport case.
As an individual	Disarree	smaller street the annoyance to residents is potentially prester than on Brunstane Road.	Nachanee		Disarre		Neither agree nor disagree		No		Na	which roads are closed/open between Milton Road East and Musselburgh Road.	by age, disability, household size, gender, transport use, etc.
As an individual	Strongly disarree	All the staffic has been diverted along collectione Avenue which is now extremely busy and now seems to be a main road the speeds along this road now are horrific you cant us in the articles because off all the traffic	Senticant increase	Now used as a main road for too bury	Stransly arree	With this system is place it makes it more difficult for motorists to navigate to Auda or portobello as trying to find out which streets you can go up or down is an inconvenience	Strongly agree	More cars being put along collesdene Avenue means more fumes	No	Work to far away to walk and transport service does not coverts at times I nearing	No	Sick of all the traffic noise and speeding going along not pleasant	This seemed farced upon us perhaps better communication and getting residents views before trialing
		The level of traffic on our read has dropped dramatically, it is quieter, so I sleep better. I much more rarely have traffic fumes drilling into my gades. I obten walk or cycle on the upper reaction of insurance Read, and it has been much more pleasant to do so and has felt safer.											
		The benefits of closing the road at the bridge have greatly outweighted the disadvantage of not being able to drive over the bridge.				insofar as dosure of the road may have encouraged more people to walk or cycle if they have a short trip where		Anything that discourages driving and emphasizes walking or cycling makes Edinburgh a healthier place, a better place to lise overall, and reduces local and global		I never used Brunstane Rd for local driving anyway. So no, I haven't cycled or walked more, but only because I was already walking and cycling those journeys. So I haven't			
Ar as individual	Evocaly name	s we were story support the changes impremented in the trial	Geolfreet durante	None radiation in traffic	Acres .	perspersor werk of cycle if they have a short trig where they used to drive un-Brunstens Ened it is a condition	Grinoalu sama	were poor to the overal, and reduces total and global and union	Not American	among waving and cycing those parneys. So I haven't charled as action shows have set if would be minimum.	Var	Although something needs to be done about the displacement of taffic elevelvers. Completely close Milton Chine and Collecteder address to cars too and make people go to the bottom of Milton Road and then	
As an individual	Anne	Good for me but not for Collexdene Avenue.	Sanifort detrate		Neither aaree nor dikazzee		Acce		No		Tas		I think this etro has been done very well. Its detractors obe a lack of consideration of consultation responses and the result? (insultant share) "monthme" monthme. The second s
As an individual	Second v anne	We live on a street parallel to Brunctane road. As we mostly travel locally by bike with our children (either on their even bikes or on a cargo bikit our route to portabelito via functane road in timesaurably better and caller than when the road was core to motorized traffic.		Our street is a suit de sar and unaffected by the etso	Stranely arree	When visiting friends in the Collesdenes, the roads seem no busing than before the ends. J presume next revoluted traffic k going with the lights at the end of Milton not end to business the second second second the change taxes means the second fic. Is taking with the	Arree	Overall i hope local air quality might have improved, although i have a slight concern that traffic emissions may have increased in the area because of rereading via the end of Million rande east (For assumes the runber of motorised isourneys has remained constant)	1es	Kids have cycled more, while about the same for wile and me	Tex.	From a personal point of view the scheme is very beneficial. However I can understand it is an emotive same for the oblight the collectioner, when may hell endows: or the scheme is the scheme in the scheme is relations: the the collection is scheme is collections to "space" as yas disclosal traffic due is the collections to "space" as yas disclosal traffic while at the collections to "space" as yas disclosal traffic while at the collections to "space" as yas disclosal traffic while at the collections to "space" as yas disclosal traffic while at the collections to "space" as yas disclosal traffic while at the space traffic as the collections less attractive as a "tat run" for cass.	I think this arts have also wery well, its detraction cite a take of consideration of consultation requests and the caused "biophics" to solve the think, the dist status of future to beness, could be further think, the dist status of future to beness, could be further disting to there of grounds in the status of the status of the plan biologic status and status of plant of the plan biologic status and subjective approach is being taken.
As an individual	Actes	In an our against the proposal inverse we have control on a corner as in predict problem on a Califordian Januari 1 and a corner and the second second second second second control de the control de de da tottle convery. He module taid the swrange upsed was 104 MVH to be with the generat of respect that is assued. In an WHW there was the second second second second second second second second second secon	Claht decrease		Arroe	(main read	heree		80	i don't have a car and i walked a lot already.	386		Yes, put reads to be loss of a desistop exercise and the people implementing the change and is a used sime on the unicar case using what is happening on a daily
As an individual	Neither arree nor disarree	children who play on the road. We have also noticed may webicles intering the new one way system.	Slaftt increase	1	Neither agree nor disagree		Diaaree		No		No	It needs more traffic calming and for it be enforced.	the various roads seeing what is happening on a daily basis.

And a			ir.	1			Considering the other Bastakalla and for a life the	r		being the trial have a second and a banked on a second	r.	r	1	
Image: sector of the sector		To what extent do you agree or disagree that the changes have been beenficial during the trial? - To what	To what extent do you agree or disagree that the	During the trial how has the volume of traffic changed	During the trial how has the volume of traffic changed	considering the water Portobeno area jour with the immediate area of Brunktane Road and the Collectene area), to what extent do you aree or disarree that the	considering the wider Portobello area jour with the immediate area of Brunstane Road and the Collectene area), to what eatent do you aree or disarree that the	To what extent do you arree or disarree that the	To what extent do you arree or disarree that the	During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled more?		Would you like the trial to be made permanent in its current form? - Please provide any further comments in	Do you have any suggestions on how future similar
Image: sector of the sector	Are you responding as an individual or on behalf of an anzanisation? - Responding as	extent do you agree or disagree that the changes have been beneficial during the trial?	changes have been beneficial during the trial? - Please write any comments in the box below.	within your street? - During the trial how would you asuse traffic numbers within your street?	within your street? - Please write any comments in the box below.	trial has had a positive impact on the surrounding streets? - o what extent do you arree or disastee that	trial has had a positive impact on the surrounding streets? - Please write any comments in the box below.	changes have had a positive impact on the environment? - changes have had an impact on the environment?	changes have had a positive impact on the environment? - Please write any comments in the bos below.	- During the trial have you walked, wheeled or cycled more?		Would you like the trial to be made permanent in its current form? - made permanent	the box below including any modifications you feel should be made.	othemes should be consulted and implemented? - any surrections
Sector Sector <td></td> <td>Smooth Alaman</td> <td>As a resident of Argyle Orecnet the docume of Brunstane Read has increased my journey length and time when trying to get to and from the AL and consuming resil environment but in coloning all valid much the smooth with the increase of the state of the smooth of the small investment and totals to either opicitier residential system. The docume size should be appreciable for sholls itself when the main thoroughfain is componented by randomic state at them are fearer</td> <td>No. Annue</td> <td></td> <td>Structu de surge</td> <td></td> <td>Geroude dicesses</td> <td></td> <td>Va.</td> <td>Field do my weekly grocery shapping by car so that habit has not changed. It that not the point/value of a large</td> <td></td> <td>commonster. In the 6-years of using Brunchare mad Fire only experienced 1 altercialion. Generally all road users have been countroop and due to the physical dimension of the mad with partied care either side there is no except for peeding. Given 1 direct balance that the issues the meldence of the side there is no except that the areas these on any extent street area of a higher importance of these on any extent street is used tagget that the street should revert back to hear ways and be opened. This would also help the mengency exercise get through</td> <td>I understand the opinions of the majority who were polied originally about this closure were ignored to avoid argent that evold be a good picco to start. Valuable majores could have hang for before as the single of go</td>		Smooth Alaman	As a resident of Argyle Orecnet the docume of Brunstane Read has increased my journey length and time when trying to get to and from the AL and consuming resil environment but in coloning all valid much the smooth with the increase of the state of the smooth of the small investment and totals to either opicitier residential system. The docume size should be appreciable for sholls itself when the main thoroughfain is componented by randomic state at them are fearer	No. Annue		Structu de surge		Geroude dicesses		Va.	Field do my weekly grocery shapping by car so that habit has not changed. It that not the point/value of a large		commonster. In the 6-years of using Brunchare mad Fire only experienced 1 altercialion. Generally all road users have been countroop and due to the physical dimension of the mad with partied care either side there is no except for peeding. Given 1 direct balance that the issues the meldence of the side there is no except that the areas these on any extent street area of a higher importance of these on any extent street is used tagget that the street should revert back to hear ways and be opened. This would also help the mengency exercise get through	I understand the opinions of the majority who were polied originally about this closure were ignored to avoid argent that evold be a good picco to start. Valuable majores could have hang for before as the single of go
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Sum and state in the state	ts an individual	Aansa	positive for the area At a time when petrol prices are high and there is	Slight increase	But not concerningly so	Neither arree our dearree		Neither agree for disagree		80	and improved rafety in the area	16	Collesdenes to Milton Road East closed to through traffic	
MAC MAC <td>Na an Individual</td> <td>Stocally diagram</td> <td>distance to get to their destination. Those who leve in the High Street is Anototellic or in folkshift. Street have a long way to go to get to Mitton Maad. Nau say that you are discouraging straffs from using the Collinderer. That is not our experience as we are now the main route to get to Mitton Road and our previously peached street is now very buys, noting an our previously certain street. This will also be the experience of the streets close to as L. suppose Berturn Read in now a</td> <td>Satifactiones</td> <td>At 1 bid Abon, our street is now much noiser and more politiced out this means is not working for us. We now more than the stream of the parameters with the</td> <td>Strandy disame</td> <td>As above. One street has gained at the expense of the many.</td> <td>Grootly dicame</td> <td></td> <td>No</td> <td>As, we are defare, we tend to refy more on our car new as do many in this year.</td> <td>Don't know/No califors</td> <td></td> <td></td>	Na an Individual	Stocally diagram	distance to get to their destination. Those who leve in the High Street is Anototellic or in folkshift. Street have a long way to go to get to Mitton Maad. Nau say that you are discouraging straffs from using the Collinderer. That is not our experience as we are now the main route to get to Mitton Road and our previously peached street is now very buys, noting an our previously certain street. This will also be the experience of the streets close to as L. suppose Berturn Read in now a	Satifactiones	At 1 bid Abon, our street is now much noiser and more politiced out this means is not working for us. We now more than the stream of the parameters with the	Strandy disame	As above. One street has gained at the expense of the many.	Grootly dicame		No	As, we are defare, we tend to refy more on our car new as do many in this year.	Don't know/No califors		
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And Note Note <	As an individual	Disarre	They have elanated travel line for fewer traffic gens on suchem part of Bruntane	Slight decrease	The only benefit to this trial has been HQVs on longer union Rountain Board	Disarre	Them is no benefit, it has simply pushed the problem to another coad	Grippely dicasme	It has increased increase times and therefore embedders	No.		90	complete block. This will alleviate the eatra traffic through the Collesdenes and out the eatra journey time by emissions 50%.	Durity go ahead and implement a system where more than 20% of sever readers: opposed the truit. Usates to the people who live on the strend; you are making charges; in other than plaughing on regardless of sublic optimum.
And Note Note <			Road, no inappropriate traffic on a narrow road. Alternative routes not too inconvenient. Traffic much									_		
MA <	an an construint		and a second second second		I live on Milron Rd East which always had and will have heavy traffic but I appreciated rolet made woword						1		I think the closed roads could be opened to public transport of there was any processed - there was	
And Same and and and an and and	As an individual	Aanse		No change	especially cycling with my children. I'd love Milton Rd East itself to have a bike oath.	Neither agree our disagree		Stronely agree		Conft inow	I don't own a car so I outerwark all the time resardiess.	Tes.	any bus routes there anyway) and possibly emergency unhides.	
And And <td></td> <td></td> <td>We are now being told to reduce air travel to help save the planet. It now have to double lask on myself which almost double to distance have togethanet from Allion facul. My alternative way taken ne strough Parobello which as nexus of Biname has made the Algh Street extremely compared. In my opioion amere sensible option used have been to make frauncare Ras</td> <td></td> <td></td> <td></td> <td>Collesione Avenue has became extremely congested. It is a street which is used by numerous driving instructors to take their pupils on. These counted as many as it instructors or a one lead of one of me which makes It wany</td> <td></td> <td>The changes have made my traveling time to get home much longer in time and distance making the appeal to</td> <td></td> <td>these diability issues thus making the use of my car</td> <td></td> <td>As I have said previously, making the road a one way system from the bridge up to Mitton Road would benefit</td> <td></td>			We are now being told to reduce air travel to help save the planet. It now have to double lask on myself which almost double to distance have togethanet from Allion facul. My alternative way taken ne strough Parobello which as nexus of Biname has made the Algh Street extremely compared. In my opioion amere sensible option used have been to make frauncare Ras				Collesione Avenue has became extremely congested. It is a street which is used by numerous driving instructors to take their pupils on. These counted as many as it instructors or a one lead of one of me which makes It wany		The changes have made my traveling time to get home much longer in time and distance making the appeal to		these diability issues thus making the use of my car		As I have said previously, making the road a one way system from the bridge up to Mitton Road would benefit	
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And And <td></td> <td></td> <td>move through and spend time in. I walk and cycle up the road on a daily basis and it is calm, peaceful and very</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>This has encouraged active travel as there is now a safe</td> <td></td> <td></td> <td></td> <td>has made such a massive difference to this area for the better. When I walk up Brunstane now, people stop to say</td> <td>This scheme is better for everyone and i think limited</td>			move through and spend time in. I walk and cycle up the road on a daily basis and it is calm, peaceful and very						This has encouraged active travel as there is now a safe				has made such a massive difference to this area for the better. When I walk up Brunstane now, people stop to say	This scheme is better for everyone and i think limited
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Image: state in the state	Photo		Limited access to the Collectenes and surrounding roads from and to Milton Road requires additional mileage		and the second state of th			MENT	an an in the second sec			-	and a transmission was valid if reduced	Listen and act according to public opinion 1 As a council you have public meetings and ask for opinions but totally
Image: state in the state	kt an individual	Stronelle disaeree	adding to times of journey and more consumptions of petrol. plus collution.	Slaht decrease		Stronely dicaeree	Traffic queues on main roads.	Stronely distance	Palution.	No		No	Closure of roads and limited access cause confusion. Some vehicles I cars and vansi are lenorine sizes.	ignore the concensus. 90 % voted against closure and yet you went ahead I I
and Second S			The state of the s		Metation bandary op beverane had neer derer føre mage Terrare akken for som til e bligge kannen for angen forsen akken for som til e bligge kannen for terrare akken som en som en som en som en som en som mage Terrare. Na som en som en som en som en som en som mage Terrare han en som en som en som en som en som en som som en som en som en som en som en som en som en som som en s		en daas. Tertrafficks tage envelves Al Ba manage and Agencal generations and the manage and Agencal generations are a faulty more and and a second a second a second a second and a second and a second a se	Normal distance		2		14		
under Index	ar a landstart	benzali darma	The overall impact of these changes is obtained and the submetical only revealed on a fail of the standard Calibrations is that the submets of factuality and the calibration is that the submet of factuality causes pulsars of adopted rands. In a the segment of the summating residence traffic and the submet of the submetion of the additional traffic aning from the spending new residential tables at a traffic aning from the spending new resident additional traffic aning from the spending new residential tables at a submetion of MMA the submetion of the tables at a submetion of MMA the submetion of the tables at a submetion of MMA the submetion of the tables at a submetion of the submetion of the submetion of the submetion of the submetion of the submetion of the submetion of the submetion of the submetion of the submetion of the submetion of the submetion of the submetion of the s	EuroPour Januara	The volume of traffic on Masselburth Road /Services	Graude de seran	Traffic is no larger allowed to perceive straugh the denset stren relating is an additional traffic soles and moderability grows the distance of the solar allowed the Association is strength and the field and the and Manadama in strength that and white fixed for strength is Manadama in the strength and the fixed for strength is distance and an attraction where the distance is moderable provided and the fixed for all the analysis the strength waves on the solar of the of the analysis and the analysis of the strength and and the strength is distance in the strength and and the fixed is analysis with an advect the analysis of the strength and analysis with the strength and and advect the analysis of the strength and analysis with the strength and and advect the strength analysis of the strength and analysis with the strength and advect the strength and advect the strength and advect advec	Genali darm	The additional traffic burden on the Manushungh Road has remained in rapid determination for the road writtens arounding colora polarities from antabalon polarities. The around artifictual particularly are used as the polarities are marked determined and a strate to show an endow	86	As any with its substitution dependence it matrix, used to case one can be used much associated to the dependence that it much the transit is not and transits.	84	If is in the surrounding area which will continue to deteriorate as the traffic numbers increase with the pending new residential estates. This is why the trial must	Unlikely that analy consultation befored that the majority of tools were applied the otherwise by po- ignmental is anyong whething is future you build not go against the assessment of local. This below the top who are thoused and the initial below the point operation of the top and the point operation of the second second second the point operation of the second second second terms are build as the second second periodic produces previously states to be built in the first collision of the second second periodic produces the point of the second periodic periodic produces the point of the second periodic periodic produces the point of the second periodic periodic and buildward and second periodic periodic periodic and buildward and second periodic periodic periodic periodic and buildward and second periodic periodic periodic periodic periodic and buildward and second periodic periodi
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adard Impart Impart <td></td> <td></td> <td>It is stilly to have all the roads block off.</td> <td></td> <td>tog curve, narrow and has vehicles parked on both sides. This causes congection and hard braking. The curve is a blind stop and curv race up and then hows to stop 70 10</td> <td></td> <td>Don't mind Brunstare road being closed but the road diversion in the Collections down not work well Thin</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Ack they houses that are appret to be on the mode the</td>			It is stilly to have all the roads block off.		tog curve, narrow and has vehicles parked on both sides. This causes congection and hard braking. The curve is a blind stop and curv race up and then hows to stop 70 10		Don't mind Brunstare road being closed but the road diversion in the Collections down not work well Thin							Ack they houses that are appret to be on the mode the
under (mode) (mod) (mode) (mode) (mode)	ke ne individual	Strongly sense	to has hugely improved quality of life. There are children	Casifirat invana	bridest unities to horses	Gravali, disama	urner made have been circed from Milton road	Grocels Groene		Min.		Ma.	No. No. No.	as anise to take the serve traffic
and bit and bit	kr miadudud	Strongly sense	atee to safely cycle, room for wheelchairs to travel down the street (my father is in a wheelchair and the pavement is too name)	Cariffront demana	My car tad been damaged on Brunstane rd on multiple occasions including by a passing lony. This has not hannamed since.	Strength stress		Grouply same		Ter		Tar		
a horizer lange la		Second Assess	We have none which show with terms road space Reducing the road space is not the answer. We need a biolabiloal toric toric analyses of space space this part road has been turned into a semi private space space. That we are states An available to the particle care are small has a semi private showing care. These are used as a sub- noval goars. These are are sub-to part of the space showing care. These are are sub-to part of the space showing care. These are are sub-to part of the space showing care. These are are sub-to part of the space showing care. These are are sub-to part of the space showing care. These are are sub-to part of the space showing care. These are are sub-to part of the space showing care. These are are sub-to part of the space showing care.	No charge		Standy deares	More torffs turning both satz and west at the stat most justion Million read and the rease back into Fendbells. This is now significantly more diseasous for driven and directivism. Investment super indicates	Strandy Source	Cars will till trovel and new generally further to make their Ata's parange. My own ones in this area defability have, horsand emission and mara generally defability dividing due to infrasten ar what are seen as pointes and stassen to infrasten the shahed or your form	Str.	Not south for herith response.	10	Under on many in the area and even more in the wider area. Starting that this has had used a negative impact on to many others, and (a nonly assume a negative environmental impact due to increased journey tiess, to approars the wides of a very fee haddwide. A component would be used from di packing control due and the start of the start of the start of the approximative start of the start of the start of the approximative start of the start of the start of the due at a start of the start of the start of the start of union accidents in this instruction to the start of the origination of the start of a single minimal and that the staft is instruction of an instruction of the minimate.	Perfuge, when you concid, lister to the results of the
Image: marked bit in the second se	As an individual	Strenativ disarree	My gifthiend doesn't feel safe walking back from work on a street at night blocking any traffic	Nochanee		Stranely disastee		Stronely distance		No		No		
Ander de la construir de la c			While I understand the need to close the bridge on Brunstane Raad to vehicles I don't understand the need for the other messares that have been taken.		we were at the canner of tension Grive and Milton Read East. There is upsificant quavileg af traffic on Milton Grive leading to the junction with Milton Read East expectally at peak traffic times. There are still occursions when vehicles turn from Milton		i carl thick of any advantages of this scheme for mean		I am concerned about the increase in traffic past the shaftened housing on Milton Terrace and Collindene Avenue. A number of people living there use mobility add, and the risk to them is knowed. The decour we have to make to access our drive adds to				This scheme has had a significant detrimental effect on	
Bran a quadra dividualização da mais quadra dividualização da mai	to an individual	Strongly disarree	mer wate hot increased block use in the area. It makes it very difficult to get around the area	Sight decrease	Page and the Miller Links	nonenn diserre Stronely diserre	an andi	Strongly disagree	wereast and increases our petrol use.	No No	1	No.	une excellentment of our house.	
· · · · · · · · · · · · · · · · · · ·			There is no polyclog of which as sharing to the one way takense periodulary and an endolvey years. This is an abivate increase risk to take methods and an endolve limits abivation is the sharing in the sharing of the limits abivation is the sharing in the sharing and the sharing and the sharing and the sharing and the sharing and the sharing and the sharing and the sharing and the sharing and the sharing and allowers with the sharing and the sharing and the sharing and the sharing and the sharing and the the sharing a collision of an an sharing and the sharing a collision of an an sharing and the sh			tané jawa	Within Navi and The patholog adjoint to the entry and mith invariant of teams to be a loss quart "invariance and		No excesses in some about our a huge discover savely.	N	Net al molecules parts from these adaptions based The devices	h	n i mi um sugarat fallera per un yequesci	Facebor sumstational and Nor safety system with the Concellance that are required as face to do a new at these
an lobidad formal area facetal area formal	ks an individual ks an individual	Aaree Scronaly aaree		Sanificant decrease Sanificant decrease		Neither agree nor disagree Neither agree nor disagree		Aaree Stronaly aaree		No Don't know		Yas. Yas		

	To what extent do you agree or disagree that the				Considering the wider Portabello area (out with the immediate area of feronstane Read and the Collections area), to what extent do you agree or disagnee that the trial has had a positive impact on the samounding threats? - a what extent do you arree or disagnee that	Considering the wider Portobelio area (out with the immediate area of insurance load and the Collisidene area); to what extent do you agree or disagree that the trial has had a positive impact on the surrounding streets? - Hease write are comments in the box below.		During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	
Are you responding as an individual or on behalf of an	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 have been being doring the add??	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please write 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 asues traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Rease write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the sumpanding	area), to what eatent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or disagree that the changes have had a positive impact on the environment? - thanges have had a positive impact on the environment? - Rease write are comments in the box below.	- During the trial have you walked, wheeled or cycled	more?	Would you like the trial to be made permanent in its	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 the other mode.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
organization? - Responding as	been beneficial during the trial?	write any comments in the box below.	eauee traffic numbers within your street?	bos below.	streets? - o what extent do you arree or distance that	streets? - Please write any comments in the box below.	- chanses have had an impact on the environment? - Please write any comments in the box below.	more?	- Please write any comments in the box below.	current form? - made arrmanent	should be made.	currections
		This road is now noticeably calmer without the large tracks that used to come up and down. Familier walk in groups down the centre of the oatal and in my ophion more and more bikes are using this coad knowing that it is take far them. I like right next to where the road is blocked off and the noise of traffic in the moning has discloperand.										
As an individual	Second v serve	means a longer journey to get to portoballo the increase in time is negligible and doesn't bother me at all. I also find i'm using my blice more to get to the shops in Portoballo.	Sanificant decrease		Arre		Gronely serve	Tes		Yes		
		Mitton Drive has experienced no increase in cycling although it has caused a massive inconvenience with motorists. Which then has led to a increase in traffic on Mitton Drive aswell as the Galilesdene Avenue which has a load interference on the state of the second second second second second second sec		It has led to a big increase in traffic. Coming up Milton		I live at top of Million Drive. Its a big loop to arrive back	Annual disease			N-		
da el tarynost		I ST OF OPENING PARTICULAR STREET	A PERMAN INCOME.	1000 C			There is a increase in the number of families with younge	e		~	Absolutely, I never imagined just how beneficial the changes would be. I accept that this ETO causes inconvenience when you do	
år en influident	Converting and the	Significantly rafer for cyclists. No road rage incidents. No whiche damage. Less noice pollution. Less vehicle enteriories.	Santhrop Annana	No logge any through traffic	Nother same on distance		entities is another than an order of the second sec	1 00	We now allow our son to cycle on Brunstane Road unaccompanied by an adult. Despite his age if this road re- opens it will not be safe for him because of his additional useport needs. We will be drond back into the car.	Yuu .	raciple that the arc classes insurpresented when you do need to use a vehicle but in reality it's a few minutes wins driving (around the logan triangle) and the benefits for outweigh this minor inconvenience. The convenience of a few matories should not be the priority in making the final device.	
		emissions. I have lived here for over 50 years and it is so sad to see how the area has changed with the ridiculous volume of traffic that now hits the area daily. Collescence was always a quiet area whereas insustane Road was always a		The volume of traffic has increased massively and a once quiet area has turned into a race track. I have on numerous occasions had to stam on my breaks with focurrent driver involve also uses size		Did anyone think what the impact would be on taking a volume of traffic through sheltered housing where many disablast and addets one have to reserve hous confil	t often have to take a longer route in order to get to my		I need my car for work and being self-employed, working from various venues I have a large amount of equipment which usual the immershile to carry			With a bit more communication with locals who live in
		The full closure of iknunstane nd are completely over the top.			CHOCKE AN LOCAL	Gasing the road has put more pressure on mast routes.		80				164 W44
år en influident	Second distance	rap. At most it should've been made one way. The resulting is a shambles. Please lister of the majority that don't agree with the road docure.	Nochunge		Grunsle disama	With more housing being built we need the traffic to flow. Given limited choice we need all reads open not closed. The only people to benefit are the residents of Brunstane of	Groute disease	No.		No.		
As an individual	Stronaly aanse	Brunstane Road to Milton Drive, Milton Terrace and	Slight decrease		Stronaly arree	-	Stronely aaree	165		Tes.		
		erunstane kaa to Anison brive, Mitton serisce and surrounding streets. Milton Drive has been significantly negatively impacted and is now both noisy and extremely diagenous.		treating it as though it's a main road. There is frequently for 7 cars queuing up to exit at the top of the road. I often have to wait while S= cars stream up the road before I can leave my driveway.								would suggest that you properly listen to the sceners: of residents and react where problems cour. Despite us raising concerns from our experience it took time for any steps to be taken to make the ligning cleaner, we were simply told nothing could be done.
		On a daily basis there is a constant stream of cars and lengthy queues of cars (often c.6 cars long) trying to exit on to Milmo Road Cars romine about Milmo Road and		I've witnesses several near mixee with cars coming round the barriers, often at speed, ignoing the signage. I get daily abuse where I leave my home and witness			The cars in the area (which, unsurprising given the					The original plan was to implement traffic calming measures however this didn't happen.
		hoping to enter the Collectione area are trying to turn into Milton Drive and either doing to, ignoring the signage and barrient or starting to do so, realising the can't and pulling back cut into a stneam of traffic on Milton Road.		I get duly abuse where I know my home and without driven are gains too fait up the terret. I sike get abuse from driven entring Million Drive to know the Collinatione area where I an conting down Million Drive as they wrongly assume five extended from the top of Million Drive when five extingly left my brone on Million Drive lasmething I do reasonably frequently to check on my deniny father than the vice Coster Driveballig. I fane lawing		Out with the immediate Brunstane and Collesdene area, Portsbello residents are being negatively impacted due to much longer, more dangerous journeys. Frustrated drivers and going faster through the Portsbello area having be delayed in Brunstane/Collesdene.	The cars in the analysished, unsurpriving given the paparitary, however, includent instance) are non- controbuting more environmental damages are driven. Nave to travel further to get to the same destination as before.					Satellite ravigation systems should be updated to reflect the true status of road closures. Sat nave weren't updated and we have received regular comments from drivers who say that sat now book them that way (having ignored the signage and barriers on the road).
		We get daily abuse from drivers who are trying to speed up Miton Drive or incorrectly come down Miton Drive using the wrong side of the road, ignoring the signs and		my house due to the daily abuse I receive.			With more queueing traffic in surrounding streets and lengthy delays to journeys the damage to the environment has increased.				White I agree something needed to be done with firumstane Road this initiative has simply moved the problem to Milton Soles, Milton Terrors and surrounding strets. Changes urgently need to be made before a section, or frain, accident eccurs.	The machines set up to monitor speed need to be placed at a point in the near where th upsed is most likely to occur. The manitors on Milton Drive were placed for too near the end of the strengt and wakel people were staving upseds at a point in the near where people were staving down to skit of healthy teel fully queful phaving entered.
		namer. The speed of drivers in the area has significantly increased as they are frustrated by the detaur.		Nilton Drive is now an extremely busy road for such a small road with elderly and disabled residents. It's dangerous leaving my house, crossing the street or getting in or out of my car in front of my house.		Recident of Pontabelia are experiencing delay, where emergency vehicles have to go a longer round trip to reach them. On more than one occusion 'ne vehersad emergency vehicles with staff that look combased. Some these eventually extend all Allon Onlive from the top growing the signage and barrier. This must be delaying emergency environ and out do ecaractraphic for those availing assistance,	The start server's designed for the increased volume of cells are by the black share appeared and are getting increasingly works. There is also noise pollution from increased volume of staff, mere server server server.		The closure of Brunstane Road hasn't reduced the use of cars. It's simply required car drivers (many of whom require the use of a car as they are elderly and unable to walk or cycle more) to take longer journeys.		problem to Match other, Match iterate and europerating streets. Changes urgently need to be made before a serious, or fatal, accident occurs. I believe the more sensible approach would be to make	nair the end of the trives and would dray have measured speeds at a point in the neads where people were slowing down to exit or hadn't yet fully sped up having entered. Clear information on who to liaise with if something ion't
As an individual	Strongly disagree	There's a significant increase in noise from traffic and daily instances of homs being used where near misses occur or traffic incorrectly tams in to streets on the wrone side of the read isnoring signage and barriers.	Similicant increase	During the warmer weather opening the windows at the front of our house was impossible unless we were prepared to suffer the increased noise from traffic.	Stranely disaeree	Portabello is experiencing significantly faster vehicles with driven that are compensating for the inconvenience of being diverted a long way round.	staffic, more sires and horns. There is a negative impact on the health and climate implications in this area as a result of the chance.	No	A great deal of the people that are affected by this change are unable to walk, wheel or cycle more. Not all of us are lucky enough to be healthy enough to walk or cycle.	No.	I believe the more sensible approach would be to make diverstane load one way, opening all other streets and localing traffic carging measures on the surrounding streets to limit speed and ecocarge drivers to use the main coads to access the area.	Clear information on who to liaise with if something lon't working. We complained to the council who told us they couldn't do anything and we should call the police. We called the police and, perhaps not surprivilgy given their need to anioritise, they were completely uninterested.
		Extremely dangeroux, only a matter of time before a serious accident is caused. Who made the ridiculous decision to block off these reads with riold wooden structure? We lived on Browstread for R water balows movies those rearrent.										
		reado with cond waccoses structure v we lead on for unitable for its years before moving to correct address and although basy was never really a big issue. How are emergency vehicles supposed to navigate this bottade course? Some of the streets in the Collisidences are quite namous and must be adversely affected by this structures.				Absolutely strongly disagree, the Collesdenes are busier than ever. These roads were never built to carry the volume of traffic which has now been transferred from						
ite un individual	Seconda dia anta	obtack cours 7 some of the streets in the Collesdence are quite narrow and must be adversely affected by this new "system". Let's just all strate a long way round to appearse a select free molester. Abrainse molesare III thave a disabled hurband who sometimes requires.	Caniferent Increases	Nex mode a horse condition busine	Stevenly distance	using open integrated were needed as to carry are volume of traffic which has now been transferred from investion integration in the second se	Many people are now traveling longer datances to get to Granels disease wol from Cir laws i surfar Bood and the Milloo link	No.		M.S.	Most definitely not - who suggested this very suspect relevance deviation 2	Go back to the drawing board and stop wasting tax muses money on ridiciónus schemas
As an individual	Stronally disarree	have a disabled husband who sometimes requires hospital the extra time involved with the ambulance is crucial and they have official (fording us at the silkeny bridge.could you not even make it one way rather than a private read for instruction reidents. The ratif couldnet from instruction found has only been	Nocharae	As we are at the railway bridge we can only go down street	Stronely disame	Only benefits Brunstane Road	We all go through Collectione now causing impact on them	No	I. Need to take my disabled husband in a car	No	At least on way system	One wav
As an individual	Stronely disarree	puthed further down and there it's currently heavy and rapid coming down-our street. Brunstane should be made one way to distribute the traffic evenly to make it fair for ALL living in Jocca.	Similiant increase	Heavy and quickly driving traffic has increased on our street. Also they drive quickly and it's much harder crossing the road to get onto the prom. In rush hour the school run is more difficult with the increased traffic.	Stransly disasse	The situation for people living on Service creatert has had a very negative inpact. It's not right that the council are moving the problem from Suruttane down to our area. Change it so that Brunstane is one way too.	People need to drive longer, watte more fluel to get to Strately disarree where the need to as. Only becale on Brunttane benefit	- No	I use the car the same amount as before	No	Absolutely not!! Change it back to how it was or make Brunttane one way. It's having an extremely bad impact on secole livine with small children on Seaview crescent.	Ack the people impacted before you make changes
At an individual	Stronal v Jallee	The changes have been beneficial for the 50 or so houses between the railway bridge and Million Road. For all other residents in the area it has not - Satra miles driven, more dangerous roacte (multiple junctions/less visibility at corrent).	Validicate decrease		Michaely arree		di Doni Jaliye	86		24		
		My example is instead of driving 0.8 miles to Asda with 2 junctions to get round, i now have the option of a Libmile drive with 5 junctions through the colliesdence (with some poor visibility at some — mattern threet and Colliesdence avenue, or i take the long route to the end approximation of the source of the source of the end approximation of the source o									No way, it's starily ridiculous that this was ever implemented. I understand an ann bing closed off, but this int's at at must be a start of the start of the start have made the collisidence into a start an. The people of intrustance Radis over the road polation has always been them - I very lower bene sloper and probably used the road 3- d times a week should a probably used the road 3- d times a week should a probably used the road 3-	
är en influtnel	Cercostie disarras	or Mildle Hado Hado Handi H. J. Amale. We haven't wilkelighted more because using that mad mains we are going somewhere that negative a car. Worther than driving part 50 houses toway and carefully because of the narrow task, papele now drive faster on the wider roads in the colleaderes to get nand- but this emails going part hundred of houses in a previously using trans. They're that fast?	No chaosa.	Argyle crocent is not a through road so didn't expect any	Creasely distance	This road alleviates pressure on the town centre/linighton Pisce as a more out of inopay/Portabelio. Instead of cars using a short bit of noad Brunstane road twy now have to drive all assund Portabelio to get out. This is expecially a problem when there are roadworks comewhere or a mothem which reares are roadworks to mark in a	More driving miles does at faster speeds - how is that good for the environment? Has added throus on drivers who can't believe this that bene doos, when it can't has not be does for the "greater good", but just to appearse unddert of 60 or so how, can.	No	As i said before - if people drive up this road they drive up for a reason. Because it's a slow road, people would waiterund arower if these road	No.	there is were intervent the super and processing order the name and d times a week without a problem. If anything, signal clearly give way to upcoming traffic', at the top/bottom or tell the residents to only park on one date of the road, that whether do not clear the road!	Surely there is google data that tells you whether this will make sense or not and executive the extra miles awais/2
		Lots of traffic is now going down Collesdene avenue. All traffic that would have used inunctane road or Collesdene Orescet now uses that, its not fair on the residence of Collindene avenue as the road is now much more dangerous.					i now have to drive about 200 miles a year further due to these straft; charges, Arous all invidents in the sea test will be many may thousand; default and the sea					
		In addition 1 now have to drive approximately half a mile faither to get to the A1 than 1 used to from my house on Collesdene Greccert. That's about 200 extra miles a year for me, Across everyone in the area this will be thousands of extra libres of fuel used in a year.		I live an Caillendene Crescent. Its nat fair on the residents of Caillendere avenue to send all our traffic down them.			water The scheme density is encourage righting or other froms at all. There are alreading good option states in the area and their carbing and option scheme in the area and their carbing and option scheme in the scheme and their wall be reglited with a carbing option of health benefits from the change.		The scheme doesn't encourage cycling or other forms at all. There are already good cycle insures in the area and the car being used to drive to the A1 is not consetting that will be replaced with a cycle. I see no green or health benefits from this change.		Please don't make this permanent. Its daft, makes no sense for most residents, increases fael usage and doesn't give green or health benefits. All this total is doing its making people not believe the sense has been been to cause a brack between as more the sense of the termine. Cause wheth between as the sense has been been to cause the shorth between as the sense of the been been to cause the shorth between as the sense of the been been to cause the shorth between as the sense of the been been to cause the been been been been been as the sense of the been been to cause the been been been been as the sense of the been been been been as the been been been as the sense of the been been been as the sense of the been been been been been been been be	Brunstane road should be made one way. The remaining traffic then should just be distributed fairly shough the Calinderse.
As an individual	Ceronalia disaaraa	A fairer option would be to make brunstane road one way and thereby calming the problems on that road while not closing Califiedere Crescent and letting the traffic dimense arrow both the rescent and varius	Casifirat derese	of Collesdene avenue to send all our traffic down there. Making Brunstane road one way would be a much fairer notion	Stevenske die same	These traffic measures make it much more likely that can in our area will drive through Portobelio now rather than on Million road to the & (<i>Drumse</i>	If you want to encourage more public transport use then increase the trains from investment train station to every Granetic dimension. If will want the more another increase of will be a station to every	No.	If you want to encourage more public transport use then increase the trains from Brunctane train station to every 4C minutes. Then will have a fur more noninal insert	80	All this total is doing it making people not believe the council has been interest, doesn or health intervent at heart. In fact the rumours are rife that the only reason this has been done is because a fee local caucillans live on Brusertons much liver to all ha holds. I'm sure that gives the option we might all quite like to	Collingdenes. Increase the trains at Brunstane train station to improve while transmost case
As an individual	Stronely disarree	The traffic has simply been outled alone to the East To get on to Milton Road from Seaview Creatent: where	Nochanae		Stronelv dicaeree		Cars are taking longer to get where they are going so the Bronzelv disagree emissions are areater	No	I cycle all the time answay	No	Use the other bases is a set base of the base bases bases are to increase one of bases had not bases of the bases of the bases of the firm care that given the option we might all quite tills to ongo through straffs from using the threes we like on. This has not reduced traffs, -it has simply moved the volume of traffs to other stress and semonded driving times causing envisor emissions.	
Ax an individual	Disarre	In great with original model into a proving containing women my parage is situated in how to do a zig cargo giorney through the streets using much more fuel than before. The same is true on the return journey back to either Seaview Crescent or indeed Seaview Terrace, where my front door is.	Slaht increase	Some people are not obeying the rules, and going whatever way they want to, or what is most convenient to them.	Disarre	Maybe Brunstane Road has benefitted from the trial but very much at the expense of other people living in the area.	Disamee Drivers are using more fail air zating around the streets.	No	Not at all.	No	I personally, would like to be able to go up Milton Drive from Seaview Terrace again, instead I have to mess about	Don't know an annewer to this one. Brunstane Road has always been a problem. No parking, traffic in two directions making matters worse. Why should the whole of a neutry area suffice for this. Making it one way traffic mark bill?
							The environment has had us increase in genitation due to more advant three from which the had to travel Second distance due to the distinction of the second of the secon		I use more petrol to get home also because of the longer distance, if I use a tasi it certainly costs more. I am of an age that I am unable to cycle and my mobility doesn't		Things to teven i would not be using managed growp popping utility at the cost of others. A one way ryoten implemented on Runastone Raad is the most ablow, or goods. It was dominand our of hand before with very lame excloses at to why not. It users the Council just thinked to this problem from one area to another, don't users to matter that traffic was increased next to a thether dowing samples. This did not make	Maybe you could give more consideration to the majority of views appliest future telement, also the number of residents being disrupted against much fewer residents that wanted it. At the very least it much take caused a lot
As an individual	Gronely disarree	Has made the traffic busier in parts of the Collectern's. Inconvenient for Collectere residents to drive up to Milton Road.	Slaht decrease		Strondy dicarre		Stronely disatme Author to reach their destination.	Tes .	lend itself to walking group distances.	No	any series.	of animosity among neighbours.
		Miton Road. Why was firuntates road not made one way then it would have culmed the staffs going through tail road has not moved all taffs to the Calinadana ama? Do not understand why this option was not trialled! Would suggest changing it to one way and taking away									Absolutely not11	
As an individual As an individual	Strongly disarree Strongly disarree	to not understand why this option was not trained Would suggest changing it to one way and taking away the restrictions in Collesdene area.	No chanse Significant increase	I live in Collesdene Grove which is a cul de sac so no change is now street.	Gon't know. Strongly disame		Disarre Brooky Gianne	No No		No No	Charge Brunstane Road to one way and remove restrictions in Collegene area	

[Considering the wider Portobello area (out with the	Considering the wider Portobello area (out with the		1	During the trial have you walked, wheeled or cycled more?				r
Are you responding as an individual or on behalf of an	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?	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please write are comments in the box below.	During the trial how has the volume of traffic changed within your street? - During the trial how would you assee traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	Considering the wider Portabello area (out with the immediate area of Brunstane Read and the Colleadene area), to what extent do you agree or disagree that the trial has had a positive impact on the summaning etsmets? - o what extent do you areae or disagree that	Considering the wider Portobello area (our with the immediate area of fluoratane fixed and the Collinedons area), to what extent do you agree or disagree that the trial has that a positive impact on the surrounding streets? - Please write are 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 disagnee that the changes have had a positive impact on the environment? - Please write any comments in the box below.	more?	During the trial have you walked, wheeled or cycled more?	Would you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
Are you responding as an individual or on behalf of an oreanisation? - Responding as		write any comments in the box below.	eaues traffic numbers within your street?	bos below.	streets? - a what extent do you arree or distance that	streets? - Please write any comments in the box below.	- changes have had an impact on the environment?	- Please write any comments in the box below.	nos?	- Please write any comments in the box below.	Would you like the trial to be made permanent in its current form? - made germanent	should be made.	earrections
		As regards blavstates flast processing and since the TEP wark instruktion from cores may sign of roots and app- paces and instrukt transpilling in neural mores. For or the TER to the was addy, carrage including shoulding websit bases and regales conclusions and processing websit bases and regales conclusions. The specification and patientians as a safe and convenient parts to transies daily velocities of anomalies parts to transies and regales and anomalies parts to transies and processing and another than ward designed to throwise transies. It would seem to be non sensial to a bandon the CRIO real.											
		prace and reative transparty is now the norm. Prior to the ETRO there was daily carrage including shouting verbal abuse and regular car damage.											
		There is daily evidence of increased utilisation by cyclicts and pedestrians as a safe and convenient path to											
		Portobello and Jopga. I'm a regular driver and haven't noticed that the Milton											
		Rd East looks any busier after all that Road was designed for heavier traffic.											
		Indeed if Brunstane road was to re-open 100% we are moving house it's that important to myself and my wife.											
		I'm not prepared to live here with the stress and carnage		Self evident it's now only Brunstane Road residents and deliveries instead of thousands of other cars and heavy				There has been much increased evidence of cyclists and pedestrians utilizing Brunstane Road and clearly there won't be so much pollution with the road new dosed.		Lalso now walk on a regular basis in to Portobello to		100% certain and if the trial is made permanent my wife and I (both aged 63) can plan ahead otherwise we are	Not really although the process appears to have been
As an individual	Szorały ame	that was the norm are ETRO. Less dangerous due to induced traffic, also less damage	Similitant decrease	ecods vehicles that was previously the norm.	Don't know.		Stronely aeree	won't be so much pollution with the road now dosed.	Tes .	shop and issue the car at home.	Tes .	moving house.	cambersome and protracted.
AL & DOVOJE	VICEN MIN	in person without	Vennord decrease		choose area		Service and	Less Datic convices	105				
		The trail has just moved the traffic from iknuestane Road to other stretets. My your strete has usen an iscnase of traffic with hole a worrying increase in speed. Learnot understand how shartling one strete has any benefit or is indeed a him and equitable way to address a perceived problem of a minocity of people.				It has clearly made things much worse-unless you live in Routznaw Road, my understanding is that despite the majority of requestes being not in broad of during its Routznaw Road the council cloud this anyway. If there is to be a proper process their loaded like a transport review with the result of the views given by all the load relifers in this survey being publicly variable.							
		to other streets. My own street has seen an increase of traffic with also a worrying increase in speed. I cannot				majority of responses being not in favour of closing Brunstane Road the council closed this anyway. If there is							
		indextand how shutsing one street has any benefit or is indeed a fair and equitable way to address a perceived perbiam of a misocity of people		Our street is now a main themselffere to set to Millon		to be a proper process then I would like a transparent review with the results of the views given by all the local residents in this survey being rublicly scalable.							
		The new access to Milton Road is a very daneerous right		road and conversely for Milton road traffic to get to portabello. This combined with the number of learner		the loss is have a support to the descent on the set of the set							
		The new access to Milton Road is a very dangerous right turn due to the parked vans that are frequently there. I have also personally witnessed drivers ignoring the no entry and just taking a chance hoping no one is coming		Our street is now a main thosoughtare to get to Million road and conversely for Million road stuffs to get to portabels. To is combined with the number of cleaner drivers, mean that it is hazardous as drivers do not sticl to the 20mph limit. Given the number of cleaner walking to school and deling resident shi is an accident walking		they must have known before moving there the potential issues of living on this street. It seems wholly unfair to allow a minority of residents getting special treatment.						Make linustane Road one way and return all the other surrounding streets to as they were previously. I would also consider double yellow lines on Milton road east to make two-prior right law downerses	Yes - more transparency and publication of the results of surveys. It is common knowledge that the changes were
As an individual	Stronely disarree	the other way.	Similiant increase	to school and elderly residents this is an accident waiting to happen.	Stranely disarree	allow a minority of residents getting special treatment whilst the rst of the local area suffers the consequences.	Stronely distance	Honestly how can it be positive when all the drivers that drove done Bruntane Road have to drive further.	No	i walk a lot alreade.	No	also consider double yellow lines on Milton road east to make turning right less dangerous.	made despite those that wanted change being in the minority.
		The partic docume of an antatable itability, in this granical unnecessary. What i would agree with would be a one way system which, in hostif, would induce staff. The other measures at Collindere and whilst other used these roads to layer and return (newer returned by Rirustone Rd to home, i'm having to take a substantial interest.											
		which, in itself, would reduce traffic. The other measures at Collesdene are resulting in											
		excessive detours for local residents and whilst I often used these roads to leave and return (never returned via		The detour from Milton Road to Portobelio has meant									
äs as induidusi äs as induidusi	Connale Alexanae Nexanae		Claim Invesse Classificant Invesse	The detour from Milton Road to Portobelio has meant traffic increasing through Collesdene and along Joppa Bread to Bornshello.	Director	En the reserve mentioned shows	Neuros Neither sense for distance	Traffic has just been shifted from one road to another. After all share's still the same amount of it I	No.		No.		Possibly just to listen to residents? And use a little common same instead of commaten i
		Brunstane Road to Milton Drive, Milton Terrace, Seaview Terrace and surrounding streets.		treating it as though it's a main read. There is frequently 6 or 7 cars queuing up to exit at the top of the read. I often have to wait while 5+ cars stream up the road before I can issue my driveway.			1000 000 000						would suggest that you properly listen to the concerns of residents and react where problems occur.
		Miton Drive has been significantly negatively impacted and is now both noisy and extremely dangerous.	1	often have to wait while S+ cars stream up the road before I can leave my driveway.	1					1	1		Despite us raising concerns from our experience it took
		and is now both noisy and extremely dangerous.		I've witnesses several near misses with cars coming round the barriers, often at speed, ignoring the signage.	1								Despite us taking concerns from our experience it took time for any steps to be taken to make the signage clearer, we were simply told nothing could be done. The original plan was to implement traffic calming measures however this didn't happen.
		on a wavy webs there is a constant stream of cars and lengthy queues of cars (often c.6 cars long) trying to exit on to Milton Road. Cars coming alone Milton Road and		I get daily abuse where I leave my home and witness	1	Out with the immediate investance and Collimptone was		The cars in the area (which, unsurprising given the population, haven't reduced in volume) are ****					measures however this didn't happen.
		while in the extent intering and parametering satigation. The standard sectors in the in a constant entert of Cara and lengthy queness of ours (bitms c.6. do nn integr lying to solu- tering the queness of the constant galange that the standard happing to extern the Calibration areas are trying to stam- tions Million Onica and ditthe direction (quency data signing and barriers or cataring to do so, realizing the cardin' and paraling back cale into a stream of traffic on billion Road.	1	drivers are going too fast up the street. I also get abuse from drivers entering Milton Drive to leave the		Portobelio residents are being negatively impacted due to much longer, more dangerous journeys. Frustrated		The cars in the area juhich, unsurprising given the population, haven't reduced in volume) are now contributing more environmental damage are drivers have to travel further to get to the same destination as before.					Satellite rawigation systems should be updated to reflect the true status of road closures. Sat nave wenn't opdated and we have received regular comments from drives who say that sat row took them that way flaving ignored the signage and barriers on the road).
		signage and barriers or starting to do so, realising the carit and pulling back out into a stream of traffic on	1	Collesdene area where I am coming down Milton Drive as they wrongly assume I've entered from the top of Milton		Construction of the second sec							and we have received regular comments from drivers who say that sat nav took them that way (having ignored
		Milton Road.	1	Drive when five simply left my home on Milton Drive (something I do reasonably frequently to check on my objecting the new second		Residents of Portobello are experiencing delays where		With more queueing traffic in sumounding streets and lengthy delays to journeys the damage to the environment has increased. The road weren't designed for the increased volume of traffic and pot holes have supressed holes as entities.					the signage and barriers on the road).
		We get daily abuse from drivers who are trying to speed up Milton Drive or incorrectly come down Milton Drive using the wrong side of the road, ignoring the signs and barriers.	1	I get duity abuse where I laws may home and witness drives are going too fas up the timest. Like get abuse finds drives around platfaction bits of lower that Collidence areas where I are confident drives as they wrongly assume (in which may be able to the second plasma and the second bits of the lower here and the second bits of the second bits of lower here and the second bits of the second lower here and the second bits of the second lower here and the second bits of the second lower here and the second bits of the second may houre due to the daily abuse I receive.		Residents of Pontobelo are experiencing delays where emergency-whicles have to go a langer naund trig to reach them. Of more than one occiation i'w withoused emergency-whicles with staff that look confused. Some have eventually entered M Bioo Dive from the top gnoring the signage and barrier.		www.uhment has increased. The road weren't designed for the increased volume of traffic and pot holes have accessed and are setting				Whilst I agree something needed to be done with Brunstane Road this initiative has simple recent the	The machines set up to monitor speed need to be placed at a point in the rand where th upsed is most likely to cours. The monitors on Million Universe placed for too near the end of the street and would only have measured speeds at a point in the rand where people were isolating down to exit or hadn't yet fully uped up having entered.
			1	Milton Drive is now an extremely bury road for such a small road with elderly and disabled residents. It's dangerous leaving my house, crossing the street or getting in or out of my car in front of my house.		have eventually entered Milton Drive from the top ignoring the signage and barrier.		for the increased volume of traffic and pot holes have appeared and are getting increasingly worse. There is also noise pollution from increased volume of traffic, more sirens and homs.		The closure of Brunstane Road hasn't reduced the use of		Whilst I agree something needed to be done with Reventane Read this initiative has simply moved the problem to Milson Drive, Milson Terrace. Service Terrace and sumounding streets. Changes urgently need to be made before a serious, or tatal, accident occurs.	near the end of the street and would only have measured speeds at a point in the road where people were slowing
		If there are no queues the speed of drivers in the area has significantly increased as they are frustrated by the detour or using it as a rat run. On Milton Drive I would estimate that cars are traveling well over 20mph if not former.		dangerous leaving my house, crossing the street or getting in or out of my car in front of my house.		This must be delaying emergency services and could be catastrophic for those availing assistance.		There is a negative impact on the health and climate implications in this area as a result of the change.		cars. It's simply required car drivers (many of whom require the use of a car as they are elderly and unable to walk or cycle more) to take longer journeys.		made before a serious, or fatal, accident occurs.	down to exit or hadn't yet fully sped up having entered.
		detour or using it as a rat run. On Milton Drive I would estimate that cars are traveling well over 20mph if not		During the warmer weather opening the windows at the front of our house was impossible unless we were prepared to suffer the increased noise from traffic.						walk or cycle more) to take longer journeys.			Clear information on who to liaise with if something ion't working. We complained to the council who told us they
to an individual	Constanting of Constanting	fazer.	Confidence in success	front of our house was impossible unless we were prepared to suffer the increased noise from traffic. Despite outlists being able to enter at the top of Milton	farmatic discourse	Portabelia is experiencing significantly faster vehicles with drivers shart are compensating for the inconvenience of being directed is been expressed.	County discourse	To get to my house I need to drive an additional 0.6 miles each time I return home. This is the worke for all the houses from Brighton Place along to Milton Terrace.	N=	A great deal of the people that are affected by this change are unable to walk, wheel or cycle more. Not all of us are harky enough to be healthy arough to walk or code.		I besive the more sentistic approach would be to make Bruntlane Road one way, opening all other streets and installing traffic calming measures on the surrounding streets to limit speed and encourage drivers to use the write model is server able or more service and the service of the servic	Clear internation on who to have with it conterning on't working. We complained to the council who told us they couldn't do anything and we should call the police. We called the police and, perhaps not surprisingly given their need to ariaritise, they were completely uninterested.
			and the second se			a della stellati a pre dell'inden.				ALL REAL OF PRINT PARTY AND ALL AND ALL.		THE TARA IN ALMA WE ARE	Senaee was poor, leading to many whicles still going
													Sprage was poor, leading to many webcles still going draw likewatene lead and having to taun mand. The means that cause and langulated Disturt terms in degrage regarding the mark docume excited the school, us them and closest of cars a dy having to neverse at the Dish land towards. Mithins Road to taun a sound. These lead of means and the accompanies of the langulated to land towards. The school is a school to the school of the use of the school beam of the the school for whom is meant to increase takes.
		I was unaware that other streets in the Collesdenes would also be closed when there was discussion of											regarding the road closure outside the school, so there are dozens of cars a day having to reverse up the Drive
		I was unaware that other streets in the Collesdenes would also be closed when there was discussion of cooling Brunchene Baud. It has obviously made furnistant Rand quieter, which is great as a pedertrins and cyclic. However, as a driver, the detaur from Milton Road to Prosbello is econtrous and has lind to a choice Between						Drivers have to travel much further to get from Milton					back towards Mitton scad to turn around. These kind of interventions need to be accompanied with signs for
As an individual	Disarree	Portabelia is enormous and has led to a choice between point all the way back to Park Ave or down to Joppa.	No change		Neither agree nor disagree		Duaree	Drivers have to travel much further to get from Milton Road to Portobelo. If this has meant more people make this trip by active transport then great, but i am not wave if this being the case.	No		No	Brunstane Road should be made one way from the bridge up. Other streets should be responsed.	the very people (children, in the example outside the school for whom it is meant to improve safety.
		Changes are not beneficial. All that has been achieved is											
		that traffic has been diverted onto other roads to their detriment, and now has to pass sheltered armomodation with a lot of eldedy people, just to										When comments uses one-in-oily requested on this	
		please a minority who wanted a private street and parking for their vehicles. The fire in Portobello High										dosure, the majority were not in favour of a full dosure and a one way system isouth-northi was put forward so	The views of all should be considered and taken into account. This was not the case over the Brunstane Road
		Street last week caused huge traffic issues in this area when traffic was diverted; yet one road -Brunstane -		All, traffic coming from the west that previously went down itrunstane Road is now heading down Milton Road								many times, yet this was completely disregarded with no trial or explanation. The majority against the dosure were	closure. The majority were against the closure and yet their views, comments were ignored. They were
		couldn't be used to help with the overload - even on a one-way basis. Roads in the Collesdenes now have		All traffic coming from the west that previously west down Brunstane Rand is now heading down Milton Rand East and the same for those heading west that are now diversed though the Collisioners. The traffic has greatly increased yet our concerns were ignored during the ensures of enrolling instruments. The martime Brund		This trial has definitely not had a positive impact - the changes have also had a negative effective on areas out with knunstane/Collectence. Increased traffic, speed, ecode meshad traffic also:						ignared last time - are we going through another pointless exercise where comments are ignored if it	dismissed as if they didn't matter. It is hard to understand how residents in one road can have their own
As an individual	Connels diseases	and/or all means back as Derk anzer fragen in sense changes are not beneficial. All that has been achieved in that that the last been disorted on an other ranks, to be that that the last been disorted on an other ranks, the last provide the three variables of the last provide the last provide the three variables of the last provide the last provide the three variables of the last provide the last when traffic and darrange, protoned diverse on a network that, fragin, the College and diverse on the experimentation with the confidence ranks of the experimentation of the last provide the last of the last the traffic and darrange, protoned diverse on a network that, fragin, the College and diverse one has the experimentation of the last the College and diverse one of the last the last the last the last the last the last ranks of the last the last the last the last the last the last ranks of the last the last the last the last the last the last ranks of the last the last the last the last the last the last ranks of the last the last the last the last the last the last the last ranks of the last the last ranks of the last th	Cardfront Inmassa	increased yet our concerns were ignored during the oncers of emotion oriente status to Brunstein Bred	Greenale Alexanae	with Ikunstane/Colliesdenes. Increased traffic, speed, econic marked traffic sizes	Orneels Graeme	There is definitely no benefit for the environment. Vahirlas have to travel further and on more coads	MA.	My walking programme has not changed or benefitted from the closure	MA	When comments were previously requested in this closer, the majority were not in theory of a full dears and a one way youth inclusive study way to forward as many time, yet this was completely damgated with no trial or explanation. The majoring paper to the closer were genore but time - are we going through norther patients service where comments are imported RP, advert Table tomorris gend? Why was a fail of a one was norther no dimensional? Now was a failed a close to the norther mark to the service the service to the service of the service the service the service to the service to the service to the service the service the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the service to the ser	private place - they should be made to pay privately for any round services they service.
As an individual	Stronaly agree	due to poor sightlines at the bridge. The closure has areastly improved it.	Significant decrease		Azree		Stronaly aame		No	The same, but better & safer.	Tes		
		It has made for a much longer and frustrating drive through the houses to get to Milton road from Joppa											I don't see the point in it. Brunstane Road obviously got
Representing a community aroup	Strongly distance	due to poor rightlines at the bridge. The closure has mentiv innovated it. It has made for a much larger and frustrating drive through the hauses to get to Million road from Joppa Grove. I will hold my hands up and say five goes through the one way turn in off Million road because there were no cars blocking the other ids	Mo.chanae		Strongly disparage	P'r haen an innonuenienne	Ormaly disame		No.	For what I do this is not an option	No.	Definitely not	I don't see the point in it. Brunstane Road obviously got very busy when traffic flowed both ways so maybe introducing a few passing points where there's no parking showed
		Negative effect is channelling of traffic onto a couple of											
As an individual	Aanaa	traffic on those streets During the Covid lockdowns traffic was very much	No chanee		Arre		Neither agree for disarree		Tes		745	Completely stop through traffic in Collesdenes During the Covid lockdowns traffic was very much	<u> </u>
		reduced to the extent that crossing Portabella High Stree could almost have been done safely when blindfolded.	¢									reduced to the extent that crossing Portobelio High Street could almost have been done safely when blindfolded.	
		entry/visits onto Aklain AB from Galleschene, increasing UTER on those attreats. During the Gavid Iodidown traffic was very much induced to the extent that creasing Portabelia High Stan- could almost three beer down adhy their bindholdiad. This drops in traffic is likely to have downatically skewed the excellent of them L. I suggest containing the traff a allow for a more normal level of traffic as a guide to the extension.			1							Completely stage thouse the test in Collections. During the Covid Dicklowns traffic was very mich reduced to the neatest that could protability high Street could almost have been done safely when biofidided. This drogs in stretch is likely to have domestically alwand the results of the trial. It suggest contributing the trials a allow for a more normal level of stretch as a guide to the	1
As an individual	Don't know.	Concertor.	Nachanee	1	Neither arree nor disarree		Neither aanse nor disaaree	+	Tes.		No	outcome.	Ves. I understand the need for this type of dosures
är an individual	Cevously same	For decades it has been a rat run. The residents there demons some searce	Casifirant Asreses		Gronalic areas		Grounde same	1	Posti konar		Yar		Yes. I understand the need for this type of closures however you need to stop bottlenecks on the other surrounding south Traffic needs to move fealu
		The changes have resulted in very tangible benefits.			1								1
		Care, large HGVs and delivery vars no longer use Brunstane Road as a cut through. This has greatly	1		1					1	1		1
		The change have mainted in very regulate lands: Con, Irgen HOV and Wery was no longer use forustness lands as a cettwoogh. This has person allowed services and a set of the result allowed based and the set of the result forustness lands, tracking works and the result categories and the based based. This was always a cetter based of the based based of the result cetter based of the based based of the result cetter based on the set of the based of the result cetter based on the set of the based of the result cetter based on the set of the based of the the based maintime works, and the based of the based of the based maintime works, and the based of the based of the based maintime works, and the based of the based of the based works and the based of the based of the based of the based works and the based of the based of the based of the based works and the based of the based of the based of the based works and the based of the based of the based of the based works and the based of the based of the based of the based works and the based of the based of the based of the based of the based works and the based of the			1								1
		excessive speed - from the bridge, braking sharply and clattering over the speed burnor. This was alwown *	1										1
		concern for the safety of pedestrians, children, cyclists, other wheelers, and the regular local users of disability			1								1
		mobility vehicles. It was also disturbing at night due to the noise from gear changes, air brakes and banging	1										I don't have any issue with the approach to consultation and implementation - only that the processes involved can even proiotage (Though 1 and very spregarable's to the weight of difficult design for a strength of the strength government and available reasource). While meaningfall engagement and careful consideration of views and design through effective consultation is insportant, it is
		tailgates/loads and the impact of the largest of vehicles crossing speed bumps causing house foundations to whole			1			As stated at 6 above, the impacts on the environment are					can seem prolonged (though I am very sympathetic to the weight of difficult demands and pressures facing local
			1			This is harder to assure objectively but my class accord		As stated at 6 above, the impacts on the environment are very positive. The whole street is now more peaceful, air quality has improved, noise has reduced, local wildlife has noticeably increased, and more cyclists are evident. Environmental impact should be a critical criterion in forward-decise is transmort noise to availant and streets.					exponent and available resources). While meaningful engagement and careful consideration of views and ideas through effective consultation is important. It is
		The window struket is now more peacetal, ar quarty has improved, noise has reduced, blockversity has noticeably [both violity and audibly] increased, more cyclists are evident and my general sense is that residents and	1		1	This is harder to gauge objectively but my clear general sense as I use the surrounding streets is that the limiting of access in the Bannatane Road and Colliedene area has helped the Road of traffic in and onto these adjoining		Environmental impact should be a critical criterion in future decisions in transport policy to accelerate action to		1	1	The evidence of the underliable benefits far outweight any potential drawbacks. I am of the strong view that it is essential that these benefits are preserved and made	incumbent on the Council to show strong leadership in taking the right decisions for the shaping of communities
As an individual	Strongly agree	evident and my general sense is that residents and visiting road-users have not accustomed to the changes.	Similart decrese	See above comment at 6 above.	Aaraa	helped the flow of traffic in and onto these adjoining streets.	Stronaly anne	address plummeting biodiversity while discouraging excessive/unnecessary car use as a mode of transport.	fec.		Tec.	permanent.	and the wider public good for the medium to long-term, even if these decisions are not universally popular.
			1									If the traffic needs to be inserted then I believe a one way partern might be beneficial. This would still "	1
		There is too much traffic driving through the Collesdean in both direction, much of which seems to be above the	·	I would estimate the road has less vehicles, particularly in	1							If the traffic needs to be lessened then I believe a one way system might be beneficial. This would still increase traffic in the other directions abhough Ir would be less. I malies this rawy also mean thratfic calming measures would be needed on Airvestane Road and other streets, workshold be cliented an adventane Road and other streets.	1
As an individual	Disarre	There is too much traffic driving through the Collesdean in both direction, much of which seems to be above the speed limit which makes the road dangerous for pedestrians and vehicle users.	Sight decrease	I would estimate the road has less vehicles, particularly in the morning however the traffic that does use the street does so at a much faster pace.	Stronely disarree	Traffic has been pushed to the surrounding streets. Lovely for Brunstane Road users however not for everyone else.	Diagree	lourness are longer clusing more pollution.	No.		No	would be needed on Brunstane Road and other streets, namely the Colliesdean and perhaps Arryle Crescent.	Notice of the consultation should be mailed directly to all affected houses
		The traffic has been displaced to Brighton Place. The strategies traffic has substratially increased on Printers			1								1
		The traffic has been displaced to Brighton Place. The standing traffic has substantially increased on Brighton Place during ruch hours and as children are walking to school the air quality inevitably must have declined. Can	1										A joined up community discussed plan would be harter
As an individual	Stronely disarree	on Brunstane road are inconvenient. But on Brighton Place is a walk to school route to 2 schools it is daneerou	s Similiant increase		Stronely dicaeree	Cars have been inadvertently channelled into the centre of Portobello Jwhich is ridiculous ¹)	Stronely disaenee	Only for the benefit of one small suburban streetilinustanel and no other benefit for the community	No		No	<u> </u>	A joined up community discussed plan would be better than superimposing a road discure just to benefit one small erous of residents
is an individual	Germalis Airestree		Cariford Arrena	The road was closed to there would obviously be last wells:	Gronali: Anama		Ornelle Arrama				Ma		
är an influident	Geografic same		Claht darwasa		ånnan		Greenalis sama		Man.		Tar.		Possibly a one - way system from Milton Road would be a sanchia scheme for Downtone Road and removal of
As an individual	Stronely disarree		No change		Dicarree		Neither agree nor disagree		No		No		sensible scheme for Brunstane Road and removal of barriers from Collesidene streets, which are an incovenience to all.
		The problems of through traffic on Brunstane Read have been transferred to other raads in the Collection area. Some vehicles are going the worsing way down one-way travets, cometimes exceeding the speed first. These raads are no wide than Brunstane Road. It remains a mystany why a one-way system on Brunstane road was not romsideent.											
		Some vehicles are going the wrong way down one-way streets, sometimes exceeding the speed limit. These	1										1
As an individual	Strongly disagree	rowers are no wider than Munitane Koad. It remains a mystery why a one-way system on Brunstane road was not considered.	No chanee	Morton Street has not been adversely affected, unlike some of the neighbouring roads.	Dan't know.		Diagree	No positive impact in the roads carrying the one-way traffic	No	Brunstane road is no more pleasant for cyclists than before	No	I think more effort should be made to keep traffic on the main roads and away from residential areas where the roads are narrower and cars are parked.	There is always a perception that the [Council has made up its mind in advance and any consultation is a sham.
		not considered. Bruntsme road has not suffered from speeding cars or road rage indicents. In addition it appears to have no major invoct on contrability or the collisione area											
As an individual As an individual	Strongly agree Strongly disagree	major impact on portabella or the collisiene area	Significant decrease Significant increase		Stronely aeree Stronely disaeree		Stronely aeree Stronely distance		Tes .	these walked much more	Tes No		Seek more auidance from residents.

	To what extent do you agree or disagree that the				Considering the wider Portsbello area (out with the immediate area of Brunstane Road and the Collectene	Considering the wider Portobello area (out with the immediate area of insustane Road and the Collesdene area), to what extent do you agree or diagree that the risk has had a positive impact on the surroading structs? - Hease write are comments in the box below.			During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	
Are you responding as an individual or on behalf of an	To what extent do you agree or disagree that the changes have been beenficial during the trial? - To what extent do you agree or disagree that the changes have	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the	area), to what extent do you agree or disagree that the	To what extent do you agree or dicagree that the	To what extent do you agree or disagree that the changes have had a positive impact on the environment?	During the trial have you walked, wheeled or cycled	mare?	Would you like the trial to be made permanent in its	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	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
re you responding as an individual or on behalf of an vanisation? - Responding as	eatert do you agree or deagree that the changet have been beneficial during the trial?	changet have been beneficial during the trus? - Please write any comments in the box below.	within your ctreet? - buring the true how would you eauee traffic numbers within your street?	within your closet? - Hease write any comments in the box below.	trial has had a positive impact on the sumounding streets? - o what extent do you arree or disarree that	stratistic had a positive impact on the corrolationg streets? - Please write any comments in the box below.	-charget have had a positive impact on the environment?	 Rease write any comments in the box below. 	 During the trial have you waked, wheeled or cycled more? 	- Please write any comments in the box below.	would you like the true to be inside permanent in its current form? - made permanent	the box below including any modifications you teel should be made.	extenses chould be consulted and impremented? - any extensions
		Notes cause describe how last high area here, in investment Rad, where is was used by our work strells: and such large whiches. The descape that uses done to resident a paid occurs to a said age inclusions, at through periliadors - both resides and all regularity. That has all game and it is an used, and approximate. There is a narrow incomendent to this has full used our other is a narrow incomendent to this and that used our other is a narrow incomendent to this and that used our other is a narrow incomendent to this and that used our other is a narrow incomendent to this and that the said our other is a narrow incomendent to this and that the said our other is a narrow incomendent to this said our other is and that the income and is an other said our other is and that the this store and empowers given by many history and it.										Nost certainly. I have been a "petrol base" all my life. A deel in the wool car enthusitet. Yiel I new use that the car	
		In this time table and experience above using this "there tast." The sense of community that has grown this year is papable. It is a pleasure to see an mary cylicits making use of this, now, safe route. The wellbeing of the community must surely outweigh the loss of a perceived where sure tare from A to B.		It is to be expected that some of the traffic that has been displaced by the innutane Road closure will have caused an increase in surrounding streets. However those streets are much better designed to take that flow of traffic than the ancient cart route that became innutstane		I believe that Milton Road East Is under capacity and encouraging drivers to use these main roads rather than making through residential streets must be a positive		I have had birds needing in the hedge in my front garden, on disaustane Road, for the first time in the 30 years I have liked here. I have been able to skit at my front door and watch the unset for the for time this years at that was near impossible with all the traffic rumbling part		I am a keen cyclist and it is such a joy to feel safe in my own street orther than enduring being "pushed" slong by Impatient drivers not considering that you may be slowing down to set off at your home.		ded in the world or entrutuum. Yet in our see that the car cannot continue to beking but is become a mentar and we may have to beking about the need of a neighborhood? community balans the larg comentines of vancing to the werywhere. Camer singles may have index the sumber of diverse that still continue to turn too flawsmans for all other that still continue to turn for summary and and then have to go to the bridge to find summary targets the	The Calming Brunstane campaign benefitted from being community ind. A group of dedicated and skilled communicators volunteered to take this project forward. If the Council identifies, other locations that would benefit
ar minduideal	Strongly serve	community must surely outweigh the loss of a perceived short out to set from 8 to 8	Sanifirant damage	traffic than the ancient cart route that became Brunstane Road	Strongely arras	staking through residential streets must be a positive outcome	Grouply serve	was near impossible with all the traffic rumbling past hafters	Tear .	impatient drivers not considering that you may be slowing drawn to get off at your home.	Yar	into Brunstane Road and then have to go to the bridge to find source to turn and optical	from traffic improvements then it is important to bring the community along with the propagals
As an individual	Strongly agree		Sanificant decrease		Strongly agree		Stronely agree		Tes		fac		
As as individual	Ersonik same	The logant on the tool environment has priority improved as 1 below propin are using SP Harry student hand as it was it searched instata of or example through logan and Galimake the Periodialshi and and the searched hard the search of the SP Hardball and and devices the Radio of the SP Heritakeh or devices the binument lead or disardeful where devices are though and an additional of the SP Heritakeh or devices are though the searched and the searched where devices are though and an addition.	Senthan donas	um or Broatzen Reat	Stratut, arrae	I failine drives are now using SP Harry Lauder Raid or Mittes Nater prior that Califications and Jopps A.1 and the state of the second second second second second second raider that using the or which is much better for the autointeents.	Groute ane	the set is non-page unling or quity gast our house one can the straining, which is such better for the activity marks.	14	We now yoke or walk to school/work and invertable the or and Penduduk.	Xe.	The sensant of traffic going down investore load prior to to choose any naminon. Papipi even guided down the down of the sensation of the sensation of the down of the sensation of the sensation of the down transfer in the down or not not acids take and the transfer in the down of the sensation of the which we nee that or result damage can be sensation to the down of the sensation of the method of the sensation of the sensation of the method of the sensation of the sensation and sensation of the sensation of the sensation and sensation and sensation of the sensation are sensation and sensation and sensation of the sensation and sensation and sensation and sensation of the sensation are sensation and sensation are sensation are sensatio	
As an individual As an individual	Strongly agree Strongly agree		Sanificant decrease Sanificant decrease		Stronaly arree Stronaly arree		Strongly agree Strongly agree		Tes		Yas Xar		
An ar Indonésia An ar Indonésia An ar Indonésia	Strongel, stansee	In this is legap both these and parent who hittings may enrolled the transformed from the time from the many dispersion of the enrollments of parent the time of the second and the time information of the time of the logap and the time information of the parent and and the time information of the parent and analytic parent the body as well as using jurine parenting spaces and the body as a second and the parent and analytic parent and the parent and the parent and the parent the parent parent and the parent and the parent time and the parent parent and the parent and the parent time and the parent parent and the parent and the parent time and the parent parent and the parent and the parent time and the parent parent and the parent and the parent time and the parent parent and the parent parent and the parent time and the parent parent and the parent parent and the parent time and the parent parent parent parent parent parent parent time and the parent	Senfort donnes Senfort horses Senfort donnes	Residents of Burnsteen Read and their violans new con Impact Carlion Pines residents pathing spaces and also park their cars at the planeters which means that residents of capes Satason Dires are being Window By whice file of soft has accessible and autifier longs Sortion Pines.	Standy yere Standy dourse States	Traffic has increased in the function area. The enginity of excidents in Sourcease Read wave access that this read had always tennes sight reads to adve down. If they now which this read to be priorize and closel's off are they also areased to maintain k?	Strongly Shares Strongly Shares	Care, bories est an ell'using alternative rockes therefore, har op opinios, no charge to the environment. Haranar a tribulature. For andres est an irra actual	36 36 36	Probably driven larger data nose to get to destruction therefore using most field str.	55 55 56	It would appare that the few who live in Browstone Boad are the using ones bandlicing from their read closure to the detroneet of others. The fact that this closure was used applicate and get was allowed to proceed simply is not accentiate.	In my spinion Brunzzon Read should be one way, Also If there is a no vote it should be treased as such and not near colord.
		Notice and a special residential areas once years age. Note it is imply a net number of the disc not work to gate a for an Exercited paradiant to car on the Mitcho Read East or Parabelah Saudi. They wingly use California Anseau as the Automotive Saudi yang was baseding cardy a small proposition of the triffic absence the 20 mph limits and a parak times (Li Jalam to 20 mph limits and a parak times (Li Jalam to 20 mph limits and a parak times (Li Jalam to 20 mph limits and a parak times (Li Jalam to 20 mph limits and a parak times (Li Jalam to 20 mph limits and a share and a share and a share and the state of		I shudt if I Si of the drivers using Calledone Avenue during pask periods are local residents. Genera at other							-		This part for said included Validation Ann Taffe, Control of the Analysis, which can also ratifs a sound control of the Analysis of California Taffer, and analysis conduced in the streng or better still listed of California Analysis at "Procipitation" and at Units.
As an individual	Stronely disarree	down even more to make up lost time.	Sanifort increase	times is can't be much more.	Stronely disaeree	completely support these and any other measure which	Stronely distance		No	The bus service is excellent and as a result we only run	No		or considere Avenue as a "through road" to an tranc usine it as a rat run! Publish from this experience and others to inform isdeements
As an individual	Strongly agree	I cycle up and down Brunstane Road on my daily commute. It's really obscart to do this without traffic.	Not Answerd	Can't comment only moved in in Ausuat	Dan''t know.	make the roads safer I understand some people have more difficulty accessing their property and Porty by car but I very much prefer the	don't know	Some people have to drive further if they have to drive. However it makes it much more attractive to walk or	Nes .	one car now I cycle and walk a lot anyway. I just use the Brunstane Road roote preferentially now. Sametimes I would have	lis		ludeenents
As an Individual As an Individual	Drovely arms Drovely arms	At I like is isknotzer of iam no longer where it to daily should prove that is, we wrige all damages is one, name and the second second second second second second and the second second second second second second second worked that is service wave, point one ways a time in dama casa. I raike all cases and second se	Sanfart dorsae Senfart dorsae	increase in cyclict and podestrian traffic. Latty of family cycline.	Anne Scault gree		Grandy zarea Grandy zarea		965 966	Lindour to walk more, certainly to asstubility.	Tan		
		Have made accessing Portabelia from the A1/Bypass very frustrating and tortuous. I can see the argument for closing Brundtane Road to through traffic, but the											
		closing Rnunstane Road to through traffic, but the northbound closures from Milton Road through				The circuitous route through Colliesdene has not improved matters and has caused increased traffic							With some common sense and due regard to the wider
As ar Indonad	Strood, daar w	Collinations are a use problem. The charges have more readed in spontar ranks to the same investigation of subjects the same factors are use of the investigation of subjects the same ranks of the same standard states. The same ranks of the same states of the same ranks of the same same factors to ranks of the same ranks of the same ranks of the same factors to ranks of the same ranks of the same ranks of same factors to ranks of the same ranks of the same ranks of same factors are same ranks of the same ranks of the same same factors to ranks of the same ranks of the same ranks of same factors are same ranks of the same ranks of the same same factors are the same ranks of the same ranks of the same same factors are same ranks of the same ranks of the same same factors are same ranks of the same ranks of the same same factors are same ranks of the same ranks of the same same factors are same ranks of the same ranks of the same same factors are same ranks of the same ranks of the same same factors are same ranks of the same ranks of the same same factors are same ranks of the same ranks of the same same factors are same ranks of the same ranks of the same same ranks of the same ranks of the same ranks of the same same ranks of the same ranks of	Sentherer Sentherer homese	At traffic normally traveling up or down Bunchese Roar had is travel at loss in both devices a long through the set of the set of the set of the set of the set of the set of the set of the set of the set whereas and constraints, managing at our trans-	tanuk duru	another with learning on cases sime, the case of the raffic cases of cases of the raffic cases and the raffic cases of the raffic cases of the raffic cases to suffic cases shall be raffic cases of the raffic cases to suffic cases of the raffic cases of the raffic cases and the raffic cases of the raffic cases of the raffic cases and the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic cases of the raffic cases in the raffic cases of the raffic ca	Branne Standy, diaens	her count four money and more entitions. The break such as a series of encloses in a Boostone had or empty strent, is conclusion provided by the dargeting and incommon count and by the been enclosed incommon and and by the been and too.	50 50	Linearly united a large spectra, or the statistical and any impact on the ansatut of walking (i.e.). The stress () have walked down diversities Read since the change were walked down diversities Read since the change were produced by the stress of galaxies of the statistical down of the stress of the stress of the statistical stress down of the stress of the stress of the stress of the stress.	an Ja	Individual you. In a construction of the second se	uar oddic.
		I travel through the area daily, on foot or by bike. It feels much safer now. I would drive though if it wasn't for the				No significant change to traffic on surrounding streets							management solutions that most people don't understand the full consequences and only care about
As an individual	Roopely anno	ner ersteren. Der erste hat bei der specificken in bestehen für des neute hat bei seine specificken der verein die vertra- ertigt auf auf auf auf der der fehrer erste auf geseine erstellter er die paciegie auf aus auch sein auf auf auf der der dasser. Sind auf der	Senther device	en tana 5 0 Meri dar umaantad ^o dinatan	Strande Anna	next next of bot is to next inst had no change in places like to Mary's place and apple means. All grandy occurate shafts in many methods - that many declarated	Brook wee	for gammen alone # adds alone f which any or more than a second alone and alone and a second alone and a second alone and a second alone and a second alone and as second alone and alone and alone alone and alone alone and alone and alone alone and alone and as second alone and alone and alone and alone alone and alone alone alone and alone alon	an	The loss that the scheme excell enquiring more spring are to interconductor	5 <u>.</u>	See above. In my view, the schme should be scrapped. There are an enable alternatives which should have to be strained as a strained and strained as a strained as strained as a strained as strained	sombioin since to the assert! The Same Allower of underscenarization of the source of
As an indekkul	Errouel: daarme	Used the measurement of the result of the state of the st	No change	The volume of suffic is not the inner, it is the accessively restriction impact on an ability to use adopt case is the summarized of the summarized on the summarized of the summarized in the summarized of the summarized on the summarized of the summarized on the summary summarized on the summary summarized on the summary summarized on the summary summary summary summarized on the summary summarized on the summary summarized on the summary summarized on the summary summary summary summary summary summary summary summary summarized on the summary	Stoute daaree		Grout dume	Quile the memory is much provide hows had to drive factors to an encounterprovide second advectoriation.	10	Haus diven further, un communit shows.	No.	with installigent consideration for all constrainers, other method of alternatives, parking only on one side of the method of alternatives, parking only on one side of the direct consecutives, the direct consecutives, and the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the method of the second one of the second one of the second one of the method one of the second one of the second one of the method one of the second one of the second one of the method one of the second one of the second one of the method one of the second one of the second one of the method one of the second one of the second one of the second one of the method one of the second one of the second one of the second one of the method one of the second one of the second one of the second one of the method one of the second one of the second one of the second one of the method one of the second one of the method one of the second one of th	They thould be consulted and the negative views of consultant, should actually instead to success of the first should actually instead to success of the success of the success of the success of the success of the success of the success of the success of the consultivity of the success of the success of the success of the success of the success of the personal an anomity and estimations of these and the personal an anomity and estimations of these and the personal device of the success of the success of the personal device of the success of the success of the personal device of the success of the success of the personal devices of the success of the success of the personal devices of the success of the success of the personal devices of the success of the success of the personal devices of the success of the success of the success of the success of the devices of the success of the success of the success of the success of the devices of the success of the success of the success of the success of the devices of the success of the success of the success of the success of the devices of the success of
As an Indexidual	Stronely disarre	I want a droph resultation statute from the first door ways matter to breach the status is not extraming between empirica- tion and protect can and breach the status of the status of the first door the status of the status of the status of the first door the status of the status of the status of the extra status of the program in the world have been as and a status framework the status of the status of the status of the status of the status of the status of the status of the status of the status of the status of the status of the status of the status of the status of the status of the status of the status of th	Sentione increase		Standy dearee		Sen ophy disserve	The impact on the environment is considerably wonneed with here values of traffic being forced is travel lather.	*		33	Absolutely not - Reventure Road thould be designated a one way rate - Put would be a simple & sensible solution & allow access for energency whiches	
	1	proper sets usey would have been aware of traffic issues. Treating one group of residents better is hardly treating				1		1				1	just leave things as they were and get on with improving
is an individual	Strongly disarree	all residents of the area equally	Slaht increase	More propin parking	Stranely disarree	1	Strongly disagree		No	1	No	1	the roads which are full of potholes

	1	i.	1		1		T	During the trial have you walked, wheeled or cycled more?		1	
	To what extent do you agree or disagree that the charget have been beenefaild during the trid? - To what extent do you agree or disagree that the extende do you gave or disagree that the charget have been beneficial during the trid? - Pleas whose arcenters in the box below.			Considering the water Portobello area jour with the immediate area of Brunktane Road and the Collectene	Considering the wider Partobelio area (out with the immediate area of Branctane Read and the Collinedene area), to what extent do you agree or Giaggree that the trial has had a positive impact on the surrounding streets? - Please write are comments in the box below.			buring the true have you waked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled	Would you like the trial to be made permanent in its	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any suggestions
Are you responding as an individual or on behalf of an organization? - Responding as	extent do you agree or disagree that the changes have changes have been beneficial during the tria? - Please three have been beneficial during the tria? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you sause traffic numbers within your street?	within your street? - Please write any comments in the	trial has had a positive impact on the surrounding	trial has had a positive impact on the surrounding	To what extent do you agree or dicagree that the changes have had a positive impact on the environment? -changes have had an impact on the environment?	12 changes have had a positive impact on the environment? (Stranges have had a positive impact on the environment?)	 During the trial have you walked, wheeled or cycled 	Management in the balance	Would you like the trial to be made permanent in its the box below including any modifications you feel current form? - made arrmanent to the second	schemes should be consulted and implemented? - any
							Proper and the commence in the contract.				
	For our part and provide the last loss that the last loss that the last loss that the last loss that lo	r									
	women and girls at night. That road is a common thro road for pedestrian women traveling from the variou	en.									
	bus stops at the top of the road down towards the portobelio high street. Now that there is no through										
	traffic that road is completely deserted at night. As a residential area it is not particularly well it either las.										
	would be disturbing to the neighbours) which again increases daneers. I as a woman walking home from t										
	but stop at night now feel unsafe. If the road were ev made one way this increased denser would area										
	Garoodic although this is minor in comparison that										
	Secondy, although this is minor in comparison, the to is Joppa has now increased substantially which is a naisance for neighbours on all other streets.										
	and the response of an other server.										
	Thirdy and finally, Law concerned about the access fi emergency vehicles with this rand-brieg costed? Sare this new means they will have body to find an arraying cap the probability of the same which is revery assessed to rand probability of the same which is revery assessed to find with a same probability of the same with the same field with a same same programme.										
	this now means they will have to drive straight up the portabella high street which is very congested to read										
	other parts of Joppa? This could cause very dangerou delays.								Walking and cycling are not suitable alternatives when		
	It feels like the well-being of the entire neighbourhoo						More traffic means more car fumes and traffic has		Walking and cycling are not suitable alternatives when have to travel to certain parts of town that are far away. Public transport also has inadequate connections		Open the road to one way traffic, increase public transport provision for routs from east to north of the
As an individual	Stronely disarree being sacrificed for the comfort of one street. Making	Senificant increase		Stronely disarree		Stronely disaeme	increased similicantly.	No	between the east and north parts of the city.	In the second se	chy.
										mator vehicles with access from Milton Road only and that the bridge should be closed to vehicles traveling	
	The new measures restrict motor webicle access in an out of Portobello considerably and this causes conger	an					Vehicles in the immediate area of Brunstane Road have to			south. These vehicles should be allowed to access Milton Road via routes through Collectere. I think cyclists	·
	The new researce section motor whole sectors in an one of Protobilics consideration both in cases compared in other areas, particularly along the high Street, Veh access such for readents: in inpas and englithouring over and demonstra mosime or moderable demonst over and demonstra mosime or moderable demonstra over and demonstra mosime or moderable demonstra over and demonstra mosime or moderable demonstra over and demonstra mosime or moderable demonstration or moderable demonstrations over and demonstrations over the demonstration over an advector demonstration of the demonstration over an advector demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a demonstration over a de	•			Because of the limited access for vehicles in and out of Portabellic there has been more traffic congestion on downhalin kink Grant and Brishton Plane		Wended in the immediate analor annumber would have to make a longer journey to access routes south and this requires increased use of fuel. Congestion caused by re- toutine traffir creater solicition in the kink Stream		When I need to access routes south or south west of the	should be re-routed off illumitance liquid to avoid consection since there are alternative routes available for	e
är an influitini	Devoale distance and Enrobatio services a maxiderable dense	Olaht Invesna	There has been an increase in cars marking in our streat	Neuros	Brytshalls Liab Graat and Briakton Blane	Neuros	outline traffic coaster colliction in the lifeh Groat	Not Annuared	rito thasa shereaticas asar't an rotine.	ka oriet	
	Down sides: A list of people used the affected roads to						People in the street will have switched from car to walking for short local journeys.				
	commute e.g. to get from exet side or Portobello / ioj to the bycass and i imagine it has imagined						It seems that more cyclists are using the road because it feels rafer.				
	homes and shops. Us side: Some of the rise of motor provide a refer to		There are still a few subirier entering my street furning				However, longer journeys that were using Brunstane Broad to get to a local distribution als Doctaballo or Jonna		The dosures mean we can't drive directly to Portobello, we wilk there instead		
As an individual	Down index, it is of praymin out of a whitest month, incomentary is a preference with item incomentary is and item in the hypera and it reagainst item incomentary is the hypera and it reagainst item incomentary is a preference on the incomentary is and item in the log above. Come and item incomentary is and item and item and item in the incomentary is and item and item and item and denote the incomentary is and item and item and item and item in the incomentary is and item and item and item and denote the incomentary is and item and item and item and denote the incomentary is and item and item and item and denote the incomentary is and item and item and item and denote the incomentary is and item and item and item and denote the incomentary is and item and item and item and denote the incomentary is and item and item and item and denote the incomentary is and item and item and item and denote the incomentary is and item and and and and denote the incomentary is and and and and and and and denote the incomentary is and and and and and and and denote the incomentary is and and and and and and and denote the incomentary is and and and and and and and denote the incomentary is and and and and and and and and denote the incomentary is and and and and and and and and denote the incomentary is and and and and and and and denote the incomentary is and and and and and and and and denote the incomentary is and and and and and and and and and denote the incomentary is and	4 n). Similiant decrease	There are still a few vehicles entering my street, turning round and going back as if they didn't know about the closure. Traffic noise overright is much less.	Dan't know.	The traffic on Portabelia high street is maybe a bit worus?	Acces	People in the street will have switched from car to waking for short load purrey. It seems that more splitts are using the road because it feet cafer. Nowwer, longer journeys that were using thurstate Road to get to a load destination e.g. Portsbelle or Joppa will poolabily just the 4 effoor after that switch to a more environmentally filendly mode of transact.	16	The docurse mean we can't drive directly to Portobello, we walk there instead. The kids can now cycle on the road instead of having to walk on the payment until they set to a set each.	Would be great if there was an easier way for cyclists to tes exit from the innocent earth to ikrunstane Road.	
At an individual	Advect and a subset of the second sec	Significant increase	THE R. P. LEWIS CO., LANSING CONTINUES IN CO., LANSING MICH.	Dimense	The same of Personal rate same is made 3 bit worker.	Distance	THE CONTRACT OF A DESCRIPTION OF A DESCR	No.	walk on the pavement until they act to a rafe path. I still need to make the same number of journeys by car: just now they are now ionzer.	No.	
	Disance wilking and spring up and down firumstane fload in a joy. It allows exists from the spring of the spring of the spring of the exists without having to engage with the vehicle problems on firuntary fload and the spring of the spri	N N N N N N N N N N N N N N N N N N N	1	and the second se	1	and the second sec	1	past (and the second second second.		+
	a joy, it allows quick links to the Fort and to wider cys networks without having to engage with the vehicle problems on Resumme Road	No. ob and		Neither agree nor disagree		Neither aanse nor disaanse	1		much rafer and more enjoyable walking and cycling access via limitcane Road		1
As an individual As an individual	Autoe Browning Browni	Slaht Increace	1	Disarree		Disaree		No.	ALTER VM HUTCLINE ROLD	Don't know filo coirian	
	In protocol and the second sec						1	1			1
	but several times to the Council that the FTRO had th major flaw since the scheme did not dose off Collect						1	1		Brunstane Rd is too narrow to take through traffic, havin probably been constructed for traffic volumes at least 50	
	Rd to rat-running. Also, the Council's ETRO plan included traffic calming	1					1	1		years ago. People living along that street have been fighting for decades to get it closed to through traffic and	1
1	measures (narrowing) on Collectere Rd but these ha not been installed. Why is this?	1					1	1		If it reopened this fighting will start again. Equally, if there's rat-sunning through the Collesdenes, residents	1
1	The fact that there is rat-running through the loppa Triangle just goes to show that the ETRO has resulted						1	1		there will complain. The only solution is to keep Brunstane Rd closed to	1
	traffic being displaced from Brunstane Rd and is now finding short-cuts shrough the jogga Triangle to get b	*								through traffic and design road closures within the Joppa Trianele to stop rat-running there.	
1	to Pontobella. This was predictable. So, the EIRO beint applied in herically finance and the	1					1	1		If the Council is going to achieve low-traffic- neighbourhoods in the City in New York industrial-using and	1
	results of residence upperforms about the traffic situation before not when the CTEA use interview of the traffic situation							1		push through traffic on to wider streets, even if popel in these neighbourhoods to consider the streets of the street streets and the street street street streets and the street streets and the street streets and the street streets and the street street street street street street street street streets and the street street street street street street street street streets and the street stree	for the encoding D motifie of the TBD, does of the mean Transfer to use and encoders
As an individual	Arree compromised	Not Answered	n/a	Neither arree nor disarree		Neither agree for disarree	+	No		Net further to mit their area.	icopa Trianale to non-residents to stop rat cunning.
	The overall amount of traffic seems to have decrease	n									
	For those people living with a vehicle the distances										
	Erzweind to get out of the thange has increased I personally now travel approx 2 miles further on aver	pe .									
äs an individual	The dwarf induced of grafts, there is a block discusse in the classification of grafts and the stress of the stress of the stress for the block discusses of the stress of the stress of the stress of the stress methods the graft of the stress of the stress of the stress of the stress of the stress products and the stress of the stress of the stress of the products and the stress of the stress	66 Slaht darmana		Dan't know		Gronely serve		Xee		***	
As an individual	Anne	Slaht increase		Disarree	The traffic in Duddingston View has increased, can we have similar measures?	Neither agree for disagree		No		Tes .	
As an individual	Stronely disarree More traffic on our side, road surface is being affected	Significant increase	Faster, careless driving.	Stranety disagree		Strongly disagree	Cars have to stop and start more, turning and changing pears, driving further. Perhaps more people are encouraged to cycle as a result	No		No	Take in the accounts and considerations of residents wishes within the wider surrounding area.
As an individual	Strongly against the closure and thought a one	Senificant decrease		Agree		Agree	Perhaps more people are encouraged to cycle as a result of road access changes.	Yes		Yes	
	I was originally against the closure and thought a one system would have been better - there was no way th	ay									
	I water with the second										
	However the area has been transformed - no more harassment, swearing that my grandshildren can hea								Streets around Brunstane Road are far more suitable for		
	even although I don't live in the road, car horns and c	s	formation increase that a formation and an address that a data as				No more exhaust emissions from standing cars and lonies who could get blocked on Brunstane Road for 20 minutes or more.		Streets around Brunstane Road are far more suitable for cycling new including Brunstane Road itself which serves as a quiet coute linking the cycle path from Advisticourset Builaws in Bromeanche		
Ar an induideal			Property and the ages and construct to a re-	Crownally arrea		Grennely sense	minutes or more	Xiar	as a quest robust mining the Upper paint them And all non-rant Ballware to Bromanade	Nar more order and writer	
	The scheme has been fully successful in its stated aim traffic calming, extrainly in this part of alianatese data has mean taons significant discuss for an elegendal reach Postabelle High Street) but that is a small prior reach Postabelle High Street) but that is a small prior	e									
	has meant some significant detours for me (especially	a									
As an induction	Frach Voltableto High Street but that is a small pro- Devoals sense the more dulined traffic scholar in the small	Claht Asress	still a good many vehicles circulating but much easier to	Don't know		Naither same our disserse		Yes	Insue tended to except the house more given the test	The trial has been a positive development for any one no state union the Binard as a 'tot run'	E No. The current trial is a methy exort model
											The consultation process was very poorly handled with a noisy minority of residents given procedent, and with wider benefits justified on the basis of non-existent environmental benefits.
											wider benefits justified on the basis of non-existent
											ervironmental benefits.
											The implementation has been mixed with some improvements (og additional signage) being made after
	Changes have only served to a) increase journey time (and emissions) and b) re-route traffic onto other										the initial closure. That said, I have witnessed several near misses at the junction of Milton Dr/Milton Rd as cars try
	Changes have only served to a) increase journey time jand emissional and b) re-route number costs often residential structure. Here there have the lather than to the residence of incurstance Assa from 1						Longer car journeys with more emissions. Have not noticed an increase in pedestrians or bicycles at lower		The closure has only caused inconvenience- not changed	Look at more balanced options (eg one-way or passing	The implementation has been maked with some improvements (eg additional signage) being made after the initial closure. That skid, i have witnessed several near misses at the junction of Millour Di As a cars try to come down the new one-way street. Would recommended additional safety measures are kinn at
As an individual	parter than to the revealable of autorease water tools revealed before task Matter Earlier Is general think the docume have been beneficial, however, friging casial be beneficial, however, friging casial be beneficial. Second and the second beneficial and the second beneficial case which notes from Mitton Read Stature analysis Disk is also merks to can of documentation and the second Disk is also merks to can of documentation and the second documentation and the second documentation and the second document to the second documentation and the second documentation and the Disk is also beneficial and the second documentation and the second document to the second documentation and the second documentation and the second document to the second document	Sight decrease		Dan't know.		Strongly disagree	end of Brunstane road.	No	habits.	No places I for Brunstane Road recommine.	this lunction if the closure remains.
	however, signing could be better - as a cyclist it's not clear which routes from Milton Road East are available	ry									
ar so individual	This is also results in cars driving unnecessarily far as around for a through route.	ey hochones		higher area or diama		arrae.		No		Tar Dat see concepts should simple should	
		1	1					1	l	Definitely nor.	1
		1						1		Despite all sorts of claims and excuses there has still not been a trial at anise nearest closes from the state of the	
1		1			I fail extremely some for the Collections or income the		1	1		over a use a going user way source with 150 M READ. It's one of the most sensible suggestions so why has this not have "disting" derivers just and a first source and a start	
1	Dving in Angyle Crescent which adjoins Brunstane Roa	1			bought their houses in quiet residential streets which this diversion has channed into a		Extra mileage in cars inevitably means more pollution. Abank rafter: Extra milears in contract and a	1		of this road, there could be an exceeded TRD when it is	
	Living 2 Apply Creater shall had been a solution of the shall be that has a base and comparing of the shall be miles convert in the shadhows a solution of the the command and the shall be the shall be command and the shall be the shall be been as any traffic shareds, compared the factor of the shared be and the shall be factor of the shared be and the share be and the shared be the shared be factor of the shared be and the shared be factor of the shared be and the shared be factor of the shared be factor				The Marming Large has the Calebrate Holdman Wood bought they house in quize modestial torest which this diversion has changed into a rat run. Brunstane Road residents bought their houses knowing it was a bury road. The TRO has done nothing but benefit them at the exponse of all the surrounding streets and main roads.		Extra mileage in cars inevitably means more pollution. Absolute fact. Extra mileage incurs extra petrol. More traffic noise in quiet residential streets. Increased danger to pedestrains, children and animals in all Collingtone streets.	1		Address of our behavior of the second second second second second second second means and an approximation of the second second second second second second second second second second second second second second second second of the second second second second second second second second of the second	More of the surrounding streets should be involved and t consulted. It's an arterial road and it affects a lot more than just the residents.
As an individual	Strongly disarree way and blocks of plogning through the way and blocks of strength the Colleging of the strongly disarree and blocks of the strength of the strengt of the strength of the	No change	1	Stranely disaeree	expense of all the surrounding streets and main roads.	Strongly disagree	Collesdene streets.	Tes .	five been forced to drive a lot more.	No for the whole triangle.	than just the residents.
	As were as any trainic beents, croosing the junction as Brunstare road with Milton Road as a pedestrian has brunstare road with Milton Road as a pedestrian has	No. ob war	in a liter and some differences.				1				1
	Becarte Miss the threatening.		Amount runs unwer - Amount to see any change.		1			T	İ	The I would like to see more restrictions on traffic that is still using the colleaderes as a quick route from Joppa road t	
As an industrial	Concelle anne	Cardfront Invesse		Greenalic arres	There and an other and a second fail it.	Grouph same		Nex		Kee Milvoo mod awr	-
är an indisident	Overally assue Reserved	Cardfront Aurana		Arres	rensegn wattic on some Lonesdene streets has been reduced	Grouph same	Much lass noise and collidion on Dourstane Boat	Man Death Inner		tan	+
an an individual	Anne as a recident is the area the charges have been an improvement in that less traffic is being experienced the enddestal streets which is safer for elders and yo	mes/2029	1	Carter .	1	Contractory Address Toy, Distances	1	1400 1 002W	1		+
	improvement in that was traffic is being experienced the residential streets which is cafer for elders and yo	*									
as an individual às an individual			1	Granulic serves	1	Grounds same		Nex.	entres and rule is a resea	Na Carlos	
	Investment and the second seco	1						1			
	have attended several meetings on this issue, and it attaniahes me that the Council completely ignored th	1					1	1			1
1	views of the vasit majority of respondents in the previ consultation - I think around 80% - who were against	at is						1			
	ETRO. I don't think many views have changed.	1					1	1			1
	There was a lot of support for making Brunstane Road one way, down from Milton Road rather than closing	1					1	1			1
	completely. Given that residents park on both sides the street, the speed is automatically restricted. The	1						1			
1	speed survey that was carried out prior to the dosure showed that the yast minimum of interest of relative shows an extra annex	1			See comments abovel		1	1			1
1	the speed limit on this street. A listening responsive Crossel uncell manual house at the same large science of	1			an concerned about the invest on the community while			1			My only suggestion would be to actually listen the views of residents - I am actorighed he the reason this areas
	backward water name, as some way wildt, Erkinde before crusting the chaos it has by simply returning to it has not reduced the first simple - in-the summary in formation in the second seco	fic.			change has been totally unnecessary, and poorly thought through and has created tension in the correspondence		1	1		Make it one way. See house eved watching from the second and	has created - largely due to the unwillingness of the created in largely due to the unwillingness of the
1	in rais non-resources unand, subject the conversion of the first the conversion of the few. It has created more traffic or				It has created more traffic in the Collectore area, and no thought way always to the do			1		nes mercy goals werkers roll in Marstale Hoad and Collectere roads	Please consider using social media to advertise proposed changes in our community.
	threet, that are equary names to knumtane Road, wi makes no sense to me, and created a major		Barwana traffic in the bish stores has been seen at		by this change. Traffic is now encouraged in an area which includes bousing for the obtained in the door			1		Add speed nexuong measures ag speed bumps on Brunstane road if this is necessary.	right about traffic and parking in Portobello, organised by
	inconvenience for the majority, increasing journey tim to main arteries and to Portobello centre.	`	Because traffic in the high street has increased, with traffic traveling to digitors Place archer than Sattfeld, driven use Straiton Place as a shortout to liath Street (and always have) to avoid long queues on the High Street. This has increased since the dosure of Brunstane		In concerned about the inpact on the community, this thinge is at least table, it should be about thought the source of the source of the source of the source of the bits or shared more source in the College area, and no mought was given to the demographic who are affected by this change. This is non-encaraged in a seaso more consideration is neg spinon than the residents and the tap of thousands what. All the source of the table source the source of the table of the table source that the source of the table of a three of the source that the table of the table source the table of the residents at the tap of the table source that the table of the residents at the tap of the table source that the table of the residents at the tap of the table source the table of the residents at the tap of the table source table of the residents at the tap of table source table of the residents at the tap of table source table of the residents at the tap of table source table of the residents at the tap of table source table table of the residents at the tap of table source table of the resident at the tap of table source table of the resident at the table of table source table of the resident at the table of table source table of the resident at the table of table source table of the resident at the table of table source table of the resident at the table of table source table of the resident at table source table of table source table of the resident at table of table source table of the resident at table source table of table source table of the resident at table of table source table of the resident at table of table source table source table of table source table			1		use of the comparent made by Brunstane Road resident was damage to their cars.	b) only suggestion and it is to study, fains the invest- tion of machine, is an example, and it is to be a function to later to the study of the machine of the council to laters to vision of the machine. Uncertain bases of the study of the study of the machine of the council to laters to any study of the study of the bases of the study of the study of the study of the bases of the study of the study of the study of the later of the study of the study of the study of the later of the study of the study of the study of the writes to is functioned as an end of the study of the writes to is functioned as an end of the study of the writes to is functioned as an end of the study of the writes to is functioned as an end of the study of the study writes to is functioned as an end of the study of the study writes to is functioned as an end of the study of t
		1	answed use straton make as a shortout to Bath Street (and always have!) to avoid long queues on the High		It has only benefited the residents at the top of		terrene des ser lange h	1	Without down in which we have "	If double yellow lines were added to one side of the road and speed bumps were added to the street, speed would	written to Portobello community council to ask them to
	Equally, no thought was given to the volume of traffic which resulted on Brighton Place, which has created a			1	m sensible Hoad, NCMLJUT etc. Please reconsider this daft idea	Strongly disagree	Journey times are longer because of the resouting - it makes no sense	No	All I have done is driven further to get to the A1 and the bypass	be restricted and damage to residents cars would be No reduced	to our community.
As an individual	Equally, no thought was given to the volume of traffic which resulted on legitors Fice, which has created a damperous buttered, as Santhard place, which is al- soroutly disarree narrower than Brunctane Road with sarring on both	les. Sight increase	Street. This has increased since the dosare of Brunstane Road.	Stronaly dicarree							
As an individual	TRU for the second seco	tes. Slaht increase	Street. This has increased since the dosure of Brunstane Road.	Stronely disarre						in general it has been a success but, I understand that	
As an Individual	Figuity, on thought was given to be values of their test of the section of the section of their test of the section of the sec	les. Slight increase	Street. This has increased since the dosure of Brunstane Road.	Stronely disarree			I think people are making fewer car journeys because they			In general it has been a success but, I understand that some streets will be much busiler. If Million Dive, Million Terrors and others were also cleads to motor whicher so	
AL BE INTERNAL			Street. This has increased since the dosure of Brunctane boat	Srnosky disartee			I think people are making fewer car journeys because the are discouraged from making short journeys by the small inzonweilmon. Also, the area feels generally calmer and	*	I now think twice before jumping in the car and I choose	In general it has been a success but, i understand that some streets will be much balaur. This thick below, bitson Twinze and others wave since diseast so mater webdies so that which has the ga down so the traffic lights at Suthfield, more papely evolution at discussing of from short	
An ar Individual An ar Individual			Seree: This has increased since the dosure of finunctane	Sennah, duaree Neither arree oor duarree		Gronely as we	I think people are making flever car journeys because they are discouraged from making shart journeys by the small increvenience. Also, the area field generally calmer and safer.	r Nes	I now think twice before jumping in the car and I choose to wilk or oucle short journey.	s general It has been a second top' (-) inderstand the interest struct water to hard hard of (-) inderstand the linear and others are also located in total or hard to their wellich hard top down in the stratific linear and their wellich hard top down in the stratific linear and linear distribution of the strationary and the strategies and the strategies and the strategies and the strategies and the strategies and the strategies and the strateg	r
da ur indicatur			Rood.	Seisher disarte		Stranshy agree	I think people are making flever car journeys because they are discouraged from making shart journeys by the small incomeniance. Also, the area field generally calmer and addr.	nes	I now think twice before jumping in the car and I choose to walk or notice short isotness.	is general the bases is accounted (and increase well are not accounted (and for any area well are not accounted (and for accounted of the accounted of the accounted of the thread of the accounted of the accounted of the thread of the accounted of the accounted of the bases of the accounted of the accounted of the accounted of the activation of the accounted of the accounted of the accounted accounted of the accounted ac	
de es indicións			Sever. This has increased since the docume of Bruntzone Bast Vastly increased staffs in the short term due to poor riging the maduced staffs on the Unit result due to poor	Strandy disarts	Brighton Place is now basier and abore a traffic jum due	Strangely serve	I thole people are making fewer cor journeys because the we discouraged from making durit journeys by the small locenversions. Also, the area firely generally calmer and safer.	, 	I now think takes before jumping is the car and I choose to write or order short instance	ter dat outries and more street would be surfar and une	Tools like this case are good as they allow residents see

Subscription														
Image: Problem Image: Probl		To what extent do you agree or disagree that the				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collesdene	Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collectene			During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	
Substrate Subs	Are you responding as an individual or on behalf of an	changes have been beneficial during the trial? - To what extent do you agree or disagnee that the changes have	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the sumounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or disagree that the charges have had a positive impact on the environment?	To what extent do you agree or disagree that the changes have had a positive impact on the environment?	- During the trial have you walked, wheeled or cycled		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.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any suggestions
And And </td <td>STREETEN/ - REIZSTREETE</td> <td>been beneficial during the train</td> <td>write are comments in the box below.</td> <td>stues traffic numbers within your direct?</td> <td>box bride.</td> <td>etwettr - o what extert do you arree or bidanee that</td> <td>Enerty - Please write any comments in the box below.</td> <td>- changes have had an instact on the environment?</td> <td>- Please write any comments in the box below.</td> <td>now/</td> <td>- Plasse write any constraints in the box below.</td> <td>current former - made dermanent</td> <td>Broad be made.</td> <td>Carpeton.</td>	STREETEN/ - REIZSTREETE	been beneficial during the train	write are comments in the box below.	stues traffic numbers within your direct?	box bride.	etwettr - o what extert do you arree or bidanee that	Enerty - Please write any comments in the box below.	- changes have had an instact on the environment?	- Please write any comments in the box below.	now/	- Plasse write any constraints in the box below.	current former - made dermanent	Broad be made.	Carpeton.
And <td></td> <td></td> <td>My taking and i new that the restrictions are not required. They have caused nothing but upset to many people and</td> <td>e. d</td> <td></td>			My taking and i new that the restrictions are not required. They have caused nothing but upset to many people and	e. d										
And <td></td> <td></td> <td>should be ONE WART Up or down we don't care. The</td> <td></td>			should be ONE WART Up or down we don't care. The											
And And </td <td></td> <td></td> <td>freely. I understand the disturbance caused on brunstan</td> <td>•</td> <td></td>			freely. I understand the disturbance caused on brunstan	•										
And <td></td> <td></td> <td>previously, fix it by by making it ONE WAY. Road closure</td> <td>s.</td> <td></td>			previously, fix it by by making it ONE WAY. Road closure	s.										
Math	As an individual	Stronely disarree	are NOT necessary () Please reconsider and open up our roads. Thank you	Sanificant increase		Stronely dicastee	Local chops have suffered, mixturg out on passing trader More traffic in our side streets!	Stronaly distance	People using more fuel as routes are longer	No		No		Listen to the public
And And <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Surely there is no one who thinks this trial has had a</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>It has turned our quiet residential street into a busy noisy</td> <td>Laten to the bulloc No, as it would appear that although residents were consulted CEC implemented the measures even althou they were strongly opposed by what I'm led to believe unlose a microhead least another.</td>							Surely there is no one who thinks this trial has had a						It has turned our quiet residential street into a busy noisy	Laten to the bulloc No, as it would appear that although residents were consulted CEC implemented the measures even althou they were strongly opposed by what I'm led to believe unlose a microhead least another.
And matrix and	As an individual	Strongly disagree		Sanificant increase	An account waiting to happen. Children and holdinger rafe. Bits they used to be!	Stranely disagree	positive effect/ I haven't spoken to anyone who thinks it has.	Stronaly distance	traffic in Collesdene Avenue.	Yes	I frequently walk in the area.	No	one with people frequently driving way over the speed limit.	write a majority of local residents!
And matrix and											infrastructure, in general, would make the journey more			
And And <td>As an individual</td> <td>Aaroo</td> <td></td> <td>No change</td> <td>I live in Northfield, so I haven't noticed any major changes.</td> <td>Arree</td> <td>I don't think there's been much change, though maybe some positive.</td> <td>Arren</td> <td></td> <td>No</td> <td>comfortable. The roads are generally not safe for cycling unless you're quite experienced.</td> <td>Don't know filo coinion</td> <td></td> <td></td>	As an individual	Aaroo		No change	I live in Northfield, so I haven't noticed any major changes.	Arree	I don't think there's been much change, though maybe some positive.	Arren		No	comfortable. The roads are generally not safe for cycling unless you're quite experienced.	Don't know filo coinion		
Yang			The road is so peaceful with only residents cars cyclicits and pedestrians who are no longer worry about the spee	nd							It is an absolute joy to walk down iksunstane Road as there is very little traffic and I definately feel it is so much		The impact has also made it much safer for children walking to school and the disabled with their mobility	I am no expert but suggest the council listen to what
And And <td>As an individual</td> <td>Secondly adme</td> <td>of road rare.</td> <td>Seniford decrease</td> <td></td> <td>Don't know.</td> <td></td> <td>Stronely serve</td> <td></td> <td>Net.</td> <td>cafer.</td> <td>Tec</td> <td>acosteri.</td> <td>residents in any road in Edinburah have to say. Portabello High Street needs no parking on one side as</td>	As an individual	Secondly adme	of road rare.	Seniford decrease		Don't know.		Stronely serve		Net.	cafer.	Tec	acosteri.	residents in any road in Edinburah have to say. Portabello High Street needs no parking on one side as
And And </td <td>As an individual As an individual</td> <td>Strongly agree</td> <td>Quiet, safe and sensible project.</td> <td>Sanificant decrease Slight decrease</td> <td></td> <td>Stronaly arree Stronaly arree</td> <td></td> <td>Strongly agree Agree</td> <td>Pleasure to walk up / down linunstane Road now.</td> <td>Tes</td> <td>I now walk to the Kines Manor evm.</td> <td>16</td> <td></td> <td>is often blocked with buses unable to organess.</td>	As an individual As an individual	Strongly agree	Quiet, safe and sensible project.	Sanificant decrease Slight decrease		Stronaly arree Stronaly arree		Strongly agree Agree	Pleasure to walk up / down linunstane Road now.	Tes	I now walk to the Kines Manor evm.	16		is often blocked with buses unable to organess.
AndA														I think this is a pointiess exercise from the council The outcome from your previous survey was 80% again and 20% for, the so called traffic calming and yet the tr most shares are accurate
And And <td></td> <td>and Jurk for, the coloured traffic canning and yet the tr went shead anyway</td>														and Jurk for, the coloured traffic canning and yet the tr went shead anyway
And Ander and														went ahead anyway I have no doubt the decision has been made and the inconvenience to Portobelio and Joppa residents will
And Ander and	kire knowarad	kin karaand	I don't drive but I can see the impact it's having on drive	Aint Annamadi 25		Kint Annuanad		hint document		Mrt Annand		Mor Excessed		enerties as
And And <td></td> <td></td> <td>taking longer journeys to access the bypass from portobello. It's made Joppa road much busier with traffic</td> <td>2</td> <td></td>			taking longer journeys to access the bypass from portobello. It's made Joppa road much busier with traffic	2										
And And <td></td> <td></td> <td>I've noticed the change when waiting for a bus and how much longer journeys are taking. Drivers turning up</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>I think brunstane road would be far better to be a one way system coming from Milton east. Brunstane road</td> <td></td>			I've noticed the change when waiting for a bus and how much longer journeys are taking. Drivers turning up										I think brunstane road would be far better to be a one way system coming from Milton east. Brunstane road	
Image: State in the state i	As an individual	Neither arree nor disarree	Morton it are turning too quickly into the street which is daneerous for pedestrians.	s Slaht decease	Not as much traffic but still too fast coming around the corner up the street.	Disame	Streets are still as consented as ever.	Disance	Longer journeys causing more car fumes and speed due to impatience.	No		No	residents are still parking on the pavements so blocking the bridge hasn't changed that problem for pedestrians.	
Image: State in the state i														Face to face consultation events through neighbourho partnership meetings including the use of computer circulation tools to illustrate the likely interest of those
Image: Statistical statisti statistical statistical statistical statistical statistic	As an individual	Strongly agree	As a pedestrian i find it safer and more comfortable to walk along this road new.	No change		Don't know.		Stronely aeree	Less congested traffic in a sarrow road	Don't know		Yes	Wider roads round about are better suited for the traffic that one-jouthy went down Brunstane Rd.	partnership meetings including the use of computer simulation tools to illustrate the likely impact of charge
Image: statistic statis statis statistic statistic statistic statistic stat			The measures have increased the traffic in the Collesden											
Image: statistic statis statis statistic statistic statistic statistic stat			area, as the residents of Collesdene expected they would The restrictions in Collesdene have caused confusion and	£. d										
Image: State of the state o			sees vans and cars outling in and out of various streets a they try to out through and decipher where they are able	11. P										
Image: state in the state i			to go. Undoubtedly the residents of Collesdene Crescent will have seen a decrease in traffic but not so for the rest	E										
Image: state in the state i			of the area. As was put to the Council, on more than one occasion, the better solution is to make Brunstane Road		1		1		1			1	1	1
Image: state in the state i			one-way from Milton Road into Portobello. As has also hear said on several occurioss, the swiderts of	-										
Image: state in the state i			Brunstane Road knew the issues when they bought their houses. The needs of the few house hear met to the		The traffic coming up Collesdene Drive has increased significantly and there has been one wrident so fro		1					1		
Image: state in the state i			detriment of the many. Democracy on its head. This was		caused by someone not realising it is a 'give way' at the		1		1			1	1	1
Image: state in the state i			Englighted by the residents survey carried out by the Council and published in the papers. Edinburgh Council		top of the hill and them continuing through, crisining into another car. This exact scenario has been witnessed on									The Council could actually pay some heed to opinion
Image: state in the state i			has made its mind up and the views of those affected an paid lip service to enable the Council to tick an	1	many occasions, thankfully no others involving a collision, as drivers are forced to cut into an area they are not		Other than arunstane Road and Collesdene Crescent residents, I fail to see where this has had a positive		L		the wark and cycle to our local area, as we always have. The only difference is the volume of traffic we now have			residents rather than come to these 'schemes' with a solution already in mind, which is then followed
Ander	As an individual	Strongly disarree	'engagement' box. While the traffic order has reduced flow of vehicles	Significant increase	familiar with.	Don't know.	impact.	Stronely disaene	The volume of traffic is simply diverted, not reduced.	No	to be mindful of on our residential streets.	No	Brunstane Road should be made on-way, as above.	resardiess of public painton.
Anten			(except L drivers) past our house and reduced traffic speed, it has just changed the flow of vehicles in other											
Anten			streets, rather than forcing all through traffic to go via Eastfield Traffic Lights. There is still a 'fast run' down from											
Anten			Milton Road to the Portobello road. To make this traffic measure work further measures are											
Ander Marce			needed to stop the existing through traffic taking shortcuts and clear signage is needed to say that this is											
Ander Marce			residents only. Also signage is required to help visitors a we have had friends totally just in how to set to our				Better simples needed to indicate that the 'triangle ' from							
Alton			house		Significant decrease but now used by L drivers going		Brunstane Rd to Eastfield is a resident only area and not							
And And <td>As an individual</td> <td>harras</td> <td></td> <td></td> <td>eneine running doine teaching.</td> <td>Stronaly arree</td> <td>this.</td> <td>Stronaly anne</td> <td>Reduced noise and fumes</td> <td>No</td> <td></td> <td>Yes</td> <td>Plus signage and comments already made above</td> <td></td>	As an individual	harras			eneine running doine teaching.	Stronaly arree	this.	Stronaly anne	Reduced noise and fumes	No		Yes	Plus signage and comments already made above	
And And <td></td> <td></td> <td>with improvements in the setts</td> <td></td>			with improvements in the setts											
ADACE Mode	As an individual	Stronaly aame	mere verside are noving it nen speed.	Slaht decrease	CL BROT	stranely aeree	1	Strotely serve	common courd pressure on the Hum Street.	Tes.		Tas	1	
ADACE Mode			Refore the closure Brunstane Rd was a noisy dangerous rat runil Damage to parked and moving cars was almost											
And Index Index <t< td=""><td></td><td></td><td>daily! Regular incidents of road rage were common with residents becoming involved to mediate! Since the</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>This has been a very difficult process for the linuxstane</td></t<>			daily! Regular incidents of road rage were common with residents becoming involved to mediate! Since the											This has been a very difficult process for the linuxstane
And Index Index <t< td=""><td></td><td></td><td>closure there has been virtually rathing to report, calm, we still get cars speeding down to the bridge then back</td><td></td><td>Not only has the volume of traffic reduced but the type of</td><td></td><td>I'm not aware of the impact on surrounding areas! I think</td><td></td><td>The air pollution in the area must have reduced</td><td></td><td>Often before the trial it was unsafe to cycle in the street.</td><td></td><td>The Brunstane Road part of the experiment has been a</td><td>Road residents and has been many many years of work get to this stage! The process must be streamlined to</td></t<>			closure there has been virtually rathing to report, calm, we still get cars speeding down to the bridge then back		Not only has the volume of traffic reduced but the type of		I'm not aware of the impact on surrounding areas! I think		The air pollution in the area must have reduced		Often before the trial it was unsafe to cycle in the street.		The Brunstane Road part of the experiment has been a	Road residents and has been many many years of work get to this stage! The process must be streamlined to
And Index Index <t< td=""><td></td><td></td><td>up but these are setting down! It's lovely to see groups/ families of cyclists and runners using the Road! All in all</td><td></td><td>traffic. We no longer get HGVs and coaches squeezing up and down I The traffic is greatly reduced and now only</td><td></td><td>It's common knowledge that there are significant long term traffic issues in the Portobello area which should be</td><td></td><td>significantly! Brunstane Rd is now a much calmer less stressful environment to live in! We don't need to worry</td><td></td><td>would regularly have to dismount and push my bike on the pavement to avoid oncoming traffic! We can now</td><td></td><td>great success! I know it's still possible to get through the Coillesdene area rather than going round. This may need</td><td>assist local communities strugging to cope with the ex increasing volumes of traffic particularly given the hug</td></t<>			up but these are setting down! It's lovely to see groups/ families of cyclists and runners using the Road! All in all		traffic. We no longer get HGVs and coaches squeezing up and down I The traffic is greatly reduced and now only		It's common knowledge that there are significant long term traffic issues in the Portobello area which should be		significantly! Brunstane Rd is now a much calmer less stressful environment to live in! We don't need to worry		would regularly have to dismount and push my bike on the pavement to avoid oncoming traffic! We can now		great success! I know it's still possible to get through the Coillesdene area rather than going round. This may need	assist local communities strugging to cope with the ex increasing volumes of traffic particularly given the hug
Name	As an individual As an individual	Strongly agree Strongly agree		Significant decrease No change	residents whicles or delivery vehicles use the Road.	Neither arree nor disarree Strongly arree	addressedi	Strongly agree Strongly agree	about our vehicles being damaged while parked	ties No	cycle in safety!	Yas Yas	to be tweaked depending on the views of the residents.	increase in house building going ahead!
Note			I support most of the measures as twp way traffic on Brunstane Road was a nightmane but I still feel that one											
Ander	As an individual	Aprop		Slaht increase	Officult to be sure but I suspect a slight increase.	Don't know.		Neither serve for disagree		No		Don't know No coinion	As above would like to see one way traffic on Brunstane Road	
Ander State State <th< td=""><td></td><td></td><td>I am a cyclist and find the road to be considerably safer</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>			I am a cyclist and find the road to be considerably safer											
Ander Ander Ander Ander Ander Ander Ander Ander Ander Ander Ander Ander Ander Ander Ander Ander Ander Ander An			without the through traffic - through traffic using this route as a rat run. Through traffic anywhere using the											
Ander State State <th< td=""><td></td><td></td><td>route as a rat run is dangerous - the drivers are only generally interested in getting where they want to go as</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>			route as a rat run is dangerous - the drivers are only generally interested in getting where they want to go as											
Ander			fast as possible regardless of other road users, or even pedestrians, dog walkers, residents etc. Traffic ought to											
Ander			be channelled onto main roads appropriate to that level of traffic. People on bikes on the other hand pusht to											Prioritise people over vehicles. Consult residents of all
Ander			have as many safe access routes as possible. This would encourage cycling - we need as much of that as we can						The environment of the street in question is undoubtedly					Prioritise people over vehicles. Consult residents of all street and consult users of the street. Discourage thro traffic of vehicles only using cut throughs to speed the surgery.
Ander	ke en indukted ke en indukted	Groundly name	and to relative neith tion and connection Less traffic in Collardiane Contents	Not increment Caroliferent derenne	I do not live in the street No. insers a through coste to East Million Board	Onn't know		Annue Annue	hattar - reimar viennar und sular	Man.	Ovted	Xar Xar		Une stream
And A												_	I would like it to be consoled constitutely	i are concerned that as far as i are searce there has been
And A			It means that it adds considerably to the distance										I do not understand why so many residents are	no monitoring of Milton Terrace. I wrote to my counc
And A			It means that the residents in Collection Ave, Woodside		At the lower end of Morton Street for entry into				I don't see how this is possible with people adding a				top end of Brunstane Road. They knew the traffic	from the traffic department. I have had no response!
Image: specific s	As an individual	Stronely disaaree	increase in traffic unnecessarily for the benefit of a few	Sanificant increase	Collecter Assour	Stronely disaeree		Stronely disaette	adjution created and costs involved.	No		Na	who have alternative routes in this area to choose from.	hew long?
Image: specific s					Drive resulting in a considerable increase in traffic.		1					1	m previously indicated, Lagree two-way traffic in Brunstane was dangerous however the trail in my opinion	
And A	to us behavior	Parameter di success	however the way the trail has been implemented has just	n E	complex I consider that has increased the possibility of an anideat involving an increased the possibility of an	Danis Incorr	1						would be a better solution with traffic being allowed double for the solution with traffic being allowed	
A partial properties A partial properinde A partin properties	An an exercisi	an united second the	The same state to Million to we	10000 02100	survers and the an eperty person.	NAME & MEMORY.	1	name and for prairie	1			100	www.www.tane.scad.towards.coco.	1
A partial properties A partial properinde A partin properties	1		out of Portobello considerably and this causes congestio	n	1		l					1	mator whiches with access from Milton Road East only,	
A partial properties A partial properinde A partin properties			in other areas, particularly along the High Street. Vehicle access south and west of the dty for residents in Joppa	1	1		secause of the limited access for vehicles in and out of Portobelio I have noticed that there has been more traffic		eccuse or the limited access for vehicles in and out of Portobello, I have noticed that there has been more			1	and that the bridge should be closed to vehicles travelling in the other direction up Brunstane Road. These vehicles	
A partial properties A partial properinde A partin properties			and neighbouring areas requires a minimum detour of 1.Smiles and this is if vehicles cut through the		1		congestion on Portabelia High Street and Brighton Place. I would like to know whether there has been a survey of		traffic congestion on Portobello High Street and Brighton Place. I would like to know what the impact of the			1	should be allowed to access Milton Road East via any of the routes through Collectere. I think that the section of	I think that the consultation process is a good thing fo
A partial problem A partin problem A p			Collesdenes and via Milton Drive. It would be useful to know the results of any survey carried out on the impact	r I	1		volume of traffic in the Collesdenes and Milton Drive during this period and whether traffic volume has		changes has been on the Collesdenes and Milton Drive during this period and whether traffic volume has		These alternatives are not an option when I need to	1	Brunstane Road from Milton Road East as far as Joppa Station Place should be designated one-way to motor	I think that the consultation process is a good thing f local democracy and I would like information on how access the results of surveys that have been carried of
A price month of the second	As an individual	Stronely disarree	of the changes to the residents of these streets.	No change		Disarre	increased.	Diame	increased.	No	access routes south and west of the city.	No	whicles and cuclists.	as part of the consultation process.
A model					1		1		Pre-closure of Brunstane Rd residents were being exposed			1	1	1
A model			residents of Brunstane Road particularly those who live i the section between south of the railway bridge and	in	Prior to the closure of Brunstane Rd the volume of traffic was that associated with a much more major road with		New builds in Portobello, especially in Ralleyfield and the creation of New Brunstane will bring more challenges for		to the pollution produced by an average of 1800 vehicles both petrol and diesel plus the toxins produced by tyre		I grew up in Edinburgh, walked short distances and used			
A model			Maton Rd. This is the section which experienced the majority of problems pre-closure.	1	approximately 1800 vehicles passing through per day. The traffic counts showed that numbers were evenly		the socal main roads. Given that car ownership continues to increase it is imperative that a wide planned strategy is		abrasion dust. Since dosure traffic numbers have reduced dramatically		the buses for langer trips. Our family were not car owners.	1	1	More detailed consultation would help residents to fe
Appendix			The mitigation measures in the Colliesdenes, however,	1	distributed between north to south and south to north.		implemented across Fortobelio and any other residential area of the city with similar historically narrow roads.		to just over 500 per day. The black dust particles on our bathroom suite (Upstains			1	1	they have been listened to. eg the council found traffic lights at the railway bridge
second second<			seem to need further adjustments. On several occasions I have seen drivers biatantly	1	Brunstane road is a low density residential street with no off street parking for the terraced houses.				bathroom faces Brunstane Rd) were quite noticeable pre closure and are now negligable.		car which is used for larger shopping trips and long distance trips.	1	1	a viable option to road closure. Visual aids showing how traffic would build up and co
Addition Optimization			ignoring the no entry sign at Milton Dr and even seen a car squeeping through on the pavement between the		The speed humps are fairly low and vehicles negotiate them easily without slowing down.		were designed for heavier usage. A traffic management plan is necessary for the proin-		Brunstane Rd is also in close proximity to The SP Www			1		back ups would have illustrated this. As only 50% of traffic came from Milton Roe4 show h
Addition			planter and wall in order to turn right from Collectene Gdns onto Milton Road.		Some vehicles have been gill involve heining the		roads in order to cope with all traffic which used to gase show whith mixed or		Lauder Rypass, Milton Road (A199) with its associated high volumes of traffic, polos and collection			1		this would not work for cyclists and the other 50% of whice traffic.
			Also the increase in traffic winding its way through the		signs coming down. They have to go down to the bridge		b) the growth of new build car ownership		On the west many properties back onto the rail line which does devide a line which		A combined ticket for all of Edinburgh's public transport		which from the anti-station is the following and house	Merely saying that the council looked at this and it w
= 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1	är an indisident	Aaraa	named of the oral Traffic Common Cert 200 Linear 20221	Caniforni Annasa	in neural works there invidents have devened	Kalihar saraa oor Assess	er personning on a can see so che city to reduce commuter traffic	Arres	anduring tour desail forest	Ner	version was a common or most other captar and major version	Your	mad simpas	sights results in a needlas attitude to any chanse.
= 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1			1	1	1		1		1			1	The barrier and classes and all all all	1
Approprint Appropr													The "No Through Road" signs at the south end of	
A proprio provide provi			1	1	1		1		1			1	www.tane woad are not weible until the last moment when travelling east from Milton Link. This is where most	Certainly make the forums as open as possible so the
Participant													of the north-bound traffic on BR comes from. Nobody turns into BR from the east (west bound on Milton Rd)	nobody can say they were not consulted. What seems to be lacking in this case is the non-resi
Participant					1		I think the effect has been mixed.					1	but that is where the signs are most visible. Some cars have been seen squeezing past the south	saying they were ignored, even though their concern suggestions were addressed.
August and automatical							Agyle Crescent probably has less traffic. There is no reason why Brighton Place should be any						barrier on Brunstane Road (but could not get past the north barrier so had to do a 20-point turn on the bridgel.	You need to make your responses/findings/reasonin more visible, and tailored to:
Rest Rest< Rest Rest Rest Rest Rest Rest Rest Rest Rest Rest <t< td=""><td></td><td></td><td> </td><td></td><td>We still get the occasional person following their GPS and not reading the signs at the entrance to the road</td><td></td><td>busier, unless it is rat runners (or GPS-sheep) using it to get to Fort Kinnard instead of using the A199 and A1</td><td></td><td>Less fumes and dirt in the air and inside the hour-er-</td><td></td><td></td><td>1</td><td>Cars have been seen using the footpath to get through the Coillesdene Crescent barrier.</td><td>- Social media (where most of the complainers are. e) PortyPeople on Facebook1.</td></t<>					We still get the occasional person following their GPS and not reading the signs at the entrance to the road		busier, unless it is rat runners (or GPS-sheep) using it to get to Fort Kinnard instead of using the A199 and A1		Less fumes and dirt in the air and inside the hour-er-			1	Cars have been seen using the footpath to get through the Coillesdene Crescent barrier.	- Social media (where most of the complainers are. e) PortyPeople on Facebook1.
Andream Bandwards			1	1	Commercial GPS's (Google, Apple, Tom Tom) are still out		I know the rats are using the Collesdenes even though it takes as much time as using topological builty of the Mill		Less fuel consumption from speeding and braking for the speed humos and traffic jame billinger state			1	MANY cars have been seen going into Milton Drive from Milton Dri analysis the converse sectricition.	People who don't listen/flook - so you need to say it multiple times, in short sentences with
Lit abidity Difference Difference <thdifference< th=""> Difference Differe</thdifference<>			Brunstane Road is now like a normal residental. Before		OpenStreetMap is is mostly correct, because it is updated		takes as much time as using soppaid+Mittoored (2m20) longer than Brunstane Rd if there were no traffic jams on		speed bumps and trattic jams (amout staady venice speeds along Joppa Rd and Milton Rd).	_			no restriction. It probably need a complete blacking like	syllables or less. Advertise your response in lots of pl
	As an individual As an individual	Strongly arme		Senificent decrease	tov the public.	Usen't know. Neither agree nor disagree	ues saucker than iR on most davs).	Millorety aeree Stronety aeree	sever car requirs and discarding of broken plastic.	No.	the can now safely wheel and walk along Brunstane Road	THE	many modern cities do).	and multiple times.
lak met.	As an individual	Strongly atme	A huge improvement to the whole area - much quieter	Senificant decrease		Neither arree nor disarree		Stronely serve		No	I walk a lot answay so it has had no impact	lis		
			back streets.											
la prindra prance france de la construcción de la c	As an individual	Stronally atme	You just need to prosecute the tasks who routinely ignore the 'no entry' sizes.	e No change	we are on Seaview terrace - no noticeable change (and none expected)	Strongly agree	1	Strongly agree		No		Tes	1	

					Considering the wider Portobello area (out with the	Considering the wider Portobello area (out with the			During the trial have you walked, wheeled or cycled more?				
Are you responding as an individual or on behalf of an organisation? - Resconding as	To what extent do you agree or disagree that the changes have been been ficial during the trial? - To what extent do you agree or disagnee that the changes have have been divided dedexture with?	To what extent do you agree or disagree that the changes have been beneficial during the tria? - Please write 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	During the trial how has the volume of traffic changed within your street? - Hease write any comments in the how holes.	immediate area of Brunstane Road and the Collectene area), to what extent do you agree or disagnee that the trial has had a positive impact on the sumounding	Considering the wider Partobello area (out with the immediate area of finanzane Road and the Collinedese area), to what estent do you agree or disagree that the trial has had a positive impact on the surrounding etsects? - Please write are comments in the box below.	To what extent do you agree or dicagree that the changes have had a positive impact on the environment - changes have had an impact on the environment?	Yo what extent do you agree or dicagree that the t? charges have had a positive impact on the environment? Manual and a positive impact on the environment?	more? - During the trial have you walked, wheeled or cycled	During the trial have you walked, wheeled or cycled more?	Would you like the trial to be made permanent in its	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.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
ovynantijov - Personalitary se	Seen Survival during the VGD	who are commands in the loca fullow. I have noticed a big represented in traffic density on my transe (Calibations Garden) which is good - less totals of distribution - of the other target is constrained target in the second of the constraint spin second second second target is and the constraint spin second second second target is and the constraint second se	asser tors: nonberveittis var drief?	Now helps, there is defined by an employee of a single for a single that area as a sufficient numbers of a ran using the area as a sufficient the single single single single single single the single single single single single single single single single many paper training random is and there. If since as the main single training random is and the single single single main single single single single single single single single single main single sing	renerier - a what means do you, were a diamete that	denote? - Place with any amments in the loss takes, infarity reception any particular impact must heavily with the larger Annual Annual Annual Annual Annual Mark and Annual Annual Annual Annual Annual Mark and an an Angle Owneam to the larger Annual	-channel must had an instant on the endosment?	- music and a say connects in the last kelow.		 Please write any connects in the loss below. For always accessed Forstabello by largely and by box - 	connet family - made personnet	decidation made.	Generations
ALE INTROF	<u>2012</u>	Wery annoying to have to do a detour, but definitely far better than before Brunctane read was a hormedous rat run, with damage does to car, regular traffic jams of our to 20 cars and a lot of thouling and read rag. Cardicularly bad were the Van's and lorise which jammed up the read. It was not safe.				i can understand people in Collessione complaining about increased read traffic but it pales in companian to the huge number of vehicles going down a narrow residential		So much better for recidents of foundation road and					
As an individual	Aprox	Initial area rest results. The targets patients have simply have abled throughout the areas, values the set source if and the set targets are able to the set of the set these. The the the set of the set of the set these the the the set of the set of the set these the the the set of the set of the set these the the the set of the set of the set these the the the set of the set of the set these the the the set of the set of the set these the the set of the set of the set of the set these the the the set of the set of the set of the set these the the set of the set of the set of the set these the the set of the set of the set of the set these the set of the set of the set of the set of the set these the set of the set of the set of the set of the set these the set of the set of the set of the set of the set these the set of the set	No charae		Anthe service datase		Stroth Leve	andhan ani acitor	Jac'i Ioay	Men adottion of actin upproat	58		
Ar ar individual Ar an individual	Smooth diame	The to gain a scene at they will be used of the tot in my house. This is hough a difference and will a being wey inconversion. It is possible to tain device a non-way system? This would prover traffic traveling further down the road and would gains compared in its ratific can part the other way in a one way retrem. Scivens any just charge the million of dogs. The sense council bio increasence will be the binance.	Senflant Invase Northone	Toffic now has to travel further down Milton Road East and staffic warding access to the main road now emerge from Milton Drive. I have much more traffic on both sides now.	Strandy Scame	brivers just do what they want depite the signage leading to raad rage and honro blaining when they get it worsong. Crans are public tackic call into accounting tatifico the main raad when they realise they can't sam thit down discretises. There are a sumber of near mission an adju- tactic which beaks heavily and horns blars all the time.	Stronty disame	Traffic has to strave further down the road as they can't turn lift icro Brunctase Road and then have to travel for several tarent before they can turn lift. This is polating the atmosphere mean and causing higher mileage to be soundful if you live in the area.	80. No.	The trial is about traffic calming, it's had the opposite effect in two colorion.	No.	current form. Can Brunstane Road be made into a one-way system?	More-consultation is needed with residents. Perhaps door to door consultations would achieve a higher success ons rather than surveys. The seas has a high pumber of idden's residents that are not all coline.
Ar in Contract.	Second diama	I see no benefit to this complete waste of time and money. All it has done is divert traffic to the surrounding streets and increased the journey time and therefore the carbon bostocies for any one trained as to not a to a.	Sandfrort invesse	There is obvious deterioration in the roads now expected to take the increased flow of staffs, with violair lumps of tamas new broken off and new potholes added to those they show to carried.	Grande Alexande	What was already a traffic hotspot has now become wome with sumaunding reads in midling an easy times.	freedo dese	Three to four times a week in need to drive west to Fart Kinsaird, Martonhall or Fairmile head. I now need to drive east one block before tuning back west and on neturn I need to tavel one block further east and then hard back. Obviously expending more carbon emissions more Lot in reviewing					Any future schemes should have tangible benefits that exceed the implementation costs.
As an Individual	Atres	This is a moderabilitaria that desarves to be protected from executive and designment or ad one stage as in every raw boards designment. Mitton focus faits - being his form behind early happend mittage and faits - being his form behind early happend	Sandhart decrase	For Gur threat there does seen to be a significant decrease but it does use, for example on a same and the same set of the same set of the states.	Dan'i France.	At a local driver inrepectively drive slowly on the streets and and out of the area, in particular off Milton Read statistical and an entity and the driver and have experiment and speeding. The strength of the area way waters and speeding. Integrate water to come to the beach area of the total strength of the grane hay carter by cart the grant and and the speeding and the grane hay carter by carter by carter by carter by carter and the speeding and access is preserved and an any type encourage. The bases are grant - long may then contrains.	Gronty arve	Max of the traffic on our street are local divers and therefore respectively of good and herefore traffic respectively and describe the street is to respectively and describes to be an environmentally aste.	85	walk and rycle into Ferstabelia for the shaps, swimming and and the we floor.	14.	Into some what is happenling on the other streets has your night on the way for far energing in the plan. For manapie and plan for the energing in the plan. For manapie and plan for the street of th	No how and make sure it is well publicant. We need make sure it is well publicant. We need make it business/haring mess but not winding through residential mess.
	Strate dame	Nextbol back on effect of new hords: entropy through term billion back facts to below Finance are private questioned and according control back on an anal- tic strength of the strength of th	Sectors incure	Equificate instance and the upper of which website pre- transferit as way constraining to and information of the optimation of the stance proceeding optimation of the optimation of the Markel Balance and Calence where conference that pre- hended the optimation of		The pulsion is a just from record of the default is in our pulse of the stand of end of the stand of the default is relative and calling standing through a space. The default and the default is the default is suggested by pulses. The default is the default is suggested by pulses. The default is the default is sufficient in the standing of the default is the stand- tic of the space.	Versety dames	The soft is supply and society are only through the soft is a small have been the the ball this strend to dispace or pole society of the soft in the society of the soft is a soft of the soft is a soft of the soft of the soft is strengt model is soft or as		Less due to the degrees and ungeschickibly and power through the southill what i would it would be and ungege and and the southill would be and and and and and the of a host southill would be and and and the form of a host generation of the south balance of the	1		Considerational relations of low to include a general analyzation of the service and the service and the includence of the service and the service and the the care are analyzed as a service of the service and the care are an appear of an analyzed. The the set of addi- tional and the service are and the service and the service and appear of an analyzed the service and the service and appear of an analyzed the service and and a service and the service and the service and the service and the service and the service and the service service and the service and the service and the service service and the
As an individual	Second diame	bury and only one follopp period at ether of the not on Million sent used. What has the residents of investment Rand, its closure forces all other local residents to ge through the Collections or drive to the junction at Million Road, at make an avaluating right turn. This increases the length of the journey and use of more aereal.	Nachanee	Mu street is not in the "trianale".	Stransty disarree	This not a valid question. It is the people/drivers living in summarizing stream who are innexted on.	Gerooely disaeme	Driving further to get to ones destination does not have a positive impact.	No		No	Suggest making Brunstane Road one way, south to north. North to south results in navigation of a very busy junction. That would take SON of staffs off the Collectores.	If consultation is carried out, the result should be admouledged In this case , in 2 consultations, over 80% of resondents were assist dicking Bruntine Boad
As an Individual	Strongh Jame	The charges have been adversely beneficial in my previous spinos. As a solident of floring term is that the restriction of the second	Sendour decrave	From my observations, I have seen a huge induction in bases and MGV's transfer gain locations fixed 1 understand that cat have decision ingle that an which is a second second second second second second second second second se	Dari'i troux.	From secondarial evidences I have haved that people have been appearing that their trip to The Fort (J AGA that base manyor have the provide all fourtains that all manyors in the provide the second second second second and the provide the second second second second second ensure that the provide the second s	Strandy Jame	Economics is a similar devices in band has been de- pendent to be particular, which are also have not descent interpreter gas assists the process, the correct sharehouses and the process of the second have a set of transport and microscopies of epidem ball have device and are assisted been harmedicas and for the second have been bare and base assisted patient. The second have been bare and base assisted patient the second have been bare to be assisted patient. The second have been bare to be assisted bare and the second have been bare to be assisted bare and the second have been bare and the second the second.		Cycled and wheel without the province stress many	Ya	This whells process by reducts has been burget and profile down many warrand the current smalls have been applied and profile and the same of the same starts the profile down of the same starts and the same starts in section data. A KAP which is distantian and understoring a starts the endoction that wardwards and a starts the same starts in the same start and the same starts the same starts. The same starts are savely the same starts are saveled and any start the same starts are saveled and any starts are starts and the same starts are savely the same starts are saveled and any start the same starts are saveled and water that can be any start and any starts from the same starts are saveled and the same starts from the same starts are saveled and the same starts are saveled and the same starts are saveled and the same starts are saveled and and the same starts are saveled and the saveled and the save saveled and the same starts are saveled and the saveled and the save saveled and and the saveled and the saveled and the saveled and the saveled and and the saveled and the saveled and the saveled and the saveled and and the saveled and the saveled and the saveled and the saveled and the saveled and the saveled and the saveled and the saveled and the saveled and the saveled and the saveled and the saveled and the saveled and the saveled and	This adds potent has been don't by previous to long the state delates by the second of the potence with the new howing developments approxing in the out quark equations on other to attribute a most matching the accounts. In the second with the back the equations on other to attribute a most with the potencies again. The determination of leventum-back the back the second second second as a second second the second br>second second sec
	non form	b) puppedare 1.2 In the distance of Possetper Acad 1 barries of the sector of Possetper Acad 2 and	Notes										
As at Individual	Notifies are not door as	1960. Dare have been both proceeding of the	Sector Income	tables hard East has become and houser. I associates, magging to get a gap in the wolffer to come the next to the loss ends. The stratege has pushed at little wolf in wolfs and again of wolfs associated and again wolf the strate model in the stopped model and again and the strate model in the stopped model. The strate has been been been been associated as a state of the strategies and the stopped model and the strategies are strategies.	Notifier serve or discover		Suither server for discover	In might handhad a particle impact on the stream that we are conclusion in stream that are a deficient argument where an the analysisment of the law lists if and		These always walked and cycled a lot, and agree that instances fixed and the Califications are non-more and the comparison of the Calification of the comparison with can, have a very same cycle to get to blanches and and where its comparison of the comparison of t	51	Could the masks from Mitton Rand Sant dawn to logan Rand an ended on is some other ways failed to inclusion and mask and ended on its some other ways failed to inclusion Rand Randoms marks have to gard an other class of the ended set of the source of the masks and the ended set of the source of the masks and the ended set of the source of the masks and the end particle dashed to the providence of the end particle of the providence of the source of the mask and the providence of the source of the ended of the the providence of the source of the ended of the source of the masks and the ended of the the source of the mask of the ended of the source of the mask of the ended of the the source of the source of the ended of the the source of the source of the ended of the the source of the source of the ended of the the source of the the the source and ended of the the source of the the the source and ended of the the source of the the the source and ended of the the source of the the the source and ended of the the source of the the the source and ended of the the source of the the the source and ended of the the source of the the the source and ended on the the source of the the the source and ended on the the source of the the the source and ended on the the source of the the the source and ended on the the source of the the the source and ended on the the source of the the the source and ended on the the source of the	
		Lots of cyclists, including families with children on				Because the trial is not just limited to Reversane Read, the major surverse reperformed in Reversare Read Neers? been displaced to Califications instand which is now using white therapytheses places of the tast level of traffic laws; suderly Nobion Read(numethera) for Party Hol		Because of my address, the new read setup has encouraged me to walk to Funcbelio instead of failing		No, see comment above. I have also started to use my bike discupt from home to juin the prom and the Eilshorth criefs.		I think following the initial negative feedback from some Pershells ensiders who had to change their usual nouve, paged are now used to the new samp. This change does at well within the faithough withins to become a generar day and encourage more waiking and caring it also good without using that not having our car regularly damaged, net experimenting usurgatives read regularly damaged, net experimenting usurgatives and regulard long witht to leave or pask is our street has been more than welcome?	Think of a whole area approach like for this project, not think too narrowly so an issue is not just displaced to the
As an individual	Strongly agree	bites loave bites asing down investant Read Now forced to drive up Brunstant Read and on to waternely busy Million Read. Difficult to term right due to heavy traffic. Cut off from Postobelli to termsning/hops be closing brunstant Read. It was never required.	Sphiftant derreze	Cars continue to come down Brunstane Road then use	Strongly groe	thetal The traffic is now being pushed either down Sir Harry Louder Road or round Milton Road and neither roads can bordien to increase in traffic	Grouph area	the car. Traffic levels remain the same but now congested on certain roads and causing debys: Increased pollution due to ill thought cut road docume.	No.	Edinburgh code routes	No.	than welcome li Brunstane Road should be re-opened. If it has to be doused, then it should have been at the Milton Road counting and not at the railway bridge.	adazere streets.
An an individual	Spools state	In choice linearizes Read. It was never resolved.	Santart active	Beneficial Goldens to as have use on the Million Basel Incodents toll use the stand and delivery fracts as well as the deli mid-dented travels, but overall the level of traffics on the read Beneficies Read() is which to beneficients	Nitooly acarte	handfess increase in staffic by national whose throughput on the Caliboratory as here notice the contains at historical as the caliboration who mans that you do have to travel patentially logge this mans that you do have to travel patentially ing taktance to get in and on of that takes, but or coast that are built to handle traffic valuess and upeeds of commuters.	Stronger domander	bit ill bracht on road doorne. Cartaily on program and mismores the integrant has been haven position with their noise polarish and frame time any vaticance within, enviro the variage in in rega- lation of have access to the scientific, data to provide a habitand unse on the scientific, data to provide a habitand unse on the scientific, data to provide a langer within comparison that the density of them frame it more within global back to the a signify integer rane, but id shows that the density of habitand units and the scientific access the density of a science and science and science and the science of a science and science.	10 10 10	Backforgens have made reaching areas more 480-04 Association, but I have always walked account the local more - Juko regular Max AASA or for this classification than take the circ. It is a pleasaware to see cyclics confidently using the read and lass strating walked investments lead and turning right also makes it with re- orderation. That is a need labor appear also waters the walk more taken. That is a need labor appear also waters for any more taken. That is a need labor appear also waters for any more taken. That is a need labor appear also waters for any is not in the site, index place, labor all peaks any the more that the las a ning uport, but imagine traffic in transit may as less exame.	74.	one and not at the rabber bridge.	In very hard when people feel that they are long controlling and that conserve when it "wanning" or taking ways "their right". In abance, think the could bead the collections. Then is played of gene name that available in the second second second second second second patterns, executively of gene name that available patterns, executively of gene name that available the informed and gene researce scand. This will de- commands the decommend and that it has an attinuation.

					dependencies allo contes deservations and a solution	Constitution when which is an end of the second state of the secon			to death and have a solution about a solution	1			
	To what extent do you agree or disagree that the changes have been been finish during the trial? . To what	To what extent do you serve or desurse that the	During the trial how has the volume of traffic changed within your street? - During the trial how would you assue traffic numbers within your street?	During the trial boar has the universe of traffic changed	Considering the water Portobello area jour with the immediate area of Brunktane Road and the Collectene area) to what extent do you areas or disarma that the	Considering the wider Portobello area (our with the interediate area of Brunchase Road and the Collectene area), to what eatent do you agree or disagree that the risk has that a positive impact on the surrounding streets? - Mease write are comments in the box below.	To what extent do you array or distance that the	To what extent do you agree or disagree that the	During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled move?	Woold yo	pu like the trial to be made permanent in its form? - Please provide any further comments in below including any modifications you feel se made.	On which have now connections on how fature similar
Are you responding as an individual or on behalf of an organisation? - Responding as	changes have been been been curing the train - To what extent do you agree or disagree that the changes have been hereificial during the trial?	to what extent do you agree or disagree that the changes have been beneficial during the trial? - Please write any comments in the box below	within your street? - During the trial how would you source to the street?	buring the trial how has the volume of traffic charged within your street? - Please write any comments in the how helms	area; to what estant do you agree or disagree that the trial has had a positive impact on the sumounding stream? - o what autout do you areas or disagree that	sreat, to what extent do you agree or disagree that the trial has had a positive impact on the surrounding streats? - Blazes write are comments in the box being	to what easent do you agree or disagree that the changes have had a positive impact on the environment?	 charges 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 move2	Please write any comments in the box below.	Would you like the trial to be made permanent in its the box b current form? - made permanent should be	tonto' - Prease provide any further comments in below including any modifications you feel to made	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any suspensions
		AND AN ADDRESS IN AN AN ADDR.		the second				Prove which are committee in the dot of the.	int:	· Final with an initial in the particular.		3 142.	a second
		While I recognise there being some benefit to the closures. I consider the core to outweah the benefits. I											
		live on Brunstane Gardens and therefore use Brunstane Road daily, I have small children and find the closure at											
		the bridge heipful as you can walk on the road there safely, but it's such a small section of road that this											
		benefit is not significant. However I find the road closur largely just a hindrance. I still meet staffic when using											
		While integrates these large users largefly to the distance, inclusion the scale age with largefly and the scale of the scale age with largefly and the scale age with large scale age with large scale and large large scale age with large scale age with large largefly age in the scale age with large scale age with large scale age with large scale age with large largefly age in the scale age with large scale age with large scale age with large scale age with large large scale age with large scale age with large scale age with large scale age with large scale age with large large scale age with large scale age with large scale age with large scale age with large scale age with large large scale age with large scale age with large scale age with large scale age with large scale age with large large scale age with large scale age with large scale age with large scale age with large scale age with large large scale age with large scale age with large scale age with large scale age with large scale age with large large scale age with large scale age w											
		reduced. If I drop my daughter at nursery or the doctor or just go to Portobello, it takes me around 10 minutes	r 1 10										
		drive what was previously 3 minutes. I consider this to a drain on fuel and time given the proximity. In addition	be n,										
		it is not as easy to "hip out" to the restaurants or small supermarkets in Portabelia. If I need milk, I find it simple	l lar										
		(although frustrating) to drive to the big Asda instead a therefore use Portobelio stores less. On one occasion I	ind	As I live on Brunstane Gardens, there has been an increase in traffic due to cars turning on our street who				I consider the road closure to have a negative impact on the environment given I now drive itx as far as I used to to		Even before the trial, I only drave if I had to for example;	For the re	reasons above, I do not want the trial to be made	
		also saw an emergency vehicle stop on one side of the bridge and then walk across it to get to where they		At I the on wunctane obtained there are been an increase in traffic due to cars turning on our street who have come down Brunstane Road without knowing it's closed. I recognize there has however been a decrease in traffic on Brunstane Road.				I consider the read discurs to have a negative impact on the environment given incove drive aix as it used to to get to regular places in Portobelio such as nursery. I do not consider my car usage to have changed since the risours		It was raining; my children are unwell so had to go to a doctor; I was picking staff up from Portobello; or I was drooping the children off before going somewhere else.	permaner Road, I co	reasons above, I do not want the trial to be made ent. If there had to be some closure of Brunstane consider a one way system to be preferable to the closure.	
As an individual As an individual	Dicanse Strongly disarree		Slaht Increase Slaht Increase	traffic on Brunstane Road.	Don't know. Stranely disarree		Stronely distance Stronely distance	closure.	No No	dropping the children off before sping spreachers else.	No existing d No	doum.	No
		Ridiculous these road a closed off there no schools in these street also biggest issue us emergency service writing services.		Massive tail backs on milton-Road then all the cars taken short cut through Magdalene were there is a primary inhead and sensation children's lisue									
är en indukteel	Gereally distance	autrice screachle. This plan is inequitable and favours a minority. Brunsta Read should be at least one-way to allow some access and emergency whicles should be able to gain access a	Canifirm invesse ne	echool and anearing children's lines	Chronalu serva	år shroa	Grossic dimense		Mo		Ma		
		koad should be at least one way to allow some access and emergency vehicles should be able to gain access a	e										
		th's just shifted traffic to other roads.											
		There is a huge development on brunstane fields which will create even more traffic on Milton road - it is loughable this is granted but the surrounding roads are						I have to drive even further now it makes no sense. Some folk in sumounding areas do not have the luxury of popping on a bike. It is not realistic for many with a				plutely ridiculous as is. Brunstane road should be	Consult people out with the dosed roads it impacts on
As an individual	Stronally disastree	closed.	Not Answered		Stronaly disance		Stronely disaette	longer distance to school drop off etc	No		No one way a	vaca minimum	nany more folk
		There are now problems with drivers rat running through	ab.										
		Colleader and Seuriew creater. Cars run through one ways the wrong way. Police are disinterested even whe presented with video evidence.											You cannot persuade everyone of the benefits of Ltris in
				1									You cannot persuade everyone of the benefits of Ltns in advance. Have courage and implement proper LTNs and then see what the response is.
As an individual	Stronally disaaree	Either remove the whole scheme or create a proper LTP which prevents rat runs.	Similicant increase	Regular rat running at speed. Vehicles going through one way restrictions.	Stronaly disarree		Stronely disaeree		No	i was alwady a multi modal transport user. In some ways cucline in Seaview crescent inow feels more daneerous.	Ether ma haked.	take a proper LTN or remove the scheme. It is half	This scheme is appalling, lacks vision and show cowardice.
		which prevents rat runs. The closure of Brunstane Road has merely pushed traffi into nearby streets causing these residential streets the	k I	Traffic is now coming directly down Milton Toad and									
As an individual	Stronely disarree	came issues as investance Road. I wish to register my objection to applications	Similicant increase	turnine rieht	Strongly agree	+	Strongly disagree	Travel times are longer	No		No Making B Twish to	Brunstane Road one way o register my objection to applications	
		All a clean set and an annual set of the second									22/03/41 permissio	o register my objection to applications (S)(MAC and 22)(33946/AMC for planning ion in relation to the iknunstane West proposed	
		development. The basis for my objections to the granting of planning		1							developm The basis	sion initiation to the Burnary Web proposed ment. (A) for my dipolations to the granting of planning and an initiation to the available of the second enter of factors critical to the seguritation for permission and constraints to the being of the second enterth of the second enterth burnary applications, my specific dipolation when burnary enterth and the second enterth of the second burnary enterth of the second enterth of the second enterth of the second enterth of the burnary enterth of the second enterth of the second enterth of the second enterth of the enterth of the second enterth of the second enterth of the second enterth of the second enterth of the second enterth of the second enterth enterth of the second enterth of the second enterth of the enterth of the second enterth of the second enterth of the enterth of the second enterth of the second enterth of the enterth of the second enterth of the second enterth of the enterth of the second enterth of the second enterth of the second enterth of the second enterth of the second enterth of the enterth of the second enterth of the second enterth of the second enterth enterth of the second enterth of the second enterth of the second enterth of the enterth of the second enterth of the second enterth of the second enterth of the second enterth of the enterth of the second enterth of the second	
		permission in relation to these applications is set out in detail in a report "Brunstane West development -									permissio detail in a	ion in relation to these applications is set out in a report "Brunstane West development -	
		assessment of factors critical to the application for planning permission and constraints to this being									assessme planning	eent of factors critical to the application for g permission and constraints to this being	
		granted" - which is available to download at: https://bit.ly/2dKa0at	. [granted" https://b	" – which is available to download at: bit.)y/2dKoOst	
		Following consideration of the documents supporting to above planning applications, my specific objections relations	že že								Following above pla	ng consideration of the documents supporting the ianning applications, my specific objections relate	
		to the following: Mining-related issues - multiple significant deficiencies									to the fol Mining re	ollowing: related issues - multiple significant deficiencies	
		have been identified in relation to the assessment of ne surface coal seams and impacts resulting from historic	Nar -								have been surface or	en identified in relation to the assessment of near coal seams and impacts resulting from historic	
		mining activity associated with these, and in the remediation activities proposed to address such impact	ts.	1							mining ac remediati	lockivy accounted with these, and in the circle activities proposed to address cards in parts. by bid survey – the survey of breaking birds – es and back legip break on an outpart ented biology was and as baking based on an outpart ented biology was etc. and the survey indequately followed an equively procedures, thereby biologing the one aquestion.	
		Breeding bird survey – the survey of breeding birds – which are afforded legal protection within the UK – can	be								Breeding which are	g bird survey – the survey of breeding birds – re afforded legal protection within the UK – can be	
		construed as being based on an outdated methodology (when an updated, more appropriate methodology was	<u></u>								(when as	ed as being based on an outdated methodology n updated, more appropriate methodology was	
		identified required procedures, thereby bringing the									ident Fact	e), and the survey inadequately followed id required procedures, thereby bringing the	
är av indukted	Germale distance	results into question. But survay – the survay arrivaluely concentrated on	Caniforni Ionana		Grounds distance Strongly distance		Greenely Almente Streenly Almente		Man.		results in Ain Bet sorum	nto question. as – the norme esclusively correctioned on	ianse se ie correctio in alieca
As an individual	Dicamee Strongly agree		No chanee No chanee	1	Arres	There has been a beneficial reduction by getring sid of	Arren		No		Yas		
						There has been a beneficial reduction by getting rid of through traffic in Brunstane Road. I have regularly cycled to Portobelio via Brunstane Road over the past 31 years.							
			1			and the experience has been greatly enhanced by it being dosed.							
		This has significantly reduced the risks caused by traffic				dosed. Also traffic for Portabelia is being encouraged to get							
		turning right or going straight on from Brunstane Road Southbound through traffic caused lots of congection a				dosed. Also traffic for Portabelia is being encouraged to get							
As an individual	Stronally aaree	turning right or going straight on from Brunstane Road Southbound through traffic caused lots of congestion a Milton Road East. All this has done has diverted the traffic either right do	No change		Stronaliv arree	dosed.	Stronaly anne		No		¥96.		Why bother asking? No one wanted financiane Road
As an individual	Stronely agree	turning right or going straight on from Brunstane Road Southbound through traffic caused lots of congestion a Milton Road East. All this has done has diverted the traffic either right do	No change		Gronely anne	dosed. Also traffic for Portabelia is being encouraged to get	Stronely agree	See above! It has also caused 'entitientent' lowes with	No		ver Absoluter	ely not. Use some common serve and make	Why bother asking? No one wanted Brunstone Rood Grand according to the residents but GDC go their own week way and do what they want regurities of any
As an individual	Smonth sense	Luming right or going transfer on from Bruncture Road Southboard broads traffic caused lots of congestion a Mitton Road Sant. All thin has done has clustered the traffic where right 60 Mitton Road to Santfield causing more traffic fames or spiloson Mitton Drive and Terrace. It H45 h0T REDUC DRAFFIC!	No chanee Mon ED No chanee		Grasslv arme	dised. Also tradies for Portabello is being encouraged to get there via Sir Harry Laider Road which milives the pressure on the right turn from Milton Link in Milton Road East.	Strandv aanse Strandv disame	See above it has also caused textilement' issues with enderst of Brunchie Road.	No		ten Aboluste Bu Buretab	ely not. Use some common serse and make the Road one way from Milton Road to Portsbella.	Why bother assing? To one wanted Brunctone Road Goard according to the recidents that DOC go their can want way and Go what they want regardless of any consultation.
Ar an Individual Ar an Individual	Sporaly arme Sporaly diame	suming right or going straight on from Workstaw Road Southbased through Indife caused lots of congention a Mitten Road Satur. All this has done have diversed the traffic elither right of Mitten Road to EastReind causing more traffic funes or up(down Mitten Ervie and Terrace. It HAS NOT RECOU TRAFFIC! I appreciate the changes will be greatly beneficial to the	No chanee No No chanee P		Grandy area	dised. Also tradies for Portabello is being encouraged to get there via Sir Harry Laider Road which milives the pressure on the right turn from Milton Link in Milton Road East.	Grande Jame Grande Guarna	fee abovel it has also caused 'vodrienzer' loues with and/ors of Brussidae Road	No		Na Abalanti A	be Road one way from Milton Road to Portobello.	closed according to the recidents but EDC go their own sweet way and do what they want negatiless of any consultation.
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Image: Source of the second		To what extent do you agree or disagree that the				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collesdene	Considering the wider Portobello area (out with the immediate area of Brunstare Road and the Collectione		During the trial have you walked, wheeled or cycled During the trial have you walked, wheeled or cycled	Would you like the trial to be made permanent in it	
Image: Section of the section of th	Are you responding as an individual or on behalf of an	changes have been been ficial during the trial? - To what To extent do you agree or disagree that the changes have cho	a what extent do you agree or disagree that the tanges have been beneficial during the trial? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the sumounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or disagree that the changes have had a positive impact on the environment? changes have had a positive impact on the environment?	During the trial have you walked, wheeled or cycled	Current form? - Please provide any further comment Would you like the trial to be made permanent in its the box below including any modifications you feel	s in Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
Image: Section of the section of t	oreastastion? - Reseanding as	been banaficial durins the trial? wr	vite any conversity in the box below.	sues tuffic number: within your street?	box below.			-states have had as instant on the evolutioned? - Place with an community the last below.	dever? Plase with any contract is the law later.	current torner - made dermanent should be made.	carrietose
International International<							Many Niends who try to visit us find the changes initiating and cathing. The turn of them Million Rand and Million Transmissions any shapp have ito a narrow timet and if they miss that turning, they find it difficult to and chan to have to get come the beams. Signap is poor and may help a little for some but ownall the light of chains (a collectione Gradent May and instand using Million Tensors to go all the Million Road to the Avenue and Million Theoret the Avenues and Million Theoret to Avenues and Million Theoret to the Avenues Avenues and Million Theoret to the Avenues Avenues and Million Theoret to Avenues Avenues and Million Theoret to the Avenues Avenues Avenues and Million Theoret and Theoret Avenues and Million Theoret avenues Avenues Avenues Avenues and Million Theoret to Avenues Aven			of the photon based is the photon of the	SAG Antonio Balanto Balanto
Image: Section of the section of t		For and the second seco	tom what I have heard, there has not been a significant nough benefit to Braustane Read residents to warrant end scruption to all the ear by made. It supported the sill and still have strong wynapshy for residents of that weet but field the current told has increased traffic to my read and the choice of made to black of that been.		Many care continue to use Collinsdene Gardens as they try to find a wary up to Milko Road. There are still no signs on the Avenue to explain that the top of our Road is Closed to achieve still my to get up and have to turn tock		Collesdene Gurden: When you drive from the West side or from Auta, the first street you cons to is laruntane laced which is colled at the bridge, togic then say that you will be able to turn left at the next specing (Collesdene Gurden), However, you have cleast the Gardene. Nou then sepect to turn at the next specing the case to be a separated by the third meet, Miton Tence wherey are califorally turn it and Goable back to	No bands sum -interaction an using our Road. The cur- anyuar typing to find where roads but the changes have		been improved but the Arenae is poorly signed to a every day I see cars slowing down and trying to wor where they can edit the Arenae to get to Mittan Raz	nost out
Index Index< Index	ALS: YOUYOUR	Dication to	040	vendri nosee	DOWT MAT.	Stishey duaree	the streets to set up into the cardens.	uricely scales and the second s	NO N/A		
Image: second	ar w kolisiani	10 10 10 10 10 10 10 10 10 10 10 10 10 1	In the initial road strend to Buostane Road off the Stren Road. Buckets the type of our cased which mappe Collingdow Greeners is blocket, it means a longer drive field a one way strend to chain biots, the mark ackets the type of the chain biots, the mark ackets the strend to the st	Sections increase	We notice many more cars trying to get to the Million Read from Collinedness Annua and them having to do a U	Granular Alfrancia	It has made access to either Portabello ar up to the Mibao Raad much more efficial. Sup posts are very poor an effective to the type in the mass and have memory and have more appeared with the error, of the memory and have	boouw of the decision to door callindees General/Concern to Allin the fort general per caused data to sufficient access the realized access and general manues in call exercts the data based barlies are sufficient access and access the data barlies access and exercise concernds quarket from gate data caused and exercise concernds quarket from gate caused and exercise concernds quarket from gate caused and exercise concernds quarket from gate from gate caused and exercise concernds quarket from gate caused and exercise concernds quarket from gate from gate caused and exercise concernds quarket from gate caused and exercise concernds quarket from gate from gate caused and exercise concernds quarket from gate caused and exercise concernds quarket from gate from gate caused and exercise concernds quarket and exerc	beause of gentions (and, some task, and or cycle on encourse the solution of t	Excertain class for a discussion of the set	and y a ore di di to to to to to to to to
Image: second		cal ta	siming scheme, it is, in fact, exactly the opposite, and as lead to: frequent speeding in previously quiet,								
AndAnd An		See and a b Ros bb	econdy, it is important to state for the record what any people know to be true: that this llogical, il- dived, destructive scheme was only put to trial because local councillor is one of the recidents of Brunstane and and has used their influence to pash the thing much. When this retherais recordent the collection								
And And <td></td> <td>This plat the Bro</td> <td>hindly, it should also be clear that, whilst it may be leasant for the residents of Branstane Road to find emasters living in an effectively traffic free zone, runstane Road was, and remains, the only logical</td> <td></td> <td></td> <td></td> <td>The scheme appears to have led to increased frustration</td> <td>The scheme has led to longer journeys and more frequent speeding on our local roads, both have a decidedly</td> <td></td> <td>To summarise: the toheren is illigital, destructive, a counter-productive, it should not immediately and</td> <td>One would hope that the local council would reject any such schemes in the future. Any scheme that will have d considerable, negative local impact should be nijected the immediate). And scheme so clearly based on estively</td>		This plat the Bro	hindly, it should also be clear that, whilst it may be leasant for the residents of Branstane Road to find emasters living in an effectively traffic free zone, runstane Road was, and remains, the only logical				The scheme appears to have led to increased frustration	The scheme has led to longer journeys and more frequent speeding on our local roads, both have a decidedly		To summarise: the toheren is illigital, destructive, a counter-productive, it should not immediately and	One would hope that the local council would reject any such schemes in the future. Any scheme that will have d considerable, negative local impact should be nijected the immediate). And scheme so clearly based on estively
And And <td>As an individual</td> <td>Strongly disagree the</td> <td>rough road for access from Milton Road to Joppa Road, whed traffic to surrounding areas, mainly Portobello jah Graef / Grilliam Jauder Road and the Collectory</td> <td>Senifort increase</td> <td></td> <td>Stronely disagree</td> <td>and speeding amongst drivers in the entire local area.</td> <td>Stronely disarre negative insart on the environment.</td> <td>No iam not a driver, and use public transport.</td> <td>No recepted.</td> <td></td>	As an individual	Strongly disagree the	rough road for access from Milton Road to Joppa Road, whed traffic to surrounding areas, mainly Portobello jah Graef / Grilliam Jauder Road and the Collectory	Senifort increase		Stronely disagree	and speeding amongst drivers in the entire local area.	Stronely disarre negative insart on the environment.	No iam not a driver, and use public transport.	No recepted.	
And set of the s	As an individual	Strenativ disamme attr	ger arrively an many values would and the considering's and as a ration	Senifort increse	Traffic increased on Portobello High Street	Stronely disame		Strendy disame	10	No	aiready made before 'consultations'
Image: state in the state i		17 19 16 16 10 10 10 10 10 10 10 10 10 10 10 10 10	to closure of fournative Ref to through traffic has made to made a suffer and more convenient source between this/Perotestian and the university, it previously was persented and manner to imagine pare care, it is not a user non-that convects to NGX and above those manning to the university to suicid the Obja Ion				Validate have been diverted avery from quieter residential mmen, making opding and walking in these areas cafer and more equipyable. Respire vehicles to main mode which have significant consider, speed reduction measures and cycle lasen makes active travel along measures and cycle lasen makes active travel along	It will have encausingly many to got but many encloses an exposite in encloses in encloses and the soundard encloses and the encloses and the encloses and the encloses and the encloses and the encloses and the encloses and the encloses of encloses and the encloses and the encloses and the encloses		mparaet ansaing trans Nontana Mats Nontana Salah and ananana taka Taka Jana ang mata ang mata ang mata ang mata Ada Jana panta sa baragi ang mata ang m	including information for local businesses on the benefits of removing vehicle parking along highstreets and the increased spend associated with areas accessible to those d waiking and cycling. en.
Math			It is as approximately increased the solutions of tradition to provide the solution of the LSL is then it page and instability of the transmitted of the LSL is then it page and instability of the LSL is the solution of the LSL is the						A second		Gammar, should be consubiled on fully before any
Math	At in vieweue	All and a second s	TELEO WAL	Annon none	Sae na connecti above.	Stishey duaree	See comments adove	People still need to drive and because of this closure they	No advert time a monitorin of two bases.	N0	Try listening to the consultation and locals instead of
ADDEC Section	As an individual	Disarree		No chanee	I don't stay near the closure but have family who do and I know it has caused significant delays for normal travel	Stronely disaeree		are driving further or stuck in traffic with engines running. Strongly disarme Surely this is negative for the emission levels	N0	No	being comupt and implementing things because it suits local counsellors who live in the area.
Index New New New New New New New New New New New New New	der un kollsichen)	ame Ca Ioc Ioc Ioc Ioc Ioc Ioc Ioc Ioc Ioc Ioc	any remote that is taking integration any sign in diseases. Bener physical borning waves and pro- mesor. Speeding whiches on Seaview Croscent has arrowed but on the whole, the scheme is a big sprovement. Bruntane Road is infinitely more pleasant outo, and there has been a big discusse in aggressive risk.	Caroliferont Iomaaaa	Notionable increase in speeding traffic in Seaview Counters	A1794		Grandle seas	-		Moreeffective filters required as one-way ones are no and Maxwidsam trill artise through No Carto Lauringe
Appendix Appendix <th< td=""><td>är an individual</td><td>Diraanaa Ha</td><td>usuah them often</td><td>his charae</td><td></td><td>Neuros</td><td>More traffic on the main made</td><td>Nulther same nor distance.</td><td>Res Bott not harvess of the trial</td><td>I would like more opportunity to be able to use final Brunerous Broad</td><td></td></th<>	är an individual	Diraanaa Ha	usuah them often	his charae		Neuros	More traffic on the main made	Nulther same nor distance.	Res Bott not harvess of the trial	I would like more opportunity to be able to use final Brunerous Broad	
Appendix Appendix <th< td=""><td>As an individual</td><td>1</td><td>lot of extra time onto my daily journeys, I can indextand the benefits of the closure of isrunstane Road</td><td>Sluht Increase</td><td>There have been slightly more learner drivers on my</td><td>Geranely dicame</td><td>streets the traffic seems to have been routed to are less expensive and this seems very unfair.</td><td>The dates's some appropriate to obtain [1] may be mapping with comparison on invariants find, it causes a third or to set that some many.</td><td>Angulars i soudi hare sullat ar right to product y i No and do that a ta stark (other cost.</td><td>No Insulty hour at least some af the restrictions and site</td><td>1. happening and why.</td></th<>	As an individual	1	lot of extra time onto my daily journeys, I can indextand the benefits of the closure of isrunstane Road	Sluht Increase	There have been slightly more learner drivers on my	Geranely dicame	streets the traffic seems to have been routed to are less expensive and this seems very unfair.	The dates's some appropriate to obtain [1] may be mapping with comparison on invariants find, it causes a third or to set that some many.	Angulars i soudi hare sullat ar right to product y i No and do that a ta stark (other cost.	No Insulty hour at least some af the restrictions and site	1. happening and why.
Image: series of the series					There is less traffic as we are no longer a straight through road. However some of the traffic which comes along is					While the kine when the public distribution of the second	I think the council needs to thinks that thinks kind of measures are to take the way we look at trave, and a move away from the car. I don't the the big picture was emphasized enough before these changes were implemented. This made people immediately use them he as negative. I think they are not perfect, but a good start
And set of the s	AL IN INDUSTRI	i di the co co co	drive to the Milton Rd daily from Argyle Cres to access to junction to the HarryLauder Rd.On a regular courrence while driving to access the East Milton Rd I am onforched with cars and wans coming down the one way vatem the woora way.	contri deconaria	tenvenor oute lost.	Autre .		Ann	18		towards to don't is more pass from the co-
		10 10 10 10 10 10 10 10 10 10 10 10 10 1	The second secon				I walk doly in the streets around the collisiene area and				
Application Description Description <thdescription< th=""> <thdescription< th=""></thdescription<></thdescription<>	Ar an industrial	ing Mi Gronals disarran Ha Bri Line	socreypes axing for direction to how to access the Non Rd Sart as their cat nav has mided them to reartman Bd ad made the problem worke and not better. Reopen runstane rand as this is entremely frustrating and runstane rand as this is entremely frustrating and	Slaht invense		Stevently distance	nave noticed an increase of cars in particular in Daiketh Street "Morton St, and the collisidene. Briatene Blancin Branchellin har harvone more research	More cars driving that around the Dalkinth Morton St created dimension created in the control of	No.	No. Pour Bourrison Bit for rate one ways from Million Br	Notification and mail shot for all residents in a 5 mile redise
A solution Andream solution and solut	är an lavlad och	pro- formals disarran na	roblem elsewhere and it now affects considerably more arola	Carolinue Iomana		Crevenile distance.		Groute disease	lin,	No. Bernes all modifications	Yes - consult with all involved streets and do not pander to the wither of one streat like ortron inself. Biological
A province of the second secon	är an influident	Sta Mi Sta Stronger Groupely diseases Har	nee-cranger nave been nothing short of disastrous. Issuely inconveniencing the residents not only where en and documes have occurred but also having a huge agative impact on the residents out with the area where a risevens and disarctions are in name.	Carolineet Ionasaa	Due to the closure of ilmunstane Road in particular traffic unions has increased similficantly in mu stream	Stevenily distance	Rhadutely the polar opposite of a positive impact is my renations to the effort on the sider ass	Nuthing Haue experienced would support these changes Granedo-drawma Austra s notifies innova as the antinonwast	kn khr und ()	Aboulurary nort Three has been nothing positive to micidents, congretant or the environment as a result with not benefits as supported to the environment and the function	of Consult the wider community and then listen to their feasible/ and dira's just naw them listension
	As an individual	i hu Gronelu disarree aa	tave to drive twice as far to get to/from Milton road as which can't be apod for the eminormet	Genificant increase	I didn't see any measurements of car volumes being takes before the trial so what are you comparing volumes with?	Diaanse	The local streets are ket as been	Brinds duame Can are divide further to est where the read to as	n.	Prepare and genome (the second	eren of g Listens to the residents

1	[т		Considering *	the wider Portobello area (out with the	Considering the wider Portobello area (out with the			During the trial have you walked, wheeled or cycled more? During the trial have you walked, wheeled or cycled			
Are you responding as an individual or on behalf of an organization? - Responding as	To what extent do you agree or disagree that the changes have been beneficial during the trial? - To what extent do you agree or disagnee that the changes have been beneficial during the trial?	To what extent do you agree or disagree that the changes have been beenficial during the trial? - Please write 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 assue traffic numbers within your street?	During the trial how has the volume of traffic changed area), to what within your street? - Please write any comments in the trial has had a	g the wider Portsbello area (out with the area of Bruentaree Read and the Collectene hat extent do you agree or disagnee that the d a positive impact on the sumounding what extent do you arree or disagnee that	Couldering the wider Purtuhello area (out with the immediate area of Brunutane Road and the Colliesdene area), so what eastend as you agree or disagree that the width as had a pacifive impact on the surrounding streets? - Please write any comments in the box kellow.	To what extent do you agree or dicagree that the changes have had a positive inspact on the environment? - chanses have had an imoact on the environment?	To what extent do you agree or dicagree that the choose how hof a politice import on the environment?	- During the trial have you walked wheeled or control	Would you like the trial to be made permanent in its	Novid you like the trial to be made permanent in its arrest form? - Please provide any further comments in the box below including any modifications you feel should be made.	Do you have any suggestions on how future similar othermes chould be consulted and implemented? - any
organization? - Responding as	been beneficial during the trial?		esuee traffic numbers within your street?	box below. streets? - o w	what extent do you arree or distance that	streets? - Please write any comments in the box below.	- changes have had an impact on the environment?	- Please write any comments in the box below.	now? - Please write any comments in the box below.	Would you like the trial to be made permanent in its to current farm? - made permanent	hould be made.	eurrections
	1	I live in Portobello and my mum lived in Joppa. She has passed away and I am spending a significant amount of time at her house in the collesdener, as a driver and restructions.										
	1											
	1	The road closures are not helpful. People have to do a long loop to drive anywhere, causing more pollution in the streets in the area.										
	1											
	1	Brunstane Road should not be closed. It is not a private road, we all pay towards its maintenance. It should be one way.										
	1	The planters stopping access for emergency vehicles are dangerous.										
	1	when my man distantiation i shared as such insu-										1. Consult the public then actually take their views into
	1	and could hear it getting closer, then further away, then closer, then further away, as it navigated the planters and blocked roads.										consideration
	1	It is very concerning that those few minutes could make the difference to someone's life.										 Consult emergency services before implementing road closures. And take their view seriously.
	1	the difference to someone's life. I am also concerned about how these measures were put				Drivers in the nearby area are also not happy with the						 Be transparent about -why- these measures are put in place. What is the sim? What is the consultation process? How much heed do you legally have to pay to public
As an individual As an individual	Stronely disarree Dicarree	I am also concerned about how these measures were put through when the community made it very dear, through	Slaht increase No change	More traffic around the collesdenes streets Strongly disa	Laree	privers in the nearby and are also not happy with the measures	Stronely disaeme Stronely disaeme	Cars now have to drive further, causing more pollution	No No change.	No C	befinitely not made permanent, no.	How much need do you regary have to pay to public opinion?
As an individual	Disatree	is here built to mend with an elements being onto a series in some	Senificant increase	Strandy dear	10100		Stronely disseme	Traffic has just been moved elsewhere.	No	No		
		It has just taread other streets into out caus, lawrays are not. Hong with the derivation is place and a method of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street of the street street of the street of the street of the street street of the street of the street of the street street of the street of the street of the street street of the street of the street of the street street of the start.										
	1	in the Collesdenes. This road closure benefits only the people living on the road itself and nobody else. It is very										
	1	Antarrespue. The people of Portobello were curveyed and something like 88% of local people voted against Brunstane Road being closed. That is not democracy in									f the people living on Brunstane Road, would like to	
	1	practice - absolutely shocking! There have also been serious issues with emergency									It all people roug to its initiate had a work what is what with the standard state of the standard state of the p their vehicles, and double yellow lines could be along so th sides of the stand which would solve any issues with coustional blockage. Other than that, pentage the road could be made one way, pentage with speed bumps if the most of treffic to the lines.	I agree with consultation and democracy. The people of Portobelia were consulted, they voted overwhelmingly in support of keeping the road open and then their wiews were ignored. This idd not make for a happy community or increase anybody's trust in the council - which is a
	1	wehicles not being able to go up or down Brunstane Road and opening the road again might mean that lives are				Toul Robert Land Barry Advanced and a state at the second second sec			Econnet avoid using my car, much as I would with to. Closing this road will make no difference to how I need to		both sides of the road which would solve any issues with occasional blockages. Other than that, perhaps the road	support of keeping the road open and then their views were ignored. This did not make for a happy community
As an individual	Stronely disarree	read.	No charee	I live near Kings Road, Balleyfield is still a building site,	laree	them worse.	Stronely distance	created	No toxet,	No	peed of traffic is an issue.	shame.
Ar an individual Ar an individual	Strongly disperse		Claht invesse Casifirat invesse	I live near Kings Kood, Bailey field is still a building site, now the stupid no left turn has been introduced at sir lawnoi sucker. The smaller is reary Crossels clean Crossels clean	10746		Grouely Ground	People are having to drive further through neighbouring structs	No.	No.		Mixin the street one untri
an a constati		Pursballs has limited access because all the seatile and needs candul staffic management. Closing roads is not helpful and an alternative approach thould be considered, such as one way yotenew which weak allow greater leways and sizes staffic. The current approach creates driver frustration, in a systiat and whill it can enjoy wing bruststee road i recognise the frustration it is running.		Stready dinas						1		
	1	helpful and an alternative approach should be considered, such as one way systems which would allow greater	1			france allowed in the other states of the local states of the loca						
	1	driver frustration. I'm a cyclist and whilst I can enjoy using brunstane road I recognise the frustration it is	1	Portabello high street is much busier and more congested most of the time. Drivers seek short cuts and Argyle Creatent is used to drive to bindiace place to try to circumvent the pueses on the main road. Disasee		Some streets benefit hugely, such as brunstane road. Others suffer hugely, and there is no compromise. Why inn't one way traffic encouraged instead? At least that is		Traffic queueing at standstill creates greater exhaust	I cycle a lot and that hasn't changed. However, traffic		In alternative trial using one way system across the whole of partabello would help, one way up regent street and down bath street for instance	
As an individual As an individual	Dicarree Stronelly dicarree	custor	Sienificant increase No chanee			eositable	Diane Diane	emissions	I cycle a lot and that have't charged. However, traffic earners and driver frustration is ensure No	No No	and down bath street for instance	
	1			Increased traffic on main made. Quality delays, entry period cost as the most-rist much longer Causing eners publications all with entry of the cost of the sec- plication and an entry of the second second second paragine. Deriv nucleotend willy any public main cost as a cost and all staffs more all second second second microanesismo attemas. The owners of type properties on having to property. Assubativity infoldabus if they durin bio having to property, Assubativity infoldabus if they durin bio microanesismo is an assubativity and public main cost of having to property. Assubativity infoldabus if they durin bio microanesismo is an assubativity.								
	1	'	1	pollution to all other residents as the other routes are also congested and Causing inconvenience to other								
	1	'	1	people. Don't understand why one public road can be closed and all traffic moved somewhere else to incommission others. The owners of		Had a terrible impact on the area instead of driving S						
	1	'	1	brunstane Rd were aware that it is a public road when buying a property. Absolutely ridiculous if they don't like		Had a terrible impact on the area instead of driving S minutes to Portsbells now it takes at least 15 minutes. In also a very busy traffic. Cosing one road doesn't make those cars disappear they just drive in front os someone drive home:		The new route is much longer cars are on the road for extended period of time also on congested Road causing even more collution to the area			boolutely no it's not fair to all other people leaving in the area to prioritised few on one street at the cost of	
As an individual	Strenalis disarree	They increased consection on other streets One way from Mitton Rd on Renantane Rd would be a better way forward. Traffic removed from here is just displaced and will cause other issues. I am a regular user	No change		130190	else home.	Stronely distance	even more pollution to the area	No	No	thes	Trial of antiper that the party data is in the
ar en influidual	Strongly dimense	better way forward. Traffic removed from here is just displaced and will cause other issues. I am a regular user and don't assa any imput with a one-way restant.	Not Annuared	N/A Commuters are still finding their preferred route. Time will tell this is a bad idea. Listen to the users Disarree		I have put my case forward and feel there has been no attempt to trial it. It feels like the decision is already made	Group disame	år skow	NO NIA	No	574	Trial all options. I feel this is more driven by the residents than the road tax payers. We would all like traffic cased is our stream.
		and don't see any issues with a one way system. It's impossibly to get to my home from the Millson road. If it making a task to the station with my disabled son it time consuming to ravigate which way we can go new. Equally, task are delayed coming to my home because of										
	1	time consuming to navigate which way we can go now. Equally, tasis are delayed coming to my home because of the common		We didn't have a problem with traffic in the back streets								Yes! Don't touch what wasn't broken, no one I have
	1	Equally, task are delayed coming to my home because of the coad documen. It doesn't make sense and out a near was always quiet re taffer. It's way invariating and 'unar our coad a sound were we stary to be respend. It makes life difficult for staff and tasks to cocces my home: Collecting! disposing of the globalished cox. Also, if we are getting a task up to invariance anterior.		We didn't have a problem with traffic in the back traves ansund my home. Vice causals doi yhat a doen car over years when crossing the rand that leads to the back of my home, which is now inaccessible. These significant concerns because it changed the quality of our liver king here and affects time when to swill go and from the tration or when staff drive to my home. It also looks driveland		The area where there has been a significant improvement						Yes! Don't such what wan't bankm, no nen have topken with it hoppy about the charges. They have been I'll thought out and a strong arm measure which has had a negative impact of how is assets rule hone and move about the arms. Removal of the restrictions from this part of the arms. Period and the restrictions of how goods care & londers can't access unless making a delivery would whin.
	1	were we stay to be reopened. It makes life difficult for staff and tasks to access my home if collecting/ dropping		concerns because it changed the quality of our lives living here and affects time when traveling to and from the		The area where there has been a significant improvement has been at the main roundabout at the Harry Lauder road. The changes for cycled and moving the bus stop hack has really eased congestion and dangers which were roundate theirs for cyclics		I disagree for the above reasons. Also, aesthetically it has a negative impact on the area and it will dissuade people			Definitely not. The roads to the back of my property i wish reopened. The area of congestion on Brunstane road could easily be allowed by making it one way from St Millios church us to the Million road.	about the area. Removal of the restrictions from this part of the area. Putting weight restrictions so heavy goods
As an individual	Stronely disarree	off my distasted con. Also, if we are getting a tax up to Brunitane station.	No charee		130°00	back has reary eased congetion and dangers which were prevalent before for cyclists.	Stronely distance	a negative impact on the area and it will discusde people moving into the area.	No	No	cad could easily be alleved by making it one way from st Philos church up to the Milton road.	cans a romes can't access unless making a delivery would help
				When you close a timet there obviously be a reduction in traffic, you don't need a financia turvey to prove that. Form Mains Made and the only morane in mas a timet with sharkend function considering many sharken with the sharkend function of the sharken sharken. I sharken gift the traffic in the swarkencegh a read produminately downland by the old and offers with the sharken by the shark offers with the sharken by the sha								
	1			+ion Million kaad east the only entrance is into a street with shekered housing conveniently allowing the council to avoid confrontation with private								
	1	No longer able to shop in Portobello high street or Joppa without		house owners. Is diverting all the traffic in the area through a road								
	1	Unacceptable major diversion. It seems Edinburgh council prefer it's constituents to sneed their money and shop in East Lothian as it's easier		Is diverting all the traffic in the area through a road perdominately be doninated by the dol and infirm with hearing and sight problems. Editoughs answer to the one street with a Complaint which could be easily solved with a one way waters.							investore lined made one way down from Milton Road	
	1	without Usecopstable major diversion. It seems Galoburgh caused parker it's constituents to spend their memory and shap in Kart Lathian as it's easier to access. Emergency which access is severely resoluted to the area creating an avoidable delay in strending the theoremening		Complaint which could be easily solved with a one way system.				Why would moving traffic to another street have a positive improvement to the environment of the other	More traffic over a greater area makes walking and cycling on streets originally built for motofixed traffic		inunctane Road made one way down from Milton Road fast is such an obvious option one wonders why the council would go to such costly, inconvenient and awanted diversions that the majority of the residents	The preference of any changes to layout should be decided by the majority of the residents not councillors with ulterior motives, which are obvious, and not
är en indukteal	Grovalu sema	creating an avoidable delay in attending life threatening nonlinear	Cardfrort Invesse	Why is this not an option to massive disruption to a residential ways	768	There are no positive answer to moving the same amount of realize to other streams	Gronoshi usras	positive improvement to the environment of the other non-invite structs	cycling on streets originally built for motorised traffic Non-motorised traffic	Ma	anwanted diversions that the majority of the residents on an animit	with ulterior motives, which are obvious, and not democratic
	1	The demand is there, it the trial has caused the use of each law. The demand is there, it the trial has caused the use of each field, it extra time for the vast majority of Portabelia residents. Not helpful in so many ways, including environmental.										
	1	environmental.										
	1	A one way system (south to north) is all that is required to avoid traffic problems in the southern part of Brunstane Road.				So obvious. If traffic is displaced, it has to use another		Again, the obvious extra fuel burned by traveling the extra miler required by this closure. Has this been calculated?			icrap it all, except making lituratione Road one way.	Make sure that consultation is properly advised to every one who may be affected. Publish the unfiltered results.
As an individual	Stronely disarree	The massive amounts of extra fuel used during this trial is	No chanee	i live in a dead end street, so not applicable. Stronely dicae	Ladree	route, unless geople have their cars taken from them.	Stronely disaene	Was this been calculated?	No	No	South to North)	Publish the unfiltered results.
	1	A better approach than removing through-traffic from Brunstane Road would be to limit / methol it: The risim that damlared traffic has been									A better approach than removing through-traffic from investane Road would be to limit I control it. The claim that displaced traffic has been	
	1	A better approach than removing through-torffic from Rruntone Road would be to limit / control.r. The claim that diplaced traffic has been discouraged hom using the Collesdere area is not correct - all the diplaced traffic has usingly driven along the shorter multiplic cores through the Collesdere area in the displaced traffic has usingly driven along the	1								A better approach than removing through-traffic from investane Road would be to limit / control it. The daim that displaced traffic has been discouraged from using the Collingence area is not correct all the displaced traffic has simply driven along the	
As an individual	Disaree		No chanee	Neither arrest	ee nor disarree	I get the impression that traffic through Portabello has increased but don't know why -Portobello gets more and more popular, both in terms of people visiting and of increasing numbers of residents	Neither aanse nor disaaree		No Euse a 6-wheel walker. Any problems i have an estated to pavement surfaces rather than to the availability of pavements. Bump are usually due to unsatisfactory re- terior and the surfaces rate of the surface of th	No S	hortest available coute through the Collesdene area.	
As an individual	Neither arree nor disarree	My concern is that displaced traffic will over-load the Kirat's Road round about	No change	Not certain that my estimate of no change is correct as i no ioneer drive, so am less aware of traffic. Neither agree	ee oor disarree	more popular, both in terms of people visiting and of increasing numbers of residents.	Neither agree for disarree		poweren unders some var og til blattablig af powerent, kungs av ussky det o unskildstory re- instatement after service regain.	Don't know-filo coinion		
		Quality of life much better for residents of inunstane										
	1	Quality of life much better for residents of Brunstane road. The place is transformed. Could not be more different. No episodes of road-roap, booting and swearing by motorisch-had been happening almost daily before	1						Now that brunstane road is safe for children to cycle,			
		by inclusive data been supporting annual dary beave the trial. No damage to vehicles - had been happening weekly before the trial. Reduced pollution. Safe for runfats and children. A much hancies along	Constitute descent	1			Council a series	More people cycling/ walking into portabella rather than taking the car. More people using brunstane road as a series are series.	have cycled much more. Traffic control measures have encouraged me to walk or cycle into portabello more, where the trained that or cycle into portabello more,			
	ATTAC ATTAC	All people are doing is wasting fuel and polluting the air		Granutic series		Ain similinant increases in traffic Ain execution increases It's making the streets that are open busier and more of a	LEVEL	You are driving further so that's never good for the				I think the whole scheme is ridiculous and a waste of
As a private business As an individual	Stronaly disarree Stronaly disarree	driving round and round to get to the street that's open.	Not Answered No change	Stronelv dicae Stronelv dicae	Latree	hazard to pedectrians	Stronely disatree Stronely disatree	environment	No No	No No		money they say they don't have.
	1	I no longer live in a 'war zone'. No one swearing at me, no one sounding their horns and no damage to my car.	1			It has pushed the articulated lowies, cars using Brunstane						
	1	My daughters asthma has improved and hopefully on	1			Road as a short cut and cars driving over the 20 mile an hour limit to use the Harry Lauder Road or Portobello by		Life expecially in the summer felt so much better without the stress and people calling each other names because there was no passing places or even fighting with each				
	1	going	1	Of course there are still vans, not articulate lomies and these are people that are working on properties in the		It has pushed the articulated lorvies, cars using Brunstane Road as a bater cut and cars driving over the 20 mile an bour limit to use the kinny Luader Moad or Fondbello by pass. Harry Luader Road I thought was bails for articulated limits and people that warned to go further than 20 miles as hour. As for those using it as a short		there was no passing places or even fighting with each other. The flowers in the front earders are the best I have seen	I waiked my dag and it was even not only the neuron ord	l l	think it has worked for the whole area and her mark life	I do not have enough knowledge outside my new weath
As an individual	Stronaly aame	by have always had	Sanificant decrease	street, with no damage to residents cars. Strongly agree	C00	they are a lot of wider roads that take them to the beach	Stronaly same	without the fumer.	Teocher und gann a son ginna, san anny san years ann Teocher ann ann ann ann ann ann ann ann ann an	Nas. a	reg.	make any suggestion. But it has worked for this area.
	1	There are now speeding care, vans and trucks on collesdene drive. Not only it it bury at peak times, delivery webicles - including opending takeway drivers, make this now a dangerous street for children at al times during the day we to she	1									
	1	including speeding takezway drivers, make this now a dangerous street for children at all times during the day	1									
	1	and right. There have been no measures to monitor affect on. Collesdene drive whatsoever.	1									
	1	The traffic has increased substantially on this road and it is now so dangerous that it's not safe for children to cross	1									
	1	degrees a tree for children at all ions during the day and right. There have been an ensures to mention affect on. The set have been as the set of the set of the set be marked and the set of the set of the set of the set in our to degree the set of the set of the defen to creat the read table. Inputs that been subtantiably and put loss and approximation of the set of the set of the defen to creat the read table. Inputs that been subtantiably and put loss and approximation of the set of the set of the defen to creat the set of the set of the set of the set of the defen to read the set of the set of the set of the set of the set of the set of the mark is noting table of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the s	1	Delivery drivers and loading lorries use it as a short cut to Milton road. Day trin fra walkers norking on street		There is no take way for children to walk from collectores to school or is to portobelic. With both streets collesidence avenue and collesidence drive now being too desperous with speeding cars trying to short out. There are no lights or speed bumps to make it safe. With symbol have manufactored			Richard Probability of the stress show servers N			
	1	openning, oversized venicles using it - loading lonfes and delivery vans using this as a short cut. There is nothing slowing drivers down, and many www.	1	Milton road. Gay trip dog walkens parking on street. Drivers opendug op and down the hill at all times through day and night make it unsafe.		summers contestene avenue and collesdene drive now being too dangerous with speeding cars trying to short cut. There are no lights or speed burnos to make > +4+		More people are speeding - more CO2, less kids walking or using bikes in the collesdenes as it's an unsafe place to	"Wheeled" what does that mean? My dailann used so waik to their threads but since the closure i wall as longer in it them do the journey alone. It's	l l	to through traffic in the collesdenes at all. Barriers at the end of each residential road. Investme reases to connect to the bugass.	
As an individual	Disaree	road rasing / accidents on the road itself.	Similiant increase	Telesaway drivers speeding though the night. Strongly disar	130740	Kid safety has been overlooked	Disarre	walk.	No too denerrous.			In person door to door. A meeting in local centre.
	1	1	1								The changes made in the trial have made a huge reprovement and i strongly support making them semanent. I find the local streets much improved for walking, cycling and the traffic reduction makes for far painter streets.	
	1	'	1	There has been a very large reduction in traffic on my							walking, cycling and the traffic reduction makes for far quieter streets.	
	1	'	1	One observation is that a significant number of vehicles attempt to drive up Brunstane Road as if it is still fully							Die observation is that a significant number of vehicles attempt to drive up Brunstane Road as if it is still fully	
	1	1	1	open and then turn back round at the road closure. Some of these drivers attempt to drive at very high speeds,							open and then turn back round at the road closure. Some of these drivers attempt to drive at very high speeds,	
	1	As a resident of Brunstane Road I have seen a huge improvement in the level and type of traffic on Privation	1	especiany when they realise they have lost time in attempting to drive up a closed road. I feel increased signage at the entrance to Brunstane Road may help.							specary when they realise they have lost time in strengting to drive up a closed road. I feel increased signage at the entrance to Brunstane Road may helm	I'm very tappy with the way the scheme was consulted and implemented. My only negative comment is that I wish it could have been done earlier. A sustained effort of
	1	As a resident of Brunstane Road I have seen a huge imposement in the level and type of traffic on Brunstane Baud. Traffic lovel have dropped praying and there are very free brage lorses. This fast areauthed in much leve noise which was expediently and for lorse driving up dimensioner. Rand, which causes vibration of the whole building. I prefers to cycle a well for transport and the quieter stores and cycle friendly platerum make this a bot cafer materies. Previous I lead that our cases to the latter	1	Perhaps even narrowing the entrance to Brunstane Road at the Northern entrance with further planters would							Perhaps even narrowing the entrance to Brunstane Road at the Northern entrance with further planters would	I'm very happy with the way the clothen was consulted and implementaria, by only negative comment is that i with it could have been done earlier. A sustained effort of mandation, encould have been done earlier. A sustained residence was inspired to get this far. Also, now that the trit has been running for same sites of think it could have gone even further in limiting traffic volumes although japprovists there readed to be a balance between level of change and perceived impact to in an around
	1	which was especially bad for lonries driving up Brunstane Road, which causes vibration of the whole building. I prefer to cycle or walk for transport and the winter	1	reintorce the mescage. Additionally, it appears there is a viable route from Brunstane Road to Milton Road such that a significant		It is my experience that there is generally lower traffic in the area. The streets feel safer for cycling and writing 1		The decreased staffic volume and near-elimination of lomies and larger whicles has resulted in much less chaking fumes and paise. I see many more revola outline	I choose to cycle more (as copposed to driving) because I now feel safe on my local torset. It also see many more people-cycling in the arm, and choicing cyclicat market deliveries using cargo bias. The cycle-freedry justers on insurantse feader enables and connection between the		wintorce the message. Additionally, it appears there is a viable route from investane Road to Milton Road such that a viewife-see	Weap, now that the trial has been running for some time I think it could have gone even further in limiting traffic volumes although Lappreciate there needs to here
	1	street and cycle-friendly planters make this a far safer experience. Previously I had many close-passes, tailgating	1	The fact lace way type indicate is in the encounter of the sector same of reference memory to be considered and the sector same of encounter of the sector share and the sector same and the sector share and the sector same research and the sector share and the sector same research and the sector share and the sector same research and the sector same and the sector research and the sector research and the sector research and the sector rese		It is my superience that there is generally lower traffic in the area. The streets feel rafer for cycling and waking i are many more people using the streets to cycle between the innocest Cycle path and Portobello. There are far		The decreased traffic volume and near-elimination of lonies and larger vehicles has resulted in much less choking furnes and noise. I see many more people cycling in the area, including delivery cycles. I choose to cycle more pas opposed to driving) because I now feel safer on worken ensures.	deliver sprage is too and a subscription of the second sec		painter centre. The advectored to the a significant number of website temperts to site a significant number of a site state throw and the site has been used in the site as a site mapscalar paint they realise site yields to be the site mapscalar paint they realise site yields to be the site mapscalar paint they realise site yields to be the site of the site of the site of the site of the site website site of the site of the site of the site of the site of the site of the site of the site of the site whether site of the site of the site of the site of the beam of the site of the site of the site of the beam of the site of the site of the site of the beam of the site of the site of the site of the beam of the site of t	balance between level of change and perceived impact to gain approval.
As an individual	Strongly arme	and appreciate drivers while coding on Brunstane Road	Senifort drovate	ubela. Bitranety array		lever lonies driving on the streets.	Stronely aeree	my local streets.	Nex Insocent cude cath and Fortabello.	lis i	wip	I'm very cleased and erateful we have these changes.

	To what extent do you agree or disagree that the				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collesdene	Considering the wider Portobello area (out with the immediate area of insuntane Road and the Collectene area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding			During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled more?		Would you like the trial to be made permanent in its	
Are you responding as an individual or on behalf of an	To what extent do you agree or disagree that the changes have been been ficial during the trial? - To wha extent do you agree or disagree that the changes have	at To what extent do you agree or disagree that the changes have been beneficial during the tria? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or dicagree that the changes have had a positive 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?	Would you like the trial to be made permanent in its	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	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
organization? - Responding as	been beneficial during the trial?	write any comments in the box below.	sause traffic numbers within your street?	bos below.	ctreets? - a what extent do you arree or dicarree that	streets? - Please write any comments in the box below.	- changes have had an impact on the environment?	 Please write any comments in the box below. 	more?	 Please write any comments in the box below. 	current farm? - made aermanent	The bias balan including any modification ryue fail advandate anada. A mate-failed and ratio within spherophysical INCRT for a factor of the state of the state of the state of the discretionality may be a strate. Capacity and the shoeth and would call discluding the majority to the method of the mission (i) in your any log discluding and a work with the instruction of a discretion of the manaer. In the manacritics is discrete and the manaer in the manacritics is discrete and the manaer. In the manacritics is discrete and discrete strate of the main of the mana for manaer. In the manacritics is discrete and the discrete strate of themsili.	surrections
					1							EMERGENCY and COUNCE, whiches controlled electronically may be the answer. Expensive to set up	
				As our street, Collesdene Crescent, is closed off at the inortion with Million Read Cast we have seen a his from in	1	Brunztane Road has been a major route into Fontobillo from the south and back for over 300 years. Its closure has meast vehicle using longer route (1.8 mile) summoding lopps or cutting through our areas. If I level in Fontobillo i would be concerned at the longer time an imbulance would take to reach me to i would any the						though and would still disadvantage the majority to the basefit of the minority. If you are to be to discourses or	
				traffic volume. However, the remaining traffic is tending	1	has meant vehicles using longer routes (1.8 miles)						use surely the introduction of no on-street (and on-	
		valumes and speed resulting from the changes than those		As our street, Collectione Creation, is closed off at the junction with Miton Road Sast we have seen a big drop in traffic volume. However, the remaining straffic is tending to speed, in some cases well over the 20mph limit, presumably to make up for the longer journey distance/time used by the temporary closure of howeverse first.	1	is Portobello I would be concerned at the longer time an						pavement) parcing overnight by, ray, Joan would be the answer. In the meantime a charge could be made for	Consultation process has been good but decisions should
As an individual	Stronely disarree	Far more residents have found an increase in traffic volumes and speed resulting from the changes than those beneficing. The proposed permanent changes are therefore inherently undersocratic and unfair.	Significant decrease	distance/time used by the temporary closure of Investance Road.	Stronely disarree	ambulance would take to reach me so I would say the trial has a negative impact.	Strongly disagree	Longer vehicle journey distances/times must relate to prester pollution on the environment.	No		No	overnight parking which could go towards the cost of the abovementioned schemels1.	Consultation process has been good but decisions should be based on majority views. Perhaps trial schemes should be limited to one year
					[
		It is now a ridicalized journey from our house at the Brussmen Rate end of Apple Creamits and from the Mithon Road. The analysis to part 14 Adm of the Adm of a the read-is now a journey of 22 minin. This is some called the second second of 22 minin. This is some a distribution of the Adm of Adm of Adm of Adm of Adm Adm of Adm of Adm of Adm of Adm of Adm of Adm of Adm Adm of Adm of Adm of Adm of Adm of Adm of Adm of Adm Calledow Amena and Odva Adm of Adm of Adm of Adm Calledow Amena and Odva Adm of Adm of Adm of Adm Calledow Amena and Odva Adm of Adm of Adm of Adm Calledow Amena and Odva Adm of Adm of Adm of Adm Calledow Amena and Odva Adm of Adm of Adm of Adm Calledow Amena and Odva Adm of Adm of Adm of Adm Calledow Amena and Odva Adm of Adm of Adm of Adm Adm of Adm of Adm of Adm of Adm of Adm of Adm Adm of Ad			1								
		Milton Road. For example to get to Anda and back - just			1								
		up the road - is now a journey of 2.2 miles. This is clearly a waste of petrol and adds to global warming! The			1								I think it's disersorful that despite about 80% of people
		Collesdene area must be suffering from excess traffic too.			1								surveyed the last time saying no to dosing ilrunstane
		way down from Milton Road and the reverse journey via			1								I think it's disgraceful that despite about \$00% of people surveyed the last time suping no to dissing firuntane finad the count tetally ignored this and dised it anyway? So I would say that if a survey this time produces a dimate result. which im an surve it will - the council should laten to the majority of people and reope et
		classified and the state of the			1								produces a unitar result-which I am sure it will - the council should listen to the majority of people and reope
		Why should the people who live in that closed part of Brunstane Road have what they want at the expense of		As I am in Argyle Crescent there is always traffic coming	1	It doesn't really affect the rest of Portobelia other than for these people getting through the Brunstane Collesdere system!		More fuel bring burned by traffic making longer journeys. Ambulances, delivery vans, bucket lorries etc have to travel further also burning more fuel		Always walk when I can but have to take the car			id As I've said before a one way system with Brunstane Roa
As an individual	Strongly disarree		No chanee	cast our house, whichever way it cost cest.	Neither arree nor disarree	Collesdene system/	Strately disattee	travel further also burning more fuell	No	sproetimes)	No	Absolutely notil it's a dama nuslancel	and Collectene Avenue would be the best solution.
		The changer may have been beneficial to the residents in			1								
		the streets where traffic calming has taken place but			1								
		traffic on Duddingston Park, which is a key route for			1								
		pupils walking to Portobello High School. Speeding traffic has long been a problem in Duddingston Park and the			1								Residents of areas impacted by changes in other streets need to be made aware of traffic consultations. There ar
		increase in traffic unfortunately means an increase in speeding vehicles. Residents in Duddingston Park should			1			The problem has just been moved from one area to the other so there has been no change to the environmental				Perhaps open up some of the currently closed streets in Collectere to traffic - could operate one way system to reduce traffic flow and chare the import across the area.	Residents of areas impacted by changes in other theets need to be made aware of traffic consultations. There ar loss of posters around the area about the electic car charging points in King's Road but no communications.
As an individual	Strongly disarree	The changes may have been beneficial to the residents in the strenet where strifts carring that taken place but there is taken an outdoording is not as in the values and torffs, no chading parts from the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the strength of the increase is torffs; confermants manages and screases in speeding whether, includents in the strength of the increase is torffs; confermants manages and screases in the strength of the strength of the strength of the and the base is measured to retrieve a descent environment.	Significant increase		Stronely disaeree	See comments above	Strately disattee	incast	Yes		No	reduce traffic flow and share the impact across the area.	about this consultation
		it is a nightmane trying to get into and out of portobello.			1	1		1		1		1	
		In rearry baser for godices at pask times and succes up- Rd has been doaed takes traffic longer to turning onto the A.L. driving through the collidences is just a joke most days with all the leaf we drivers, such a long way round instead of just driving up brunstane ed.		1	1	1				The ambient down broastang of only free ender		1	There was a consultation does before the same -
		days with all the leaf we drivers, such a long way round			1			Just making the collisione area busier which is much		Try walking down brunctane rd with Cars parked on the pavement, then try that on a bin day absolutely impossible to walk on asvement.		I think it would be an absolute disgrace if this rd is closed	There was a consultation done before the overall majorit wanted the of kept open. Try lixtenine to what people want.
As an individual As an individual	stronen disarree Stronelv disarree	instead of just driving up brunstane rd.	No chanee No chanee	t	stronev dicaree Dicaree	Brunstane Rd is the direct through rd to portobello.	Mronev Gisame Disaree	more residential.	Nes.	insociable to walk on assement.	No No	on a permanent basis.	Invisitening to what people want.
As an individual As an individual	Stronely disarree Generaly disarree		Silaht increase No chases		Stranely dicaree Niithar amee or dicaree	+	Disarree Naither sense nor disarree		No.		No.		
		A second s			[
		If you live on Brunstane road then the changes have been beneficial. If you live in the surrounding streets then you have been adversely effected.		1	1	1				1		1	
		nave been adversely effected.		1	1	1				1		1	
		I accept that there is a traffic problem in Brunstane road and something needs to be done to try and solve the problem.		1	1	1				1		1	
			1	1	1	1		1	1	1		1	
		However, this scheme only moves the problem on to other streets. It does not solve it.			1	1		1		1		1	
		other streets. It does not solve it. It has increased traffic in surrounding streets. It has		1	1	1				1		1	
		it has increased traffic in surrounding streets. It has increased pollution from traffic in those areas. It has	1	1	1	1		1	1	1		1	
		In the increased pollution from traffic in those areas. It has increased the speed of traffic in those areas resulting in an increase in the accident risk to pedeutrians and cyclists		1	1	1				1		1	
		I originally through and provide the			1	1		1		1		1	Any future similar scheme should be implemented as it
		though traffic in the Joppa triangle was the only way to		1	1	1				1		1	was avvives to the local residents. This scheme was changed without consultation. The original scheme
		solve the problem. However, as that seems too drastic for many why can Brunstane road not be one way only? At	1	1	1	1		1	1	1		1	included speed reducing measures on Collesidene Avenue which were never installed. Where was the openness and
		least that would decrease the volume of traffic which is displaced from Brunstane road. Traffic on Brunstone must			1	1		Motorists now have to drive further so more pollution		1		1	may shall withink scheme instance by implemented in its usis advised to the local redident. This is there was changed without consultation. The original scheme included togeth enducing measures on Califiednes Avenus which were never installed. Where was the openness and complement what it wants and consultation is just a sham
		would be halved. Congection would be decreased considerable and disputer between traffic		1	1	1		Motorists new have to drive humber to more possible occurs. Residents in neighbouring streets are subject to air pollution and increaged accident risk when walking or cycling. Traffic moves faster on surrounding streets than		1		1	implement what it wants and consutation is just a share. The overwhelming majority of residents voiced opposition to the scheme. This opposition, if the restrictions become permanent, will have been ignored.
	Connection of Connector	I originally thought and suggested that a complete ban on though truffic, is the logan transfe was the only way to solve the problem. Network, at the truesmits to deratific the many why can fluentate or cost not be one way only? At least that washed because the values of variant which is depleted trut fluentates are and Traffic which is depleted trut fluentates are and Traffic which is considerably and displates heaves much the truth truth washed appoint directions eliminate is addicion them would be interest in a contension in patients. The other model are would be interest in the contension in patients. The other model are would be interest in the other would be the other model are would be interest in the other model are would be interest in the other model are would be interest in the other model are other model are would be interest in the other model are other model are would be interest in the other model are other model are other and are other and would be interest in the other model are other and are other and would be interest in the other model are other and are other and would be interest and are other being are other and are other and would be interest and would be interest and would be an are other and are other and are other model are other and are	Cardifornia Incorrect			Traffic in Brighton place has increased and exacerbated an	formation of second	cycling. Traffic moves faster on surrounding streets than		1	N-	(m. m. m. f	restrictions become permanent, will have been ignored.
criter steale specify	stroney disarree	be sets of an increase in pollution. The scheme would stay	VENDORS INCOME	<u> </u>	0.02774	even a trans problem especially for buses.	MIDDRY CITATIVE	at did on wurstane road thereby increasing accident risk.	No		192	See answer 6 Please return this publicly maintained road to all of the	nears the impression is that operatization is just a sham.
		So the selfish residents of Brunstane Road basically now		1	1	1				1		Preservement this publicly maintained road to all of the community. We all pay for it. It should not be a private car park. Happy to have a one way system with parking suspended on one side. That would have a pointive impact on induced vehicle ownership amongst Branstane	
		So the certain readents or anunctane scad baccary now have a publicly maintained private road so that they can park their cars and live a quieter life whilst the rest of us set the disolated traffic.	1	You have this data from your traffic count equipment.	1	Glad I don't live in Milton Terr or Milton Drive. I'm sure these residents have a warm glowing feeling knowing that all is well for increase Road falls.		Don't get a sense of any reduction in vehicle ownership amongst Brunsteine Road residents. The walking and	1	I am and have been an avid cyclist for many years. I don't equate the dosure of Brunstane Road as having had any instact on my transport choices. Why would R ²		suspended on one side. That would have a positive impact on reduced which ownership amonent Record and	Hows about actually listening to the majority view which voted against this ludicross situation. Don't we live in a democracy any more?
As an individual	Stronely disarree	est the displaced traffic.	Slaht increase	Will you share it glease.	Stranely disarree	all is well for itrustane itead folks.	Stronely disaettee	wheeling message is clearly not reaching there.	No	impact on my transport choices. Why would it?	No		democracy any more?
		1		1	1	1				1		1	The discurs of Neutrane Road has been a long and challenging project. Since the first attempts about 20 years age, much more its lower about the benefits of a energie, outdior activity, clearate change, and how policion effects the lungs of children and adults. isopating the ERD will be made permanent, the long traugisto to dees insumente Road could provide an exemptar for residents living is unhealthy rat run roads.
		1		1	1	1				1		1	challenging project. Since the first attempts about 20 years ago, much more is known about the benefits of
		are a resident of Brunstane Breat living at theth	1	1	1	1		1	1	1	1	1	exercise, outdoor activity, climate change, and how pollution effects the lungs of children and white
		(narrow) end of the road. The road has become less	1	1	1	1		1	1		1	1	Hopefully the CTRO will be made permanent, the long
		wheelchairs and children in buggies. Child safety is a	1	1	1	Traffic appears to have been displaced to wider roads as		1	1	bikes much more, because we feel much rafer in the	1	1	exemplar for residents living in unhealthy rat run roads.
		I am a resident of Branntane Rand, living at the couth (sarrow) and of the road. The road has become less politiced with improved attept for classified who require wheelchairs and children in baggine. Child safety is a critical concern as there are name young todates / children new living in the south and of the street.		1	1	Traffic appears to have been displaced to wider roads as planned, ioppa Road and Milton Road which are better wated for two way traffic. However, desplat the displacement, they do not appear to be badly impacted, most times of the day they remain traffic light.				Both myself and family members have started to use our bikes much more, because we feel much taffer in the street. Note to the clear it was nerve-wardolig trying to mout the bike and jump on between corr pussible, it was too dangerous to cycle ug/down the rad as cars tended on to to top to below you to pars and would often attempt to overstake in dangerously narrow space.		A more visible, better angled sign at the Milton Road end of the road to warn drivers about the road being closed. Drivers have often started to turn into the road before they've seen the sign.	Suggest other groups could try to enlist the support of a acidemic partner, perhaps a student studying environment / staffic management / behaviour change. This arrangement would beneft boot parties as changes to road staffic is complicated as the right to good health is challenged by the right to own a star and drive throago misikential areas which were never designed for two way how to rolfs.
		A major benefit has been the swift reduction of anery			1	displacement, they do not appear to be badly impacted, most times of the day they remain traffic lieht.		There are reports from neighbours of improvement in respiratory conditions such as authma. This is a critical		too dangerous to cycle ug/down the road as cars tended not to stop to allow you to pass and would often attempt		of the road to warn drivers about the road being closed. Drivers have often started to turn into the road before	academic partner, perhaps a student studying environment / traffic management / behaviour change.
		A major benefit has been the suift reduction of angry drivers shouring when they get stuck, often getting out their cars, arguing with others.			1			public health issue and is vital in the CEC's ambition to		to overtake in dangerously narrow space.		they've seen the sign.	This arrangement would benefit both parties as changes
					1	Anecdotally, many people who were against the dosare have realised that it takes no longer to access the bypass via logga Road / Milton Road, in fact appears quicker as worden't we track in factoremone Road.		There are reports from neighbours of improvement in respiratory conditions such as asthma. This is a critical public health issue and is vital in the GSC ambition to reduce enhibitions and improve the quality of the air we breather. The reduction in traffic improves the		I have also walked considerably more, it far more		The solie reason given to open the road relates to apparent inconvenience - I am not aware of any other and/ir reasons no once the road. Marke the overlanes ware rother than cluster extraction Why should certain roads be closed because councillors.	is challenged by the right to own a car and drive through
är en influident	Georgely serves	It has been a joy to see so many cyclists cycling on soute to und from the innormal building / Emmanufe	Cardfront Asreasa	Nost of the traffic now appears to be residents / delivery unce / fine unificing services	Kalifur same or disame	via Joppa Road / Milton Road, in fact appears quicker as unu-dou't eat shork in Browstone Erned	Grounds annue	environment and therefore quality of life in so many nemeric	New	pleasant chatting to neighbours without the constant noise of smaller	Kar	apparent inconvenience - I am not aware of any other valid reason to open the road	residential areas which were never designed for two way beaus traffic
är en influiduel	Connaily distances		Olahit Invesna		Stevenik distana		Gronely America		hin		his	Misia the mediane use rather than ringing entirely Why should certain roads be closed because councillors	
		I now have to drive further to get to portabella which I		Brunstane Road closures don't affect my street but the closure of Stanley Street affects me. It takes me twice as from the once monthly file.	1			If I have to drive longer and wait in queues then surely that is bad for the environment				Why should certain roads be closed because councillors stay there. I pay road tas for my car so why do the council think they can close roads therefore denying me use of roads I can for	Stop closing roads abalish bus lanes let people drive on roads they pay for
As an individual	Stronally disaaree	feel is bad fir the environment These changes are having a significant impact on the volume of traffic on M iton drive and Milton terrace -	No chanee	lane to access apricabello	Stronaly dicaaree	it makes other roads busier knock on effect	Stronely dissense	that is bad for the environment	No		No	roads I pay for	roads they pay for
		volume of traffic on Milton drive and Milton terrace-			1								
As an individual	Dicastee	both have increased significantly which must be upsetting for the residents on these streets.	Sight decrease		Neither agree nor disagree		Neither aanse nor disaaree		No		Don't know/No coinion		
As an individual	Stronally disaaree	Agree that Bountaine Bd thould be closed at bridge. Don't agree with all the other restrictions. Specifically the one way implementation of Million Dr. Abster rubicion would be to make Seaview Createst only accessible to local traffic. Add correance, which could cover the cast with fixes for users not local.	Sanificant increase		Stronely dicaeree		Stronely dissense		Tes	But this had not been because of the road closurel	No		
		agree with all the other restrictions. Specifically the one way implemented on Milton Dr. A better solution would			1			While the traffic congection on Brunstane Rd will decrease pollution. Cars stopping and starting on Milton					
		be to make Seaview Crescent only accessible to local traffic Add company, which could may the met with											
As an individual	Neither aanse nor disaanse	fines for users not local.	Significant increase					Drive and Milton Terrace and longer distance will counter					
At an individual	STORY ARE			Traffic has increased, and exect faster	Stronaly disaaree		Dicarre	While the traffic congestion on Brunstane Rd will decrease pollution, Cars stopping and starting on Milton Drive and Milton Tenzor and ionger distance will counter the docrease. Forcing traffic to Eastfield may reduce pollution	No		No	As indicated earlier do not allow through traffic in the area	Charat he road restrictions multiple times through the tri
			Sanificant decrease	Toffic has increased, and epes faster	Stranelv dicaeree Stranelv aeree		Disarre Stronely anne	Drive and Milton Terrace and longer distance will counter the decrease. Forcing traffic to Eastfield may reduce pollution	No Den't know		No. Tes	As indicated earlier do not allow through traffic in the area	Chane he road restrictions multiple times through the tri
		What you have done is to simply divert the same traffic	Similicant decrease	Traffic has increased, and exes faster	Stronalv dicarree Stronalv arree		Dicarree Bronely aeree	Drive and Milton Tennae and longer distance will counter the decrease. Forcing traffic to Santfield may reduce pollution.	No Den't know		No Tes	As indicated earlier do not allow through traffic in the areas	Onare he road restrictions multiple times through the tri
		What you have done is to simply divert the same traffic further down Milton Read East to have it drive all the way back along Collectore Avenue, to get onto Fortobello	Genificant decrease	Toffic has increased, and even faster	Stronally dicaree Stronally area		Dicarroe Brook aane	Dries and Million Ternzo and longer distance will counter the decrease. Forcing traffic to Santheid may reduce outlusten	NG Cert know		No Tes	As indicated earlier do not aliese through traffic in the area	Chare he read restrictions enabled times through the tri
		What you have done is to simply divert the same traffic further down Mitton Raad Sant to have it drive all the way back along Collesciene Avenue, to get onto Portobelio High 2. Angle Creater, Burnton road etc. and bayond causing thousands of toos of entra COL to be generat	Sandfaart decrease	Toffic has increased, and even bater	Stransh dicaree Stransh arve		Disame Bronely anne	Drive and Miko Tenza and longer distance will causer the decreans. Facing traffic to Camfield may reduce adjusten	No Ben't livea		No	As indicated earlier do not allow through traffic in the area	Chane he read rectrictions multiple times through the tri
		What you have done is to simply down the same traffic further down Mittoe Raaf Cast to have it drive all the awy back single classifier and the same part enter Fornobalio wigh 0.4 Ragin Constant, Baunaton road etc. and Reyout cassing thousands of name of entry CO2 to be pumped atter the atmosphere is normally have to go to Mitton Ri, when TU inters same the measurements on the same same time to the same same the measurements on the same same same same same the measurements on the same same same same same same the measurements on the same same same same same same same same same same same	SantiGart decrase	Toffic has increased, and even tuber	Stooth doarne Growth arre	<u> </u>	Disante Groefvane	Dive and Miton Tenza and longer distance will cauter the decrease. Forcing traffic to Earthein may reduce adjustes	No Dari Inov		No. 96	A indicated earlier do not alize through traffic in the area	Orane he read restrictions multiple sines: through the tri
		What you have done it to simply divert the same traffic factor draw Mitten listed fast to have it drive all the way back along Calibones Awanus, to get onto Forsbolio Agin St. Angle Consoner, Borntector and etc. and beyond causing thousands of tons of extra CCD to be perroped into the attractores in normal plaves to go to Mitta Mit, about 20 times aware, thereas straveling to and from my house sho to all will cat may no entra gallon of prioris	Senifort dereas	Infit has increased and some bener	Goody disaree Blooky area		Disance Strandy anye	Dela and Mikon Tenza a di Gagin di discon vil courre riu doroza f. socio grafici o Darifol my redue advizon	to Cont how		NJ Ten	As indicated earlier do not allow through traffic in the and	Onaw he read exciticions multiple times through the tri
		What you have done is to simply divert the same traffic farther down Million Back Fart to have it drives ill he way have a long Collection Annues, to get one in Probabile high R. Angele Chester, Bannette To and the source locating thousands of source of an COC to be purped locating thousands will consol of an COC to be purped locating thousands will consol of an COC to be purped locating thousands will consol of an COC to be purped locating thousands will consol of an COC to be purped with Coc	Senificit derma	Infit has becomed and new better	Garané dianee Distante area		Grane Grane Angel	Date and Mikon Tenza a di langi mdance wil cavore en deronas. Faccing triffe to Datified may reduce advites	to Derition		No. Ten	As indicated earlier do net allow through onthis in the anso	Cana be read writefolion multiple time, throady the ri
		What you have done is to simply down the same traffic factor down Mittan Haaf Tari to have it down all the mathematical and the same that the same traffic hards of the same transmission of the same transmission reality it. A right characteristic constraints was been to assist the annual constraint have a same transmission with the same transmission of the same transmission of period wavel, contrain periods more instraints and wave more and annual the same transmission of an other more and annual periods and annual the same transmission more and annual periods and annual the same transmission of mathematical periods and annual the same transmission of mathematical periods and annual the same transmission of mathematical periods and annual the same transmission of mathematical periods and annual the same transmission of mathematical periods and annual transmission of mathematical	Sentionet devena	boffe ha increased and new beer	Canada dicareae Uniculto paree		балия блана ани	Date and Khao, Tenza a si langi didassa vil cauter mi documi. Accorgitati ca Cantol any relaci defensio	No Cert hour		52 19	an industri ante di se al alcu tonach soft in the ana	Quar le rad web/dan wulfde time through the h
		What you have door is to simply down the same traffic faster draw Millan Add Sart to have it down if how and a long of solution and and the solution and the soluti	Senter derner	Infinite increase of ear beer	tonak dane		juan Jaro 200	Data and Khan Tama and Langer Ratasawill cover modernas. Facing trift to barthef may relate advices	Na Deri Inte		49 58	an indicated watching in the above fits and the fits of the anso	
		What you have do us to droph down the same torth: factor droph Mills is dial fact to the same if do all free will be a straight of the same if the same is the same line of the same is the same is the same is the same same is the same is the same is the same is the same will be a dial for same is same is the same is the same will be a dial for same is the same is the same is the same is the same is the same is the same is the same same is the same is the same is the same is the same time is the same is the same is the same is the same time is the same is the same is the same is the same time is the same is the same is the same is the same time is the same is the	Senfort dornes	before access and east beer	Doobé doara		Dana Singh ang	Data and Khan Yana and Yangin Batawa Madaman Kanging Khata kathal nay vaka and Khat	9 Set has		5) 19		Const for read metrodism multiple stress from the ord
		When the same dataset is its strength of the same transfer and the same dataset datasets in the same of the same datasets and has also along callindershave, have used to the same like all same datasets and the same datasets and the same same datasets and the same datasets and the same datasets and the same same datasets and the same datasets and the same datasets and the same datasets and the same same datasets and the same datasets and the same datasets and the same same datasets and the same datasets and the same datasets and the same datasets and the same datasets and the same same datasets and the same datasets and the same datasets and the same datasets and the same datasets and the same same datasets and the same datasets and the same same datasets and the same datasets and the datasets have datasets and the same datasets and the same have been and the same have datasets and the same have been and the same have datasets and the same have been and the same have been and the same have been and the same have been and the same have datasets and the same have been and the same have been and the same have datasets and the same have been and the same have been and the same have datasets and the same have been and the same have been and the same have datasets and the same have been and the same have been and the same have datasets and the same have been and the same have been and the same have datasets and the same have been and the same have been and the same have datasets and the same have been and the same have been and the same have datasets and the same have been and the same have	Sendor dones	the first investigation of the first second s	Innah dara		juan kana kan	Date and Hank France and Lange Retrok-Wittener And Consequently to both the expension where the second se	8 Sel Nez		56 26	A subside active its or disarchisest suffs is to any	jourg to real and calcular making rays, thread the of
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		We can share the second spin of the spin of the spin of the second spin of the sp	Sandar de vez		Invade darm	The solid contrasts by no loss of solid contrasts to the loss	para kara para	Date and the first and large datases all name that the foreign with the balance of the second particle of the second second second second second second particle of the second se	5 Sel Nez		ni Ja	A subside active its or disarchisest suffice to a con-	
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te se velate se	Territy States	mediates all Collection Annus to scores the residences from which were approximal to desire that the home. The current blanches has not an annushtuded the strift billing of the property of the SMH string billing which the billing of the string of the SMH string billing which the the string billing and the string of the SMH string billing which the the string billing br>billing billing bill billing billing billing billing billing bill bill billin	Senfort more Senfort more Notice		Sanda Anda	The shaft methods as of their descent and the fixed methods are for the descent and the fixed methods are for the shaft methods are as a fixed method. It is a fixed method with the bit methods are as a fixed method with the bit methods are as a fixed method.		omotos	9 Dar tay		9 9 9 9		Der bei mit eine sonder in sollte i bein Proven fürst
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	En what extent do you serve or descrees that the		1		Considering the wider Portobello area (out with the immediate area of Boundary Road and the Collections	Considering the wider Partobello area (our with the immediate area of Brunctare Road and the Collections area), to what estant do you agree or disagree that the visit has had a pooldwe impact on the surrounding streets? - Please write are comments in the box below.		1	During the trial have you walked, wheeled or cycled more? During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	Í
you responding as an individual or on behalf of an	To what extent do you agree or disagree that the changes have been beenficial during the trial? - 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	During the trial how has the volume of traffic changed within your street? - During the trial how would you zause traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the	area), to what extent do you agree or disagree that the	To what extent do you agree or dicagree that the	To what extent do you agree or disagnee that the changes have had a positive impact on the environment? - Heace write any comments in the box below.	- During the trial have you walked, wheeled or cycled	Would you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
anisation? - Responding as	been beneficial during the trial?	write any comments in the box below.	asses traffic numbers within your street?	bos below.	threat? - o what extent do you arree or disarree that	streets? - Please write are comments in the box below.	- charges have had an impact on the environment?	- Please write any comments in the box below.	nore? - Please write any comments in the bas below.	current form? - made permanent	should be made.	current of control of control of any
		Charge have been been been been auror and a trans- reason write are comments in the book below. I belowe we have created a large triangular car park I'm sure itrustane road could be made one way [into portable to a help local businesse] I think other residential areas have become more									1 1	1
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		The docume has had a very negative effect on staffic elevelven in Ponzbella. With Investme Road and Salleyfield Coscence tood and access through Calificated inhead, it has significantly increased the valume of traffic to the kight from twy to get out of pontholis, forcing traffic to quaves for the lights at the Kigs listed end of at than to thow living on Number Road who will have a real too long in Number Road who will have than to thow living on Number Road who will have a constraints the local of the second second to be of the real traffic to pontholes and office and the second sec				The closure has had a very negative effect on traffic elevantere in Portobello. With Brunstane Road and Balleyfield Crescent closed and access through Collisiene					1	1
		Ralleyfield Croccent closed and access through Collisdene limited, it has significantly increased the volume of traffic	<i>i</i>			Bailingfaid Creater doale and access through Colliades Intends, it has upfacturely increased the volume of traffic on the high Street trying to get out of portbable, forcing traffic to queue for the lights at the Kings Read end or at Brighton Rd junction. There is no discernible benefit other than to those living on Brunctane Read who will have a gaterer Street, while those in Colliadere must be cick of					1 1	1
		on the High Street trying to get out of portabelia, forcing traffic to queue for the lights at the Kines Road end or at				on the High Street trying to get out of portobello, forcing traffic to oursue for the lights at the Kings Road end or at					1	1
		Righton Rd junction. There is no discernible benefit other	e	to these second and the life front interior		Brighton Rd junction. There is no discernible benefit other		The shares have set by a farmer and but a			1	1
		quieter Street, while those in Collisdene must be sick of		As there are more cars on the High Street, it takes longer to get onto it from Figgate Street, especially during		quieter Street, while those in Collisdene must be sick of		The changes have not led to fewer cars, just more cars on the Hugh Street which is the main pedestrian area, so			1	1
a novoa	Strongs disarree	cars traine to find their way dut.	Landre opene	identaria school disport fintes.	dishey disarre	dry trans to ted their way out.	Service of Carlos	more proces are precised.	80	80		
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											1	was poor and unreadable at a distance. Clearly needed to be more consultation with emergency services and rake
											1	as many ambulances nearly collided with planters in an attempt to set through. Many locals also isnore one way
											1	elements of routes which in itself causes more danger.
											1	people actually walk and congregate more pedestrian and
		Only benefits those in brunstane or collesidene, simply pushes traffic into Milton Rd and High st		More traffic on Windsor place, joppa grove and terrace. More air pollution and longer queues on High St and							1	cycle trendy. If you need to dear with congection at brunstane it makes much more sense to make that one
s an individual s an individual	Stronely disarree	pushes toffic into Milton Rd and High st	Slaht increase No change	ériettos alace.	itronely disaeree itronely disaeree		Disaree Stronely disame		No No	No No		way. Taking a sledge hammer to crack a nut is not the best
											1	Taking a sledge hammer to crack a nut is not the best way, I believe the majority of people consulted disagreed
				The traffic on Serview Greacent and all around the Collectere area has significantly increased, making a hitherto pleasant area for strolling with grandchildren etc							1	samp is binger names to back a six is include back way. I believe the majority of people consulted diagreed with the idea of completely cosing the noaclicit think traffic calming measures should be introduced ; consider one way only, even consider making Brunstane Road a 10mph
an individual	Strongly disarray		Canifornet increase	hitherto pleasant area for strolling with grandchildren etc.	troub deseas	The traffic in and around Portabelia high street, Wrighton front and some much insimilizantic wome	Ormaly disama	More, longer, and often slower routes to simply get from a trip & and d	No.	No	The problem of Brunstane Road has now become a combine for a much wider area. This can't ha debt	way only; even consider making Brunstane Road a 10mph
												way day, yeen concern instance of billion a compen- tation. We should move quickly with the use of CIRIOs and we should engage on how the scheme will be understain to improve it, not on whether or not to doi: I. Consultations shouldn't be referred a. There will always be noisy opposition from those determined to maintain the
											1	improve it, not an whether or not to do it. Consultations
		It has made it much easier and safer for me to travel by									1	opposition from those determined to maintain the
		It has made it much easier and taffer for me to travel by bile to shopping destinations including Auda and the Kange, as well as accessing the National Cycle Network I don't have a car and am dependent on my bike to get						There was previously traffic congestion in the area, air	Yes - I have used that route far more often to cycle to the deviations I want to get to. Other routes are more		However we need a safe walking/cycling crossing at the top-of the road to allow people to access the off-road paths and the National Cycle Network - it currently isnt	opposition their those determined to maintain the dominance of private vehicles - but we suffer from far too much traffic is Portobelio - it impacts on our quality of life and our ability to get around if we walk, wheel or
ks an individual	Strongly agree	don't have a car and am dependent on my bike to get around.	Nachanee		itronely agree		Stronaly aaree	There was previously traffic congestion in the area, air pollution and a general feeling of danger when the street was used as a rat run by drivers.	destinations I want to get to. Other routes are more awkward.	Tes	paths and the National Cycle Network - It currently isnt safe for children to cross on their own.	life and our ability to get around if we walk, wheel or cycle.
är an influidenti	Connais Aireanas		Caniforne invesse		Storrale Assana		Grennels Alexanne		Nin .	No.	J	1
			1					1			1	In future it would be good if the Council listened to the overwhelming majority of local residents in Joppa and Portabelio who, when consulted, opposed these
	1	There have been no benefits to the Collesdene area	1			1		1			1 1	Portabello who, when consulted, opposed these
	1	warring dbe trial. The changes have created increased levels of traffic in the	-			1		1			1 1	Portabelia who, when consulted, opposed these proposals. Why bother consulting the public if you are going to implement the changes anyway?
		Collesdene area which in turn has led to previously quiet streets being less safe for pedectrians and cyclists and	1	The changes have created increased levels of traffic in the				1			1	implement the changes anyway?
	1	There have been no benefits to the Collectione area during the trial. The charge have created increased levels of traffic in the Collectione area area which in turn has led to previously quite travest being less rafe for pedestrians and cyclists and more politacit. Car journeys for local residents are now longer with dimen- tiones to hit more have low personality and triad.	a	Colleudene area which in turn has led to previously quiet streets being less safe for pedestrians and cyclists and		The changes have moved the traffic issues from Brunstane Road to Brighton Place which has become		Car journeys for local residents in the Collesdene area are now longer with direct routes to the main roads being	I have walled and cycled just as often as I did prior to the trial, however the roads are now businer with whickair tooff can have become less staff for other users.		I would like the measures implemented during the trail to be removed and the Collesdene area returned to the	The implementation of the measures could have been improved with better signposting to aliert motorists of the changes well is advance of the affected junctions.
As an individual	Stronely disarree	routes to the main roads being unnecessarily restricted.	Similicant increase	more polluted.	tronaly dicaaree	sienificantly busier.	Stronaly distance	unnecessarily restricted.	No traffic and have become less safe for other users.	No	pulet and safe neighbourhood it was before.	the changes well in advance of the affected junctions.
			1	more oclusted. Fast tat suming at rush hour times has been greatly reduced in Mount lodge place. This is very welcome as there are afters children playing in the street around the play park. It's often necessary to walk in the street here				1			1	1
	1		1	there are often children playing in the street around the play park. It's often necessary to walk in the street here		1		1			1 1	1
As an individual	Strongly agree		Slaht decrease	due to wheely bins kept in the street all week and covernent parking by the play park.	itronely agree		Stronaly aaree	That's a very vague question, but the environmental gains of reducing car use in general are well understood.	I'm one of the brave few who cycles anyway despite the No daneerous conditions in Edinbursh.	Tes	1	1
		It has greatly reduced traffic on ikunstane Road and Argyle Crescent which is great for the area regarding										
As an individual	Strongly agree	traffic volume and pollution.	Significant decrease	See above	itranely agree	See above	Stronety aeree	Gee above	tes it has encourseed me to walk more.	Tes		I'
											1	1
											I'm not convinced by the arguments for closing it in the first place. Road safety??? Kids don't play on the streets	1
											anymore and haven't done for 30 years. To encourage more cycline and walkine?? Lockdown did that and my	1
											view is that less people are cycling now than when lockfrown started Less car domage? Nor the storegest	See above. My appariance with this is that people seen't consultant 1
											argument for displacing traffic onto nearby streets.	only found out about this through a councilor leaflet put
									No, I cycled and walked regularly. I'm going to guess covid		My gut tee is that the closure was done to appease a few "noisey neighbours".	cutside or a very narrow group of interested
		The implementation has been poor. Cars. tasks and vans.				What do you mean by positive impact, you haven't provided a definition. The volume of traffic during rush			locidowne changed habits and you will have a hand time trying to identify the ingust this had on Wineyle and environment. It would also be good to see the baseline data you are using to compare the mart of the trial and		I think there is an argument to say it should be a one way road, with cameras on it to fine people who float the	stakeholders. When I look on the council website I can't find anything about this and I haven't seen anything on
		The implementation has been poor. Cars, tasks and vans regularly ignore the diversions and no entry signs. If traffic ever gets back to pre-covid levels then this will be a		Volume has change due to covid and people working		hours has reduced but due to covid and people working from home. I don't think it has anything to do with this		How are we measuring this and probably more	environment. It would also be good to see the baseline		rules. Other restrictions could be cars and bikes onlyoh	social media so to the paranoid and compliancy theorists
Not Assumed	Cronella Alexanae	france ever gets back to pre-cloud seves then this will be a directed	Min change	Volume has change due to covid and people working from home and enthine to do with Envertance Envel	faither serve or deserve	Ton home. I don't think it has anything to do with this measure	Naither same nor directes	Now are we measuring this and probably more importantly are the council measuring it? The his containent with the electric is it are only	data you are using to compare the start of the true and how	Dan't know Bin onining	In not conviced by the arguments for clinicity is in the fort place. Note a doubly 72 bits doubly place to the strengtheners and under 72 bits doubly place to the strengtheners with the strengtheners of the strengtheners and under the strengtheners of the strengtheners and under the strengtheners and under the strengtheners and under the strengtheners and under the strengtheners and the stren	It just here has the elercice is to-service to an arready done deal
						All the traffic in the area has been concentrated in in a coucle of streets rather than dispersed throughout many.					1	Listen to the public opinion- the council went against
Ax an individual	Neither arree nor disarree		No chanee		Sicarree	couple of streets rather than dispersed throughout many.	Neither aaree nor disaaree	Same amount of cars still using the area.	No	No	I	local opinion
		Moving traffic from one road to another cannot be called "Totffe Calming" The Council have completely ignored her more intelligent views of the value majority of the loca people. The traffic in Callendone Drive has increased sately, also whides have to drive mach further to came from Million Road Sast and get Gown to Pursballo, on									1	1
		the more intelligent views of the vast majority of the loca	4								The second data with the second data with the second s	1
		vastly, also whiches have to drive much further to come									The sensible solution which would benefit everyone and also the environment would be to make Brunstane Road a one way road from south to north with speed bumps to	1
As an individual	Strongly disagree	tran Mirton koad Last and get down to Portsbello, hat yery dever when we're all trying to reduce emissions.	Sanificant increase	See above comments	itranely disarree		Strongly distance	See my comments on question 6	No Arthritis and can only walk a few yards .	No	a one way road from couch to north with speed bumps to prevent vehicles speeding.	See provious comment.
		I see the benefits to the residents in Brunstane Rd who live on the south side of the bridge. However it must have									1	1
		live on the south side of the bridge. However it must have created an increase in traffic for some streets in the									1	1
	No. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	created as increase in table of the provide the table of the Colledence. Who should be suffering those who choose to live in Brunstane Rd or those in Collesdene??	No shares					Traffic now has to travel further thus producing more	No	Parallelia and a second and	1	If a vote is taken then surely the majority decides the
											1	A CONTRACTOR OF A CONTRACTOR O
		The negative views i suggested in the first "consultation" tall apply, but will no doubt the ignored apple. Increased travel-distance they more mills for employment distance increased congestion, increased pollution, increased inconvenience, increased energency enrice-response, delivery issue, refue collection, poperty value changes and gress unitaries to collectede nerveus properies all the converph are advantage. Che way down is a subble companying. Whe ways't that tried?									1	1
		travel distances (two more miles for me) increased time, increased consertion, increased colliption, increased		The universe of traffic using Armide Concept basely easily								1
		inconvenience, increased emergency service response,		The volume of traffic using Argyle Creatent hasn't really changed, but the direction of travel has become 6 W rather than N S. I'd also like to point out that the diving instructors who have used Collesdere for year must be really field up having a mean suble training ground ruleed worknesses.							1	
		and gross unfairness to Collesdere Avenue properties all	1	instructors who have used Collesdene for years must be					I have long walked to the supermarket for minor			
As an individual	Stronely disarree							Again, see above.	I have long walked to the supermarket for minor shopping, but when particularly built pools which are heavy require the used my welface. I my gate aware of			
	1	tor outweep any advantages, one way down is a suitable compromise. Why wasn't that tried?	• No change	really fed up having a reasonable training ground ruined by increased, usually incostient, through traffic	itonely disame	See above answers.	Stronely distance	Again, use above. Now does increased drive times, distances and congestion source with the councils areen arenda?	I have long walked to the supernariset for minor stopping, but when purchasing built goods which are have yrequire the use of yreads. In quite source of the green issue, but minor, whilst able, to have a definite service.	No	Trial a one way down system if you must, but as far as i'm concerned in's a no-brainer.	Consult once and obey the democratic majority. Just DO THAT
		tor outweep any advantage. One way down is a suitable compromise. Why wasn't that tried?	No change	really fed up having a reasonable training ground ruined by increased, usually innotified, through traffic.	itronely disamee	See above annaers.	Strately disame	Again, see above. Now does increased drive times, distances and connection sauses with the councils areen asenda?	How they wanted to the sequences for minor whopping, but who purcharsing but gives which are heavy regular the use of my which. It musical wante of the grant musica, but refuse, while a table, to have a deform various. but on a	No	concerned it's a no-brainer. The council may been robed a perreleast continem in	THAT.
			• No change		transly disastee	Seo above arrayer.	Servely disarre	Again, see above. How does increased drive times, distances and connection sources with the councils arean arenda?	Liber beg unbefahrt ihn supermehrte for store Hoppings har who population part and part and the store houry require the search for publics for quite source of the green issues, for testion, while table, to have a defaurt service.	Na	concerned it's a no-brainer. The council may been robed a perreleast continem in	THAT.
			9 Na chanee		itranév disarre	See albave annem.	Quanto disame	Again, see above. How does increased drive times, distances and conception source with the councils arean aeroda?	That is a first first the first second for more starting the when providing the grade which the large registre as a of any which in the part of a large registre as a different second second second and the second second second second second second different second.	Na	concerned it's a no-brainer. The council may been robed a perreleast continem in	THAT.
			e Kachanee		itosuk doarne	See allow antenn.	Sennet diane	connection socials with the councils mean seconds?	Have large which is the supported for inter- dences of the other periodicity of the supported for the other interpretation of the support of the support of the support interpretation of the support of	N9	concerned if is a no-brainer. The council may have solved a perceived problem in Bruntane Read but all they have done is create a problem is collections which dids's exist before. A composition is eneeded, perchapts a one way reterm in Bruntane Read or double yields: end passing pieces,	THAT. Closing a road impacts on many more people than just the evidence of that read. The results of the consultation were ignored, namely eighty something percent of people against complete closure. Why bother with a consultation
			No dazer		itaali daane	See alove ansame	Strategia disarta	connection socials with the councils mean seconds?	Have beginned by storage of the stor	92	concerned if is a no-brainer. The council may have solved a perceived problem in Bruntane Read but all they have done is create a problem is collections which dids's exist before. A composition is eneeded, perchapts a one way reterm in Bruntane Read or double yields: end passing pieces,	THAT. Closing a road impacts on many more people than just the evidence of that read. The results of the consultation were ignored, namely eighty something percent of people against complete closure. Why bother with a consultation
As an individual	Proving disarree	The contents of the same set o	No change	maily the spharking a mean-table training ground number to provide a service invariant in the service in the service is not need to be a service of the service in the service in the therm is certainly an increase in traffic in the stress ra- the based or my bases and in Gallware generally. This workshows, one one service is a service of the service the based or my bases and in Gallware generally. This is the service of the service of the service of the service of the service of the service of the service light anti-bases had to deable back backups in conditions.	inade disease	See about primers.	Stroch dame	Again, can adown, roun clain, a chrontowed clain strawn, distances and momentare scawar with the straversk areas associa? Significant claim and a strawn thready on the stage Significant claim are strawn in strates, in the strawn in trades of the strates. The strawn is any increase particular in strates, in the strates, the strawn is strateging increase participants in strates.	Have for guidelist in a support of the source of the sourc	No.	concerned it's a no-brainer. The council may been robed a perreleast continem in	THAT.
As an Individual	Stoody diame	The traffic management is Collections has been a distants: Orivers don't follow igns and go the wong way down a "Coold" mark. Also, michicon of Collections collections, iccrossing the length of the journey and presentability and go to publicatio, Generation and particular processes is after to such or reds 1.	10.000		trante disarse	Sea althour ministern	Secondo dicarma Secondo dicarma	momention search with the results even second- Directing stuffs on a meandering source through Califications has resulted in an increase is total's in those statest. This rout path increase solution in stress.	n De soudroede wit in tot a out alemán to sout	to to	necessarial is a non-basine. The council may have solved a perceived problem in investmes leads and all they have doos is orane a problem is Calibedrew which dish's scatz before. A compound is a readed, pertopa 1 area and queries in Bruntznee lead or double yellow lined parsing plone, indicato to doos it stats. Science. Allowership, make and the science of the science of the science of the compound of the science of the science of the science of the science of the science of the science of the science of compound of the science of the science of the science of the compound of the science of the s	That Curving a small inspace on many more people than just it is modern of that road. The results of the consultation were sponted, namely righty samething persons of people applicat complete constraints with pother with a consultation execution of the results are not going to be considered in a potential of the results are not going to be considered in the potential effects on a much wider area and mosts: Conservation should be the way frequent attended the state of a word monte of affected people. Conservation should be the way frequent.
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	To what extent do you agree or disagree that the changes have been beneficial during the tria? - To what extent do you agree or disagree that the changes have been beneficial during the tria?	To what extent do you agree or disagree that the	During the trial how has the volume of traffic changed	During the trial how has the volume of traffic charged	Considering the under Portidents area jour with the immediate area of Brunktane Road and the Collectene area), to what extent do you arree or disarree that the	Considering the wider Portobello area (out with the immediate area of fluorezae load and the Collisidene area), to what extent do you agree or disagree that the viah has had a pord/wi impact on the surroanding street/? - Hease write any comments in the box below.	To what extent do you arree or dicarree that the	To what extent do you arree or disarree that the	During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled more?		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	Do you have any suggestions on how future similar
Are you responding as an individual or on behalf of an organization? - Responding as	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 tria? - Please write any comments in the box below.	within your street? - During the trial how would you sause traffic numbers within your street?	within your street? - Hease write any comments in the box below.	trial has had a positive impact on the surrounding streets? - o what extent do you arree or disastee that	trial has had a positive impact on the surrounding streets? - Please write any comments in the box below.	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? - Rease write any comments in the bos below.	- 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 curvent form? - made germanent	the box below including any modifications you feel should be made.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any surgestions.
		In the set of contraster in the loss form. Definition of the set of the loss											
		system has rever been trialed? In my opinion, the council's approach to this problem has been totally biased towards the residents in Brunstane Road despite				I think there is more traffic in the Collesdene area trying							There is no point in doing consultations then ignoring the voice of the majority which is what happened after the fact one. I have lost faith in the council finding a solution to this that will benefit both the residents of firuntation
As an individual	Disarree	the feedback they have received in a previous consultation from residents in the surrounding area.	No chanee	I have not really noticed a change.	Not Answered	I think there is more traffic in the Collesdene area trying to navigate in and out, especially those not familiar with the area/ restrictions.	Disaree		No		No		to this that will benefit both the residents of Brunstane Road AND the surrounding area.
As an individual	Aaree		Slight decrease		Neither arree nor disarree		Neither aaree for disarree		No		THE .		
As an individual	Disance	They have not been very beneficial to the residents of the Collinations area. There have been queues due to the increase of truths and many more leasance drivers in the area. The leasance drivers cause staffs bails up due to practicing revening around stationary cars with another cars on the other side thus, resource tortic.	Satificant increase		Neither agree nor disarree		Starte	Due to staffic build up negative impact on the invironment	No		No	It was always a bad idea from the start the only people to be if it were the brunstane road residents everybody else has to suffer	
		A supply of the instrument test has imported memory on the instrument test has imported memory on the instrument test has an import of the instrument test has a supply of the instrument test has a supply of the instrument test instrument test has a supply of the instrument test instrument test has a supply of the instrument test instrument test instrument test instrument test instrument test instrument test instrument test instrument test instrument test instrument test instrument test ins		Brundare Road is no longer a through noise and us the number of websites and trutis has gravity induced. Some website call uses the read having not seen or believed the sames the rith also induced over rise.		I consider them has been very limited inspect on most of the summaring answ. The tortfold has been discoid is the summaring answ. The tortfold has been discoid is the the values, is an available to the summaring and the summaring and the summaring and the summaring large to other the convection of these summaring and part of the summaring and the summaring and and the summaring and the s		The sir quality and sense of community in Brantane Basel has improved emotionauity. Meighbaum are more allowed that the sense of participant of the sense encourse while, as can use not participant the parameters to the the sense of participant and the sense set. And large numbers of cipatics are waiting the read including based in texes of defaultures.		Ten not a confident cyclic to felt unable to use my blike on the coal. New I con have offe access to many cycle		In series of Buructure-Road Lives.idd but male any attentions agent from Improved lipings, Novemer Line and the Lives of the Calculation and such as the Calculation the carter manures there would indust this. (A northogonal the carter manures there would indust this.) As the Buruttane fixed agent are the Calculate in this convert as Buruttane fixed agent are the Calculate in this convert as momented to be according.	(think it is important to get the traffic measures correct rear larking the large amount of new built pairs in development would science yet (the the whole of the amount science) and the science of the traffic to the science of the
As an individual	Stronaly aame	frequentlyl, and an overall feeling of greater wellbeing. It has increased traffic, noise and poliution around the	Sanificant decrease	sianaze but the has reduced over time.	Stranaly arree	other suitable traffic management measures.	Stronaly aame	tourist tours of Edinbursh.	96	routes.	Tes .	recomised to be intolerable.	place.
		ioppa triangle. Cars coming off Milton Read into the awa now have one route, which goes part delety popple's housing -why? The coly popule to have beenfitted from this wearche are evidents of Brunstane road, at the superso of wenyone elsa. Additionally, how are emergency vehicles meant to get through when			-	People have further to drive to get to the Auda		More noise and pollution in areas affected by road				Emergency vehicles and residents should be allowed through access. If the road was No Entry at ONE end only to Advent for the road was no Entry at ONE end only	I and many other residents feel that the Council did not take account of any views, but were ahead with this evention regardless, so we have no confidence that our views the literator for.
As an individual	Stronely disarree	Brunstane Road is closed? Any measures like these should be planned and	No chanee		Diame	supermarket.	Stronely distance	closures	No		No	could be conned again.	views are listened to.
	Second diama	indjuentalized as a conserved range pain that consider the ball Portabelized pape area. For enabling, measures to induce competition on Portabelio Righ Street, imposing traffit free values all instanti creates locat of the same locating Southfail Fixer, inight on Fixer, incustone Rand, Portabelic Vigils Street frame, inight on How and particular Vigils Street frame, incustone locations are and the same to be making inight water. It do Raywers of the box sam's and and for the fixer parts of the box sam's and range failing.	Northogan		Granady disarras	Congestion even worse along Portabella High Street, Southfield Place, Brighton Place etc. Lincole on a bite.	Grands damma	Executive revocating - we now have a 1.5 mile extra detaut to per our weekly shop at Aufa. Toaffic backed up siting the high street, highbor Pices, Southfield Piace and other more at All before more non-live	No	We already walk and cycle ar much as possible. But it's anathraith unual bits not this does not bein.	No.	Would be supportive of Browstan Road being made one way, Needs double yellows, as do Southfield Place and Bigton Place and large accions of Placebein Hyb of a distants for everyon-had for drivers, options at up its mediature for everyon-had for drivers, option to the up its mediature for everyon-had for drivers, options and the option mediatrities and thebase drivershowing.	It would help if the council actually task on board the finedback they monitor agent of consultational Local provide serve agents the current "Tab" measures but provide the server the server table to be server to bitmake to and diversarios to aggettions, were not seave not an oracleration above.
		In the livel is Bunchase Read for more than 15 years. I vest and the provide the second seco		ets like long in a different street. There's estimably less noise adultion, engents datawas taffic lans and		There are ultrasted any intrasted troffic or goldstein in							
		front of my hightened children. The minor inconvenience of an additional 2-3 minutes on someone's journey pales against this level of ongoing traffic related mixery for Brunstane Road residents mannels.	fundamental deserve	In the renergy of a diversity to the control of tourshap when the soling, publication paperty, damaging that the antitiocal behaviour and more systems: the dual due encidential trends that house many families though bits. This dire solveight the inconvenience of us not being abies to this electricy into portables. Let it not forget, alwastner (a blauknes).		I have not witnessed any increased traffic or pollution in and around Portabella, page and the Colledone. Traffic I travelling interpretation of the Colledone in the Million and page load. It's altern a take economy to travel up or collem humation Record to queet up a juncting duration that high liabilities of traffic juns due to weight du strate up of collegation of traffic juns due to weight du atomic and impacts of views traveling up and down the manage and impacts of the strategation of the strate	formation and	It's definitely had a massively positive impact on the environment on Branctase Road and I have not noticed any adverse effect elsewhere in the local area.		We walk and cycle much more in and around portobello as it's more convenient, quicker and importantly safer for our banily with less staffs doing double the speed limit in suist residential streets.	~	The minor level of inconvenience is far outweighed by the wordy improved quality of life as a Brunstane Boad resident. Things cannot go back to the way they were with articulated vehicles, antioacial driver and sheer valueme of traffic concentrated into an inappropriate workership team.	
	Strack down	Is server, to not their three damps, how bondfard only one pointing group, the readent of theorem of the three three three constraints of the three damps of the major spectrum of the three damps of the three damps of the major spectrum of the three damps of the three damps of the three spectrum of the three damps of	No Alexan	mene stat spål mj av med skat på detaktioner i se	Streets doors	b. In they required that the two mail must be a scalar of the scalar	Stranda di suma	nerves for annual total and publication only to the	No.		N		
		Takes longer to get to main routes. More traffic where it		Non local traffic is directed down the street via Google		I believe it is detrimental to both business and non							
As an individual	Strooth diaarte	doesn't need to be entergency vehicle access is a concern-	Sanificant increase	man etc.	Strandy disatee	buiness traffic.	Stronely disame	Longer route more fuel for evencone.	No		No		It's extremely frustrating and disheartening that the views of the vast majority of respondents to previous survey, were ignored. This has seriously undermined my confidence in the consultation process. Lincenety hope the views of respondents will be triten on based this time the views of respondents will be triten on based this time.
As an individual	Strongly same	Longer lourney time. Higher fuel costs, More pollution. Our morning and evening commute (with one child in mursery in Portobello and the other at school in Newcright is considerably longer. We agree scenething needed to change, but a one way system makes more	Slaht Increase		Neither arree nor disarree		Stronelv disaene	kourney time into portobello is similicantiv konser	No		80		the views of respondents will be taken on board this tim A one way system on ilkunstane Rd is sensible. As it stands, you're prioritizing the opinion of the wealthy people who live in that area and not the wider affects on
As an individual	Cicaeree	needed to change, but a one way system makes more sense.	No change		Dicatree		Dianee		No		No		people who live in that area and not the wider affects or others.
AA 30 VIOVIDUE	Second district		65 CE 2010		Dart store.		DOIT NOW		80		N2	It's very frustrating not being able to access any of those streets from Milton Rd, i have lots of friends who live there and now have to drive much further to get to them,	
		i drive from Gilbertsburs to Portobelio regularly and am now unigo athar residencia tureto through Coalisedine and Morton Score daile.	0.7000			To access the Brighton Place area of Portsbello, I am now driving down Park Avenue on a regular basis quick is a residential three and addown to the Natio stock.	Tel 1 line	I previously drose for 1.2 miles from Gilbertourn to highton nummy when using Burntstee Bast New I drive for 2 miles through Gilbertourn at 2 miles I drive to the end 4 Milton Rand to have list or failes I drive the and bask for the moving drop eff, and there and back for wening pick or, So the increase in profil use, fuel emissions and time is usbrandal.	50°	i Yawa 2 young children who cannot cycle that distance. I hawe 1 childra at drightan narray, and another child at henerciphal process photol, old och three the havary of time to walk both children to both alaons.		nentalaki isan malan atka muan kusin kusin inta di	Please liden to the residents in the wider area. As the council were against the views of the resisterty before implementing this scheme, many people are unwilling to waits their line completing another survey that they
As yo individual	Group danne		Sector innue		Grandy downee		Strongly Gaarne		100		no		Answer locate tarks modern is offer and other uses. At the control user tagging in these of the single-planting inglementing bits schemes, many people are sensing on the stark the tries completing authors users that they takes will be discussified. Users that it is planning the sponses of the modern trians into account. This correct the considered in the scheme is the stark of the sponses of the modern that the scheme is the sponses of the sponses that the scheme is the sponses of the sponses of the sponses the trians are sponses for the sponses of the sponses the sponses is the sponses of the sponses of the sponses the sponses is the sponses of the sponses of the sponses the sponses is the sponses of the sponses of the sponses the sponses of the sponses of the sponses of the sponses the sponses of the sponses of the sponses of the sponses the sponses of the sponses of the sponses of the sponses the sponses of the sponses of the sponses of the sponses the sponses of the sponses of the sponses of the sponses the sponses of the sponses of the sponses of the sponses the sponses of the sponses of the sponses of the sponses of the sponses the sponses of the sponses of the sponses of the sponses of the sponses the sponses of the spon
As an Individual	Acces	Before the charges to the raced Calification Consent has been used for cars to speed round the accurac consequent difficulton data Sate to prevan Adva has been enternally discognosed. This has no Rockade forming and constraints enternally and Marcine and an articular California data enternally and Marcine and an articular California data enternally and Marcine and an articular California data enternal and California Marcine and and the Marco America and California Marcine and constraints in the Tartific conservation of particular data for extrained and the california Marco and california data enternal and California Marco California data and californed for the sea on Salacsia Constant has constant of USAT sea are on Salacsia Constant has constant of USAT sea are on Salacsia Constant has	Senificant decrease		Strongly arree		Scronely Jame	So many more people cycle since the dosure. Although the roads are basy think that can now use the Sir Hamy Lauder Read as Bruntane Road and Collisedne Creater are closed this times them into Portabello.	785		Yes		
As an individual	Dicance	The traffic interventions in them on a second Mitton Avenue and Collision Drive, Mitton Avenue and Collision Drive, Low Avenue and Collisione Avenue do not make sense, they force traffic along quieter noads like Collisione Avenue and Savalwo Crestont. The speed and volume of traffic we see on Seaview Crestont the Increased classification.	Setificant increase		Neither agree nor diagree	I don't really know what the issues any/were. I understand that nobody works significant staffs down their street, but the existing solution has just moved the know show maninal its obtaine totest.	Disarre	The way that the roads have been closed makes people take alonger and more circultous roate to get where they need to ac.	No		No	It still forces traffic along quiet streets. Perhaps if they were combined by physical measures to slow traffic on these quiet streets, it might make people suid them. Right now, they drive a street or two further and speed dosenously through quiet streets.	
					denne in class Manuel							It still from staffe short gut at strend - hely at they be applied of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the help the strength of the strength of the strength of the strength of the help the strength of the strength of the strength of the strength of the help the strength of the strength of the strength of the strength of the help the strength of	
As an individual	Strongly disarree	Traffic through Seaview creaters is increased. There is confide and one way data are routinely incred.	Sentition tomase	Increase and increased speeding. One ways are ignored. Police have not investigated even when given video exidence.	annenn sodiffit	t has displaced traffic and increased danger in Seaview Creater and Collectione Avenue. Cycling seems more fister.	anners soulité	There is more and faster traffic. Some driven are 20mph above opend limit. Commercial vehicles also now use fearine actioners as an run New joint the one way and police have not pursued even when given video widence.	ne -	Godine is more daneeroog espannik for risidown	No	Table cannot in our your stress addre. Either arenow the whole schemes or make a proper LTN with no vinicies running possibilis. Helick Million Terross and Million Arenesa at Savaker Crescent: Block Collindera Arenesa et This scheme has always been country and is neither fish nor feast. UTNs work and are initially unpopular with misidents. Who them see the benefits, but numers have these schemes. Googie maps in currently direct table: National and runn.	Similar urbanes chould not be inclineared. Learns from best practice slowabers. This scheme is standt and should never have been proposed by traffic planners. The increased danger traffic and floating of noa- signs could always be predicted. Selective under traffic surveys may be manipulated. This scheme discredits attempts to shift traffic towards achieve transf.
						To get to portobello a lot more traffic has to go past		_		STORE			
As an individual	Stronely disarree	Distribution of traffic now completely unfair - a one way system would've been fairer	Sanifort decrease	Our street blocked off at the end	Stronely disame	To get to portobelio a lot more traffic has to go past pensioners houses also i'm concerned about fire engines etc aetrine to our area	Stronely disaenee	More fuel being used by us as well as other motorists using this cracy system	No		No	L	Listen to what's being said - a one way system would've been much better for everyone- I don't understand why one street has caused all this chaos everywhere else

1					Considering the wider Portabello area (out with the	Considering the wider Portobello area (out with the			During the trial have you walked, wheeled or cycled more?				
Are you recoording as an individual or on bahalf of an	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 have here third in during the after?	To what extent do you agree or disagree that the changes have been beneficial during the trivi? - interna	During the trial how has the volume of traffic changed within your street? - During the trial how would you asuee traffic numbers within your street?	During the trial how has the volume of traffic charged within your street?- Rease write any comments in the box below.	immediate area of Brunstane Road and the Collections area), to what extent do you agree or disagree that the trial has had a positive impact on the sum-wolling	Considering the wider Portobello area (out with the immediate area of Brunctzee Road and the Colliesdene area), to what extent do you agree or disagree that the trial has had a pool/be impact on the surrounding threat? - Hease write are comments in the box below.	To what extent do you agree or dicagnee that the changes have had a positive impact on the environment? - channes 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 answersers?	more?	During the trial have you walked, wheeled or cycled more?	Would you like the trial to be made permanent in its	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.	Do you have any suggestions on how future similar schemes chould be consulted and implemented? - any
Are you responding as an individual or on behalf of an anranisation? - Asepanding as	term beneficial during the trial?		anea traffic numbers within your dreet?	box below.	num um versenerer regact on the consumpting etheoto?- o what extent do you arree or distance that	etreet/ - Hears write are contents in the loss below.	-charges have had an impact on the environment?	- Please write any comments in the box below.		- Please write any comments in the box below.	Would you like the trid to be made permanent in its current form? - made permanent	should be made.	careerCons
		What there was that seen made later and much more pleasant the cyclication and performance. The regular road rage includents are no more, it is functantic to see families cyclica and advance in latering, and to see on many more cyclication with the second second second second realistication and fragments and the second second realistication and fragments and less strendard it is der, and not cyclication and and second second second second second second second second cyclication and the second second second cyclication and the second second second second second second cyclication and the second se											
		Io. Closing residential streets to traffic is an absolutely much component of hhiting everyone who is able esta to the street and public strategort, which is executed if we have to avoid crassrophic clinical eduage. Transport is the lagree contributor to hanshall clinical eduage the culture of convenience represented by individual cor- torium efficience-income presented by individual cor-				It is part of a wider shift that will benefit all of us, whenever use live in Portcoladio. If we keep on histicity we have the right to drive everywhere, we will not anyive. Transport is the biggest driver of classes emission is Storador and it's one that						Yes, as above, it's an absolutely crucial element of what needs to be a city-wide transition to making public transport and active travel the norm. I would votes for all residential interest to be closed to	
						everywhere, we will not survive. Transport is the biggest driver of climate emissions in Scotland and it's one that we ordinary people can do something about - unlike some of the other major drivers. Even it we do not care about the floods in Pakistan, that have left 10 million						Viei, all adove, in all additionally crucial element of white reachs to be a dove, while transitions to making public transport and active stavel for norms. Hundrid vote for all antidential interest to be closed to through-outfie, for massive investment in accessible, reee, and, regular public transport, and for the and accessible, registing elements in schools, to encourage a massive cultural white. Active toxee (for those who are able) and public transport meets to become the norm.	
Ar an individual	Orovalo streat	It is inconvenient, for sure, on those occusion it have to drivin, and have to ge nearch tho long you (pg, when driving my kitely parents), but the inconveniences is an minar when weight against other while - soft, plasma and quiet residential stress, all washing planes in the future - it is an asky boxen. It can be apply and taken - the minates to drive down Miton Road. Inver- tors through the classifiers of this quick and will can put the dragenous driving and road rage problems onto them.	Casiline Arress		Granutile serves	driver of climate emissions in Southard and it's one that we ontificant provides on its ownerhous baser - unitian same of the other major chives. Even if we do not care about the floads. In Pakizan, that have lived in 10 million children homeless; is, the present vicitins of climate children homeless; is, the present vicitins of climate children homeless; is, the same of the floater vicition. If curranding threats are basier with ears; it means we need to such harden on the neglect dural charact with public ranager/factive travel, not backtrack on the float working and the vicitian is the same of the same set means and the same set of the same set of the same set public traves product vicitiants.	Ormothy same	It's part of the shift to active travel we desperately need and it's buillant to see so many cyclists use faranstane fload to access the cycle path into town now. I definitely inscess bias much us a normal of the chosen	No.	Perfoldativ nurtiat mona	tas	I scote that it's not possible for everyone - I have disable and elderly relatives for whom it would not be possible. But if everyone who CAN use accive/public transport options DOES, then those that can't should find that they too benefit, as they would be the only ones in private cars on the anade.	Net does the residential streets! All the evidence from European cities is that you just make the changes and people then adjust; and use quice happy to do us. I'm net at all sure that censultation is the solution here. The 90C has said that endy drantic cuts in cations emissions can reason an animoment of laster.
		I like on the corner of Servive Crescert and Million Drive. A quite standard of whickley, dhere uses or track, game Service Crescert Distribution of the interaction of the Service Crescert Distribution Drive in a controlly direction. They often accelerate to 6 this. This compands the base is also see control by direction. They drive it has see control by a selver of their based of the it has base control where the two areas CCT cancers put in place to coth the direction.		No change. Increase in traffic moving North, but more importantly, illegit traffic traveling South through the "No Entry" sign 14 cound		Traffic should be one way in a North direction along Bruntzoe Road. This change will be needed when new houses are built at						The installation of a CCT camera is needed at the junction of Serview Crescent and Million Drive to identify illegal	
As an individual	Aeroo	A potential accident waiting to happen.	No chanee	man dama warring wood through the "No Miny" sign at speed.	Aaraa	Brunstane	haree		Not Answered	No chanes.	Yac	of Serview Crecent and Milton Drive to identify illegal traffic spine South through this NO ENTRY Junction.	Take account of information elven durine consultations
As an individual	Stronah disame	commuting time, increased petrol cetts, slower to get to A&E when my mum had an availal fail as we are effectively stack in - only one source out of isona now.	Senifort increase		Stonely disarree	General public feeling disiliusioned with the council ignoring the previous two public consultation despite the muncil working for us the publick	Strately distance	Much more traffic on all other roads other than Brunstene Road.	No		No		I would like the council to consult and then listen to the public responseeg public overwhelmingly do not want this road to close.
		This has caused a delay in emergency vehicle access . Increase in transit time increase pollution Increased running cost of the vehicle		t am at the bridge do at the actual closure point. Traffic at the lower cross junction has increased significantly as non-site to the closures		All Traffic has had to increase travel time increase	formation of the second			The road closure was never about cycling or walking more it was from a very small number of residents at the top and of faunctane road wasting to have less traffic. They need to look closer to home and such many vehicle each household has. The road is will fully coupled with Parker which is includent work were not remove your.		This was a very unnecessary trail and against the wishes of was majority of home owners in the area. This fact was (genered and data manipulated to use it a few individuals. Money could definitely have been spend in a more resonance how and	Limit parking spaces per household. Or make it parking permits to stop people parking large camper vans which block perments and encroach to far into the road far months at a time.
an a colonia	And a state of a state of	Traffic disruption, joneer journeys, more traffic displaced	Intern addresse	senses for to construction the closures.	Internet District	personal and increased deals	Internet Dialize	Increased pollution and consection.		anticise includios and varies and senser varies. Takae driven more than had previously as it now have to the object to the top of allowatenes Read. It is a much anger trips, at its move wing more period and crassing more emissiones as a direct mush of the mad document. The top handle is a direct mush of the mad document and reserves the set of colong the read document. In advertises the mostly, or relates the pathing to one dide with the most noise, or relates the pathing to one dide		ACTIVITY NEW.	uneren 26 à Diffé.
As an individual	Strongly disarree	to surrounding roads, unnecessary expense speet on buying econtrous planters to block reads. Also, closing a public road because the people living on the road wate it closed sets a dangerous precedent. Funderstand that conciders live on illumatane Road, which is an interesting coincidence.	No chanee		Diazze	Large amounts of traffic displaced due to various road dissums around Collections and Brunstane Road. Numerous delivery drivers have reported problems due to road closure.	Grouply disame	neighbouring streets would help the environment. Iding times are longer now, journey times are longer. Learner drivers practice in Colledence causing further crad blockages, read diversions are through the less weathry areas of Colledence, possibly because they are less likely to complish used and strating - which seems your unlike to complish used and strating - which seems your unlike	80	more emissions as a direct result of the road dosume. I can't see the benefit of closing the road when a sensible alternative to the traffic congestion would have been to make the road one way, or reduce the parking to one side of the road only.	No	I definitely don't want this to be a permanent annagement. If the council closes Brunctane Road permanently, what't to to top the residents of all the other roads in Edinburgh from campaigning to have their roads does too. It's riskiculous to close perfectly good roads but because tome residents combain.	Don't close any more roads please.
		better environment for the residents of Brunstane Road which has now become a huge car park, (within which incidentally many of the residents use the pavements to park on, creating difficulty for wheekhair users, blind people, paople publing prams and buggies and are other				See part 6 above re the detrimental impact on the							
		Conclusion to use on selection seals, which is a interesting the datase selectioners to large carry gain, between the large which has now become a huge carry gain, between to indeterably ensure the members can be apprendent to park on, consing difficulty for whetherhalt carry, bind species, paraging participants and bagged and any other species and need to have unbedred powerset to card, that of them encloses can be apprecised and any other species and need to have unbedred powerset to card, that of them encloses to large the the hower the data of them encloses to large the the hower the data the earch to the south- sait hus been for the few facing that the large that have set and the species the the south cards to this sure. Like encloses a great deal is these years.				The second data and the data second data s							
		The second secon				figures in the report produced at the time when the CTRD was being considered, registered 3000 vehicles a day – it can be a very bary three, particularly at tholai and work times. The additional risk of injury and denigration of air quality from staffic particles (which affect children and infrasts more than adults -							
		traffic has significantly increased on these other streets and many of the drivers go faster than they would have done on the constricted Brunstane Road as these streets are wider and longer and the journey from south to north and vice versa is now longer and more convoluted,				http://www.blf.org.uk/support-for-you/visko-to- childrens-hung/air-gollusion) of a proportion of the 1800 whickens, daily, from Brunctane Road would make a mackery of it being called a visiter route to cohoof. I think the ocuncil should be hid accountable for any further into explorement and which		Drivers are now more concentrated onto fewer streets				Absolutely not. The modifications which i think should be	If consultations are to the plote in the future (thick they found be extent upon rather than ignored, as this appears to be what has happened have shave the winker, the constraints of appened have shave the winker. New beam shunced in theory of a fire, very vocal fearstrate flash architecture and opticities and the indicating amore consolinary who have gone against the majority of their constraints.
		enserving writes are in a greater turry. The locals in these streets are, arguably, more vulnerable to the higher volume of staffs they have been experiencing since the STRD was introduced than the		The fract of my house looks onto Partobello High Street but we've only been living in this house since April to it's hard for me to guage the difference. We previously lived in liketh Street so the impact would be different them.		max max reparty to our cheatmen's nearch and those deciding how to progress the results of this consultation should fully consider these implications. I'm sure that most people would agree that it would be great to have much		Drivers are now more concentrated outo fewer streets resulting in hursticin and greater desys. The setus journey and diling time related to the closure of annearase Reads cannot have any other than a negative inpact on the environment. See my comments are part if reserving and reading to distribute Plane. Adds a distances to any journey and therefore more fast		This road closure has not affected my non-vehicular activity. I still cucle and walk as much as I did before.		Addocately not. The moderations which it thrue should be made were suggested before and include making Bruntzae Road a one way street from Milton Road to Portsbello, with double yellow lines on one side and definitely on pavement parking. I think that this should include cycle and emergency vehicle access both wave.	uniters are electrical input than the local community have been shanned in favour of a few, very vocal Brunctare Road recidents and cyclists and the ideology of some councillors who have gone against the majority of
As an individual As an individual	Stronelly disarree Stronelly disarree	Brunstane Road should be one way not blocked comailetely	Slaht increase No chanae	In Bath Street so the imaact would be different there.	Stronelv dicaeree Stronelv dicaeree	less traffic on the roads but this is not the way to do that.	Stronelv disaeme Stronelv disaeme	reservine air quality on Brighton Place. Adds a distance to any journey and therefore more fuel so it hasn't made an impact on the environment.	No	activity. I still cycle and walk as much as I did before.	No	include cvde and emergence vehicle access both wave.	their constituents. Maybe listen to folk who respond instead of railroading the council's own arenda
		This classes blocks staffs through to Portabelle sending it part the high school or incounding transf datason massively increasing exhaust embasions tool, foruntzane road should be responde. It's required for concerting Portabello as obtained as a school of the portabello. A cabil of locals labbled for this against the overwhelming majority of local residents who were analist it dolaro comultation.											
As an individual	Strongly disagree	A capar or tocals lobbied for this against the		1	1	1							
		overwhelming majority of local residents who were assingt it during consultation.	Nachanee	I live in Rosefield but cannot visit my elderly mum easily thanks to this closure.	Stonely disarree		Strongly disame		No		No.		Consult, listen and implement the results. This closure was contrary to the consultation results! Other options could have been trialled. Full closure was a poor choice. To Whom it may concern, I am emailing my thoughts and feedback in relation to
		overwhetning majority of local residents who were analyst it ducks consultation.	No charee	I live in Routlad but cannot vicit my elderly mum early thanks to this docure.	Stroaty disaree		Seranghy disarte		80		<u>be</u>		To Whom it may concern, I am emailing my thoughts and feedback in relation to the closure of Rnunstane Road. I am a resident of Joppa Station Place and continue to severely inconvenienced by
		serendukting mjorty of loci rodotna who were	Shi cheer	I live in Reaffield but carred with my idlenty mum easily parts to this discus	Doode doarse		Sonnév dineme		-		50-		To Whom it may concern, I am emailing my thoughts and feedback in relation to the closure of Rnunstane Road. I am a resident of Joppa Station Place and continue to severely inconvenienced by
		sembeling apply of the instances as any	30.0299	j ke na fikulari ja za oveć vla in v politiv na salij Soloti na tra na salij	brock doarse		Grande di Samer		Na		N.		To Whom it may concern, I am emailing my thoughts and feedback in relation to the closure of Rnunstane Road. I am a resident of Joppa Station Place and continue to severely inconvenienced by
		een-eksing opping di ka di makelu ole ane	Mater) le la facada da const sub in y della facada da const anticia da la constanta da const anticia da constanta			Sand Anno		10		<u>n</u>		So blacks in the queues, the scalar queues phase of the black is noticed in the scalar queue phase of the black is noticed in the scalar queue of the scalar queues of the blacks in the scalar scalar variant is used in the scalar scalar of the scalar queue of the scalar queues of the scalar queues of the scalar queues of the scalar queues material scalar queues of the scalar queues of the scalar queues of the scalar queues of the scalar queues material queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the scalar queues of the scalar queues
Les which y	Serve Areas		Na Ang	The set of a	Nami Arra		Sanah Angen		n		5 5		To Whom it may concern, I am emailing my thoughts and feedback in relation to the closure of Rnunstane Road. I am a resident of Joppa Station Place and continue to severely inconvenienced by
te a statute	North Real		10.000						~		<u>в</u>		So blacks in the queues, the scalar queues phase of the black is noticed in the scalar queue phase of the black is noticed in the scalar queue of the scalar queues of the blacks in the scalar scalar variant is used in the scalar scalar of the scalar queue of the scalar queues of the scalar queues of the scalar queues of the scalar queues material scalar queues of the scalar queues of the scalar queues of the scalar queues of the scalar queues material queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the scalar queues of the scalar queues
		No required to and toward speed a consolitivity matching of posterior and toward speed a consolitivity matching of posterior and and and and and and and and and and and and and and and and	In days		North Rays				2		5		So blacks in the queues, the scalar queues phase of the black is noticed in the scalar queue phase of the black is noticed in the scalar queue of the scalar queues of the blacks in the scalar scalar variant is used in the scalar scalar of the scalar queue of the scalar queues of the scalar queues of the scalar queues of the scalar queues material scalar queues of the scalar queues of the scalar queues of the scalar queues of the scalar queues material queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the scalar queues of the scalar queues
	North Rose	No suggisted to least four signed annulating spatials for least starts and spatial starts and starts for least starts and spatial starts and starts for least starts and starts	Sector loss-										So blacks in the queues, the scalar queues phase of the black is noticed in the scalar queue phase of the black is noticed in the scalar queue of the scalar queues of the blacks in the scalar scalar variant is used in the scalar scalar of the scalar queue of the scalar queues of the scalar queues of the scalar queues of the scalar queues material scalar queues of the scalar queues of the scalar queues of the scalar queues of the scalar queues material queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the scalar queues of the scalar queues
		No required to and toward speed a consolitivity matching of posterior and toward speed a consolitivity matching of posterior and and and and and and and and and and and and and and and and					South Range		2		<u>n</u>		So blacks in the queues, the scalar queues phase of the black is noticed in the scalar queue phase of the black is noticed in the scalar queue of the scalar queues of the blacks in the scalar scalar variant is used in the scalar scalar of the scalar queue of the scalar queues of the scalar queues of the scalar queues of the scalar queues material scalar queues of the scalar queues of the scalar queues of the scalar queues of the scalar queues material queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues the scalar queues of the scalar queues of the scalar scalar queues of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the squeezes of the scalar queues of the scalar queues of the scalar queues of the scalar queues
		This mapping that and there if years a second and years a second y	In days				Jano Arra	Delete, do her la total-bite of herbite	ж. 		<u>n</u>		Evaluation requirements, the standard beam of the standard standard standard standards of the standard standard standard standards the standard standards standards and standards standards and standards standards and standards standards
n a statut		This mapping that and there if years a second and years a second y				Control and an an anguno if you load of an ang	North Rays	Deleted, do has he has been deleted	ъ		20		Evaluation requirements, the standard beam of the standard standard standard standards of the standard standard standard standards the standard standards standards and standards standards and standards standards and standards standards
		This mapping that and there if years a second and years a second y	See tone			Dany hand the set of examples of any listed of an example of the set of examples of examples of the set of examples of the set of examples of the set of examples of exam	Jano Area	Description on Your Ind Latence And Readow	~		27 27		Evaluation requirements, the standard beam of the standard standard standard standards of the standard standard standard standards the standard standards standards and standards standards and standa

	To what extent do you agree or disagree that the		During the trial how has the volume of traffic changed within your street? - During the trial how would you asses traffic numbers within your street?		Considering the wider Portabelio area (out with the immediate area of Brunctase Road and the Collectione area), to what extent do you appres or disagree that the init has had a possible impact on the samounding streets? - a what extent do you arese or disagree that	Considering the wider Portobello area (out with the immediate area of Brunutzne Road and the Colliesdene area), to what extent do you agree or disagree that the rish has had a posicily impact on the surroanding streets? - Hease write are comments in the box below.			During the trial have you walked, wheeled or cycled more? During the trial have y	ou walked, wheeled or cycled		Would you like the trial to be made permanent in its	
fire you responding as an individual or on behalf of an	changes have been beneficial during the trial? - To what extent do you arree or disagree that the changes have	To what extent do you agree or disagree that the chanzes have been beneficial during the tria? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the sumpunding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or dicagree that the changes have had a positive ingact on the environment? - changes have had an impact on the environment?	To what extent do you agree or dicagree that the changes have had a positive impact on the environment?	During the trial have you walked, wheeled or cycled		Nould you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
organization? - Responding as	been beneficial during the trial?	write any comments in the box below.	sause traffic numbers within your street?	box below.	ctreets? - o what extent do you arree or distance that	streets? - Please write any comments in the box below.	- changes have had an impact on the environment?	- Please write any comments in the box below.	more? - Please write any co	mments in the box below. cu	urrent form? - made germanent	should be made.	expressions We have to carly an ellipsis on care and fit assembly
												Yes but you need to make the signage much dearer and	support more schemes like this, as long as they're done
												the obstructions harder to avoid - I've seen people	unitary.
		The junction where illrunstane Road is much safer now because it's much quieter — before people zoomed in		I was concerned our road (Eastfield Gardens) might								the obstructions backer to avoid — Two sees people linguity going round them. I think you might also need traffic calming measures if there are streets that are	I think when changes are put in the signage and the physical boxes stopping people driving down need to be a fair NP cleaner.
As an individual	Strongly agree	and out danaerously and it was very consected.	No change	become a rat-run but mostly it's been fine.	Arres		heree		Deri'l inow	1	145	busiec/taster.cow.	fair bit deaner.
		The council taki its aim was to push traffic ceto the main roads og Mitton Road and Portobello High Street & Jopp readhort and maise Collections of quiet neighbourhoad. Taki has falled, instead, the change have made the Collecteres and run. The taki map showed street realming was to builtontiat of collectors assess har	a. 19										
		seafront and make Collesdene a 'quiet neighbourhood'. This has failed. Instead, the changes have made the										Not in its current form. If the aim is to provide quiet	
		Collesdenes a rat run. The trial map showed street calming was to be installed on Collesdene Avenue but										neighbourhoods and push traffic onto the main roads and encourage cycling and walking then radical change and	
		Collesdenes a rat run. The trial map showed street calming was to be installed on Collesdene Avenue but this has not been dane. In it's present form, the trial provides no incentive to avoid the Collesdenes - It is too man to one three the test form.										bold moves need to be made. The entirety of Portabello & innon between Milton Road and the seafoort from	
		provides no incentive to avoid the Calileudence - it is too easy to rat run through this area. Street calming measures are required to dow speeding traffic down are to make it quicker to stick to the main roads and avoid commons.										Musseburgh to King's Road roundabout should be	
		to make it quicker to stick to the main roads and avoid	a									cosed at as one entry including the provision of take off road cycle tracks. The piecemeal approach doesn't work	
		Considents of the east end of Portobelio/Joppa now drive										Not in its current form. If the aim is to provide quiet mightbook due dup unt traffic cores than make made and the second second second second second second distances even on the marks. The estimate of the distance second second second second second second distances and the second second second second distances and the second second second second made spott tracks. The placement approach description and spott tracks. The placement approach description and spott tracks. The placement approach description description and the second second second many second second second second second second many second second second second second distances and the second second second second second distances and the second second second second second distances and the second second second second second second distances and distances and distances and distances and distances distances and distances and distances and distances and distances distances and distances and distances and distances and distances distances and distances and distances and distances and distances and distances distances and distances and distances and distances and distances and distances and distances and distances distances and distances and dist	
		through the Coillesdenes to go to Milton Road - this is	•			The trial is causing people to have to drive much further now, which is bad for climate change, increasing fuel use,							
		bad for climate change - longer journeys, extra petrol, extra fumes adding to air pollution. There is more		More traffic is coming through the Collevdenes. Certain streets are now a rat run. Cars driving too fast. Need		increasing fumes and air pollution, longer journeys. The chapter have not coolided an investige to walk or corise		as above, longer car journeys, more fuel used, more	Would cycle more if the trucks associated increase	ere were more safe 'off road' cycle		Identical mistakes are about to be made with the new downstrate finalization and to Newbolies Vicence - series	
Ar an industrial	Ormaly dimense	reasons agong to an postation. There is not a	Canificant Increase	streat relation	Chronaliv Alexanae	changes have not provided an incentive to walk or cycle as there is a lock of rate OCC BOAth curie tracks	Ornosh Arasma	fumer Brunthen End should be one way	No. evaluation of our line infra-	sed cycling is directly linked to the structure received	in .	Brunstane development next to Newhales House - again, another new schuch classed amond renti	Transvanotis
		time the volume of traffic became unsustainable with											
		amost dany instances of driver aggression and regular damage to parked cars from vehicles trying to squeece											
		past. The street is now a much more pleasant place to stay, with space for pedestrians, cars not being damages	4										
		Into the volume of table became unsuthioble with almost daily instances of driver aggression and regular damage to parked cars from whichs trying to oparese part. The street is now a much more pleasure place to tay, with space for pederainan, can not being damage and noticeably more cyclist using the tartes. I adhere to the spite of the strellic caloing measure involving the Calibrateness as it stay not the main reads and do not use and indications use not more	2										
		Collesdenes as I stay on the main roads and do not use the Collesdenes as a rat run.											
		There is inconvenience to residents at the top of Arunstane Road by not being able to access Portabelio v the bridge but this is far outweighed by the improvement	10 11	Traffic has decreased enormously although some drivers util ignore or do not notice the signs at the top of the		By and large vehicles seen to be sticking to the main		I can only speak as a resident of Brunstane Road and	I tend to walk to Porto	halls - hanne halter -			This scheme has probably taken about twenty years to come to fruition as not enough attention was paid to wider traffic calming measures to allow its involve exterior.
As an individual	Strongly agree		stenificant decrease	this ignore or do not notice the signs at the top of the road advising that the road is closed at the bridge.	Stranely arree	ay and range vehicles seem to be sticking to the main arterial routes.	Strongly agree	I can only speak as a resident of Brunstane Road and would receat the points made above.	i tend to walk to Porto Tes temptation would have	desp whereas before the e been to jump in the car. If the	66	For the reasons stated above.	
As an individual	Stronely disarree	Traffic now dispersed to other areas causing more conception.	Similiant increase		Stranely disarree		Strongly disagree		No	N	12		More consultation and advertiking of proposals. Publishing results of consultation.
													It is a concern that incel politicians have used this
			1					1				1	example as a means to secure votes with extremely questionable questionnaires labelled 'surveys' that include what seems to be a lack of appropriate data protection. I appredate that the wider area should be informed if not consulted but its seems skewed that those
		Refore the road was closed as residents we suffered dail damage to cars, abusive language and behaviour from drivers and stress as a result. The impact on the environment was palpable and the positive effect of the	v					1				1	include what seem to be a lack of appropriate data
		drivers and stress as a result. The impact on the		There has been a huge decrease in cars on the road which		The aim is to encoursee us all to only use our cars for		Our house no longer has as much dust from traffic				1	
		environment was palpable and the positive effect of the closure includes a greater use of bikes and other wheel	1	has eracicated the issue of damage to vehicles and other problems caused such as abusive behaviour. Brunstane		the aim is to encourage us all to only use our cars for essential journeys. This facilitates that aim. It is		car house no longer has as much dust from traffic pollution, there are also social environment				1	or us directly impacted on a daily basis should not have a greater say on the ksue. The needs and use of the area
		users. This measure fits with the City of Edinburgh plant reduce unnecessary car use and reduce the dity's carbon	50	Road was not built to carry the volume of traffic that we had prior to the closure. Also the Collesdenes must be		understandable that some find this a challenge but we cannot continue to manage with the volume of traffic		improvements as we no longer have to fear abuse and have not had to call the police to report such incidents.					should not be for convenience. For example some residents from the wider area have complained that their
		environment was pagable and the positive effect of the docume includes a greater use of black and other wheel users. This measure fits with the City of Edinburgh plans reduce unnecessary car use and reduce the diry's carbon footpoint. This (TRO is an exceedent if not precedent sorting example for the wider area which sees house the plan.		There has been a bage decrease in cars on the road which has excluded the issue of damage to vehicles and other problems caused used as about behaviour. Rimitatue Road was not built to carry the volume of traffic that we had prior to the focum. Also the call collections must be taken into consideration as when the Heen Rimitatue Louise are folgued the inspat of colling measures are too use and solute the inspat of colling measures are set of the collection of the set of the set of the test of the set of		Interain is to merger, This facilitates that also, it is escential journeys. This facilitates that also, it is understandable that some find this a challenge but we cannot continue to manage with the volume of traffic across the wider area. It would be a hage step forward for the City if these measure were adopted across the wider the City of these measure were adopted across the wider across the wider and the step forward for a step forward for the City of these measure were adopted across the wider across the wider across the step of the ste		Control to the set of	Every dp-1 hour writer	d and i have used my bike more		There is no other option for this area as the volume of traffic and associated problems had become	Is an energy impacted of a samp sense could into inter any genater way on the koue. The needs and use of the area should not be for convenience. For example some residents from the wider area have complianed that their access to drive Aoda has been impedded by the discurs. Surely this should not carry as much weight as those of
As an individual	Stronely aeme	building growth and therefore grouter vehicle problems.	Senificant decrease	not aiready in place will be catastrophic	Stranaly arree	area.	Stronely aeree	5 and the promenade.	tes aften.		16	unsustainable.	us subject to the problems described.
		From an environmental perspective the changes have been husely beneficial. Reduction in pollution, noise											
		improving the wellbeing of residents. It has also increase	ed										
		been hugely beneficial. Reduction in pollution, noise improving the wellbeing of residence. It has also increase the use of the read by cyclists, families and folk with mobility secones etc. It has also reduced the anti social behaviour from driver		I live on linurstane Rd and the reduction in traffic has reduced the risk of damage to our vehicles and the abuse		I can't really say, however anecdotally friends who live locally, close to itrighton place for example have stated no significant change but more generally there is an increase							
äs en induidual	Orveals arms	It has also reduced the anti social behaviour from driver finantrated hu the narrow road on local residents	S Canifornet Annana	reduced the risk of damage to our vehicles and the abuse from those using it as a through coard	Kaithar saraa oor diraaraa	significant change but more generally there is an increase in truffic due to other could works in the seas	Groups and	Cas shrus	Yes		Lar.		
		As a resident of Seaview Crescent, there has been no											
		As a reddet of Saview Concert, there has been to benefits and ignificant detriments as a result of these changes, including: - displaced traffic has not been discussaged from using - displaced traffic has not been discussaged from using - using the same has been no visible discresse in traffic valume at all, and it fields to have if anything, increased. - ignificant digradition of the road unknowel fillation Terrase as a result of forcing traffic to use this roade and moreories traffic alm in its ions of the first pass as some the road of the same trade and the same same moreories traffic time in its ions of the first pass as											
		displaced traffic has not been discouraged from using											
		volume at all, and it feels to have if anything, increased.											The whole implementation of the ETRO and previous
		 significant degradation of the road surface of Milton Terrace as a result of forcing traffic to use this route and 											'consultation' has been badly handled by CEC. It was a consultation in name only, where CEC ignored the views
		increasing traffic given it is one of the few access points at times this previously ouiet road is now busy.	-						istill need to use my o	ar for the same regions I had			The whole implementation of the ETRG and previous 'unsultation' has been badly handlind by CEC: I was a consultation in name only, where CEC ignored the view. of the vast majority of respondents in flavour of preving abad with the glaves which feels like it was already a foregone canclusion.
		increasing traffic given it is one of the few access points at times this previously quiet road is now busy. - no reduction in traffic, just an increase of confused, frustrated divers.						There has been no reduction in traffic so therefore no	before the CTRO, includ child to school which i	ar for the same reasons i had ding taking my wheekhair-user is now a longer journey, so ng. I was walking and cycling before sie and will continue to do so. It's watches these surveys and whee			foregone conclusion.
				Traffic on Seaview Crescent feels to have increased during					therefore more polluti	ng. I was walking and cycling before			to a second of these and second descent that the other states
		 Last interest topological and your constrainty particular yourse Brunstane Bit - the most disastic measures instead of trialing other staffic-caloning measures first, for example making it one-way. This could have achieved the same benefit for Brunstane Bd users while not adversely. 		the LINU. I would be used to see the data. In addition to volume, the speed of traffic also appears to have		I think the ETRO has had zero impact on the wider Portabelia area. This localised disruption is extremely frustrating for local residents while having a complete		positive impact to the investment, it can be instant about supporting the environment, it has measures likely to result in a reduced levels of cars are things like congection charging and emission zones, not cobbling together an unambilicus but inscome plan to fonce traffic through	the sind where possib condescending to sugg	se and will continue to do so. It's jest that these measures, which		number of sumpanding ones. The level of disruption to a	consultation's regonaetts will be taken into account and that CEC's decisions on the result of the ETRO will be data-
		making it one-way. This could have achieved the same benefit for illnunstane Rd users while not adversely		trains to assess of these to use the data. In addition to volume, the speed of traffic also appears to have increased and there have been multiple dargerous incidents as a result of people abusing and ignoring the		Portobelio area. This localised disruption is extremely frustrating for local residents while having a complete		charging and emission zones, not cobbling together an unambitious but inknome plan to force traffic through	amount to fidding and view of what they're su	est that these measures, which und with no clear plan and no clear apposed to achieve, will encourage		The ETRO just pushes a problem from one street into a number of sumaunding ones. The level of disruption to a significant number of residents in the Collesdene area for outweight the benefit to a small number of residents on	In a result, itself, the second state of the second and the consultation's respondents will be taken into account and that CEC's decisions on the result of the FTRO will be data- led. To regain any kind of credibility CEC should be transparent and publish the data used to inform the
As an individual	Stronely disarree	impacting the surrounding roads in the way this ETRO h Prior to the closure, each week there would be an	as. Slight increase	measures.	Stronely dicaeree	lack of demonstrable impact on the wider area.	Stronety disaenee	complicated and badly implemented road closures.	No people out of their can		f2	Brunstane Road.	outcome.
		violence) between car drivers using it as a rat run. There would additionally be a new scrape or dent in my car											
		when parked outside our house on Brunstane Road. Since the closure - no aggressive behaviour and no new dama	De la constante										
As an individual	Strongly agree				Neither agree nor disagree		Neither agree nor disagree		Nes Used my bike more	10	18		
		I agree with the principle of the traffic calming measures	L.										
		mixed in my opinion and has simply moved the problem											
		positive, and has made cycling there feel more rafe.		1		1		1				1	
		Lagree with the principle of the staffic calming measures but not necessarily their exection. The impact has been administed in my opionism and has singly moved the problem elsewhere. The induction is natific on investment Rated Deprive, and has made cycling three less times and a lawner and upged to that's along Collection Annua ar Mitton Dive, naking cycling the loss tails in additions on mere necks, precisionity doing can be have the stability of the stability of the stability of the stability of the mere necks, precisionity doing can be have the stability of the stability o	ud a					1					
		Matton Drive, making cycling feel less safe in addition to more noise, particularly during rush hour. The volume of	d and a second se					1					
		traffic along loppa Road has significantly increased, making it very difficult for pedestrians to cross when w	1					1	1			1	
		times as there is no safe/protected crossing point at the east end. The no entry points at either end of Million						1				1	
		Drive and on Milton Terrace are frequently ignored,	1			The volume of traffic in the wider Portobelip area remains		1				1	
		more noise, particularly during nuch hour. The volume or traffic along loop location to significantly increased, making it very difficult for pedestines to cross usify at times as there is no analyzinoticid crossing point at the asst exc. Then our entry points at drive and of Million Drive and on Nillion Termos and Inquerety ignored, resulting in a Starthe increase in strate, and have observed no attempt to enforce these restrictions.	1			too high, with unsafe or illegal parking remaining						1	free for a state of the state o
		Crossing Milton Road East or attempting to turn right from Brunstane Road South (which is part of the cycle network to Portobello) on a bike still feels very unsafe o		No anterio dans un ferminario di Carto di		the obtained outside of the legal particle remaining common, improving public transport links to Portabelio and introducing traffic free areas within the area are required to address this. Crossing toppa Read as a		I have observed no change in the overall volume of traffic simply a redistribution, thus the environmental impact is unlikely to have changed. Indeed, given potentially				I would like to see better traffic improvement measures introduced, that reduce the volume of traffic rather than	Provision of a number of different options for discussion and debate at the consultation stage may improve the design of any future scheme. It may also have a positive
As an individual	Disatree		Canificant increase	No entry signs are frequently ignored and have not been enforced as far as i have observed.	Disame	pedectrian at the eastern end of the Promenade is uncafe.	Strongly disagree	increased journey times, the impact may be negative.	No	14	40	the distribution.	effect on how it is received by the local residents.
		a bits. These changes have cost more energy being wasted in travelling much further to get to Milton Rd. Or cometimer going via Portobello and Brighton pi to get to	1					1				1	
		cometimes going via Portobello and Brighton plito get to Duddingston.	•					1	1			1	
		Duddingston. Also if I'm being picked up by friends in order for them t avoid the chaos and extended drive of the temporary						1	1			1	
		routes I will walk up to Milton Rd. This is not ideal when the weather is inclement and with winter approaching				This has obviously had a negative impact all all the other		increase of energy used to ravigate the temporary road	Other than having to v	walk up to Milton Rd to be picked		1	This plight for our fellow neighbours could have been
As an individual	Stronely disarree	that will be a lot more frequent.	Slaht increase		Stranely disarree	surrounding streets.	Stronely disaettee	invest	No. We only use our car all	hes we need to. N	40	Of course not.	mitiested by making Brunstane Rd one way.
		The insue is certificated that three leaving Drugstone	1					1				1	
		Road to connect to Milton Road East, join that MAN ROAD (the others aren't) leading to the traffic lights on	1					1				1	
		the main read.						1	1			1	
		Those using Brunstane Road (travelling north, having turned left off the MAIN ROAD) pay no heed to the fact that this road is congested with parked traffic. And the	1					1				1	
		turned sett off the MAIN ROADJ pay no heed to the fact that this road is congested with parked traffic. And the	1					1				1	
		turned left off the MAN KDAS() pay no heed to the fact that this road is congened with parked traffic. And the car owner? They use ROTH iddes of the road! This road should ONA! have parking on ONE SIDE and everyone would be happier!	v					1				1	
		have parking on ONE SIDE and everyone would be happier1	1					1				1	
		It should be IMPOSSIBLE to join this road from Milton	1					1	1			1	
		It should be MPChSala to join this road from Milton Road East. Drivers can use the through-way of the traffi lights to take them to/from wherever they live.	e .					1				1	
			1	1		1	1	1				1	
		The Portobello/Joppa 'end' of Brunstane Road is much, much wider for access to/from that road. If Drivers nee	d	1		See above for my suggestions, please.	1	1	For medical reasons, 11	have to walk. I have had a close		1	
		to 'go to Leich' then they are already on their way. If the destination is West, this is also the case - on the 20mph		I think i've done that already, but the way 'no entry'		IF a driver takes things into their own hands then somebody at the yellow box junction is going to have a		1	shave with drivers not very aware of that.	using the Highway Code, sadly I'm		1	How about you just selbe the nettle and block off roads
		In the relation of page and the statementation terms of mach which the cockets to filther may be to 'go to Leich' then they are already on their way. If the destination is West, this is also the case - on the Jömph road (that most drivers seem to ignore the speed init Sol. If they are headed elsewhere, they can easily join	1	I think i've done that already. but the way 'no entry' things are now?		somebody at the yellow box junction is going to have a severe issue with anyone NOT using it properly.	1	1		wa WW a car bar Entry		1	How about you just selde the nettle and block off roads (as a text)
ts an individual	Stronely disarree	Harry Lauder Road (at a MAJOR ROAD JUNCTION).	Similiant decrease	They are an annoving worke of time!	Stranely disarree	THAT IS FOR SURFI	Disarce	See about 6.7.8.8	Tec Earlie State	ing? D	ion't know filo coinion	See above	- and if it works. KEEP THEM?
			1					1				The closure of Milton Road and Terrace to motorists	
			1					1				The closure of Milton Road and Terrace to motorists results in having to wiggle through other streets to reach main roads by car and the closure of these roads has not stopped some people continuing to drive on them	
ts an individual	Disarree	I have seen more traffic	Slaht increase		Disarree	Most of my neistbours have felt it a misager	Diagree	No difference to the environment	No	N-	40	stopped some people continuing to drive on them making it hazardous for cyclists and walkers.	
	-												

	1	r					r		r		1	
	To what extent do you agree or diagree that the changes have been beenfoid during the staft) - To what extend do you agree or diagree that the changes have changes have been beenfoid during the staft -Piezes works are common in the box below. URI for the following more to a			Considering the under Portobeno area jour with the immediate area of Brunktane Road and the Collectene	Considering the wider Portobello area (out with the immediate area of Brunotzne Road and the Collinstene area), to what estant do you agree or disagree that the vial has had a peolide singat on the surrounding streets? - Please write are comments in the box below.	·	T	During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel should be made.	
Are you responding as an individual or on behalf of an organization? - Responding as	To write existence by you agree or charging in the the charges have been beneficial during the tria? - To what extent do you agree or disagree that the charges have been beeneficial during the tria? - Please been beeneficial during the tria? - Will so white extents in the box below.	During the trial how has the volume of traffic changed within your street? - During the trial how would you asues traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	trial has had a positive impact on the surrounding streams 2 - o what extent do you array or distance that	trial has had a positive impact on the surrounding strain has had a positive impact on the surrounding strainty? - Blosse write new commands in the how ballow	changes have had a positive impact on the environment?	To what extent do you agree or disagree that the changes have had a positive impact on the environment? - Flease write any comments in the box below.	During the trial have you walked, wheeled or cycled moni2	- Please write any comments in the box below.	Would you like the trial to be made permanent in its current form? - made permanent	the box below including any modifications you feel should be made	Do you have any suggestions on how future similar schemes chould be consulted and implemented? - any surrections
	(a) (b) (b) the full following remotes i - i. The second control is not assumed of particular problems when it. The second control is the program of the second control - 1. The objective is the strength control incomparison to the residence to include who used as were able to be able on the classical bala wave proceedings on the second control is the second control is the classical bala wave proceedings on the second control is the classical bala wave proceedings on the second control is the classical bala wave proceedings on the second control is the second control is the classical bala wave proceedings on the second control is the second control is the second control is the classical bala wave proceedings on the second control is the second											
	(b) the first filtering times -) is the second second second second second second second second control of the second											Yes, Following the unfortunate facilities of two cyclicits at the characteristic statement of the statement
	Amount resulting in many which the hard to de Shree point trans in a some verset, in and dott much to be amounts of the residents. 5. There is no case monosity Thranding causales to be far to some the source of the source of the source of the thranget to negativing the use of riggin Quarty on two assumes.											Yes, Following the unformate facilities of two cyclicits at darge Road the authorities in my appriors tools a harmon- ticates is not by our booking left to train the line inter- tion of the second second second second second second Terrors the shift along hardhold bookings where their is a memory and the shift left horizon y clock and the second handhold of holizon is patiential darges. My against the training the problem would be to dever all cyclicits gainst to the vert of south of the cyclic to the that a pediential model and the second second of the conserve which would allow any contraction of the conserve which would allow any contraction of the conserve which would allow any contractions of the second second second second second second second the second second second second second second second the second second second second second second second the second second second second second second second second second second second second second second second the second the second secon
As an individual	A relation to an even some some some some some some some some	Senifort increase	A rather irrelevant question for any one living north of the bridge on BR as the road is blocked off but not for those residencts in the Collectenes, who are experience increased traffic flows.	Disarre	In the wider area the increased traffic has been pushed motorists on to Joppa Road and is causing traffic hold - ups and making the Kings Road junction a major traffic headsche during oeak travelling times.	Stronely disseme	If you are being dictated into driving more miles at low speeds over traffic caiming bollards then you will inevitable create more pollution.	No		No	This question should have come earlier in your survey as I have already answered it in Question 6.	be diserted up intravel Causeway which is a 1- junction but has a pedetrian crossing which leads a continuation of the causeway which would allow cpclist tor travel the next several hundred work unimpedied by bases or cars.
	The is the baset ship that has happened in Survival Read since the baset ship that has happened in Survival Read since the baset ship has been related a sub-baset on a top you are described. Thus have happened by the sub-baset happened Privality for general sections of the sub-b	Gardinar demana	Notional that the street is much much quieter. Able to speak to neighbours in the street without being drawned out by totific noise. Notical less fumes and noise whilst in force another.	Strength series	On walks in the Califecture area definitely noticed a externion in the average of suffic	Ormody same	Brunstane Road is a friendlier more neighbourly street since the closure. More idda about, test indeters with aggreadve driver using Runstane Road as a short cut. Closure air less frames. More cyclies: Children warking and cycling to school that ddin't prior to the closure. Mobility success able to suffly use the road. Forests more related when walking with kids, lust a safer more elessent and/morest to list and/s use the road.	-	The dosume of the bridge forces me to walk more as it discourages me from using the car just to rip into Portability. Use the bike more as well as going south up atmantene Rando pre clourer as well forcening at divers differ tigen way and also tried to overtake when there wanned more no do no a rake.	~	As I am retired and have lived in Brunztane Road since 1985 I am very aware of the local environmeet. This is editobility a just gip has for not only the envidence of Brunztane Road and nearby stretes but for walkers and cyclists passing through. Penhaps the Apple Creason (Salkabh strete areas should he instrated into maxima an and	but be careful not to let the large number of people who don't live in an area (but object to a scheme which may inconvenience there) disconnotately influence a marshin during
	Arrondo strate 2 is a smoot solution. An algorithm of a line space of the smooth of t		logga Terrace scilleddee avenue dargenou as has always beer und as popular route for people doing driving text or learning monowvers and isonase in traffic making dangenous net to meetion theora mine and publics in that is cased by local specifying to as back				People are now having to torvel extra miller to get from one cide of contrabello to other					
As an individual	Stoolv diame de lac	Canificant increase	there business	Stronely dicaree	As above	Stronely clisame	one side of cortabella to other	No		82		Listen to local people who use these nautes daily i would like to see further reductions on speed limits - especially along Milton Road East.
			The bigger problem is the DAMGEROUS 40mph limit on Milton Road East - this should be reduced to 20mph with suitable detervents and traffic caimine measures.		Especially at the junction with Milton Road East where traffic would offee the backed up causing dangerous monthism for execution times.		The only benefit is to lack of noise pollution on Brunstane Road. However, we need to make the whole area more pedestrian and cycle friendly.					We need to do more to prioritize pedectrians, cyclists and home-owners. And especially at junctions and crossings for the Harry
As an individual	Stronelv anne Brunctsner Road should be one way going North. Closing the road make no unna whatsnere. When divide back from the AS, the additional roads makes no sense. All method on the original application however Lee no	Slaht Increase	uitable deterrents and traffic calmine measures.	Stronely arree	conditions for aedectrians.	Neither aanse nor dikaaree	pedestrian and cycle friendly.	Nes		Yes		Lauder road - which really needs a cycle and footbridge.
As an individual	Steame constants	No chanee		Dan't know.		Stronely distance	For muself its meant a greater journey	No		No.		
As an individual	Bigging to develop and the second secon	Senificant increase	As the statement above	Disarre		Giurree		No	I waik as much as I can although I am more wary of wolume of staffs: though comain	No	I feel that traffic was fine before trial even when road bridee was obst	
	with this had my time had a patcher tigget on the constraints that my time had a patcher tigget on the constraint weight of the constraints of constraints and the constraints of the constraints of constraints of the constraints of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the constraints of the constraints of the time of the constraints of the time of the constraints of the		1 be as Gilleden Gruzer, when traffic has not				If i want to leave my street by car, and get to Miton face, my journey to been known by approa 3 Km. 1 may be any been by the size a paint compared that any strength of the size and the size and the size of the measures will not encourage parging and of their can, or which will not encourage appropriate of their can, or which will not encourage the size of their can, or which will not encourage the size of their can, or which will not any of the size of the size of the base of the size of the size of the size of the size of the size of the size of the size of the match which are in a very part that of rapin a given more them to sum on our size of the size of the size of the match which are in a very part that of rapin a given more the size of the size of the size of the size of the match which are in a very part that of rapin a given more size of the si		takensing works of a cycled askess this made some and i before more other people is this wars will be too. Loss only or for thopping where is cark carry means of an my bile, or near thopping where is cark carry means while the second source of the second source of the second source of the second source of the second hand the cark too and the second source of the second is both diversion. The particularity is the second, and if			Tables that the constraints requests for this schema terms are equivalent in the fort time record.
As an individual	an Collindere Arena, and drives the measure at they are being inconvenienced by the measures, and Stronely disarree trained are there are the area could be an output for the test where they want could be an output	No change	Increased due to the blockage onto Million Road. However all it has done is moved the traffic to Collectere Averue instead.	Stranely disarree	As it is now more difficult to access Milton Road and Sir Wany Lauder Road, the measures are forcing more cars to travel through Portobello and down the highstreet.	Stronaly distance	order to access Colledere Creaces or Avenue - this rand is full of potholes, which are only going to get worse with the increase in traffic.	No	(in both directions, but particularly into town), and if there were a reasonable size shop which walking distance where I could do affordable shopping, rather than having to drive to Auda or Tesco.	No	Lars strongly against this scheme	I believe that the consultation responses for this scheme were overwhelmingly regative the first time round. I think that taking peoples options into account, rather than trying to push something through that people don't want would be a good way forwards.
	The Collinders area in basing greatly increased profile day and taget, with increase production in Collinderse Arean and a state of the Collinder area and the Collinder arean of the web state of the Collinder area and the product web state of the Collinder area and the product web state of the Collinder and the Collinder product web state of the Collinder and the Collinder and the Collinder and the product web state of the Collinder and the Collinder and the Collinder and the product and the Collinder and the Collinder and the Collinder and the product and the Collinder and the Collinder and the Collinder and the product and the Collinder and the Collinder and the Collinder and the product and the Collinder and the Col		Case and commercial vehicles speeding and no policing of				There are no positive environmental impacts. There is more air pollution and noise day and night with more denser to notehings and night.		I am an elderly recident and now I am scared to walk in Collescione Avenue as I have almost been run over baloe by speeding vehicles. The area is used by many unbolchillere who are in charger from scending vehicles		This scheme is unfair and dangerous within what had been a quiet residential area Why has a repair or reinforcement of Brunstane Road	New real consultation of surrounding neighbourhood
	Uniform statement per lange utilitations and an end rater The postern has merely stifted from iteratories that and through disarres provide disarres provide disarres	Vendore Advaue	Johan Mer, were behave to react and bettern	12011 Under.	We cannot see how these changes have had any impact on the wider Fortoballo area other than the streets	ulitery disame	The course of instructions and excerts The closure of instructions Rel adds 0.9 milles to our journeys from ASDA, adding to levels of pollution. For the residence to Million Teersco, Million Drive and Colletedene Avenue, there is now much more traffic, wherein a million of the	80	I cannot see any reason why this trial should have	N0	The original problem was a two-way flow of traffic in Brunzane Rd which was too narrow to support this. The simplest answer would be to make investme and one way (logically, from Milson Rd East northwards) and to re-	and Poolouin Hospitch Deformand
As an individual	Stronge dataset ender and the section of t	Slaht Increase		Neither anne nar dianne	directly affected.	Skarre	offecting negatively their quality of life.	80	encouraged people to set out of their cars.	No.	open Collesdene Grescent as an outlet to Milton Rd East	
As an individual		Sienificant increase		Qan't know.		Strenely distance	Significantly increased journey for every vehicle entering the Collesdene area.	No		No	Its closure benefits the few, and inconveniences the majority of the Collectene/Brunstane area.	
	There is tau much hole from the new and annual the collections and sector for the sector and the sector happen. The sector provides the sector hole of the sector happen. The sector provides the sector hole of the sector Model is a protocy pathod and which in marks the sector despination. Why can be setting to a sector hole of the sector half have the sector hole of the sector hole of the sector half have the sector hole of the sector hole of the sector half have the sector hole of the sector hole of the sector half have the sector hole of the sector hole of the sector half have the sector hole of the sector hole of the sector method half have the sector hole of the sector hole of the sector method half have the sector hole of the sector hole of the sector method half have the sector hole of the sector hole of the sector method half have the sector hole of the											
	not transition have a diverse. 1.46 don't preva a sum of a preva have been on a finger to the second and the second and the second and the transition of the second and the second and the second devices and a multi-version shared and based. And and a new or setting research dates, from the based pregrams to scatch and finders from the transition. The base top of second and the second second second second the second second second second second second second second the second second second second second second second second the second second second second second second second second second the second second second second second second second second second the second second second second second second second second second the second second second second second second second second second the second second second second second second second second second second the second second second second second second second second second second the second br>the second											
As an individual	One side of this street should be doubled yellowed as it is narrow and bases can not get through due to can paried browsh disarree an bath sides. Causing conservations of the time.	Sanificant increase	More traffic traveling down the back streets especially large lonies and large vass. More traffic on Seaview terrace.	Stronely disarree	Too much convention	Stronely distance	More pollution as to stop start traffic adds 1 mile to each Journey either way	No	Can't cycle around the back street and too many cars and taze vehicles	No.	Need to choose different routes to dose and better management of traffic	
	Too much traffic in the back oversit anound collections. Too many lurge whiches chicking downshill to Seaview terrace. The lights on Mitten of corosonad causes long queues as the staffst travial down to Fonzakali. The right turn for ents the backter may of Mitten radii too long.											
	In the comparison is caused on the activities are sufficient to protocological intervent. In our data is the control intervent intervent is the comparison of the compariso		Toffic traveline up hill or down hill to Severe terrace is		Too long a nute around. The nute should go down the wider road from Milton rd, Calinetnee Creacest then Necros street and readents then can choose to go joint to Dalkhit torret or Calinetnee Avenue.							
As an individual	Stronely disarree later lorries should not be allowed through.	Senificant increase	Frantic travening up hill or down hill to Seaview terrace is slow, more pollution and noisy.	Stronely disagree	worth or these streets are wide, no cars parked on both sides as people have driveways.	Strongly distance		No	Too many large vehicles on the street.	No	Not at all NOI	Try asking the people who live in the area
	Course of the top sectation the starts in capity monitories of capital sectations and sectations and sectation of the sectation of a sectation of the starts and a sectation of the sectation of sectations and and sectations and sectations and and sectations and and sectations are and sectations and and sectations and and sectations are and sectations and and and and and and and and and and and and and and and and		The volume of traffic acies up and down Morton Soviet									
äs an individual	Oronale distance house is totally unavariable	Cardfront Increase	and since following descending triplet	Gronaliz Arnanae	1	Gronesky Alexanna	1	No	I	No.	1	I

	To what extent do you agree or disagree that the			During the trial how has the volume of traffic changed within your street? - Hease write any comments in the box below.	Considering the wider Portabello area (out with the immediate area of Brunstane Road and the Collesdene	Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collectene			During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	
Are you responding as an individual or on behalf of an	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?	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you assues traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the sumounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or dicagree that the changes have had a positive impact on the environment?	To what extent do you agree or disagree that the changes have had a positive ingact on the environment?	- During the trial have you walked, wheeled or cycled	and the second se	Yould you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel denote the mode.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
arganization? - Responding as	been beneficial during the trial?	write any comments in the box below.	zause traffic numbers within your street?	box below.	etwets? - a what extent do you arree or dicaree that	streets? - Please write any comments in the box below.	-changes have had an impact on the environment?	- Please write any comments in the box below.	more)	- Please write any comments in the box below. o	urrent form? - made permanent	should be made.	earerctions
		It may have been beneficial to the intravellate moders of forumation data that weak of the set of the set of the months of the set of the set of the set of the set of the months of the set of the set of the set of the set of the set of the set of the set of the set of the set of the months of the set of the set of the set of the set of the months of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the br>set of the set of the set of the set of the set of the set of the set of the set											
		street with minimal traffic. Those residents bought their houses on an important link road between the north and											
		south of lopps. It was always an essential part of the											More widemoved consultation with the whole effected
		important part of that triangle. It has NOT benefited the residents of Collections as they											area is surely essential. I know investore Road resident had meetings and consultations but Annula Concept
		have all suffered the unnecessary traffic flow, congestion,											which feeds directly off it was given no input.
		has it benefited the residents of the bulk of Portabella											More widespread consultation with the whole affected ama is curvely exercital. I know linearcase fixed recisions that meetings and consultations to know fixed, recisions which fixed, directly of it was given no input. Concollors and planners thoud have literated more to alternative suggestions. Why was a one way retem never tried. Many people said of that would's work to neither does total dissues. If triais can be made then who not have in their fixed more than the more the weath new tried is may not provide a same then who neither does total dissues. If triais can be made then who the high it may not for the are E-more to wholesame
		nousing wettern topps, Mountradge and as properties north of the High Street.											herer tried. Many people cad ch that wouldn't work on heither does total dosane. If trials can be made then wh
		I somt of the High Street. Ellise at the tree of Angyle Cresset and my journey to Mitton Road Jukeys Involved Bruncture Road as access to AGA, the Roagn He Fort, RG, QUAL and the bigaus. I are these places a lot and every time Leibler have to denor through Statistical and the Glacenses or plaugh through the almosty congened Portstellei High Street and cases more encogenous op Adrighton Place. Thomsetty field this is all iso sunneencary when other measure and all doubd have been indiremented.											neither does total dosume. If truik can be made then wit net truik to one way for the next 6 months or whatever and takes a poll on that. You cannot say polver tried neurphing when ago that the neutrene garding problem at the top of formatione food could be considerably highed by allowing those upper residents to park at the back doors as many 45- on the Quarry Park. Miximal weak and minimal local of gravant anne would salve a but
		ASDA, the Range, the Fort, RO, QMU, and the bypass. I				Cartfaid has auffered a large increase in traffic and the						Definitely out	everything when the obvious plan has not been tested.
		detour through Eastfield and the Collectenes or plough				Sattleid has suffered a large increase in traffic and the aforementioned Brighton Flace is definitely worse. The alternative to that is to go along the High Street and try to sum hild cool karry Lauder Haad which itself has become extremely difficult with new measures.						Definitely not. The city bypass is frequently congested and has numerous problems - but you wouldn't close that. Constophine Road is the same. Numerous citrets have problems but the answer is not to	at the top of Brunstane Road could be considerably
		cause more congestion up Brighton Place.				to turn left onto Harry Lauder Road which itself has		Excessive congection, Excessive pollution. Excessive				Constorphine Road is the same.	back doors as many do - on the Quarry Park. Minimal
As an individual	Strongly disastree		No change		Stranely dicaeree	become extremely difficult with new measures. Movement around the area is horrible.	Strongly distance	Excessive congestion, Excessive pollution. Excessive Missage	No	N	10	Numerous streets have problems but the answer is not to shut it down.	work and minimal loss of grassed area would salve a lot of the parking problems.
		Brunstane Rd from Milton Rd to the bridge was difficult for driving with so many parked cars. I have not driven down ikrunstane Rd for several years											
		for driving with so many parked cars. I have not driven down illnunstane Rd for several years		Noticeably less traffic along Dalkeith St. both day and									
As an individual	Stronely agree	since a distressing incident of road rare verbal abuse.	Similicant decrease	oleht	Don't know.		Don't know		No	8	8		
		For a long time Brunstane Road has been a rat run for many drivers to use as a shortcut to Milton Road and AL											
		This has resulted in too big vehicles trying to negotiate the names streat incident of road rate when neither											
		driver is prepared to give way and damage to local											
		many drivers to use as shortcut to Million Raad and AL. This has resulted in too big vehicles trying to negotiate the narrow thee, incidents of road rage when neither driver is prepared to give way and damage to local residents can and property. The current arrangement has encouraged walkers and cyclists to enjoy a safe pleasant				I think the trial has been successful in encouraging traffic to take alternative routes via Milton Road and Eastfield		Friends in the street who suffer from asthma have said				I am benefiting from current arrangement but am aware	
ika an individual ika an individual	Decoratio name. Piccurate	portal to the post and failed	Caniforne Assesses Markanes		Aseea Risseen	and innex Brad	Grouely same	thair summines have reduced	Kan Nin	Murb.mova.niesrast to unit units and south and additional file	ar	that it has to work for exercise in the wider concession	
		However a lot of traffic is ignoring the no entry at the junction of Seaview Crescent and Milton Brive so I feel a camera would stop this happening. At it an illegal maneauwy, the cars, forties and delivery vans do it very rapidly and it is an accident waiting to happen.											
		junction of Seaview Crescent and Milton Drive so I feel a camera would stop this happening. As it is an ilegal											
		manoeuvre, the cars, lorries and delivery vans do it very ranidis and it is an arrident waiting to hannen											
		ingenty and it is an account warring to repper.											
		If Brunstane Road had been made one way from south to north this might have sorted the original problem and no traffic would be coming onto the main Milton Road from						A lot of residents having to drive a longer distance and		Would love to do so but elderly people are restricted in		If camera is out up I would be happy with this being	More consultations and all residents opinions being
As an individual	Aanaa	trattic would be coming onto the main Milton Road from there	No change	No change of volume but idiots rushing up the wrong way and isnorine the no entry size.	Dan't know.		Diame	A lot of residents having to drive a longer distance and then come back to reach destination.	No	Would love to do so but elderly people are restricted in what they can do.	*	If camera is put up I would be happy with this being permanent.	More consultations and all residents opinions being latened to.
				The interded multi-d the proposals is to reduce the traffic in certain areas, while public quere staffs along discublurgh Raddy-downer interration. There is a list of the start of the start of the start of the list of the start of the start of the start of the start of the start of the start of the start of the start of the start of the start of the start of the start point and the start of the									
1	1	1	1	traffic in certain areas, whilst pushing more traffic along Musselburth Road/Seaview Terzee/Eastfield And the		1	1	1	1	1		1	
1	1		1	is, in fact, what has resulted. The outcome is unfair						1			
1	1	1	1	This is because the 20 mph zone in Portobello ends at		1	1	1		1		1	
			1	зорра кoad and results in many drivers traveling east at that point accelerating up to (and often exceeding) the									
1	1	1	1	existing 30 mph speed limit. Something additional is required to ensure the safety of cyclists and pedestrians		1		1		1		1	
			1	in this area - a possible option here is to extend the existing 20 mph zone the whole www.slowe Museum						The changes make it more depression to walk and or the			
As an individual	Dicarree	ran Luna coming out of hereits and add hereits	Senificant increase	Road to the East Lothian boundary.	Stronaly disamee		Strongly disagree		No	alone Musselburgh Road.	ia		
As an individual	Strongly agree	cars / vans coming out of brunstane road and blocking the road has decreased dramaticaly	Slaht decrease		Aaree		Azree		No		×		
													I think it should be clearer what problems traffic schem changes are trying to address, it is only now that there is
													an advnowledgment that it was because Brunstane Roa residents were unhappy with the flow of traffic in their
		instead of her instead on the set from Miller Read										The second se	street which was impeded by their on street parking.
		East to Portobello all the cars are now concentrated into										traffic congestion on Brunstane Road. If the road was one	majority and the initial consultation was worded in a wa
		one route through the Collectenes. Most drivers are not reverting to Sir Harry Lauder Road or Milton Road										way (north from the left turn at Milton Road East) and two way from the railway bridge then the traffic	that made it obvious it was going to look like there was significant local support for closing it completely.
		Instead of having several ways to get from Million Road Exist to Sinchellin Jal the cars are now concentrated ions endowed having the Californiane. Most of the care and reversing to Gr many Lander Road or Mitchin Ran of Vir all profiles the off of the shape of the Photophile con- the way house from work or other schedules as it holds tabutes and the endowed having the schedule of the theory house from work or other schedules as it holds tabutes and the endowed having the schedule of the schedule of the schedule as it holds the theory of the schedule and the schedule of the schedule and to schedule and the schedule are more.	1									The main reason given for the changes was to deal with some property of them the history and the second se	I think it should be clearer what problems traffic schema changes are styling to addense, it is only easer that them is denoted by the states of the states of the states of the clearer was schema by the states of the states of the majority and the initial consultation was useded in any majority and the initial consultation was useded in any majority and the initial consultation was useded in the majority and the initial consultation was useded in the majority and the initial consultation was useded in the demonstrate subjects of the states of the states of the demonstrate subjects of the states are planty of alternative suggestions, and these are planty of alternative subjects wheat the includes in the
		the way home from work or other activities as it adds distance and time to my increase										remain open in both directions, would also ease the flow of traffic	consultations. Instead the council offered up the most extreme solution which just lead to increasing exercised
1	1	Businesses in Portobello are now somewhere I have to	1	I live on Milton Road East, there is increased traffic, as all						1		The roads in the Collevatere area should be opened back	car journeys, instead of the simplest one which would
L	L	previous well or necessitate a longer car journey. I have been using the local businesses less as I don't tend to		I live on Milton Road East, there is increased traffic, as all the cars wishing to get into the Collesdene or Portabello area new have to drive past my house due to the first 2 laft turns on Milton Device fast one builts on actors		I don't see how moving traffic to other routes can have		My necessary journeys to Portobelio are now longer and				we worked out the vehicular load. This would also improve access for the emergency	Alternative suggestions, and there are planty of alternative optimum, should be included in the consultations, instand the council effend up the most entrme scalability which plant the observation everyone car journeys, instand of the simplest one which would have deare the job without making parts of the sam real difficult to access, it think losts of people agree it was a problem but what is in balan make in one the best tablefor
As an individual	Strongly disarree		Significant increase	left turns on Milton Road East now being no entry.	Disarree	had a positive effect on those streets	Dianee	more damaging to the environment.	No	I don't have that having of time N	10	services.	problem but what is in place now is not the best solution
		Our road, Brunstane Gardens, is directly serviced by				We do a lot of walking in the surrounding area and can see the positive effects this plan has had on the area. I have no stativito tak on any occasion when i have walked along Milton Road, Jopps Road, the High Street or Brighton Risca: have not need any perceivable increase in traffic flows due to this calmine scheme.		Noise levels are down and air quality is up. The sense of					
		Our nead, Brunstane Gardens, is directly serviced by Brunstane Road which is the only way in and cut. The road and surrounding area have become a far more pleasant place to live with its becoming a safe place to walk and cucle either bu our selves or with children.		There are still a few people who cant read the signs or are		have no statistics but on any occasion when I have walked along Milton Road, Joppa Road, the High Street or		Noise levels are down and air quality is up. The sense of being tafe when in the area is hugely increased. Not all but many of the drivers who used innumne Raad before had one aim in mind to get thom one end to the need as buickly as possible, classic rat run attude.				To keep it is forward looking and optimistic, to reverse it would be a tragic admission that you think it is more important for a car or lony driver to save a few minutes than for people to have reasonable environment to live in.	ie pro active not reactive and have to have local people
ar an individual	Connection sectores	pleasant place to live with it becoming a safe place to walk and curie abber he cur salws or with children	Canifornet dermane	There are still a few people who cant read the signs or are just using sat nav blindly but it is not significant. They are emerally good humored. In time this will stop.	Generally serves	Brighton Place I have not noted any perceivable increase in traffic flows due to this coloring scheme.	Grouply same	had one aim in mind to get from one end to the next as mickle as next ble classic rations at the de	Ter	We only ever use the car now for travel out of Edinbursh. W	~	Important for a car or long driver to save a few minutes than for neurals to have responsible environment to live in	fighting at every turn to create a better environment, its what a local council should do
											-		
		Journey time from Milton Road to/Tram Portabella on											
		average was increased. During peak period, significant waits for passage over bridge noted. During non or peak											
		periods, little or no difference in transit time. Ricky speeding up observed by some drivers attempting to											
		reach obstruction before opposing traffic. Occasionally		My street is not directly affected by the bridge restriction, due to being remote from it. Runstane road is only used to avoid travelling via the much busier Harry Lauder Road.									
As an individual	Dicaeree	caused by the latter Overall no clear advantages observed	No chanee	to avoid travelling via the much busier Harry Lauder Road.	Neither agree nor disagree		Dicaree		No	N	ia .		
		Journey rise tions Malon Nase Legitans Fonskels on warts to parager our hidge netal. During gela paradi, gelfesan warts to parager our hidge netal. During and paradi specific gel abarred by tanse divens at merging to parading of abarred by tanse divens at merging to the second second second second second second mercinal second second second second second parading of collember of the second second second data at a second second second second second parading of collember of second second second data second second second second second second datase tables.											I would like to see traffic-calming measures on Seaview Terrace. It is a long, straight road and the speed limit is frequently ignored. I often see car and van drivers using their mobile phones whilst driving
		at its intersection with Milton Road East. Before this closure took place, cars etc would turn off Milton Road											Terrace. It is a long, straight road and the speed limit is frequently ignored. I often see car
As an individual	Strongly agree	East much too quickly raising the possibility of accidents taking place.	NotAnswerd		Arres		Acces		Not Answered				and van drivers using their mobile phones whilst driving on this road.
	I	I feel these trials have been beneficial. I never use hourstone road and would shares on since Collectone.											
		Intermediate of general stating and parameters of incoments taking advantages of the stational statistical is never use brunstane road and would always go along Collesions avenue on the statistic change for me but think the residents of Collesione avenue and the sumounding structure induction of iterations.						It has just moved the issue further on. I doubt it has					
As an individual	Aaree	streets might feel differently.	No change	i don't know	Neither arree nor disarree		Disarre	discoursed people from using the car	No	p	ton't know/No cointion		
			1							am disabled and elderly, as are many residents in this			These sort of schemes should be implemented in areas where young 'boy race' drivers and high numbers of commuters are causing a problem. Not in areas which a field with pensioners and those who need to use cars to
		I have seen no difference in the volume of traffic, but I have seen drivers make more dangerous manoeuvres to navigate the obstacles on the roads.	1			The planters in the road have just made it more difficult for people who live in the Collesdene area, and in fact		There is no change to the number of cars in the area, the only thing these changes have done is inconvenience local		I am disabled and elderly, as are many residents in this area. We need to use cars to get around, so I fail to use how putting obstacles in our way makes any positive difference to the area. N			commuters are causing a problem. Not in areas which a filled with pensioners and those who need to use cars to
As an individual	Strongly disagree	navisate the obstacles on the roads.	No change	1	Stronely disamee	make drivers more impatient and daneerous.	Strongly disagree	residents.			0	1	est around.
1	1								50	afference to the area.			
1	1	are badly signposted causine frustration to drivery and							142	difference to the sites.			
1 '		are badly signosted causing fustration to drivers, and encourage speeding drivers in the Avenue. Costly manuscent takes to raise a small number of monitorial							80	alterence to the pea. N			
		are badly signported caused to and, in Contraction, may are badly signported caused business and driven, and encourage speeding drivers in the Avenue. Castly measures taken to calm a small number of people in Bruntane who partnessed their homes knowing the read							80	arrendo to tre ana. N			
		Into callight international claims claimsafters. Tray has badly ignored causing frustration to deven, and enourage speeding drivers in the Avenue. Cattly measures taken to calm a sama linumber of people in Rinuttone who purchased their homes knowing the road was a through road and parking was limited. We can no longer park car car in our driverwy or garage due to							20	Affendos to tre ano			
		an badly signored casing burntaion to driver, and encourage quedration with the man. Castly measures taken to calm a small runther of people in furnation who particular dhe'r bhorne. Lovaling the road was a through read and parking was limited. We can no longer park cur or in our diseavay or garged due to should behaviour by speeding drivers as we reduce lowed to entre Cordinavay. Statle							20	Affector to the acts			
		an baby signated casing humanion to driver, and encourage quadratic finite in the human Casiny measures taken to calm a suma function of project in functione who particular drive formatic knowledge to reach was a through read and parking was limited. We can no longer park care in an ad interpart, granged due to abovie behaviore by speeding drivers as we readure quest to entry or driverup, failing the driverup can be dangerous. Our request for speedewarp was ignored by the council. Interpart-							10	Among the rat			
		we have juggestend cassing the startistics to driver, and concarge operation drivers in the Alexano. Castly measures taken to calm a unal number of people in Alexantation who pursued with its mean taken the cast was a through read and participation and the cast and abuile thinking to predict drivers are included. We can no habite the driver predict predicts are reader speed to enter Our driverury. Loting the driverury can be diagnostic. Dur request for peeding unal planned by the draward's failure to a comparison of the draward's failure to a comparison of the draward's failure to a comparison of the draward's failure to a comparison of the draward's failure to a comparison of the draward's failure to a comparison of the draward's failure to a comparison of the draward's failure to a comparison of the draward's failure to a comparison of the draward's failure to a comparison of the dra							10	America di Tra Jan			Reconceptuation from the same involved re-
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La statut La statut La statut La statut La statut La statut La statut		Control and Con	Sadara konze Jandara konze Sadara konze Sadara konze Sadara konze Sadara konze	Machine services and the service service action on Machine service and a service action of an advance and the service services and advance and the service services action of the service services and the service services action of the service services and the service and advanced advance services and the service and advanced advanced advanced advanced advanced and advanced adv	Stands Anname Stands Anname Stands Anname Stands Anname Stands Anname	code it has multited in Rostobilis High Screet between Browstawn Road and abgisture Piezote being a traffic rightnown and parts of Califiedane, logga Tempo and ballwith Screet being rat num.	Sanda Anara Sanda Anara Sanda Anara Sanda Anara Mala Janan	provent	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5			University of the second of th	
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L = 10102 L = 10102 L = 10102 L = 10102 L = 10102 L = 10102	Second Asses Second Asses Second Asses Second Asses Second Asses Second Asses	Control and Con	Sectors come	Machine services and the service service action on Machine service and a service action of an advance and the service services and advance and the service services action of the service services and the service services action of the service services and the service and advanced advance services and the service and advanced advanced advanced advanced advanced and advanced adv	Standa, di pera Standa di pera Standa di pera Altan Standa di pera	code it has multited in Rostobilis High Screet between Browstawn Road and abgisture Piezote being a traffic rightnown and parts of Califiedane, logga Tempo and ballwith Screet being rat num.	North Party Despt frame James James Note and the form Note and the form	Annual and a second sec			- - - -	University of the second of th	
		where the process of the second section of the second section of the second section of the second section of the second secon	Sadara tona Sadara tonar Sadara tonar Sadara tonar Natura tonar	Nach mit ser refer to a start of a sector of the information in the sector of the sector of the information in the sector of the sector of the information in the sector of the information information in the anti-sector of the sector of the anti-sector of the anti-sector of the information of the	South A state	code it has multited in Rostobilis High Screet between Browstawn Road and abgisture Piezote being a traffic rightnown and parts of Califiedane, logga Tempo and ballwith Screet being rat num.	Sanda Santa Sanda Santa Santa Santa Santa Santa Santa Santa	provent	0 0 0 0 0 0 0 0 0 0 0 0 0 0	And the set of the body methods of the set of the body methods of the body methods of the set of the set of the body methods of the set of the body methods of the body methods of the set of the body methods of the	• • •	Us how we want to set it. A notice an unit to set it. Management of the proper significations and the management of the proper significations and the management of the proper significations and the and the sets of the proper significations and the definition of the proper significations and the definition of the proper significations and the proper significations with the stations of the proper significations and the proper significations and the proper significations and the definition of the proper significations and the proper significations are appressed as a signification of the proper significations and the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the proper significations are appressed as a signification of the pr	Television of the set

	To what extent do you agree or disagree that the changes have been beenficial during the tria? - To what extent do you agree or disagree that the changes have been beneficial during the trial?				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collectene	Considering the wider Partobelio area (out with the immediate area of Branctane Read and the Collingtone area), to what extent do you agree or disagree that the trial has that a positive impact on the surrounding streets? - Please write are 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?		Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel should be made.	
you responding as an individual or on behalf of an nixation? - Responding as	changes have been beneficial during the trial? - To what extent do you agree or disagree that the changes have	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you sause traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Rease write any comments in the box below.	area), to what extent do you agree or disagree that the trial has had a positive impact on the sumpunding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or dicagree that the changes have had a positive impact on the environment? - changes have had an impact on the environment?	Yo what extent do you agree or disagree that the changes have had a positive inpact on the environment - Please write any comments in the box below.	During the trial have you walked, wheeled or cycled	more?	Would you like the trial to be made permanent in its current form? - made germanent	current form? - Please provide any further comments in the box below including any modifications you feel	Do you have any suggestions on how future simil schemes should be consulted and implemented?
itation? - Responding as	been beneficial during the trial?	write any comments in the box below.	states traffic numbers within your street?	bos below.	streets? - o what extent do you arree or disarree that	streets? - Please write any comments in the box below.	- chanses have had an impact on the environment?	 Please write any comments in the box below. 	more?	 Please write any comments in the box below. 	current form? - made permanent	should be made.	events to be a second to consult you should listen to devented in the second second second second second action in the first place and not meety pay it for and implement comething anyway.
													evenwhelming response that was given to this pro action in the first place and not merely pay it lip so
		The closure of Brunstane Road North is not necessary, th issues emanate from residents parking on what is a main	a .										and implement something anyway.
		The closure of Brunstane Road North is not necessary, it issues emanate from recidents parking on what is a main thoroughtare for the east end of Fontobelic. Steps should be taken by the council to resolve the parking issue and maintain access to the read for the enstein could be to use	1										I am fully in favour of consultation but only if the of that consultation are properly reviewed and act
n individual	Strongly disarree	maintain access to the road for the areater public to use	n. No chanee		Stronely dicaeree		Strongly disame		No		No	road calming measures to slow driving rate of traffic.	upon, otherwise it is a pointiess exercise.
		The partial street closures are ignored.										Veliow lines on road at junctions to keep corners clear & avoid further collicions due to obscurine of other traffic.	
indvidual	Strongly disagree	The partial street closures are ignored. The 20 mph is ignored	Similicant increase		Dan't know.		Acces		No		No	avoid further collisions due to obscuring of other traffic.	
		The 20 mah is innored As a resident of innortane Road I have benefitted great from the road closure. I am also aware of more cyclists using the street.	*										
		using the street. It is good to see enumery and primary school children walking, cycling or on their scotters on way to numery or school. Accountarying shafts are much more released knowing their child is safet. There is allow more scone for people on mobility scotters and people pushing pramin as fewer cars are parking on the autement.											
		waking, cycling or on their scotters on way to nursely o school. Accompanying adults are much more relaxed	~									hope that it continues, especially with the planned	
		There is also more room for people on mobility scooters										I am pleased that the trial has been implemented and hope that it continues, especially with the planned residential areas of Miton Road. Without these measures in place the logon triangle would become more of a rat run. Better to keep the traffic to the main road	 Difficult as it is not possible to please everyone. Sometimes the Council has to be brave and implications.
an individual	Strongly agree	and people putting prantial tewer cart are paring on the asserted.	Sanificant decrease	Fewer cars and lorries using street.	Dan't know.		Strprely agree	Less air and noise pollution.	Tes	every rarely broke into Portobello now I never do. I walk everywhere locally. Also cycle more	Yas	or a rat run, wetter to keep the traffic to the main road rather than residential streets.	Sometimes the Lounce has to be brave and impo- trial and see what happens.
		that this trial has been beneficial. The closure of the Brunstane Road has added a significant detour to my											
		adds considerable traffic to the surrounding streets. Not											
		extended travel time. The added congestion within the	-	to an a second									
		with learner drivers is an accident waiting to happen		A number of residents as Bruntstee Read have now takes to packing their which can be other tide of the bidge closer (and build build their states to parking in a number of successful and linger in sures, parking in a number of successful and linger in sures, for values to gain states and states and states of the values to gain states and states and the values to gain states in surgering which have a classruccine that will be readed as it they take a bid of the other wergs glob of the read as it they take a bid function the wergs glob of the read as it they take a bid readers to ever this is not bid and the states of the more to ever this is not bid as its they take a bid in the other and the parking groups are available they have more readers to they parking their webbed bid on the									
		routes. However, the greater issue as a resident within		parking in a number of unacceptable and illegal manners.									
		Joppa Station Place is that a number of residents on Brunstane Road have now taken to parking their vehicle	s.	Firstly, within loppa Station Place itself making it difficult for visitors to park. Secondly, on the road directly									
		on the other side of the bridge closure (south). Unfortunately they have taken to parking in a number of		opposite the developments only entrance which results in an obstruction that results in incoming vehicles having to									
		unacceptable and illegal manners. Firstly, within Joppa Station Place itself making it difficult for visitors to park		drive on the wrong side of the road as they turn a blind corner to enter. This has resulted in a number of near									
		Secondly, on the road directly opposite the development only entrance which results in an obstruction that result	ds ts	misses to date and is a significant health and safety issue. If neither of these parking options are available they have									
		in incoming vehicles having to drive on the wrong side of the road as they turn a blind corner to enter. This has	<i>a</i>	even resorted to parking their vehicles fully on the pavement at the entrance of the development making it									
		resulted in a number of near misses to date and is a significant health and safety issue. If neither of these		impossible to see as you try to drive out and also blocking the pavement for pedestrians which is in fact				The detours that everyone are having to make simply to avoid the Brunstane Road and the surrounding area is				Definitely not and all for the reasons noted above. Furthermore, this road closure trial was voted against on	
	1	parking options are available they have even resorted to parking their vehicles fully on the pavement at the		illegal. Photos of all of these have been sent to the council and these have simply been ignored. However, this is not		The added congestion within the surrounding streets,		adding significant time and distance to peoples journeys which is obviously resulting in additional pollution and				a number of occasions by the public and should never have been allowed to happen. Should this be made	1
		We can also the the parameters of the parameters	•	If notifier of these parking options are subable they have even resurced to parking their vehicles fully on the powement at the entrance of the development ranking it impossible to use any sub ty to deve est and also blocking the gavement for pedestrains, which is in fact lingui, Photos of all of these have been and to the council and these have simply been ignored. However, this is not a surprise as the deallic vehicle was always paint this this is even happening with the council ignored the public opinion and certifiered anvexes.		The added congestion within the surrounding streets, which are aiready heavily utilised with learner drivers is an accident webling to happen which is compounded by the uncertainty of available routes.		The detours that everyone are having to make simply to avoid the Rounstare Road and the surrounding area is adding significant time and distance to propile journeys which is dovicourly resulting in additional pollution and which emphasion. Seen the detoursties planters are all an ames and not being maintained and becoming an eye an united with the surrounding of the surrounding on eye and with the surrounding of the surrounding on eye and with the surrounding of the surroundi				Definitely not and all for the reasons noted above. Furthermore, this naid dosure trial-wax veted against on number of coccision by the public and should never have been allowed to happen. Should this be made permanent the nivil personality labely for a full investigation as to how it could be passed against public	
individual	Stronelle disaeree	for pedestrians which is in fact illeral. Photos of all of	Similicant increase	and continued anyway.	Stranely disaeree		Stronely disaeme	som within the area.	No		No	democracy.	Explain the rationale in advance, what is hope
individual	Stronely disarree	Extended commute times, ionzer idline	No change		Stronely disagree	Conjected point to point. Brunstane is a significant link and should be maintained.	Strongly disagree	Oute a distance to drive all the way around	No		No	democracy. One way system, or removal of parking on one side, or no parking, or as it was.	o these changes? Can any group ask to have to on their street?
						There have been some outside comments in support of							
	1	1				There have been some autuide comment in support of the following. One process commented that they had divent the following tables following tables that they had divent the following tables that they had divent the source of th		1					1
	1	1				Rd-Milton Rd. their journeys are now much quicker and		1					The maintain of a sector and a sector -
		1	1	1		Invanience schedule than they had ever been using Brunstane Rd.							specialists and they don't understand that wh
	1	For over 20 years residents have been campaigning to				As a caratyst for improving a neighbourhood it has shown that traffic systems can be changed without a major		1					ewy solution to a problem would not work in The more detail the council can provide may
	1	For over 20 years residents have been campaigning to have Brunstane Road closed. The nature of traffic has changed dramatically, not just i numbers but also the size of vehicles and the use of sat	-			impact on the sumounding area. Residents of Portobello and Joppa have known that the		1				The docume of Reservation Read as a shrough stand would be in those with the document of the standard	The majority of people are not traffic manage specialists and they don't understand that we any solution to a problem would not work in The mon data! the council can provide may general public to better understand the issue may be eccessary to implement as unopopula is a democary, inguistation right-prostext the clineous but it must also address the needs an minimoling propos. However if causes brought by minoring propos.
		numbers but also the size of vehicles and the use of sat navs.				traffic on Brunstane Road has been an issue for many years.						promotion of the 20 minute neighbourhood concept. The response from the Calming Brunstare Group has	in a democracy, legislation rightly protects the citizens but it must also address the needs an
		nave. Since the trial started the closure of the road has improved the quality of life for residents of investance fixed.				yean. The closure of Brunstane Road and the associated measures to mitigate intrusive traffic in the Collectere						been very strongly in support of the road closure. To record the road would be a missed opportunity to	minority groups. However if cases brought by minority groups.
		Read. There has been a marked reduction in traffic and ulmust		Recause Brunstane Road is closed at the bridge there has been no through traffic		area is an example of how residents can have their streets						improve the quality of life for the residents most affected by a disconnectionate solution of traffic and its associated	d won we would not have seen improvements in many again of incluty hait for capacity of race
		no damage to residents' parked vehicles.		Around 1800 vehicles per day passed though investane		new local hours development.		With less traffic there is less pollution from vehicle				is use. The Calming Brunstare campaign was rever only	religion or quality of life.
		social confrontations due to road jams.		coaches, funeral contges and even army trucks.		Collesdene area with the building of New Brunstane		The air is cleaner and several residents have reported an		The street dosure has enabled residents and others to		of the Joppa Triangle to mitigate against any traffic	City Plan 2090 and the move to 20 Minute
		Improve that take the quality of this for reduces of the numbers Read. Band. There has been a marked reduction in traffic part visual in or farring the reduction in traffic part visual in or farring the reduced reduction in traffic and visual in or farring the reduced reduction of the reduction. Traffic ratios has increased and there have been no anxi- cular convolutions due to rough part. Since the road has been closed the number of cyclicia are preferring in take increased and there and is now seen as a taker mouse for children gaing and returning from school there is derived with the select.	nd .	Because Brunstave Road is closed at the bridge there has been no through traffic. Norund 1500 whiles per day passed though Brunstane Bd before h was closed, including some very large HKON, coaches, faceral orage and even array tracks. Toffic volume is new appresimantly 500 whiches per day, makely made up of printee cars and three whiches serving the residence and the boaling club. Council waters		measures to mitigate intrusive staffic to the Colleviese protected from execution can have their stress protected from execution can be added impact of new local housing development. This is garcialarly relevant for flavoratione Read and the Collevience and with the building of their Reamons and the Collevience and with the building of their Reamons and the commencing soon. The extrance of this development will enable staffs as some full low Reamons and Reamons and West New Reamons Reader staffs as some full low Reamons and allog provides a deven or the two readers there in the Reamons and Reamons and Reamons and West New Reamons and allog provides a		emissions and tyre particulate matter. The air is cleaner and several residents have reported an improvement is their authma condition. There have been no jams in the street and none of the pusaciated confliat.		navigate the street more safely. And feel more confident when cycling. Children can now cross the road to play with friends with		deflected into those streets and causing problems. We do understand that the council may need to make	Neighbourhoods. Both of these address the urg to reduce traffic and rat running in residential a
number a community group	Stronely aerre	take route for children goles and returning from school families and the addrei. Had to drive much further annual areas to except the obstacles and trape, thus warring pertoil and time and adding to frustration of driving, indexed hance of the examing a bosus for my wark to therefore local economy also unifers at there less means to get a plast my mericus my molifier this economia.	Significant decrease	the residents and the bowling club. Council waste collections have not been affected.	Arres	strunstane and West New Brunstane and also provide a short cut for any driver through from Newhailes Rd.	Acces	associated conflict. Over all the quality of life for the residents has improved.	Tes	children can now cross the road to play with friends with minimal adult supervision.	Tes.	turther minor mitigations to improve traffic flow in streets nearby.	However if cases bought by minoring groups a wan we would not have seen ingroweremits m many annus of acciety be it for reasons of rocs ingigan or quarking of life. The tappa Triangle traffic jush for well with the Case y fana 2008 and the move so 20 Minute Neighbourhoods. Born of these address the up to reduce staffs and and running in rediedatal thereby improving health and wellbeing and the analyzing manual set.
		Had to drive much further around area to escape the obstacles and traps, thus wasting petrol and time and additions frontesting of division fordered shares of mo-											
		adding to trustration of driving. Heduced chance of the earning a bonus for my work so therefore local economy											Actually listen to people instead of pretending t
er influidual	Oversals Alexanas	and suffers as I have sets money to spend plus my previous two resid for this concerns	Cardfrast Israasa		Granulic Alexanae		Grennels Alexanna	Metodets also foling the date or slove Million Board Cart	Mo		MA	What a minimal waste of money these measures are	Accusity listen to people instead of pretending to via these surveys
		Milton Terrace is the first opportunity for cars to turn le	s					to the lights at Eastfield and along the front (or vice versa) have to drive two miles extra, which is not only				Brunstane Road should be made one-way, with torffic	
		Milton Terrace is the first opportunity for cars to turn le and it is being used as the start of a rat-run through the Collesdence. Traffic is being pushed onto surrounding				Traffic is being forced through Portabelia causing congrettion, pollution and danger to pedestrians and		Mozorists who follow the detour along Milton Road East to the lights as EastField and along the front (or vice versa) have to drive two miles exos, which is not only costly to them in time and money but has a detrimental impact on the environment at a time when we are trying				Brunstane Road should 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	
e isfuital	Piesanae	ranisfactical attracts	Clahr Invenna		Neuros	carlists	Grooels Arneme	to cut aminima	Min		Ma.	normonfine seas	
				The closure of the aforementioned streets has resulted in more vehicles parking in Milton Road East, in particular opposite the Kings Manor hotel and Brunstane Bank.									
				more vehicles parking in Milton Road East, in particular opposite the Kings Manor hotel and Brunstane Bank.									
				When exiting from the development at \$1/\$2 Milton									
				Road East it is impossible to get a clear view of the road ahead - particularly if turning right as up to 7 or 8 cars									
				and vans are parked on Milton Road East (that is positioned as if heading towards lights situated at the									
				end of the road before entering Musselburgh). If you with to turn right when within your home onto Milton									
				opposite infolding transmission that a term of a term of the second Mone second growth and a second particular start of PAR Mattine Read Section 1 and the second particular start of the second head – sectoral second provide (the second particular and ensure any particular term Mattine Mattine Second partic- ited and the second particular start of the second provide second particular second participants (the second particular second participants) (the second participant within the second participant control (the second participant from Second participants) (the second participant control Mattine Mattine Second participants) (the second participant control Mattine participant control participants) (the second participant control Mattine participant control participants) (the second participant control Mattine participant control participant control Mattine participant control participant control Mattine participant control participant control Mattine participant control participant control partity (the second partity (the seco									
				On the values loss are presented to stop all parking									
		Toolf the instant discourse of the second discourse. The		Double yellow lines are necessary to stop all parking along the road as mentioned above because without this being put in place sooner rather than later, an accident is				It depends on where an individual lives or works within				For the reasons given above regarding the issue with	
i individual	Strongly disagree	trial therefore has without ouestion, not been beneficial The impact in the streets around investme load is disproportionately negative compared with the positive impact constel by the stand closice	4 Similicant increase	inevitable.	Disarree	these road closures.	Disarre	the parameters of this trial.	No		No	increased parked vehicles on Milton Road East.	
individual	Stronaly disarree	disproportionately negative compared with the positive impact created by the road closive	Significant increase	More traffic trying to take a right turn up Milton road east , and there's no fiber cotion	Disarree	See above comment	Stronely disagree	Only one street has benefitted, all others have a negative impact	No		Na		
		I have seen no difference, if anything its making another street a lot busin' than it usually would be										I think the only thing that should happen is for brunstane much to be made a 1 way sustem and ones the other could	
individual	Stronely disarree	street a lot busier than it usually would be	Slaht increase	+	Disarree		Neither zenee nor disarree		No	+	No	road to be made a 1 way system and open the other road	0
	1	The planters are uply and just take up space. They look like they have just been duraped them. Gooding rands with the ver carrier was annual the values are having a fixe a longer datasets to get from A4 which defines the particip on 1 side of formations and on long taken to one have supported that the state of the state of the ord have supported that the state of the state of the their carrier between the states are stated as a state their carrier the states for the state of the states and their carrier to form the formation the states are states their carrier the states for the state bits the state.						1					1
		which were rarely used means that vehicles are having t drive a longer distance to get from A-B which defeats the		1						I am a walker, cyclist and driver. I don't use my vehicle			
		purpose of making people use their cars less. Removing parking on 1 side of Brunstane Road would have been a		1						unnecessarily, but the reality of needing a vehicle for work and to visit and transport elderly family is often		It's poorly thought through, things should be tried	
	1	com promise, but guess what those living there would not have supported that - because they too want to use		I live at the foot of Rath St. Traffic management on this road, particularly the junction at Straiton Place is far				1		I am a walker, spellet and driver. I don't use my vehicle unsercessarily, but the reality of needing a welche for work and to visit and transport welched framily is often over looked. I also have sisses with the "popul lobby who assume we should all just jump on a bile, with no nade warmees. I also have persisted addres concern cyclin warmees.		It's poorly thought through, things should be tried incrementally first. So, if Brunstane Rid was the bottle neck (which it only every was at peak times), look at removing the parking down 1 side first. Leave the other increment when	I don't think the council listen to consultation
individual	1	their cars! The whole arrangement reeks of creating	No choose	road, particularly the junction at Strahon Place is far more critical than the wide residential streets of Collegadere.	Diame		Strongly disagree	Cars now have to drive further.	No	awareness. I also have personal safety concerns cycling ifin the dark and on isolated cycle paths.	No	removing the parking down 1 side first. Leave the other streets alone.	I don't think the council listen to consultation general public. It's always the 'cycle lobby' and privileze who have a 'voice'. I feel brunstane road should be made one way
		private parking streets for those who live there.									1	1	I feel brunstane road should be made one way only.
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An generalization a sublished or substation of the substation of t		Long in Gillermitson, Brunzisse Roski, or should be a main zone and the Verstelled be real. The Verstelled Stream of the Verstelled Stream Here Angelage are constantion. I field the sense of the mediates of Gibernitson are always dimensional and largers and are all included and accolors of the Angelage are con- tained and angelage and angelage and angelage and and are all included and angelage and angelage and the Angelage and angelage and the Angelage and the Angelage and the Angelage and the Angelage angelage and the Angelage and angelage and the Angelage angelage and the Angelage and angelage and the Angelage angelage and the Angelage and the Angelage and angelage angelage and the Angelage and Angelage and Angelage angel angelage and the Angelage and Angelage and Angelage angel angelage and the Angelage and Angelage and Angelage angel angelage and the Angelage and the Angelage and Angelage angel angelage and the Angelage and Angelage and Angelage angelage and the Angelage angelage and the Angelage and Angelage and Angelage angelage and the Angelage and Angelage and Angelage angelage and the Angelage angelage and the Angelage and the Angelage angelage angelage and the Angelage angelage and the Angelage angelage and the Angelage angelage and the Angelage angelage and the Angelage and Angelage and the Angelage angelage angelage and the Angelage angelage and the Angelage and Angelage and Angelage angelage and the A		with pay trust - Peak with any consents a the bin Mine.	rold has had a pachter in pace on the summanding driven? - a whole addered do you surve or disastere that	vial has had a positive impact on the surrounding smarth? - Means write any convenants in the loss below.	charges have had a pacifies ingact on the environment? -charges have had as impact on the environment?	charges have had a positive impact on the environmeet? - Plages write are comments in the lost below.	 During the trial have you walked, wheeled or cycled 	Workingson likes the solid to be made permanent links: the local behavior including any modifications you best annexed form? - made servements:	schemes chould be consulted and implemented? - any supportions
A a solution former to solution a solution of the solution of		Long in Gillermitson, Brunzisse Roski, or should be a main zone and the Verstelled be real. The Verstelled Stream of the Verstelled Stream Here Angelage are constantion. I field the sense of the mediates of Gibernitson are always dimensional and largers and are all included and accolors of the Angelage are con- tained and angelage and angelage and angelage and and are all included and angelage and angelage and the Angelage and angelage and the Angelage and the Angelage and the Angelage and the Angelage angelage and the Angelage and angelage and the Angelage angelage and the Angelage and angelage and the Angelage angelage and the Angelage and the Angelage and angelage angelage and the Angelage and Angelage and Angelage angel angelage and the Angelage and Angelage and Angelage angel angelage and the Angelage and Angelage and Angelage angel angelage and the Angelage and the Angelage and Angelage angel angelage and the Angelage and Angelage and Angelage angelage and the Angelage angelage and the Angelage and Angelage and Angelage angelage and the Angelage and Angelage and Angelage angelage and the Angelage angelage and the Angelage and the Angelage angelage angelage and the Angelage angelage and the Angelage angelage and the Angelage angelage and the Angelage angelage and the Angelage and Angelage and the Angelage angelage angelage and the Angelage angelage and the Angelage and Angelage and Angelage angelage and the A									
A a scholar and A scholar honor over A scholar honor over A scholar honor over	nin faarm	The set of exceptions is the set are approximately and the set of	Su daver				1	1			1
An andrahad any An andrahad any Ang andrahad any Ang andrahad any Ang andrahad any Ang andrahad any	nir faann	petrog sound, we are not an out at an its to type, where we were allow at our to an its measured in the instancial. As a static datare and a readered is possible near differ- ted by the state of the instance and do at required all nutroating strengt, any weight different and the state of addits to the stat of porters transport or task adds adds to the stat of porters transport or task adds adds to the stat of porters transport or task adds in pa academ under under the porter transport of means of based. And A PA base were then appending provide strength and encoding the means of the task and addits the stat of porters transport and an another amount character. All the task and encoding the means of the task and addits the state of the state of the state of the task and addits the state of the state of the state of the task and addits the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	Nochange			The junction at Eastfield bears the brust of increased staffs. Panked cass at Scott's Garage makes queuing staffs Lansing left exclused on the right hand Line. Coning from Proceedies, surving right su jaceo Million					Everyone's views should be taken into account, not just the exidence of Brunstase Road, scene of whem hang that they have influence within the Portoelie council and Edisburgh Council. Its well known that Maureen Child peloged to make success of this channes as on ithms tast ats a Councillor. The whole scheme smades of moments.
ay salaha karaa ka ay salaha ay salaha ay salaha ay salaha ay salaha	ndy duarne	As a tasi driver and a resident of portobelio most off my life this is pit a nightmare and not nequined all commanding transmission and well and and to naighter especially for eldenly if is parties transport or task which adds to the out of piemery, three patterns cander emouse anound should AME. By Hout even these spaces for secole special piece lines and the second and the secole special piece lines and the second and the second should AME. By Hout even these spaces for secole special piece lines and the second at more of a hazard mething is a sum controller down lines to a mobile not hazard mething is a sum controller down lines and annotation.			Stronely disagree	Coming Irom Partobero, turning right up into Militan Road is a real hazard, uneersty requires a filter.	Don't know		No	Abcousey not. If it is, I will not support any businesses in No. Portabello.	tact acts as councillor. The whole scheme shlacks of cronvism.
la j sinterio la facilitati di sinterio di	reli diame										
As at Individual Drays As at Individual Broom As at Individual Broom As at Individual Broom		will probably just fall on deaf ears as per normal you have dectoryed Edioburgh as a dirty with these measure do the sensible thing and open them all back up have the roads and streets movine assim	Senificant increase	Heavier traffic Milton road Joppa road portobelio high street especially and new moirs tensor is seeing long oues of traffic	Stronaly arree	More totille in sumarable panes yet traffe has increased over the years but time to remove these restrictions expectibly for emergency reviews you will have blood on your hands with increased times do sensible thing remove these immediately	Stronally aanse	How can it be positive for environment if you have more traffic in surrounding area cars sitting ideal in traffic more collution.	Noliked and cycled , still think a royalk waste of money Net with these desures		These schemes are a waste of funds not required : fix roads public tailets more social housing and help homeless
As an individual Secon As an individual Secon	outo disarras		Gate Increase		Greenste direman		Grouph disease	People diving further through collidere meaning more reliev driven in residential area	N.	Another and shutch the prior star of the shutch and the shutcher s	
As an individual Streen As an individual Streen		Only beneficial to recidents in brunstane road - hugely difficult for all surrounding residents Brunstane road would be fine if recidents could only park on one side									
As an individual Street	nely disarree	Brunstane road would be fine if residents could only park on one side	Slaht increase		Stranely disame	Polluting area by causing massive detours and also risking timely envergency reaponses	Strongly disagree	Warse given the length of detaur cars need to take	No	No	By listening to all residents not just the residents related to counsellors and the minority
	odiv disarree	The traffic has just been puched in to collesdene, i personally use portabelia high school parts and facilities, football for my Xiels, we now have to go though collesdene at least 16 mes a week, collesdene as a area is over used for leasting driven as it is, peer reductions to the casads ar collesdene, surely making discontane nad a one way nad would make sense.	Sandiact increase		Stranalv disattee	This was always a stupid idea ,as said above,a one way system would be safer and notice traffic flow through summanified stress.	Grooty disarre	You are publicing traffic to take a longer route to extrahelia , there for utition in varial longer.	36 	53	
As an individual Strong	neh disarre	10010	No charae		Stranik disaree	semanding strets. Despite no accidents in Brunstare Hd in many years. Road steps van sot an issue or reason for closures by CEC. Furthermore, since the closure Service vehicles are meening down Hd all length of the texts at sthere is no harring area at the bottom. Sumly a major categories the service of the service of the service of these shorts and measures. New this are helpers	Greaty diame	portobello, there for office in cars longer.		No libriour a sone any votices would benefit everyone	
As an individual Serve	cale sense	It has not alleviated traffic and redirected it to other subwhan scase	Nochanas		Character annua	the public, particularly children due to the size of these subiries. More functories one than ever before	Grennels serve	ås show	While the read regularly and see vehicles strugging to get dut the street due to to turning cares before the bridge. Mailed while work readous softwards	i voodd like to uee it metricted to care only and no webcies over a certain weight. Alternatively, it should be fan erwir ma wer	As consolations do not work, if m at a loss. These are box ticking exercises for CEC. No reasonable alternatives are exercenter since the nublic
Ar an induideal Grone	odiz dizarrae	No beneficial effect at all. Have negularly seen drivery going around the planter and entering the streets even though it's a no entry. It has also caused extreme congestion on the surrounding roads and just made these unsafe. It's been a waste of	Min rhanna	Street now has increased traffic which has made it unsafe for all the children trying to get to school. The level of collation has universated from the increase in treffic	Generalis Alexanan	No positive impact at all. It has made the surrounding wave hence with recommend traffic and it is unbaarshie	Gennehr Aineme	It's caused traffic polytion, many widdle are being killed	an. Can't go out when I used too is I can't Box Using in Hoffe Jains, Walking out an aption due to leave it own Handward the United and Analysis and Analysis	δ	
Ar an individual Conne Ar an individual Conne	nels Alexanas nels Alexanas	n.vos	Caniforne Invana Caniforne Invana	evolution has increased due to the increase in troller	Georado Alexanaa Annaa	was have able consents treffic and it is cohavebla	Grennels Airsena Naither serae nor Airsena	on the mode	kin interceller and hence makely contension.	kin Padhilah not nandr sammad aran Kin	Deale data than Dealer's not innoving sublic solution.
		1						The traffic on Milton Road has become much worse resulting in much more cars waiting at lights and more furnes from cars stopping and starting, engines running			Pacifients though be consulted before such measures are ever put in place again and not pushed through using emergency powers whereby the public does not have to be consulted
As an individual Strong	nih diarre	Creates more striffic and consension from an environmental perspective the changes have lead to people having to take a longer de sour to singly to where they want. don't believe they have encouraged more people out of them can but imply added to poliution be footing people active a longer route to get it a chart stury and to be.	No chanze	I five in Milton termor and there has been a significant increase in traffic. It is dragenous at the bottom as due to curry parted in the road there in now signed and access for curry entering and lawing the buser half of Milton termon. Nacidano so the turne as an owai should only a point turne to get out of our road as the alternative is a much longer envelopes in the site of the site.	Strandv dicarree		Stronally disame	ec.	ND	No	be consulted
		more people out of there cars but simply added to pollution be forcing people to drive a longer route to get		Recidents on the street are now also doing 3 point turns to get out of our road as the alternative is a much longer							My suggestion would be go back to how it was or make brunstane road one way probably from portobello to
As an individual Strong As an individual Strong	nels disarree nels disarree	to where they need to be.	Senificant increase No change	route that is choked with traffic	Stronely dicaeree Stronely dicaeree		Stronaly distance Stronaly distance		No No	50 No	Mitton road
As an individual Store	nik diarre		Nachanee		Disarre	Cars have to take a longer route meaning more pollution in the area.	Strongly Guarre	As above	10	I feel the stat closure of the raid from the railway to Mitton Road is wareness and feel the road should be one ware with two on which we can a critical law.	consultation before and while two and one may be the received any formal notification since is do not live in the immediate vicinity, I was supprised there had been no general method placuation of it in community forums such as frombelio Saabook pages. This makes me think it was not videly known.
		Ridiculous that Brunstane Rd is closed. One way would				Only of you live in Brunstane Rd. Otherwise a nightmare				Make Brunstane Rd one way coming down from Milton	
As an individual Strong	nely disarree	have been fairer to all involved. All this has done is cause traffic to use other roads, Collendere Terrace/Avenue etc and use more fuel causing more siz onlivion. Wall done, idone	Similicant increase		Stranely disarree	for evenyone else. As said, it has just diverted traffic through other streets. Why should any one, publicly funded Road be closed to	Strongly disagree		No	No Rd. Reinstate the closures around Collectene.	Actually listen to what is said.
Ar an individual Denor	outo dimense mae	more six collection. Wall done idlate	Minichanasa Clabo darmana	Linch live in one of the rinsel streets	Stewarke distance	ali nublir naulne motoclete?	Grounds dissesse Dou't know	amin forther driving forther traffic policition	No.	No. Dealt ha constantial	Try actually consulting. The majority of residents on Deserves and the with want that any network
As an individual Strong	nelv disarree	Compress read to be installed as coad cineses to the	No charae		Stronely disaetee		Strengly distance		No	No	
ite an individual Péran	175A	colleidenes cars ignore no entry and turn into approaching cars existing the colleidenes. Brunstane Rd envisit he hatter or non-une. The changes only caused rat runs in other streets. Has	Glabe dermana		Distante		No serve.	People still using their cars just having to take longer mute into northballs	lin,	No. Broat too Brief made one univ	w
		The changes only caused rat nuns in other streets. Has caused contailors. A main concern of those of us who live in the same is the access issues for fore and studiance services. It is not acceptable that essential sources to huge sources of streets cannot be accessed in emergencies. I tell this uses on those those to accessed in the set this uses not those to accessed in the set that sets on those those those the set of the sets of those to accessed in the set of the sets of those to accessed in the set of the sets of those to accessed in the set of the sets of those to accessed in the set of the sets of the sets of the set of the sets of the sets of the sets of the sets of the sets of the sets of th									
As an individual Strong	nelv disarree her arree nor disarree	swathes of streets cannot be accessed in emergencies. I feel this was not thought out fulls. Make Brunstane one way into Portobello	Slight increase		Stronely disatree		Stronely distance		No	No.	Remove completely the obstructions and do not replace or extend
At an individual Nettra	ter serve for disarree	I think the traffic measures have been beneficial to the	Stant becrease		Nether aaree nor disaaree	I think the traffic measures in colliesdene make people	DOW		No	85	
As an individual Streng	ndiv atme	collesdere area Massively increased safety and traffic management. A bold decision that was long overdue.	No chanze		Arre	use the main road which is a benefit to the community	Okanne		No.	ten Die traffic menuens should star for the collectores.	
As an individual forms	nahi zeme	itaits.	Senificare decrease	Huse reduction Our address is Brunstane Road North but part of our bouse bose coto Jogas Road. We have noticed significantly more traffic on the read and people not driving at 20 miles an hour as they race past the end investme Brade Invaries' at 54 counts.	Stranaly arree	Traffic is busier ekowhere in Portsbello - in what is	Strongly serve	People are now having to do detours by not being able to	34	ten Reversal or changes are definitely required. Ideal for the boases in the Califability to the set of the Califability of the set of the Califability of the set o	
As an individual Stress	ndir disarre		Senificant increase	Brunstane Road knowine it's closed.	Energy disarree	already a connected area Elive in Magdalene where the road at brunctane primary school has been dosed for the pandemic and all this has done is pushed the traffic along other roads that are not waited for that mount of traffic	Generally distance	eet out fin certain Collectine streets or Brunstane Road	No	Inter for the bosom is the California trust in it is as disording of striptic cross only, the control adverses, below the control of the control adverses in the control of the Alifornia and the control of the control of the control of the Majorithmic processing control of the control of the striptic control operators for the control of the control of the control operator of the control of the control of the control of the control operator of the control of the control of the control of the control of the control of the control operators of the control of the control of the control of the control of the control operators of the control operators of the control of the control operators of the control operators of the control operators of the control operators of	
as an industrial	orie di serea	No account has been taken of emergency vehicles getting access. With hasi increases you are coping exidents more money to access the homes and in doing as increasing fuel emissions and adding to the pollution of Edinburgh. What hearders not shear to this 2	Gate Invessa		Greenste direstea		Grouph disease		No.	No.	
As an individual Stroop	nalv disazne		Canifort increase		Stronely disagree		Strongly disagree		No	No	
As an individual Street	ooly disarree	The changes have been an absolute face. There was no issue to begin with, it has just caused confusion and anser among residents.	Senificant increase No change	The flow of traffic on Militon Terrace is now burg. I now live on a burgy read, putting my children at increased risk! There is also more noise, general traffic noise and cars tootine at each other almost every day.	Stransk disarree Nether arree nar disarree	There is now more congection than there has ever been! Total chaos at times!	Strengty Guarne Neither anne nor Guarnee	Due to the congection traffic is sitting stationary for longer!	Level to use my car for work. Len also a cover and have eldenly micrives that I take to appointement/languing etc. No Long and cover a for services of the take of the take to Long and cover a for services of the take of the takes	Na Abados lais com se al route anici Ten	Just listen to people in future rather than thinking you inpu better. To be honest 1 think that the council have already made
as as induction	celly distance	Taking longer to get into portabello etc and causing more traffic on Milton sparti	MoPanes		Not Arrunoid		Den'i kone	1	No	No	To be honest I think that the council have already made up their mind to close the permanently and this is just a tick how avarriant
As an individual Street	niv diarre	traffic on Millon could This has caused significant increased traffic and disturbance to our street.	Senifort increase		Disame	It has not provided benefit to anyone apart from those who chose to live on Brunstane road.	Diame		80	No	
								Longer routes to go short distances creates more car	iuse a car to get around. Short journeys have been made		Please device as vertice plan to manage staffic and unley of cyclists instead of just randomly closing roads and pushing staffic onto other notates. Almost all of the buses have been taken away from peritabilis, how are secole successed to and assured.
As an individual Strong As an individual Disar	nels disarree aree	How does this help people - it doesn't!!	Slaht increase No change	Open the roads	Stronely disarree Disarree	What was the point.	Stronely disarree Disarree	ourneys which is a negative affect on the environment	No longer for no reason	No No and no assin. OPEN THE READY No	cortobello. How are people successed to set around.
är en indisidual Denor	ode Anama	The road closures in the whole area have caused so many problems in moving traffic build up into a smaller area/roade. Trying to navigate to specific streets was incredibly fournation.	No Annan		Generale Assamas	The only positive outcome on the local road docurres is Statley Street where its made it safer for the school children petting to and from school and for dog walkers. I have not seen any other positive outcome from the whar read forease.	Granalis Anama	it has shifted the lancer to the surroup offse streets	But that was to do with our personal accountability to we welving our anticonservation area:	Bruntzne Raal should become one way, the particing on both sides which impacts on the parvement should be addressed. The biolosis on the disclose should be more addresses and the biolosis control disclose should become exercised.	Try listening to the whole story and not such a narrow view actor
to us institution		financial and the set of the set	Constituent la more	It has caused traffic to disperse onto surrounding streets is a larger area.	fameli denor	This has been a complete waste of time and funds that could be out to better use.	famati di mare	is here becaused any boliness with language lange			Listen to the locals and act on the findings as no one has any faith in the present system.
As an individual Strong	net disarre	Unnecksory increases in identifies. Definitely not beneficial: Longer journeys, more fael used, more traffic along Colleschere Avenue. Dangeroux shautons as all iden rands are closed off. This is not only bad for people financially due to exert fael used bad bad	Sentices increas	in a larger area. As people now drive from Sastfield to Portobello along Jappa Road, normally they could cut through Brunstane Rd	ossener unanfile	could be out to better use. Traffic still goes along main made by this has now increased, lack of choice of nuture and more fuel used Elicourages people viciting port.	Dicarre	It has increased omicrions with loneer iounnews. As above, more fuel is bad for the environment, longer driving time with engines on	No.	No E drawn coeciliar inconvenent to the which area. Absolutely not My suggestion is that fermitane Raile make is one way takent which would don't the coagetion base. One street's request for a private raid should not No be the dwarfs of the street of	No
As an individual Stron	nelv disarree	for the environment. Not beneficial, increase journey time less appealing to whit our obelio and sumouting area The sevent option of anothers is that is clearly work	No change	Don't live in direct area	Stranely dicastee	senathens journey time	Stronely disaeree		No	No	
As an individual Strop	nalı dicarree	vicit cortobello and sumoundine area. The general opinion of residents is that it doesn't work and that blocking a main arrary and diverting staffic is detrimental to the area.	Nochanae	My street completely unaffected by the traffic measures in Collectere.	Stransly dicastee	Any through traffic that is stopped will have a negative impact on the movement of traffic in the area	Neither aanse nor dicaaree	The environment not at issue here.	No	No The streets should be open to traffic with traffic calming	Please don't make any changes!
	d790	I have to do long detours around the closed off streets which is announce and wome for the environment	No change		Disame	The sumpanding streets are definitely basier	Onagree	More traffic taking longer detour routes is harmful to the environment	No		I think it is important that public opinion is listened to and that opinions of a few VIP residents don't override the general public opinions.

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	To what estent do you agree or disagree that the changes have been beneficial during the trial? - To what as estent do you agree or disagnee that the changes have been beneficial during the trial?	T	for dear the sold have been the order of an difference of	for the station of the state of	Considering the wider Portabello area (out with the immediate area of Brunstane Road and the Collectione area), to what easent do you agree or disagree that the trial has had a poselow inspect on the sumoanting stmets? - o what eatert do you area or disagree that	Considering the wider Partobello area (out with the immediate area of Brunstane Road and the Collesdene area), so what extent do you agree or Giagree that the stall has had a pool/wie impact on the surrounding streets? - Please write are comments in the box below.		Ye has a start to see the start of the start	During the trial have you walked, wheeled or cycled more? During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its correct form? - Please provide any further comments in the box below including any modifications you feel should be made.	
Are you responding as an individual or on behalf of an onranisation? - Responding as	changes have been beentical during the train - to what an extent do you agree or disagree that the changes have been been been been been been	To what extent do you agree or disagree that the changes have been beneficial during the tria? - Please write any comments in the box below.	within your street? - During the trial how would you	During the trial how has the volume of tartific changed within year street? - Hease write any comments in the box holow. As a moder of dilberroburk, it has meant that we are able to access illuvatione fixed footh easier as the triffic from financess Read are not blocking on write. New whit the base on the read, we were consistently blocked prior to the closure.	area), to what easent do you agree or disagree that the trial has had a positive impact on the surrounding	area, to what estant do you agree or diagree that the trial has had a positive impact on the surrounding	to what easent do you agree or disagree that the changes have had a positive impact on the environment?	to what extent do you agree or duagree that the changes have had a positive impact on the environment?	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? - made aermanent	current tamin - Please provide any further comments in the box below including any modifications you feel devide another mode.	Do you have any suggestions on how future similar schemes chould be consulted and implemented? - any
organization? - Herbonding ac	Seen Severical dama the train	write any comments in the box below.	sales tatic runders within your direct?	box below. As a resident of Giberstown, it has meant that we are	cteets? - o what extert do you arree or bitaries that	Energy - Please with any constants in the box below.	-changet have had as impact on the environment/	- Parate write any comment in the box below.	Picer - Please write any comments in the box percer.	current formy - made dermanent	should be made.	carectost
				from Brunstane Road are not blocking our wit. Even with								
As an individual	Stronely arme	Booking the routh makes no serves, other than to those	Sienificant decrease	to the closure.	Stronely agree		Arree		Not Arouwred	Tes .		
		Blocking the roads makes no sense, other than to those that like on the affected roads. The traffic issue is just insered onto the next routes. Surely a one way system is a more sensible option.				The closure has been moved the traffic costs saidthouring		Volume of traffic hasn't reduced overall , just displaced .				
As an individual As an individual	Strongly disarree	a more unsible cotion .	No change No change		Stranely disame	roads . It hasn't reduced the amount of traffic	Stronely disaense Nameree	Blocking one artery has just overlagded others .	Don't know	No.		Listening to the views of more people .
As an individual	Disarree Stronely disarree		Similicant increase		Stronely disarree		Stronely disaene		Tes	No.		
		It doesn't help to have Brunstone Brad doesd at the		Mustread out internated but multicomparing second		I don't think it's had a positive impact at all, quite the opposite. I feel this trial was put in place to suit the minority. I'm hopeful that the results of this consultation					Definitely notil This route should be opened to all but traffic flow should be managed. I strongly believe this road should be made one way with another road in	This trial has been far too long in length. I don't believe the secular users listened to last time, or booing this time.
ar an individual	Strongly disarray	It doesn't help to have ilrunstane Road dosed at the railway bridge. Other measures should be put in place to measure traffic flow.	No choose	My street not impacted, but my journeying around Brunstane Road area has been significantly impacted in a neurrine way	Grennely dimense	minority. I'm hopeful that the results of this consultation wallstand to rather than being imposed	Ground distance	Same number of cars, on impart on environment	80	No.	road should be made one way with another road in Collanders made one way in the constitute function	residents can be reassured that results are reported
		it must have removed themeth traffic at housestains and										
ar an individual	Strongly disarray	It may have removed through traffic at brunstaine road But caused more delays and dangers on surrounding mode	No choose		Grennely dimense		Ground distance		80	No.		
Ar an individual	Strongly name		No chose	My street is not immediately effected but would benefit from the same LTN accoroach.	Greenador auros		Grouply serve		No The change doesn't immediately affect my cycle Don't know commutine aatters.	Tar		
As an individual	Disanse	This has only second the namely of involves a coad and	No change		Oisarree		Stronely distance		No	No		
		This has only served the people of Brunstane road and increased pollution due to longer journeys for those living in the areas dosed off to accommodate Brunstane road choses.				You are forcing all traffic onto an already very busy main mail making one way in and out of northhelin.		Gas shous - longer increases a increased colliction. DepartY				Consult before implementing, this was not the case here. Fully expect the council to ignore local feedback and do what it wants though
As an individual	Strongly disagree	closure Right turn onto Milton Road from seaview terrace is	No chanee		Disarree	road, making one way in and out of cortobelio	Strongly disatme	take an environmental scientist to figure that one	No	No		what it wants though
As an individual	Strongly disagree	danemous	Slaht increase		Stronely disame		Strongly disatme	Cars driving further to access Militon link	No	No		
		Motor traffic has been routed onto the main roads and not away from residential streets.										The number of consultations relating to nasks should be greatly reduced. There are far too many for relatively minor changes to read-space. A majority of councillors have been elected on (panying acute travel mandates in May 2022. These should be implemented.
												minor changes to road-space. A majority of councillors have been elected on learning active travel mandates in
		arruntione watad baid sumbursting reconstraint interes is more pleasare and utafe for walking and cycling. On my regular run/jigg i cross Brunstane Road. Since the filter was installed on Brunstane Road there have been far fewer motor vehicles making this area safer. Walking in the area is a much more pleasart superience										May 2022. These should be implemented.
		was installed on Brunstane Road there have been far fewer motor vehicles making this area safer. Walking in		There has been a slight increase in road traffic on my own street. Although this is disadvantageous personally it does not detract from the overall benefits of the scheme.		Restricting motor traffic will make the wider Portobello			I have walked and run more frequently in the Colliesdene			When consultations are held it should be stressed that these are not referendums and are to get views on how the scheme will be implemented not if.
As an individual As an individual	Strongly game Strongly disarree	the area is a much more pleasant experience	Slaht increase No change	does not detract from the overall benefits of the scheme.	Stronely aeree Stronely aeree	area much more pleasant and safer.	Strongly agree Strongly disparse	Fewer cars on the residential street means less pollution	tes Area. No	Tes. No		the scheme will be implemented not if.
		The know is a much more periods are struggling to get to people having tog tog longer notes and as you know with emergency service every second counts site cares are revening into the street to they count of the cares are investing into the street to they county of the count investore stand and causing more traffic is sumounding search.										
		emergency service every second counts also carws are reversing into the street so they can get vsck out										
As an individual	Strongly disarree	Braunstone road and causing more traffic in sumounding areas	Similizant increase		Stronely dicagree		Strongly disagree		No	No		
		increased traffic elsewhere increased journey times and distance, therefore more										
1		increased journey times and distance, therefore more pollution										
1		pollution Trialled before and reopened why is it being trialled again Brunstane Rd is one of the routes into Joppa Also is un issue for amazener-vashirite							Already walk / cycle often but when need to drive has			
är en indukkel	Germalis Alexanae	Alex is an issue for amargance ashirize	No chanas		Gronali, Araman	Moue traffir on Briekton Bliere and Brotokelin Ulah G	Greensle Alexande	Looser increase a more evaluation	No. Invessed increase lawth and time.	lin .		Listen the first time was moved
		How can it be beneficial for motorists, delivery drivers etc to travel further to get to their destination, using more fail, etc. How can emergency services get to the area in the future time when they are resourced. Toreal articles:										
As an individual	Disame	new, wa. How can emergency services get to the area in the fastest time when they are resouted.	Not Answered	Not my dreets, but often in the area.	Stronely dicaeree	More traffic on the main roads.	Diarre		No	No		You didn't consult in the first place, you have just put massive planters to block off streets.
as an induidual	streads disarras		Canacitat Instance	1	unan deura	ten streaste should be hinried off	Minana dinama	r are mean to travel for ther on more reliction		85		ratatan na mara na manit nahir lan
		Huge rearrangennt throughout the wider area to solve				remote impact on wider area. Super minor improvement on upper inunctane Rd is massively negated by resulting						
to an institution	formation of concess	Huge rearrangenet throughout the wider area to solve what was a very small problem in the upper part of Bruntzne road. Astocishingly unpopular and and buildening measurem	Final Transfer Sector		Channels discourse	Terrible impact on wider area. Super minor improvement on upper linunctane Rd is massively negated by resulting negatives throughout sumounding area. Actoshiching that this proposition was approved, even for trial, in the first alson - absolutely terrible ideal	County docume	Conference lease = -		N-		
en an marvadal	aronen ditatree		annesses co2020	Dimulia Graat is simost importable to each in an	annener soulite	sense - auroristenv territole idear	personal second like	memory increases local traffic loamers	nu	ni -		
		This is ridiculous should put yellow lines in Brounstone road and provide a car park with ctru unless homeowner is disabled and requires a parking spot. This is ridiculous that they now have a private road		Pittville Street is almost impossible to park in now due to belowe centre users and the beach in summer but we don't get a private road. Luckly we have a wider road but								
As an individual	Stronely disarree	that they now have a private road	No chanee	ttill massive parking problems	Neither aaree nor disaaree		Dicanve		No	No		
		Cars repeatedly turning down Milton drive although										
		then turning right up Milton draws a second-										
		Cast repeatedly taming down Milton drive although closed. Speed of cast thing along colleidene averue and then turning right to Milton drive is excessive. Considenably higher flow of traffic a day. Result. Cast being unables out down Milton drive hom Milton nod nast have a considerably linger detour to est and current rad tasks en to colleidene averue thom them is in poor										
ār minfluiduri	Diramae	road back on to collecter any only of the form there is in poor road back on to collecter avenue from there is in poor	Slahr Investa	Can show - mean and unlarea	Dan'i konw		Groek dinama	No dedication in volume of traffic, you're just forcing it in a different trains	No.	No.		This last's monutation . It's decided and then done
				Common rene will tall you if you block a road agente will	and the second			People are using more fuel going the long way round use		na -		
As an individual	Conservation of the servers	just put it back to what it was before all this chaos	Senifort increase	Common sense will tell you if you block a road people will use other roads that are not build for heavy traffic	Stronely dicastee	a's a iske	Strongly distance	your common sense	No.	No		large things as they are. You defo never done any good
	Strongly disagree		No change									
As an individual	Strongly disarree	conention, leave all roads open as per pre-pandemic	No change Significant increase	consection, leave all roads poen as per pre-candemic	Gizarree Stronely dicarree	consection. Insee all roads open as per pre-candemic	Stronely disarree	More congection. leave all roads open as per pre- bandemic	No.	No	conenction, leave all roads open as per pre-pandemic	
As an individual	Strongly disarree	consection. Issue all roads open as our pre-gandemic	No charae Senificant increase	consection. leave all coads open as per one candemic	Disarre Stronely disarre	consection, leave all roads coen as per one condemic	Strocely distance Strocely distance	More congestion, leave all roads open as per pre- sandemic	No	No No	consection. Insue all roads core as care are candemic	
As an individual	Erroret disarree Erroret disarree	consection. Issue all roads open as our pre-gandemic	No charge Similaret increase	consection. Now all roads open as per one-condemic	Okazene Stronely disarree	consection leave all mode coen as per pre-pandents	Gronely disame Stranely disame	More congection, leave all roads open as per pre- bandemic	50- 50-	No	consection. leave all reads open as per pre-pandemic	
es an parkéduit As an Individual	Stronty disarree Stronty disarree	consection. Issue all roads open as our pre-condentic. I am the only daily care for my elderly mother and accessing her home is now longer but also more hazardous. Every foil is evently.	No chanee Sendicant inzusse	contention. Nove all rocks came as per one condenic	Grane	anteritan leke al madi dan ai ar ce anderir	Groekv diseme	More coogention. Inove all reads open as per pre- nandemic	Se	No.	reneration, leave all reads, open as per gra-pandemic	
es en concident As an individual	Second daaree Seconds daaree	consection. Issue all roads open as our pre-condentic. I am the only daily care for my elderly mother and accessing her home is now longer but also more hazardous. Every foil is evently.	Na danze Sendikari inrese	noreaction. Nove all modu com as ter cre-candenic	Disarre Strouby disarre	conservicion, langue sel vocado cocan an car ora-candiamic	Strochy disense	More organisa, kewe all reads open as per pre- nandernic	Su Su	No	nnærdon læve af rask osen at or ere sanderis	
a a e constant	Strande Alasem Verande Alasem	consection. Issue all roads open as our pre-gandemic	Sa chana Cantharr Ionsae	mentin, lour al rach sean a ar ar anderic	Disane Sitoati, disane	monentina, leave all made ocen as air ore sandemix	Servely disense	More corgendios. Jenve all reads open as per pre- aundersic	50 10	No No	menendias, leane al mark cases as our are another in	
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An an constant	Rood dates	connection, hence all reach cases as new zero exceedence Lans the only daily cares for my sidenty mother and accurating the human is now larger that also more handraftiss. Every top to exercise. It not revoyce diseases the new tower calming macroscere. Topological hearts take anough the target resources the set of the anough the target resources.	Sa cheer Section i house	competine. Note al reads seen is air an candenic	Joann Janut daen	anantise. I and notes a service and the	Stronge diname	Mara ongenden. Nava all nach spon as per pro- ancherix	n h	NA NA	momenties leave all mark team as on on ear-denic My polynome would be to move to the provides energymmer.	
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	Rends Autor	Interactive two and intelligence on an extension expension is not have plotted provide my solidity cannot be not insolitate the base in two any plotted provides and interactive cannot be any plotted provides and interactive cannot be any plotted provides and manual integration that the answer and plotted provides and any plotted provides and any plotted provides any plotted provides and any plotted provides and any plotted provides any plotted provides any plotted provides and any plotted plott	Sandar	intention, have all reach same as an are excludered	Dann	examples has all and uses a service second error map formers in driver pointing the Galaxies ender from Killer hand.	Anado dana	Non appellan load if mak gon a properties and the set of the set o	te The second s	NA	People on Brunstane Road including 2 local councilors I believe, bought their properties knowing that it was a narrow through road.	Freedrig to status, qu'à nel si region seguet marcos
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	To what eatent do you agree or disagree that the changes have been beneficial during the trial? - To what extext do you agree or disagree that the changes have been beneficial during the trial?				Considering the wider Portsbello area (out with the immediate area of Brunstane Read and the Cellesdene area), to what easent do you agree or disagnee that the trid has that 5 packbu impact on the sumoufing threats? - a what eatert do you areas or disagnee that	Considering the under Portobello area jour with the immediate area of Brundare Road and the Collectere	To what extent do you agree or disagnee that the changes have had a politile impact on the environment? - chanaes have had as impact on the environment?		During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled more?		Would you like the trial to be made permanent in its	
re you responding as an individual or on behalf of an stanisation? - Responding as	changes have been beneficial during the trial? - To what extent do you agree or dicagree that the changes have	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you sause traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the sumounding	area), to what eatent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or dicagree that the changes have had a positive 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 are comments in the bos below. When things are harder for people to drive, people are	- During the trial have you walked; wheeled or cycled	more?	Would you like the trial to be made permanent in its current form? - made permanent	Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel should be made.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - an
Initiation? - Responding as	Been beneficial during the train	write any constants in the box below.	Pages traffic numbers within your direct?	Eos Britos.	etwert/- o what extere do you serve or bidance that	ethertor - Peaks white are convention the box below.	-charaes have had as impact on the environment?	 Produce write any comments in the box below. When things are harder for people to drive, people are 	101	 Presse write any contracts is the box below. 	Current Sonit/ - made dermanent	Pould be made.	otherne: thould be consulted and implemented? - an extremention. We need real change to how people move around Portabelio and ioppa, and we suggest urgent consults with really forward thinking proposals - we would be hapov to be part of this
		It has made things much easier for cyclist - which is an				It has made cycling connections between parts of Portabelic easier, even though the High Street is still extremely dimension		more likely to walk or cycle, which is beneficial for the environment. Also cutting down through traffic is a		It's easier to do, and we have piedged not to use our car		We need to keep making changes that help people to	Portobelio and joppa, and we suggest urgent consult with really forward thinking proposals - we would be
an individual an individual	Stronaliv aanne Stronaliv disaarne	essential step to combat climate change	No chanee No chanee	We don't live within the area of trial change	Stronaly arree Disaaree	etremély danaerous.	Stronaly aanee Disaaree	becefit	Tex No	within the bycass - also cycline makes you happy!	ties Don't know/No coinion	change their behaviour to combat climate change	happy to be part of this
												thates that behaviour to contrast contrast contrast rules no benefit in the changes it was caused issues with emergency vehicles. Thoge there have been no advence consequences of this. The people responsible for the involgation of the changes should be label for than actions. There has been very little support in the community for the changes, nosit of the issues generated were predictable.	
		It has made a bury local area significantly worse as has just displaced traffic down other residential roads. It has										consequences of this. The people responsible for the instigation of the changes should be liable for their	
		In this make a being such and organization process in the just displaced traffic down other residential reads. It has lengthened journeys and slowed down the response of emergency vehicles as have to go the long way round. The one way bit is confusing and I have seen some vehicles go the avernor way.								I use my car when I need to transport dogs / shopping. The streets that have been altered are a busy part of connecting the high street towards the A1 and dby becass. More teecole will be using cars on these routes.		actions. There has been very little support in the community for	
at individual	Strongly disarree	one way bit is confusing and I have seen some vehicles go the wrong way.	Nachanee	live in Report street so not impacted.	Stranely disagree		Strongly disagree	Traffic displaced to other streets and journeys are longer how can that be positive impact on environment??	No	connecting the high street towards the A1 and city bypass. Most people will be using cars on these routes.	No	the changes, most of the issues generated were predictable.	A consultation was performed but impred.
													I believe that further schemes should be proposed an
													I believe that further unherens should be proposed an implemented with support fram public transport. The current situation with buses is poor with many buses ever thewing and the cycling inframaturate in Perstabels is poor with injuries and deaths tadly not uncommon one our radis. The opening of segregated lanes and protection fram cars and larger vehicles is crucial to encourage the uptake of cycling and wilking over driving.
													never showing up and the cycling infrastructure in
													uncommon on our roads. The opening of segregated
													caucial to encourage the uptake of cycling and walking
													over driving.
													This is most clearly seen in the poor connection to Lei via but or by talk particing for cycles and padestrians. With no direct but route piptnn it is quickers to wait th takes a but and a dangenous section of either road or ubard gath towards and through Seafed platfore the Labih links connection), there is list the zerosurage po- not to drive. The old railway lines would provide an
													With no direct bus route (often it is quicker to walk th take a bus) and a dangerous section of either road or
		These are the sorts of measures modern cities should be making to tackle road deaths, the climate crisis and											chared path towards and through Seafield (before th Leith links connection), there is little to encourage pe
		These are the sorts of measures modern chies should be making to tackle read dearbs, the climate crisis and traffic. I would eccurage further dearnes of neads as a pedestrian, opcist and car driver to create a more loadie dry that fields care and encourages pedge to spend more time walking and cycling in their neighbourhoods and less time time walking and cycling in their neighbourhoods and less time time walking and cycling in their neighbourhoods and less time time time time time time time time		Due to these closures, my own road has become far busier as one of the few routes into Portobello. I would									not to drive. The old railway lines would provide an excellent opportunity to mimic what has been a succ
		city that feels safer and encourages people to spend more time walking and cycling in their neighbourhoods and less		the to these cooking, my dwn road had become the busier as one of the few noutes into Portabello. I would continue to encourage closures across the city with provisions to support people to take healthier and more									not to crive, the oid naway links would provide an excellent opportunity to mimic what has been a succe across the dry in opening safe cycle lanes or by openi up the route for civilian transport as has been used in
an individual	Strongly agree	in cars.	Slaht Increase No charge	environmentally sound choices.	Azrea Strough distance		Strongly agree Ormody dimense		Tes .		Tes.		cast.
						Other roads now become blocked. The whole area is bury so why only alter a small part. Nithough bursy in the wider area, you need this traffic for							
an individual	Stronely disarree		No change	No change in my particular street as it's too far.	Stronely dicaeree	Although busy in the wider area, you need this traffic for our local traders to ave used and remain open.		aut moved to another part of the area.					
an individual	Stronely disarree		Not Answered		Stronaly disarree		Stronely disagree				200	Make Brunctane road one way would suit everyone and open up the rest of the roads.	
ai individual	Strones disarree		NOT ANY APPE		Stipsey dicaree		Storery dictance		90		83	open up the rest of the roads	
		These closures, taken together with the changes to the King's Road junction, have created increased jams and											
	1	These closure, taken together with the changes to the king's Road Justicio, have created noneased justs and ling traffic days prictable skyll histors. There are now any a paralistile options to leave Portabelic – by King's and jusciest, and there Road Ead, or one significant Plans. The stability of the size any dy descuritorate when the prostable and this was anyly descuritorate when the target acceler to take as a capit of descuring a the size's Road lunction causion consister endlock.		1		1						1	
	1	Road junction, at Milton Road East, or via Brighton Place. This is not sufficient for a growing neighbourhood such as		increased volumes of traffic having to use one of the 3		1						1	
	1	Portobelio and this was amply demonstrated when the tragic accident took place a couple of years aro in the		Increased volumes of traffic having to use one of the 3 remaining routes out, increased idling and exhaust fumes, plus anyone trying to exit to the east faces increased iourney distances and therefore increased collution.	1	1		Increased stationary traffic on Portobelio High Street,				1	1
an individual	Stronely disarree	Kine's Road junction causing complete pridlock.	Similiant increase	journey distances and therefore increased pollution.	Stronely disance	See previous comments	Stronaly disaaree	Increased stationary traffic on Portabelia High Street, Ionzer iourneys and more collution.	No		No		The consultation process was reasonable to * short-
				1									The consultation process was reasonable but the vie the majority were ignored. There should be a proces where the majority views influence the result. With t
	1	following to a start the start of the start		1	1	The area has many elderly residents and families with young children and these groups have experienced						1	where the majority views influence the result. With t current scheme the benefits to Brunstane Road are outweighed by the problems created in the surround
an individual	Stronely disarree	Considere Avenue has been adversely affected with increased traffic.	Significant increase	Traffic speed has increased as has the volume.	Stronely disarree	young children and these groups have experienced adverse traffic problems.	Strongly distance		No		No		
		increased traffic. They make no difference, and are obviously badly thought out. Also worse for the environment as being forced longer routes to reach a destination, and also creates		1				As I said above. I'm amazed that you thick this going to achieve that. Would of been far better spending our money that you've wasted on this trial and putting it to					threads. You need to far more realistic with any kind of trial. A also to remember that people actually like in these places. Like actual people and not just a statistic on a
s an individual	Stronely disarree	longer routes to reach a destination, and also creates more traffic.	Senifort increase		Stronely disamre		Stronely distance	money that you've wasted on this trial and putting it to rood use.	No		No	ABSOLUTELY NOT.	places. Uke actual people and not just a statistic on a of paper.
		more traffic. This plan is chaotic at best. It has a negative impact on all of those trying to travel within this area.											
s an individual	Grone's disarree	Confusing to understand and creates more pollution.	No change	intelevant question as I live on Willowbrae but use this	Stranely disarree		Strongly disagree		No		No		
				Imelevant question as I live on Willowbrae but use this street a lot to visit someone . Does the closure of this street allow other streets used, as rat nuns, to be closed as and the streets used, as rat nuns, to be closed to an other streets used.									
	Connection of Section 1	Caused chaos in surrounding streets just because a	Constituent Income	as well,	Channels discourse		Connects discourse	Many and				Open the street up again. Stop closing down side streets.	
k an individual	Disaree	Caused chaos in sumounding streets just because a Counsilior lives there.	No change		Citatree		Strongly distance		No		No	an tann barrans.	
u an individual	Scrones disarree		No charae		Stroney disarree		Service of Carlos		80		85		
													I have seen no evidence to suggest that readback from local residents has been taken into consideration.
				Could you please tell me how much additional traffic is									Comments on social media from a cross section of soc and neighbours have largely opposed schemes such as
				Could you please tell me how much additional traffic is going down Daddingston Park, my street, and at what speed? Itsnow this was being monitored some months ago as the equipment was there?									this and the woeful bike lanes in the area (the leaves w be falling spon, will they be cleared this year?) yet the
				ago as the equipment was there?									projects have gone ahead. I would like to see more
				Stanley Street and Brunstane Road being shut off too also									the right decisions are being made. I am currently
				Stanley Street and Brunstane Road being shut off too also mean a lot of additional traffic either going to Eastfield or down Duddingston Park. The latter is particularly									the right decisions are being made. I am currently disillusioned and would rather see progress on project such as the Powderhall to Restalvig cycle way than faff
		It is still possible to get from Milton Road East to Joppa		Stanley Street and Brunstane Road being shut off too also mean a lot of additional traffic either going to Sastfield or down Duddingston Park. The latter is particularly overwheimed when there are roadworks to maintain colical addition which nan under the stores. With the						These driver, ran, walked and cycled around the area as			the right decisions are being made. I am currently disillusioned and would rather see progress on project such as the Powderhall to Restal/ig cycle way than faft about with existing infrastructure which has worked fi for years.
		It is still possible to get from Milton Road East to Joppa Road and vice versa, it just makes a couple of tareets in Colledere built. The lack of an oleft turn isone point		Stanlay Street and Reversare Road being that off too also means a tot of additional traffic either going to Satelfiel or down Duddingmon Park. The latter is particularly overwhelmend when there are coadworks to maintain origical utilizes which nun under the store. Which the exception of this, the traffic flows OK other than the Southbound envance to the coverrande with Million Road				Additional millsare being covered by cars to get from A to		I have driver, ran, walked and cycled around the area as much as usual. Peoply with the exception of a cougie of rise icon Perceivation on m bits when them were		I'm sure the theory is wonderful but in practice the	I have seen no wideren to suggest that feedback from block insidence has been taken into consideration. I have been also also also also also also also also
As an individual	Stroneliv disarree	tr is still possible to get from Millon Road Gast to Jappa Rand and vice warsa, it just makes a couple of streets in Collisidente bucky. The bick of a noise thron sing point fast along MMK was very damperous as there was no working a densibuation war is work to exame.	Senfant inmae	up to the opportunities of the second being that off too also mean is of a deficient only first either going to Succharle or down Outlingeness Perk. The latter is particularly powerheadered when there are condered its to maintain chick at stilling with num order the area condered. With the exception of this, the traffic flows GK other than the Succhardon efforts, the traffic flows GK other than the fiscations of the second to the outsame with Million Real which are constantly lacked up at peak times. Is this latter monitored?	Olarre		Stronely Guarme	Additional mileage being covered by cars to get from A to B. My hedge in new dying and this could be from additional traffic any strategy	80	Howe driver, no, walked and cycled around the area as much as usual. Foculty with the ecoption of a cough of trips ion Portadion on my blick when them were temporary lights at the Ouddapator Park and Duddentor Park incrition.	No	I'm sure the theory is wonderful but in practice the remaining method infrastructure is being over used and	The left turn from Portobello to Sir Harry Lauder Road another great example of something ludicrous being
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					Considering the wider Portabello area (out with the	Considering the wider Portobello area (out with the			During the trial have you walked, wheeled or cycled more? Do				
	To what extent do you agree or disagree that the changes have been been Scial during the trial? - 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	During the trial how has the volume of traffic changed	During the trial how has the volume of traffic changed	Considering the wider Portabello area (out with the immediate area of Brunstane Road and the Collectione area), to what extent do you agree or disagree that the roll has had a pockiew impact on the sumounding threats? - o what extent do you arree or disagree that that the sum of the sumounding threats?	Considering the wider Partobello area (out with the immediate area of Banntane Read and the Collingtone area), to what eatent do you agree or disagree that the triah has that pacebai inpact on the surrounding streets? - Please write are comments in the box below.	To what extent do you agree or disagree that the changes have had a positive inpact on the environment? - changes have had an impact on the environment?	To what extent do you agree or disagree that the		ring the trial have you walked, wheeled or cycled ore?		Would you like the trial to be made permanent in its current form? - Please provide any further comments in the bos below including any modifications you feel	Do you have any suggestions on how future sim othernes should be consulted and implemented
you responding as an individual or on behalf of an nixation? - Responding as	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 tria? - Please write 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 assee traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	trial has had a positive impact on the sumounding streets? - a what extent do you arree or disarree that	trial has had a positive impact on the surrounding streets? - Please write any comments in the box below.	changes have had a positive impact on the environment? - changes have had an impact on the environment?	 charges have had a positive impact on the environment? Please write any comments in the box below. 	P - 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? - made arrmanent	the box below including any modifications you feel should be made.	othernex should be consulted and implemented suggestions
				I was not immediately affected but going down to my business in portabelia is way longer and unnessarry My mothers house in collesdene has been hugely									
		It was a nonensical decision to make but I suppose that' why it's a trial End this new but in my opinion I think a one way traffic system going down to joppa / portobello would be serverble.		My mothers house in collesdene has been hugely									
and the st	Consult discourse	and this new but in my opinion i think a one way traffic system going down to joppa / portobello would be southin	No. down	effected A waste of valuable funds to pacify a few councilions and	Dennels decement		farmer damme						Listen to locals
nevez	STORE CREEKE	sensible some occasions. Not to mention that current residents seem to new think the road is private and for their own personal use, questioning anyone that drives down the	his charge	reconti of providine road	MIDNEY DELETE		Service of Contraction		80		362		Upon t any then whore the majority
		seem to now think the road is private and for their own personal use, questioning anyone that drives down the											
		personal use, questioning anyone that drives down the road that down? New on that particular traves. Are there plans in place if this situation is to become permanent fo the council to unadopt the road therefore making the reademt of theuratane Road liable for all facture regain, as is the case with other unadopted roads in the area.											
		the coundi to unadopt the road therefore making the residents of Brunstane Road lable for all future repairs,											
		as is the case with other unadopted roads in the area.											
		And is the others in the inclusion of the second se											
		hau't made things easier for residents, just harder. I											
		regularly. One of these friends was delayed when trying	a.										
		coasional ambulances have been unaware of the road											
		closures and have been stuck at the bridge whist attending to emergencies and late-due to the detour they	v										
		have had to take. On one occasion the crew had to abandon their ambulance and run because they were											
		stuck at the bridge as cars had come down behind them.											
		Traffic along portabelia high street is insane, this is further compounded by the road closure at Raileyfield.				All this has done is move the problem to other parts of		We are asking drivers to prolong their journey, it takes me an extra 15 minutes to get to the local super market					
		The closure of the bridge road has led to drivers using the Collectore area as a net race. Decole the closure of	-			All this has done is move the problem to other parts of the area and affect other members of the community. As above, make these narrow streets one way and that will		We are acking drivers to prolong their journey, it takes me an extra 15 minutes to get to the local super market because I need to travel to almost Musseburgh due to road dosares. That's an extra 4 hours of fuel watage and policition percents. Nat to an extra 4 hours of hole watage				Absolutely not! It's a sticking plaster. It hasn't solved the	Community led meetings. Portobello has a ve community and such changes should be press community maarinee
Autori	Connaily Airanna	Collisionana area area not more Dennite the rituine of	Canifront Inmassa	The whole of Ecotobello has been afferted	Gennaliz Airaanaa	colus the image	Grennahi Alemanna	collistion ner month. just in est in the show	Mo		No.	inna ar sil	
													The views of the majority were previously ign measures were happening regardless of the p consultation.
													I recall the phrase 'egregious suffering' being
													I recall the phrase 'agregious suffering' being to councillor with regard to the residents on itru Road. A quite ridiculous viewpoint and an inc how the council was always going to proceed.
						1		1	1			1	
		Has pushed traffic onto the main roads, therefore reducing the volume of available road space in the broader area. Generated slightly longer journeys for loca	1	1		Would anticipate it may have reduced visits into		1	1			1	Residents were aware of the traffic situation p moving onto this road.
ndividual	Stronely disaeree	broader area. Generated slightly longer journeys for loca residents.	al Slaht increase	Can't be certain although feels like increased queueing on Milton Road East towards lights at peak times.	Stronaly distance	Would anticipate it may have reduced vicits into Portabello from outside the area. As above vehicles have been owhed onto other streets.	Stronely disaeree	Can only have moved guessing elsewhere	No		No	Why not make Brunstane Road, parking on one side only or, alternatively, a one way street.	As above, alternative schemes should be cons
		Local roads are much quieter and it is much safer to cross the road as a pedestrian at the junction of Collesdene		1				1	1			1	
		the road as a pedestrian at the junction of Collesdene Crescent and Gardens with Milton Road Dark Minocian		1		It is easier to drive through the Milton Road East traffic lights at the junction with Harry Loader Road as traffic easing the second second second second second Road and the Gilbersburd decision. There are more materials survival gript from Easterlike at the lights to access Milton Road East. This can field angenous when cycling from Maximultary to Protection and care yull and the second se		1	1			1	1
		cari't find their way out of the closed road made, so much clearer signs are needed saving access to Millow Bowl this	n is	1		an't trying to join the queue from both sides insustane Road and the Giberstoun direction. There we move		1	1			The traffic volume and parked cars along Collegione	1
		way at all local junctions. Motorists go up and down the streets trying to find their way not assuration				motorists turning right from Eastfield at the lights to access Milton Road East. This ray fael deseasory		1	1			Avenue means that no futher road narrowing is needed along there (as per original vivo) as the truffic ro-	1
individual	Arre	The road as a potentian as the junction of Collinearies Createst and Guiden with Millon Read Sam. Monorist dataset agins are needed anying access to Millon Read thi ways at all load junction. Meaning up op and down the strenges trying to find their way out generating unnecessary store forms and canton and they get anonoccurs and action for the store for first actions to provide them.	Similiant decrease	It is quieter, safer and more pleasant as a pedestrian and cyclist. There is less pollution for residents.	Arres	cycling from Musselburgh to Portobello and cars pull across your path.	Strpnely agree	Traffic pollution and noise has reduced. We found more Hedgeboas in our eardens as fewer are killed on the roads.	l No.	e used to walk and cycle anyway but it is more pleasant d safer now.	Tes	the traffic volume and parked cars storing considered Avenue means that no futher road narrowing is needed along there (as per original pixel) as the traffic can only go quite slowly anyway. Proper clear signs are needed for motories to review their service and out.	1
		As far as i can tell there g		The second second of Property.		Action and cars.		and a set of the set of the set of the set of				The circums in collections is a direct traffic interestion	Ver month with local residents and builty
which al	Strongly distances	As far as icon bell there g Has not been a single accident in these areas. The plan increase journey times add to pollution and cause frustration and incorvenience.	No change		Strovaly distance	From the residents I have spoken to it just seems another II conceived and flawed intervention into city resident's fransform	Ornado dinama	You are having a laugh, journey times that can take twice as inner are not environmentally friendly.	. No.		No	The closures in collesdene jus divert traffic into other areas. Can see ilrunstane road being made one way as beneficial but or closine it to cars.	Yes, consult with local residents and business venues and guadeloupe exposes by show of t hiding behind on line surveys and anonymout
	and a set of the	I think this is a complete waste of time and moves and			and the second			A REAL OF A REPORT OF A REAL				and the second s	I think there needs to be a much more extent
		I think this is a complete waste of time and money and the council should be ashamed they invest in such projects. I have staved on logge terrare all my life and th				1		1	1			1	of research and planning done before this is en consulted. Edinburgh in a modern rise in the
		the council should be advanced they invest in such projects. Have stayed on joppe service all my life and the traffic has always been had on Brunstane road but all you have done is redirect the traffic on even work street. The oblicult is would be to make a fee one way rystems in the asses such as down brunstane mod.	a										or research and planning does before this is e consulted. Gdinburgh is a modern chy built on one if we want to keep this we have to find be to adopt to modern life more vehicles petrol o buses, ionries wans, trams etc need to be ready
		have done is redirect the traffic on even worst streets. The obvious fix would be to make a few one way systems	4			All this has done is mean there is more congestions on the high street and along Milton road and locals are husine to take insear outers to east to TAEDE MIMPCI		More cars are having to take longer routes so this has not have hereif-rist		iready walk and cycle a lot and this has not encourage creft or amone liknow from the assa to do this more		If this is made permanent it is pathetic by the council there are clearly other ways to do this that many locals residence fael is herer such as 1 was nestere.	to adapt to modern life more vehicles petrol o buses, lorries vans, trams etc need to be read
elaide al	Stronely disastee	in the ans such as down bronstane mad	Cardfrant increase		Stenatu Arazza	Insulta no take boaser routes no est to TUEBE UPAKED	Geneels distante	haan hanafirial	80. at	real or anone i know from the seas to do this more	Ma.	recidente fasi è hatter corte se 1 une restares	into the rise he real too too enertalists Put it back to how it was before or at worst m
dv/dua)	Stronely disarree	Too much of a detour Traffic through Brunstane road has been significantly	No chanee		Arres		Stronely distance		No		No		Grunstane Road one way
		Traffic through linuxtane read has been significantly reduced Prior to the thill there were daily agressive interactions due to the difficult nature of using linuxtane roods a throughtare is an out aware of any significant difficulties with the alternative options available Childron are also to cycle more safely on all of the rands				Alternative routes are available Occasional individual experiences of difficulties but atternative easily sought (are not aware of any change in traffic don high street (are not aware of any change in traffic through colliesciene but these are big wife roads that can							
		due to the difficult nature of using Brunstane road as a thoroughfare				Occasional individual experiences of difficulties but alternative easily sought							
		I am not aware of any significant difficulties with the alternative options available				I am not aware of any change in traffic on high street likely that there is some increase in traffic through							
individual	Stronely arree	Children are able to cycle more safely on all of the roads around the area Apart from the fact that I cannot take the first exit onto Mitros front for the nearest exit from Mitros Eraci I have	Similicant decrease		Neither agree nor disagree	collesdene but these are big wide roads that can accommodate easily	Strongly agree	Less traffic in surrounding areas, wider use of bicycles and alternatives such as walking used	1 Yes		Yas		
		Apart from the fact that I cannot take the first exit onto Milton Road or the nearest exit from Milton Road I have											
		Applies that the first state can be applied to the other Mitton Road or the reserve with from Mitton Read I have been concerned with the increase in traffic from other areas driving too fast up Morton Street and along Collesdene Avenue.											
		I have also noticed a large increase in the number of Learner Drivers in the was energiable in Collectena											
		Avenue which is very busy and where they do their 3- point turns at: I have resultate must ad the number of											
		Avenue which is very busy and where they do their 3- point turns etc. I have regularly counted the number of Learner Driver cars which are											
		I name add induced a the ana equicibly in Collection Awnow which is wep buoys and where they do their 3- point sums core. There engularly content of the number of Learner Driver cars which are in the area and it is often 8 or 9 drivers at one time.											
		Avenue which is very backy and where they do their 2 - point turns do. These regularly counted the number of Learner Driver cars which are in the area and it is often 8 or 9 drivers at one time. I do not understand why we have had to be subjected to this total. Restrates found	2										
		Avenue which is very bacy and where they do the' 2- point turks esc. There regulary counted the sumber of Learner Driver cars which are in the areas and it is often it or if drivers at one time. I do not understand why we have had to be subjected to this told. Reventione Road could have become a one way street than Milton Road down to the Church.	2										
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		Anome which is very bacy and where they do that 2- point terms etc. In the weighting issued to burdler of a stream of the software of the software of in the areas and it is often it or it drives at one time. I do not understand why we have had to be subjected to the fullial interactions found the software of the software of the software of the drives to be Charch. Another dise there might be as possible includes in that a weight and areas of the first before the software could have another weight the registre be a possible includes in that a weight and areas of the first before the software of the buildeble encounders from Wides Take lines that which											If there are similar schemes there must be ro
		I do not understand why we have had to be subjected to this this. Bruntzee Road could have became a doe way street from Milton Road down to the Church. Another das shiring the as possible solution is that a way small area of the Park behind the house could have provide the residence with a core path a-one could have provide the residence with a core path a-one could have provide the residence with a core and a-one as when might cred same expanding.										Definition of Linex fourt for durings to be	If these are similar schemes there must be in consistence with the residence prior to the
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	jaana Yanah daena Janah daena	A is of a contrast of a strast bar late is a cipated bar late is cipated bar late is	andre anne andre annne anne anne anne anne anne anne anne anne anne anne	n stant dan selah te ensent gebenti pan Na aya dalam sen ana ana ana atawa Mana selah basa aya	Dools, Auren	For our location of any difference or all more spectra to many paper and to for the our of that more spectra to many paper and the our our or to use the standard spectra description of the output of the spectra description of the standard spectra description with the standard spectra description of the standard with the standard spectra description.	South States States Fastes South States South States	Age, covar an han Khi ha haganad. I ha congr aneth i han ang ang ang ang ang ang ang ang ang a	<u>v</u> 6	ere a stat lan et totte it's juer gang in differen	N N N	An extension of the second sec	A clear sense and the sense of
	jaara waxii fara laash fara laash fara laash fara	A. Son a short of a	andre anno andre anno annno anno anno anno anno anno anno anno anno anno anno	n stant dan selah te ensent gebenti pan Na aya dalam sen ana ana ana atawa Mana selah basa aya	look foru look foru look foru	For our location of any difference or all more spectra to many paper and to for the our of that more spectra to many paper and the our our or to use the standard spectra description of the output of the spectra description of the standard spectra description with the standard spectra description of the standard with the standard spectra description.	South datas South datas South datas	Age, covar an han Khi ha haganad. I ha congr aneth i han ang ang ang ang ang ang ang ang ang a	<u>v</u> 6	ere a stat lan et totte it's juer gang in differen	N N N	An extension of the second sec	A date standards and the stand
	jaara waxii fara laash fara laash fara laash fara	A. Son a short of a	andre anno andre anno annno anno anno anno anno anno anno anno anno anno anno	As stated above, traffic has increased significantly since	Dools, Aarm	For our location of any difference or all more spectra to many paper and to for the our of that more spectra to many paper and the our our or to use the standard spectra description of the output of the spectra description of the standard spectra description with the standard spectra description of the standard with the standard spectra description.	Scool durin Scool durin Scool durin Scool durin Scool durin	Age, covar an han Khi ha haganad. I ha congr aneth i han ang ang ang ang ang ang ang ang ang a	<u>v</u> 6	ere a stat lan et totte it's juer gang in differen	N	An extension of the second sec	It would be interesting to know the supporter initial consultation and how you setted on all it focus specific to accurate the setted on the factors, and the setted on the setted on the interesting of the setted on the setted on the setted on the setted on the setted on the setted on a factor setted on the se
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	jaara waxii fara laash fara laash fara laash fara	A. Son a short of a	andre anno andre anno annno anno anno anno anno anno anno anno anno anno anno	n stant dan selah te ensent gebenti pan Na aya dalam sen ana ana ana atawa Mana selah basa aya	Dools, Aure	Ten en en esta esta en propio de la Contra de la contra de la contra de la contra de la de la contra de la contra de la contra de la de la contra de la contra de la contra de la de la contra de la contra de la contra de la de la contra de la contra de la contra de la de la contra de la contra de la contra de la de la contra de la contra de la contra de la de la contra de la contra de la contra de la de la contra de la contra de la contra de la de la contra de la contra de la contra de la contra de la de la contra de la contra de la contra de la contra de la de la contra de	Scool durin Scool durin Scool durin Scool durin	Age, covar an han Khi ha haganad. I ha congr aneth i han ang ang ang ang ang ang ang ang ang a	<u>v</u> 6	ere a stat lan et totte it's juer gang in differen	N N N N N	An extension of the second sec	An date of service data and the service data and th
	jaara waxii fara laash fara laash fara laash fara	A is of a contrast of a strast bar late is a cipated and a cip	andre anno andre anno annno anno anno anno anno anno anno anno anno anno anno	n stant dan selah te ensent gebenti pan Na aya dalam sen ana ana ana atawa Mana selah basa aya	loode duru Doole duru Daree Da	For our location of any difference or all more space of the term of the space of the term of the more space of the term of the space of the term of the more space of the space of the term of the space	South data South data South data South data	Age, covar an han Khi ha haganad. I ha congr aneth i han ang ang ang ang ang ang ang ang ang a	<u>v</u> 6	ere a stat lan et totte it's juer gang in differen	N N N N N N	An extension of the second sec	An date of service data and the service data and th

	To what extent do you agree or disagree that the				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collesdene	Considering the wider Portobello area (our with the immediate area of financiane Boad and the Collinedons area), to what eatent do you agree or disagree that the trial has had a positive impact on the surrounding streets? - Hease write are 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?		Would you like the trial to be made permanent in its	
Are you responding as an individual or on behalf of an organization? - Responding as	To what extent do you agree or disagree that the changes have been beenficial during the trial? - 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 tria? - Please write are comments in the box below.	During the trial how has the volume of traffic changed within your street? - During the trial how would you rause traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	area), to what extent do you agree or disagree that the trial has had a positive import on the sumounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or dicagree 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 dicagree that the changes have had a positive inpact on the environment? - Please write any comments in the box below.	During the trial have you walked, wheeled or cycled	more)	Would you like the trial to be made permanent in its current form? - made acronanent	Would you like the trial to be made permanent in its current fam?- Please provide any further comments in the box below including any modifications you feel should be made.	Do you have any suggestions on how future similar schemes chould be consulted and implemented? - any
ariantear - solaada a	Leas Bourieu guilu tra truir	Letter any contention in the loss families, any same of the loss from the loss of the residence of franctiones from the loss of the loss of the loss families of the loss of the loss of the loss of the families of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the loss of the same loss of the loss of the loss of the loss of the loss of the same loss of the br>same loss of the l		Due terms No soliciable charge at the moment but the measure and the soliciable charge at the moment but the measure and the soliciable charge at single charge at single charge moments of the charge at single charge charge at many set again september at the latest the single solicity bases, the new north of moments infinited from, sharge bases, the new north of moments infinited from, sharge bases, the new north of moments infinited from, sharge bases, the new north of the single solution in the single solution (Charge at any single solution) and the single solution in the Charge solution in the solution in the single solution in the Charge solution in the solution is solved at the solution (Charge solution) and a solution is solved at the solution in the Charge solution is able to a solved at the solution is the Single solution (Charge solution) and a solved at the solved at the solved at the solution is a solved at the solved at the solved at the solved at the solved at the solved at the solved at the solved at the solved at the solved at the solved at the s		Instants - Press with the calculation inspect T have been been reverable that the calculation inspect T have been been only digitated traffic canons more surgestated as to be the spectra of the calculation of the calculation of the spectra of the calculation of the calculation of the hadring on a shared themes, long paramys and target hadring on a shared themes, long paramys and target the shared the shared paramy and target the shared the same paramy and target the shared target that the same paramy and target the shared target the same paramy and target the shared target that the same paramy and target the shared target the same paramy and target the shared target that the same paramy and target the shared target target that the same paramy and target the shared target target target target the same paramy and target target target target target target target target target target target target target tar	- Charlen Tave fue as inflact on the environment/	- Page and to connect a the but both.		- Plasta with any constants in the bar balan.	Gerrent Voror - Rade Gerredweld	Additional to also. The hird is sugget to "indicate annocencesary through buffle", Through striff on any states et say is desired in concentrative all associates and indicates and indicates monorge per hostidade 22 years ago, hirdwords and monorge per hostidade 22 years ago, hirdwords and hirdwords and adjust to thride ped per legits to and hirdwords and adjust to thride ped per legits to and hirdwords and adjust to thride ped per legits to and hirdwords and ped regional, hirdwords and distances to a long have hirdwords and ped regional hand and distance to a long have hirdwords and ped regional hand and distance to a long have hirdwords and ped regional hand and distance to a long have hirdwords and ped regional hand and distance to a long have hirdwords and ped regional hand and distance to a long have hirdwords and ped regional hand and distance to a long have hirdwords and hand hand and hand and hand and hand h	Lazertak
		their homes. It has been in no way beneficial to anyone who is not		Straiton Place and up Rath Street to benefit from the traffic lights to "jump the queue".		A Department of Transport report (see The Times 24th October) finds that, in London boroughs that introduced		and here find a strandard of fermion ford and				residents would object to their god-given right to park at their gates).	These she of an her similar and an experimental state of the second
är an individual	Strengthy distances	watking, cycling or "wheeling" (whatever that is) who wishes to travel from this side of Portobello to Milton lined and beaned ins Asta. The Portobello to Milton	No change	with the rerouting of the 124, the only bus service between doutoballo and Brinner Street in the 76	Gronaliz dinamae	LINE, vehicle mines driven rose by an average of 11.6%. So much for the anticipated "traffic evaporation" aneandered by more walking and curling!	Grouply distance	Again, beneficial to the residents of Brunstane Road et al but for the rest of Portobello it has led to greater congestion and pollution.	teo.	1 am 79. 1 do not cycle and 1 have no idea what Technology is	Ma.	Init is sobtand. Here of us have not driven on single rate roads in the Highlands, islands and elsewhere. We are fumilies with Dessine Places!	There should not be similar schemes in the future unless all possible consequences are taken into account and a comprehensive impact assessment carried out.
Ar us locksteel	Crongle area	As a resident of Buruttnee Road, the road closure has made a huge difference to our quality of this by granty reducing the heavy levels of traffic and associated problems, previously experienced. I think it is entermely important that the traffic calming works for all, but I do not have a strong size on how the current pattern of road closure in calmisden is working.	Endfort foreza	As a Brunstane Road resident, and keen cyclist, the road		It is difficult to know what the wider inpact has been, although cycling around Persbelok have not usen any authough cycling around Persbelok have not usen any	Geroode same	protection into decidently discourged same local as pursues with people walking at cycling to their admittancia, and admittance and the cycling to their admittancia, and admittance and the cycling at the admittancia, and admittance and the cycling attempt the doarse has provided a kink therema a cycling routes, making it much taffer for cyclins. The reduction is traffic in formation there for a cyclins in the formation of information and the grantly imposed the air quality. All these changes have had a very positive impact on the environment	-	Antenna m Before the road closure i would be much more likely to have jumped in my car to get to Pontoelia. I now always			It needs to be made very clear from the extract that commonly consultations are not a referendam - thomains the commonly majority will always consiste black recidence. Good communication at each stage of the process is also envol
A REPAIRING		Since the progress of this trial there has been a drastic				A CAPACITAL PROPERTY AND A CAPACITAL	ALCON ACT.	- AND		AND MAR.			
		In the mediates states, Cose the progress of this trail there has been a doubt reduction in arrange to parked can so in training leads and parkeds surplus due can some regularity massed of band parkeds surplus due due training to parked park band parkeds surplus due due training to parked park band parkeds surplus due due training to parked parked costs in rand cange can band some and band parked band parked band parked band band parked band parked band parked band parked to some our and the parked band parked band parked to some our and the parked band parked band parked band to some our and the parked band parked band parked band to some our and the parked band parked band parked band to some our the band parked band parked band parked band to some our the band parked band parked band parked band to some our the band parked band parked band parked band to some our the band parked band parked band parked band to some our the band parked band parked band parked band to parked band parked band parked band parked band parked band parked band parked band to parked band parked band parked band parked band parked band parked band to parked band parked band parked band parked band parked band parked band to parked band parked band parked band parked band parked band parked band to parked band parked band parked band parked band parked band parked band to parked band parked band parked band parked band parked band parked band to parked band parked band parked band parked band parked band parked band parked band to parked band p						Traffic is no longer spending estanded periods stuck in the street or sitting in queues at the top of Bevertare Aud with restrict atfine.		I can now cycle down Rewritine Road and owr the bridge down to the Portshelle Prom. It was too dargerous to do this below with traffic awaing ao road with traffic warked on both circles.			
As an individual	Stronaly aame	the queue for the lights.	Sanificant decrease	Feel this has all been decided on by the council and a few	Stranaly arree		Strongly agree	Boad with engines idline.	Yes	parked on both sides.	Yas		
är an individual	Strengthy distances	It has just moved the traffic and resulting in everyone driving further causing issues for more residents.	No change	Here this has an been decided on by the council and a new important residents of Brunstane Road and this is just a tick box exercise and to let us think our opinion matters!	Gronaliz dinamae	It has caused issues for emergency services and residents trying to navigate portobello and the no right turn inclemented at Sir Harry Lauder Road.	Grouply distance	It has resulted in residents having to drive further and for longer increasing collution!	teo.	I did all these before but there are times when a car is necessari	Ma.		Don't just plonk flower boxes and expect residents to just interpret you're withes. Also they are not very pretty to look at or maintained!
		Institution have not indigate in the digitater, cell have a Marian Constantial when here or noise websites in the shaft and the shaft of the shaft		Dan to the alternative modes in the bigg former has more and grant, control of which higg darking makes		These differentiation of a cost costs (for distribution manify) These produced areas of 2 may to these. Reading cases with cost and with 5 mean at a simular						H gott a projeký třed don k ottav kal nepo te sad dh výradet a sa kontra kal nepo te sad dh výradett sam tít kontra ef a le 20 port te sa g bác g boutes kal te da je měl, daga te da da sa kres te da je měl, daga te da da sa kres	
Ar an industrial	Streetly distance	add approximately 1.5 miles to a half mile journey not helpine fuel costs and emissions.	Canifirmit Inmana	fair share of Emergency vehicles who have extra difficulty due to the above	Gronaliz diramae	Pushing more traffic on to the light Street we already have larmer's using these weaks and disactions adding	Grouply distance	People visiting Portabello have 1.5 to 3.0 miles at minimum added to there journeys Daily. Fuel emissions must be up and through the same residential areas where young and old froquest and live.	teo.	Although easier access is by walking, you can't always. The need to transport people, goods and sport's any interact is any in the unbicks	Ma.	as the do presently. Danger to all and cause further roomerrises	Have the necessary consultation with the wider areas impacted and no thrusting a Temporary measure in place without this
		I hate the changes. Its just moved the problem elsewhere.											
As an individual	Stronely disarree	I hate the changes. Its just moved the problem elsewhere. For someone who lives at the bottom of Brunctane-Boad it has made estimate cortain allows year difficult. Traffic has been digaloce to beinghosh Place, leading to an increase is volume and concertion.	No chanee		Stronely disance		Strongly disagree		No	fve last driven much further!	No		
As an individual	Disaree	Traffic has been displaced to Brighton Place, leading to an increase in volume and concertion.	Senificant increase		Stronely disaeree		Stronely distance		No		No		
	Stronge distance	A contrast involves polytoperations the current downed in Kinnel A listics, so sharpes in the Marcos Carlo and Mutuation with one carlo graphs. The current downed in Kinnel A listics, so sharpes polytoperation and the state of the state and polytoperations are apprecised and the states are a baddy, inclusives to memory and the state states are a baddy inclusives and and the state and the states are a baddy in the state and the states the states are a baddy inclusives and the states the states are a baddy in the state and the states the states are a baddy in the states are a baddy on a first the states are a baddy in the states are a baddy on a first the states are a baddy in the states are a baddy on a first difference of the states are a baddy on a state and the the difference of the states are a baddy on a state and the the states are a baddy on a state and the states the states are a baddy on a state and the the difference of the states are a baddy on a state and the the states are a baddy on a state and the the states and the states are a baddy on a state and the the states are a baddy on a state and the the states and the states are a state and the states are a states and the states and the states are a states and the states are a states and the states and the states are a states and the states are a states and the states and the states are a states and the states are a states and the states and the states are a states and the states are a states and the states and the states are a states are a states are a states and the states are a states and the states and the states are a states are a states are a states and the states are a states and the states are a st	No dime.	My street is a mile away at The Josef, so real charge man. Tan at the Postchella Jose duily and use the charge these since with the concerning in that area.	Geneti-drama	hightie inpact, yoa have ovy diversel totik through moderntial area that are already filled with Learner divers. Fandles on table to have division playing out diving. Darky have conditically with an uncertaint. Main read a signmare dus to bac tases and driven root ing them pacing in used graving have always no ol in	Gundu Ganza	r conquirto. Sost any particles inspect on musical (SO) adder chaine to local, who meet to source iterations and a first main journey or particularities from financiane Read at most 4, allmeis insimum. All adding to ensisten, paor ale qualitative neuro audate different parts		Only when I have had park miles away from Branstone Bid data to no autoining parting	8.	Substituting sets, as statistic previously, David the servery system (either may should tell add more next as the should all shadped sets and less stranding as a leven medicates of directions for all as save makes as a subsciences filled for forms.	fail consultation before larviery par la place, no senzarro facero altocador a social rez mettatione.
A al manual	and the states	Many elderly in this area, takes longer to get to properties, emergency services have highlighted delays	N.L.A.	and we lift and before it out and.	AND BY MURET	and an and a state of the state of the	Artest State	CARLEY IN PARTY OF THE REPORT	14	COURT THOSe HITLE IN TRADITIES OF UTIES WITHIN		Internet of Productions Internetions	
As an individual	Strongly disarree	properties, emergency services have highlighted delaws	No chanee		Stranely disagree	Causes rat runs in other streets	Stronely disaeme	Some loumeus are lonew	No		No	Read blockages cause delays to emergency services	Access to emergency services
		It has increased traffic down Brighton Place which was sineady a too bary through road to Forsholdo high stream Queeing care with numing enginese causing increased politicion. Traffic jams increased as more traffic being eliverted away from this trial. Increased noise pollution due to the increased staffs for reiddents on Brighton		Constant increase in traffic jams and significant difficulty				Increased car pollution as constant traffic queuing all the way up Brighton Place with regions matring, horasad point pollution for residence of Britshon Place.				This trail is only moving the traffic problem to other areas of Fontabelio as in my case making highped on Place even busies, which defast the issues in the first place. This should be fair for all residents not a single areal increased traffic, noise and pollution next to a park and nurseal wave and walking to ischool insutes in not a good alternative to allowing this foil to be areared.	
		It hasn't benefited anyone except those who live on the reads that are now quieter, even some of those probably				t havi't benefited anyone eise. How could IZ? Renyone has to drive Kurther including the Bunstane		Now everyone needs to use more petrolidiving the long way round. Then getting stack in junc and damaging the environment than, lass places to drive means more politicion elevenees. The residence probably spaced as loss of time gaing really tricky 2 point turns which they are now within these drive that have no drive.					Maybe a priority system, with a bay to wait, or a traffic light, or a double yellow line on one side - Lony fails but if you don't like the traffic. Julio cale providely that i par a good fieling letting people part or thanking people - don't take that small joy means - rememorary server.
Ar an Induide at	Overnali disarras	Fact that are now quiete, even some of these probably find it is nonventioned numerical source from iterational and the source of the source from iteration of the source of the source of the source from iteration of PaceIIIII for no other reason than to appears a free minimum that music free an and the knew had some traffic on it linghton PaceII is in the basic it was bony barliers. Now then its raffic quarking the traffic lights with D.S. more traffic extending the very source of Pacebalan	Claft Brosson	bet en rission mode her was the risidants round fiel	Grande de serae	enad ratifiets of times	Geneels disease	stability than 6641 beam 640 Stability and stability of the stability belows out eshaust jets the centre of Portsbells	80.		No.	bound - cannot harrow in closed (D)	Name roomaan roortaan
As an individual	Stronely disarree		Similiant increase		Stronely disaeree		Stronely disaette	the centre of Portobelio	No		No		
As an individual	Disanee	The volume of traffic is unchanged, it just impacts different residential streets now.	Slaht increase		Disarree		Disarre	it just shifts the traffic elsewhere	No		No	I favour a further trial of making Brunstane Road a one- way street (going upwards). This would releve the burden placed on the Collesdenes with the current trial.	
		different excidential strents naw. Blocking stads is for Extinction Rebellion NOT elected representatives.											
to an institution	Consult discourse	Nobody wants this "green" nonsense rammed down our	Carl Barra Income	internal second size and second second second second 11	famale deserve	Making vehicles travel twice as far as usual is not positive	Annala danana	Ligly obstacles are causing mixery for anyone trying to negotiate the area. Its a sindgehammer to address a non- existent problem! There was no traffic issues beforehand. All thanks to Grant Schaoo's idiotic stans.					Ban TROs which do not have any risk assessments requirements and are a way of ramming through
As an individual	Stronely disarree	It seems that the volume of traffic has just been shifted	No charae		Stronely disarree		Duarwe		Don't know		No		and the second sec
As an individual	Disane	alone to the Exet side of the Collesden's The process has forced more toffic elsewhere in Portabelia such as the High Street. The poor signage of the changes lied to emergency webcies attempting to go down closed reads.	Not Arrawed		Neither aaree nor disaeree		Ölarre		80		No		
		Brunstane Road should be one way along with a wider implementation of a one way system as most streets in Portobello have cars parked both sides & on street correst obscuring drivers views increasing the dangers in	1	The process has forced more traffic elsewhere in	1			The assistst of traffic consists the same throughout the	1	have writed the majority of increases since the first	1	Think the implementation of a one way puttern would be	1
As an individual	Disaree	a built up area.	Senificant increase	Portobello such as the Hah Street.	Disarree	The process has just forced traffic onto other roads.	Ölatree	The weight of traffic remains the same throughout the city to any benefits in one area are obtained by others. The longer noutes that cars are having to make, and the subsequent queues of traffic are both meaning that much more area is another.	Tes	lockdown.	No	better than road docures.	One way system.
As an individual	Strongly disarree		Sight increase		Disarree		Disarree	subsequent queues of traffic are both meaning that much more gas is emitted.	No		No		
As an individual	Stronely disarree	it moves the problem it does not fix the problem	No chanee		Stronely disaeree		Strongly Gisagree		No		No		Brunstane road should be made one way heading INTO Portabelia
As an individual	Strongly agree	Brunstane road has seen far more walkers and cyclists now that it's less concerted with appreciate traffic	Similicant decrease		Strangly agree		Strongly agree	Many more families on bikes can be seen using the road as a route to join between the cycle route and the grom	Yes	Reen much more likely to cycle up/down the road to join to the cycle route instead of driving	Tes.		
As an individual	Neither serve ror disarree	The traffic flow has been shifted once collevation and unnecessarily extended the length-b(, what used to be, local journeys. This effect increases congestion; it doesn't reduce it, which I assume was the original dejective.	Notheree		Neither aree nor diamee		Skamee		Yes.		No	i would like Brunstane Road to be one way, going towards Portobello	
iler an Individual As an Individual	Gerovalis disarree Stronalis disarree	which I assume was the original objective. At six-housements one-way ish done Mane enkilons Mane fuel being used Same number of cars-spread further and traveling	No chance No chance		Granuly Anama Granthy disatree	Gaa shiruu musuume	Geneale disama Streely disame	Cas shows commany some routes taken to more fael emissions	No.		66. No		
är an beföldent	Gerrali ama	Some number of cars: spread further and traveling further Other ideas not considered this index in the states remains and the taken inguilarity (1 a weekly) to my sork as well as a local group in Protokoli and logal Arish church. These necessaries have added millage to my journeys as well as additional time.	bin rhanas	f deally line on that clife of the high of	Gronals Amana	Barralle has simple mound	Generalis Ainanna	f'un travillos forbaci	No.		86.	See initial comments. These measures are positive for the few of Portobelic and	B Road -One way towards the sea double yellows on one side. Crease to ensure active drawn Bernows manuscree
As an individual As an individual	Stronely disarree Stronely disarree	well as additional time.	Not Answered No change		Neither arree nor disarree Disarree		Stronely disaeree Stronely disaeree		No No		No No	Xoppa. Many are disadvantaged.	Remove measures All streets are 20mph
te as indicated	Despeis same	The charges have been shared, and any poorty thought can be a service of the service of the service of the service and the service of the service of the service of the service of the service of the service of the service of the service service of the service of the service of the service service of the service of the service of the service service of the service of the service of the service service of the s	Conformer dermann	An element and more marks table the source constraints of the source of the source constraints of the source constraints of the source of all of any part of the source of the source of the source of the source of the source of the source of the source of the source of all of the source of the source of the source of the source of the source of the source of the source of the so	Strande una	The whole scheme in referance. Shown both these shows many the many spectra performance and a start of the start and the start of the start of the start of the start of the start in the start of the start of the start of the start of the start in the start of the start of the start of the start of the start in the start of the s	Seconda assos	Instruction for these interest where effectiveness interest in the second acting or proved encapses of polying de- dications. The second acting or proved designs that the theorem of all interest through the registry query second designs that the theorem of all interest through the registry query varies and the second designs are then yres which registers or how local data with polying and designs are in the one of the through the registry of provide the registers or how local data is polying annualed therary will yres have absoluted from the provide the registers or how local data is polying annualed therary will yres have absoluted for data in the second data in the second data in the second data is the provide the second data in the second data is the second data in the second of the the therapolity and find in the	5er	Have been forced into systep less for my one safety Mithan Tomarca not safet for Gyraign listices you are provide less grantered and by some safet and angle stepped registry around here during sametre, environ that searce analysis just too dispersion. Safe Joge Alia, with an our animate in traffic solutions, the out office a letter than searce introductions, the out office a letter than transmit to grant solutions, the out office a letter than transmit to grant solutions.	24	No. Its abound, dangersus, and last for the environment. Matter Termona is along, and with people like me bring areas. Tables: Could and be incompany of a point days within Termona, and days along and and by Cetters.	The Spatial to the residents monty uffected. And FR21s of molecular and AddATT (bit molecular stagement) and gas and registric. This share providely have been approved the start have back these Stagement and the feast that the Stage have the stage of the these and the feast the Stage have the stage of the these are stifted.
As an individual	Stronely disastee	have made Milton Terrace even worse than Brunstane Road was.	Senifort increase	would be easy to suspect another Councilior lives in this street too.	Stronely disarree	promoting cycling by making small streets incredibly hazardous	Strongly distance	peace in Milton Terrace, incredibly selfuls of the Brunstane Road residents.	No	surface in Milton Terrace is appalling and a resurfacing of the road is very long overdoe.	No	Milton Terrace, but directed along and round by Scotts Garage, making us feel rafe in this small street again.	community, and pushed it through for their own selfish reasons.

[
	To what extent do you agree or disagree that the				Considering the wider Portabello area (out with the immediate area of Brunctare Road and the Collesdene area), to what extent do you agree or disagnee that the trial has had a positive impact on the sumounding	Considering the wider Partobello area (out with the immediate area of finanzace Read and the Collinstene area), to what extent do you agree or disagree that the right has that 5 pathble impact on the surroanding trasets? - Please write are 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?		Would you like the trial to be made permanent in its	
tre you responding as an individual or on behalf of an	To what extent do you agree or disagree that the changes have been been ficial during the trial? - To what extent do you agree or disagnee 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	During the trial how has the volume of traffic changed within your street? - During the trial how would you zouse traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Rease write any comments in the law holes.	area), to what extent do you agree or disagree that the trial has had a positive impact on the sumounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	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?	- During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	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	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
areanisation? - Responding as	been beneficial during the trial?	write any comments in the box below.	sause traffic numbers within your street?	bos below.	etwets? - a what extert do you arree or distance that	streets? - Please write any comments in the box below.	- changes have had an impact on the environment?	 Please write any comments in the box below. 	more?	- Please write any comments in the box below.	current form? - made germanent	should be made.	eareston
		I used to live in Joppa, though don't now. I still travel regularly to the area and the ITRO has been personally				Other streets have become 'rat runs', and this could never have been anticipated when residents chose to live in							
		regularly to the area and the CRO has been personally challenging, adding time and petrol costs to each journey. More than that, though, the experiment has seemed to be a case study in self-shnees, in that according to the widnes of a relative few led to disadvantaging thousands of others.				anne. Bourstana Road har NEVER had samaar or drivesour							
ks an individual	Stronaly disarree	wishes of a relative few led to disadvantaging thousands of others.	No change	But I live in the country	Strangly disarree	Brunstane Road has NEVER had garages or driveways because of the age of the houses; everybody choosing to live there RNOWS this to be the case.	Neither aaree nor disaaree		No	Wouldn't it be important to ask where the walkers/wheelers/cyclists live.? In Brunstane Road??	Na	liust don't subscribe to selfatness.	Think of everybody, not just those who will benefit.
												Having lived in Collineatere Avenue and Branstatere Gandens: (while the railway bridge was being raised) and have therefore experienced the discurse of Branstane Road before I am amaaed that the people there are not as upont at having delays caused by services cuch as bin collections, deliveries etc as I was. It could take ages to wrote	
												have therefore experienced the closure of Brunstane Road before I am amaged that the people there are not as	
								Extra mileage motoring through an area which is also used for learner drivers means pollution is building up				upset at having delays caused by services such as bin collections, deliveries etc as I was. It could take ages to	If there needs to be a change at all then I believe the least obstructive suggestion would be a one way system in foruntane Road.
As an individual	Strongly disarree	The changes have been a complete inconvenience. For me	Not Answered	impossible for me to say .	Stronely dicamee	As per above congestion and other factors have increased	Strongly disagree	much more.	No	Obliged to use public transport or my car.	No		Brunstane Road
		The changes have been a complete inconvenience. For me to access my home from Portobello area my drive is nearly 24 longer which unnecessarily increases both politicion and congestion as well as worting everyone's valuable time this planet.				As per above congestion and other factors have increased due to the closure of Brunstane Road. Sr Hany Lauder Road, Milton Road, Milton Link and Milton Road East are buy erough without camying traffic from other streets compensation.						Brunstane Road is not overused in the First place. I would suggest signs up not allowing HGVs to use the route but the Road should defaulty be open	They should be dealt with along the same lines as planning permission but to a wider audienor. Genyone thould be made aware who stays in the area with clear stags on how to arree or object.
As an individual	Stronely disarree	poliution and congestion as well as wasting everyone's valuable time this planet.	No chanee		Strongly disagree	buy erough without carrying traffic from other streets unnecessarily.	Stronely aeree	More pollution and congestion has been caused.	No		No	suggest signs up not allowing HGVs to use the route but the Road should defaulty be open	should be made aware who stays in the area with clear steps on how to agree or object.
		The measurer have made to amonine improvement in the				streets are designed to take higher volumes of traffic, they can cross with the demand. It only becomes a bisser				for shows welled and curled but it has definitely made			
ar m individual	Ovvouris serme	area, it is much quieter due to the lack of through traffic, and much value too	Clarke discussion	Of course all residents still drive though the area but the lack of though traffic has made it considerable suitare	dorma.	uncerestable. It has not then structure slightly busine, but as these structs are designed to take higher volumes: of traffic, they can cape with the demand. It only becomes a bigger lesse when these thoroughtless have roadworks, then roadfor remain to a structure?	Ornerly serve		Durit lanar	it easier and more enjoyable to get out of the house and into the community	Tar		I think they should be implemented in many more communities all across the rits
								Worse forces drivers to take longer routes, the dity is				Nobody wanted it apart from the councillors that stay on Brunstane road	Listen to the wider community instead of the counciliars.
As a private business	Stronelly disarree	entrance/exit of 99/91/93 Milton Road East	Similitant increase		Stronely dicarree		Stronely disaenee	Worse forces drivers to take longer routes, the dty is already in chaos with all the road works and diversions	No	Alot of shite	No	Brunstane road	who live there
		entrance/wit of 99/91/93 Milton Road Satt (development opposite correr thop at Burutane Rank and opposite oid or road to King Manor Healty due to lack of risk assessment of Impact on neighbouring areas caused by Occase of Rhuntane Road. I have emailed my concerns directly.											
		lack of risk assessment of impact on neighbouring areas caused by closure of Brunstane Road. I have emailed my											
		concerns directly. 52 flat development on Milton Road East, EHLS 2No.											
		We are now all completely unable to safely exit our development and this needs to be addressed with double pelow lines immediately - there are daily 'Near Misses'.											
		yellow lines immediately - there are daily 'Near Missec'. We are unable to safely exit our development due to ;										No I wouldn't. It is a disaster.	
				Milton Road East development. 52 flats.								Regardless of whether you keep Brunstane Road &	
		 The closure of Brunstane Road has resulted in significant increase in more cars and fast moving traffic along Milton Road. 		Obviously there is a significant increase in traffic and this is already a 40mph road. This is now a very dangerous								Collesdenes closed () believe the vast majority are against but plans steamed ahead regardless) your really need to	
		among record H282.		is aiready a 60mph road. This is now a very dangerous road and the speed limit needs to be reduced and double yellow lines marked on road outside our entrance.								Regardiess of whether you keep Brunstane Road & Collendences closed () believe the vast majority are against but plans steamed aband regardiess) your really need to address the consequences of your actions to other residents that you have created.	
		2. This is a 40mph road and cars white along, exceeding this already that limit. Orient cannot turn down furnatione feasibility and they roaw they cannot turn down Colleschere resulting in an ever increased speed with no attempt to slow down and therefore they pass our junction at very high & dangerous speeds. We cannot set out.		ywww.anes manaed on road outside our entrance.	1	Very negative impact on the 52 flats at Milton Road East development. Blocks 99,91 & 93. We have been out at risk and our safety needs to be considered and addressed		iter here a second a second second				I cannot stress how important it is to send the Yellow Lines Team to the area of road 1 am highlighting as being incredibly dynamous as they need to paint double wellow lines. I would be happy to meet with conneces and clearly updation and how the east zename. Shere a romage for this zapa. I have submitted a complaint to my councillors as their is and/ord/memory lines.	
		down Collectere resulting in an ever increased speed with on attempt to slow down		There are double yellow lines marked along our road but they stop well short of our development. This needs to be addinesed as there is going to be an accident. There are many young children is this development and the speed, increase in traffic and cars parked at our entrance is very demonstrate.	•	maximum carety needs to be considered and addressed		Huge increase in traffic along Milton Road. ddmph limit with many roads leading to Portobelio now blocked off + increase in very fast moving traffic.		i often cannot safely get my car out of my own development onto the road. I will Walk and cycle when so can but I have a child and need to be able to safely exit my development onto the road without force of loss of file and road road road such and the		incredibly dangerous as they need to paint double yellow lincredibly dangerous as they need to paint double yellow	Ver Listen to feedback The protocol control of the
		our junction at very high & dangerous speeds. We cannot not cut		many young children in this development and the speed, increase in traffic and cars optical at our ex-	1	Double yellow lines: need to be painted on the small stretch of road leading from our development onto the main road. This needs to be done immediately. I have seen roam? Seen "Seen"		blocked off = increase in very fast moving traffic. How is that better for the environment? Someone is		Walk and cycle when so can but I have a child and need to be able to called usit my development onto the series		explain and show the exact area. Please arrange for this area. I have submitted a complaint to much	Yes. Listen to feedback. The majority voted against this so why did it go ahead? Why has there been no consideration for the safety of other residents in
As an individual	Stronely disarree	1 Brighton Place traffic has increased and is often	Senificant increase	dimension.	Stronely arree	seen several 'year missed'.	Stronely aeree	coine to be killed.	Tes	without fear of loss of life and cannot always walk/cycle.	No	this is a seriously daneerous issue.	relatiouring areas?
	1	per num. E el legitar l'Assa traffic has increasad parl is ches increasante de Sunstante Marcía conte ten sure et trais parter que na resider d'actuante parter que na resider d'actuante parter que na resider d'actuante parter que na resider de la contente parter que na resider de la contente parter de la contente de la contente de la contente parter de la contente de la contente de la contente parter de la contente de la contente de la contente parter de la contente de la contente de la contente parter de la contente de la contente de la contente de la contente de la contente de la contente de la contente de la contente de la contente de la contente de la contente de la contente de la contente de la contente de la contente de la cont	1	1	1	1			1				
		parking on one side? 2 The vehicular traffic in Portobello, Joppa and beyond		1	1								
		should be considered together. It is important that the vehicular traffic on Brighton Place											
		respects the multiple use sof the neighbourhood- pavements and crossings: it is used by children going to		1	1								
		and from Towerbank School and St John's; the shops cluster around the junction of Brighton Place and		I live on the corner of Righton Place and East Righton Crescent; the amount of traffic has increased and the	1								
		Portobello High Street. It is important that car traffic be distributed along roads into Portobello, not just Brighton		I live on the comer of Brighton Place and East Brighton Crescent; the amount of traffic has increased and the flow is sometimes fast as drivers see traffic lights shead and speed to get to them. The 20mph is adheed to when traffic is creasered which is in its way conferable						I walk most places in Portobelio and Joppa as I have done		After Brunstane Road by chicanes and/or altered parking to allow some through traffic; keep and enforce 20mph	More public information available: in person and on line; perhaps traffic flow studies of larger areas and at
är an ladhiddial	Ovroals disserses	Risea Brunstane Road to Milton Drive, Milton Terrace and	Cadino ionasa	when traffic is measured which is in its unit realerable treating it as though it's a main road. There is frequently	Stevenhy distana	Gan shrun	Great Anama	Traffic should be shared as sale amount available made	But insu	in the next weathr	MA	trolle moument	diffusion times of the user If similar schemes are to be consulted and implemented I would suggest that you properly listen to the concerns of residents and react where problems occur.
		Bives Bruntane Road to Milton Drive, Milton Terrace and turrounding streets. Milton Drive has been ignificantly negatively impacted and is now both noisy and extremely		6 or 7 cars queuing up to exit at the top of the road. I often have to wait while S+ cars stream up the road									would suggest that you properly listen to the concerns of residents and react where problems occur.
		negatively impacted and is non-both noisy and enemnes designed. On a daily basis there is a constant ensuing trying so and impelty quarks of one is jihan or. Q on rules of the second hoping is a setter the Collinations areas are noisy to some hoping is a setter the Collinations areas are noisy to some in Mitson Units and ether doing on, going the signage and barriers or starting to do on, runking the intern and pulling basis. Also so it some allowed without the collinations areas and the setter of the second basis. In the second basis are the second basis of the second without the second basis of the second basis of the second without the second basis of the second general the second barriers.		before I can leave my driveway. I've witnesses several near misses with cars coming round									Inclusion and many network processing to the comparison of task transfer any straps to be taken to main the signage distance, we user simplify that distribution called a docum. The straps of the simplify that distribution called a docum. Instances to housewer that side in happene. Catellate narrigations are used in the simplify and that the site strates of main discussion. Sint new servin's updated to the site strates of main discussion. Sint new servin's updated to signify that at new both them that way (basing sproved the signage and basines on the coad).
		lengthy queues of cars (often c.6 cars long) trying to exit on to Milton Road. Cars coming along Milton Road and		the barriers, often at speed, ignoring the signage. I get daily abuse where I leave my home and witness									time for any steps to be taken to make the signage clearer, we were simply told nothing could be done.
		hoping to enter the Collesdene area are trying to turn into Milton Drive and either doing so, ignoring the		drivers are going too fast up the street. I also get abuse from drivers entering Milton Drive to leave the									The original plan was to implement traffic calming measures however this didn't happen.
		signage and barriers or starting to do so, realising the cari't and pulling back out into a stream of traffic on		Collectere area where I am coming down Milton Drive a they wrongly assume five entered from the top of Milton	L								Satellite navigation systems should be updated to reflect the true status of road closures. Sat navs weren't updated
		M iton Road. We get daily abuse from drivers who are trying to speed		Drive when I've simply left my home on Milton Drive (something I do reasonably frequently to check on my		Out with the immediate krunstane and Collesdene area, Portobelio residents are being negatively impacted due to		The cars in the area (which, unsurprising given the					and we have received regular comments from drivers who say that sat nav took them that way (having ignored
		up Milton Drive or incorrectly come down Milton Drive using the wrong side of the road, ignoring the signs and		elderly father that lives closer to Portobelioj. I fear leaving my house due to the daily abuse I receive.	E	much longer, more dangerous journeys. Frustrated drivers and going faster through the Portobello area		population, haven't reduced in volume) are now contributing more environmental damage are drivers.					the signage and barriers on the road).
		barriers. The speed of drivers in the area has significantly increased		Milton Drive is now an extremely busy road for such a small road with elderly and disabled residents. It's		having be delayed in &runstane/Collesdene. Residents of Portobello are experiencing delays where		have to travel further to get to the same destination as before.					The machines set up to monitor speed need to be placed at a point in the road where th speed is most likely to
		as they are frustrated by the detour. There's a significant increase in noise from traffic and		dangerous leaving my house, crossing the street or getting in or out of my car in front of my house.		Out with the immediate immutane and califications area, fortability incidents are being negatively impacted due to much longer, more diagenous journeys. Furstaned drivens and going barrier through the Tranbalou area having be drived in immutanel/Califiandees. Besidents of Fondeblo are aparticing delays these emergency vehicine have tog a longer round trip to read them. On more than one occasion / we witnessed emergency vehicine with staff that look contract. Scane have exercuting vented Milkon Dirive han the tog		With more queueing traffic in surrounding streets and lengthy delays to journeys the damage to the		The dosure of Brunstane Road hasn't reduced the use of cars. It's simply required car drivers (many of whom		Whilst I agree something needed to be done with Brunstane Road this initiative has simply moved the	occur. The manifors on Milton Drive were placed far too hear the end of the street and would only have measured
		daily instances of horns being used where near misses occur or traffic incorrectly turns in to streets on the		During the warmer weather opening the windows at the front of our house was impossible unless we were		energency vehicles with staff that look confused. Some have eventually entered Milton Drive from the top		environment has increased. The road weren't designed for the increased volume of traffic and pot holes have		The dosure of Brunstane Road hasn't reduced the use of cars. It's simply required car drivers (many of whom require the use of a car as they are elderly and unable to walk or cycle more) to take longer journeys.		problem to Milton Drive, Milton Terrace and surrounding streets. Changes urgently need to be made before a	The machines set up to monitor upsed need to be placed at a point in the read where th upsed is most. Easily to cour. The monitors on AMBCD Diverse were placed for too near the end of the street and would only have measured upseds at a point in the road where people were staving down to exit or hadr't yet fully upsed up having externed.
		Wrong cale of the road gnoring signage and barriers. There's also an increase in noise from sirens on		prepared to rater the increased noise from traffic. Despite cyclists being able to enter at the top of Milton		emergency services and could be catastrophic for those		appeared and are getting increasingly works. There is also		A second sheet of the second scheme are affected by the schemes		serious, or tatal, accident occurs.	Clear information on who to liaise with if something ion't
As an individual		During the warmer weather opening the windows at the		dangerous as drivers are not expecting anything to be		awaiting assistance, Portobelio is experiencing significantly faster vehicles		The cars is the area jubicity, unsurprising given the population, haven't reduced in valuation of an exist entrophage many ensurement damages and down a traditional program of the same destances in which is a same of the same destances are lengthy datasets to jubicity the same test to the same datasets are same and the same datasets to the same datasets are same and the same datasets to the same datasets are same and the same datasets to the same datasets are same and the same datasets the same program datasets are program and and are program of the same datasets to the proposed and any segreting jubicity datasets that the same data program datasets are program of a constraint of the same datasets are same datasets and the same datasets of traditic, nore takes as datasets on the same datasets of traditic, nore takes as datasets on the same datasets of traditic, nore takes as datasets on the same datasets of traditic, nore takes as a there to the same datasets of traditic to the same datasets and the same datasets are the same datasets of traditic, nore takes as datasets on the same datasets of traditic, nore takes as datasets on the same datasets of traditic, nore takes as datasets on the same datasets of traditic, nore takes as datasets on the same datasets of traditic to her same datasets of traditic to the		A great deal of the people that are affected by this change are unable to walk, wheel or cycle more. Not all of us are lucky enough to be healthy enough to walk or cycle.		Brunstane Road one way, opening all other streets and installing traffic calming measures on the surrounding	working. We complained to the council who told us they couldn't do anything and we should call the police. We
	Stronely disarree	Like the moning lake of the sould, glooning the signs and DB support of the source is the same has algorithmic the source is a strate and functional in studies also months and allower algorithmic theorem is installed allower the source source or suffice incorrencity team is to strengt and allower and the source of the source of the source of the source of the source of the source of the source of the source or suffice incorrencity team is to a strengt and barriers. There is also an incorres in nonline from simon on the source of the source of the source of the source of the source of the source when any end of the source of the source of the source when any end of the source of the source of the source when any end of the source of the source of the source when any end of the source of the source of the source when any end of the source of the source of the source of the source of the source of the source of the source of the source when any end of the source of the source of the source of the source of the source of the source of the source of the source when any end of the source of the source of the source of the source of the source of the source of the so	Significant increase	Investor come down the chiefe doing to it earlientery dangeroux at drivers are not expecting anything to be coming towards them. Very large vehicles including council yans, delivery yans.	Strandy disame	availing assistance, Portobelio is experiencing significantly faster vehicles with driven that are compensating for the inconvenience of being diverted a ince way cound. For a compensation where it is the orall provides (in binder)	Stronely disaettee	there point an intermediate volume of that it, many sheets and horns. There is a negative impact on the health and climate implications in this area as a result of the change.	No	A president of the proper that the anticide by the change are unable to walk, where or cpcle more. Not all of us are lucky enough to be healthy enough to walk or cycle. It is now more destenous to walk or cycle in this area.	No	Which I agree samething needed to be done with Runstate Read this indian's test simply moved the protect, to which indiany and a unreading protect and the samething of the samething writes, or fast, accident exacts labeleve the more southile appearsh would be to make invasting straffic charge gain of the transaction strating straffic charge measures on the samething straffic and the samething straffic charge strands and arrests to link uppear and each of the same that made to account the same.	Clear information on who to laike with if something lon't working. We complained to the council who told us they couldn't do anything and we should call the police. We called the police and, pentape net surprisingly given their need to arisritize, they were completely uninterested.
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As an individual	Smoralix disarree	During the warmer watther opening the windows at the front of our house means we had to listen to a constant stream of traffic iduring the day and right). The closing of the road has had a destimental effect in patterns of road usage with longer journey times using wider road recognizing increasing loaded.	Serificant increase	Drive and come beaut the intered double as it extremely dangerous as identican an one tappending anything to be coming towards them. Were larger withinker including council yans, delivery yans.	Strandy disarree	walking anistanon, Fornballe in spacinecing significantly faster vehicles with divert that are compensating for the inconvenience of being diverted a long any cound. Bee comments above We are at deperioning higher traffic levels and the overly implicit closing option has displaced traffic elsewhere, a more separationate autohom is required. For example new way systems with staffic colonies.	Groeky disame Groeky disame	There is a negroine impact on the health and climate implications in this areas as a result of the chance.	No	Against substant the people that is it is an interesting of in the stange on unable to sub, where or open more than that all of each sub- lacky enough to be handfory enough to walk or cycle. It is now more determines to walk or cycle in this area.	No	I server unit in the result of the server of	working, We comparised to the council who taid ut they couldn't do supplied and we should call the police. We called the police and, perhaps not supplicingly given their read to ariseritar they uses considently uninterested. We a truly strategic consultation should be undertaken net the simplicic local neighbourhood version that took alone.
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	Invest Asses Inves	In energy of the set o		There is no some one on the source of the so	Anna Anna Seach ann Seach ann Seach Anna Ann Ann Ann Ann Ann Ann Ann Ann Ann	No observativa in terrativa processo de la constante de la constant		have a separation regist in the voltable actions in the second se	2 2 3 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4	website the set of	2. 2. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3. 3.	An equipment of both called and particular and part	
		In energy of the set o	An Anno An o	They ap to company out to the and of the to the second second sec		No observativa in terrativa processo de la constante de la constant	Sanda daren Sanda daren Sanda daren Sanda daren Sanda daren Sanda daren	here a species the starts of the start and and an a	N. N. N. N. N. N. N. N. N. N.	nedes the set of the s	н N N N N N N N N N N N N N N N N N N N	An equipment of both called and particular and part	
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	Jacob Asses Jacob Asses Licentration Licentr	In each of a first of the second seco	An Anna An a	They ap to company out to the and of the to the second second sec		Restored and the transmission of the second se	Sanda daren Sanda daren Sanda daren Sanda daren Sanda daren Sanda daren	The same spectra is the set of th	х. м. м. м. м. м. м. м. м. м. м		N	An equipment of both coloring each means of the second of the second of the second of the means of the second of t	
		In energy of the set o	An Anna An a	They ap to company out to the and of the to the second second sec		Produced of tables in the service and particle is the serv	Sanda daren Sanda daren Sanda daren Sanda daren Sanda daren Sanda daren	here a species the section of a classes of the section of the sect	20 20 20 20 20 20 20 20 20 20 20 20 20 2		N N N N N N N N N N N N N N N N N N N	An experimental bala consequences and an experimental bala consequences and an experimental balances and an experimental balances and an experimental balances and an experimental balances and and an experimental	In a range on maken band ba adal ba ad
		In each of a first of the second seco	An Anna An a	Design to the start part of the start back			Sanda daren Sanda daren Sanda daren Sanda daren Sanda daren Sanda daren	The same spectra is the set of th	х. м. м. м. м. м. м. м. м. м. м		х	An energy open and types (called peak of the second	
	Instant sees Instant sees Second second Second second	In energy of the set o	No State No	And the second s			Sanda daren Janak daren Sanda daren Sanda daren Sanda daren Sanda daren	here a species the section of a classes of the section of the sect	н н н н н н н н н н н н н н н н н н н		N	An energy open and types (called peak of the second	
		In energy of the set o	No State No	And the second s			Sanda daren Janak daren Sanda daren Sanda daren Sanda daren Sanda daren	here a species of work of a close	н. н. н. н. н. н. н. н. н. н.		н н н н н н н н н н н н н н	An energy open and typic (callege open) and an energy open and typic (callege open) and an energy open and typic (callege open) and and typic (callege open) and typic (ca	
		In energy of the set o	No State No	They ap to company out to the and of the to the second second sec		Restored and the transmission of the second se	Sanda daren Janak daren Sanda daren Sanda daren Sanda daren Sanda daren	here a species the section of a classes of the section of the sect	х х х х х х х х х х х х х х				

	To what extent do you agree or disagree that the				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collectene	Considering the wider Partobello area (out with the immediate area of Rowstane Read and the Collingtone area), to what extent do you agree or disagree that the trial has had a poolive impact on the surrounding streetc? - Please write are 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?		Would you like the trial to be made permanent in its	
Are you responding as an individual or on behalf of an organization? - Recoording as	To what extent do you agree or disagree that the change have been local during the tria? - To what extent do you agree or disagree that the changes have been beneficial during the tria?	To what extent do you agree or disagree that the	During the trial have have the volume of traffs changed within your street? - buring the trial how would you make traffs numbers within your street?	During the trial how has the volume of traffic changed	area), to what extent do you agree or disagree that the	area), to what extent do you agree or disagree that the	To what extent do you agree or dicagree that the	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	where the second as he would as he would be be	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.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
organization? - Responding as	been beneficial during the trial?	write any comments in the box below.	asues traffic numbers within your street?	bos below.	ctwetc? - o what extent do you arree or distance that	street.7 - Please write any comments in the box below.	- characes have had an impact on the environment?	 Rease write any comments in the box below. 	more? - Please write any comments in the box below.	current form? - made aermanent	should be made.	currentions
		All this has done is take the problem from one area and transferred it to another. We no igneer live in a quiet										
		street and traffic comes rading along. It's also ridiculous										
		having to drive to the bottom of Milton nd to then have to drive all the way back to get to my house. Causes more										
		petrol, more pollution and it's a hassle. It's not our fault				Collectors to be an estimate and encoded						
		that the majority of anusctane ro residents have 2 cars. They knew it was a narrow road when they bought the				Collectere Ave has more pollution and more traffic, whilst Brunstane and Collectere cres now have a lovely						
As an individual	Strongly disagree	property	Senificant increase	Noisy cars at all hours not observing the speed limit	Stranely disaeree	quist street	Strongly disagree	Motorists are having to drive further thus increasing	No No I'm disabled and rely on my car	No	Absolutely notili	Make Brunstane rd one way
As an individual	Disanee	This has reason more traffic colliction due to needle having	Slaht increase		Stronely disaeree		Stronely disaeree	adjution	No	No	The problem has not been solved merely moved.	Try a one way system on Brunstane Road
		In drive further. The council situp promised is 2015 that if they changed the school catchment, which they did, that they would make Million noad east rate for children to get to school they have not donot his to by opticing livenstare and they have push traffic on to Milton read east and made is more daneaeoutil										
		the school catchment, which they did, that they would make Milton road east safer for children to get to school										
		they have not done this but by closing Brunstane road				It has made the route for children to get to school						I am not sure the major was listen to on this as there w no reason to close it as there has been no accidents it was a discussion of
As an individual	Stronely disarree	more damenautili	No chanee		Stronely disarree	increasingly more dangeroutil	Stronely distance	Cars are having to drive further	No	No	One way would be a better idea	not a danewous road
		more dancerous III It is an absolute rightmare getting in and out of Portobelo now, as a result I end up driving several more miles than I would have, every single week. It was a crasp thing to do -I live on a very narrow street too - of course										
		miles than I would have, every single week. It was a crazy										
		would love if it was access only, except I would never be to selfair. Of course lonies and hey should be tricitly banned from Brunstane Road, and of course it should										The local decision makers MUST listen to residents in t
		so selfish. Of course larries and hgs should be strictly harved from Brunstone Bred, and of course it should										future, it is well known that this was an extremely unnocular move with with partic everyone learnest for
		either be made a one way street, or residents should have limited parking on the street, so that vehicles can get par										some residents on Brunstane Road, it is outrageous th
As an individual	Strongly agree	simited parking on the street, so that vehicles can get past them.	Nachanee		Stronely disarree		Strongly disagree	It is patently obvious to everyone that the road closure has increased peoples journeys areatly.	No	No		The local decision makers M UST listen to residents in t future, it is well known that this was an extremely unpopular more with with nearly everyone (except for some residents on Brunstane Road, it is outrageous th public consultation should take place, only to complete innex the unarimous view.
As an individual	Aeree		Slaht increase		Disarree		Strongly distance		No	Tes		
As an individual	Strongly disarree	Increased traffic on all main roads. Now takes up to 20 mins ket to set out of Fortobello.	No chanee		Strongly disagree		Strongly disagree	More traffic at standstill on main roads.	No	No	Only improves the situation for a couple of streets. Make these roads one way.	Actually listen to the consultation, it was intered.
As an individual	Strongly disarree		No change		Strongly disagree		Strongly distance		No.	No		
ALL PROPERTY.					A DE LA D					nu		
		The traffic situations has been better on irrunstane Road however it is causing real issues on Milton Road East										
		which is a 40mph road. The volume of traffic coming										
		increased which is causing difficulties when exiting our										
		property but the primary reason for this is the very high means that the traffic is travelline at particularly at next										
		times. There are a number of elderly and young people in										
1		The tortific sharehows has been heteror on Eventsche Road housewerk is to standing with insue on the Markon Baid Edit housewerk in the standing with insue of the Markon Baid Edit housewerk has a standard and the standard and the insue has the standard and any end product the insue has a standard and standard and young people in the Standard and the Standard and young people in the Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual Annual and Roman as standard and and young people in the Annual br>Annual Annual An	1	1	1	1		1			1	1
1		until there is a very serious accident. Particularly during	1	1	1	1		1			1	1
1		speeds. As a minimum the on street parking should be	1	1	1	1		1			1	1
As an individual	Diramae	reviewed to maximise visibility when exiting our development	Caroliferent Instrance	for but the unione but size the stand of 1-40-	Strands distance	Dana sa compatti shove	Dirama	Vehicles are now having to travel further to reach the same destination which increases emissions.	No.	Tar	But only if Milton Road east is reduced to 20mph and the on street garking is reduced	1
		development. Presert arrangements are extremely inconvenient. Many				CONTRACTOR OF CONTRACT AND CONTRACT OF CONTRACT.		AND ADDRESS AND ADDRESS AND ADDRESS AD	-		and an owner and the in the state	
1	1	people have to extend their journeys to and from home at a time when we are trying to conserve resources not	1	1	1	1	1	1			1	1
1	1	squander them. People from as far away as St Mark's	1	1	1	1	1	1			1	1
1		Place and the Musselburgh end of Collesdene Avenue have to drive to Milton Drive to access Milton Provi and	1	Noise pollution has increased dramatically Recarre	1	1		1			1	1
1		conversely Milton Terrace to return home. The increase in	1	Milton Drive is supposed to be one way traffic speed has	1	1		Law a second second			1	1
1		Present annagements are notimely locarweiner. Many people have teach devi journeys and fram home in a time when we are trying to conserve resources not uquador them. People frams as far away as 5 Mark? Place and the Mausblughted of Collisidene known have to drive to Million Oriset as accessible. Million Read conservely Million Terrare to intum home. The increase is contagolitariant. The onlise and incomeries in homendous.Opening up more roads might alleviate this ibuation comments.	1	Noise pollution has increased dramatically Because Milton Drive is supposed to be one way traffic speed has increased dramatically and this is dragenous because there are still people not obeying these new rules! Is coming downer, the wrone way.	1	Portabelia people now have a choice of 2 streets to access Azda instead of 4 or 5 Again this increases costs		Pollution from petrol fames because of the increase on journeys to shops increase in use of petrol at a time when we haven't the extra money to spend.			1	1
As an individual	Stronely disarree	situation somewhat.	Significant increase	comine down the wrone way.	Stronaly disaaree	access Azda instead of 4 or 5 Again this increases costs and pollution and wear and tear on access streets.	Stronaly distance	we haven't the extra money to spend.	Yes	No	Open up more roads.	
At an individual At an individual	Stronely disarree		Sight increase		Stronely dicaree		Stronely disaenee		No No	No No		
		arree much quieter around collesdere creuter and also		aaree much quieter around collesdene cres/ter and also							yes although would like to see speed bumps along colleidene ave as traffic has increased there along with	
As an individual	Strongly agree		Sight decrease	esp for brunktane road	Don't know.		Stronely agree		tes	Tes .	speeds	
As an individual	Stronely disarree	Have difference to the amount of traffic in Bruntane Hage difference to the amount of traffic in Bruntane Beaud which has resulted in it being a safer and more pleasant place to live. Such a relief not to have hold up, traffic jams, arguments and damage to care argument Also serves to be a slight increase in foot traffic which car	Significant increase		Disarree		Neither aanse nor dicaaree		No	No		
		Road which has resulted in it being a safer and more										
		pleasant place to live. Such a relief not to have hold ups, traffic land, amented and domain to cars anymous										
		Also seems to be a slight increase in foot traffic which can										
		only be a good thing. Not having the huge lowies coming up and down is a		And with that a decrease in arguments in the street between drivers and domains to unbrider				More cyclists and pedestrians seem to be using the street	I dont have a car so have walked anyway, however it is a much more alian and rafer angelence you			
As an individual	Stronely aeree	areast rollad.	Significant decrease	between drivers and damage to vehicles.	Don't know.		Strongly agree	Much less noise and pollution from traffic.	No much more diseaset and tafer experience now.	Tes		
		anot relief. The road closure hasn't resulted in much inconvenience at all. There are various through options for Portobello/loppa residents. It really has cut out the problematic and, at times,						It has greatly reduced the traffic cutting up illumistane Road and along nearby streets, which was worrying.				
		Portobello/Joppa residents.						Road and along nearby streets, which was worrying.				Not really, just keep looking at ways in which to reduc
As an individual	Strongly agree	It really has cut out the problematic and, at times, danewous concertion on Brunstane Road.	No chanee	Live on Explanade.	Neither agree nor disagree		Stronely aeree		No Hann't had much of an impact .	Tes		Not really, just keep toking at ways in which to reduce traffic around the dity - should be a priority for us all
		datagroup conception on Brunstane Road. For the neighbourhood, it has improved the immense traffic load cutting up Brunstane Road which often led to										traffic around the dta - should be a priority for us all. Consultation seems to have ben thorough, engaging th wider community. However it's the actual residents of
Ar an industrial	Converte sense	Insuina and samuerice. Residents need to do 3 point turns in order to exit Residents need to do 3 point turns in order to exit Residents Read- not always being aware of cyclists. The width from Dissettant Boost when turns in fails reaching	No chases	innes final stills have thready and	Stronaliz areas		Grounds annua	The bandits in traffic reduction are obvious	Mo	Yar		the streat that have to live with it
		Residents need to do 3 point turns in order to exit Brunstane Road - not always being aware of cyclists. The										
		exit from Brunstane Road when turning right remains dangerous and traffic clogging due to cars blocking				increased and static traffic on the high street. This combined with changes at the portabello road and Harry lauder road intersection has caused simificant delaws.		Particularly where roads are now non accessible but definitely not where the traffic has been diverted too -				
As an individual	Dicaaree	dangwous and tratte cogging due to cars becking intersection.	Significant increase	impatient and frustrated drivers driving above 20mph	Disarree	combined with changes at the portobelio road and Harry Lauder road intersection has caused similicant delaws.	Azcee	definitely not where the traffic has been diverted too - areas where there is more pedestrian traffic.	I have been doing that anyway - but bus journeys are now affected by the road closures.	Don't know/No coinion		
		use genote an unant tragging where use is eaching outersection. I do not use how moving the staffic completely away from Rimutatin Raud to Collingdee selegin Why only your make Amuzzane Ad one way This costs me area final and is not good for the environment have climate is Runatzane Rd so adds a log of fuel each										
		Why can't you make inunstane Rd one way										
		This costs me more fuel and is not good for the environment										
		I have clients in Brunstane Rd so adds a lot of fuel each				it only helps inunstane Rd						
As a private business	Stronely disarree	week Still don't know why the council are hell bent on closing	Senificant increase		Stronely disamee	No one else	Strongly distance	More miles more fuel does not improve anything	No i would love to cycle but can't i need to use a van	No	Open Brunstane Rd one way	Litten to the people not just councilours
		week Still don't know why the council are hell bent on closing this street. It just leads to more traffic in other areas and you have to drive further to get from a to b, increasing									I certainly don't want this to be made permanent . Only the residents in Brunstane Road benefit by having private parking. I live on a road leading to the beach and it's often very bury and impossible to park. However this is part of borne in a searcher tran	
											parking. I live on a road leading to the beach and it's often	No. We don't need or want similar schemes in our love
to an individual	Change Course	The local people DONT WANT THIS ROAD TO BE CLOSED	No observe	My street leads to the beach so doesn't get impacted by	Channels discourse	A lot more traffic on Milton road and the part of the high	farmants discourse	Have to drive further to get to Aoda, the range, dty			very busy and impossible to park. However this is part of	town. Only residents from Rounstane Road want this a
AL IN HOWING	broney disarree	for the other convedence roads	No charae	These closures	stoney duaree	privet wadrie to Mirton road and musiceburgh	droney orderee	Sydelic. Therefore more posizion	50	50		perset inon that
				Everyone just joins either of the main roads making both of them blocked with traffic instead of all of the smaller		It's resulted in a much longer trip to get anywhere for us at the bottom of loops. A 5 minute drive to acds has now been made a 15 minute drive setting stuck in traffic.		No impact. Everyone having to drive for longer now instead of shorter drives. Meaning a worse impact on the			Absolutely not. It was a terrible decision that hasn't helped anything. All it has done is push the issue to the	It should be tested in other places in town that would
As an individual	Stronely disarree	Inconvenient	Significant increase	roads soreading out the traffic flow	Stronely disarree	been made a 15 minute drive setting stuck in traffic.	Stronely disagree	environment.	No	No	roads that are remaining corn I and were already busy II	really benefit from this cort of de-route.
		Silly changes that shouldn't have went ahead, affecting										
As an individual	Strongly disarree	residents of the area and also environcy response crews.	Slight increase		Stronely disarree		Strongly disame	+	No.	No		
procession in the second se					and a state of state	1	CONTRACTOR OF A CONTRACTOR				1	1
As an individual	Disance	More disruption in collectory	No change	1	Stranely disagree	Much greater traffic on Brighton place expecially difficult for bus drivers aging from portabello high street	Diame	Same numbers of traffic pushed into busy and / or unsuitable streets		No	Brunstane Road should trial a one way system instead of imposing this on collisidene streets	1
								unsuitable stream. Changes such as these divert traffic to an increasingly limited amount of alternative routes causing congestion and cars idline.	Reference in the second s			
As an individual	Strongly disagree	L	No change		Stranely disarree	Emitine routes increases consection on remaining routes.	Strongly distance	and cars iding.	This area is part of a commute. I cover distances for No commutine and business not assuble via bite or fost.	No		L
1		The perceived traffic problems have likely moved further	1					1			1	
1		East to adjacent residential streets. In implementing this	1	1	1	1		1			1	1
1	1	drivers and severe access issues in the area. It is	1	1	1	1	1	1			1	1
1	1	unworkable, unfair, unjust and arrogant to assume you ran but sais for a trial to down over the bit of the	1	1	1	1	1	1			1	1
1		The perceived traffic problems have likely moved further fact to adjustment moderatial streams, in surjensencer grant likely and/w disk excelling some share craster. All surplexels de likely and/w disk excelling some share craster and messakaly, writer, which and an engent to assume regular, and and an engent some some share and and the moderation of another backs in to 10 pairses and it is to handow comparison. The pairses are also the backet comparison of a pairses and an its backet comparison. All substantian and an engent moderation of an engen some share and and moderation and an engen some share and and an engen some moderation of an engen some share and and moderation and an engen some share and and an engen some moderation of an engen some share and and the source of adjustment for the same share and an engen some of adjustment in the same share and an engen some of adjustment and and and an engen and an engen some share and an engen some of adjustment and and and an engen source adjustment br>source br>adjustment	1	1	1	1		1			1	
1		use by the public. Make it one way which will half the impact of the stupid trial and perhaps address some.	1	1	1	1		1			1	1
1	1	historic complaints by Brunstane Road residents, who	1	1	1	1	1	1			1	1
1	1	incidentally are now living in something similar to a country idyl whilst living in a city street. It's not 486-48	1	1	1	1	1	1			1	1
1	1	We do not live in a perfect world. Wouldn't everyone in	1	1	1	1	1	1			1	It's frankly appalling that such crazy schemes are even
1		We do not rive in a perfect words. Wouldn't everyone in Edinburgh then start requesting their streets to be closed because they don't enjoy traffic moving along it? Doesn't that sound ridiculous? Well, that is the precedence that	1	I don't live there so this doesn't apply. I operate a business that serves local residents. I live in Musselburgh.	1	1		1			It should be scrapped ASAP and Brunstane Road turned into a one way road with vehicular access in one direction	In training apparently that back court of residents where we want a quieter life, whilst living is a city. What happened to logic and common series approach to infrastructure challenges? Make it one way. Simple
As a private business	Strongly disagree	that sound ridiculous? Well, that is the precedence that has been set here.	No change	I operate a business that serves local residents. Live in Masselburgh.	Stranely disagree	1	Strongly disagree	It's not reduced the traffic, it's just moved it. That is very obvious as I am working in the area five days a week.	No. Present social	No		What happened to logic and common sense approach to infrastructure challenger? M size it now way. Common
		fai been set tere. Brunstane Road. It has doubled the length of journeys to/from Portobello to Milton Road, Edinburgh College,						The second se	MATERIA ANDRE		the second second second second second second	A HAT LOT AN ADD
1		toytrom vortobello to Milton Road, Edinburgh College, Auda etc.	1	1	1	1		1			1	With the popularity of email, perhaps the City could regione building a database of databaugh residences in orders to schuzike council issues for deates. This would allow input fram interested agaries to, hopehaly, and polytow, ofthen nouse and applicational datases. The mould base net way way addicates were think adversarial be able net way way building with cutoff adversariant be only these in the know will have any input, but it's a trant.
1		Auda etc. There are several alternatives which could be	1	1	1	1		1			1	order to circulate Council issues for debate. This would
1	1	considered/debated without pandering solely to the most aggressive, noisy banner wavers. I list some below.	1	1	1	1	1	1			1	envire stput from interested parties to, hopefully, aid positive, often novel and professional ideas, to resolv
1			1	1	1	1		1			1	issues. The Scottish Parliament are actually doing this
	1	 One set of double yellow lines up one side of ikrunstans Road to make a cleaner route. Understandably not too helpful for the residents there as they would lose 50% of 	1	1	1	1		1	Not a particulary relevant question. Raises the issue of social engineering, political dogma, albeit well meaning,		1	even no very well publicised yet. Until advertised be only those in the know will have any input, but it's a
		helpful for the residents there as they would lose SDN of their parking spaces.	1	1	1	1	1	1	and Weadbeacher' training the population to go on their		Absolutable net There is a set or interest of forward for	etart.
				1	1	1		1	forgets the fact that many people need to use their cars		when buying a house. If you buy one knowing there is	I do understand there will be a fair amount of negative
				1	1	1		1	due to personal health/work/transporting		traffic in it then so be it. As previously voiced, if one buys a house above a noisy pub, should the sub close house	maaners but these will eventually decrease. For easy the proposed CP2 for part of instruments was instrument
		2. Offset double vellow lines at intervals up either side of				1		1	support of the test of		an individual hadn't done their homework? There is a	rejected by the majority of residents due to consulta
		 Offset double yellow lines at intervals up either side of the road. Again, inconveniencing the residents but allowing staffs: to pass each other with more ease. 						increased electric car battery use, fael use, engine wear	pedestrianisation of Victoria St., it is impossible for me to			
		 Offset double yellow lines at intervals up either side of the road. Again, inconveniencing the residents but allowing staffs: to pass each other with more ease. 									precedent here for a raish of crass cases similar to this throughout the city, outfing neighbour against salebhour	effective in this case. Hopefully, after the Terror
		 Offset double yellow lines at intervals up either side of the road. Again, inconveniencing the residents but allowing staffs: to pass each other with more ease. 						etc with increased mineage to carry people and personal shapping. Grossly increased journey times for emergency	carry a drumkit and p.a. system on a bicycle from Postobelio to my workplace there. The knack on		product here for a rain of crass case unsur to this throughout the city, putting neighbour against neighbour. If continued, should we be prepared for owners of new	effective in this case. Hopefully, after the Teams discussion last year when even the consultant from
		 Offset double yellow lines at intervals up either side of the road. Again, inconveniencing the residents but allowing staffs: to pass each other with more ease. 				It has funnelled more light traffic into longer journeys via other streets between Partsbello and Milton Road		etc. with increase masage to carry people and personal shapping. Groutly increased journey times for emergency services due to the week bases at the end of the streets. It's just eliminated yet another filter for traffic and	carry a drumkit and pa. system on a bicycle from Fortsabelio to my workplate three. The knock on implications must be addressed before charging into degras. Livburgan, one sole fra all "bias infodose it" is		precedent tere for a rain of crass cause similar to this throughout the city, putting neighbour, against neighbour. If continued, should we be prepared for owners of new build houses immediately adjacent to the AP20 Edithough City lippass demanding the road should be	efforthation being sent via keyal Maix, sapentive ou effortive in this case. Hopefully, after the Teams discussion bet year when even the consultant from Mandheeter had to admit the didn't really know the streets involved, Council can now consider more
		 Offset double yellow lines at intervals up either side of the road. Again, inconveniencing the residents but allowing staffs: to pass each other with more ease. 				It has furnelled more light traffic into longer journeys via other streets between Portabelia and Milton Road negating any environmental benefits thought to be substreet of international tensories are served near-		etc. with increased minage to carry pacpie and percent shopping. Groudy increased journey times for emergency services due to the week bases at the end of the street. It's just eliminated yet another filter for traffic and concentrating it all to more limited roads so these minimum banch even. Considerations	carry a downikk and pa, system on a bicycle from Hontobelio so my workput pater here. The knots on implications must be addressed before charging into digma. Unknowed, one care final all the stocks are if is cather short sighted and somewhat it is considered pater cather than the Througement and somewhat it is considered pater.		present new bit a statu of crass cases tamas to the throughout the city, parting neighbour against neighbour. If continued, should we be prepared for owners of new build houses immediately adjacent to the A220 Golthough Cry Appass demanding the road should be moved or closed because straylve bought next to it and his his horizont demandes.	Internation being sent via keyar Maii. Japanove buy effective in bits case, liopedully, after the Teams discussion but year when even the consultant from Manchester had to admit the didn't really know the thretes involved, Council can now consider more thoroughly consequences of the somewhat sweepin throughly consequences of the somewhat sweepin
		 Offset double yellow lines at intervals up either side of the road. Again, inconveniencing the residents but allowing staffs: to pass each other with more ease. 		Significant traffic increase in High Street from Abercom Terrare to Mighton Piace and to Kings Raad Junction to		It has funcelled more light traffic into longer journeys via other streets between Perubahio and Milton Road negating any workcomsetal benefits thought to be achieves. Local people in these streets now have to go draubous negating have have been been as the set of the draubous negating have have been been as the set of the draubous negating have have been been as the set of the set		etc. we'n increased monget to carry people and periodia shopping. Crockly increased gourney times for semegency services due to the weed backs at the end of the street. It's just eliminated yet another filter for tables and concentrating it all to more limited roads so these endidents per much more. Consider the senalogy, concentrated juics is much througe in the bottom of a	centry a downikit and p.a. system on a biolych from Perithelike to my workshop terms the backs an emplication must be addressed before charging into the system of the system of the system of the system of the the the system of the system of the system of the system making. There are better away to extra any the pack to bake not next result and any addresses of the system of the system back of the system o		precodent here for a name of crass. Cause similar to this throughout the citic, pacting neighbour against neighbour. If continued, thould we be prepared for coverers of new build houses immediately adjacents to the A220 Editobugh City lepass demanding the road thould be newed or closed because they've bought next to? and If an output to build the too bought next to? and If an output to build be remembered democratic principle here which hould be remembered	Internation being unit? via anyal total, tagleculv but, effective in this care, isoperfully, after the Bank discussion last year when even the consultant from Maximeter that do admit the didn't rently incom the streets involved, Cosnoli can now consider more theroughly consequences of the comewhat sweeping lane change appoach first modeld. This could be los at with more public interaction on the ground, not ju
		2. Offset double-yellow lines at intervals up either side of the road Aglain, honorwainiancing the realisets but allowing marks pains such setter with more ease. 3. Either road bid with out dotted lines of maximum with or holice which out pains in that more. This security and create and any setter and the setter the transmission of the order of the setter that the setter this security and create and any setter and any setter weblich back to earnersey, marker reade cars. between his has the designed on parts of Takyo Column.		Significant traffic increase in High Street from Aberton Terroza to Singleton Vices and to King Skad Junction to the not to the Vincentin I genucht. Commission in part		It has furwhild more light staffic into longer journeys via other streets between Parabolio and Mitton Road negating any warviconnectal banetic thought to be achieved. Load people in threas streets now have to go distribution contract brains for addition france. Too pool or costs, these roads seem generally quiete but the austribution in streets how to go		Increased electric car battery use, fael use, engine wear etc. with increased mileger to carry people and personal https/pii, Groutdy increased pictures files for the meneger services due to the week bases at the end of the streem. If vigue eleminated we another files for branch and concentrating it also mere initiated reads to these endedents per number one. Concident the studies, and based and the set of the set of the studies of based and the set of the studies of the based based is concentration was not one studies the shorts that at its milest and spread throughout the shorts that at its milest and spread throughout the	curry a diversity of a diversity of the diversity of t		Analously not There is a principle of Covers Engrar when Surging Tahuan, Thora hay not making the min Surging Tahuan, Thora hay not making the min Thoras always a minute, high hard hard pack on Sename an individual study don't fail or card, card, individual to the Tournisment, choice and a program that the ADD English the sename of the program that the ADD English Thoras and the ADD English the ADD English and the ADD English the ADD English the ADD English the ADD English and the ADD English the ADD English the ADD ADD ADD THO ADD English the ADD English the ADD ADD ADD ADD ADD ADD ADD ADD ADD AD	Internation terring starts wanty in Main. Supervise Bur effective in this case. Repetidly, after the Tarans discussion bart year when even the consultant from Maschweet had a danist the distinct really income the stretest involved, Council can now consider more theraughty consequences of the comewhat resempting Tanse charge approach first moceset. This could be los at with more public interaction on the ground, not ju map.
		2. Offset double-yellow lines at intervals up either side of the road Aglain, honorwainiancing the realisets but allowing marks pains such setter with more ease. 3. Either road bid with out dotted lines of maximum with or holice which out pains in that more. This security and create and any setter and the setter the transmission of the order of the setter that the setter this security and create and any setter and any setter weblich back to earnersey, marker reade cars. between his has the designed on parts of Takyo Column.		Significant traffic increase in High Street from Alexanon Terrara te Brighton Place and to King Rand Juccion to per one production to perceive the second street of the second second second second second second second second second br>second second se		It has forwards more light totals into longer journary via other structs between Portabelia and Million Road attract structs between Portabelia and Million Road attraction longer in three structures have to a distributed longer in three structures have to a distributed longer in the structures are known to positive roats, there more structures are structures appearies in such some scoresween possible and and the structure in the structure for those enderess to get on the Million Road/Ortabelia.		etc. with actuated marget to carry papers and periodia shapping. Groups increased journey from the or energony- services due to the week bases at the end of the streets. If vigat eliminated yet another filters for traffic and concentrating it all to more inlinited marks to these modests agrit much more. Candide the strating, and the strength of the strength of the strating concentrated juics is much stronger in the bottom of a bottle than it is it mined and spread throughout the whole bottle. Same for strating, as we are now experiencing in following theory used; to some of the traffic.	carry a deviate and p a sparse me to highly from Recordships may analyze the Record and the Record and the Record Regress tabuters are seen for all "the Record and the Record and the Regress tabuters are seen for all "the Record and the Record Regress tabuters are been merely to exclusion of the Record metric and the Record and the Record and the Record metric and the Record and		prevalent two-two a dark of calac case casina to this throughout the class portion registrom against registrance of carbonaut, should use be programed for curvers of new cases of the classical strategies and the classical strategies moved on closed because they'we bought next to it and if it is ab bough of course not, addressing, but there is a democrafic principle here which should be remembered by the dity course.	Information being control study to that supports on the information being were also being the support of the terms discussion being were also being the support of the terms discussion being were also being the support thermappy consequences of the consultant terms thermappy consequences of the consultant energy thermappy consequences of the consultant energy the construction of the construction of the construction the construction of the construction of the construction of the construction of the construction the construction of the construct
		 Offset double yellow lines at intervals up either side of the road. Again, inconveniencing the residents but allowing staffs: to pass each other with more ease. 	n denne	Significant traffic locranse in High Street from Advectors Territor to Ingetton Place and site Kings Rand Juscifics to get on to the Portanelle Signal (AL Scatteristic I) part Ballynder Housing et stream (add from the ave Ballynder Housing et stream addite gate hours on address	Consta	It has furnished more light straffic ites longer journeys via tation strates between Parabelio and Million Road majoring any environmental heards to begate to be achieved. Load people to trans arrows to althout to go application and the strate strate strate to a strategiest popular onto, there roads ease generally quinter to the application and the accountering the trans moderate to get to a to Million Road/Vortabelin, particularly for the deviated advisor demonstrates readours	Geronde Komma Descele anna	etc. extra consultation manages is a constrained parameter to a company to constrained. Constrained parameter planes to the company extra plane and the constraint of the company planes is by an eleminated by an author there for the tradition of the constraint of a site in our eleminated management insidence gate much more. Consider the analogy, consentration of lines in such stranger in the dottorn of a battle strate. The inside and approach the abattle strate for strate, is used as a traditional of the dotted battle strate strate of the strate in a databattle dotted battle strate of the strate envariance and online of insume rane.	was perceitado desta desta de las destas de las de	N.	photogenet have the address close stratute to the ex- pension of the stratute of the stratute to the stratute of the stratute	Information barry later us skyle (barr, tudencus ex- fective) in this case, negativity, after the Tarens discussion barry were where even the assurtant frame discussion barry were where even the assurtant frame thready involved, Council can so as consider more thready toulved, Council can so as consider more thready toulved, the council barry barry of the transplay consequence of the assertant is even (in a web more path) from subversarial party fulficity. We need to gate away from subversarial party fulficity decide on more bahanoid and pragmatic approaches evolutions.
	Foreign Server	b) Other double yeldsoft live at 2 levels of up at https://www.up at https://wwww.up at https://wwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwwww	No desca	Significant leading services in Algo Saver Saver Advectors here to the advectors and the Algo Advectors to many many services and the Algorithmic Saver Advectors to many many services and any services and advectors advectors are analysis statistical and any services and advectors are advectors base to any to the Saver Adv	ficulta Grande and	It has favorabled more light tartific into longer journeys via state strends between Parabello and Million Road negating any environmental heavests throught to be achieved. Load people in these strends and heave to go circulates could stafficient list the strend go application and the strends are segmenting during the last target on the Million Read/Dratabello, particularly for the deabled whenever exercises	Generality Reviews	In the constant manager is only paper and parameters in the second seco	and yet decide and yet, anyone an aligned fragment implication and the second s	NA.	photoent takes the a load of crack case in times in the second second s	International standy care's using values. Logisticous of discussion builty over the wears the numerican time. Manuscher Had to author the middle Tri really known than were had to author the middle Tri really known thereaging consequences of the assemblar assemblar as wells now public interaction on the ground, not at wells now public interaction on the ground, not at wells now public interaction on the ground, not a wells now public interaction on the ground, not a work to now public interaction on the ground, not a work to now public interaction on the ground, not a work to now public interaction on the ground to public methods.
h u shin y L u shin y	Sounds Associate	2) Other adult within the an attraction generation of an attraction of the attrac	ta Anna Contrar Anna	Egolicat tollic invaso in kigh Steet from Abecom Invaso te lington Pluca atta te ling Anal Juccion In- terna te lington Pluca atta te ling Anal Juccion In- terna y nava velikaciong di from te know Rallydel having estes adding to the non-addicant Internet non-abelia minor a ne ne do boortito	fit wants	It has furnelled more light torffic into length journeys via the stants. Interest-furnished and Million Kool negating any multiconnect laborating the theory on ta- tion theory of the stants of the stants of the politic inclusion. Stants (interest politic inclusion), and any stants and stants grants and the mode data angular in and, the accounting of the stant and easts in grin on a status final angle status in the stant and and added and an account control and added added and an account on a status in the account added added and an account on a status in the account added added and account on account	Geroof, doutes Orando, uteas	(iii) and indicated manages to city places to be parameters waters due to the second base at the second of the strength in the second base of the second base at the second intervention of the second base at the second of the strength management of the place is not initial scatases to these maderate generation may be an initially assess to the maderate generation may be an initially assess to the maderate generation of the second base second which boths. Scarse for traffic, was are non-experiment to fold the generation of the second second bases management solution of scarse water.	In large of an effect of and a grant of a second se	No. Top	principants for an animal principant subset to the second principant subset of the prime form conserved and being the prime prime form conserved and hald shown in mediating algorism to the X320 distinguit Carl groups and the X320 distinguit Carl groups and the X320 distinguit Carl groups and the X320 distinguit Carl groups which shaded are membered by the site council. That's the sequence, many will be happy with Odd/CDYE backshow inside shaded	We need to get away from adversarial Party Politics a decide on more balanced and programic approaches receiver
As a labolation and a labolation of As a substance	Donah Anara Sondi sara Donah Anara	2. Offset double-yellow lines at intervals up either side of the road Aglain, honorwainiancing the realisets but allowing marks pains such setter with more ease. 3. Either road bid with out dotted lines of maximum with or holice which out pains in the more. This security and create and any setter and the setter the transmission of the order of the setter that the setter this security and create and any setter and any setter is consider descenting ther withins, adding more road weaking has been descent pains reader any.	Ku Nasa Cadhar Annara Gallach Nasa	Spotter talk town it light town her discuss traves to be place. Here not is day fault and a spotter to a set in the Vortality bardle. La candidate it any to any short and the target of the tot and here to a set of the spotter of the spotter of the descent and the bardle start of the here total descent and the bardle start of the here total	Norma Annak waa Ustada daaga	It has function from high traffic ratio larger journey, via interpretent sector of the sector of th	Genado disease Genado unas Secolo dases	The comparison of the comparis	and default and a given as here here implicit on the Anima of the Anim	80. Tao	where the two dynamics and the second secon	We need to get away from adversarial Party Policia a decide on more balanced and pragmatic approaches to resolutions
la e solution of La e solution and La e solution bettere	- Strands Annum Annula Annum Strands Annum	b) Other dealer years to an at second particular state in and applies, increasing the modern state is allowing building to modern state. The state is the state of the state is the state is the state is the state of the state is the state is the state is the state is the state of the state is the state br>is and state is the stat	Sinderer Gesteller einerer Gesteller inverz		Dawan Dawa una Dawah dawa	It is a forward of even right to this is the steps / however, who there extension is interesting for the steps of the steps / however, and a step of the steps of the steps of the step of the conclusion under step (the interesting the step of the	Secondo deserves Secondo Leores Decondo deserve	(c) est occusión finange 10 com y poper la de present anticidad est occusión finange 10 com y poper la de present enviros due to tel born artílio est de 14 to testes. El y de la desarral poper a como esta poper a la desarral esta esta esta esta esta esta esta esta	In any of the first of and a grant on a block the interpret of the strength of	50 50 50	That's the negative, many will be hoppy with OABCTIVE DBIRTE on several potential compromises to benefit the emission enabledness	contract of them will be a file amount of angulated in the advances of them will be a file amount of angulated the proposed CD for part of financials was include, included by the angulated term of the state of the state of the proposed of the state in the state of the state of the state of the state. Namely, the state of the includes in the state was been determined by the state of the state. Namely, the state of the state of the state of of the
	- South State - South State - State - State - State	2) Other adult within the an attraction generation of an attraction of the attrac	No-Annua Daubar Annua Daubar Annua Daubar Mana	Sectors to define some integration of the formation of the sector of the	Norma Service	It has found in our light to this case longer pointing via integrating any maximum classifier that the second seco	Dirich Arama Dirich ann Dirich Gama Datar Tanan Gama	and control control instance and provide the second sec	In the second se	90. ter 101 101	That's the negative, many will be happy with OBECTIVE DEARTE on everal potential compromises to benefit the malorite embabeliders	We need to get away from adversarial Party Policia decide on more balanced and progmatic approache resolutions
Ale adda La adda Ale adda Ale adda Ale adda	Noush Status Marine Status Status Course Course Course	b) Other dealer years to an at second particular state in and applies, increasing the modern state is allowing building to modern state. The state is the state of the state is the state is the state is the state of the state is the state is the state is the state is the state of the state is the state br>is and state is the stat	Sectors Sectors correct Sectors correct Sectors Sectors Network Distance		Strate Databases Statute desem Sant lang- Dari lang- Dari lang-	It is a bondie woordig tradit is the large ground with the ground the bonds in the large state of the large state state of the bonds in the large state of the large state state of the large state of the large state of the large state state of the large state of the large state of the large state state of the large state of the large state of the large state state of the large state of the large state of the large state state of the large state of the large state of the large state state of the large state of the large state of the large state state of the large state of the large state of the large state large state of the large state of the large state of the large state large state of the large state of the large state of the large state large state of the large state of the large state of the large state large state of the large state of th	Sunado dogung Sunado asem Carando disamo Datara Zinado disamo	The set in contrast integer is they page any particular processing of the set	incred and and a given as target the incred and a given as the photometry of the second and a given as the photometry of the second and a given as the photometry of the second given as	50. 50 51 51 50	That's the negative, many will be hoppy with OABCTIVE DBIRTE on several potential compromises to benefit the emission enabledness	We need to get away from adversarial Party Folkis decide on more balanced and pragmaric approach resolutors

				1	Considering the wider Portobello area (out with the	Considering the wider Portobello area (out with the			During the trial have you walked, wheeled or cycled				1
	To what extent do you agree or disagree that the changes have been beenficial during the tria? - To who extent do you agree or disagree that the changes have been beenficial during the tria??	t To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please write are comments in the box below.	During the trial how has the volume of traffic changed	During the trial how has the volume of traffic changed	immediate area of Brunxtane Road and the Collectene area), to what extent do you agree or disagree that the	Considering the wider Partobelio area (out with the immediate area of insurance fixed and the Collingtone area), to what extent da you agree or disagree that the trial has had a positive impact on the surrounding itsetto? - Hease write are comment in the box below.	To what extent do you agree or disagree that the	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.	more? - During the trial have you walked, wheeled or cycled	During the trial have you walked, wheeled or cycled more?	Would you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the bea below including any modifications you feel should be made.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any suggestions
Are you responding as an individual or on behalf of an organization? - Responding as	been beneficial during the trial?	write any comments in the box below.	asues traffic numbers within your street?	bos below.	stwets? - o what extent do you arree or distance that	streetc? - Please write any comments in the box below.	- changes have had an impact on the environment?	Please write any comments in the box below.	now?	- Please write any comments in the box below.	Would you like the trial to be made permanent in its current farm? - made aermanent	should be made.	careetion
		Significant increase in volume of traffic coming down our reddential struct. Nas Request traffic containen locally to we have how how the biring on a daily back. San sive orecomer much busier with straffic and hard to navigate with any patient on orbit dails, expectibly with increase in larger vehicles using the reade down Mittan terrace and fas view content.											1
		crescent much busier with traffic and hard to navigate with cars parking on both sides, especially with increase											1
		in larger vehicles using the route down Milton terrace and sea view crescent.											
		Our turn on to Millton task east in new noted up the collisions as we can no longer gut the other half of Millton terman. The light loss for turning are consistently lobicated by parked ours and varia and it does not their as safe as turning right from the top of Millton terman. I tak a nervous citizen and have atopped chiving whon I tak this varia and reading on the parked chiving whon I tak this varia and reading on the parked chiving whon I tak this varia and reading on the dependence.											
		safe as turning right from the top of Milton terrace. I am a nervous driver and have stopped driving when I take		Also very noticeable deterioration of the road surface since significant increase of traffic coming down Milton Turners down to the Minterner.								Strongly opposed to this as it impacts on the quality of my life and the safety of my children on our residential	Adequate signage, consultation with emergency vehicles.
As an individual	Stronely disarree	this route, putting the burden on my partner to drive me this way and reducine my independence.	Significant increase	since significant increase of traffic coming down Milton Terrace due to the blockases	Stronely disaeree	See comments abive	Stronely disaette	It has not made people walk or bike more and drive less, it has just re-routed traffic down less appropriate roads	No		No	my life and the safety of my children on our residential road	Adequate signage, consultation with emergency vehicles. Update GPS and Google maps systems that still are sending cars down blocked roads
		Trying to get to Portabelia high street for shapping is very difficult . I have to drive all the way down Milton Road West . As before I would zo down Brunstane Road										Make Brunstane Road One Way this would suit everyone	
As an individual	Stronely disagree	Road West . As before I would go down Brunstane Road	Simifant increase		Stranely disarree		Stronely disaerne		No		No	much better. Dont know why that was not done first	One Way systems keep the flow of traffic moving
		State them, is whether is worked in combine bounched loss This multi-mole combined in the sequence is a multi-mole and an employing the whole assummed by a sequence where multi-base care are subject to its balance or the were much in wholes are as a subject to its balance or, the were much in wholes are an exclusion of the second or the longer of much resulting and the second or the second or the second or the second or the second or the majorise in adding the second second or the second or the multi-second or the second											
		arunstane koad complaining, the whole surrounding area has been turned into a mase way much like rate areaubient to in a laboratory. The											
		result is vehicles are traveling longer distances increasing pollution and the risk of											
		accidents as well as causing confusion, annoyance and impatience leading to excessive speeds. Also some drivers											
		This other has no ment what results and the ment											
As an individual	Stronely disarree	purpose and cancel this mad idea.	No change		Stranely disaeree		Stronely disaenee		No	Senior Citizens wobbline about on bikes, don't be daft.	No		
													What's the point Edinburgh council never listen to the majority of people or they put their own stant on the replies they get.
		I'm sure everyone would like their street closed off to through traffics but all it does is to push traffic on to other roads. Why do some areas get preferential											regiles they get. There seems to be certain parts of the community og
As an individual	Stronalle disaaree	treatment	Similicant increase		Stronaly dicaaree	All these initiatives do is move the traffic around	Stronely disaenee		No		No		cuclists who's voices are listened to over the rest of us
		inery sub-transmission are produce to the intervention of the neighbourg streets and have caused cars to stravel additional distances. I now try and avoid going to Milton Rd/Arda/Fort Kinanid alogether because of the havies and now travel via Musselburgh hence increasing traffic through the											
		I now try and avoid going to Milton Rd/Auda/Fort Kinnaird altogether because of the hassle and now travel						The base of the second s		Lonly use the car for oritical journeys and cycle the rest so this haun't increased my cycling activity. What it has done is to encourage me to avoid whitnon Rd/A1 altogether and so through MisuseBuseh when i drive		I think this trial is a case of nimbylom. I admowledge that there have been congection issues but this route is a key artery into portobello. A solution could be is to make	
As an individual	Stronely disatree		No change	i live on a cui de sac so question is not relevant to me	Stransky disastree	it has pushed the problem on to neighbouring streets	Stronely disaeree	They have actually caused cars to travel greater distances thereby using more fuel and creating more emissions.	10	an through Musselburgh when i drive	No	Brunstane Road one way.	
		The set of callsociety Orecards. The end of my stress has much quester sour where makes non-time (the set of the set of the much quester sour where makes non-time) the table guester and quester sour where the set of the set of the net displayed for table quests as determined. The particular table the set of the set of the Diseas of Therese where the set on existical and the Disease of Therese and the table and the Disease of Therese and the set of the Disease of Therese and the set of the Disease of Therese and the Disease of Therese and the Disease of Therese and the Disease of Therese and the Disease of There and there are also be an other and there are a set of the Disease of There and there are also be diseased by the Disease of There are diseased by the Disease of There are diseased by the Diseased There are diseased by the Disease of the Dis											
		much quieter now what makes me thing the big amount of cars using the Collesdene area as a rat run to / from fermionical with contexture											
		not designed for being used as short cuts. The quieter streets has encouraged more cuties in multimeter		Street blocked with Milton road. Now the street is only used by people living in the area. Can't be used as a rat run anymore.						I have felt more confident in the streets as I know there work have we will be ever write through the streets.			
As an individual	Strongly agree	potiond more inter action between neithbourshs. Drive and Terrace where there are vulnerable adults and	Senifiant decrease	nun anvittore.	Stranety arree		Stronely aeree	Less noise and car pollution as the traffic has decreased	žes.	won't be cars racine through the streets	tas.		
	1	the road surface is beginning to deteriorate. Unlike Brunstane Road South there is a history of fatality in								1			
		Lower Milton Road, Many, myself included, now have to drive an extra mile, increasing carbon emissions, to get to from with for each processing.											
		every High Stand its surrounding area, beach and amenities. I spend less money, time and voluntary work there as a result.											
		Also predictably, it has made ikrunstane Road South an											
		Also predictably, it has made investors Road South, an ancient through nouse to the Al and services for Parabable colones, into a general puriveleged, pricine backwater, at the segarce of others. There was no widence of accident having happened there, and double pavement parking is the norm.											
		backwater, at the superse of others. There was no evidence of accidents having happened there, and double											
		pavement parking is the norm.											
		i would argue finally that the new developments behind Brunstane will place an enormous traffic burden in the summerical costs, essentially Milton Road, and that											
		more traffic fluidity not less, is what will be needed. Milton Road is also already densely opoulated by people											
		and their cars. We have yet to see progress on making Milton Road 30 mph limit for its whole length - which											Yes. Have the consultation, fine, and then listen to all people concerned, not just some, and, having listened,
		 I would argue (Folly) that the new developments behind Brustnew will place an economous traffic burden in the summoning roots, expectibly Niloss Back, and that more traffic fuldidly not lies, is what will be readed. Mithon Road is also already developathed by populate and their care. We have yet to see progress on making Mithon Road and pointed for a sub-length-which was clearly pomined as a suit of unpaken compensation by councilian. 		It seems that Milton Road is just a trafic drain open to				I strongly disagree for the reasons I have stated above. If I were to live in Brunstane Road South, I would no doubt strangly agree.		I need to drive to several places when I go out. I walk on beaches and through woods if I can, not risking costding dangerous roads like Miton Road where few drivers take note of seved limits. I wouldn't dream of cacline there.			We, have the concurration, rise, and then inten to an people concerned, not just some, and, having listened, respect the views of objectors when they are in a clear majority. Don't then oversule and carry on just because
As an individual	Strongly disarree	I finally resent that this 'inderiment' beine carried out	Significant increase	It seems that Milton Road is just a traffic drain open to more and more noise and air pollution, despite being a residential road.	Disame	The onexure on the small streets lower down is showing. Greater inconvenience for residents and violates to Portabelia, leading to increased and sometimes erraric	Stronely disaeree	were to live in Brunstane Road South, I would no doubt strongly arree.	No	dangerous roads like Milton Road where few drivers take note of speed limits. I wouldn't dream of cucline there.	No		some people have spent time on it and thinkbit ious good idea. Enock on people's doors and ask them.
As an individual	Stronely disarree		No chanee		Stronely disarree	Areater inconvenience for recidents and violatis to Portobello, leading to increased and sometimes erratic driving in the Collectere area.	Strongly disagree		No		Na		
		The trial has caused tremendous inconvenience to those seeking to enter of leave Portabello by any of the affected routes. The closure in Calibadeet has resulted in traffic requiring to take a very closabour node for very little apparent benefit. The additional millinger incurred by drivers through this 'speriment' will have been similicant'.											
		routes. The closures in Collesdene has resulted in traffic requiring to take a very circultous route for very little				Portabello is an area with few access points - your 'trial' has choked off traffic. The net affect is that Portobello has been come less of a destination for chopping etc. It is far				Crazy question if you know the area. Shutting off selected routes on a hilkide does not encourage to cycle or walk - particularly when quite a lot of the residents are getting		I don't supect the City of Edinburgh Council to listen to the opinions of the locals as you chose to disregard them last time, but please abandon your no doubt well	The GEC appears to have been captured by lobby groups / a very vociferous but small group of anti-car activities. It is hand to see how see we can get out of this situation whilst you continually ignore the views of those live in
As an individual	Stronely disarree	drivers through this 'experiment' will have been tignificant!	No chanee	We do not live directly on the affected street - but have to access them to ao about our daily business.	Stronely disarree	been come less of a destination for shopping etc. It is far easier to simply go to Musselburgh instead.	Strongly disagree	As mentioned above, you have simply caused traffic to snake around the area - adding to miles travelled, pollution (both physical and noise), etc.	No	particularly when quite a lot of the residents are getting on in years.	Na	last time, but please abandon your no doubt well intentioned but ill thought out scheme.	whilst you continually ignore the views of those live in the area.
		is this survey just a another costly paper exercise? The December 2020 survey resulted in majority vote against closure of Road but council went shead anyway against the wikkes of the community.											
		the withes of the community.											
		I have lived in Joppa Grove for over 40 years and an well aware of the problems with two way tartfic on Burstrame Read. I and creation suggested a componenies one way system with traffic central not down Burstrame Read over the bridge and sechu og California Avenue onto Mitton Road. This was disregarded.											
		Road. 1 and others suggested a compromise one way system with traffic coming north down Brunstane Road											
		Miton Road. This was disregarded.											
		The complicated scheme was very badly implemented with chaos for many weeks as drivers struggied to cope. More and costly measures were added as time went on.											
										I cannot cycle because of serious arthritis and rely on my			
		The cost of a supposedly 'trial' scheme is a disgrace when council budget is stretched to the limit.								car. The number of coclusts using the area are a daneerous			1
		To get from my house loppa Grove which is just off Brunstane Road to north of relieve brides involve								The number of cyclists using the area are a dangerous hazard. They cyclie at speed on the pavements as well as the road with total disregard for pedectrians.			1
		To get from my house ioppa Grove which is just off Brunstane Read to north of railway bridge involves an extra 2 miles being added to my norund trip journey just to get to Milan Read courseads at top of Brunstane Read. This is most inconvenient and also costly at a time								the road with total during to the peckethans. It is only a matter of time before there is a serious accident on Portobello promenade involving children		A one way system using Brunstane Road would have been	1
As an individual	Stronely disarree	Road. This is most inconvenient and also costly at a time of very high fuel prices.	Similicant increase		Stranely disame		Stronely disaeree	Extra time, extra traffic in a wider area, extra pollution in procesi.	No	accident on Portobello promenade involving children poins to school.	No	A one way system using itrunstane Road would have been a sensible compromise situation more acceptable to the community. I would like to know why this was relected.	Council should not bother consulting residents if it then impress the results of the consultation.
är an influidual	Strongly dimense	water, this is find processing and any concept a time of very high field process. My son is disabled and lives in Christian Crescent . This several miles to see him which is many times a week. Nead the res to take him to serve at	Canificant instance	Amin running a lot of strang and incommunis	Crimoshi dinamae		Grouply Gramma		hirt Amusent	No charge as bike when I can and walk when I can but need can to be	No.		
	a constant	THE ALL OF MANY LEVEL AND PARTY FOR	and the second	and and the state of the second second			and an and the		and the second s	THE REAL PROPERTY AND ADDRESS OF		Why were no options other than closing the road trialled	Consult with the wider Community before implementing
	1	increased traffic through the High Street, greater congestion on side streets, lack of parking for increased		More visitors looking for parking causing dangerous read blocking restricting emergency service access. Further resident volume increase when another 3-600 units are excessed on Ballerfield road to.		Congestion by parking on both sides of namow side streets. Pedestrians can't walk on pavements due to cars parking on pavements. Unis causion further biocking.				1		Why were no options other than closing the road trialled first egchicases, parking on one side only, passing places, one way system. The only option that satisfied the favortane/Collesdece area was to close it off. Trial other instations from the second	any changes not just a minority pressure group. Changing a major access route north- south affects the
As an individual	Strongly disagree	0210	Senfort increase		Stronely disagree		Strongly disagree	None in the wider portobello area.	No		No	wrunstane/Collesdene area was to close it off. Trial other solutions first.	whole community. Look at what other changes could be made across the whole area not just a few streets
As an individual	Stronely aeme	The trial period has been hugely beneficial to the area with a reduction in the volume of traffic.	Sanificant decrease	During the trial period there has been a significant decrease of traffic and congestion in the area.	Strangly arree	In my opinion there has been no noticeable impact on the surrounding area.	Stronely aeree	Reduction in volume of traffic means less vehicle fumes affecting the area and in turn a huge reduction in noise pollution.	Yes	With the measures in place, feel more comfortable in wolking around our area.	Tes.		
As an individual	Strongly disagree	with a reduction in the volume of traffic. Excess traffic on A1 and on the surrounding streets and notably on my street.	Senifort increase		Strongly disagree		Strongly disagree		Deri'l know		No		
												Think traffic thould be directed more to Soztts garage junction and that improved with a filter for tuning right from Manufacult and Minor Millow And	
är an individual	Ovvorativ name		No chanas	Kint salassed in mu streat	Cravualic aaraa		Ormula sama		Nat		Kar	persons and that improved with a filter for tunning right from Microsilversh Grant into Milton Grant	tes.
		The confusion around the colliesdenes is problematic.											
	1	Traffic doing U turns on Milton Road. The Collesdenes are very wide Roads- I fail to see why traffic is diverted away								1			
	1	from using them. Congection in Brighton Place I believe has increased. The public were overwhelmingly against the Boundary Book closure but the democratic								1			
		ignored. Please listen this time. I expected the temp closure to at least allow ambulances through I (in neur		I live in a cui de sac but it is harder to set out on A the				The environment off the 80 residents in Brunstone Breed					Listen to consultation responses. Try other methods
As an individual	Stronely disagree	The conflution around the collinations is problematic. Table conflution around the collination of the collinations of the set of the collinations of the set of the collination of the c	No chanee	I live in a cul de sac but it is harder to get put onto the main road as it is busier. It is also harder to cross Briefton place as it is busier.	Stronely dicastee	As above	Diagree	The environment off the 80 residents in Brunstane Road has improved. For the many 1000s in Portobello it has not and it had actually added to consection.	Don't know		No		Listen to consultation responses. Try other methods before complete closure e.g. single side parking, one way traffic.
													Descite comparison of a long sharp particular of any many set to the stress in the set that any the height set of the diversate advectopment, with traffic encourage of the diversate advectopment, with traffic means approved divergingent will be as introduced means approved divergingent will be as introduced access that the set of the stress set of the set of the relation of the stress set of the set of the relation of the stress set of the set of the relation of the stress set of the set of the relation of the stress set of the set of the traffic inspect of the desequences the stress, and the set of the stress set of the set of the set of the stress set of the set of the set of the stress set of the set of the set of the stress set of the set of the set of the stress set of the set
	1	Ma observation is that Colleaders Courses								1			generated both in construction phases and once housing comes on stream. This poorly thought out but for some cancer announced development will have a limited
	1	far safer now and a lot more pleasant under the ETRO than under the estant TRO operation because:								1			points, and very significant, detrimental effect on our streets, safety and speeds if this ETRO scheme is not
		there are far less cars and commercial heavy goods wehicles using the street as a short cut between Joppa											retained. A lot of my neighbours aren't aware of the scale and traffic impacts of this development though, and i
	1	Road and Milton Road, its particularly was noticeable at peak times but also all throughout the day. My sleep is								1			think that the information on the scheme needed to be far cleaner on this wider context from the start.
		tess disturbed by cars flying past at very high speeds at night and in the early mornings. There are far feaser which discussion and											It is very important for the Council to carry out
		b) processing of the set of th											We dense investments durated action to service the service service of the Carolina service and constructions, and an end of the Carolina service interactions, and an end of the Carolina service interactions, and an end of the Carolina service interactions, and an end of the Carolina service interactions and an end of the Carolina service and an end of the Carolina service and an end of the and and an end of the Carolina service and an end of the Carolina service in the carolina service and and and an end of the Carolina service and and and and an end of the Carolina service and and and and an end of the Carolina service and and and and an end of the Carolina service and and and and and an end of the Carolina service and and and and and an end of the Carolina service and and and and and an end of the Carolina service and and and and and and an end of the Carolina service and and and and and and an end of the Carolina service and and and and and and and the carolina service and and and and and and and the carolina service and and and and and and and the carolina service and and and and and and and the carolina service and and and and and and and the carolina service and and and and and and and and the carolina service and and and and and and and and the carolina service and and and and and and and and and and and and and and
1	1	school with children in the speeding vehicle. If complained about speeds to Police Scotland in April 2019		As per my response to Q6, there are far fewer cars driven in the street, far fewer commercial heavy goods vehicles						1			responses, and provide a certainty and way to check that all responses submitted have been taken into account. A
		who set up speed checks and issued several fines). The street is far quieter - I can hear people charting or		As par may response to QG, there are far ferene can driven to the stores, the freeze connected heavy goods vehicles and connected watch looks, and so many other tracks, following cash, likes, and so many other frequenting the stores. This has had a problem effect on the quality of the storest environment and positive effect on the quality of the storest environment and positive effect on the quality of the storest	1	There doesn'tt seem to be any perceivable worsening or increase in the levels of traffic on either Milton Road or							couple of local surveys have been issued to neighbours at one point or another by a local group or local elected
	1	sugging, and hear birds in the morning - really lovely. I spend a bit more time talking to the neighbours now.		trequenting the street. This has had a profound effect on the quality of the street		арра ноад. There does seem, more recently, to be a re-establishment of no worker behaviour in f				1			memoer; whist probably well intentioned they are also strongly leading in the way their questions are stated,
1		The street feels a lot safer when I am walking, especially because the pavements are fairly narrow and on bin days or around some hedges etc you need to walk on the camiageware and its a bit too narrow to walk side by side.		environment and positive effect on my own mental health as I am not driven to anger like before when people woold drive way agreessively in the tzreet, in a threatening manner towards local recidents walking in or		Takes obtain the last is to all up polonizative according or morane in the head of traffic on a sheet Mitton Road or appa Road. There does seen, more excerting, to be a re-exclusion/meet of rar moving behaviour in Collending Drive and Collenderse Avera. A more comprehensive on this part of all head boars moving the basis of the traffic of all head boars moving the basis of the traffic of the about boars moving the basis of the traffic of the conser- of Collinders are and three.		My street is far less noisy, there are more birds and i haven't seen any quashed hedgehags since the ETRO - unlike previously, where they were often killed by car		1			appress to see softy opposed to the scheme, and there is no guarantee that all views are accounted for. It is also vital that the consultations are suprovted her
				threatening manner towards local residents walking in or	1	about four car accidents over the past year on the corner		unlike previously, where they were often killed by car	1	1		Yes please, but it would require some further change to	evidence aathered on traffic volumes and speeds land I
As an individual	Stronely aeree	or around some hedges etc you need to walk on the carriageway and its a bit too namow to walk side by side.	Senificant decrease	crossing the street.	Agree	of Collectone Aue and Drive.	Stronely agree	drivers.			165	deter more recent rat running on Collections Avenue.	saw recently that a traffic survey was underward

	To what eatent do you agree or disagree that the changes have been been ficial during the trial? - To what eatent do you agree or disagree that the changes have				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collesdene	Considering the wider Partobello area (our with the immediate area of Brunctane Read and the Collinging area), to what eatent do you agree or disagree that the triah has that packlive impact on the surrounding ensests? - Please write are comments in the box below.		During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled		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	
re you responding as an individual or on behalf of an	changes have been beneficial during the trial? - To what extent do you agree or disagree that the changes have	To what extent do you agree or disagree that the changes have been beneficial during the tria? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you	During the trial how has the volume of traffic changed within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or disagnee that the changes have had a positive impact on the environment? changes have had a positive impact on the environment? changes have had a impact on the environment? - Please where have impact on the back below.	- During the trial have you walked, wheeled or cycled	ingrer	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	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
vanisation? - Responding as	been beneficial during the trial?	write any comments in the box below.	zauze traffic numbers within your street?	box below.	streets? - o what extent do you arree or distance that	streets? - Please write any comments in the box below.	-chanses have had an impact on the environment? - Reace write any comments in the loss below.	more?	- Please write any comments in the box below.	current form? - made aermanent	should be made.	surrections
											Whatever happens with this trial the overall impact of traffic on the global area will have to be seriously investigated and addressed once the new housing development on the south side of Milton Road	
											development on the south side of Milton Road	
									The average age of the Brunstane Road residents is		commences. Where Brunstane Road to be re-opened it would attract serious amounts of local north/south through traffic.	
				The removal of large and heavy "unsuitable" vehicles		Without a vehicle impact study it would be difficult for me to fully understand the effects beyond the immediate			The average age of the Brunstane Road residents is noticeably inducing as long-term residents downsize. The younger families are definitely taking to their bikes to access the promenade, the park, the local tensis courts,		The orgoing residential expansion of East Lothian appears to be already affecting the ASDA roundabout and the	
ts an individual	Strongly agree		Senificant decrease	The removal of large and heavy "unsuitable" vehicles from Brunstane Road has been life changing.	Arres	me to fully understand the effects beyond the immediate loops trianele.	Brunstane Road is obviously much rafer and I would Strongly agree assume that the air quality must also have improved.	80	access the promenade, the park, the local tennis courts, and the schools.	746	to be already affecting the ASDA roundabout and the associated road system.	Look at the areas globally, give adequate thought to those affected by displaced traffic.
		Brunstane Road is significantly rafer for cyclicits, pleasanter for pedestrians, and no longer has frustrated/occasionally aggressive stand offs between drivers unable/ unwilling to reverse out of the way of										
		frustrated/occasionally aggressive stand offs between drivers unable/ unwilling to reverse out of the way of										
As an individual	Aaroo	ercenina traffic.	No change		Neither arree nor disarree	At the moment I don't feel that the trial has gone far	Arree	No		fac.		
As an individual	Strongly agree		No chanee		Neither agree og daarree	enough as to have a Portobello wide impact.	A8100	Don't know		Tes .		be brider and implement more schemes faster while
	/		No. 19-19-19		Channelly many		Country of the second se	-		-		Be bolder and implement more schemes faster, while explansion gthat it is a trial, that can be adjusted and schemed if model.
		On the plus side it's made illnunstane Rd a pleasant cycle ride. However, if helf for those living in tage Calilesdense who have to put up with loads of ensure traffic. On balance I think that one way traffic on illnunstane Rd might be a										
		who have to put up with loads of extra traffic. On balance										Just feel that all it has done is move the problem from
As an individual	Disanee	I think that one way traffic on Brunstane Rd might be a better option.	No change	f m not un an effected area.	Disatree		Disaaree Cars have to drive further.	80	Cycled anyways	No		Just feel that all it has done is move the problem from forunstane Rf to the Collesdenes.
As an individual	Scrongly agree		No change		Don't know.		it has meant more traffic going more slowly especially on Strongly disarree storests like Briefton ol	No		No		Brunstane Rd to the Collexdenes. It seems as though the decision was made and objections or concerns were lanored.
		I think that brunstane road could be a one way street -										
		I think that brunstane road could be a one way street - traffic in Porty is funeled in to fewer and fewer roates yet more abd more buildings and homes are being built however at no point do I think that anyone will take my										
Ar mindudual	Distance		No change		Contrast (Cars are displaced and it will only be a matter of time before the record start disclose from other stream	Nulther same nor distance	No.		No.		
		An increase of bits cars using Wilkes Read Sut, and with wholes parked opposite the Reige Manor Hoad I at antennely campoon for cars insing our citizes at 99 Miton Road Sut, if 's a writon acident walling to hydro lines opposite the K-Mitonia and stop the parking histor bits opposite the K-Mitonia and stop the parking histor bits opposite the K-Mitonia and stop the parking and the dochuma and acid will about 21 any attention will also all bits the council all stops of a stop of the applied to the incomparity attentiones in council all planes.										
		vehicles parked opposite the Kings Manor Hotel it is extremely deserves for care leaving our Estate at 99										
		Milton Road East, it's a serious accident waiting to										
		Tellow lines opposite the K.M.Hotel and stop the parking										
		that obstructs a driver's view of oncoming traffic. Infact doing both would be ideal but I doubt if any attention will							Why are you asking about bicycles? It's the increase of cars and yans that are the problem, not to mention the			
As an individual	Strongly disarree		Similiant increase	Re-read answer to question 6	Neither arree for disarree	N/A	Neither agree nor disagree N/A	No	cars and vans that are the problem, not to mention the longer journey times and exhaust fumes.	No	Re-mad my comments for Question 6	I'll await the result of this experiment prior to commenting.
		On balance, in terms of making the route safer for active										
		On balance, in terms of making the route take for active travel and more pleasant for immediate residents it has been a huge improvement. It has mode the ways I can access the A1/A720 by car slightly less convenient and I have binds living in car dependent suburbs who would diagene it is a positive mone, burbs for an issue			1	1			1		1	
		access the A1/A720 by car slightly less convenient and I have friends living in car-dependent suburbs who would			1	Don't see a difference, a rat run was removed. This mww		1	1	1		
		disagree it is a positive move, but that's more of an issue of their search alone built are			1	have resulted in some longer journeys but some may have not happened at all so I don't think it makes a		1	1	1		Re bolder and try interventions earlier (for example make a Bronobalia ITN with a hue enterior Doctobalia kieb
ás an individual As an Individual	Aanaa Zanaadii dhaxaan	of their areas being built around the premise of car menership then workhing also	Ma chanas	Me streat is too for same to been had are incort	Kalifar area or dearea foreste donne	difference.	Dennels same. Dissues also much other much for welling and putters	Naz.	This brides is now refer to code over with the kids	Yan Ma	Bases	a Portobello LTN with a bus gate on Portobello High Stream to store theread-strailfini
** ** *********	AFM/64	1		1	an anna an Anna Anna Anna Anna Anna Ann	1			1		alter des balancias des solares dans 200.400	
					1	1		1	1	1	Why don't they have closure from 7.20-4.20 and 4,20- 6,20 then the Brunntane Rd residents wouldn't have a problem They could go to work and come back without the logian and Portobello residents would be happy. Ensure isential more monour for the mean?	
		Great inconvenience to ambulances police and fire		Obviously it has increased especially in the rush hours	1	1			1		problem They could go to work and come back without the logiam and Portobello residents would be happy.	
Ar an individual	Ovvoals Aranva	ansines and the nervis of Brutshello.	Candifrant Investes	econing and maning	Crevenile distance	Banela in Milton drive not then all most he very anexy	Grozele Konsma	No.	1	MA .	Comers installed more money for the muscil	
		While I sympathies with the Reventane Read residence, the locade on effect for the Million Read access is a mean sympachical growth and and the Reventant access and pause with their residence, approximaling backgrowth and their mean residence and the residence of the NGR MILLION ACC. Get all the Star Backgrowth and the traffic backgrowth turning right are helding up the traffic backgrowth turning right are helding up the traffic backgrowth turning right are helding up the			1	1			1		1	
		very confusing. Why? Just put it back the way it was. Do you may have residents at council meetings?										
		While I'm on this subject, approaching Duddingston										
		a NGHTMARE. Get rid of those SIP bollards near the										
As an individual	Dicance	sgrtt peaks, at people turning right are holding up the traffic bie time. Utter madness.	No chanee	Woodside Terrace is much the same, though drivers shooting along at 40mph or more need arrested!	Disarree	Absolutely no difference from my point of view.	Eh??d need someone to explain what changes they've Disaaree witteoued. Pie in the sky.	No		No		Please have open meetings for residents.
											I feel that Brunstane Road should be one way as this would relieve some pressure on the Collesdene area and Brishton Road.	
As an individual	Strongly disarree		No chanee		Stronely disaeree		Stronely disame	No		No	Briehton Road.	
		From a sightly within point of view, i and delighted with the way significant relacition is staffic on the narrow and the starting collimited conset. Privadually that start was conset to the starting start and the start start or requiring to a starting start start and noticed energizers and tasking the modering. This with the start start start start start start start markets and energiness start start start start start start markets have good sight lines and little sportsuity for consender.									I would not be averse to the Brunstane Road bridge being	I think the Council is doing a good job by recognising
		curving Collectene Crescent. Previously the street was pulse dangerous with the sheer volume of traffic clearly				Through traffic not needing to access the ETRO area (but					re-opened to traffic in one direction only (either north- or souh-bound), with a camera to capture incorrect use and	there is a problem, consulting locals and bringing in an ETRO, itself subject to further consultation and revision.
		not requiring local access, quite often speeding. This				Through traffic not needing to access the ETRO area (but previously using 2 as a "rat run" is new much more likely to use the main rands bounding the area. Whilst these main rands are therefore busier, they are much more opable of using abaciting the examt strift by virtues of their greater width, better right lines and good street lighting as compared to the sametimes narrow threats					fine offenders. This arrangement would benefit the	This appears to be a useful model to follow for future
		HGVs and even (son-Lothian) buses.				main roads are therefore busier, they are much more			I feel safer with the reduction of traffic, especially the		mind view.	satisfied, but the aim should be to have a greater
		and Terrace who now have more traffic, although these				capable of carety abcorbing the extra traffic by virtue of their greater width, better sight lines and good street	I feel safer both driving and on foot, with significantly less		near elimination of vehicles not requiring access within the ETRO area. The air is cleaner and there is less noise		take up British Rai's offer to widen the Brunstane Road	proportion or recidents who are napper versus those who are not, whilst making the streets safer, the air less
As an individual	Strongly agree	streets have good sight lines and little opportunity for speeding.	Sanificant decrease	See comments to o6.	Neither agree nor disagree	lighting as compared to the sometimes narrow streets with occurs sight lines and fustifiable more carked cars.	I feel safer both driving and on foot, with significantly less Stronely anne traffic Johan speeding), and less air and noise pollution.	Test	the ETRO area. The air is deaner and there is less noise pollution.	Tex	bridge back in 1989 when it was rebuilt to allow clearance for electrification.	poliuted but maintaining quick access for emergency services.
											residents as there are no other options that can work other than closure at the bridge. Car drivers in the area	
											are adapting to the road closure. The only people inconvenienced are in cars, with an additional 3-4 minute	
											added to their journey. There may be the need for further mitigation measures in the Gollesdene area to improve	
											things for the residents who should be involved in these	
											a wider debate about the traffic in Portabelia. To reverse	
											the decision would be a retrograde step. It cannot be fair that one narrow residential street takes disproportionate	
											volumes of traffic. Currently, streets that were exceptionally quiet in the Colliesdene area, are a bit	The wider Portobello community felt the consultation
		As a resident of linuxstane Road, the closure of the road is a significant factor is improving the quality of life on the				Brunstane Road residents have always advocated for a whole area approach, to prevent the traffic from					busier, but the traffic from Brunstane Road is being distributed around the area and not concentrated on one	prior to the road closure was inadequate and there is probably something to be learned from this. Perhaps
		As a resident of Bioantene Rata, the classes of the south is significant theory is improving the quality of Bio on the totax. If have been inviteded in pairs campaigns to class the totax. If have been inviteded in pairs campaigns to class the totax that bases publics for over 30 given. Cover that classes have sufficied damage to sur can on any end of the second second second second second and the second base is a second second second and the second base of the second second second and the second base of the second second and the second base of the second second and the second base of the second second and the second s		Prior to the closure 1800 vehicles a day (12,600 a week)		Brunstane Road being diverted through the wider area, expecially the Collexdene area the Joppa Triangle					road. The Council took a difficult decision in the face wide opposition. The convenience of car drivers over the wider	recidents were divided into a for and against camp from the putset. Better local engagement is the way forward.
		the street has been a problem for over 30 years. Over that time we have suffered damage to pur cars on a		were using the street, worse is good weather when the road was used as one of the main routes to the beach.		proposal]. There may be a need for more mitigation measures in that area to encourage use of the main			There is a significant increase in people walking and cycline up and down Brunstane Road. There are prouse of		environmental and quality of life concerns shouldn't be undone. There will be load voices that demand the road	with the parameters of that engagement clear i.e. that its not a referendum where the minority can never outweigh
		regular basis, aggressive confrontations between motorists matching whiches and the use of the road by		this has reduced to about 500 vehicles a day. Vehicle size has increased as has the home delivery of internet		roads. Whilst traffic may have increased on other streets, no single cost has the volume of traffic that used	The FTRD has been a great example of how an evolution and the provided of the better. There is large		cyclists who regularly use the street as one of their main muter to creater to the rational cycle rath. It's involution		reopens, with ideas of lights, single yellow lines , etc all of these designed for the convenience of or deserving to use	the majority, but rather the purpose of the engagement is to increase a needla framework idear and view
		articulated lorries and coaches unsuited to the narrow		shopping, food deliveries etc. The road was used as short		Brunstane Road on a daily basis. It cannot be fair to	pollution through emissions, people have noticed that		see whole families walking and cycling together. I walk		the road quicker. The ETRO and ultimately TRO fits well	against a backdrop of dear aims and intended outcome of
		stuation worse. Since the dosure the use of cyclists and		Cut to the A1 and the shops at the Fort chopping centre. When it was open and used as a main short cut, it took		volume. I have noticed no obvious impact on Portobello	and less use of the car. This can only be a good thing for		the road felt like crossing a river, with the other side		neighbourhoods and fits well with the Edinburgh 2020	the consultation. This probably takes more time but hight bring more people onboard when difficult decisions.
				Prior to the closure 1800 vehicles 2 day (12,000 a week) ware using the street, works in good weather when the street of the street of the street of the street of the host in unication water and the street of the street of host increased, as has the hone delivery of internet into the street of the street street. The stad was used as short of the in the stope at the Fort strepping more than its way how the stope at the Fort strepping more deliver and was an an also host of discussed integers to use downstree fails.		Revertises Read ministers have always advocated for a block areas approach, to prover the test differs for an illustrates Read being devend through the valuer area, propositive that callenders areas the leage for the pro- positive test and the second for more influences on advocate test the valuer and the instan- no large marks at the valuer of craffic that used investment Read on a during suit, it cannot be into appet one sames, readential attree to cope with this valuers. These marks are obtained interest to the test appet one sames, readential attree to cope with this valuers. These marks are obtained interest on the test appet one sames, readential attree to a constabilities and this valuelike to be direct effect of Atunctane Read and readents.	The TGD has been spream samples of shows in environment or Londong to the later. Also, then it is application through environments and the later structure from a structure spream structure. The later is also and point the structure spream structure and the later structure the comparison of the later structure and the later structure the comparison of the later structure and the later structure the comparison of the later structure structure point and these the comparison of the later structure structure structure structures and the later structure structure structure structure structures and the later structure the comparison of the later structure structure structure structures and the later structure structures and the later structure structures and the later structure structure structures and the later structure structure structures and the later structure structure structure structure structures and the later structure structure structure structure structures and the later structure	L	There is a significant increase in people working and cycling up and down liventane koad. There are groups of cycling up and only up to the other and the cycling up to a significant rankes to connect to the normal cycling path. It's level to see which finding the working and cycling tapther. It such that made the like crassing article types the same table the mode the like crassing article types the same date and that the get the working and cycling the same of community -VL so much easier to table to your methodards.	L	Johnne Martine Statistics and Statistics Read Facility Statistics and Anticle American Statistics and Statistics Read Facility Statistics and Anticle American Statistics and Statistics and Statistics and Statistics and Statistics and Stat	adout trathc through local areas are taken. Prioritising people over cars will take time for people to shift their
As an individual	Stronally aame	everyone. It's a much safer street for children to play in.	Sanificant decrease	additional 3-4 minute drive.	Neither agree nor disagree	beine closed.	Stronely aeree traffic problems across Portobello.	Tes.	neishbours .	Tes.	development of 1400 houses at the new Brunstane	thinking.
				There should be a 'don't know' option here. Changes to traffic volume should be objectively measured by the council when assessing the cost benefit of the scheme. This involves installing traffic counters for an appropriate mount of time before and after the tradic docume, and carrying out a statistical analysis.	1	1		1	1	1		
				council when assessing the cost-benefit of the scheme. This involves installing traffic counters for an appropriate		1) The closures of the exits anto Milton Road East from		1	1	1		
				amount of time before and after the road closure, and carrying out a statistical analysis.	1	the Collectere area have resulted in increased traffic down Collectere Avenue as motorists try to make their		1	1	1		There must be appropriate representative data collected
		1		Automatic traffic counters were only installed on certain	1	1) The document of the earlss and Milliton Rand East from the Califiedness area have resulted in increased orallic down Califiedness Areanes as motionize to to maike their way out. Million Rand East is a main road designed to take haven you that whereas Califiedness Ansensis it is a guidential includential street. When designed during reals hour, cars often encode the 20 Million speed limit on Califiedness Avenues.			1		1	There must be appropriate representative data collected before and after implementation of such a scheme.
				Automatic traffic counters were only installed on certain roads, and only after the closure of Brustnese road. It is not possible to assess the impact of a change without measurements before and after on every affected treet. For example, not traffic traveling excitant down Milton Road East has been fumelled into Milton Gardeou Milton, to ny knowledge, han or that traffic counters	1	residential street. When delayed during rush hour, cars often exceed the 20 MPH speed limit on Collesdene		1	1	1		is this case, day and time-matched traffic volume and speed should have been measured on all affected stretched before and after implementation. But a not stratistical analyses from the these measurements should be made public, regulations of whether the scheme is generanceetly implemented. A takk of transparency reades public trust
		1		measurements before and after on every affected street.	1				1		1	before and after implementation. Outs and statistical
		1		Milton Road East has been funnelled into Milton Gardens,		2) The lack of clear signeage has led to unsafe driving by motorists who begin to attempt to turn in from Milton			1		I feel that making Brunstane Road a one way street would alleviate congestion on that street, while minimising the	public, regardless of whether the scheme is permanently
As an individual	Disaree		No chanee	which, to my knowledge, has not had traffic counters installed since the dosure. We regularly now get stuck i'm our street because of	Disarree	motorists who begin to attempt to turn is from Milton Road East, only to find the road is closed.	wow free	No	fve always walked, whenever possible	No	alleviate congestion on that street, while minimizing the burden placed on the sumounding streets. Yellow line one side of insustane Road or make it one	implemented. A lack of transparency erodes public trust in these schemes.
		The trial has just moved the traffic to other made and the		increased traffic om Milton Road East going across the	1	1		1	I walk alot anyway - so I haven't changed my habits because of this. When I do use my car I am driving for	1	Yellow line one side of Brunstane Road or make it one way. Treat them the way you have treated Kings Road by making it difficult for them to own a car at all. That way	You could try listening to the responses to these consultations. So the suggestion I have is that you should
As an individual	Occupie distances	residence of Growenes Dood have haboved like evaluated	Casifirant instance	junction and not leaving space. If this is going to stay in place we need a unifour how	Dee't inne		inne a seth ran i measura thir?	Min	because of this. When I do use my car I am driving for lonner	MA	making it difficult for them to own a car at all. That way their cars worth ant dismand	consultations. So the suggestion I have is that you should do herror
		residence of Broastana Broat Issue halvesed like weak-steri bothered to do a traffic count to verify the benefit of this scheme?		bothered to do a traffic count to verify the benefit of this scheme?		1			1			
		bothered is do a traffic court to wrigh the benefic of this bulkness? I have a set of the set of the set of the set of the set of can the site is the set of the set of the set of can the site is the set of the set of the set of the Calification set of the set of the set of the set of the Calification set of the set of the set of the set of the Calification set of the set of the set of the set of the Calification set of the set of the set of the set of the Calification set of the set of the set of the set of the because the junction at Sir kerny tunker final / Fings because the junction at Sir kerny tunker final / Fings here the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the set and the trace of the set of the set of the set of the set of the set of the set of the		Milton Terrace is now a motorway not only for all types of cars but also large lorries. This is becoming developer	1	1		1	1	1		
		Traffic attempting to access Portobello and the Collesdere scheme are usine Million Terrora which in a		Traffic attempting to access Portobello and the Collectere scheme are upon Milton Terrora which in a	1	1		1	1	1		
		small minor road with Shebered housing on one side and house with femiliar on the other. This is of second		small minor road with Sheltered housing on one side and	1	1			1		1	
		because the junction at Sir Harry Lauder Road /Kings		because the junction at Sir Harry Lauder Road /Kings	1	1			1		1	
		name n manifesty over capacity and access to Portobello in this direction is virtually impossible especially during		in this direction is virtually impossible expecially during	1	1			1		1	
		rush hour. the next problem junction is at Brighton Place and the top of Bath Street. Again traffic find it impossible		rush hour. Ittle next problem junction is at Brighton Place and the top of Bath Street. Again traffic find it impossible		1			1		1	
		ruch hour. The neet problem junction is at dirytten Floca and the top of dark Streter, Again traffic find it impossible to access Portabellis from kighton Place. The alternative is now only Million Terrora. The benefit to Brinnstaw Road appens to allow them to park their cars, it is antiously thought that a small deteur wild direct ratific to Portabellio II fine solie alim of this		to access Portobello from Brighton Place. The alternative is now only Milton Terrace.	1	1		1	1	1		
		The benefit to Brunstane Road appears to allow them to		The benefit to ikrunstane Road appears to allow them to park their cars, is it seriously thought that a use if down	1	1			1		1	
				and there are the second	1	1			1		1	
		park their cars. Is it seriously thought that a small detour will deter traffic to Portobelic? If the sole aim of this scheme is to allow the subjects in Broostyne Porton		when developing the residence in the same and the			1	1				
		scheme is to allow the recents in exactine would to park their cars, why was this road not just made one		scheme is to allow the residents in Brunstane Road to park their cars, why was this road not just made one								
		scheme is to allow the recents in exactine would to park their cars, why was this road not just made one		Junction and real strong open. This approp to give the strong open								
		park their cars, why was this toad not just make one way? It define common sense that where there is limited access to Persbello the Councils solution is to RSDUCE the sense.		We derive to ank, so Functional in the sense and to take othere is to allow the residence in Functions the Road to park their cars, why was this road not just made one way? It defet common sense that where there is limited access to Portabellio the Councils solution is to REDUCE the access?	1							
		park their cars, why was this toad not just make one way? It define common sense that where there is limited access to Persbello the Councils solution is to RSDUCE the sense.		schemen is to scalar drawnediants in Brunzsan Road to park their care, why was this read not just made one way? I define common sense that where there is limited access to Partabello the Councils solution is to REDUCE the accessil The advent of 1200 houses on Council Land x Newhalles who will not work to access Partabello through thiltion		large amounts of traffic have been displaced to Park Avenue buddingston Park and Duddingston Crescent	Caucing congestion means people are burning extra fuel in traffic junc in a Costrain climate the oction to trans the				Brunstane Read should be made one way to Portobelia	Traffic flow surveys before and after the changes are made. This will prove or disprove the reason for the
n e latidar	Senatu disarre	scheme is to allow the recents in exactine would to park their cars, why was this road not just made one	Sanifart lonse	In the to a low processing in the end of the term of term of the term of term	Strandy disarre	Large amounts of traffic have been displaced to Fark Avenue Duddingston Fark and Duddingston Creacest which are also benoted capacity at such hour.	Causing congestion means people are burning extra faul is more pain. In a Somith classes the action to the mean description action that building	80		80	Brunntane Raid should be made one way to Portabello and leave all the other motificians.	Toffic flow surveys before and after the changes are made. This will proce or disprove the reason for the changes.
h e boldet	Smooth disarrae	park their cars, why was this toad not just make one way? It define common sense that where there is limited access to Persbello the Councils solution is to RSDUCE the sense.	Sectors increase	where is to allow the visioners is from the first space of the second se	. trosé, doarse		Couling comparison means pumple an burning parts fault instruction of the second secon	10		N2	Bruntine Road should be made one way to Portobelio and later all the other restrictions.	ToEEC flow surveys before and after the changes are made. This will proce or disprove the reason for the change.
tu e introduc	Smooth diagram	park their cars, why was this toad not just make one way? It define common sense that where there is limited access to Persbello the Councils solution is to RSDUCE the sense.	Sector iceus	where it to allow the vectors is it found too first made one park their cars, why was this read one just made one way? It defect controls seare that where their is limited access to Portsteller the Councils sublicity in the SEDUCE the carcell The Advent of 120 houses on Council and Menhaller Terrare will Anther assertione this applications there will be the assertion to be applied for the Terrare will Anther assertione this applied for and it would be able to be applied for the source of a source of the source terrare will be the assertione this applied for and it would be able to be applied for the source of the source terrare will be the assertione this applied for the source terrare between the source of the source of the source of the source of the source terrare between the source of	. tronet, duarse	Ethink it has improved the overall environment and made it easier for recidents to walk/run/cycle in the area.	Caulog competition reverse yeards are harding and hard is control pipes. In a Grants actional the agrice to from the Discont charanses and a set handle.	80		No.	Bruntizee Road thoudd be made one way to Portsbells and leave all the other restriction.	Tartif flow surveys before and after the changes are enade. This will prove or dispose the reason for the change.
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te a labelar	Sand dawn	park their cars, why was this toad not just make one way? It define common sense that where there is limited access to Persbello the Councils solution is to RSDUCE the sense.	Decidinar i horsen	where is to also be the excision is it is set to also one set by the case, why will be raid on plant to also one of the case, why will be raid on plant to also one is affect as a set of the case of the case of the case of the case of the case of the case of the case of the the case of the case of the case of the case of the the case of the	Rosek daaree	I think it has improved the overall environment and made is easier for residents to walk/var/optic in the area. There are wider traffic problems in the area - especially when there are road works on usy the harry lauder road by there was this week) and also in the unmere months	Gang organism stars a sparse at the sparse of the sparse stars and the sparse stars at	<u>v</u>		<u>n</u>	and leave all the other metricities.	Classe.
n e Indonése	Standy dutore	Cardinal de la Sance de las materies de la conclusión de debit en en el concerte de la concerte	Santhart Income	entern to table thereing is the stores to be store that is the first or car, why we take its of part makes on any of the store and the store table table tables the store of the store of the store tables the store tables the store of the store of the store tables tables the store of the store of the store of the store tables the store of the store of the store of the store of the store of the store of the store of the store of the store tables. The store of the store of the store of the store tables tables the store of the store of the store of the store tables and the store of the store of the store of the store of the tables of the store of the store of the store of the store of the store tables and the store of the store of the store of the store of the tables of the store of the store of the store of the store of the store of the store of the store	Janako dinerar	I think it has improved the overall environment and made a easier for residence to avail/run/logcle in the area. There are used traffic poblems in the area -repackally when there are road works on say the harry laader road put there was this week) and also in the summer months when propile with to are the bands.	Lange groupette mer angel an hange period an del junt, se i anten disente de period to del angel period anna de anten de anten de anten de anten de anten de anten de anten de	*			and leave all the other metricities.	Classe.
Le stated	loud form	park their cars, why was this toad not just make one way? It define common sense that where there is limited access to Persbello the Councils solution is to RSDUCE the sense.	Sector Inverse	where is taken the second set of the second set	Sanda daara	I think it has improved the overall environment and made is easier for residents to walk/var/optic in the area. There are wider traffic problems in the area - especially when there are road works on usy the harry lauder road by there was this week) and also in the unmere months	Gang organis men any any any any any any any any any an	8		N.	and leave all the other restrictions.	Classe.

	To what extent do you agree or disagree that the				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collesdene	Considering the wider Portobelio area (out with the immediate area of innorane Road and the Collisidene area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding streets? - Hease write are comments in the box below.			During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	
Are you responding as an individual or on behalf of an organisation? - Responding as	To what eatent do you agree or disagree that the changes have been beenficial during the tria? - To what extent do you agree or disagree that the changes have been beneficial during the tria?	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please write 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 zause traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	area), to what eatent do you agree or disagree that the trial has had a positive impact on the sumounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or dicagree that the changes have had a positive impact on the environment? - channes have had an impact on the environment?	To what extent do you agree or disagree that the changes have had a positive inpact on the environment - Please write any comments in the box below.	- During the trial have you walked, wheeled or cycled	more?	Would you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current farm? - Hease provide any further comments in the box below including any modifications you feel	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
arranization? - Reconditu ac	been beenfuid duise the trial?	write are commons in the box below.	assan taffic numbers within your trent?		etnest:7 - o what extert do vou arree er élouree that		-channel have had an impact on the environment?	 - Please write any comments in the box below. 	non?	- Plase write any comment is the bas below.	current farm2 - made sermanent	Another team. We preferrer an event of the table with the term of the Calification of the calification of the calification of the Calification of the calification of the calification of the calification of the calification of the calification of the design preferrer (or california on model on (an park) and the entrance to the Patterner and the pathole the calification of the term of the calification of the entrance of the term of the term of the calification of the entrance of the term of the term of the term of the calification of the term of the term of the term of the calification of the term of the term of the term of the calification of the term of the term of the term of the calification of the term of the term of the term of the calification of the term of the term of the calification of the term of the term of the calification of the calification of the entrance	eurostan
		The traffic measures have moved the problem from Brunstane Road to a new rat run from Collesdene Brive - > Collesdene Avenue -> Milton Drive. Law very supportive of tapoping all traffic using the housing extate, but not the way that the traffic calming		Colledere Averue and Milton Drive have a constant stream of staffic, others speeding, making the area unsafe for cyclists and advestrators. Webder explaintly illegally ignore no eetry signs. There is no attempt to enforceme the restrictions. Cars and vans drive above the speed limit down extilutions on extinuing the speed limit down		There are too many cars parking in the streets around the promends and on Forsbeelo high Screet. It is unaffer for performance to the street street of the fast entrance to the Promends as cars transl at dOmph and there is no performance to the street of the til is unaffer to regime at dOmph Rand for the staffs is transfer at editions and an Million Road forst as artific is to stelling at dOmph and or Million Road forst as artific is to stelling at dOmph and or Million Road forst as the stelling at dOmph and the are parked cars on the stelling at dOmph and the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the stelling at the		The changes have displaced the problem rather than		I have cycled/walked less due to feeling unsafe with so much traffic being channelied through the Collectione		Control to the top the document of the provided on cycling information and adding needs to be improved on cycling routes to Joppa/Portabella. Enforcement of restrictions by issues fines to drivers who ignore no entry signs. Traffic greed climing measures on the estate to prevent	Taking an isolated approach to traffic caiming is unlikey to work without tacking other issues such as public transport, opcing infrastructure, providing safe pedestrian crossing, speed reduction measures and
An an Individual	Smok dame	The latter instruction of the solid and cycle in 19% area and 2% in having a mark bar is solid and cycle in 19% area and 2% in having a mark pacebox effect on how much paraphic con- tractions that entre. Charmon we playing the hort one for instructions are an anomalie law in 3022. In this distribution of the solid area are anomalies of the solid mark and a solid area are anomalies of the solid area of the solid area and a solid area of the solid area of the solid area of the solid area of the solid area of the mark and area of the solid area of the solid area of the mark and area of the solid area of the solid area of the mark and an anomalies of the solid area of the solid area and are mark mark and a solid area of the solid area to area and a mark in flat area of the solid the solid area to the solid area of the solid area and area to area and a mark in flat area of the solid the solid area to area and a mark in flat area of the solid the solid area to area and a mark in flat area of the solid the solid the solid area of the solid area of the solid the solid area of the solid the solid area of the solid the solid the solid the solid area and a solid area of the solid the solid the solid the solid area and a solid area of the solid the solid the solid the solid area and a solid the solid the solid the solid the solid the solid area and a solid the soli	Sentari nenar	Collimiters Annue. Collimiters Annues Annue of Collimiters Drive and Collimiters Annues New York (Collimiters Drive and Collimiters Annues New York (Collimiters Drive Collimiters Drive Hill and Italia Statistical Collimiter Collimiters Drive Hill and Italia Statistical Collimiters and Collimiters Annue Annue Annuel All to be paced an those and Collimiters Annue Annuel All to be paced an those and Collimiters Annue Annuel All to be paced an those and Collimiters Annue Annuel All to be paced and those and Collimiters Annue Annuel All to be paced and those and the Annuel br>Annuel Annuel Ann	Stender disarter	the read with a seminified voltae	Strock diame	satisfied the analysis functionally cleaner as and 8 eccurages more parallel inte active travel on that is also good for the environment log	8	2002	30		Information People are insident to change as highing them to see what it ho bing term is solarining by taxa coll what was a seen to be a seen to be a set of the second water and a low some when it couples as close, so highly and have them its more than its couples as close, so highly and have them its more than its couples and the second second have. Reaping and you be the information to the tax them its more and the particular of what they could be guided.
As an individual	Secondly agree	contributine to the climate crisis.	Senificent decrease		Neither arree nor disarree		Arree	tem.	Nes		Tes .	Would it not be possible to have two up and two down	similar dimate to usi And as for the Dutchi
är an individual	Geografic same		Canifornet dermane	The street has felt much safer without the heavy and meeting unit-law	Nathar serve or disserve		Grouph same		No.	We walk as much as we always do. However there seen to be more curfers unless finantian finant		Would it not be possible to have two up and two down reads in the Collexdenes to lessen the impact on Milton Terrors and Milton Palua?	
1		Brunstane road although a much quicker cut through to Portobelio was dearly not suited to the amount of traffic.											
As an individual	Aaroo	Portability was clearly not uside to the amount of traffic. I was caught in numerous lengthy stand offs in the street prior to it shutting.	Slight decrease		Azreo		Agree		Tes		Tes		
		Noise levels down. It was a nuicance previously when traffic flowed across the holge when some incansidence relations would used their case horn before resulting the rail bridge at all times of the day and night. As my house is doesn't to the rail bridge the color reduction has been a heards, also reduced by no lowing with this name tradi-				Traffic has calmed and observed from front window onto access to bridge as this is where my deck it since I work from home that this route is used by school oldiven arming up to Portsbello high school and the calmed meditor is only each school and the calmed meditor is only and the calmed meditor is only a school and the calmed meditor is only and the calmed meditor is only a school and meditor is only a school and		It's safer, quieter, and has improved traffic flow. There have been no confrontations at the bridge with cars downline information with a software the safety of the safet					
		Here In Gilbertstan und He most direct rocke to Pensbells from here is traight down illustratere Rad. The impact of the rock down is invationed and public has been here - taxing children who have after school schlafters in Pensbells of exercises a week of the public resonance of the adjust of the rock much more difficult, into exercise the production of the public training into exercise the production of the public training the comparison of the public training of the rock of the the card and galaxy therefore scores for the anyonement.		i Eve in Giberstaus which is not directly affected by this				Mappell and others have to go a longer route many times week, therefore wing more parts, crusting more addition and determine the minimum even parts.				Definitely not - there are no politives as for as I am	
As an individual	Stronely disarree	environment. What has happened is to move more traffic onto	No chanee	closure.	Stronely disaeree	It's just created more traffic and consention in other areas.	Stronely distance	pollution and destroying the environment even more.	No		No	concerned, only negatives (see my other comments)	
1		environment. What has happened is to move more traffic onto Colleadere Ave, which is a recognised learner area and thus causing unacceptable traffic flow in a long term meldential area.			1	Increase in use of dangerous right turn onto Milton Road		1			1	This is a dangeroux, stupid and unnessory change, moving the problem to other streets.	
As an individual	Stronely disarree	residential area.	Senifort increase		Stronely disarree	Gant at Gantfield.	Stronely disaethe	increased distance travel with increase in penissions.	No	Cancer treatment	No	Far better make Brunctane Road one way (south)	
	Connection of Connector		No shows		famatic discourse		Annual Second					1	I can only only comment on this scheme. I would prefer that brunstare road is made one way to minimise the disruption to the entire neighbourhood.
As an individual	Stronely disarree	Has created more traffic problems in the surrounding	Not Answered		Stronely disarree	The measures are pushing traffic into different routes	Neither agree for disagree	Cars are just taking different routes around the area - no	No.		No.	1	service on to the entry neuroburhood.
		area - and feels like it is cutting off Brunstane from				causing congestion at other points (particularly when		reduction in traffic on my street, definitely feels like an		I already walk and cycle around the area - but actually		I think a wider plan on traffic around the whole area is	
At all billional	Strongly across	Interesting to the second seco	Saviliant derrane	With cars and lorvies to langer able to use the street as a connection between loge is add Mitten Read them has been a large decrease in the volume of traffic at all cores of the date.	Strandy array	The stail has led to a scalining of tradit in all surrounding ensers. In particular 1 this approximation to have colleved tradits within back and example the colleved reset of the origin invantance food are the colleved reset to access white to late add can an oblight the fifth com Millon data for access are a fixed which reason firsters and read block sets	Strictly area	Much more plasant surroundings locksdog roked bods witch have been locataled. Much dissourciar with loss at lands. Much fronter and less agground behaviour due to land of confuscrations	94 	Will now walk to Portsbello other than take car. Also, become to take due for a work down investory eroad	-	My only improvement would be to add electric balleds to allow emergency services access to Galleddee and asysteme Read.	Takin that is the last staffs connection meeting which matuat the statemy stars of the standards were only making at subject the rand open because of the cumber of repearts to do as and error of thy another distrets and damage quarked by the increased violance of the properties of a star profession will be not be related of the properties of size in building in large stars where the properties of size in building in large stars where the properties of the size of the size of the size of the damage stars and the size of the size of the damage stars and the size of the size of the damage stars and the size of the size of the damage stars and the size of the damage stars and the damage stars and damage stars an
As an individual	Smooth diarme	The next to Nilbon Terr with the tooffic coming in from Milbon Road Satt. These changes have downsticily increased the amount of tooffic using this small moderatil made to entropy have to entropy have moderatil made.	Section bons	While The sector that the sector sector is the Collevation areas poreing from Atthesa Linky areas this read is used any approximation of the sector sector that and Collevation Annual by race, bias and focus At this junction collevation Annual by race, bias and focus At this junction and an approximation of the sector and the sector and an approximation of the sector and the read of collevation that control the single form that is seen. I cannot be happed for my children to cycle monand fraction sector the annual the sector control and the sector of the sector and the sector collevation of the sector and the sector and the sector and	Neither auren ox disarree	tam use this has seved well for the people of leventane dead and the true of Collections releade.	Shares	It doesn't stop people driving. The changes take them fasther: R discourages us as a family from cycling along this nore askir and	30-	l cycle the same amount. I just feel less safe. These charges have not been concident of property at these of of the collection charges. Increasing on a triff, showad-sate.	95 54	I believe either ALL the roads in the area (Brunstane and Collingered photod become one way. This will leave the burnien (plater-manary on All All Cart and Malton Chine. Or All Lite roads on Mitton Road East should be closed to through traffic and roads local access only. All the way to the reads location a factofield.	ALL The residents who are affected by changes should be listened in. This change of clusing 2 reach that had a huge impact tacher along which just hauft been properly considered.
	in the state					Contrast Street							
z e latinka	Seven Arana	The volume of traffic has increased greatly within the area due to three changes. The straffic along Within Diray, Mittion Termany in advancement have increased Matter Three with a straffic for fast and a strange	Sectors inness	The spheres of restRs along Miton Terrora has because heighty by hitter of one HO to provide height bread on the start have subjectify. The ranks, which have have along a sphere of the sphere of the sphere along and the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere control of the sphere of the sphere of the sphere of the sphere and the sphere of	Gentel, de seus	Traffic is being forced to travel further within the year, there is the further within the year, there is the further than the travel of the further than the further the further than the further than the further than the further the further than the further than the further than the further the further than the further than the further than the further the	Senah Anam	People an off-tog factor while the area, with the anscited concease is velocity patients. There is a test any plot near an a real calculation, and the second map factor is a set off-tog that is particularly according given that as and related to the orientations.		Looly wilk and syste. I do not drive. Natolog, about three changes is knowleding to achieve small statisticg to bree showned discussed can be achieved.	a.	In world to trailly encoupshifts to make these charges memoranest. If oversite that to be does not here then is a media to trail datar sublicity, because that this not the ansate and the sublicity, because the this theory the subset of the second second at the this theory the traffic to mean scenary in a subset of periodic task theory and the second second second at the this task. The second second second second at the this second area, such as the second second at the trails and area, such as functioned by any other tasks and area, such as functioned based on the period task and area, such as functioned based on the period task and area, such as functioned based on the period task and area, such as functioned based on the period task and and the second second at the tasks for example encirculation of the second second second second second and the second second second and the second second second and the second second second as the second second second and the second second second as the second second second as the second second second as the sec	It all types active travel doubt to proceed. Proceeding the large doubt to excise, don't pitty all the sense of the pitty doubt to excise, don't pitty all the sense of the large travel and the sense of the large doubt to the sense of the sense to excise.
as ur indicatur	Strangely disarray	The tortic pathen has singly standard from invastore fixed to Gollesdere Avenue and Millan more staff than invastore lead had, as it is made up or large grant and dimensional and, as it is made up or large grant and dimensional and as it is local and provide than invastore lead had, as it is used and "decompared from using the Gollesdere and" as stated by the second.	Sentinut increase	The amount of traffic on MRIan Terrary (our street, previously a small residential street, once a main task tool, the street of the street of the street of the work, task, our, And many go beht directions along and dangeness, diving sing collections Annual is all matter converse. The angular street of the street and dangeness, diving sing collections Annual is all matter converse. The angular street of the street and dangeness diving sing collections Annual is all matter converse. The angular street of the street and dangeness diving single street of the street matter converse of the street of the street of the matter of the street of the street of the street matter of the street of the street of the street of the matter of the street	Ben't know.		Strandy Stateme	People are driving a greater distance with the environmental problem, the estable, our collections and the second second second second second second people are at risis, our gradest are pollsted; the roles establishes is unstant and much personal.	80	Junch and ports sequence. 1 do not drive and never here.	39	to. About any set. It is uptasent and dargenous and all of the threet is adding to Callestone Aurura should be discussed to three three and the set of the set of the discussed and three is a set of the set of the set of the accounting the set of the set of the set of the set of the property discussed and the set of the complish those people driving on their street.	When you consult and GBC of people object then EO NOT GROKE TRADS. If you are not poly as laten to people that and not batter could grow that the people Are you reny such as TAS in the doubt are sensed by an advencednit means on the that encode.
		the countil. Traffic has reduced massively in iksunstane road including WW webcies. This has reduced traffic congestion and damage to parked vehicles but it has also increased the number of cyclists and pedestrians which is a positive						increase in curlicity and pade stress				1	
As an individual	Strocally arme	number of cyclists and pedestrians which is a positive putcome.	Sanificant decrease	There has been a large decrease in traffic in brunstane road	Strangly agree		Strongly agree	increase in cyclists and pedeststans using brunstane road. It's quicker to walk over the rail bridge than drive all the way roand.	Tes	As the bridge is closed I have walked to portabella daily and have reduced to 1 car in the household.	Tes.		
t w with a	Second discon	The hash been a significantly dispergention to set of temporary displays on any firsts. At strategists may be a significantly dispergentiate the set of temporary displays on any firsts. At strategists, may be a set of temporary of the set of temporary of temporary of temporary of the set of temporary of temporary of the set of temporary	Sudan		Small, di strat	The measures have simply increased publicles and purport from public to the set of the	Sanah dinana	for one	-		44	f anything, which is strends control by the sold spo- way as appropriate balance and blocked to traffice at at	The answer behavior is the part of a branch of a former to the destructions of the part of a grant of a probability in the international and a grant and values to the the β_1 branch, and the destruction of the part of t
A IE INDONE	Stronge daarme	the institution seek to be a set of the set	Serifori Incase		Grout duree	we had to arrestific insuct	Strongel disease	Auflutes, both air ted naira, is disordicily increased as another from are non-study linear.		These restrictions do not have any affect on peoples ublicand matched theraport.	10	All restriction have no politice effect and shaddles restored. They case more politicity deeps, cataloan of cargoristic haveness and shaddle the In natio energy of the politicity restriction. The politices of strengt block data (passion) the shade	The council needs to licens to the community - the majority valid against this scheme and yet it as regimentation of anothy underscored and clustering to the majority of a long induced and and and and and and and and and an
ne al Individual As an Individual	ancen BBITH	Service & Britists	sensoral 107932	Konnedious homaan in traffic. I was stressed jestedrafy and tradits all opiatria (in my front king) room with double glacity to como was dit field in was living on a main road again. That experience caused me to have to main road again. A high sumber going much facer than the speed limit. Some and discidences on moves to a main road again. A high sumber going much facer than the speed limit. Some all digoing the works factorable increases in size and digoing of portables. Twihi 1 and all difficial movemes areas from here the speed limit. Some	pennen BARTH	pero sel di binomperatore Autobalio a a talfo sidonara	annen Millite Strach disene	Justice This are not such losse. Traffic moving faster-fiel up with the entry millings and more which public lines are privinced number of number		choice of modest furnison. My health only allows the walking I was doing before. I concert data bile and would find very vanish to heart due to avere obsequences, and ficial joints, loss of balance, dualities and ave	82	neerooffs	and back feer on you. Much better and gay attention to the majority answers monard of importer them.

An you may na hand a sa ka	do you agree or disagree that the ecohesekiid during the trial? To what To what extent do you agree or disagree that the changes have been beneficial during the trial? -Piesse during the trial?								1			
An province province and a solution of a residual of an		Paralameter and the second second second second	Andre also additions has the order of the file descend	Considering the wider Portabello area (out with the immediate area of Brunstane Road and the Collectene	Considering the wider Partobello area (out with the immediate area of Brunstane Road and the Collesdene area), to what easent do you agree or Giagree that the rish has that a pacidive inpact on the surrounding streets? - Please write any comments in the box below.		T	During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled more?		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.	for any local second
	gree or disagree that the changes have changes have been beneficial during the trial? - Please during the trial?	During the trial how has the volume of traffic changed within your street? - During the trial how would you assee traffic numbers within your street?	buring the Stat how has the volume of Static charged within your street? - Please write any comments in the hos balow	area; to what eatent do you agree or disagree that the trial has had a positive impact on the surrounding stream? - o what extent do you area or disagree that	sreat, to what eatent do you agree or disagree that the trial has had a positive impact on the surrounding streats? - Bears write two comments in the hos being	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 dicagree that the changes have had a positive impact on the environment?	- During the trial have you walked, wheeled or cycled more?	· States with the comments in the how below	Would you like the trial to be made permanent in its current form? - made permanent	current tantor - yeave provide any turther comments in the box below including any modifications you feel should be made.	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any suggestions
		asuee traffic numbers within your street?	bos below.	streets? - o what extent do you arree or disarree that	streets? - Please write any comments in the box below.	- changes have had an impact on the environment?	- Please write any comments in the box below.	more?	 Please write any comments in the box below. 	current form? - made permanent	should be made.	exerctions
	Complete disatter Cars drive faster and dangerously it's like a mase for monorme											
	Much noisier and more pollution											
	Will be a real rat run when more houses built by the											
	understand											
	Constructions and the set of degree and provide the set of degree and provide the set of degree and provide the set of th										Revert to original immediately to restore balance of traffic. Testing pushed to an area of large population of efferty residents. On NOT prevances and any you will have more down to an one case area the existing bycost dimension and case area the existing bycost dimension that expension.	
	New late night /all day cafe will be open soon so lots										itamic being pushed to an area of large population of elderly residents.	
1	Why is Brunstane St so protected from traffic- is there										discussions and continue the existing layout!	Your layout of responses to questions which may be misleading until reread seems designed to get a falsely positive wate for your proposals.
As an individual Strongly disagree	ANY conflict of interest how many councillors are living there!	Significant increase	More large vehicles More traffic especially early evening	Stranely disatree		Stronely distance		80		No	Listen to the people who OVERWHEAMINGLY voted against the changes!	micleading until reread seems designed to get a falsely positive vote for your proposals
	the control of the second seco		Address staffs essectibility and experiments will show staffs columns. The road strip measurements will show this, but I repect at least dol increase. But as noted above its the aggreechesics and speeding that I in mart worthing. I said so cylotem y7 year old on a tag along to and from school - along CAv, dawn C Drive and along the From. Since the Alwaysen Aland Solary, we have been									
	volume has increased hugely. More dangerously though, the nature of the drivers and their driving is different.		It's the aggressiveness and speeding that is most worrying.									
	Previously, the traffic was relatively slow (mostly 30mph or below), as most of the traffic was not through-traffic,		I used to cycle my 7 year old on a tag along to and from school - along C Av, down C Drive and along the Prom.									
	but residents. Now the majority of traffic is through- traffic, the speeding is massively higher. I hope to see		Since the Brunstane Road closure, we have been overtaken 3 times along the stretch where there are									
	transparency and failness of data from the road strip data collection - it is not the average speed that is important		always parked cars on both sides - roughly around \$5-67 Colliesdene Avenue. I have measured the width there - it's									
	(especially in an area with a large number of very slow learner cars!) - it is the absolute number of drivers going		4.8 metres wide from a parked car on one side to the parked car on the other. Heave a good gap to the parked									
	over 30mph and over 40mph that is the important data. The number of drivers exceeding 40mph has gone up		cars, say 1 metre. An average car is ~1.8 metres wide. My bike is ~0.7 metres. That means these three cars (which									
	astronomically, as they speed through the Collesdenes. There was a data collecting strip outside our house (63 C		also passed at speed) have left 65cm either side of their car - comfortably close enough for me to touch their car									
	Auj - it's worth noting that the cars are already braking at this point to turn up Milton Drive, so this will understate		There is a second set of the									The consultation process was good. The implementation
	the actual speeding of the cars. I don't understand the MiltonDrive/Collectene Crescent		cycle on our road anymore. Just last Wednesday 8.45am (26th October), I witnessed a				The closure of Brunstane Road mean cars have to drive much further to go through the Collesdenes. Further		Absolutely not. As mentioned above, we have had to stop cycling along Collesdene Avenue as it is simply too			The onsultation process was good. The indetenention are a diagrace, the onsultations was thorough, the quastions were good define galeratarized, wayshoe gat the opportunity to inspace. The results ware overwheimighy against the instance of the second second second second second memory and the second second second second the problem was with the inglementation - the results ment the ignoration of the discourse was that advance, the most entreme of all the solutions on other.
	measures - you say it's to discourage the traffic - but where else are they going to go? If you're driving from		near-miss which could have killed a neighbour Geoff Lynn who lives on Collesdene Crescent. He was cycling, waiting				more the bizarre measures at Milton Drive and C Crescent result in cars driving an even longer distance, driving		dangerous, with cars unwilling to wait a few seconds to overtake in a safe place, and instead overtaking my bike			offering alternatives, everyone got their opportunity to respond. The results were overwhelmingly against the
	The Range to anywhere east of Regent Street on Portobelia High Street, Google Maps tells you to go		at the junction of C Drive and C Av, to cross down towards the Prom. A car came up C Dr, drove across the				faster to make up time - more fuel, more pollution, but most upsetting is a huge degradation in the safety and		with parked cars on both sides, leaving an estimated 65cm between me and their car. It has really taken our			Brunstane Road closure. There was no issue with how the consultation was done.
	through the Collesdener, along C Av and down C Drive. Once drivers do it once, it becomes the norm, and that's		junction without properly looking, almost into the path of a speeding car coming west along C Av, the speeding car		I don't understand why there would be any impact on the wider area. There would be no change to the number of		usability of our roads for walking and cycling with a very big increase in the the number of cars and the number of		street from a quiet, safe space to a genuine rat-run, where the drivers don't care about the safety of the		I vehemently object to this being made permanent. It has hugely negatively impacted on the safety and	The problem was with the implementation - the results were then ignored, and full closure went ahead anyway,
At an individual Stronely disarree	the new route - and they will drive faster as they're It is quite an extension of a drive to go all the way along	Similiant increase	dammed on the brakes, skidded, and turned to avoid the	Neither aanee nor disaanee	cars drivine.	Strotely distance	The closure of Buzentane Rund mean cars have to drive much further to get through the Califordianes. Further more the bizarre measures at Million Schwe and C. Cressons result in card robuge an even longer datascon, diring faster to make up time-more halt more politicito, but moci uposettig is a have disgradization in the safety and subbility of our roads for walking and cycling with a very big increase in the number of cara and the number of tased to act (20msh- in a suboosed 20msh- zonk).	No	Abcolumpi, ooz. An mentioned above, we have had to stop cycling along Caliberta Avenue as it is imply too dangeroox, with cars unalling to wait a five second to overtain in a autophox, and instand overtaining my bies with patient cars on both sides, leaving an estimated ECom between ena and heir car. It is notify taken our strenet from a quiet, safe space to a genuine not-un, where the driver don't cars about the subjer of the summandess. and last bese duickle they art from A to 8.	No	environment of our road.	the most extreme of all the solutions on offer.
1	And a display of control (in the second s				1				I walk a bit more but only because it's too much of a bother to get cars to detour all the way back to my street to drap me home so I ask to be let off on the main road and walk to my house. Not comeshing I particularly enjoy doing late at night or in the rain.			
1	Consistent Berrico. The traffic now comparing along Collestene avenue has definitely increased and goes way too fast (definitely faster than 20m/h1				1				to drop me home so I ask to be let off on the main road and walk to my house. Not something I particularly enjoy		I think it would be better to make Brunstane road one way and to have speed burnos on Collexdene avenue	
As an individual Disaaree	faster than 20m/hi	Slaht decrease		Neither aaree nor disaaree	1	Neither aanse nor disaanse		No	doing late at night or in the rain.	No		
1					1						The conditionant encode from the topic that the constraints of the second secon	
1					1						pros far outweigh the cons. The street is more cyclist friendly and is now used with ease and regularly as a cycle	
1 1					1						route commute. There have been no car blockades or street arguments after cars setting iammed because of	
1 1					1						the narrowness of the road. This was happening every week and was really unpleasant. Cars parked on the	
					1						street were being damaged and cars would speed down the namow road to best the oncoming traffic making in	
1 1					1						dangerous for pedestrians and cyclists. This is no longer happening since the road ciprom. Mac finally un: 14	
An una la materia de la compansión de la co		Continues downers				Committy and					weicome the road closure at Brunstane road as a	I thought it the consultation and implementation was
STORY AND	I was concerned that displaced traffic would be a nuisance	and a second field										
	on their strend but this hard's proved to be their constants for two net constants any assessment tradition liand on the Collineateurs, in also their that the plancks on thillings has and the ALS (be incurs), which we have the constants better as there as no capanets of cars waiting to burn down for nutrance Rand or calling envirolithy out of a.											I think running a trial of the scheme has been a good example of local democracy, and it does allow unequested outcomes to be seen and mitigated. I also feel that connectimes the right thing to do is unpopular. If love to see the council stick to its guns on this one and make it permanent.
	Callesdenes, I also feel that the junction of Milton Road										If people are concerned about displaced traffic through the Collevations I'd rather see traffic calming measures (like speed bumps or road namowing) introduced than mopening leurostane Abad. Here people will involvably accept the road is closed over time and set over it	example of local democracy, and it does allow unexpected outcomes to be seen and mitigated.
	and the A1/air Hainy Lauber Way now functions better as there are no queues of cars waiting to turn down										new speed bumps or road namowing introduced than reopening inunstane Road. I feel people will inevitably	and the that constants the right thing to do is unpopular. I'd love to see the council stick to its guns on
As an individual Astee	irunitare Read or sulling erratically out of a.	No chanee		Arres		Strongly agree		No		745	accept the road is closed over time and set over it!	this one and make it permanent.
												Count the traffic, transparent voting and decision making, try traffic management in the problem area first. You did not count the traffic in Milton Terrace north.
												for court the traffic in Million Herrade north.
			My street is the only two way route. Dangerous speeds and parked cars on the comer make it worse. Also		Grossly unfair also to residents along Collesdene who now have further to drive to get home when fuel has						I understood that the original plan allowed traffic to travel south up Milton Drive and am surprised to find it blocked off.	Consider the needs of the elderly in Council sheltered housing developments - they are treated very badly here
			My street is the only two way route. Cangerous speeds and parked care on the comer make it worse. Also renewed volume of learners now that Elonces are more available. Many cars are just going round the plant pot at Milton Terrace.		increased in price. Also anyy motorists now speed back towards linning, Also anyy motorists now speed back towards linnistane where they originally sought to travel, presumably onwards into Partobello.						blocked off.	as they have to cross the now busy road to access buses. Most do not drive. They don't even have a decent shop so
	All traffic previously using iteratorane itead, Colliesdene Gardens, Milton Drive and Milton Terrace is now funnelled down Milton Terrace.		Milton Terrace.				Road surface disintegrating, pollution from car, vans and lomies changing gear to come up the hill and avoid parked				You have simply moved the problem further over. Why can't traffic use the main road via Eastfield or Harry	need to use the bus.
	fannelled down Milton Terrace.		Why is Milton Drive not two way? The first plans we saw showed it as two-way.		Increased road danger for the 6 children in Milton Terrace North, increased poliution for everyone in Milton Terrace		cas.				Lauder to access Portobelio and benefit from traffic lights and why can't you manage the parked cars in ikrunstane	Due to proportionally high volume of elderly in the area, access for emergency webkies is much restricted. This
	Road surfaces in Milton Terrace and Serview Crescent are breaking up. Milton Terrace is the poly two way street				North, increased pollution for everyone in Milton Terrace and Collesdene Avenue.		Increased commercial vehicles traveling down Milton Terrace and turning left to Sequire Crescent where		walk less and take the bus less as i use a roll at or and		Road better? What were the arcangements for traffic when planners approved the housing at	cannot be right. Make this a priority and use alternative methods of blocking roads as opposed to shoddy wooden
	Read surfaces in Milton Terrace and Services Creater to breaking up, Milton Terrace in the only two way street and the valume of staffs and the upped of traffs has greatly increased.		Who decided that Milton Terrace should have the bunden of three streets' worth of traffic?		Frightening traffic speeds and lack of care make it daneerous to cross my street to neighbours' homes let		incidentally you cold property and a row of trees were removed and not regiated despite them being shown on		I walk less and take the bus less as I use a roll at or and am afraid to cross the road now and the pavement is now narrowed at the corner due to no entry sign,		Portabelia/RaileySeld?	Conder the aveids of the aktive in Council tabelened toxicing development: they are transfer by tably here as they have to cross the rook havy read to access tower, based to not dim. They don't new that are decent days to end to use the base. One to proportionally high valueme of eidently in the area, access for energience ywhich is in unch matched. This cancer bar ight. Abat is a priority and our althemation methods of blacking rands as opposed to shoday wooden commonwish base.
	Brunstene has have a main road for award centuries		Residents in the area voted in large numbers against the proposal but it was implemented anyway and some residents have been poorly treated when they phoned		Frighteeing traffic speeds and lack of care make it dangerous to cross my street to neighbours' homes let alone the bux stap. Council have placed permanent on entry sign narrowing the puement on the bux top Lide, why is it not in the same placement as the opposite side		Increased commercial vehicles travelling down Milton Terrace and transing left to Sealewic Orecord where incidentally you cold property and a row of trees were removed and not replaced despite them being shown on the particulars. They were part of the character of the area and would have absorbed scores pollution also Council have removed multiple trees and thrubs		My daughter has given away the bicycle she kept here as it is now dangerous to cycle around in the increased		The current arrangement is bizarre and does not make sense given increased traffic nationally why would the council funnel all cars down one narrow suburban street	Never implement schemes where such a high volume of residents where smiret the responsible it is service attribute
As an individual Strongly disarree	Brunstane has been a main road for several centuries. Deal with their parked cars first - maybe a car park in the Durary Breiz?	Canifornet Increase	residents have been poorly treated when they phoned the Council to ask questions - why?	Grennely dimense	why is it not in the same placement as the opposite side of the stread 2	Ground distance	Council have removed multiple trees and shrubs surrounding the shuddered housing estate.	100	it is now dangerous to cycle around in the increased traffic	Ma	council funnel all cars down one narrow suburban street and close 3 others?	Never implement schemes where such a high volume of residence voted against the proposals. It is very unsetting as we wonder what you will impose next against the wishes of the malority.
	e Courry Park? Tille on Revenue rood and has my car scraped and bumped regularly from pauling cars while my car was parked outside my house. This has not happened since											
	parked outside my house. This has not happened since the closure.											
	I can actually drive up n down to my house without											
Ar an individual Strongly serve	I can actually drive up n down to my house without experiencing other driven with extreme road rage due to the romention the burneser rowset	Canifornet dermane		Greenador sarras	Much less congestion, fast driving dangerous cars running on these smaller means. It's roler	Dealth Report		10.		Tar		
											20mph limit. It should not be considered a "short cut" to get to Portobelio High Street.	
											The advantage of the large View of the large Vie	
											Road, Seaview Terrace, Eastfield and Milton Road East)	
											and 60 mph limits. Even with the two pelican crossings	
1					1						The alternative rouns around the logan Triangle (Dopon Road, Serview Terrace, Sattlield and Mitton Road Gard) Involves main traffic artery routes involving frunt have and 40 mph limits. Serview that the works are perface and a set of traffic lights may timed runs have shown it is only a mixed longer to go around the logan Triangle than use Rounstane Road.	
1			L	1	1		1	1		1	snan wel WUNIZINE XO30.	
1			Traffic on my street has decreased, including heavy goods vehicles, which the street is not designed to cope with. I		1						When illrunstane Road was last open and, as was often the case, you got stuck in a traffic jam on the street and if	
1			Taffic on my timet had decreased, including heavy goods whiches, which the struet is not designed to coge with. I like at the north end of Brunstane Road. The south end of the road epond thebridge is 6.8 m wide with terrared houses and notherways so middents cars are parked on the road.		1						When Brunstane Road was last open and, as was often the case, you get stuck is a sraffic jain on the street and if handing costh and burning right you need to await till sraffic on Mitton Road Gast allows you at earth. It is highly likely, due to the staffic density, you will experience this delay and the journey will take considerably longer than the abstractive roade.	
1			memory and no driveways so residents cars are parked on the road.	1	1		1	1		1	every, use to the traffic density, you will experience this delay and the journey will take considerably longer than	
1	Households have had little experience of aggressive,		Traffic taking alternative routes will, of course, have		1						the atternative route.	
1	Households there had little rependince of aggression, abusins and sconteines threatening behaviour from any motoritist. Patholon is the sciente its little and it is a safer place to wheel, path and walk.		Taffic taking alternative noutes will, of course, have increased. The taffic has to go somewhere, however, the summounding notation are wider and many of these streets have houses with drivenays. For example dargeton Roos is wider with the houses having noom for 3- e carsis the drivenays.	1	L		1	1		1	www.weportant.considerations.include:	
1	Pollution in the street is less and it is a safer place to wheel, pedal and walk.		have houses with driveways. For example:		conservations from the proceedings of the Portobelio Community Council and other organisations in the area,						 Commencement of the New Brunstane development – 1300 new homes to be built and the resulting increase in 	
	It is well known from the data and evidence gathered by CEC Council officials and reported to the TEC; that there was a problem with excessive traffic on Brunstane Road.		Brighton Place is wider with the houses having room for 3- 4 cars in their driveways. Colliesdene Avenue is even wider with most houses	1	Observations from the proceedings of the Portabelia Community Council and other organizations in the area, in teh 6 months after the closure, indicate that there is a positive with in attitudes to the promotion of quiet neighbourhoods and traffic				It is a much safer and calmer place to be, not only from webides, but also the risk of threatening and aggressive		* Commencement of the New Brunstane development – 1200 new homes to be built and the neutring increase in traffic volume through the Jopa Triangle as a result * Sustain (Plassis for Services to themes * Subtaught) proposed use Einkeion Zones Implemented in John 20201	
As an individual Strongly agree	CEC Council officials and reported to the TEC, that there was a problem with excessive traffic on Brunstane Road.	Sienificant decrease	Correctence Avenue is even wider with most houses having a driveway.	Aarao	neighbourhoods and traffic calmine in the aneater Portobelio area.	Strongly agree		Tes	venices, but also the risk of threatening and aggressive behaviour from anery motorists	Tes	*Edinburgh's proposed Low Emission Zones Emplemented in May 20221	
	We in Bioinstane Read and the make a massive difference. Its most information previous and arguments between the set of the set of the set of the set of the set of the fitter and the set of the set of the set of the set of the fitter and the set of the set of the set of the set of the massive set of the set of the set of the set of the fitter and the set of the set of the set of the set of the fitter and the set of the set of the set of the set of the fitter and the set of the set of the set of the set of the fitter and the set of the set of the set of the set of the fitter and the set of the set of the set of the set of the fitter and the set of the set of the set of the set of the fitter and the set of the fitter and the set of the fitter and the set of the fitter and the set of the fitter and the set of the fitter and the set of the fitter and the set of the set of the set of											
	difference. No more traffic jams and arguments between drivers. No more massive tracks speeding down the road.				1							
	I have 2 young children and feel it's much safer for them. I'm not sure the drivers of some of these trucks even		1	1	1		1	1		1		
	notice kids out and about. We can now go out with the bikes or scooters and feel confident that my children will				1							
	be safe. It's also so much quieter in our house leading to a better living environment.	Similicant decrease		Neither arree nor disarree	Through traffic from milton Road into Portobello/Joppa	Strongly agree		Yes		Tas		
As an individual Stronaly arme					Through traffic from milton Road into Portobelio/Joppa has been diverted down the more accommodating Harry							
Ac an individual Drovativ anne	Obviously invantance Road through toeffic has ended. This has turned the street into a more popular name for oxisists and wolkers too the beach!				has been diverted down the more accommodating Harry Lauder Rd. There appears only minor traffic increase through Collesdene area, given more complex street		Traffic has been loaded onto more accommodating Harry					
As an individual descent arms	cyclists and wolkers (to the beach).	Sanifort decease		Stronely arree	decien. Transport should join the bypass using junctions and roads provideo and not through a housing area because	Strongly agree	Lauder Road	Tes	My family and I have now taken up cycline.	Tes.		
As an Individual Drovely serve			The streets below the railway are significantly quiet ; free from heavy transporters and pleasant to walk alone	Neither arree nor disarree	roads pro video and not through a housing area because it is potentially puicker	Stronely serve	The are quiet and free from air pollution	Tes	We walk around the area quite a lot and this move has made the streets much safer.	Tes.	tio further corners	No
n ar indinduat Drowin anna as ar indinduat Provide anna as ar indinduat Drowin anna	The same is resist and free from sir collection	Significant decrease			1							
a a talakar Boosh ana Ar a talakar Boosh ana Ar a talakar Boosh ana	The same is resist and free from sir collection	Sienificant decrease					1	1	1			
a a shidar boron area a a shidar Brook area a a shidar Brook area	The same is resist and free from sir collection	Sievificant decrease										
a a solotar tondo ana a a solotar tondo ana a a solotar tondo ana	The same is resist and free from sir collection	Sanificant decrease										Consult everyone first and johns to assurantly common
A a bibliot A a bibliot A a bibliot A a bibliot	The same is resist and free from sir collection	Sanifaret decrane										Consult everyone first and listen to everyone's concerns properly. Looking at the map carefully and driving the roots at hour timas annulation
La Unitar North ann.	The same is next only the time as calculated. There has been a well contrast in the same of straffic as calculation where wells are been as the same of straffic as spend CA and a low of more and spenders. In the share the same of the same of the same of the same of the same the same of the same of the same of the same of the same the same of the same of the same of the same of the same and and an advancement in its tensor and the same of the same of the same of the same of the same and an advancement of the same of the same of the same advancement of the same of the same of the same of the same advancement of the same of the same of the same of the same advancement of the same of the same of the same of the same advancement of the same of the same of the same of the same advancement of the same of the same of the same of the same advancement of the same of the same of the same of the same advancement of the same of the same of the same of the same advancement of the same of the same of the same of the same advancement of the same of the same of the same of the same of the same advancement of the same of the sa	Sandhart derrase					Causing drivers to equand their journey time every single descence mean first and in the index mean of				I did try to approach the proposal with an open mind,	Consult everyone first and listen to everyone's concerns property, tooking at the map contails and driving the coster at bury time, would perhaps help to understand how everyone in the Collingtone area has been affected,
k a biblior mon ann. A a biblior noon ann. A a biblior noon ann.	The same is next only the time as calculated. There has been a well contrast in the same of straffic as calculation where wells are been as the same of straffic as spend CA and a low of more and spenders. In software the calculation of the same of the same of the same of the time (cannot calculated as and the same of the same of the back of the straffic and the same of the same of the same of the back of the straffic and the same of the same of the same of the back of the straffic and the same of the same of the same of the back of the straffic and the same of the same of the same of the density of the same of the same of the same of the same of the density of the same of the same of the same of the same of the density of the same of the same of the same of the same of the density of the same of the density of the same of the density of the same of the density of the same of the density of the same of the density of the same of the density of the same of th	Saniford derman	See show	Broady disease		Growly disame	Causing drivers to expand their journey time-every single day user more fael and is therefore more damaging to the environment.	10		10	I did try to approach the proposal with an open mind, however after long with it for such a time, I full to see any soldtises from this ill-shouth through wherea	Consult everyone first and listen to everyone's concerns properly, classing at the mag controlly and driving the rooter at boxy inners, would perhaps help to understand how everyone in the Collisioners area has been affected, rather than just prioritising the exidents of Brunstane Box4.
a a tabler took an	The same is next only the time as calculated. There has been a well contrast in the same of straffic as calculation where wells are been as the same of straffic as spend CA and a low of more and spenders. In software the calculation of the same of the same of the same of the time (cannot calculated as and the same of the same of the back of the straffic and the same of the same of the same of the back of the straffic and the same of the same of the same of the back of the straffic and the same of the same of the same of the back of the straffic and the same of the same of the same of the density of the same of the same of the same of the same of the density of the same of the same of the same of the same of the density of the same of the same of the same of the same of the density of the same of the density of the same of the density of the same of the density of the same of the density of the same of the density of the same of the density of the same of th	Sentions decreas	See almos	Stoody disarse		Strandy Science	Causing drivers to expand their journey time every single day user more fast and is therefore more damaging to the environment.	10-		N2	i did try to approach the proposal with an open mind, however after living with it for such a time, full to see any problem from this II-should should should	Consult reservors first and listes to avergoes's conserve sympoly, Loaking at the may contaily and driving the most at thosy firsts, weak granges half to understand new reversors in the collisioners are to be an effected, rather than just prioritising the encidents of Branstane Boad
A a bilder	The same is next only the time as calculated. There has been a well contrast in the same of straffic as calculation where wells are been as the same of straffic as spend CA and a low of more and spenders. In software the calculation of the same of the same of the same of the time (cannot calculated as and the same of the same of the back of the straffic and the same of the same of the same of the back of the straffic and the same of the same of the same of the back of the straffic and the same of the same of the same of the back of the straffic and the same of the same of the same of the density of the same of the same of the same of the same of the density of the same of the same of the same of the same of the density of the same of the same of the same of the same of the density of the same of the density of the same of the density of the same of the density of the same of the density of the same of the density of the same of the density of the same of th	Santhart Increas	See above	Groute disarre		Griegely distance	Causing drivers to separal their journey time every single day uses more that and is therefore more damaging to the environment.	»		N ²	any codifies from this if shought through scheme.	fined.
a subler norde sea.	The starts Land Land Land Land Land Land Land Land	Santhart Annae	de store	Grande diname		Seconde disarrae	Coucing drivers to equand their journey time every cingle day user, more fast and in therefore more damaging to the encircement.	30		80	any positives from this il-shought through scheme.	find.
A a biological contraction of the second sec	The same a rate and the first are starting and the first are starting and the start an	Sanfort dorana	See show	Dennek dinama		Brook darm	the environment.	20	The street, around Collections are now more dangerous	81	any positives from this il-shought through scheme.	find.
	The starts Land Land Land Land Land Land Land Land	Saaflage dorsee Saaflage torsee	fat show	Sinada disara Sinada disara	The diagonal last an index is larger particular from the execution and the time of the time of the time	Strack Starse	Cauding drivers to ergond their journey time every single day use, more hair and it therefore more damaging to the environment. The damages have led to longer journey times cauding environment of balances and count interview.	<u>.</u>	The struct sound Collections are now more discograms. In spacing and publicition, as a result of the screening applicable shows in such at the discover Y work for stating that is a tabilitie.	5. 5.	any positives from this il-shought through scheme.	fined.

·	1	r	r	1	Considering the wider Portobello area (out with the	Considering the wider Portobello area (out with the			During the trial have you walked, wheeled or cycled	r	r		
Are you responding as an individual or on behalf of an	To what extent do you agree or disagree that the changes have been beenficial during the trial? - To what extent do you agree or disagree that the changes have	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you	During the trial how has the volume of traffic changed within your street? - Hease write any comments in the	immediate area of Brunstane Road and the Collesdene area), to what extent do you agree or disagree that the		To what extent do you agree or dicagree that the	To what extent do you agree or disagree that the	more? - During the trial have you walked, wheeled or cycled	During the trial have you walked, wheeled or cycled more?	Would you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
Are you responding as an individual or on behalf of an organization? - Responding as	extent do you agree or disagree that the changes have been beneficial during the trial?	write any comments in the box below.	within your street? - During the trial how would you zause traffic numbers within your street?	within your street? - Please write any comments in the box below.	trial has had a positive impact on the sumounding streets? - o what extent do you arree or disarree that	trial has had a positive impact on the surrounding streets? - Please write any comments in the box below.	To what extent do you agree or dicagree that the changes have had a positive impact on the environment? - changes have had an impact on the environment?	 changes have had a positive impact on the environment? Please write any comments in the box below. 	2 - 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? - made permanent	the box below including any modifications you feel should be made.	othernes should be consulted and implemented? - any suspections
		there is no way i can conceive to measure the changes as being successful. There is much confusion and fourtration evident each day from the successful of the successful o											
		There is much confusion and frustration evident each day from drivers in the area. Whatever problem there was											1
		with Brunstane Road, this has not been addressed - just moved elsewhere and spread across a wider area turning											
		There is much confusion and fourtration evident each day from drivers in the area. Whathwater problem there was with Brunstzene Road, this has not been addressed - just mail residential streets that of family homes, into bary throughtawate with much higher matthe levels that they were never built to accommodate. These whereased numerous table juscas on these streets											1
		were never built to accommodate. I have witnessed numerous safety issues on these streets											1
		as all kinds of private and commercial vehicles, big and small, try to navigate the streets with parking on both											1
		Lides. A stated aim of the shal way to discourage traffic in Colleadere area - this is very clearly not hoppening - than hoppened in much most staffic in Colledere enter traveling at wisbly factor queek no doubt due to the significant additional toxel involved to mach where firunstane Road would have taken them.				is a resident of the was for over 20 years outside of							in future schemes i would look to involve a group of residents in some form - needle familiar with the man
		has happened in much more traffic in Collesdene streets travailing at visible further measter on doubt due to the		Traffic heading into Collevatere or Portobello from Milton- Road Sauter Country on encoded part my house. The traffic values pollution and nonise is significantly increased each day now. Many of the webicles heading to Milton Transce are doing so at much faster speeds than before — no doubt a direct consequence of increased		As a resident of the area for over 20 years, outside of Brunstane Road residents having less traffic noise, there is no positive I can see for the Portsbello area.							In future schemes i would look to involve a group of residents in some form - people familiar with the area and the considerations involved and ask them to help define a solution to the stated problems to be addressed. All of the residents are just witnessing what was
		significant additional travel involved to reach where		traffic volume, pollution and noise is significantly									All of the residents are just witnessing what was
		The face line shape as a been deeped as a large set of the set		Miton Terrace are doing so at much faster speeds than when an device of the state state of the state state of the state state of the s		I'm not sure pushing all traffic types through quiet and often narrow residential streets that they were never intended to support, in any town would provide positive inverses.							predicted when the trial was proposed - which led to a strong majority of objections versus support. The council ignored this and proceeded regardless - this should have
		The taken was particular taken and particular taken provident yout treeted do device what is being forced upon them by this stal, which you will note the residents of the area strongly opposed before it started as they knew it was not a improvement of any kind- and were ignored. The taffic increase in finon of my home is. creating significant additional noise even dat the is both		frustration from having excessive diversionary routes to follow during the trial. The very poor signage does not		espects.						No. Given the originally stated problem with a single fairly	been a point for other options to be shared and assessed.
		residents of the area strongly opposed before it started as they knew it was not a improvement of any kind, and		hep this.		I have witnessed multiple safety incidents and near misses in the area during the trial as well as hearing a consistently strong set of negative opinions from		Pushing all traffic including commercial and delivery vehicles through small, narrow residential streets with parking on both sides is creating new queues and		Luck the search end of the with my doe and family this		Given the originally stated problem with a single, fairly short road, this total creating area wide engative impacts is not a successful colorism - and therefore cannot be considered to become permanent. There are better exclusion within for the successful of	Be clear on how success will be measured before anything starts. Living in the area it is very obvious the pattern changes and negative impacts of this - we don't need any matrice or mate to confirm or militad
Ar an individual	Strongly disarray	were ignored. The traffic increase in front of my home is creating simplicant additional online mean day that is both	Similarer Investe	The traffic in Colliesdene area is certainly not reduced from Viscourseement' as was a started aim of the trial	Greenador sarras	consistently strong set of negative opinions from residents in Bretchellin and the local area	Grouply same	parking on both sides is creating new queues and therefore new colliption	No	I walk the areas regularly with my dog and familythis was always the case. Hence it is easy to see the reality of the choose is notteness.	No	considered to became permanent. There are better options wellable for the year than the current trial	changes and negative impacts of this - we don't need any matrice or state to confirm or miniard
		congested and had significantly disproportionate levels of traffic including large numbers of buses and HGVs. Traffic											
		were guides: the table scalars in any only in the light presing insertion additional observery dari the light congenet and that significantly disperportionant levels of tartific, including large numbers of bases and mixin: Farifi levels were material? days per week and there was regular and isocial behaviour from drivers, particularly in the southers end of the read.											1
		the southern end of the road.											1
		Since the trial closure, traffic levels in both halves of the street have been more manageable -there is still through traffic in the northern half of the mode, but at a more subable volume, as while are more dispersed across multiple volume, so while more finance face to the Collesience and along loppa Road.				As noted above, as a result of the trial, vehicles are more dispersed across multiple routes through Portabelia / Milton Road.							1
		traffic in the northern half of the road, but at a more suitable volume, as vehicles are more dispersed across				Milton Road.							1
		multiple routes through Brunstane Road (northern end), the Collesdenes and along Joppa Road.				As a user of both Joppa Road / Seaview Terrace and Milton Road, I am of the view that there has not been a							1
		I have not witnessed any notable increase in traffic				noticeable impact on traffic flow on the main roads, nor has there been any congestion at the junction of Seaview							1
		through the Colliesdenes in general (bar presumably the exit route through Milton Drive) and I have not seen a				Terrace and Milton Road East whenever I have used it, which has often been at peak morning / evening							1
		I have not wiknessed any notable increase in traffic through the Collectence in general (bar presumably the wik route through Milton Drive) and I have not seen a single HAD vocab use either invustore Read (northern end) or the Collestence as a through nouse.				commuting times. I also use routes through Portobello to Holyroad, and the trial has had no noticeable impact on							1
		I would also note that there has been no noticephia				where it makes the paper has a first set of the second test there has not been taken and the second test there has not been a taken that the has a rate been a set comparison of the second test test test has been taken to be the second test test test and the second test test test test and the second test test test test test test test tes				these subset for any set.			1
		Increase in traffic volumes along topps Road / Serview Terzas, nor has there been any congestion at the junction of Serview Terrace and Milton Road Gast whenever i have used it, which has often been at peak morning / evening commuting times.		These considerations of the second states		There is no noticeable increase in journey times as a result of the closure, as the Seaview Terrace / Milton				I have walked far more and my children (10 and 12 yrs did) have been able to cycle or walk up Furustane Rad to khox ar Portobello High School and Jogan Tennic Courts. Pervicusly, it was to dargeress for them to do thic, particularly when crossing the rad near the railway bridge, due to the speed of welders at this point of the		the first sheet the second	1
		whenever I have used it, which has often been at peak monoire / avenue of it, which has often been at peak		There remains pleety of through traffic on Brunstane Road (northern end), but this is now limited to cars, rather than HGV / casches, and is far more manageable / uitable for the road, given the closure has actually meant		result of the closure, as the Seaview Terrace / Milton Road alternative adds only a minute or two on to a journey (and often may in fact be quicker, given the propensite for consection / blocked traffic in the				Previously, it was too dangerous for them to do this, previously, it was too dangerous for them to do this,		I believe that the current measures should be made permanent - it benefits residents across both lopps and Collesdene, makes the quality of life in the locality far more pleasant and "liveable" and has had no noticeable	1
ár mindividual	Strongly agree	marning / evening commuting times.	Carliferent dermane	rather than HGV / coaches, and is far more manageable / suitable for the road, given the closure has actually meant that there are a number of alternative routes available.	Stranely arree	prevery used attent may in tact be quicker, given the propensity for congestion / blocked traffic in the protection and of prunt too Broadi	Grouph anna		Ter	personance when crossing the road near the railway bridge, due to the speed of wehicles at this point of the speed	Ter.	Collectere, makes the quality of life in the locality far more pleasant and 'liveable' and has had no noticeable detriment to any carticular stakeholder aroua.	1
Ar an industrial	Geronalis anna	Color anticonstant for childran curlists and area in assess	Carlford Arrange	that there are a number of anorharize router available.	Stronaliv arras	authen and of Bruntane Roads Safer environment. I walk a lot in area and have not potied inmassa in treffic in naishbouring scase	Grouph same	Lass policiton and points	Ter.		Tar.	king appriated to partial inparts	
äs as loduldud	Council and		Canifront Asreses	Much salar lass of a ration.	Kalihar savas nor Alexena		Arres		Kar		Kar		
								As I have said just shifting problems to elsewhere. Duddingston road used to be a beautiful wide road. Now					1
		I have always thought Brunstane Road was a tight road to						buddington road used to be a beautrui wae road. Now can't park outside my sixters home and the bike lanes are ranely used. The top of the junction at this road as it joins willowbrae is constantly backed up. Sat on a no12 bus from ponobelio for twenty minutes the other day as only					1
		I have always thought investme Road was a tight road to travene for two way traffic. However it could sailly be made a one way road from top of Million Road on Pensbells. It is after all a Road I The huge wooden ugly table distud throughout our streets are hermedue. No acronst not get to Pensbells through Collesdies. All the				Traffic just block up other roads nearby basically shifting the load. Magdaliene Drive is a prime example I have seen		willowbrae is constantly backed up. Sat on a no12 bus from portobello for twenty minutes the other day as only				Open roads not close them. I live on a busy fast road and	1
		Portobello. It is after all a Road I The huge wooden ugly tubs dotted throughout our streets are horrendous. You		I do not live here but frequently vist relatives nearby. Far		the load. Magdaline Drive is a prime example I have seen cars mount the pavement to get past the big wooden box placed in the middle of the road. The other whickes now route themselves along Magdalene Avenue. My 92 year		two whicles get through lights a time because of bike baland at top of read . Move top two and traffic could at least get through lights. The council may want less cases on the roads - but taking is a bus is often a slow journey.				Open roads not close them. I live on a bury fact road and have done so for over 60 years. Traffic speed past my home every hour night and day and it has got worse. I think drives get so firstrated with hid ups and driving round any other route they can to get from A to 8 that	Consult as many people as possible. Not just the streets
		cannot not get to Portobello through Collectine. All the Council seem to do is try to shift drivers to another route		I do not live here but frequently vist relatives nearby. Far too many closed roads in area . During lockdown some roads closed and never reopened. Stanley Street golf		route themselves along Magdalene Avenue. My 92 year old aunt lives in this street along with lots of other		least get through lights. The council may want less cars on the roads - but taking is a bus is often a slow journey				think drivers get so frustrated with hold ups and driving round any other route they can to get from A to & that	Consult as many people as possible. Not just the streets affected. We all need to get somewhere and not all buses pewhere you need to go. And sometimes its not always accombine used is on onder
As an individual	Stronely disarree	Cancel seems do is toy to shift down to another mostly and this cannot truth any narrowshare. Until Cancel and the series and shift of the shift of the second series of the second second second second and the second second second second second second and the second second second second second second to participation of the second br>second second	Not Answered	course road why ?	Stronely dicastee	gensioners . Very busy road now.	Stronely disaene	because of these obstructions.	No	Don't cucie. Too old . Walk when I can but not always easy	No	when the chance arrives to move they speed up.	opssibile to walk or cvde.
		were completely inappropriate for the road, which is far too narrow even for two way car traffic. Traffic levels											1
		were significant every day of the week and there were many confrontations between drivers as well as damage											1
		to parked cars and speeding in the northern end of the road. I also noticed that due to the congestion, increasing											1
		numbers of cars were driving on the pavement in the northern end of the road, often at some speed, which is				As noted above, as a result of the trial, vehicles are more dispersed across multiple routes through and around Portabelia / Milton Road.							1
		incredibly dangerous, especially where children were stepping out of gateways onto the pavement.				Portobelio / Milton Road.							1
						As a user of both Joppa Road / Seaview Terrace and Milton Road, I am of the view that there has not been a							1
		managanable as vehicles are more take permeter index multiple routes through Brunstane Road (northern end), the Collesdenes and along loppa Road / Seaview Terrace.				noticeable impact on traffic flow on the main roads, nor has there been any congestion at the junction of Seaview							1
		the considence and along topps soad / seavew lientoe.				Portobello to Holyrood, and the trial has had no							1
		I have not witnessed any notable increase in traffic through the Califiedness and since the trial commencal, there has been a complete absence of HGVs and coaches from the roads. Similarly, these has been no noticable increase in tarffic volume along Jopps Rand / Seaver Bernas, not have it seen any particular congestion on the Bernas, not have it seen any particular congestion on the				As a sum of both loggs Road / Service Terroro and Mitton Road, Lam of the view that there has not been a noticeable imaged on traffic flow or the main nade, not has there been any competition at the junction of Services Terrora and Mitters Road Sat. Labo en answer through Portbelle to Hollyrood, and the toil has had no noticeable imaged on viewime (or created soldional competition) at Reighton Road / Southfield / Duddingston Park.							1
		fram the roads. Similarly, there has been no noticeable		There remains through traffic on Brunstane Road (northern end), but this is now mostly cars, rather than HGV / coaches, and is far more suitable for the road.		Park.				I now regularly go jogging, using Brunstane Road as part			1
		Terrace, nor have I seen any particular congection at the function of Seaview Terrace and Milton Road East.				Terrace / Milton Road alternative adds only a couple of				I now regularly go jogging, using Brunstane Road as part of my noute, and my children (10 and 12 yrs clid) have been able to cycle or walk up Brunstane Road to clubs at Portobelio High School and Joppa Tennis Courts.		I believe that the current measures should be made	1
		and the service and Mittah Road Last.		The road closure has actually meant that traffic has been dispersed across a number of alternative routes, rather than all bains channelled down downtane Boot		minutes on to any journey (and often may in fact be quicker than going through ilrunitane iliad, given the propensity for congestion / blocked traffic in the		The street and surrounding areas are much calmer now, with more noticeable levels of pedestrians and cyclicts.		Portobero High School and Joppa Tennis Courts. Previously, it was too dangerous for them to do this, due to the volume and speed of traffic north of the railway		permanent - it benefits residents around be total of the mane permanent - it benefits residents around both loppa and Collesdens, makes the quality of life in the locality far more pleasant and 'liveable' and has had no noticeable	1
As an individual	Strongly agree		Similiant decreae	than all beine channelled down @runstane Road.	Stronely arree	propenuity for congestion / backed traffic in the southern and of street).	Stronely aeree	with more noticeable sweet of pedetitinant and cycletts. The road is cleaner and safer.	Yes	to the volume and speed of traffic north of the raiway bridge on Brunstane Road.	tes.	detriment to any controller stakeholder erous.	+
		All this artificial blocking of long used traffic routes, while at the same time the Council has allowed thousands of	E .										1
		new homes to be constructed, with absolutely no road infrastructure improvements, has caused absolute traffic											1
	1	chaos throughout the dty. These unnecessary route blockages have undoubtedly created a massive rise in		1		1			1				1
	1	both traffic congestion and air pollution across the city. On one hand you want to "improve" the transit of cyclistr		1		1			1				1
		Interfacing the randoms with its same of Collinative and that an Artifical states of going used to reflect resume, while it the same sites that Ganard has also well should be one influences to the Ganard has also well about the same influences in supervisement, has no used about a transit influences in supervisement, has no used about a transit and present the same site of the same site of the both raffic congretion and air politicity in states of any substrumt discussion and air politicity in states of any analysis and the same site of the same of the same site and potentians but on the other your to a const- mations discussion and air politicity and states of the same and potentians but on the other your to a const- mations discussion and air politicity and states of the same site of the same the same same site in the same same same site.											1
	1	including commercial. It is time that this quite ludicrous policy was stopped and		1		1			1				1
		It is time that this quite isdoctous poorly was stopped and the interests of all road users taken into account and not just the vociferous and quite probably people of influence jaka Councillors! I that live in these blocked off											1
	1			1		1			1				1
	1	Road area turned to a more pleasant area, devoid of buses and particularly vehicles travelling in excess go		1		1			1				1
	1	Simph. Monuter like all considers "Consultation matrices"		1		1			1				1
	1	undertaken by the council the only outcome is that what the Council has originally intended to do in the first place also known as box takking.		1		As above, incompetent political traffic management does not work. You just shift traffic but this probably suits the		The set of the barrier of the barrent of the set	1				1
		also known as box ticking. There is absolutely no logic in closing cross dty routes as all that this does is force all traffic far too narrow arteries that one come				not work. You just shift traffic but this probably suits the council in their aim to try again with making traffic pay even more to use our decrepit roads. You should be		The only environment that is improved are those streets that have had through traffic removed from them. Plese do Willowbrae Road next or are there no Councillors living on this high speed outp?					internanent to the existing
As an individual	Stronely disarree	that can to cope.	Slaht increase	l	Stranaly disaaree	shared	Strongly disagree	iving on this high speed route?	Tes.	Walked as it is often ouicker.	No	+	requirement for these outraceous schemes.
						The traffic has merely had to drive further, increasing pollution and caused more congection due to no						This current form is not fit for purpose. There are much better solutions to the issue of	1
		The changes have seriously impacted on several other		The volume of traffic on the High Street has notably increased and become much more consected due to no		alterations to light timings etc The surrounding areas are not as direct as inunstane road				The increased volume of traffic, with askated drivers due			Perhaps actually listening to the local residents after a consultation. To the best of my knowledge, inval
är an induident	Germalis dimense	The changes have seriously impacted on several other areas, funneling traffic into locations that cause serious neiketion and delaws to increase	Cardfront Invesse	increased and become much more congested due to no alterations to attempt to compensate for the road clineses	Gronalis Amanaa	alterations to light timings etc. The summanding areas are not as direct as Brunstane road and therefore vehicles entering or leaving Postobello are entities because increase dream smaller escidential costs.	Grenosito Alexanda	The surrounding areas are not as direct as illusione road and therefore unbries are making much more relation	d Min	The increased volume of traffic, with agitated drivers due to the congestion and delays in and around the High Scrutt means that I no increase fast as sole curline.	Ma	be for a North bound one way system filtering traffic down from Milton Road. This would speed up traffic flow and aline for the resource of these neurosci certificions.	residents in the surrounding area voted against these restrictions in the first place.
	1	The trial was implemented depite the strong opposition of Borrobullo Busidents	·	1					1		·		1
		of Portobello Residents. I use Brunstane Bowling Club almost daily during the								I am 70+ and I am not walking uphil to my bowing grees. If I can't take the car I need 2 buses. I get plenty of mercise there.	1	I gave my suggestions in the 'consultation' stage and they were ignored.	1
		season and my journey time and distance has doubled on each trip. 1, like most other residents with cars, am using										were ignored.	By doing on line surveys many (elderly) residents, with
	1	more tuel and creating more unnecessary pollution. Emergency services take longer to get to calls, and		I have no idea - I am not prepared to monitor traffic.		1			1	In the winter there is no longer indoor bowling in Portabello. Edinburgh Lekure Cload the BC. At that time there was a 40 service bus which went from Portabello to Salkkith Indoor BC to I joined it. Shortly		arunstane Road should be open in both directions for emergency services at least. It could also be re-opened to	opmons will not take the trouble to respond. There have been consultation meetings but the outcome of those
	1	of Portbello Residents. I use Brutzneo Bowling Club Jamost daily during the reason and my journey time and distance has doubled each trigs. It, the most other readouts with cars, an using more field and creating more unnecessary pollution. Company arrives table longer to get to calls, and delivery divers are not with ridicalius diversion to get to the tittee titter with ridicalius diversion to get to the tittee titter with ridicalius diversion the get		I don't 'do' rush hours but Milton Drive must be a nightmare in the mornings. Thave seen drivers		1			1	time there was a 40 service bus which went from Portabello to Dalkeith Indoor &C. so I joined it. Shortly		Brunstane Road should be open in both directions for emergency services at least. It could also be re-opened to normal traffic and parking could also be restricted to one side of the road-only. The current system only suits a few selfah residents of Brunstane Road.	By doing on line surveys many (elderly) residents with opioion will not take the trachel to negood. These have been consultation meeting but the accustors of those have been ignored. There has to be new "pixed up" thinking. I doit how how must this project has cost but Lonsider it a total water of money. The jogpa Residems Assoc and Burustane Boding(Cub have both opposed these ideas from the Last but the the Trial was implemented parave.
	1	to the street of provide and its housing time pairing times and emissions. Residence of Brunstane Road who apparently wanted this are still parking partly on the pavement ignoring the needs of pedestrians, aram/outh chair users.		hightmare in the mornings. I have seen drivers circumventing the street funiture and going through 'no entry' signs to get to their destinations. I don't condone this but I sympathice when drivers who don't know about		F there is anything opsitive about this scheme I don't			1	thereafter the Service 40 was removed and bowlers now have to go to Musselburgh to get a 340. Yet again 1 choose to drive costing me more on fuel and adding		selfsh residents of Brunstane Road. Ditch the Collesidene Traffic management plans - they	out i consider it a total waste of money. The Joppa Residents Assoc and Brunstane Bowling Club have both
As an individual	Stronely disarree	are sun parking party on the pavement ignoring the needs of bedestrians, oram/outh chair users.	Not Answered	this but I sympathize when drivers who don't know about the closures are any and frustrated.	Stronelv dicaeree	IF there is anything positive about this scheme I don't know what it is.	Stronely disaene	Unnecessary Longer Journeys more collution.	No	choose to drive costing me more on fuel and adding pollution to the environment.	No	Disth the Collectere Traffic management plans - they have no benefit.	
	1			1		1			1				I live off Bridge St which has an increasing problem with people parking inconsiderately especially at the bend,
	1	It has only benefited our owners in Assessment A		1		There was an immediate increase in traffic on the through nautes especially the High St and Brighton Place, which is now the only ways in and out of Pertabelia. Any			1				people parking inconsidentity expectably at the bend, which is a blick come. It is increasingly dangericus for all road users which needs double yellow lines like on the unihar conter on Rigate 82 and these necerity added at the junction of Bridge 51 and Pipe Lane. Genering past parked whiches las bans a poblem for emergency whiches on Bridge 52. Considerations should be given to remaining the barrier to moster which be between Pipe
		It has only benefited car owners in its unstane Road. It has worsneed conditions for padestrians on the road size wirsaally every which garks on the gasement on both sides. On bin days the pavements are impassable to padestrians need to waik on the carriageney and here set still enough which is gaing and down to have				which is now the only ways in and out of Portobello. Any which is now the only ways in and out of Portobello. Any ment such as the contempty							similar comer on Figgate St and those recently added at the summer on Figgate St and those recently added at
		sides. On bin days the pavements are impassable so		I live in a cui de sac but it leads on to Portobello High St which became noticeably more consected as soon as the		event such as the roadwarks on Harry Lauder Road last week not only led to long traffic jams on that road itself but gridlock on surrounding roads over two days. The lack of Bruntane Road as a safety valve excerbated this			1			Absolution and The common model of all the sections of	parked webkies has been a problem for emergency sebicies on Brides Gr. Consideration should be
					1	of Brunstane Road as a safety valve exacerbated this	1	The greater congestion at the west end of Portobelio has		1	L	Absolutiey not. The common good of all the residents of Portabella should be considered. Our interests should not	removing the barrier to motor vehicles between Pice
ār mindudusi	Connello distante	are still enough vehicles going up and down to force nedestrians to wold	CardSourt Inmana	which became noticeably more congested as soon as the trial became	Stephely distance							he secrificed to those living in Brunstane Rood	
As an individual	Stronely disarree	produtrians need to wark on the currageway and there are still enough vehicles going up and down to fonce pedestrians to wait.	Sanifornt increase	which became noticeably more congested as soon as the trial beam.	Stranely disame	intolerable consection.	Strenely distance	led to noticeably increased collution from idine engines.			50	be sacrificed to those living in Brunstane Road.	Lane and Pice St and perhaps making a one-way system
As an individual	Stronely disarree	peoetrant, need to wak on the carrageway and there are still enough whicks going up and down to fono pedestrians to writ.	Senificant increase	which became noticeably more congested as soon as the trial began.	Stranely dicaeree	intolerable concertion.	Stronoly dissame	led to noticeably increased collution from idling engines.	80		762	be sacrificed to those living in Brunstane Road. Please revert to original pattern with Brunstane Road open. The clear consensus from Residents of the Joppa	Lane and Pipe St and perhaps making a one-way system
As an individual	Smonthe diagram	pedietrans need to war on the cirrungeway and there are still encough heldes going up and down to force redestrians to wait.	Sandforet increase	which became noticeably more congested as soon as the trial became.	Strandy dearee	interable concertion.	Bricoely disame	ind to notionably increased collution from idling engines.	80		143	be sacrificed to those living in Brunstane Road. Please revert to original pattern with Brunstane Road open. The clear consensus from Residents of the Joppa	Lane and Pide St and derhaps making a one-way system
ks æ indviduel	frends daarne	pedicitization relead to ware don't the carriageway and there are not encounted and the control of the control	Serificat locase	which became noticeably more congected as soon as the trial became.	átronalv dinaree	indentifie conertion.	Serooh, doarne	led to opticable lowand colution from iding engine.	10		80 	be sacrificed to those living in Brunstane Road. Please revert to original pattern with Brunstane Road open. The clear consensus from Residents of the Joppa	Late and Pide St and derihaps making a pite-way system
s ar Indióéaí	looniy diarm	Penetit dis capito suit di tradicatione de la properti di tere penetit dis capito suito di tradicatione di tere addettriana di anti- nata caused significant inconvenienco, quest and	Santiani lonnas	which became noticeably more congested as soon as the print became.	Stooth dearee	Interalle concertion.	Grupply Alastro	led to oxideable korreated collution Yoon idling ending.	10		<u>0</u>	be sacrificed to those living in Brunstane Road. Please revert to original pattern with Brunstane Road open. The clear consensus from Residents of the Joppa	Less and Pas 's and antian making a servery week based to the views of motivate to the weak a clear match is the view of the simulation of the treffic calming and the fram have been been and as articulated in the survey understain. When will Globulary insued littles and take beef to the when of Globulary to calculate and take beef to the when of motions in the Calculated and

(1		1	1	Considering the wider Portobello area (out with the	Considering the wider Portobello area (out with the		1	During the trial have you walked, wheeled or cycled more?			1	
Are you responding as an individual or on behalf of an	To what extent do you agree or disagree that the changes have been beenficial during the tria? - 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	During the trial how has the volume of traffic changed	During the trial how has the volume of traffic changed	immediate area of Brunstane Road and the Collectene area), to what eatent do you agree or disagree that the	immediate area of Brunstane Road and the Colliesdene area), to what extent do you agree or disagree that the	To what extent do you agree or dicagnee 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 dicagree that the	more?	During the trial have you walked, wheeled or cycled more?	Would you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current form? - Please provide any further comments in the bos below including any modifications you feel	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any suspensions
Are you responding as an individual or on behalf of an organisation? - Responding as	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 beenficial during the trial? - Please write are comments in the box below.	within your street? - During the trial how would you assee traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the box below.	trial hat had a positive impact on the sumounding streets? - a what extent do you arree or disarree that	trial has had a positive impact on the surrounding streets? - Please write any comments in the box below.	changes have had a positive impact on the environment? - changes have had an impact on the environment?	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?	- Please write any comments in the box below.	Would you like the trial to be made permanent in its current form? - made permanent	the box below including any modifications you feel should be made.	schemes should be consulted and implemented? - any surrections
		Given that the Gouncil Consulted' the community and broken to Bully dronger the consumer named by the majority of the community but proceeded anyway, I do are haid out much hosp for my findiowing comments [or comment from other recidents who are opposing the changes]. Residences in Rimitation Read chaos to live them and common to ministration Read chaos to live them and common to ministration Read chaose to live them and common Read chaose to ministration Read chaose to live them and common Read chaose to ministration Read chaose to live them and common Read chaose to ministration Read chaose to live them and common Read chaose to ministration Read chaose to live them and common Read chaose to set the set them and common Read chaose to set the set to live and common Read chaose to set the set to live the set to live and common Read chaose to set the set to live and common Read chaose to set the set to live the set to live and common Read chaose to set the set to live and common Read chaose to live the set to live and common Read chaose to live the set to live and common Read chaose to live the set to live a											
		majority of the community but proceeded anyway, I do not hold out much hope for my following comments (or											
		comments from other residents who are opposing the changes].											
		Incomparison to investme lead charts to the three and excitations to these any table which lead the soft of the three and and parents to the ain of the air of the the three and and parents to the ain of the air of the the members of the residence in the soft of the the the community is the parameters of the residence of the the community is the parameters of the residence of the the the parameters of the residence of the the the the the parameters of the residence of the the the the the the parameters of the residence of the the the the the the parameters of the residence of the the the the the the the the the the the the the the the the the											
		the road which prevent a free and cafe flow of traffic. None of the residents are being asked to park their cars											
		elsewhere (like residents in other parts of the community											
		been introduced preventing parking immediately outside											
		'problem' to sumounding streets.											
		The lack of access to Collesedene Crescent and Avenue means residents have to travel a minimum 0.75 miles to				Moving traffic into other streets is not the solution. Even for learny Lauder Road has become more have as a consequence of interstate Road Colours - brong people to drive all the way to Kings Road (colours- brong people damaging the environment of only to go all the way along Portfield High Street - again, more petrol and maintone and chuman.							
		get to their own residence. Not only does this use additional fuel on every journey, which has increased the				consequence of Brunstane Road closure - forcing people to drive all the way to Kings Road (consuming petrol and							There is absolutely no point in consulting residents if you do not take account and act on the majority wishes of the community. The Counsil should consider alternative solutions before
		cost of journeys, it is damaging to the road surfaces in the streets that are now accessed, not to mention increased		Residents and visitors - are now driving up and down streets to find their way in / out of the area so it certainly		damaging the environment) only to go all the way along Portbello High Street - again, more petrol and		By anyone's calculations it has absolutely had a negative impact on the environment with longer journeys for mostly all nucleater				I would be absolutely disputed in the actions of the Council if the measures were made permanent in its	community. The Council should consider alternative solutions before
As an individual	Strongly disagree	ediution to the environment.	No change	feels like the traffic has increased.	Stronely disaeree	environment damage.	Strongly distance	mostly all residents.	No		No	current form.	brinding ideas to the community to 'yote on'. Onen Brunstana Road, with full traffic access
													bringing ideas to the community to 'yote on'. Open Bruntane Road, with full traffic access. Remove 'planters' and road signs from Collesdene and Milton addresses.
As an individual	Strongly disagree		Significant increase		Stronely disaeree		Stronely disagree		No		No		Restrict parking on southern lupper) Brunstane Road.
										walk far. We no longer drive. My comments are			
				We live on Brighton Place/Lee Crescent. The increase in						I am disabled, I can't ride my bike any more, and can't walk far. We no longer drive. My comments are disinterested. We are in favour of reducing car use/increasing cycling and walking hur mis in nor the use.			
är an indisidual är an indisidual	Oronaliz-Kiraman Oronaliz-Kiraman		Canificant Inmasa Canificant Inmasa	traffick has been onticenhie	Grounds Arnana. Directua		Gronels dimense Desit know		No.	and satisfies but this is not the same	Ma Ma		
													Positive communications and early engagement are
													essentials For example, erunitane estad is not closed. It is open as a through-route for walking, wheeling and
													Positive communications and early engagement are essential For sample, instructione Read in not Usions? It is open as a through-route for walking, wheeling and cycling with drivers still huning full local access. Using positive communications that full occus on place, and the issues people care about, are more likely to be effective.
													issues people care about, are more likely to be effective.
													We believe that the Council should engage on the detail
													consultations to be represented as a referendum on
	1		1	1								1	We believe that the Council should engage on the detail of designs for proposed schemes, rather than allow consultations to be represented as a relevandum on whether or net to take a therme forward. However, the Council should be solid and antibilism on orienges and not compromise schemes to plants apposition. Explaining the anneuences of requests for changes, both positive and negative, are important.
1	1		1	1		1	1	1	1		1	1	compromise schemes to placate opposition. Siplaining
1	1	formation front is an annual sector of		1		Annual Stand Street Street Street Street		1				1	and negative, are important.
1	1	erunstane exad is an essential link in the active travel route from Portobello onto the National Cycle Network,		1		anunstane Hoad is an essential link in the active travel route from Portobello onto the National Cycle Network,		1					
1	1	and through to key shopping destinations including Fort Kinnaird, Asda and the Range. Removal of through Welfer		1		and through to key shopping destinations including Fost Kinnaird, Auda and the Range. Removal of through rooffi-		1				Bruntstane Road could be considered due to the increase in active travel use. In particular cossing Milton Road East for access to/from NCNI at Bruntstane Road South is	experience changes rather than opposing them before they ever get off the ground. Evidence shows that
1	1	has made this route much easier for many people who		Our members live in different parts of Portobello and so		has made this route much easier for many people who outs maticularly three with		1		We cannot comment on individual changes, but our		East for access to/from NCN1 at Bruntstane Road South is difficult/dangerous.	support builds for schemes such as these over time as
1	1	roads from Perchaelia onto the National (v/oh Nessor), and through to isely obspired destinations including for the Elonaind, add and the Range Removal of through staffic has made this roads much service for many people who are cycle, particularly those with children or these who are not confident on the reads. Imposed the nouth means more people, both moldents and those from the wider area, now how the policy of the nouth means.	1	Our members twe in dimeter parts or vorticeed and a we can't comment on this is terms of one street. No member has reported increased ratific in their street, however one member reported an increase is traffic using in the Colliesdene area as drivers still use some streets in the collesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers still use some streets in the colliesdene area as drivers area as drivers area as drivers still use some streets in the street streets area as drivers area as drivers area area area area area area area a		Iouse from Pendaelia and the National Cycle Meeson, and through to sity optoppin deviations including for the Distance of the State State State State State State State Cycle, particularly those with children or those what are not confident as the roads. Impriving the roads means more people, locit includents and those from the wider area, now have the option to cycle orthony werghts price, as well as explained to cycle orthony merghts price.	1	The changes have contributed to a calmer, safer, more	1	We cannot comment on individual changes, but our members report that is now easier and more comfortable to cycle on ilsunstane Road, particularly with childree, and that they are more Kikry to cycle on the route through to destinations on the National Cycle insurement.		an and a second second	We would welcome more use of TTRO, so that people can experience charges rather than poposition the below they every and it to ground. Kidence shows that support builds for schemes such as taken ever time as people agricular to them and height their can the behaviour. It is essential that these who have a the rate are not able to scopper improvements for those who have to or chose to, walk, wheel, cycle or use public transmort. This is mainthin time.
1	1	more people, both residents and those from the wider area, now have the option to cycle ordinary everyday		nowever one member reported an increase in traffic using in the Colleadene area as drivers still use some streets in		more people, both residents and those from the wider area, now have the option to cycle ordinary everyday		pleasant environment for walking, wheeling and cycling, particularly on Brunstane Road which is important in		creater, and that they are more likely to cycle on the route through to destinations on the National Cycle		The filtering of potential 'rat runs' through residential streets in The Collesdene area should be improved to discourse their use by drivers.	car are not able to scupper improvements for those who have to, or chose to, walk, wheel, cycle or use public
Representing a community group	Strongly agree		No change	this residential area as a cut-through.	Stranely arree	trips, as well as accessing the NON for insure trips.	Stronely aeree	accessing the National Cycle Network.	Don't know	Network.	Tes.	discourses their use by drivers.	transport. This is an equalities issue.
1	1	Milton Road East traffic has become heavier and faster; residents take their life in their hands when driving out of	1	1		1	1	1	1		1	1	
1	1	Mitton Boad Sast traffic has become heavier and faster, reidents tais better lisis in tesh rakas when dividing cut of their diversary as whicks: nor along this rast. There was tait of a 3 do has being imposed but there has been to sign of this -arbitragh that closure of Burustane Road happened that exceeds. In a 3 city which closes to de environmentally aware, the closure of Burustane Road mass whichs along to be to start whom children to not childre destination, therefore using more fast - hardly good for the environment.		1				1				1	
1	1	no sign of this - although the closure of Brunstane Road	1	1		1	1	1	1		1	1	
		happened fast enough. In a city which claims to be environmentally aware, the closure of Brunstare Road											
1	1	means vehicles have to travel much further to reach their destination, therefore using move fuel, hardly and for		1				1				1	
1	1		1	1		1	1	1	1		1	1	
1	1	I do not think this scheme has been good for retail in		1				1				1	
1	1	I do not think this scheme has been good for retail in Portobello. Now that it has become more difficult to reach the high street, I shop elsewhere. I do not believe I am alone in doing so.		1				1				1	
1	1	am alone in doing to.	1	1		1	1	1	1		1	1	
1	1	The simplest answer would be to make Brunstane Road	1	1		1	1	1	1		1	1	
As an individual	Stronely disarree	The simplest answer would be to make Brunstane Road one way, thereby lessening the through traffic on that road but still aligning access to Portobello.	Similificant increase	Traffic heavier and faster.	Stronely disarree	I rarey snop in Portobello now because it in involves a much longer trip to get there.	Strongly disame	cars now have to travel far further to reach a destination which means more collution and fuel use.	No		No		
1	1			1								1	
1	1	Prior to the docure Brunchow Road was constantly bury with our oxing it as a ref rug, which caused frequent advanced for difficant to a second the second advanced for difficant bacebook provides the theory batteres of solidance to applicate difficant to a second and application application difficant to damaged and jury point is the nead Cabing (withwands and and jury point is the nead Cabing (withwands The other was also frequently used by articultural difficant and the second back of the difficant and and and the second back of the difficant and and the second back of the difficant and the diffi- tant of the second back of the difficant and the diffi- tant of the second back of the difficant and the diffi- tant of the difficant back of the difficant and the second advanced back of the difficant and the difficant and advanced back of the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and advanced back of the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and advanced back of the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and advanced back of the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and advanced back of the difficant and the difficant and the difficant and advanced back of the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and the difficant and	1	1		1	1	1			1	1	
1	1	damage to cars parked in the street, gridlock due to	1	1		1	1	1	1		1	1	
1	1	volume of traffic and standoffs/agressive behaviour between drivers. In one week last year three of my		1				1				1	
1	1	immediate neighbours experienced damage to their cars, whilst parked on the street. I have also had my c+r	1	1		Any impact of increased traffic in surrounding stream	1	1	1		1	1	
		damaged and just prior to the road closing I witnessed a				Any impact of increased traffic in surrounding streets, other than the main road, should be limited. The bulk of the displaced traffic should be using the main road, and that is what I have observed. Remember this traffic was							
		car damage another neighbours car and drive off. The street was also frequently used by articulated lorries.				the displaced traffic should be using the main road, and that is what I have observed. Remember this traffic was							
As an individual	Strongly agree	I think it is appropriate that traffic is now using the main road.	Significant decrease		Neither agree nor disagree	all previously coming down one single width street.	Neither agree for disagree		785		18		Such schemes are increasingly common throughout the UK.
		The insures times for emergency services have been											
		The journey times for emergency services have been enormously increased, as they have to go on long debours to get to the middle of Postsbello. To get to Fort Kinnaird or the SRI now invious a long detour											
		To get to the middle of Portobero. To get to Fort Kinnaird or the BRI now invioues a long											
		detour There are still huge numbers of cars parked in Brunstane											Proper consultation with the total local neighbourhood
		Road, clearly the owners have several vehicles per house, Lunderstand this policy was about reducing car ourshars				The bottom line is the emergency services have their journey times husely increased				for shares walked to mu slotment if i don't have stuff to		You are providing an exclusive gated community on council maney. How is tha fair to the rest of us. They also have unrestricted parking	would be normal. Cuerchook: array Bunchana Board should be not user, ont
		detour There are still huge numbers of cars parked in Brunstane Read, clearly the owners have serveral vehicles per house, I understood this policy was about reducing car numbers The bus services have not improved to make it easier to read		Far more cars come into our street to go up along the		The bottom line is the emergency services have their journey times hugely increased. The bus services are much less reliable to encourage less or use		The extra journey time to places you need to go to must		I've always walked to my allotment if I don't have stuff to go up there, but in bad health it was a total pain getting in the element		They also have unrestricted parking	Proper consultation with the total local neighbourhood would be normal. Greeybody agrees Burstane Road should be one way, not this this environe shut it idea, just moves essential traffic elsewhere
At an individual	STORES dicarea	It has channelled significantly more traffic at times	Canadary increase	Collesdenes Not all the time but traffic backlogs have increased	stistery dictance	dr us	Stroney Scheller	increase pollution	80	to the short.	85	E il totali industatio	etewine
As an individual	Stronely disarree	through Brighton Place.	Sianificant increase	regularly.	Stronely dicaeree	As above.	Stronely disaene	As above.	No		No		Full consultation like this is essential.
1	1	As a peterstein and a cyclist, the area is very rafe for walk and rick, with the raining measures is place. As a fainer, in their than cyenics as non-between two very bavy notes (Nitron Kasalykary) tauder food and Portabelle kigh 61 available counter the other well and and be used apportunitically without people realising what was waiting for them at the other well and/out gewell. Second radius are near capacity, as it would be used apportunities.		1		1	1	1	1		1	1	
1	1	feel that opening a rat run between two very buoy routes	1	1		1	1	1	1		1	It may be necessary to keep the obstructions removable, in case either the A199 or the High Street get blocked for any reason.	
1	1	would be counter-productive, as it would be used	1	1		1	1	1	1		1	any reason.	
1	1	opportunistically without people realising what was waiting for them at the other end (another queue). Both	1	1		1	1	1			1	Arguably the main problem is people funnelling onto the High St from Milton Road so it could be opened one way	
As an individual	Stronaly agree	routes are near capacity so there is almost never any point in switching.	No chanee	We live an a cui-de-sac.	Azree	The area has become very conducive to cycling and walking.	Strongly agree	See above. Also when it is necessary to use the car, aarking is easier.	Tes		Tex	High St from Milton Road so it could be opened one way south1.	
1	1	l		1		I support the dosure of Brunstane Road but I don't think						1	
1	1		1	1		any consideration was given to the people living in the disinferon was	1	1	1		1	1	
1	1		1	1		No mitigating measures were put in place and so Brighton	1	1	1		1	1	
1	1		1	1		rouse is much busier than before. The volume of traffic and the speed is too great given this is supposedly a "safe	1	1	1		1	1	
1	1			1		route to school" as the council said when they redrew the catchment for Towerbank School.	1	1				1	
1	1			1		The closure of the left hand turn into Harry Lauder Road has not beloed either in my onlinion. Laund Laure		1				1	
1	1	I don't live in Brunstane Road so I don't know if has been		Brietton Place has taken a hit from the dosure of		president and page of the discuss of Boundary Research Burl Adort the dis- any conclusions and Boundary Boundary Boundary Adort the second second second second second second second the second second second second second second the second		The air quality is bound to be better in Brunstane Road				But please can you consider Brighton Place and do	
1	1	I don't live in Brunstane Read so I don't know if has been benetical to those residents although I imagine is will have been. I have noticed when cycling through the Callesdeese that there is a bir bit of traffic cating through there and perhaps more could be done to remove the through there have no		Regresser much has taken a hit from the cosure of Brunstane Road, it is our route to school and is very busy		increases with Brighton Place there are too many single		The sir quality is bound to be better is farunztane Road but it is worse in farighton Place is my opinion and that is another reason we need to put mbigsting measures in there sos. It is not healthy for excidents or the many schoolchildren who have to walk along there to get to				But please can you consider Brighton Place and do something to improve the lives of nesidents there too. It is not enough to dose one read and not consider or try to mitigate the impact on the only other through road in this area. Portobelio needs a full traffic usary, the level	
1	1	Collesdenes that there is a fair bit of traffic cutting through there and perhaps more could be done to	1	Brunstane Road, it is our route to school and is very busy at peak times. I think the closure of the left hand turn into Harry Lauder Road has also had a knock on in terms.		occupancy cars using the High Street as a cut-through and traffic is at a standstill there at peak times. The air quality	1	there too. It is not healthy for residents or the many schoolchildren who have to walk along there to get to				mitigate the impact on the only other through road in this area. Fortobello needs a full traffic survey, the level	Do not close one road in isolation without considering the
As an individual	Don't know.	prevent rat-survive through that area.	Senificant increase	of larger vehicles too	Stranely disame	is horrendous.	Neither agree for disagree	one of two primary schools or the high school.	No	Lovde answay.	Tes.		impact on the rest of the area and mitiastine for that.
1	1			1		The wider area seems much calmer and safer for young children and cyclists. Drivers seem to be more aware of their surrounding as support to show cutting through side stremers at higher speeds. The side of the side of the The sid definitivity seems classor as Vehicles cares to be the side at a more constant rate due to the 20 mile an		1				While maining it will not be universally popular the trial has proved that bold moves can create popular other of the the fature of Gainsuph inbalantes. By changing the mind use of constant cars use for convince there may will be much more popular autocomes down the line for the loss of wider environment, gentle and physicle health down and wider environment.	
1	1		1	1		their surrounding as appose to when cutting through side	1	1			1	for the future of Edinburgh inhabitants. By changing the	
1	1			The number of Vehicles using the are as a 'rat run' has significantly decreased, and the speed of traffic has also		streets at higher speeds. The air definitely seems cleaner as Vehicles seem to be		The air definitely seems cleaner and healthier it is much quieter and the sound of nature is much more				mind set or constant car use for convince there may well be much more positive outcomes down the line for the	
As an individual	Stronaly agree	The area seems much quieter, safer for cyclists and with much less pollution and azersvation on the bridge.	Similicant decrease	significantly decreased, and the speed of traffic has also slowed down.	Stronaly agree	traveling at a more constant rate due to the 20 mile an hour zones.	Strongly agree	It is much quieter and the sound of nature is much more accarent.	Tes	It seems much easier and more enjoyable to walk or cycle within the portobello area.	Tex	local and wider environment, gentle and physicle health of our communities.	
		There has been no benefit at all except to the few residents on Boundary and There has defined.	10.000							Contrast Color			
	1	The area events much quelter, uniter for cyclicits, and with variable and answerships on the trade, medicates and the bandhar at the band and the band medicates and the bandhar at the band and delively leaves to recreate straffic can be given and any strainer. The precedence of closing a perfectly values that the application of band and the strain and the part of the strainer with the assistant of the the deliver matching and the strainer of the part of closing a perfectly values that the strainer of the strainer of the the deliver matter with the strainer of the the deliver matter to any strainers of the strainer of the strainer of the the second strainer of the strainer of the strainer of the strai		1				1				1	
1	1	precedent or closing a perfectly viable throughway into and out of Portobelio is a dubious one - especially with		1				1				1	
	1	the Brunstane development looming. I view this as a short sighted measure which was clearly against local		See above. The railway arch area is often completely gridlocked and the promised double vellow lines **				1				1	The decision makers should definitely take into seriour
	1	public opinion which seemed to completely be ignored by		See above. The railway arch area is often completely gridlocked and the promised double yellow lines to improve flow have yet to appear. I would view this as more of a priority as this is now a main artery and a bus				1				1	The decision makers should definitely take into serious consideration the views of the local community when there is significant opposition- otherwise it is pointieus to
As an individual	Stronels disarree	survey.	Similicant increase	route.	Stronely disarree	See comments above	Strongly disagree	More pollution and consection in other streets.	No	i do all of the above anyway.	No	The road should be recommed with immediate effect.	consult.
1	1			1				1				1	
1	1		1	We frequently experience unexplained congection in the		1	1	1	1		1	1	
1	1		1	We frequently experience unexplained congection in the high travet and Brighton place in fairness usually due to unccordinated tradeorks and closures. This is made worse by the crustion of so many cycle ways which are largely unused.		1	1	1	1		1	1	
1	1		1	made worse by the creation of so many cycle ways which		1	1	1			1	1	
1	1		1	are rargely unused.		1	1	1	1		1	1	1
1	1		1	A simple example is the traffic lights at Wilcowbrae Road and Duddinetton road. If the runin laws ware to br		1	1	1	1		1	1	1
1	1		1	A simple example is the traffic lights at Willowbrae Read and Duddingston road, if the cycle lare were to be shortnead by say two car lengths right ranning traffic would not block straight through traffic and use unnecessary inconvenience to users of Duddingston Road.		1	1	1	1		1	1	1
1	1		1	unnecessary inconvenience to users of Duddingston Road.		1	1	1	1		1	1	1
1	1		1	traction closely support any state is the strength of the latt		1	1	1			1	1	
1	1	Thanks to uncoordinated road closures and roadworks the city of Edinburah is in complete chaos. This metioder	1	filter at the west end of Porty High Street, It's appreciated that there have been a couple of terious accidants than		1	1	1	1		1	1	Listen and act on the results of public consultations and
1	1	Thanks to uncoordinated read closures and roadworks the city of Edinburgh is in complete chaos. This particular closure is quite unnecessary, it merely moves the congestion elsewhere in the district. Particularly Brighton	1	Take at the weet end of Party High Street, it's approximate that there have been a couple of serious accidents there between cyclists and HGVs making left turns. Why not simply reopen the left turn filter and ban HGVs and which one there between the sub-series data was		1	1	1	1		1	1	do not disregard opposing views. Don't benefit the few at
är an individual	Strongly distance	sangreach essentere is the district. Particularly Brighton Blace and Dortshelin Link G	Cardforer Increase	surgey reopen the set turn tiber and ban HCVs and subiries rouse 3 more making a left turn there.	Creveals Accurac		Grouph disama		Mo		Min	isst ranses the effected mark	Listen and act on the results of public consultations and do not disregard opposing views. Don't benefit the few at the superse of the majority which appears to be the case in this learners. For a change listen to respondents and do not implement where memory.
As an individual	Strongly disarree	They have caused confusion and I have witnessed an ambulance being delayed.	Centificant increase	Other streets are used as of suns	Stronely disarree		Strongly disagree		No		No	I	For a change listen to respondents and do not implement these measures.
	Change Constant	Brunstane Road should be made one way and that would solve the innue.	Canificant Increases		Strovaly distance		Ornealy disame		No		No.		hart don't do them
As an individual													

Are you responding as an individual or on behalf of an													
	To what extent do you agree or disagree that the				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collectene	Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collectene			During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	
	To what extent do you agree or disagree that the changes have been beenficial during the trial? - To what extent do you agree or disagree that the changes have	To what extent do you agree or disagree that the changes have been beneficial during the trial? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you	During the trial how has the volume of traffic charged within your street? - Please write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the sumounding	Considering the wider Partobelio area (out with the immediate area of finanzane Road and the Colliestene area), to what extent do you agree or disagree that the trial has that a packive impact on the surrounding stneets? - Hease 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?	To what extent do you agree or disagree that the changes have had a positive inpact on the environment? - Please write any comments in the box below.	- During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current fann? - Please provide any further comments in the box below including any modifications you feel	Do you have any suggestions on how future similar schemes should be consulted and implemented? - a
reanization? - Responding as	been beneficial during the trial?	write any comments in the box below.	sause traffic numbers within your street?	box below.	etwets? - o what extert do you arree or distance that	streets? - Please write any comments in the box below.	- changes have had an impact on the environment?		more?	- Please write any comments in the box below.	current form? - made germanent	should be made.	eurrections
				There is a lot more traffic going down Brighton Place. Google maps directs cars travelling from the A1 to Joppa along Mitton Rd, down Brighton Place, along Portobello				See above - cars travelling further to get from A1 to Joppa	-				I don't see the point in consulting via survey as I understand that at least 70% of respondents were no happy with proposed changes but they were
s an individual	Strongly disagree		Significant increase	along Mitton Rd, down Brighton Place, along Portobello High St to Joppa 1111	Stronely dicarree	See above comment	Diame	Additionally it is very confusing to find your way from Milton Rd to Aravii St and Morton St.	No		No		happy with proposed changes but they were implemented anyway
								if anything, from my own experience I now need to travel					
								If anything, from my own experience i now need to travel further to return to my property such night after work. I now need to enter the area down Michon Terrace inteact of Mithon Drive. Although this is micro addition to a pulming it does add up over the course of a week/norch/year. The additional distance traveled by mapping that meed to access us without herase will be manipplicated to the stress well distance. Terrace will be manipplicated to access us without herase will be manipplicated as access us without herase will be manipplicated as access us without herase will be manipplicated as accessed as a stress herases of the micro- meter of the manipplicated as a stress without the table micro- tance of the micro- section of the micro-					
		Prior to the changes i didn't notice too much through traffic in the area and feel that the addition of the roadblocks were unnecessary and unsightly.						of Milton Drive. Although this is a minor addition to a inumawir does add up over the course of a					
								week/month/year. The additional distance travelled by					
		There are a lot of learner drivers that used the area beforehand which highlighted how quiet the area was		I wouldn't say I have noticed much of a difference if any at all, I don't think it was too much of a through road		I believe by closing off certain routes, all this does is increase traffic and inconvenience elsewhere in Portobelio		example) that need to access via Milton Terrace will be				I don't believe there was an issue present beforehand so don't particularly agree with the trial to be made permanent. I think the time/money could have been used	
s an individual	Strongly disagree		No change	at all, I don't think it was too much of a through read previously.	Neither arree nor disarree	increase traffic and inconvenience elsewhere in Portobello and the surrounding areas.	Disagree	more substantial and therefore if anything i think it adds to traffic and has a negative impact on the environment.	No	N/A	No	permanent. I think the time/money could have been used more wisely.	N/A thanks for the opportunity to provide feedback.
		Having lived here since 1976 i have watched changes tak place and sady not always for the better. Joppa groove residents have always parked on one side of the street to allow other vehicles											
		loppa grove recidents have always parked on one side of the street to allow other vehicles											
		room to pass but sadly this does not apply to		I feel for families who are dropping off their children at nursery, school etc then require collection. I also feel for Emergency Services and the miss use of time therefore 1: has to be very frustration.									
		arunithine exactly daugeter passed her driving text 27 years ago and Bininitane Road was included in the test what a nightmore that would have been.		etc then require collection.								I would have to say when viewing property I would need to know about the parking and if it wasn't suitable then I wouldn't be moving.	
s an individual	Strongly disarree	nightmare that would have been.	Slaht increase	time therefore it has to be very frustratine.	Stronaly arree		Don't know		tec	I no longer have a car therefore I do have to walk more*	No	wasn't cuitable then i wouldn't be moving.	
													This scheme was initiated within a small stringle of la whereas any traffic scheme would need to include an integrated approach in Fontshele () robust When a consultation is conducted at would be a pacifie within a consultation is conducted at would be a pacified with a scheme to a scheme that of the consultation. It was very approver that could call Masurees Child wanted this closure in an enail the write that the's here would get 20 years for the closure This letter triumphalis and did not provide a packive for a units community.
		During this trial displaced traffic has been horrendous or the High Street, Brighton Place and many other streets in Portobelio where traffic has been trying to avoid traffic	5	I live in Sact Brighton Crescent and often have difficulty gaining entry to Brighton Rhose where total's is tratary jammed. I also believe that the resulting palitotice will have increased in this construction area, although nobody seness to be necessivily this issue for youngsters wilking to school. It is also actemely dangenous if dibles wants to give an no yelve lines have been reinstated after the totad was re- umbed									whereas any traffic scheme would need to include an integrated approach in Portobello / Joppa.
		Portobelia where traffic has been trying to avoid traffic jams.		gaining entry to Brighton Place where traffic is totally jammed. I also believe that the resulting pollution will									When a consultation is conducted it would be a positi step if the Council took account of the result of the
		This has resulted in greater pollution and dangerous iourneys in these areas where children walk to the 4		have increased in this conservation area, although nobody seems to be recomising this issue for youngsters.									consultation. It was very apparent that could collie Maureen Child
		schools and numerous numeries based along these road Repretably the Council seem to have favorised the		walking to school. It is also extremely dangerous if children want to cycle as		The High Smeet in Portobello and adjoining streets are experiencing increase in traffic, poliution and a daneerous.		There are no positives for the wider community - access					wanted this closure- in an email she wrote that she'd been working for 25 years for the closure! This letter
	Council discourse	jams. This has resulted in greater pollution and dangerous journeys in these areas where children walk to the 4 ischools and numerous numeries based along these road Regretably the Council seem to have fluorized the residents of fluorates Road to the derivered of the 80% of the Community who voted assists the closure.	6	no yellow lines have been reinstated after the road was re- surfaced	fammatic discourse	The High Smeet in Portabelia and adjoining streets are experiencing increase in traffic, pollution and a dangerous environment for the large numbers of young people who walk in these areas.	County discourse	There are no positives for the wider community - access to Milton Road has been diverted to fewer options causing chaosi				I see no positives for anyone apart from the 17% who used for this clicure	triumphalist and did not provide a positive for a units
		the second state of the second s		LUNCH!	A CONTRACTOR	NUM OF COMP & PAR.		Carrier Carrier	167		762	We have not send that have be delay from the of location	Contraction .
		Brunstane Road still causing a problem at the junction										with Milton Road East to 1. Seafeld/Kings Road end of	
		with milton Road East, cars waiting to turn right are spilling out onto the junction and blocking cars going in				I see cars queuing on Milton Road East to get into Milton						Harry lauder Road and then back to Rath Street or 2. drive to Milton terrace and weave my way down to	
		both directions. Cars are speeding along the end of Coillesdene Avenue which has always been a quiet and				drive (which they shouldn't be) but also milton terrace as there are often cars parked on Milton terrace so traffic						Seaview terrace and along to Rath Street, or 3. drive to the bottom of Milton Road Sast and along the front	
		cain street. There are frequently cars are racing down				leaving Milton terrace has to drive around them blocking						streets to Bath Street to pick my daughter up from	
		Writtene waa teit caueg a proteen at te a partice with million faced bart, car walling to tern right are spilling out onto the junction and blocking care going in both divisions. Can are speeding angus the end of Calileadere Avenue which that always been aquiet and caline trace. There are frequently care are racing down million terrare and along favories creaters to come out million terrare. There are inspared to the spitch of this could they wanter around them and it is an antick short over stand driven to three areon. These million terrare them care mand more than and the spitch of the spitch on this could they wanter around them and it is an antick short over stand driven to three stars.	.]	1	1	I see cars quarking on Million Road East to get into Million drive leakink thry buildin't bely build an initian terrace as these are often cars parked on Million terrace ou valifs building Million terrace has to drive around them blocking the entry for those coming off of Million Road East. Some of these cars may be breaking the rules but some of them are not as they wan Million terrace or Million Grave.	1	1	1	1		down brunstane road and not only was it quicker, it took	
		same particle on this route they weave around them and it is so unsafe when cars speed down as there aren't alway		Milton Road East is busier therefore exiting my street		This is not good as a driver trying to pass but it is also	1		1			was used and I usuality parked a bit further away and walked some of the distance. I can no longer do that due	
		cars paned on this room they weak around them and in is so uncale when cars speed down as there aren't alway passing places and when cars meet they have to revenue. have seen cars mount the pavement at speed to get past which is scary, expectally for my 3 year old who is learnin to another the second sec	- 1 K	Milton Road East is busier therefore exising my street (Brunstane Bank) is more difficult, it takes longer to get a gap in the staff, heading towards Muscelburgh and have seen some drivers take risks just to get out a they howeverhead have how		pare not as they over an Anticon terrise or Matton across. This is not good as a drive trying to pass but it is also scary as a positivitian as correlement cars mount the corner of the pavement turning into Milton Road Sast as they are forcing their way in instead of waiting, which which be defined.	1	I drive further to get into portabelia and back again to	1	1		to these closures/diversions. So I am polluting the environment more and exercising less which makes me	Brunstane Road is still a problem, it should be trialed
san individual	Strongly disarree	which is scary, especially for my 2 year old who is learnin to cycle.	Not Arraymed	have seen some drivers take risks just to get out a they have waited too long.	Stronaly disarree	they are forcing their way in instead of waiting, which could be deadly.	Stronely disame	I drive further to get into portabello and back again to child from nurvery. Lan coming from work and timings do not allow for walking	No	1	No	Leads for this clicate the backware is the base to dim from the s1 junction with Million hand for to 1. Loadsform the s1 junction with Million hand for to 1. Loadsform the s1 junction with Million hand for the s1 loadsform the s1 for the Million terms of the dim to the s1 punction the maximum set of the s1 punction of the s1 punction for the Million terms of the dim to the s1 punction for the Million terms of the dim to the s1 punction means of the Million terms of the dim to the s1 punction means of the Million terms of the dim to the s1 punction means of the Million terms of the dim to the s1 punction where the means of the dim to the s1 punction of the dim then the Million terms of the dimension. (a) I can pulsafe the dim the s1 punction of the dimension (a) I can pulsafe the dim max (b) the s1 punction of the dimension of the dimension means (b) and the s1 punction of the dimension of the dimension means (b) and the s1 punction of the dimension means (b) and the s1 punction of the dimmension of the dimension means (b) and the s1 punction of the dimension of the the s1 punction means (b) and the s1 punction of the s1 punction of the s1 punction means (b) and the s1 punction of the dimension of the the s1 punction of the s1	way going north only. This takes away the cars trying exit into Milton Road East that block the junction.
ar individual	Stronely aeree		Genificant decrease		Stronely arree		Stronely anne		tes		Tes		
an individual	Strongly agree	Created a safer cycling route, safe enough that I have used it with my kids, between illustrate and Portobelic	. Na chanze	1	Stronely arree		Strongly agree		Tes.	Have used Bruntstane Road as a route, would previously have avoided.	Tes.	1	
		The second										Cycling to area is an option now. Was horrible before but	
		1				1	L .		L			Cycling to area is an option now. Was hornble before but can get the train and cycle or just use a a safer option to walk down this read and is much safer. Hage immonuement for conclusion want to skin	
e na consideral	STOCHES MINA	1	Landstot derman		Minney Mine		Million and		244		14		
		1	1			1	1		1	I may have writed marginally more as i sometimes part balow (over) off the bridge in its konstane its and instead of boots it, dones the system, to avoid the long drive mands the other risk. I have the other risk is the other the mad discuss the other risk is not being the mad discuss the other risk. The other have non-important or reasonial for driving to pacing the all have the the other risk is not as an encore important or reasonial for driving to pacing the all have the other risk is may take the other have all have the other risk is the other have an encore important or reasonial for driving to pacing that all have all is risk in the other have the other have an encore important to reasonial that not everyone is done such as constant.		1	It is essential that before implementing any four- otherem, adequark basilies traffic data are collected with the impact to an barened accounter, in the implementation of the sense of accounter, in the implementation of the sense of accounter to read, new, if our Known have to maintee any accounter to account accounter of the sense and accounter to any discussion are and a sense of accounter to any limited accounter of the sense and the sense accounter of the sense and the sense and the limited accounter of the sense and the sense allowed acquires the data of the sense and the accounter of the sense and the sense and the abstractive stock.
								The changes have had a positive environmental impact		above it, closer to my home, to avoid the long drive round to the other side.			uchemes, adequate baseline traffic data are collected that the impacts can be assessed accurately.
		There has been considerable larg consection on the						(less naise and air pollution) in the streets which have		Although in general I support measures to encourage people to write wheel or orde more 1 do not believe that		Com a local (Bruntine Gite (Bruntine Board	The map of closures like the one at the top of the consultations much assist to be made much assist to read.
		southern part of Brunstane Road, with the number of						I suspect that other streets such as Joppa Road and		read closures should be used as a tool in this way. It is		perspective, yes, overall the trial has been beneficial.	new, I don't know how to navigate around the
		pleasant for residents and other users, including						Mitton wood Last have experienced negative environmental impacts (more noise and air pollution).		not for the council or others to decide which louise are more important or essential for driving for people that		However, twould ske the decision to be made daked on proper traffic/hoad usage data for all roads potentially	Contendente area so drive all the way along Milton Ko. East and Joppa Road in a big triangle.
		There has been considerably less congestion on the southern part of haraptane Road, with the number of bandoff's greatly reduced. This read has been more predering the southern the south of the southern and predering the southern the road in quieter and safer. In noticed is lated people writing & opting to/from the direction of the baseh.		There has been a marked decrease, but the actual degree is subjective of course. Have there been proper		There must be more traffic using Milton Road East and loppa Road than previously. Has this been monitored imeasurements before and after!?		The changes have had a positive environmental impact does notes and air publication in the streets which have had observe on them. I suspect that other streets such as logpa Road and Mittan Road Carls have experience draggive environmental impacts (more note and air publication) in our inverse to most miss evening due to journey being reduced and inneer that use and CO2 emissions?		use the streets and facilities, who have varying needs and abilities. It is important to remember that not everyone is		From talocal (Brunctone Geter, Brunctone Road) pergentive, yees, overall the trial has been beneficial. However, I would like the devices in the made based on proper trafficious dauge data for all reads potentially impacted, not just tabletive opicions. If the trial is note permanent, the signage needs improving.	Better signage is needed on the main roads, with clear diversion signs to help drivers find the most efficient.
ks an individual ks an individual	Aanee Strichally aanee	direction of the beach.	Significant decrease Not Answered	is subjective of course, wave there been proper measurements made before and after the closure?	Don't know. Neither aaree nor disaaree	imeasurements before and after/2	Neither aanee nor disaaree Stronaly aanee	beine redirected and loneer thati use and CO2 emissions).	No Tex	able to walk or cvcle.	Don't know/No coinion Tex	improving.	alternative route.
an individual	Stronally aaree	Reen beneficial	No change		Stranaly arree		Strongly agree		Yes		Tes		
		The Council measures to discourage displaced traffic from										Absolutely not. The vast majority of local residents were against the scheme. The trial and all it's changes should be reversed immediately. It has resulted in increased risk to children, pedentian, animals and parked webicles in a much sider son.	
		using the Collectione area have been totally ineffective. The changes have smattle increased traffic unlernes in										be reversed immediately. It has resulted in increased risk to children pariettings, animals and pariet which in a	
		quiet residential streets that previously had little to no										much wider area.	
		Crescent, Milton Drive, and Collesdene Avenue. The		using the Collesdene area have been totally ineffective.								surrounding streets was carried out prior to	
		changes have greatly increased the volume of traffic ofte traveling at excessive speeds through these streets. The	15	There were no measures put in place by the Council to discourage displaced traffic from using Milton Terrace.								implementation of the trial. It was irresponsible to put the trial in place without first carrying out an impact	
		changes have resulted in increased risk to children, padestrians, and animals in these streams. The changes		There were no measures put in place by the Council to discourses distinged traffic from using Semieux Crearent								assessment as to the impact in the sumounding area. There has already been domain cruzed to context whicher	
		have already caused damage to parked vehicles in Milton		Prior to the trial Milton Terrace and Seaview Crescent had								in Milton Terrace and Seaview Crescent. The trial should	
		adverse impact on the environment causing increased		increase in traffic in Milton Terrace. There has also been a				The Council measures to discourage displaced traffic from				injury or death of a child or adult.	There requires to be an assessment of the traffic volu
		journey times and vehicle emissions. The measures designed to discourage displaced traffic are also ignored		significant increase in traffic in Seaview Crescent. The increased volume of traffic includes significant numbers				using the Colliesdene area have been totally ineffective. No measures were put in place by the Council to				The Council measures to discourage displaced traffic from using the Coillesdene area have been totally ineffective.	and speeds of all streets potentially impacted prior to implementation of any trial. There should be consult
		resulting in much greater rick of road traffic accidents.		The Council nearance to decourage displaced traffs from using the Columbian area have been traffy indifficult discourage displaced for the social get March Tenson discourage displaced for the social get March Tenson There were an ensure part in place by the Council as the social and the social get March Tenson and the social social social for the social get many for the social distance of the social get many concents in table March Tenson and Social Council. Tensors in table March Tenson and Social Council tensors in table March Tenson and the social Council tensors in tables and tensors in table to an updicate transfirst of tensors the social tensors of which tensoring at measures update Tensors in table of the transfirst of tensors in the social tensors of the tensor of the social tensors in the tensor of the tensor to the tensors in the tensors of the tensor is the tensor tensors in the tensors in the tensors of the tensors in the tensors to the tensors in the tensors in the tensors in the tensors tensors in the tensors in the tensors in the tensors in the tensors tensors in the tensors in the tensors in the tensors tensors in the tensors in the tensors in the tensors tensors in the tensors in the tensors in the tensors tensors in tensors in the tensors in the tensors tensors in tensors in tensors in tensors in tensors tensors tensors in tensors in tensors in tensors tensors tensors in tensors in tensors tensors tensors in tensors in tensors tens		The trial has resulted in increased journey times. It has increased traffic unlumes emissions and collision in		discourage displaced traffic from using Milton Terrace. No memory were not in place to discourage displaced traffic				There were no measures put in place by the Council to discourses displayed traffic from using Milton Terrare.	with the public before implementation. The response the majority of the public to consultation should be
		into making a dangerous right turn out of Serview		trial has resulted in increased risk of injury to children		previously quiet residential areas. It has had an adverse		from using Serview Crescent. The changes have had a				There were no measures put in place by the Council to	respected. Emergency services should be consulted in
		crecent into seavew retrace with an increased risk of accident due to parked vehicles there.		trial has resulted in increased risk of injury to children and adults in Milton Terrace and Seaview Crescent. There has already been damage to parked vehicles in Milton Terrace and Seaview Crescent as a result of the trial. The		volumes on Sesview Terrace and Brighton Place. It has		increased traffic and pollution on previously quiet				If the Council again ignore the will of the majority of local	reaction to access requirements, social councilors in be prohibited from proposing any schemes for areas
		The Gaussian measurements and instances of includes the definition of the second of th	e .	Terrace and Seaview Crescent as a result of the trial. The measures have had an adverse environmental impact in		The trial has resulted in increased journey times. It has increased traffic volumes, emissions and politicin in previously quiet reductain areas. It has had an adverse evolument on Service Terrors and displays frame and traffic volumes on Service Terrors and displays and therefore emissions and politicis in the surrounding creeks. The emission and politicis in the surrounding creeks. The		The Good measure is decoursed adjusted to the focus into the California were transitioned in the control of the term of the California were transitioned in the term measure were put in place to the type of california measures were put in place to decourse and edipated traffic toro using towards concern. The charges the had a line measure traffic and publication on previously quite intermeet traffic and publication on previously quite indexed traffic. The charges have also had a negative through straffic. The charges have also had a negative measure addresses the charges have also had a negative measure addresses. The charges have also had a negative measure decourses in the terms junction.		I walk as much as possible anyway. The trial has merely resulted in increased journey times, pollution, and			which they are resident, or in which they have family friends or contacts resident. Any councillor proposing
ir mindudual	Strongly disarray											required to ensure displaced traffic does not use Milton	
		childree, adults and animals and environmental concern of a far larger and a far larger ourshar of outdoors	E Ganificant Increase	Milton Terrace and Seaview Crescent with increased traffic volumes, journey times, emissions and colliption		percentee muter and times in the surmunding streets	Ornesh /Grame	impact on the environment by causing increased journey times and consection	NO.	resulted in increased journey times, pollution, and advance environmental impact when I do require to drive	No	required to ensure displaced traffic does not use Milton Terrace. Measures are also required to ensure displaced traffic does not use Sessing Concept	otherne should be required to disclose all family, frier
		childree, adults and animals and environmental concern of a far larger area and a far larger number of residents. Only recently moved, but my wife when we walled over	4 Significant increase	Milton Terrace and Seaview Crecont with increased traffic volumes issumey times, emissions and pollution.	Stronely distance	response routes and times in the surrounding streets.	Strongly disagrame	impact on the environment by causing increased journey times and consection.	No	resulted in increased journey times, polation, and adverse environmental impact when I do require to drive.	No	In encoding control of the second of the sec	scheme should be required to disclose all family, frier contacts or interests in the area.
		children, adults and animals and environmental concern of a far larger area and a far larger number of residents. Only recently moved, but my wife when we wailed over the raiway bridge on the way to Portabelia instantly momentary bridge on the way to Portabelia instantly.	6 Senifort increase	Milton Terrace and Serview Croceret with increased traffic volumes, iourney times, emissions and pollution.	Stronely disarree	recorder routes and times in the surroundine streets.	Groede disaree	impact on the environment by causing increased journey times and consection.	No	resulted in increased journey times, pollution, and adverse environmental impact when I do require to drive.	No	requined to ensure displaced traffic does not use Militon Terrace. M essures are also required to ensure displaced traffic does not use Sestimu Crescent.	otherne should be required to disclose all family, frier contracts or interests in the area.
		children, adults and animals and environmental incoment of a for larger ansa and a fair larger number of residences (Dely recently moved, but my wife when we walked over the railway bridge on the way to Portobelio instantly commende about how great it was for there to be a focus on pedertrians. Having also lived in similar aneas	4 Significant increase	Miton Terrace and Service Crescent with increased traffic volumes: lourney times: emissions and collution.	Stronely disarree	response mutes and times in the summarisher streets.	Gronely disame	impact on the environment by causing increased journey- times and conception.	No	resulted is increased journey times, polision, and advance environmental impact when I do require to drive.	No		scheme should be required to disclose all family, tries contacts or interests in the area.
		childen, adults and animals and environmental iconcern all a far larger area and a far isorer number of residents. Only recently moved, but my will when we wailed over the rahway budge on the ways to Perchaloli instandy commented about how great it was for there to be a floate an pederbiane. Howing all to lived in similar areas where measures like this were never taken, the volume of taffic through mediental areas manks it lives apole	4 Centificant increase	Million Terrace and Seaview Crescent with increased traffic volumes: loansey times: emissions and pollution.	Stronalv disame	encourse routes and times in the surrounding streets.	Granky disame	impact on the environment by causing increased journey times and conception.	No	recibed in increased journey times, polytion, and advance endoormend inseat when I do recive to drive	No		scheme should be required to disclose all family, file contacts or interests in the area.
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		between the second s	An Annuel Marine Mar	anna faoine. Taga an tao ann an tao ann ann ann ann ann ann ann ann ann a	hadre grou or doore	And any application of these as the source of the sourc		A to 14 a significant part of the environment to base on a row of the significant of the significant of the significant and the significant of the significant of the significant and the significant of the s	N N N N N N N N N N N N N N		N	A direct means the particular particular space of the particular p	Toring exercises and solar and the solar and
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	To what extent do you agree or disagree that the				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collesdene	Considering the wider Portobello area (out with the immediate area of inuntane Road and the Colliesdene area), to what extent do you agree or disagree that the rish has had a pool/win inpact on the surrounding streets? - Please write are comments in the box below.			During the trial have you walked, wheeled or cycled move? During the trial have you walked, wheeled or cycled		Would you like the trial to be made permanent in its	
re you responding as an individual or on behalf of an	to wan team up to get of anyter that are on changes have been beechild during the trial? - To what estent do you agree or deagree that the changes have been beenficial during the trial?	To what extent do you agree or disagree that the changes have been beneficial during the tria? - Please write any comments in the box below. Never to Edinburgh, to my knowledge of the area before the set of the set o	During the trial how has the volume of traffic changed within your street? - During the trial how would you sause traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Please write any comments in the low balance.	area), to what extent do you agree or disagree that the trial has had a notifies insect on the summordian	area), to what extent do you agree or disagree that the trial has had a positive import on the surrounding	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 dicagree that the channel have had a politice import on the environment?	During the trial have you walked, wheeled or cycled	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	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
rankation? - Recoonding as	been beneficial during the trial?	write any comments in the box below.	stuse traffic numbers within your street?	box below.	streets? - o what extent do you arree or disarree that	streets? - Please write any comments in the box below.	- changes have had an impact on the environment?	- Please write any comments in the box below.	more? · Please write any comments in the bas below.	current form? - made permanent	should be made.	tweeton
		Newer to Edinburgh, so my knowledge of the area before the changes kn't there.										
		Having ridden through it more recently though, it feels a safe area to ride, and the lack of traffic should be a mode for further developments in Edinburgh to hit the goals for							I've made it my decision to ride in that direction more			
an individual	Strongly agree	for further developments in Edinburgh to hit the goals for reducing miles driven within the city.	or No change		Arter		Strongly agree		five made it my decision to ride in that direction more with knowing the measures are in place.	18		Keep doing this all over Edinburgh. Make it a capitol city that thines as a beacon for active travel.
1		I am a blue hades holder and peed to use much rether										
		I am a blue-badge holder and need to use my car rather than public transport. The closure of Brunstane Road										
		than public transport. The closure of intrustane itead adds significantly to my mileage and to my constituation to pollution. I also find driving in the Collesdenet quite dangerous as there are many learner drivers practising there. The exist conto Mileon Read from Million Drive is a danger point due to the sightlines and the speed of traffi				All streets in the area are seeing increased traffic flow -						
I		dangerous as there are many learner drivers practising there. The exit onto Millton Read from Millton Drive is a				All streets in the area are seeing increased traffic flow- and this is unnecessary. I see no reason why, to improve the overall situation, we couldn't make Brunstane Road one way (south to north) with appropriate traffic calming. This is surely the obvious way to relieve the problems in						
I		danger point due to the sightlines and the speed of traffi on the main road. The turn from Milton Road into Milton	le .			one way (south to north) with appropriate traffic calming.						
I		on the main road. The turn from Milton Road into Milton Terrara was mostly never designed for such hence use	n			This is surely the obvious way to relieve the problems in Brunstane Road without the major disruption that we're						
		Already road surfaces are being very severely damaged				experiencing during this trial. I've yet to hear any reasons						I begin to fear that surveys like this are ignored - and
är an influifkal	Connelly Airsense	thesushout the was I use this on my daily commute. It's great now, feek far	Claht invene		Cennali Aceana	who this would not be the sensible removative	Gronali Ainama	Cas roomante shous	Mo i sullar from Barkinson's and have mobility nonbiens	MA.	DI CACC "MOVIII MANDELINE une mantional about	hone that this will be the exception
As an individual	Strongly agree	cafer. From a minor problem in Brunstane Road, closing it	No chanee	Do not live locally, only commute through	Azree	less rat-running traffic in general. It's great.	Stronely agree	Less car pollution	Tes Every sitele day up and down Brunstane Road.	Tas.	He definitely improved the immediate area.	Same as this, hast get them done.
I												
		increased the existing traffic in that area. It's made the local traffic worse. More pollution, more traffic noise. Th distance has more than doubled to get from Milton Road				Closing Brunstane Road has made the wider area worse. Don't understand the logic in closing this road other than						
ar minfulded	Strough disarran	distance has more than doubled to get from Milton Road	d No change	No change in our estate but increases when we are trying to part to know	Gronaliv distanae	Don't understand the logic in closing this road other than plansing a few residents	Grouph dimense	Closing Brunstane Road has had a negative impact on the analyzoment	No.	No	Renner Envirture Erect	
1				a la serie de la character de la construction de la construcción de la construcción de la construcción de la co								The factect and most damaging traffic should be
		There is now a far safer space for all users and the overal		It is not that the absolute level of traffic has declined-but particularly through traffic who are trying to go as fast as								discouraged from residential areas. This keeps local permeability and encourages safe active travel for all
As an individual	Stricrafy arme	speed of traffic is calmed My children and I regularly travel by bike through the Collesdenes and Brunstane Rd. It is significantly quieter and safer for all of us now that these rac-runs have been	Slaht decrease	possible has declined.	Azree	Raises greater awareness	Stronely aeree		96	Yes		abilities
I		Collesdenes and Rrunstane Rd. It is significantly quieter										
		and cater for all of us now that these rat-runs have been closed.				It has had a significantly positive effect not just for those seeking to engage in active travel, but in taking awareness of the myopic entitled behaviour of a minority		Any reduction in available road space and restrictions on				Be agile - don't consult, just implement and then amend as appropriate. Get on with it the more the merrier.
		When I do take my car, it is no significant inconvenience		live on Belfield St - there has been no detrimental traffic		seeking to engage in active travel, but in raising		Any reduction in available road space and restrictions on motorised travel is positive and will be necessary to achieve SG and GEC climate targets, including the need to	The fact that these roads are now significantly safer for me and my family to ride has meant that we have		Yes - please formalise these restrictions and roll them out to communities to the north of the High Sr in conjunction	Thank you to GEC and all officers trying to make our
As an individual	Strongly agree	to travel via Milton Rd.	No chanee	impact here.	Strongly agree	of drivers.	Stronely agree	reduce vehicle km by 20% by 2030.	Tes increased our use of bites to travel south similicantia.	Tes.	with the proposed CP2.	streets rafer and healthier.
											Trial Brunstane Road one-way northbound. This would	
I											solve the congestion at the bridge, and there would be no more confinantial between motivality (which is trusted	
I	1		1	1		1		1		1	more confrontation between motorists (which is touted by Brunstane Road residents as the main issue).	
I		I feel so sorry for the Milton Drive and Milton Terrace residents.		1		1		1	1		During the trial, maintain the existing temporary road	I suggest you don't waste time and resources [the Council's and the public's] consulting when you don't
I		residents. Particularly for the ones living in the sheltered housing. All the traffic is directed down two narrow streets. No		1		1		1	1		dosures.	I sugget you don't watte time and resources (the Council's and the public's) consulting when you don't take the slightest notice of the results. An overwhelming majority of loppa respondents and more widespread
I		wider than Brunstane Road, but because the sheltered	1	1		1		Negative impact on the residents of Milton Terrace and			There is quite a bit of pavement parking in Brunstane	majority or soppa respondents and more widespread respondents voted against the road closure. Why bother
Ar to individual	Strongly disarray	housing residents have fewer cars than those in Brunstone Brad, cars only rack down one side of the rea	d Diatr invessa	1	Nalibar same or desires	I don't know how they've been impacted, as I live in the Collectory	Grouply dimense	Negative impact on the residents of Milton Terrace and Drive. Brunstane Road traffic directed down their streets instead. Lucky Brunstane Road folk.	I cycle regularly, drive sometimes and walk sometimes. I don't think this bod offered my behaviour	No	There is quite a bit of pavement parking in Brunstane Road. If this is seen as an issue, you could also trial wellow lines down one side. Now 've got unde to it, filed comfortable with the changes but others who have need to use a car more may	respondents voted against the road closure. Why bother asking if you're not intending to take any notice of the next!
	In the state					Contraction.		TOTAL LIGHT & CHAIN AND THE			Now I've got used to it, I feel comfortable with the	
As an individual	Naither serve or dissess	There have been harrefly and direct-systems	Canifirmst demana	Colliesdene Crescent is no longer feasible to use as a themash muta and traffic is much diminished as a result	Naither serve or deserve	Difficult to judge whether the changes have caused consection on other courses but they may have done	Arras	for our immediate environment has immediate	I already cycled and walked for many journeys before this knownand	Xiar		tin .
							-	1				We, thanks for asking. We did not field informed or counted about these changes. It caused frustration and made our area of Million Read Dist theil Rike with had to put up with an increasingly concerned about totific onto us. We are increasingly concerned about totific using and their timedeour areas more usaful. We are secred about further accidence in first of the newsagest
I												consulted about these changes. It caused frustration and
												made our area of Milton Road Sast feel like with had to out up with an issue from elsewhere being transferred
												onto us. We are increasingly concerned about traffic
						I do not agree that any roads should be blocked.						safety and this true made our area more uncase. We are worried about further accidents in front of the newsagent
		The changes have made Milton Road East, a 40mph road that is already deserves, especially where we point our				Brunstane Road was a thoroughfare when everyone there houshy their flat it is not side for three luins there to						due to voluminous fast traffic and parked whicles making it difficult to see traffic coming from the city when action
I		flats without a clear view of traffic from the right, busier.				transfer the problem elsewhere. I would be happy if that						We would appreciate you stopping this trial as soon as
		that is alwady dangeroux, especially where we exist our flats without a clear view of traffic from the right, busier it also means traffic takes a longer route to get to the beach, and this is concerning from an environmental				I have the agree to any to an information of excitence. An unstance board was a thready particular when everyone there bought their flat. It is not right for those living there to transfer the problem elsewhere. I would be happy if that road was now ways, and the next blocked road was now way, in the other direction. Either way round, But neither		They have caused cars to take longer journeys. If you add up all those longer journeys it is quite concerning the	Lalways walk regularly it has not changed this. It has also made my section of read on Milton Road East, through		No roads, none at all, should be blocked. But if Brunstane Road became one way, another Road could be one way in	We must adde to the set addents in most of the relevanges, due to voluminous fast traffic and parked whiles making. It difficult to see traffic coming from the city when exiting. We would apprecise you stopping this trial as soon as possible and also reviewing underly in the asso-parking and speeds. In future please consult us on all details of
As an individual	Stronelly disagree	perspective.	Simificant increase	See above.	Stronely dicaeree	road should be blocked.	Stronely disaene	impact of fames and eventsy usage.	No no fault of our own, feel out off from our local community.	No	the other direction.	changes that impact us. Thank you.
I												
		Although the residents in Virunstane Road have benefited the arteries between Milton Road/ Kinnaird Park/ Sast	a,									
		Lothian have been significantly reduced creating										
		congestion on the roads that remain open. As a Roads engineer - onwigually having worked with the										
		Council and the Scottish Executive and both designed										
		The attentic between Minton stage Juncator Parky start Lothian have been significantly endoced or marking congestion on the roads that remain open. As a Roads experieser - providuely huning worked with the Council and the Scottrich Succeive and both designed roads and been involved in traffic management, I was supplied at the way the Council consulted residems in				it is very obvious that the roads that remain open are suffering due to lack of options for traffic movement. It					This trial went ahead even although the community	ALL members of the community should be included from
		Portobello. Resiculty ignoring them initially until we managed to get a consultation; then divegarding the		I would say that TRAFFIC CONSESTION has increased - the movement of traffic has become slow, creating more that are not autorities		It is very obvious that the roads that menain open are sufficing due to lack of options for traffic movement. It may be that Brunctase Road is having a better time with less politicito but other areas of Portobello are useing the consequences of this decision.		The environment in areas of traffic displacement are more polluted with a more dangerous environment for	I am 75 with knee replacements and am now unable to cycle effictively; J also feel the air is now polluted while while any other pollutes are been and the finites more than the finites of the second seco		consultation was against the closure - the Council need to consider all community members nit just those who	the initial stages of the development of any future schemes and the Council needs to listen to the results of
As an individual	Strongly disarree	consultation results.	Significant increase	fuel use and pollution.	Stronely disaeree	consequences of this decision.	Stronely distance	children and adults.	No walking around our area, including Brighton Park.	No	shout loudest.	any consultations.
		Brunstane road but have failed to address the main					Stronely aeree		ba	Tes.		
		Brunstane road but have failed to address the main concerns of local residents living dose to Brunstane road The main one is the amount of cars parking in Brunstane	L.				Strongly agree		P24	Tes		
		Brunstane road but have failed to address the main concerns of local residents living dose to Brunstane road The main one is the amount of cars parking in Brunstane Road and blocking the pavements for pedestrians and	5. •				Stroody amore		85	Ter.		
		concerns of local residents living dose to illumistane road The main one is the amount of cars parking in illumistane Rand and blocking the pavements for pedetrians and people using wheelchairs. The report suggested that the	6. M				Streetly area			Tes .		
		concerns of local residents living dose to illumistane road The main one is the amount of cars parking in illumistane Rand and blocking the pavements for pedetrians and people using wheelchairs. The report suggested that the	K. H M				Strandy zaroe		3	Tes		
		concerns of local residents living dose to illumistane road The main one is the amount of cars parking in illumistane Rand and blocking the pavements for pedetrians and people using wheelchairs. The report suggested that the	E b d d				Stroetvarve		90 	Tee		
		concerns of local residents living dose to illumistane road The main one is the amount of cars parking in illumistane Rand and blocking the pavements for pedetrians and people using wheelchairs. The report suggested that the					Saturde anna		10	78		
		encourse of local residents living close to internate near the main one is in manure of care parking in itemations lead and blocking the parenters for productions and homothy of importance should be parket than and when their show cans. However is the respect to the the ing consider of the street way discounted because of the parking parameters in the respect to the loss of the south when the street way discounted because of the parking parameters in the respect to the loss of the northwer is a submitching care and the angement parking matching is a submitching on the loss of the loss of the matching is a submitching care and the loss parenter parking index is interested by the submitching of the loss of the matching is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the souther is a submitching on the loss of the loss of the loss of loss of the loss of the loss of loss of loss of the loss of loss of loss of the loss of los	af 1 1 16				Saturde anna		3	58		
		encourse of local residents living close to internate near the main one is in manure of care parking in itemations lead and blocking the parenters for productions and homothy of importance should be parket than and when their show cans. However is the respect to the the ing consider of the street way discounted because of the parking parameters in the respect to the loss of the south when the street way discounted because of the parking parameters in the respect to the loss of the northwer is a submitching care and the angement parking matching is a submitching on the loss of the loss of the matching is a submitching care and the loss parenter parking index is interested by the submitching of the loss of the matching is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the souther is a submitching on the loss of the loss of the loss of loss of the loss of the loss of loss of loss of the loss of loss of loss of the loss of los	af 1 1 16				Stronger versen		N	58		
		encourse of local residents living close to internate near the main one is in manure of care parking in itemations lead and blocking the parenters for productions and homothy of importance should be parket than and when their show cans. However is the respect to the the ing consider of the street way discounted because of the parking parameters in the respect to the loss of the south when the street way discounted because of the parking parameters in the respect to the loss of the northwer is a submitching care and the angement parking matching is a submitching on the loss of the loss of the matching is a submitching care and the loss parenter parking index is interested by the submitching of the loss of the matching is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the loss of the loss of the souther is a submitching on the loss of the souther is a submitching on the loss of the loss of the loss of loss of the loss of the loss of loss of loss of the loss of loss of loss of the loss of los	af 1 1 16			There has containly been lighter traffic on Rowstawe Road but that is only been Rowstad on an about local roads, on meres. While has been all have been have been as a while as there and M Road Ferrary, the Calibrationes as a while as there and M Road Ferrary. The Calibrationes as a while as the and M Road Ferrary, the Calibrationes as a while as the and M Road Ferrary. The Calibrationes as a	Strody wes		1	18		
		encourse of local residents living close to Alumitane road the main one is in manuar of cara parking in Rumanne Raad and Bocking the parements for productions and haractive of importance should be parket than and when haractive of importance should be parket than and when then about the however in the mapper than the and the parking parameters in the mapper than the source the parking parameters in the mapper than the source nother is a submitching our of the angement parkets nother is a submitching our of the angement parkets in the source is the source of the angement parkets in the source of the source of the angement parkets in the source of the source of the angement parkets in the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the sou	af 1 1 16			There is no control by team lighter south, or all sources to lead that that its unity team lighters south, or all sources that the source of the source of the source of the source of the sources. While that is used by the cost way sources as which will have source increased to that the source of the model of the source of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sourc	Storedo Anto		N	18		
		encourse of local residents living close to Alumitane road the main one is in manuar of cara parking in Rumanne Raad and Bocking the parements for productions and haractive of importance should be parket than and when haractive of importance should be parket than and when then about the however in the mapper than the and the parking parameters in the mapper than the source the parking parameters in the mapper than the source nother is a submitching our of the angement parkets nother is a submitching our of the angement parkets in the source is the source of the angement parkets in the source of the source of the angement parkets in the source of the source of the angement parkets in the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the sou	af 1 1 16			There is no control by team lighter south, or all sources to lead that that its unity team lighters south, or all sources that the source of the source of the source of the source of the sources. While that is used by the cost way sources as which will have source increased to that the source of the model of the source of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sourc	Soud-Lang		N	78	As suggested before busing a core way spectra down	
		encourse of local residents living close to Alumitane road the main one is in manuar of cara parking in Rumanne Raad and Bocking the parements for productions and haractive of importance should be parket than and when haractive of importance should be parket than and when then about the however in the mapper than the and the parking parameters in the mapper than the source the parking parameters in the mapper than the source nother is a submitching our of the angement parkets nother is a submitching our of the angement parkets in the source is the source of the angement parkets in the source of the source of the angement parkets in the source of the source of the angement parkets in the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the sou	af 1 1 16			There is no control by team lighter south, or all sources to lead that that its unity team lighters south, or all sources that the source of the source of the source of the source of the sources. While that is used by the cost way sources as which will have source increased to that the source of the model of the source of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sources of the source of the source of the sources of the sourc	Kradi Jaza	pills the bad regist in the environment dag	N	38	As suggested before budge as one way spatient down Swatzen bekart, monoring gambiges are a side of the	
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da se lostodust		Antiaccial behaviour has been reduced. -Politicion (noise/air) has been reduced. Air politicion has black hean regard for to the more difficient		1						server in-ward. However, I think there are our aching mitigating circumstances that justify the docume, such as Softey: The read has not yet had a vericus accident. If yellow lones were implemented for a pussing plan, this would be crosses the wide of for all fix, which is against polity and also increase the risk of an accident to id on't believe this is floatible. Similarly, the same issues artice if made not ways.	
	Strongly agree	Antiaccial behaviour has been reduced. Antiaccial behaviour has been reduced. All pollution has being been reduced due to the new end disent cause rather than up a steeper hill (Disouteen Road) and the under reduced to the steeper hill (Disouteen Road) and the under digeneral clauses, todage etc. All general clauses, todage etc. antiby wark on the road. Sing discusses. Sar discusses.	Spolfcare destage	liventave Real has been closel to through soffic has	Straugh yerne	Course of this work people section the distributions would be placed of the abusing the distributions are able to the abusing the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the distributions are able to the able to the able to the able to the able to the distributions are able to the able to the able to the able to the distributions are able to the able to the able to the able to the distributions are able to the able to the able to the able to the distributions are able to the able to	"Subsequent las side organs and labies the science dears traffic volumes in scale labies under to hande such valid, is terms a rotas and air polarion why would laby han been rotated and the efficiency of the discription. Due to the value regions such, stap- strating a a start bill would have significantly more impact on a or phosis pack, fuel than maintaining a sum of through the duration.	an a	7	An adjustic constrained the glashifty the dataset with the dataset of the second seco	
as an Indindust	Doordo arma	• A second provide provide second provide provide second provide provide provi	Services downs	Ny deglina administra ing ingenetia wa na lango hawa na kana bana hang higila. Sana ha na ang ang ang ang ang ang ang ang ang	Strande aver	Save is to instant one of commonly There is no instant and optimizing on the set to account of the set of the set of the set to account of the set of the set of the first account of the set of the s	More shiften and shifts are unling softgoing Fingles and the crimits backard it can be displayed and the shift of the shift of the shift of the shift of the backard shift of the shift of the shift of the shift of the fingle and so the shift of the shift of the shift of the More and an accurate shift of the shift of the shift of the More and an accurate shift of the shift of the shift of the More and the shift of the shift of the shift of the More and the shift of the s	Na vedi nyih karakasa ki kara Jawar wi	~		
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	Drough arree	and indirected on the way to unloce I don't care if thrumstore road is closed do think one way would have been exercised for the toth though, closing the other reads in Califiedent is not helpful inskes runal transfer self-types and it's util and properly algoposted on the Califiedent kide. It is not helpful to emergency envices of could cust life's it is taken want time to get to street and one geat to	Geologie decrane	In one assumes a final sumandium.	Stoody area	panel of 20 miles save first and	People have to travel longer putting more furnes into the al. If califoldely out buving a good impacted on the	ter construided to be a detrained of it are	5 6	A huge majority said No in the first place but it was still	make channes to make this bacoon. If you do a consultation listen to the out come in the first place and the thoughts from the energency services too. As what's the point in a consultation and a huge mojorty tags it's not a good load orthe you juit go sheet with
Al M INFORMATI	Stronely disarree	The environment is decide faye to books the source	No change		Silarre	Specifient status and Specificanty gender Gal encisions trave readed from the increased purrays marks fy Total one to a long to the increased on the increased one of the one of the increased of the increased on the increased on the increased	An roted above, these durges have undouttedly exuted in an increase in CO2 emissions as a result of the similicardy lanser issues mouled.	n n	99 99	0000140 53.	which may benefit more of the becose, more of the time.
As an individual	Strongly disarree	I have failed to see any benefit from the changes indemented.	Slaht increase		Stransk disarree	The stal has singly shifted a problem and belond crusts a source cone.	More cars are now using lies side streets for access to their homes.	30	Na	I feel the closures to Millon Drive. Millon Terrace and the junction at Collesdeen Cresoner have had a negative impact. This has forced traffic to new use one side street when turning left off Millon Rd Cast. Lunderstand Bruntane Road is a very narrow street, perhaps making it one way very may had had object consestion?	It would be good if all residents in the surrounding areas who may be affected by totific changes were informed of them in advances as I had no idea about these read closures until confranced with them. Pertago a interebox drop outlining, proposite followed by a residents meeting of calibration community centre to discuss anotocals?
As an individual	Stronely disarree	I have find to see any benefit from the changes maintenents and the convex of highly channels and knowtane lines at the convex of highly channels and whit convex is the convex of the convex of the convex have to drive an extra 5.2 millis per journey which aper- tions the clinic is convexion that are inductedly that a negative impact on environment. I am not able to use a blas.	No change		Dav'i incer.	Strate dourne	Significant increase in journey distance/times inevitably adds to increases in aminimum	30	No	Brunstane Road could be one way from the access point at Milton Road. Speed burraps or some other calming measure could be dealed on orders traffic speed.	A much wider notification of proposed measures to allow feedback BGTORE implementation invitor residents to meetings to discuss proceed cores of struction and actively work to find subtions to problems that benefit the Maching.
As an individual	Stronely disarree	Since the temporary measures have been put in place, as a cyclic i have had far more dangerous journeys in the new daw to drivers trying to car much the diversion farter, not paying attention to cod signs and residence of brunstane rand not paying attention to cyclists using their rand to cases through.	Sentition Linease	We have also had a problem with speeding cars	Stronaly disame	It just seems to move disruption and initiate drivers making it more daugerous to cross rands with our driven str. Stronely discusse	Traffic seems heavier and buses next to impossible to get anywhere on time across Portobelio	No Cucilez Melt, nov datavenue	No.		
	Noon from	Another the end integration of a contrast of the set of matter students, which is not a contrast or paties. The set of the set of the set of the set of the set of the set of the set of	No Annesi				This is to fig the last which was equivalely to the index to a single standard standard standard standard standards and standard standards and standards and standards standards standards and standards standards by a single standards and standards standards by a single standards and standards by a single standard and standards and standards and standards and standards and and and and and and and and	de dense por program (o por an in Annual del por Instanta del des de la companya de la companya de la companya la companya de		Abstrate approach, diry andle 1, in regional and the angle of the format of a regional and the angle of the format of a regional product of the angle of the format of a regional product of the format of a regional product of the format of t	A simplifying the set of the s
As an individual	Strongly agree	Provides safe and pleasant environment, pedestrian and local traffic usage.	Slaht decrease	New to area up not able to compare	Stranely agree	De defineation of local traffic and promoting local usage vs through traffic taking advantage with no local benefit Strongly anne	Reduction in emissions, encouraged planting and enhancements	Tes .	fis.		
är en indukkel	Gevoralis sama		Morehanda		Construction and a	an senser anove Ornovaly unsua		60	Kar -	I would suggest that brunstane road is made a 1 way return than shut off completely	
L - oddar		The spagnare the encoderum of one stress, 4 share stress are proposed by the stress of the stress o				beha ana au Auso	Fuger to Proceeding and the second of the se				

[To what extent do you agree or disagree that the				Considering the wider Portabello area (out with the immediate area of Brunstane Road and the Collesdence area), to what easent do you agree or Giugaree that the trial has had a positive impact on the samounding streets?- o what easent do you arree or disastee that	Considering the wider Partobelio area (out with the incrediate area of Inunstane Road and the Collections area), to what eaters do you agree or diagree that the Trish has that a pooldwin ingace on the surrounding clinetes? - 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		Would you like the trial to be made permanent in its	
Are you recoording as an individual or on behalf of an	changes have been beneficial during the trial? - To what extent do you agree or disagree that the changes have	To what extent do you agree or disagree that the changes have been been Brief during the trial? - Please write any comments in the box below. Encourage people to use their car less and work towards a more sustainable way of transport. However, the reality of the second transport.	During the trial haw has the volume of traffic changed within your street? - During the trial how would you assee traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Rease write any comments in the	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	what extent do you agree or disagnee that the langes have had a positive impact on the environment? chanses 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	manei	Would you like the trial to be made permanent in its	Would you like the trial to be made permanent in its current farm? - Please provide any further comments in the box below including any modifications you feel	Do you have any suggestions on how future similar schemes should be consulted and implemented? - any
Are you responding as an individual or on behalf of an organisation? - Responding as	been beneficial during the trial?	write any comments in the box below.	asues traffic numbers within your street?	box below. position to comment on this as my office looks out onto	stwets? - a what extent do you arree or disarree that	streets? - Please write are comments in the box below.	chanses have had an impact on the environment?	- Please write any commonits in the box bolow.	more?	- Please write any comments in the box below.	current farm? - made sermanent	should be made.	eareactions
		a more sustainable way of transport. However, the reality		Position to comment on this as my drive looks out onto Rrunstane Road.									
		is that i have to travel 2KM more every time I want to go to the top of the road I live on.		I have discerned no significant charge in the volume of									
		The second second data and second second has been		I have discerned no significant change in the volume of traffic as the lower part of the road is toll being used as a link between Milton Road and Portobelio High Street, abeit by a more circultous noute.								No other options have been explored or considered, despite the huge majority of residents being against the road closing. It was a fait accomplinather than a consultation.	
		The rescons I would be accessing that read would be to join the logans: for a longer journey, going to the supermarkent to do a weekly they for resp framity, building my care accessing Fort Konstat. These are all journeys which requirmer to fains. On top of this, I transport of children and their instruments to a muck clus acevy Tuesday and collect them. I have to do do an additional time to do this also (both journeys).		abeit by a more circuitous route.								road closing. It was a fait accompli rather than a	
		supermarket to do a weekly shop for my family, fuelling my car or accessing Fort Kinnaird. These are all journeys		What has become apparent is the speed of the cars and									
		which require me to drive. On top of this, I transport 6 children and their instruments to a music client every		lack of indication used by drivers as they assume that there will be no traffic coming from other directions.								Why not paint yellow lines in a couple of places further up the rand to shut they can be used as pausing places? If the will of the residents there is to use can less, perhaps a sumbler of them who have two cars could get if of one of them and give up a patient grance for the greater good of the community?	
		Tuesday and collect them. I have to drive an additional										the will of the residents there is to use cars less, perhaps	
		ears to do this also jobh journeys).		the reality is that arunitane Road is the same width at the lower part of the road (from the Angyle Crescent								a number of them who have two cars could get rid of one of them and give up a parking space for the greater good	
		The closure is based on ableict views, that residents of Portobello are able to walk or cycle and do not have any		crossroad to just after number 8, where the road widens out as it si at the top where hit has been closed. The									
		The contain its control or advect verse, visal relaxations on Portobelic are able to waik or cycle and do not have any time constraints. It is also elitist as it only benefits very few people (is those residents at the top of Brunstane Read (many of whom have 2 cars, I should point out).		The reality is that Brunctone Read is the same width at the lower part of the same from the Angle Concert constrant to just when number A, where the same width out at is it at the top where hit has been closed. The difference is that the exidents to the were numbers to have glowen up parts of their gordens to use as diversary. If we all does to park on the road, the same blands would exit a sit the top of the road. Would first the entries road therein the location? Similar the matter is a same than the same blands and the road the same that the same same the same that the same that the same that the same the same that the same that the same that the same the same that the same that the same that the same the same that the same that the same that the same that the same the same that the same that the same that the same that the same the same that the same that the same that the same that the same that the same that the same that the same that the same the same that the same that the same that the same that the same the same that the same that the same that the same that the same the same that the same that the same that the same that the same that the same that the same that the same that the same that the same that the same that the same that the same the same that the same that the same that the same that the same that the same that the same that the same that the same that the same the same that the same that the same that the same that the same the same that the same that the same that the same that the same the same that the s								Was a one way only considered?	
		Road (many of whom have 2 cars, I should point out).		If we all chose to park on the road, the same situation								Or a height restriction at the bridge making it accessible to cars only and lorries making a delivery to a resident?	
		The exit and entry points on the Collesdene's are both dangerous. On the majority of days, there is a van parked on Milton Road which restricts the view of oncoming		would exist as at the top of the road. Would the entire road therefore be disced? Surely this would have to be the case for the sake of equality and fairness, and non favouritism???		I cannot see any positive impact. We constantly see people illegally turning on the High Street as they notice the sign too late.						to care only and torrise making a derivery to a resident?	
		dangerous. On the majority of days, there is a van parked on Milton Road which restricts the view of oncoming		the case for the sake of equality and fairness, and non- favouritism???		the sign too late.							An actual consultation with options considered rather than the fait accompli that this has been would be a start.
		on Mitcon load which restricts the view of oncoming traffic when exiting from the Collesdene's. As Mitton Road is a-40mph limit, oncoming traffic can appear out of nowhere and has caused a number of near misses.				The volume of traffic on the High Street has increased and considerably more traffic jams, where cars are sitting emitting gases which is surely counter-intuitive to the		There is the second second second second in the last is		As above, the reason I would drive up to Milton Road are		The situation is not to the benefit of the masses, not to	free address which down it common to be assumed and
		nowhere and has caused a number of near misses.		In addition, cyclists now take little care as they feel that it is 'their road' (have been told this on namenous occasions by them) and not really for care. They travel at		emitting gauses which is surely counter-intuitive to the		There is the same volume of traffic on the road, it just is on the road for longer, thus causing more emissions, not law definitions		As above, the reason I would drive up to Milton Road are for long journeys, accessing the bypass, doing a weekly or monthly foad shap, accessing the shopping park or taking monthly more a knowledge.		The situation is not to the benefit of the masses, not to the greater good of the community but the few, making it selfsh and elibit. It is based on an abiest view that couples are able to access busing or walk or cocks.	actually listens to the views they have 'consulted' on,
as an individual	Stronely disarree		No change	occasions by them) and not really for cars. They travel at	Stronely disaeree	intest reason given for the road closure? Si Though it does seem to have increased traffic at the Kings	ronely distante	ies. Réculos.	No	ity children to hospital.	No	people are able to access buses or walk or cycle.	including that of the emergency services.
						entrop gause which is carely counter-infaulties to the bitest mason sites for the read clearer? So Though it does seen to have increased traffic at the Kings Road junction and on Portobello High Street. Particularly with the change to the left sum coto Sr Harry Lauder							
As an individual	Stronely aeree		No change		Aaree	Road.	either apree nor disapree		Tes		fas.		
													Make more accessible to people. If you are not linked to
													continuinty groups, Facebook, twitter or other social media then you miss out on consultations. I only heard
													of the consultation by word of mouth, otherwise I would have missed it.
													Consider those who are not computer minded. Good old farbineast Reveal Mail
						1						1	Make more accessible to people. If you are not initiated to community groups, facebook, heather or other social media they our loss on an estualization. Unly hared of the consultations by word of mouth, otherwise I would there ensued 3. Cansider these who are not computer minded. Good side the initiational Royal Machine Constraints of the regional and the regional of point communities of the regional decisions made as a result of communities. NEO 10.
						1						1	received and outcomes. I have not been aware of
		You have pushed traffic onto other roads causing				Caused staffic increase on other reads. Traffic having to take longer routes which in turn increases fael consumption and emissions. So		Traffic having to take longer routes which in turn				Modification - make Brunstane Road one way in direction of Milton Road to Portobello Road. Remove obstacles	decisions made as a result of consultations - just receive an email acknowledging receipt of consultation. NGED TO
As an individual	Stronely disarree	consection.	Sienificant increase	Have seen marked increase in traffic.	Stronely disaeree	consumption and emissions. St	ronely dissense	Traffic having to take longer routes which in turn increases fuel consumption and emissions.	No		No	of Milton Road to Portobello Road. Remove obstacles from Collesdene area.	BE TRANSPARENT IN EVERYTHING
1		1		1	1	1		1		1		1	becados mase sa a result or consultations - just receive en email aclonedeliging encelor of consultation. NEED TO dis TanAstOratist' in \$VecEntheng Royal mail - for those who don't use computen. Use Resile and other community languages when sending out consultation via royal mail.
						1						1	umumumum via regal mail.
1		1		1	1	1		Forcing drivers to make longer journeys which means		1		1	Email those who have previously taken part in consultations regarding future consultations and
								greater fuel consumption and greater emissions from					annus colore and the previous patient part of consultations regarding future consultations and outcomes of closed consultations as information is not always picked up via social media.
		Traffic forced to use other soutes and in turn causing				No positive impact - just dispersing traffic and causing		Forcing drivers to make longer journeys which means greater fael consumption and greater emissions from cars. Not environmentally friendly! Cars. will never disappear, no matter how much the Council want them		Not able to cycle due to health, limited walking (not	1	Remove blockages from Collesdene area and make	
As an individual	Stronely disarree	increased traffic on other roads.	sennant increase	increased traffic.	Stronaly disaaree	road conextion on other roads. Se	ronely distante	199.	NO	increased as a result of trial. Again - health issues.	No	Brunstane Road one way	The Council need to be transparent.
1		The changes have caused confusion. Emergency vehicles setting stuck/blocked. The change has just moved the		1	1	1		1		1		1	
		getting stuck/blocked. The change has surt moving ventors problem to another area. Dangerous events with whiches coming off Milton Road. Also considerable increase in		1		1						1	
As an individual	Strongly disagree	time and fuel use to neeptiate the change.	No change		Stranely disame	i see more concession / traffic on Portobello High Street.	120709		No		No		
As an individual	Aanaa	1	No change	1	Stronaty agree	1	ronely aeree	1	Tes	1	Tes.	1	
1		1		1	1	1		1		1		1	The signage was very slow to go up, which caused a lot of confusion in the baginning, as soon as the proper No Entry signs were up, it insported. Signaps needs to be better through out and inspirented signs from the start. Propies not than the ansa work how the names of strets to those signs are listen helpful. Stretswares on these shares helpful. Stretswares to the strets are being the strets of strets to any site scores of an ETRO, which may have contributed to confusion?
1		I was not convinced by the FTRO to begin with but I find			1	1		1		1		1	Entry signs went up, it improved. Signage needs to be
		I was not conviced by the ETRO to begin with but I find that divide a little further actually maker may car journey times more predicable, as I'm not petting stack in or at the top of finanzane Road. There appares to me to belies traffic in the area separative. It is more cleanar to waik and drive in.		regree created is much, much queter in terms of vehicles. As those that come through now seem less likely		1						1	People not from the area won't know the names of
		the top of Brunstane Road. There appears to me to be less traffic in the area		whicles. As those that come through now seen less likely to upsed and more likely to adhere to the 20 mph limit. The improvement is especially noticeable in the morning		There seem to be fewer cars using the area as a through rat-run doing the sig rag round to Mount Lodge and over the Hah Street to come back out the top of Bath Street St		I think there still seem to be more people walking after Covid. Some still walk on the road (although that's not always a good thing).		Unfortunately not, but that is due to a job change which incluses a car commute as public transport links have not fully recovered so as to provide a viable alternative.		The road surfaces in both the up and down streets aiready needed resurfacing even before the trial.	streets so those signs are less helpful. SatNav may not take account of an STRO, which may have
As an individual	Stronely aeree	enterally. It is more cleasant to walk and drive in.	Senificent decrease	nah hours.	Stronaty arree	the Hah Street to come back out the top of Bath Street. St	rocely aeree	always a good thing!	No	fully recovered to as to provide a viable alternative.	Tes.	An early of the set of	contributed to confusion?
1		The changes will be beneficial to the residents of the part of Brunctase Boad south of the railway bridge should the closure at the bridge be made permanent as the council		1	1	1		1		1		No. The closure of Brunstane Road had been a pet project	a later stage. For example, the suggestion of a one-way
		of Brunstane Road south of the railway bridge should the closure at the bridge be made permanent as the council										of a former councilor. Other councilors were ambushed into supporting the closure without considering the wider	system was dismissed because it would encourage drivers to speed despite the road being a 20mph speed limit with
		will have caused the betterment in values of these				There has been no positive impact and certainly a						effects for their other constituents and an overall traffic	speed humps. And yet no problems of speeding were
		properties, very tew, if any, of the residents moved into Rrunstane Road without knowing the narrowness of one				Regative impact on the increased traffic in angiton Place. Brighton Place is a safe route to school since primary						Runstane Road should be considered as part of a holistic	Fased when the counce proposed that Nectaring Road South (Smokey Brae) should become one-way.
		of only four main accesses into Portobello and the prices paid reflected this. The council will, in effect, create a				school children were moved to Duddingston Primary School but throughout the whole of this process no						approach to traffic management and reduction in car usage for the whole of Portobello and Joppa.	In holding a public meeting do not exclude those who have an interest in the proposal from taking part. Traffic
		reserved parking area for the residents of the street when				acknowledgment of this has been made by the council. In						it is noted that this project has bome several titles during	schemes affect a wider area and there may be issues that
		The improvement for the few has been gained at the				stated that Brighton Place would not be affected. The						closure of Brunstane Road to a supposed traffic calming	traffic engineer.
		expense of the many who now have to make longer journeys into Portobello when arriving from the south				increased traffic has now been added to by more LGVs using Brighton Place as the left turn onto Sir Harry Lauder						project for the Collesdenes with the closure of Branstane Road secondary. This is like the council grasping at straws	le open to suggestions from members of the public and before assessing any suggestions, take a step back, try to
		and east along the A1 - and vice versa. This has increased faul consumption with the resultant increase in polation				Road has been banned. It has been strengt by the some in the cording in the that						to make this project wider than what it really is - there was no clamour for traffic management in the	see the point being made from another's point of view and then check that the annexe sizes it loairal and
		at a time when the council has the stated aim of reducing				closing Brunstane Road would lead to traffic reduction						Collesdenes before the temporary closure of Brunstane	understandable.
		Road has simply been displaced to other roads to the				displaces traffic. There has been no overall proposal for		The changes have had a positive impact on the immediate				Road and dispacement of traffic during the roadworks in Brighton Place.	to not umply durate regimer initially involved in the
		detriment of those who live in those streets. I regularly used Brunstane Road to get to the Portobello		For the majority of residents there will be no change as their street will not be affected so is this question aimed		Then the term or public impact and material y a might-in approx on the increment interfield with plants from the might-increment interfield. The information of the information of the second secon		environment for residents of Brunstane Road, but only them. The street is quieter and they have free parking		No. As someone who walks and cycles round Portobello, I		The council has also tried to find justification for closing Brunstane Road with the expected increase in traffic	consultation refused to accept that traffic would be displaced from Brunstane Road and would not use the
		Raths after work, coming from the A1. Rarely was there a difficulty in pathles down the most as I or other motorizer.		at trying to show a majority have not suffered an increase? The incurs is that distinged traffic has to use a		be achieved.		with lesser risk of traffic congestion. For the rest of us there must be increased air collision from the increased		do not believe that closing this one section of road will encourses the wider population to write wheel or curie		generated by the New Brunstane development of over 1200 houses. It certify any if have been of more use by	other south to north access to Portobello. He claimed
		gave way. The reported road rage and damage to cars is		few streets into Portabelia. I have noticed a marked		increased traffic as at the traffic light junction with Milton		mileage residents are forced to travel. The increased		more despite what the cycling pressure group might say.		council traffic officers to raise this point at the time the	where the displaced traffic would go.
		Induced on the share and the province of any p		For the majority of recidents there will be no change as their street will not be affected to it this question aimed at trings to show a majority have not suffered an increase? The issue is that clippioned traffic has to use a must street is of orthobio. I have outcode a marked increase in traffic in itrifficion Fluco despite the major nodeworks casting disruppion at Maximum Read Narth backstering disruppion at Maximum Read Narth Nodeworks casting disruppion Attribute Attribute Attribute Attribute Attribute Attribute Attribu		be achieved. I have noticed that Duddingston Park has experienced increased staffic as at the traffic light junction with Million flood it is often now recessary, outside peak periods, to wait for three light phase changes before clearing the		The charges have had a poddlee impact on the immediate environment for relident of disustance Road, but only them. The street is quieter and thy have the parking with leaser risk of traffic congression. For the rest of us there must be increased all pallicides into the increased millage recidents are forced to travel. The increased combined field comment, but is prent, likesion existing has a negative effect on any attempt to reduce our measurements.		No. As someone who walks and cycles round Portobello, I do not believe that closing this one section of road will encourage the walks wheel or cycle more deglise what the cycling pressure group might sup- here may be an increase of these achives for those being in Brunstone Road as they find it less convenient to being in Brunstone Road as they find it less convenient to		council was considering giving consent to this new development and yet the Transport Section stated that	Try to approach a scheme by taking the community along with you through workshops and other promotional
ar an individual	Overally distance	monorist these things hannen	Clabs invesse	and Maximum and Gradit	Crowsky Airsanae	intin G	reads firmene	researchion	MAN .	use the rar to set to involvello over the releval bridge	845	these anoth he on wohlers	mants. This nervous has fait like the record wave
		We have a child in a private nursery in Portobello High				There are now too much traffic going through Collesdene		from this into because white the build in the first interest of the second					A one way system would likely be the best option for
As an individual	Strongly disagree	Street, our nearest private nursery. It's now adding over a mile each way to do drop offs, plus the additional time	No chanee		Stranaly dicaaree	inere are now too much tranc going through considere area St	ronely distance	Cars driving longer, sitting in traffic longer would never have a positive effect on the environment	No	Not to Portabello from our house	No		locals and also any emergency services needing to move through the area.
													an action such as the dosure of Brunstane Road and, go through a sham consultation exercise and then jencre
1				1		1						1	addit to also any emigrancy service meeting to in ove threach the area. In action such as the docume of Brunctane Read and, go through a chaine consultation exercises and the ingore and set axide all objections and disregard all factual agguments made by the people who will be negatively affected by it.
				1		1						1	arguments made by the people who will be negatively affected by it.
				1		1						This trial should be halted immediately and Brunstane	The consultations have been utterly meaningless as.
						See my comments about the area around Brighton Place.						Road re-opened to through traffic without delay.	despite the vast majority wanting the road to remain open and most Collesdere residents opporing the
1				1	1	There is significantly more volume of traffic, congection and air pollution on the Brighton Place/Southfield Place/Duddingston Park South route, now the only		1		1		The trial has made traffic congestion, air pollution and the	closure, we have been had our views ignored and have
		The changes have all been negative, with a significant increase in staffs in my ans, long queues and impatient and aggressive behaviour on the part of drivers at times, making it a last pleasant and more dragerous environment to walk, cycle or even drive around.				Place/Duddingston Park South route, new the only						less pleasant and less safe place to live. All the trial has	the fact that it wasn't a referendum. What then was the
		and aggressive behaviour on the part of drivers at times, making it a less pleasant and more dangerous		I live in the Brightons/Rosefield area and there has been a marked increase in vehicular in traffic in Brighton Place		south/north axis in and out of Portobelio Jänunstane Road having been blocked off). Traffic queues are lone at						done is pander to an extremely vocal minority who don't want any traffic passing their doors and are completely	point of the consultations as all constructive suggestions, such as Portobello-wide monitoring of the whole road
		environment to walk, cycle or even drive around.		Investigation of single control of the second state of the second state of the second state of the second state second state state of the second state		Place/Duddington Park South route, new the only south/conthus in and our of Portabelio (Johumstane Road having been blocked off). Tatlfa queues are long at times and is traffic is often at a complete standard. Tatlfa has been displaced from Simulation and to benefit		As people have to drive longer in laws 10-15 min-				unwilling to compromise by trying other measures such as a one-way system, garking on only one side of	network, to cite just one example, have been rejected out of hand without solid reasons nonvided as to who?
		It also takes insert to set from Milton Brad to the bish		been more impatience on the part of drivers as a result				As people have to drive longer (at least 10-15 minutes in my case) to get around the knunstane Road dosure and				This total shaded to loaded mend-darking will Boundars Maria Fragman to Strongly of the Company, any public shade of the the share of the mend-and the company of the share of the mend-and the share of the share of the share of the mend-dark share of the share of the share of the share total share of the share of the share of the share of the mend-dark share of the share of the share of the share and the share of the share of the share of the share and the share of the share of the share of the share and the share of the share of the share of the share mend-dark share of the share of the share of the share mend-dark share of the share of the share of the share mend-dark share of the share of the share of the share of the mend-dark share of the share	an and a subscription provides as 42 WDy?
		street and vice versa, with drivers having to go a long way out of their way due to a main south/horth arterial noute being cisead off. This adds more to journey times, increases congestion and worsens vehicular emissions.		with more abercations and road rage incidents due to people being too impatient to follow the signage for priorities under the rail bridge that links Brighton Place		The Brighton Place and Southfield Place roots is supposed to be a safe roots to school, a point nucleoly ignored by different who assem how concerned hour allaged damage to cars in illustratione Read that children's safety. Hundreds of allatives and their parents/carers use this course to access unions school and courseless but their		other restrictions it lengthens journey times, adding to congestion, workening air pollution, increasing fael consumption and taxic vehicle emissions. All this serves				Street) that slow traffic down significantly. A now retired councillor who lives just off #runstane Road was secretly	The way the council has gone about this has been deeply divisive, setting one group of residents against another
		being closed off. This adds more to journey times, increases concertion and women which are amin		priorities under the rail bridge that links Brighton Place and Southfield Place.		to be a safe route to school, a point routinely ignored by officers who seem more congruent shout silesed d		consumption and task vehicle emissions. All this serves, to exportate climate change. If has not lied to ar-				lobbying for the closure of the street as far back as 2018. Back then, an officer said that if community super-	and pandering to a favoured few instead of listening to the views of the majority who necessarily closure for
		There was a recent incident where an ambulance was				to cars in Brunstane Road than children's safety.		reduction in which numbers, only the displacement of				could be drummed up it could happen but in reality 80%	way good reason. This is not a traffic calming measure, it
				As a result of the Council's slowness to deal with the problem of people parking on the non-residential side of Southfield Place there have been many instances of traffic being completely gridlocked and stationary, with utter chass at times.		eundreds or children and their parents/carers use this route to access various schools and nurseries but their		consumption and task: which emission. All this serves to exacertate character has not lief to any reduction is which enumbers, only the displacement of traffic that used to go down Revanne Raad orato other noutes, including Brighton Diso, a residential tareet and supposedly used a findates to any consisting air pollution and traffic congestion, to the detriment of the environment and all molistent and any of this tother.		This was never about reducing car use. It was to placate a		of those who completed the council's consultation were against the closure. The council's argument that this is	is a trans-displacement measure.
1		had to do a long diversion to get to the patient at the other end of the street. This sort of delay could mean the difference between life and death.		Southfield Place there have been many instances of traffic being completely gridlocked and stationary, with utter	1	increased risk of accidents from the increase in vehicles on this route seems not to matter one jot to officers or		supposedly safe route to school, increasing air pollution and traffic congestion, to the detriment of the		This was never about inducing car use. It was to placate a minority pressure group who didn't want traffic poing part their houses and were quite happy to push it onto other areas and to hell with the consequences.		balanced out by the fact that 80% of Brunstane Road residents support the closure is an utterly false	Listen to local views from the people who use the streets on a daily basis and know how the local road system
As an individual As an individual	Stronely disarree Stronely disarree	difference between life and death.	Significant increase Slight increase	chaos at times.	Stronely disaeree Stronely disaeree	ouncilors. 9	rocely disaeree	environment and all residents and users of this street.	No.	other areas and to hell with the consequences.	No.	equivalence.	works and the traffic behaves. Officers should treat local
	and a set of the		and a second			1						These are done that hat has been been as the second	
1		1		1		1		1		1		Road could be prevented/minimised.	
1		1		1		1		1		1		There are a support and according to the second of the sec	
1		It hasn't ultimately reduced the amount of traffic in the		1		1		1		1		Road (either permanently or during bus lane operating hours)	
		area, just dispersed it throughout the Collesdere area. It				There is no right filter when turning from Sastfield on to Millon Road, if one hasn't taken the circultous Collesdene route, and that turn can be quite tricky at						and/or 3. Put cameras on the yellow bos junction	Far better awareness and publicity to those living in the
		ansa, just dispersed it throughout the Collingence tare. It has hampered emergency services. I have personally had several near misses with cars attempting to turn left		I don't live in the are affected. I live close to the sea. But I regularly access the A1 and notice that there is far more		Meton Hoad, if one hasn't taken the circultous Collesdene route, and that turn can be quite tricky at						and/or 4. Limit parking on Brunstane Road to prevent pavement parking (which is ultimately why that road has	whose area, not just the residents of a couple of streets. These measure have impacted the residents of Portobello
As an individual	Strongly disarree	where there is a no entry planter.	No chanee	traffic alone Collesdene Avenue where I used to live	Stronaly disarree	buty times 9	ronely disaette	1	No	1	No	Next perture perturatery of curve put law covering hours! and/or 4. Inter covers on the veloce box junction and/or 4. Inter parking on investmen Road to prevent powement parking (which is utimately why that road has been a problematic in the part)	emativ.
				Please cross-reference this response with my earlier response:		ALING. 7. Please cross-reference this response with my earlier response:						1	
				ID IS ANON-LIDE-HT2H-X.		NEDDOWN ID Is ANON-UIDE-HT2H-X.						1	
1		1		Spokes Porty, a local cycling pressure group, who were		Spokes Porty, a local cycling pressure group, who were advacates of this road clower, cannied out traffic counts is highten Praces in May of this years and found that traffic volumes that increased since counts in the previous provide the state of the state of the state of the state of the state of the state of the state of the state of their findings:		1		1		1	
1		1		Spales Forty, a local cycling pressure group, who were advoctes of this road closure, carried out traffic counts in highborn Floar Mowy of this year and thoust that traffic vehames had increased inco counts in the previous part cars had increased by 21% and comercial whilese by 21%, Henne we this link to their she for a breakdown of their findings.		advocates of this road closure, canned out traffic counts in Briefton Place in May of this year and found from		1		1		1	
1		1		traffic volumes had increased since counts in the previous		traffic volumes had increased since counts in the previous		1		1		1	
1		1		yeer. unit had increased by 12% and commercial vehicles by 12%, Please see this link to their site for a breakdown	1	year. sais had increased by 12% and commercial vehicles by 12%, Please see this link to their site for a breakdown		1		1		1	
				of their findings:		of their findings:						1	
				https://upokeuporty.org/blog/2022/05/traffic-count- may22/7bclid-twAR2OFU9gsHUK/CWH0tGwkv2OEk2TO		https://spokesporty.org/biog/2022/05/traffic-count-						1	
1		1			1	https://upokwsporty.org/blog/2022/05/traffic-count- may22/7bclid=hukR20FUBgcHLR/VCWHthSukv2CKR2T0 mbR2ANg08CFdiour922leninf5d5		1		1		1	
1		1		This shows that traffic unlaw - how is seen	1	This shows that traffic volumes have increased		1		1		1	
1		1		significantly in Brighton Place since the closure of	1			1		1		1	
				Brunstane Road, as observed on a daily basis by local residents. This is an unacceptable increase and and has		Brunstane Road, as observed on a daily basis by local residents. This is an unacceptable increase and and has						1	
				This shows that traffic volumes have increased significantly in Brighton Place since the dosume of Burnatase Road, as observed on a day basis by local residents. This is an uncoopstabil increase and and has led to a reduction in quality of this inte neighbourhood - another reason why the decision to dose Rounstane Road		ightecarby in largeton inside since the observe of foundation each, as observed on a daily basis by local residence. This is an unacceptable increase and and has led to a reduction in quality of file in the neighbourhood - another reason why the decision to close Brunstane Road						1	
As an individual	Strongly disagree	1	Sanificant increase	another reason why the decision to dose arunizane edad creds to be reversed.	Stranely disagree	sector reacts why the decision to cose infunction what needs to be revenued. So	rotely distance		No	1	No	L	

-	To what extent do you agree or disagree that the				Considering the wider Portobello area (out with the immediate area of Brunstane Road and the Collectione	Considering the wider Portobello area (out with the immediate area of Brundtate Road and the Collingene			During the trial have you walked, wheeled or cycled more?	During the trial have you walked, wheeled or cycled more?		Would you like the trial to be made permanent in its	
fra was converting as an individual or on babalf of an	changes have been beneficial during the trial? - To what	To what extent do you agree or disagree that the changes have been been first during the trial? - Blance	During the trial how has the volume of traffic changed within your stream? . Buring the trial how would you	During the trial how has the volume of traffic charged within your streat? - Binne write any comments in the	area), to what extent do you agree or disagree that the trial has had a notifies insert on the summorting	area), to what extent do you agree or disagree that the trial has had a notifier innext on the surrounding	To what extent do you agree or disagree that the channer have had a position impact on the environment?	To what extent do you agree or dicagree that the changes have bud a position impact on the environment?	- During the trial have you walked, wheeled or cycled	more?	Would use like the trial to be made permanent in its	curvent form? - Please provide any further comments in the here halves including any modifications use field.	Do you have any suggestions on how future similar schemes should be consulted and implemented - any
Are you responding as an individual or on behalf of an arrantization? - Recoonding as	To what extent do you agree or disagree that the charget have been beenfaild during the trial? - To what extend do you agree or disagree that the charget have been baneficial during the trial?	Longen war unt bereiten der sin eine gener unt of mener wihe zweichnensen in the box below.	anne poli seret - occig ne ca nee song poli	Burling the Yold have has the volume of traffic charged within your close C - Rease write any comments is the box below.	utanini, das 2 possese espan, un per conducing etwelti?- o what extent do vou arree or diaanee that	timeto" - Heas with an connect in the box below.	-chanes have had as insoart on the environment?	- Rease with any comments in the box below.	noe?	- Please write any comments in the box below.	Would you like the trial to be made permanent in its current form? - made permanent	Would you like the trial to be made permanent in its current family. House pounds any further comments in the box balow classing any modifications you first should be made. Absolutely noti i have liked here for 25 years and investore load in at the end of my street and I have mere this that ill must be allowed have no subbit for 2 way traffic. Investore have and any read, but for	current fost
												Advanced the reaction. Machinality react (1) haves interfaces for 26 years and Bioscharts do lead in at the and of any revent paint haves wavey reaction. Bioscharts and bioscharts and bioscharts wavey reaction. Bioscharts and have any have you can be used in the data space biologic, and bio scharts and bioscharts and and any schart and any schart and any schart the schart and the scharts and have and have and have and and have any schart and any schart and any schart bioschart and any schart and have and have and any schart and have any schart and any schart and any schart bioschart and any schart and and any schart and any schart Bioscharts and any schart and and any schart and any schart Bioscharts and any schart and any schart and any schart Bioscharts and any schart and any schart and any schart Bioscharts and any schart and any schart and any schart Bioscharts and any schart and any schart any schart any schart Bioscharts and any schart and any schart and any schart Bioscharts and any schart and any schart any schart any schart Bioscharts and any schart and any schart any schart any schart Bioscharts and any schart any schart any schart any schart any schart Bioscharts and any schart any schart any schart any schart any schart schart and schart any schart any schart any schart any schart Bioscharts and any schart any schart any schart any schart any schart schart any schart any schart any schart any schart any schart any schart schart any schart any sch	In future, the council should make sure that everyone who will be affected by any change should be invited to give their views. I found that could contain streets were
	Consult discourse	The changes made have been largely unbeneficial to residents in logge data the blocking off some stade interfaces in definition of the blocking off some stade interfaces and the stade sense one way. The channel particulations in collections way where and any increase journey times and an baing roucinely importe bailty course causion and bains.	final man	Dalkeith Street was mainly used by residents but now drivers are using Angrie Cresceet, Dalkeith Street and the Collesdene's as a rat run to avoid the increased traffic on loops Road along to Portobelio High Street.	formation discourse	I can see no positives in the wider Portabelia area with the closure of Brunstane Road unless you are a neident in Brunstane Road and even all of them at NOT in	Annah danam	I don't see longer car journeys or traffic Idling in queues on Joppa Road, Portobelio High Street or Milton Road as a positive impact on the environment		Still need to use the car as often as i used to far work and shopping only the journeys are longer and I still use the but as often as I did before. There has been no change.	N-	buy junction at the top with poor egrection to Mitton Road due to the box grid and the totific lights. I feel that Bruntane Road would best serve the community as a whole being a 1 way street going down from Milton Road to serve fixed.	enomed of meetings in a sinual community has and i often heard of them abort the event. Alon, Landerstand that most of the local community were opposed to the closure of Brunstane Road but their views have been which lowers.
A de rearrande		Brunstane Road should be made one way. The closures/gartial closures in Collesdere are useless and		A CONTRACT DOE OF A CONTRACT						DATE CONTRACTOR DESCE. CHIEF OF WHE COLORDE	~	o ana nati	
is an individual	Stronety disarree	internet by drivers causing problems.	No change		Stranely disame	It doesn't seem to make sense that the traffic concerns of residents of one street should then have a negative	Stronely disarme	area outwrigh any decrease in car use.	No	Lalvesdy cycle.	No		
	formation discover		facilitaria la conse	There has been a significant increase of traffic on our street with cars traveling at high speeds through a quiet street. There are a list of children on the street and the increases in traffic is very concerning.	(It doesn't seem to make sense that the traffic concerns of residents of one mere thould then have a negative impact on to many residence of other streets. Simple pummys to Loudingson and the byoass have become unnexessally difficult. Toffic has been pushed to other pion points in the vicinity including director Pices. Congenision on Portchello High Street has been sevenly monther.	formation of some	The closure basn't reduced traffic just redirected it to create other oinch solitis in the local area.	No.				
	Job Constanting	Resulted in increased drive time to get to Mitten Read(AL costing time and patrol. Down'n resides traffic ratin- diative taining, cases of degreen a behaviour an Mitten and and the start and the start and the start and the reduced read range in increasing educed to the start and collaboration of the start and the start and the start collaboration of the start and the start and the start collaboration of the start and the start and the start collaboration of the start and the start and the start and collaboration of the start and the start and the start to be and messares.					al dan ukan						
As an individual	Dicame	solution to shift everything far down the Colliesdenes is not ideal as leads to much longer drives and wastes time and resources.	Slaht increase		Disame	Shifted traffic to Collections: Same one way system could have been achieved with linuxctane Road and the first Collections the other way.	Disarree	Negative impact due to having to drive extra miles and time spect on longer journey. Not energy / time efficient.	No	No impact.	No	As suggested above. If the one way system is meant to stay then should make the docest two streets one ways. A one way traffic flow would be much more appropriate	Residents should be widely consulted first and their views followed for comething like this.
As an individual	Stronalis disaaree		Slats increase		Stronaly dicaaree		Stronaly distance		No		No	A one way traffic flow would be much more appropriate use of the road.	
		These nanazares have led to driven taking unexocessirily convulued notes through spike moleculal interest, often as totate of frustrations, to page to what hand be avarily destinations, it increases ensistency, danger to shiften and pederations, action spike of the shift of the terminal handwork and the spike of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the and handwork of the thread shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of the shift of th											
As an individual	Stronally disaaree	down Morton Street. This includes many delivery vans. It is not safe and the streets have not been designed for this kind of use.	Sanificant increase	Increase in fast, frustrated, dangerous drivers on small residential streets.	Stranely dicaree	It has increased traffic in other areas unnecessarily.	Stronaly disaame	Increased journey times, journey distances, congestion and emissions.	No	I walked and cycled before, these measures have had no effect on these activities.	No	The road should be re-opened to normal vehicles as it is a law route servicing the area.	Consultation feedback should be properly considered
As an individual	Disaree	Extra traffic in Collendenes and Briehton Place	No chanae	Pittville Street is already very bury.	Disame		Ölaaree	Traffic now rat running other more residential routes.	No		No		Consultation fieldback chould be properly considered Have spaced out areas of double-yellow lines in Brunstane Road to ensure space for traffic to set past.
								Both on Brunstane Road lovelf and the surrounding area.				We need stronger enforcement of the traffic restrictions -	I think it needs to be made clear that these consultation results are just one element that will be fed into the decisio n, along with data and other factors. There has been a breakdown of trust over this which is an issue.
ks an individual	Aanoo	Brunstane Road no lonzer fiels danemous to cycle on.	Not Asswered		Don't know.		Stronely agree	Reducing car use is better for us all, and the closure of roads and exits with planters gives a chance for more community activity and presserv.	Tes		Yes	all of the issues I have heard about have been about drivers disobeying signs, or speeding. That is the major issue.	I think lessons learned from this - both good and bad should be used to inform additional additional road closures, particularly in less affluent areas.
		The road closures have increased travel time and distance for many residents of Portobello who use the retail developments Auda, the Range and the Fort shops.				The extra traffic forced to use Brighton Place is contributing to more delays in Portabelia High Street						The scheme was introduced to pander to the requests of a few residents in Brunstane Road who manages to	The full consequences of the proposed scheme should be identified and a balance approach to the decision should be made porterably without political influences taking over. a full ore of dirac buold be collosed prior to the trial implementation and during it to quantify the impact on
At an individual	Stronely disarree	The road closures have increased travel time and distance for many residents of Pontabelio who use the retail development. Adu, the Range and the Fort thops, the extra travel is detrimental to the environment producing more enknisms. Commute journey to and from Portabelio are also adversely increated	No chanee	No impact At there is no through route using Pittville Street	Strongly disarree	Why is there no opportunity to comment on the impact on the roads included in the scheme. there must be resident in the area who like the scheme and others who oppose it	Strotely Giuame	The rerocting of traffic bas increased pollution i expect that the monitoring will provide details of the additional milage and the additions carbon and particulates	No	The scheme has no disenable benefits for cycling or walking	Na	The scheme was introduced to pander to the requests of a few residents in fournatane fload who manages to convince the local counciller to paramote the scheme. She is gone and so should the over restrictive scheme. Metter management of the parking to allow passing places would offer halanced sampach.	over. a full set of data should be collated prior to the trial implementation and during it to quantify the impact on the environment
										walking I walk, cycle and take the bus as much as possible anyway - the measures have had no impact on encouraging me to do more. I opt to cycle to Fort Kinnaird/Asda as a first choice however I have to visit my elderly father in		One way on Brunstane of with one side double yellow would have reduced the traffic consection.	
u an individual	Stronelv disarree	Our car milage has increased as we have to travel much further to access the A.I. calculated the increase at an editional 1 is fulling per isource. When itook up neidences in this street it was quiet little disk treet, own it has become a mini matorway, I appreciate the problem with Skruttane Road, but diverting all the traff, down Million Divise seens a bit	No chanze		Stronety disagree		Stronely disaeree		No	Haddinaton by car.	No	would have reduced the traffic consection.	
		electron at the traffic down Milton Drive seems a bit externs. While Milton Drive is a one way street I would like to bring to your attention the number of whicks that are ignoring the sign that have been posted, and are spending the wrong way down the tittere, accident waiting to happen, nucleons revening from their driveways and heaking the rooming traffic, was not expecting vehicles.											
ks an individual	Other comments included from email contact	speeding the wrong way. I would suggest that a camera should be fitted and these lawbreakers cav a relative fine. coposite Kines Manor Hotel. This stretch of road is											
		In some of the strate of the s											
		wereingenen og van. The å kinnen som 1. Vaktij konstand number of care uning Millen Raad Batt nom trat fårinsstand konst hat blen bleided aff. The increase is very significant. 2. Die spand of the non-4-forget – with many breaking the space familie. 2. Care paired and Mithin Road East al along our entrance 1. In assum nambed with within the noncos where you are bleided gar within within the batter between system tacking gar within within the paired assist al along our entrance bleided gar within the the batter between system tacking gar within within the paired assist al along our entrance bleided gar within the thing to east bits this mail, and really dangerous.											
As an individual	Other comments included from email contact	blocking our vision leaves trying to see into this road. It is really dangerous. The combination of these 3 issues is making it very difficult for the residents at 99/83 & 91 Million Raad East 152 properties to eait into the road as our vision is											
		Today we set and six-used how traffic deflected by our read's clouve (is investme Righ has affected Collection reidence. We came up with two alternative mitigation suggestions but perspany the officers define with the STBD have almost considered thes? Anyway they are as follows:											
		ansady closucenes these r Anyway they are a follows: 1. (The most cost revential) AI Collections roads franting Milton Rd could be 'No Through Read's. a)This would not an exceeding through the Collections. b)EI Collection readouts would have to access Milton for 'us Manashing Rd											
		Re is Maxelhargh 64 2. Istroduce "No Through Read"s from Milton Drive, Milton Terriso and Satthild Gen at their northern ends end Collectors An- ers and the Anti-Anti-Anti-Anti-Anti-Anti-Anti-Anti-											
e en lockident	Pitter remotante included flore, attail restart	Collimiters Are would have to scores. Million Ref via Marintancin Marin Marintana Construction and a sociologic and an experimental private processing and a sociologic and marintana base free inclusions rainformed and a sociologic drivers. Toaffe free Million Group are unrising digit Haven's no singless inclusions and surface have been and were included and the sociologic scores and the Barewise no singless inclusions to the Million Forces is and area the Ballion Collection Interes that increase the ansate and the social score and the Million Forces is and area the Ballion Collection Interes that increase the ansate and the social score and the social score and the social score that the social score in the social score that scores the social score and the social score and the social score the social score score score in the social score the social score score score in the social score score score score score score and the social score score score score score score score the score br>score sc											
<u>a</u> an individual	Other comments included from email contact	There is no signage to indicate to that Miton Terrace is one way. The bits collection Interior tails interest the interest All traffic from Seaview Crescent looking to gain access of Miton Orive courts for travel wentboard, now need to travel via Miton Foresan on the than back along Collindone Avenue (paratel the old peoples housing). This of course via includes a large number of Seaview Terrace residents who park their vehicles in Seaview											
		Tensor exidents who park their vehicles in Seaview Creacer. To reduce the staffs traveling along Seaview Creacert, Califidone Avenue and to reduce unnecessary misage I would upget the Mitlan Drive enrol thould operate in the same way as Mition Tensor north as 2 way. This would effectively have the staffs using Mition Tensor north and Collesdore Avenue.											
		man and collective service. Any encode weaks i michael collective (i, i am not party to whey Million Dhive South and Million Terrata are weep services as 1 any south and Million Terrata are weep services as 1 any south is availed the bit impacted by this product. The number of petholes not developing coll Million Terrata and Sarahw where sens in as it will inevitably ined to claims for where sens in a the will inevitably ined to claims for waters. This show well as pooling a pethol days of the where sense it is as it will inevitably ined to claims for the strates											
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Are you responding as an individual or on behalf of an organization? - Responding as	To what eatent do you agree or disagree that the changes have been beneficial during the trial? - To what entext do you agree or disagree that the changes have been beneficial during the trial?	changes have been beneficial during the trial? - Please	During the trial how has the volume of traffic changed within your street? - During the trial how would you assue traffic numbers within your street?	During the trial how has the volume of traffic changed within your street? - Hease write any comments in the	Considering the wider Portabello area (out with the immediate area of Brunstane Road and the Collesdene area), to what eatent do you agree or disagne that the trial has had a positive impact on the sumumling timest? - o what eatent do you arree or disagnee that	area), to what extent do you agree or disagree that the trial has had a positive impact on the surrounding	To what extent do you agree or dicagree 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?	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? - made arcmanent	Would you like the trial to be made permanent in its curvent form? - Please provide any further comments in the box below inducing any modifications you feel should be made.	Do you have any suggestions on how future similar schemes chould be consulted and implemented?- any surrestions
As as individual	Other conversely, included from email contact	Note that the second sector is the second s	Dag ui khit dag ui chita khitang u di, sa tu Sa sha										