

# **Brunstane Road Closure and Coillesdene Area Traffic Management Proposals – Councillor Briefing Document**

## **Overview**

Residents on Brunstane Road, between Milton Road and the railway bridge, have experienced long-standing traffic problems due to a combination of the narrow width of the road, increasing volumes of traffic and the general increase in the physical size of vehicles. This has resulted in numerous instances of traffic congestion, anti-social behaviour by drivers and conflict with residents, whose cars have frequently been damaged. Local councillors have asked that officers review resident concerns and consider an holistic solution to provide area improvements.

## **History**

Following the closure of Brighton Place for road reconstruction work during 2019, representations were made from Brunstane Road residents that this had led to an increase in traffic volumes on Brunstane Road. As a means of addressing this, the decision was taken in late February 2019 to close Brunstane Road to motorised vehicles, and this closure remained in place until December 2019 when Brighton Place reopened. During this period, residents reported a significant improvement in quality of life on this section of Brunstane Road as a result of the reduced level of traffic. However, during the closure of Brunstane Road, complaints were received from residents of the nearby Coillesdene area, citing an increase in traffic due to displaced traffic from Brunstane Road.

Meetings with the local community were undertaken in the summer of 2019 when feedback was sought on a long-term solution for the area. Officers listened to concerns from residents in the Coillesdene area and acknowledged the potential traffic displacement issues that could arise from the closure of Brunstane Road in isolation. While the closure of Brunstane Road was the catalyst for the discussion, the proposal has developed into an area-wide review.

While some informal consultation with local residents had been held prior to the COVID-19 lockdown, it is now planned to undertake wider consultation through the Council's Consultation Hub in late 2020, with the intention of formally reporting to the Transport and Environment Committee in January 2021.

## **Current Situation**

Since the re-opening of Brunstane Road, a number of local residents have continued to contact the Council requesting a permanent closure of Brunstane Road to be introduced. However, it is recognised that any such closure would have an impact on traffic in the Coillesdene area and therefore, Council Officers have looked at measures within that area as part of any proposal to close Brunstane Road to through-traffic (see appendix 1).

The current proposal has been developed from feedback provided by local residents to include traffic calming measures on Coillesdene Avenue, as well as limited access

at Milton Drive and Milton Terrace and the closure of the junction with Coillesdene Crescent and Coillesdene Gardens at Milton Road East.

There is a proposal for circa 1300 new homes on the south side of Milton Road East adjacent to Brunstane Road. This is likely to increase the through-traffic on Brunstane Road and the surrounding area. The proposed area traffic management proposals would seek to futureproof any increase in through-traffic from the new development. Travel behaviour would be more difficult to change once the development is complete and new residents have moved in.

### **Current Proposal & Vision**

The preferred option is considered to be a closure of Brunstane Road at the railway bridge in conjunction with measures at various locations in the Coillesdene area, as listed above and shown in the consultation drawings. The aim is to create a quiet neighbourhood, where unnecessary through-traffic is removed from Brunstane Road and discouraged from using the Coillesdene area. Two-way cycling along Brunstane Road and within the Coillesdene area would be maintained. This proposal would reduce the volume and speed of vehicles in the area and provide a safer environment for residents, pedestrians and cyclists. This placemaking vision for the Joppa triangle is in-line with current philosophies, which take a people-centred approach to urban planning to promote health, happiness and well-being.

### **Expected Process**

If the above proposal is taken forward, the measures would likely be introduced through an Experimental Traffic Regulation Order (ETRO). The key stages of promoting an ETRO include; statutory consultation, placing the draft order on public deposit, assessing objections and finalising the ETRO. The Transport and Environment Committee would then consider objections and determine if the ETRO should be made. If agreed, the ETRO would then be published and the temporary infrastructure to facilitate would be installed. The minimum lead-in period for the introduction of an ETRO is nine months as the above statutory stages must be complied with; and can be in place for up to 18 months.

### **Monitoring**

Feedback from local residents would be monitored and reviewed to consider whether a permanent traffic regulation order should be introduced. Traffic surveys are proposed before the January TEC meeting and after the proposal is installed (yet to be agreed), with a further survey within 6 months of the trial commencing.

### **Traffic Survey Locations**

Classified counts, 7am to 7pm, Monday to Sunday at the following locations:

- Brighton Place
- Brunstane Rd
- Coillesdene Crescent
- Coillesdene Gardens
- Milton Drive

- Coillesdene Avenue
- Speed surveys at:
- Coillesdene Avenue

### **Costs**

- The cost of the traffic surveys will be approximately £30,000 (3 x surveys)
- The cost of the trial infrastructure will be approximately £30,000

### **Consultation**

#### **Overview**

Residents on Brunstane Road, between Milton Road East and the railway bridge, have experienced long-standing traffic problems. Council officers have reviewed the resident concerns and have developed a solution to alleviate these problems. This is proposed through the trial implementation of temporary infrastructure to create a quiet neighbourhood within the Joppa Triangle area. The proposed measures would also mitigate against any increase in traffic generated by new housing development to the south of Milton Road East.

The proposal includes a trial closure of Brunstane Road at the railway bridge in conjunction with measures at various locations in the Coillesdene area to reduce unnecessary through traffic.

In developing this proposal, we have already had valuable input from the local community. We now wish to seek wider feedback from all affected stakeholders. Your feedback on the proposed traffic measures will inform how to best manage the road network in the area.

#### **Introduction Questions – name etc.**

Group feedback detail request has been added.  
Postcode question is now required.

#### **Proposed traffic measures**

It is proposed to trial a quiet neighbourhood scheme, whereby through traffic will be removed from Brunstane Road and any displaced traffic will be discouraged from using the Coillesdene area.

The proposal is to close Brunstane Road at the railway bridge and provide traffic calming measures on Coillesdene Avenue, as well as limiting access to Milton Drive and Milton Terrace and closing the junction at Coillesdene Crescent and Coillesdene Gardens at its intersection with Milton Road East. As shown here ([link to drawing](#)).

Do you support this proposal? Yes or No (and comment box)

## **Councillor Q&A**

### **What proposals were considered as part of the area review?**

Officers have reviewed the Council's Street Design Guidance document which categorises the city's streets based on their location and use. The [Edinburgh Street Types map](#) shows Brunstane Road, Coillesdene Crescent, Coillesdene Gardens, Milton Drive, Milton Terrace, Eastfield Gardens and Coillesdene Avenue categorised as low density residential streets with a local movement function. Typically, through traffic should be encouraged to use strategic arterial routes and discouraged from local distributor roads.

Options considered include, making some streets one-way, or restricting parking, but were ruled out due to concern over adverse effects, for example, increased vehicle speeds.

### **Why does the proposal not take into account wider improvements for the area?**

The scope of the area included in the proposed trial infrastructure was decided due to local issues raised while the Brighton Place works were undertaken. A wider area study may be undertaken at a later date if the trial is agreed and monitoring shows that the trial has been successful.

### **Will road safety be improved?**

While this is not a road safety scheme, discouraging through-traffic will create quieter streets for everyone with particular benefits for residents, pedestrians and cyclists.

### **Will access for emergency services be reduced?**

Feedback from the emergency services will be sought through the statutory public consultation process. Officers will also directly engage with local fire stations to ensure any unforeseen issues are discussed. (Feedback has been sought from all emergency services on the proposal 17/11.)

### **Will waste collection services be disrupted?**

Feedback from CEC Waste and Cleansing will be sought through the statutory public consultation process. Officers will also directly engage with teams responsible for route planning. (Feedback has been sought from CEC Waste and Cleansing on the proposal 17/11.)

### **Questions regarding the recent fatality at King's Road**

This incident is still under investigation by Police Scotland and CEC's Road Safety team will continue to liaise with the Police to establish the full circumstances.

The team is developing a series of improvements that can be implemented at this location within the next few months. This includes changes to the lane configuration on the Portobello High Street approach to the junction, for which design work has been ongoing since last year, improvements to alternative routes avoiding the junction via Portobello Promenade and Fishwives Causeway and undertaking a targeted communications campaign encouraging drivers to give cyclists space. There will also be a review of the HGV signing strategy in the area, which currently directs HGV traffic to use Portobello High Street. These measures are being developed in consultation with Portobello Community Council and Spokes Party.

On 12 November 2020 the Transport and Environment Committee approved a Coalition Emergency Motion that included the following:

“Requests that senior officers urgently consider how we can achieve significantly improved safety for vulnerable road users at the city’s major junctions and which focuses on reducing the risk and likelihood of dangerous, sometimes lethal, conflict between vehicle drivers and other road users.

Requests immediate feedback at the January Transport & Environment Committee, in the form of either a short report or a Business Bulletin, outlining key considerations and fast next steps to achieving a safer environment for those most at risk on our roads.”

A senior officer working group has been set up to consider how this work is to be taken forward and an update will be provided to the Committee in January. The potential for more substantive changes at King’s Road junction will be considered as part of this work.