

## **Deputation from Portobello Amenity Society to Transport and Environment Committee – 11<sup>th</sup> November 2021**

### **Item 7.7 Brunstane Road Closure**

Portobello Amenity Society strongly opposes the proposed closure of Brunstane Road.

There has been no overall, strategic assessment of traffic flows in Portobello before the promotion of this Experimental Traffic Regulation Order brought forward to enhance the amenity of residents in part of Brunstane Road at the expense of the wider population of Portobello.

The Statement of Reasons for the ETRO have changed since July shifting the emphasis from addressing *'long-standing traffic problems due to a combination of the narrow road width, increasing volumes of traffic and the general increase in the physical size of vehicles on Brunstane Road'* to a traffic calmed area for the Coillesdenes. Please note that 80% of residents in the Coillesdenes who responded to the community council's survey opposed the scheme. This is in line with the Council's own surveys.

Brunstane Road and Brighton Place are the only north-south roads between Milton Road and Portobello High Street. Closing one will inevitably increase traffic on the other with increased congestion, increased rat-running around East Brighton Crescent and Lee Crescent and increased air pollution on a safe route to local schools. Brighton Place is already frequently congested, and buses often have to take turns to get past bottlenecks.

The impact of the Baileyfield housing development also needs to be taken into account as residents living on the south side of the site will have to exit onto the Sir Harry Lauder Road where no right turn is permitted. Traffic wanting to head west to the Seafield junction will turn left along the Sir Harry Lauder Road, under the railway bridge, down Southfield Place and Brighton Place then along Portobello High Street, thus adding to congestion.

Closing Brunstane Road would create considerable problems for users of both the Brunstane Road allotments and the Bowling Club.

Most of the allotment holders, many of whom are elderly, live north of the bridge. Vehicles are needed to transport plants and compost and closing the road would mean greatly extended trips to and from the allotments.

Brunstane Bowling Club is in a league and in many other competitions which means that bowlers from all over come to visit. Most bowlers are elderly and closing the road would create difficulties accessing the club.

Brunstane Road is the main access to the A1 for many Portobello residents. Closing Brunstane Rd would add distance to journeys to Milton Rd and the bypass. It would also increase times for emergency journeys to the Edinburgh Royal Infirmary.

If the proposals go ahead, the junction between Milton Road East and Eastfield at Scott's Garage will need re-planning to accommodate more cars turning right into Milton Road East. There has been no traffic modelling for this junction to assess traffic flow and therefore no changes to Brunstane Road and the Coillesdenes should be made until the impact of the closure is known.

In the deputation to the Transport and Environment committee of 12th November 2020, Brunstane Road traffic calming group claimed that: "Brunstane Road is a key link in Edinburgh's cycling network as it connects national cycle network Route 1 'The Innocent Path' to the Promenade and CEC's own route No 10." The society believes that this is incorrect as the existing, well sign-posted route from Cycle Route 1 is the most direct route into Portobello.

Rather than close Brunstane Road, the society believes that consideration should be given to other options which would alleviate the problems that Brunstane Road faces such as a one-way system, parking restrictions, or traffic lights at the bridge.

Before any closures are decided upon, a full traffic survey should be undertaken for the whole of Portobello and Joppa to arrive at a sustainable solution for the whole area. Traffic other than local traffic should be barred from all possible areas and calming measures such as chicanes introduced to stop drivers speeding and taking shortcuts. Improved signposting should ensure that Sir Harry Lauder Road becomes the main route for through traffic and not Portobello High Street. The population of Portobello is increasing, especially with the

development at Baileyfield, and the society believes that existing access routes to Portobello should be maintained rather than reduced.