

ETRO Frequently Asked Questions provided by the Travelling Safely team

Travelling Safely Experimental Traffic Regulation Order Public Consultation

The Council introduced a series of temporary improvements to support people walking, wheeling, and cycling in 2020 and 2021. In 2022, we decided to retain many of these measures on an experimental basis, to allow us to test them out over a defined period when traffic has returned to 'normal' or new levels. This will provide a better insight into how they are working and inform us whether we need to make any changes, should they be considered for permanent schemes.

It is hoped the retention of these measures will:

- encourage more people to switch to sustainable ways to travel.
- 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 well-being.
- reduce carbon dioxide emissions, to help the city achieve its [net zero carbon aims by 2030](#).

Existing **School schemes** are being considered separately under a citywide review of School Travel Plans and are not included in the Travelling Safely Programme.

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

The measures support the Council's aim to achieve net zero carbon by 2030, and to create a lasting legacy from the benefits that many people found in using the temporary measures.

2. Why are we asking for people's views again regarding the Travelling Safely Programme?

In August 2022, the Council decided to undertake a trial with the schemes noted below. Experimental Traffic Regulation Orders (ETROs) were subsequently made in November 2022 for all of the schemes that were retained. The statutory process for ETROs requires a 6-month consultation period during the initial stages of the trial. This consultation ended in May 2023.

However, during the consultation period, we became aware of mistakes in the published ETRO documents which mean that they need to be readvertised before any formal consideration is given to the representations made.

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.

We are now engaging with the public over a 6-month period and seek feedback regarding the restrictions and prohibitions included in the ETROs. During this time, anyone can raise comments or objections relating to the ETROs. Any feedback received already, during the previous 6-month period, will be retained and considered as part of the final assessment of whether or not to retain or modify the measures. There is therefore no need to submit feedback, if you have already done so through the previous consultation, although you can if you wish.

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

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

Changes to some of the roads and pavements were introduced in 2020 and 2021, when traffic conditions were abnormal. The Council agreed to retain many of these measures on an experimental basis 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 whether any changes are required if they were to be made permanent.

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

Nearly all the current temporary Travelling Safely measures will be included in the trial (see the scheme list below). 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, the purpose of the trial is to inform our future decisions.

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 ETROs are used to provide appropriate restrictions on parking, loading or vehicle prohibitions (for example a vehicle prohibition where general traffic is not allowed but access is maintained for emergency services and blue badge holders 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. There are also three pedestrian priority areas in the City Centre, where certain vehicles would be prohibited (for example limited timed access on the High Street and Cockburn Street).

7. How can I comment on the proposals?

Public friendly plans will be hosted on the [Project Centre website link](#) during the statutory 6-month consultation period and the formal ETRO schedules will be available at the [City of Edinburgh Council Traffic Orders webpages](#).

During the consultation period anyone can comment, offer support, or raise an objection regarding the restrictions or prohibitions included in the various schemes.

The email address for comments is Edinburgh.Consultation@projectcentre.co.uk

8. What will happen after this consultation period closes?

Once the statutory consultation is closed, the feedback received will be considered, alongside feedback from the previous consultation, and reported to a future meeting of the Council's Transport and Environment Committee (or other appropriate committee) to decide on whether the trial schemes should be made permanent, removed, or modified.

9. Monitoring and Evaluation

A Monitoring and Evaluation Plan is in place to consider the how individual schemes are operating.

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 retention, possibly with permanent infrastructure to suit a longer-term road layout.

Future funding and longer-term investment for active travel schemes would be considered at an appropriate future Committee.

Schemes Considered in the Trial:

City Centre:

- Victoria Street
- Waverley Bridge
- Cockburn Street
- South St David Street (Bus Gate)

Segregated cycleways, pedestrian/cycling routes (incl. some additional bus lanes):

- A1 (including London Road)
- Buccleuch Street / Causewayside
- Braid Road pedestrian crossing, junction, and modal filter
- Broughton Street
- Comiston Road
- Craigmillar Park, Mayfield Gardens and Minto Street
- Crewe Road South
- Duddingston Road
- Duddingston Road West
- Ferry Road
- Fountainbridge / Dundee Street
- Gilmerton Road
- Lanark Road, Inglis Green Road, Longstone Road and Murrayburn Road
- Ladywell Road
- Mayfield Road
- Meadowplace Road
- Meadows to Greenbank quiet connection
- Old Dalkeith Road
- Orchard Brae roundabout
- Pennywell Road, Muirhouse Parkway and Silverknowes Parkway
- Queensferry Road
- Slateford Road
- Teviot Place / Potterow

Spaces for exercise and access to parks and green space:

- Arboretum Place
 - Cammo Walk*
 - Kings Place
 - Silverknowes Road (north section)
 - Silverknowes Road (south section)
 - Stanley Street / Hope Street
 - Seafield Street
 - West Shore Road
- (* may be subject to other local considerations)

Yours faithfully

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