

Brunstane Road and Coillesdene ETRO

Response from Spokes Porty, October 2022

1. **Name:** Charlie Wood
2. **Email:** spokesporty@gmail.com
3. **Responding:** As “a community group”
4. **Group:** Spokes Portobello

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

We shared the consultation on our email list to gather opinions and compose a draft response. This draft was then circulated to the email list for comment and agreement.

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

- **Strongly agree**
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know.

Brunstane Road is an essential link in the active travel route from Portobello onto the National Cycle Network, and through to key shopping destinations including Fort Kinnaird, Asda and the Range. Removal of through traffic has made this route much easier for many people who cycle, particularly those with children or those who are not confident on the roads. Improving the route means more people, both residents and those from the wider area, now have the option to cycle ordinary everyday trips, as well as accessing the NCN for leisure trips.

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

- Significant increase
- Slight increase
- **No change**
- Slight decrease
- Significant decrease

Our members live in different parts of Portobello and so we can't comment on this in terms of one street. No member has reported increased traffic in their street, however one member reported an increase in traffic using in the Coillesdene area as drivers still use some streets in this residential area as a cut-through.

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?

- **Strongly agree**
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know.

See answer to question #6.

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

- **Strongly agree**
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know.

The changes have contributed to a calmer, safer, more pleasant environment for walking, wheeling and cycling, particularly on Brunstane Road which is important in accessing the National Cycle Network.

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

- Yes
- No
- **Don't know**

We cannot comment on individual changes, but our members report that it is now easier and more comfortable to cycle on Brunstane Road, particularly with children, and that they are more likely to cycle on the route through to destinations on the National Cycle Network.

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

- **Yes**
- No
- Don't know

Please provide any further comments in the box below including any modifications you feel should be made.

Improvements to the junctions at the top and bottom of Brunstane Road could be considered due to the increase in active travel use. In particular crossing Milton Road East for access to/from NCN1 at Brunstane Road South is difficult/dangerous.

The filtering of potential 'rat runs' through residential streets in The Coillesdene area should be improved to discourage their use by drivers.

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

Positive communications and early engagement are essential. For example, Brunstane Road is not 'closed'. It is open as a through-route for walking, wheeling and cycling with drivers still having full local access. Using positive communications that focus on place, and the issues people care about, are more likely to be effective.

We believe that the Council should engage on the detail of designs for proposed schemes, rather than allow consultations to be represented as a referendum on whether or not to take a scheme forward. However, the Council should be bold and ambitious on designs and not compromise schemes to placate opposition. Explaining the consequences of requests for changes, both positive and negative, are important.

We would welcome more use of ETROs so that people can experience changes rather than opposing them before they ever get off the ground. Evidence shows that support builds for schemes such as these over time as people get used to them and adapt their own behaviours. It is essential that those who oppose any restriction to car are not able to scupper improvements for those who have to, or chose to, walk, wheel, cycle or use public transport. This is an equalities issue.