

Brunstane Road and Coillesdene Area Traffic Calming

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

Spokes Party response 9.12.20

Spokes Party strongly supports the Brunstane Road and Coillesdene Area Traffic Calming proposal. Brunstane Road is an important strategic link for cycling. It should provide a safe and direct cycling route between Portobello and: the National Cycle Network Route 1; shopping destinations such as Asda, the Range and Fort Kinnaird; the Innocent Railway Path to the city; and other leisure and commuting routes. It is currently overwhelmed with traffic, and is considered too dangerous by many people, particularly those with children, to use on bikes. They are forced to use indirect and complicated routes, for example going through the Magdalenes. Many people commented to us on how safe it felt when it was temporarily closed to through traffic during the Brighton Place works. This was evidenced through the demand to open the barriers to cyclists at the time.

We agree that the residents at the southern end of Brunstane Road should not have to suffer the negative consequences of rat running in a narrow residential street. It is unsafe for children, many disabled people, and pets. It is also deeply unpleasant, with reports of abuse by some drivers, and damage to parked vehicles.

We also agree that taking an area-wide approach, with a lengthy trial period, is the best thing to do. Evidence from throughout the UK shows that schemes similar to this take several months to settle down. The trial would allow the Council to monitor impacts and address any unintended consequences within or outside the scheme.

Evidence also shows that before such schemes are implemented, there is noisy opposition by some groups. However, once the schemes have been in place, there is overwhelming support for them. See for example the recent [report](#) from the Walking and Cycling Alliance (The urgent case for more walking and cycling in the UK).

We believe that this scheme, over time, would help reduce traffic (traffic evaporation) and encourage people to switch from cars to active travel modes for short trips. Portobello is increasingly dominated by traffic and parked vehicles with all the negative consequences this entails. We would like to see the scheme expanded over time across the whole area, implementing the sustainable travel hierarchy, and putting walking, wheeling, and cycling above use of the private car (excluding blue badge holders). This would contribute to the Council's own policies on climate change, air quality, and increasing active travel.

We would like to see, as part of the scheme, a safe practical convenient crossing from Brunstane Road over Milton Road East for people walking, wheeling, and cycling. This would increase the likelihood of people taking the opportunity to walk/cycle instead of driving to the locations mentioned above.

In terms of monitoring impacts, we note that there doesn't seem to be anything to prevent drivers using Milton Terrace/Seaview Crescent as a northbound cut-through. We assume this isn't an issue at the moment, and the route should be included in the monitoring framework.

Finally, an effective tailored and on-going communications strategy will be essential to help people understand why the scheme is being undertaken and the benefits that are expected to accrue. Lessons need to be learned from similar schemes undertaken across the UK by other local authorities. Communications should include positive and attractive signage and barriers in the scheme. Signs should welcome those who can go through streets with barriers. For [example](#), 'road open to...' signs rather than 'road closed.'

Regards, Spokes Party