

## Frequently Asked Questions

### **1. What are the aims of the Travelling Safely proposals?**

As the Council works toward its [net zero carbon aims by 2030](#), we are keen to create a lasting legacy for the physical distancing put in place under temporary Covid 19 guidance.

As set out in the Council's [City Mobility Plan](#), we wish to:

- encourage more people to switch to sustainable ways of travelling
- make it more pleasant, easier, and safer for people to explore their local area
- support city centre businesses by providing more space for people
- improve road safety
- improve our health and wellbeing
- reduce carbon dioxide emissions.

To help us meet these objectives, we are proposing a series of Experimental Traffic Regulation Order (ETROs) across the city. This will enable us to retain measures to support walking, cycling, and wheeling known to improve our health and wellbeing.

### **2. Why are we asking for people's views on the Traveling Safely Programme now?**

Back in November 2021 the Transport and Environment Committee agreed to an approach for the consultation, advertising and making of ETROs. The regulations allowing the Council to make traffic orders as now changed, however, in line with the commitment made at the Committee we are now undertaking a non-statutory engagement to gather representations and comments for consideration at a future Committee.

We were expecting the engagement to be complete by January 2022, however, due to the complexities of preparing the individual ETRO drawings and documents it has taken much longer than expected.

### **3. What is an Experimental Traffic Regulation Order (ETRO)?**

An ETRO is a legal mechanism used to introduce trial changes to the layout of a road. The legal power to use an ETRO comes from the Road Traffic Regulation Act 1984 and the Council follows the process set out in The Local Authorities Traffic Orders (Procedure) (Scotland) Regulations 1999.

An ETRO could involve the introduction of restrictions or prohibitions necessary to protect a segregated cycle lane or create a pedestrian priority area and can remain in place for a maximum of 18 months while the effects are monitored and assessed.

In late 2021 we consulted with statutory bodies, such as the emergency services, Councillors and Community Councils. We are now engaging with the public for 21 days to consider the proposed ETROs. During this time, anyone can raise comments relating to the proposed experimental orders. The new Regulations allow an Authority to make an experimental traffic order following a seven-day notification period. However, the Council agreed in 2021 to engage with the public before the experimental orders would be made.

Feedback will be considered by Councillors who sit on the Council's Transport and Environment Committee or other appropriate Committees.

We welcome feedback during this engagement, formal objections can be made at a later date in writing, over the first six months, when an ETRO comes into force. We will provide contact details if/when the proposed ETROs are made.

#### **4. Why is the Council looking at implementing ETROs in these specific areas?**

Changes to some of the roads and pavements were introduced to aid with physical distancing due to the Covid-19 pandemic. The Council is proposing to continue with the temporary measures so they can be monitored over a longer period when traffic is closer to 'normal' levels. Monitoring will enable the Council to gain a better understanding of how the measures are working and if any changes are required if they were to be made permanent.

#### **5. Which are the areas in Edinburgh where ETROs are being considered?**

We propose to continue with nearly all the current temporary Traveling Safely measures. This will allow us to test them out over a period of time when our lives are hopefully returning to normal and travel patterns are better understood. We hope to get a better insight into how they are working, and the purpose of the trial is to inform our decisions should schemes be considered as permanent measures. If appropriate proposals would then be formally transferred into a permanent TRO.

#### **6. What types of measures would be included in the ETROs?**

The introduction of segregation units or planters etc. does not technically need a traffic order, the proposed experimental orders are used to create restrictions on parking, loading or vehicle prohibitions (for example a road closure where general traffic is prohibited but access is maintained for emergency services etc).

The majority of restrictions and prohibitions required will be in the form of double yellow lines with relevant kerb markings to restrict parking and/or loading. We are also proposing pedestrian priority areas in the City Centre, where certain vehicle classes would be prohibited (for example limited timed access on the High Street and Cockburn Street).

#### **7. How can I comment on the proposals?**

A previous Council Committee agreed that we would undertake a public engagement on the Travelling Safely ETROs to consider trialling schemes beyond the pandemic. The engagement will be open between 10 June to 3 July 2022 and all the information about the ETRO proposals and the areas they relate to are available online at [View or comment on traffic orders – The City of Edinburgh Council](#).

The email address to submit comments is [Edinburgh.Consultation@projectcentre.co.uk](mailto:Edinburgh.Consultation@projectcentre.co.uk)

#### **8. What will happen after this consultation period closes?**

Once this engagement is closed, the feedback received will be considered and reported to a future meeting of the Council's Transport and Environment Committee (or other appropriate committee) to decide on whether the proposals are implemented.

If the proposals are progressed, we will aim to implement the ETROs later this year and they will be in operation for a maximum of 18 months. This will give us a better insight into how they are working and enable us to make any changes if they are made permanent. During the first six months of the schemes, there will be a further opportunity for people to register their formal objections or support.

(This stage is not a statutory consultation under the terms of the new regulations).

## **9. Monitoring and Evaluation period**

An ETRO can stay in force for up to a maximum of 18 months while the effects are monitored and assessed. During the initial stages of an ETRO a Monitoring and Evaluation Plan will commence to consider the success of the individual schemes.

A decision on whether the trial schemes will be removed, modified or made permanent should be made within 18 months of an ETRO coming into force.

## **10. Future Plans for more permanent infrastructure**

Should the monitoring and evaluation of an individual project suggest a scheme has been successful it may be considered for permanent retention. If this was the case, the experimental TRO will require to be made permanent. In addition, it may be appropriate to consider more permanent infrastructure to suit a longer-term road layout.