

[TEC 15.6.23](#)

Business Bulletin update on the ETRO Travelling Safely process...

Travelling Safely – Experimental Traffic Regulation Orders

On 21 November 2022 the Council advertised five Experimental Traffic Regulation Orders (ETROs) to support a trial of Travelling Safely measures. Over the last six months comments have been gathered from the public to inform a future decision on scheme retention, modification or removal.

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

Transport and Environment Committee agreed to retain most of the measures (which had been introduced in response to the Coronavirus pandemic) on an experimental basis to test them now that traffic has returned to 'normal' (or new levels). The result of the experiment will provide better insight into how the measures are now working. The aim of the trial is to:

- 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; and
- Reduce carbon dioxide emissions, to help the city achieve its [net zero carbon aims by 2030](#)

Officers have recently been made aware of mistakes in the published ETRO documents which mean that they will need to be readvertised before any formal consideration is given to the representations made. Any representations received already will be retained and considered as part of the final assessment of whether or not to retain or modify the measures.

It was anticipated that the orders would be readvertised on 27 May 2023. However, following a further detailed review of the orders, it is anticipated that readvertising will commence at the end of June 2023. Council officers will now be responsible for preparing and readvertising the order documentation.

Legal advice was sought to identify if there was a way to accelerate the schemes where no errors were found. This clarified that it is not possible to pick out certain provisions from an ETRO which did not have errors and make them the subject of a permanent order, while keeping those elements with errors in ETRO status. The wording of the legislation is quite clear that only an entire ETRO can be made into a permanent Traffic Regulation Order (TRO).

The regulations require the six-month consultation period to start again from the new date of advertising. The Monitoring and Evaluation (required as part of the ETRO process) will continue until the end of the calendar year (2023).

As previously reported to Committee, the maximum period for an ETRO to be in place is 18 months. It was originally envisaged that the orders would be advertised for six months, with review of the representations and implementation (where appropriate) taking 12 months. It is still anticipated, subject to any requirement for a hearing or referral to Scottish Ministers, that decision and implementation of any measures to be retained on a permanent basis can be completed within the original 18-month period (from November 2022 - May 2024).

Meadows to Greenbank – Quiet Route

Further engagement relating to the Meadows to Greenbank – Quiet Route scheme will begin soon, with discussions with Ward Councillors on the next steps for this scheme ongoing. An update will be provided to residents and other stakeholders by 15 June 2023.

The above Business Bulletin article prompted LibDem and Conservative motions...

TEC 15.6.23

9.1 Motion By Councillor Lang (Lib Dem) - Travelling Safely Schemes

“Committee

- I. Notes the majority decision of committee on 1 September 2022 to approve the recommendations of report 7.7 on “Active Travel Measures - Travelling Safely Update”, including progressing the listed projects to experimental traffic regulation orders (ETROs).
- II. notes that, almost 10 months on, these ETROs are still to be correctly advertised or legally commenced due to highly regrettable errors within both the original orders and the revised orders most recently received from the external consultant.
- III. recognises how these delays have only added to the public concern expressed during the consultation period which led to the 2022 report.

Committee therefore agrees to revisit the decision of 1 September 2022 and, in recognition of the challenges seen, agrees to set apart from the ETRO process the following schemes which elicited the most negative feedback in the original consultation, namely:

- a) Braid Road and the Greenbank to Meadows Quiet Route schemes; where officers are asked to work with local councillors to re-design the schemes, taking into account improvements suggested by local residents during the consultation process, with a view to presenting options to residents living on or near the schemes and thereafter to report back to committee.
- b) Comiston Road; where committee agrees to ask officers to work with local councillors to consider adjustments to the scheme to address road safety concerns, taking into account feedback received from road users and local residents, and to present an adjusted scheme to committee.
- c) Silverknowes Road North; where committee requests that officers return with a more detailed report on options to reopen the road between the Silverknowes roundabout and the promenade and install segregated cycling infrastructure.
- d) Silverknowes Road South, where committee agrees that officers should return to committee with a report on options to a) amend the current arrangement to address ongoing residents’ concerns and b) upgrade the path between Silverknowes and Cramond Road South into a full cycle way, recognising this as a pressing priority for improving cyclist safety in Silverknowes.”

Passed with Lab addendum added, as below. Note especially (1) which is fairly strong and may be useful to quote in future.

Addendum by the Administration

Transport and Environment Committee

15 June 2023

Item 9.1 - Motion by Councillor Lang – Travelling Safely Schemes

Adds:

1. Agrees that the aims of the individual schemes noted should not be diluted.
2. Agrees that no unforced changes should be made to these schemes in the interim.
3. Agrees that each of the listed schemes should be subject to their own ETRO, but greater connectivity should be sought between (a) and (b).
4. Agrees that a report on this work should be provided to Committee no later than November 2023.

The Conservative motion (below) was withdrawn when it became clear it was over the top and would fail badly

9.3 By Councillor Munro - Experimental Traffic Regulation Orders (ETROs)

By Councillor Munro - Experimental Traffic Regulation Orders (ETROs)

“Committee

- I. Notes the majority decision taken on 1 September 2022 to approve the recommendations of report 7.7 on “Active Travel Measures - Travelling Safely Update”, including progressing the listed projects to experimental traffic regulation orders (ETROs).
- II. Notes that, ten months on, these ETROs are still to be correctly advertised due to errors in both the original orders and the revised orders from the external consultant engaged by the City of Edinburgh Council. This means the consultation with the public will result in a further 28 month delay which is far from acceptable.
- III. Notes the delays have caused public outrage, consultation fatigue and a lack of trust in the Council to deliver the outcomes residents want.
- IV. Requests that officers provide a public statement on the legal status of the ETROs and detailing the errors in the originally advertised ETRO.
- V. Committee further instructs that a public report is produced detailing the costs, the legal implications, the sign off process for the ETROs and why they went to badly wrong.

The Committee also urgently agrees to revisit the decision of 1 September 2022 and exclude the following schemes from the current ETRO process, all of which saw high volumes of negative feedback from local residents in the original consultation.

- a) Braid Road and the Greenbank to Meadows Quiet Route schemes.
- b) Comiston Road
- c) Duddingston Road
- d) Duddingston Road West
- e) Lanark Road
- f) Silverknowes Road North;
- g) Silverknowes Road South”