

Frequently Asked Questions

1. What is the aim of the Travelling Safely ETRO project?

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.

Councillors on the Transport and Environment Committee agreed to keep most of the temporary Spaces for People measures so that we can trial them for a further 18 months. This will allow us to test them now that traffic has returned to 'normal' or new levels. We will get a better insight into how they are working and inform if we need to make any changes if they are made permanent. Obviously, any permanent measures would go through the formal (TRO) approval process

We hope that the 18-month trial 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 high street and 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](#).

2. 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. The regulations permit an Authority to make an experimental traffic order following a seven-day notification period.

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.

3. Why is the Council implementing ETROs?

Changes to some of the roads and pavements were initially introduced to aid with physical distancing due to the height of the Covid-19 pandemic. The Council is proposing to continue with the temporary measures so they can be monitored over a longer period now that 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.

4. What types of measures are included in the ETROs?

ETROs are used to:

- restrict parking
- restrict loading
- limit access to certain vehicles but maintaining access for others (for example emergency services and blue badge holders).

Introducing segregation units or planters does not technically need a traffic order.

Most of the ETROs have introduced restrictions and prohibitions with double yellow lines to restrict parking and loading. There are also three areas in the city centre where:

- pedestrians have priority
- certain vehicles are not allowed, such as on the High Street and Cockburn Street where they are not allowed at certain times.

5. How can I comment on the ETROs?

The ETROs will be implemented from 21 November 2022 and formal representations of objection or support can be made during the first six months of the ETROs being in place.

If you wish to make a formal representation on the ETROs, please email Edinburgh.Consultation@projectcentre.co.uk

6. What will happen during the period the ETROs are in place?

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 begin to consider the success of the individual schemes.

A decision on whether the trial schemes will be removed, modified, or made permanent will be made within 18 months of an ETRO coming into force. A scheme can be made permanent after six months if there is sufficient supporting data to show it has been successful during this period.

Formal representations received during the initial six months of the ETRO being in place will be considered and reported to a future meeting of the Council's Transport and Environment Committee to decide on whether the ETROs will be made permanent.

Future Plans for more permanent infrastructure

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