

Traffic Regulation Orders Sub-Committee

10.00am, Thursday, 4 September 2025

Travelling Safely East Area – ETRO/21/28A

Decision/scrutiny Wards

Decision

11 – City Centre; 12 – Leith Walk
13 – Leith; 14 – Craigentinny / Duddingston
17 – Portobello / Craigmillar

1. Recommendations

- 1.1 Traffic Regulation Orders Sub-Committee is asked to:
 - 1.1.1 Set aside the objections received to ETRO/21/28A; and
 - 1.1.2 Agree to make the Experimental Traffic Regulation Order (ETRO) into a permanent Traffic Regulation Order (TRO) with amendments to ETRO/21/28A as in the report to Committee on 12 May 2025 (see Appendix 1).

Gareth Barwell

Interim Corporate Director of Place

Contact: Deborah Paton, Head of Transport Strategy and Partnerships

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Report

Travelling Safely East Area – ETRO/21/28A

2. Executive Summary

- 2.1 This report seeks approval to set aside the objections received during the formal advertising of the East Area ETRO/21/28A and to proceed to make most of the trial measures permanent under a Traffic Regulation Order (TRO).
- 2.2 It also provides additional information to address concerns raised at the Sub-Committee in relation to setting aside specific objections when previous reports were considered on 12 May and 7 August 2025, including:
 - 2.2.1 Which types of measure will be prioritised for upgrading;
 - 2.2.2 A preliminary cost estimate for upgrading prioritised measures across the whole Travelling Safely programme; and
 - 2.2.3 Anticipated outline delivery timescales for the prioritised infrastructure upgrades.

3. Background

- 3.1 On 12 May 2025, Sub-Committee considered a [report](#) seeking approval to set aside the objections received during the formal advertising of the City Centre Area ETRO/21/26A and the East Area ETRO/21/28A and to proceed to make most of the trial measures permanent under two Traffic Regulation Orders (TROs).
- 3.2 This report provided details of all representations received in response to the advertising of both Experimental Traffic Regulation Orders (ETROs), the Council's responses to concerns raised and any actions proposed to address or mitigate these concerns. It also presented information on monitoring and evaluation activities undertaken to assess the impacts of the trial schemes and their outcomes.
- 3.3 The Sub-Committee decided to:
 - 3.3.1 Set aside the objections received and make ETRO/21/26A a permanent TRO without modification; and
 - 3.3.2 Continue the decision on ETRO/21/28A to the next meeting of the Sub-Committee to await the outcomes of consideration by the Transport and Environment Committee of a report seeking approval for a proposed [City](#)

[Mobility Plan Capital Investment Programme](#) (CMP CIP), with particular respect to proposals for a future programme of work to upgrade infrastructure at Travelling Safely schemes being made permanent.

- 3.4 On 7 August 2025, Sub-Committee considered a further [report](#), seeking approval to set aside the objections received during the formal advertising of the East Area ETRO/21/28A and to proceed to make most of the trial measures permanent under a Traffic Regulation Order (TRO).
- 3.5 Sub-Committee continued the decision on ETRO/21/28A to its next meeting and requested additional information on the prioritisation of upgrading infrastructure at measures retained permanently, along with estimated costs and implementation timescales for this work.

Measures introduced under East Area ETRO/21/28A

- 3.6 This ETRO promoted the following trial measures:
 - 3.6.1 A1 Corridor (including London Road, Willowbrae Road and Milton Road West): Sections of waiting restrictions and loading prohibitions, bus lanes in both directions along Milton Road West and a prohibition of motor vehicles at the junction of Southfield Road West and Milton Road West, with physical measures;
 - 3.6.2 Duddingston Road: Sections of waiting restrictions and loading prohibitions at pedestrian crossing points along the corridor and neighbouring street junctions;
 - 3.6.3 Duddingston Road West, King's Place, Seafield Street and Seafield Road East: Sections of waiting restrictions without loading prohibitions; and
 - 3.6.4 Hope Lane and Stanley Street: Sections of waiting restrictions and prohibitions of motor vehicles along both roads, between their junctions with Christian Grove and a local access road, with physical measures.

Complementary measures

- 3.7 Various complementary measures were retained as part of the ETRO and have been made possible by the waiting restrictions, loading prohibitions and traffic prohibitions introduced through the ETRO. These included:
 - 3.7.1 Partial or total pedestrianisation of streets by the use of modal filters or signage to provide improved opportunities for walking, wheeling and cycling; and
 - 3.7.2 The introduction of soft segregated on-street cycle lanes, enabled by adjacent waiting restrictions and loading prohibitions to discourage inappropriate parking.

4. Main report

Responses to the ETRO/21/28 and ETRO/21/28A Statutory Adverts

- 4.1 The following representations were received from members of the public or organisations during the two statutory advertising periods for ETRO/21/28 and ETRO/21/28A:
 - 4.1.1 Objections to measures introduced by the order – 34 received;
 - 4.1.2 Comments in support of the measures introduced by the order – 51 received; and
 - 4.1.3 Additional responses containing neutral comments or questions – six received.
- 4.2 Two individuals submitted representations in response to both statutory adverts. Both individuals sent comments in support of the measures.
- 4.3 Details of all representations received in response to the advertising of both Experimental Traffic Regulation Orders (ETROs), the Council's responses to concerns raised and any actions proposed to address or mitigate these concerns are provided in Appendix 5.
- 4.4 The full text responses that were submitted to ETRO/21/28 and ETRO/21/28A are provided for consideration in Appendix 6. A schedule of objections considered material against each route/location under ETRO/21/28A is provided as Appendix 7.

Use of rubber soft segregation units

- 4.5 The Travelling Safely schemes were originally introduced to assist people to walk, wheel and cycle safely during the COVID-19 pandemic. In addition to the original intention that the measures would only be in place temporarily, they needed to be designed such that they could be introduced and subsequently removed both quickly and economically.
- 4.6 The schemes were therefore designed to maximise the use of cost effective and flexible infrastructure, such as free-standing signage, planters and rubber soft segregation units. Following the later decision to retain many of the schemes on an experimental basis under Travelling Safely, this type of infrastructure also enabled more agile changes to be made to the measures on the ground, should these be required during the trial period.
- 4.7 A significant proportion of the objections against ETRO/21/28A raised concerns about various perceived risks to road user safety arising from the use of rubber soft segregation units.
- 4.8 These types of unit are in use on public roads across the UK and the use of soft segregation for protected cycle tracks is an option provided for within Transport Scotland's Cycling by Design guidance for permanent cycling infrastructure design on all roads, streets and paths in Scotland.

- 4.9 There are currently approximately 20.3 km of protected cycle track in place as part the Travelling Safely programme and this type of soft segregation unit has also been used to deliver widened pedestrian areas at narrow pavements, crossing points and junctions.
- 4.10 In addition, these units have also been installed at many other similar locations, as part of separate programmes of work to widen pedestrian areas outside schools and as part of the Corstorphine Connections and Leith Connections projects.
- 4.11 Since these types of units started being installed in Edinburgh in 2020, the Council has received 28 claims for personal injury and three claims for vehicle damage relating to them. Eight of these claims relate to incidents that occurred in 2020, 17 to incidents in 2021, five to incidents in 2022 and one to an incident in 2023. No claims have been received for any incidents occurring since 2023. Eighty percent of claims therefore relate to the 2021-22 period when most of the units were being installed and there has only been one claim received for an incident occurring within the last three years.
- 4.12 Table 1 below compares the numbers of personal injury and vehicle damage claims that have been received by the Council for incidents relating to these units with the total numbers of claims for incidents relating to all types of street infrastructure.

Table 1 Personal injury and vehicle damage claims

Year of Incident	Claims relating to soft segregation units		Claims relating to all street infrastructure	
	Personal injury	Vehicle Damage	Personal injury	Vehicle Damage
2020	6	2	102	385
2021	16	1	119	449
2022	5	-	142	488
2023	1	-	188	949
2024	-	-	162	737
2025	-	-	68	183
TOTAL	28	3	781	3,191

Note - pursuers have 3 years from the date of an incident to present a claim for personal injury and 5 years for vehicle damage so the above figures could potentially increase.

- 4.13 Where specific locations of concern have been identified, either through the receipt of an incident claim or through other means, the positioning of the soft segregation units was reviewed and modified, where it was considered that this could reduce the potential for similar incidents to recur.

- 4.14 The Council does not therefore consider there to now be a significant risk to road safety posed by the soft segregation units.
- 4.15 Due to their nature and the materials used in their construction, it is anticipated that these units will have a shorter serviceable lifespan than infrastructure built using materials more traditionally used for such purposes, such as asphalt, concrete or natural stone; and therefore they will eventually require to be replaced or upgraded.
- 4.16 However, at some locations it will be possible to retain the current infrastructure without concern, until it reaches the end of its serviceable lifespan; at which time it can either be upgraded or replaced on a like-for-like basis.

Prioritisation and delivery of infrastructure upgrades

- 4.17 A multi-year rolling work programme to upgrade infrastructure at Travelling Safely schemes that are retained permanently is included in the CMP CIP.
- 4.18 The current budgetary provision that has been put in place for this rolling programme is approximately £0.5m per annum over a 5-year period. This is considered to represent an appropriate annual value, taking into account the annual provisions made for other rolling programmes of active travel improvements and how much of this type of work is considered to be realistically deliverable on an annual basis.
- 4.19 The CMP CIP will be subject to an annual review, the outcomes of which will be reported to the Transport and Environment Committee. It is anticipated that the first of these reviews will be reported in autumn 2026.
- 4.20 Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis. Further information on which types of measure will be prioritised for upgrading is provided in Appendix 2.
- 4.21 An initial assessment has been undertaken of the amounts and types of work involved in upgrading prioritised measures across the whole Travelling Safely programme and a preliminary budget level cost estimate for this is provided in Appendix 3.
- 4.22 Anticipated timescales for the implementation of prioritised infrastructure upgrades is also provided in Appendix 3. Both the cost estimate and the anticipated implementation timescales are based on the assumption that all projects will be retained permanently, which will be subject to decisions made at this and future Sub-Committees.
- 4.23 Appendix 4 shows a high-level visual representation of the location of prioritised measures on a map of Edinburgh.

Factors used to prioritise upgrades

- 4.24 The Council's Our Future Streets Streetscape Allocation Framework was approved by Transport and Environment Committee on [1 February 2024](#). The framework adopts a 'place-based' approach to infrastructure delivery, with locations having a

clear classification for different transport networks. It identifies primary and secondary citywide networks for different transport modes and for Place.

- 4.25 The following factors have been considered to determine which measures will be prioritised for upgrading:
- 4.25.1 Measures located within the primary and secondary Place networks defined in Our Future Streets;
 - 4.25.2 Measures located within the primary and secondary Walking networks defined in Our Future Streets;
 - 4.25.3 Measures within the Edinburgh World Heritage Site;
 - 4.25.4 Measures that reduce risk to people in vehicles;
 - 4.25.5 Measures adjacent to schools;
 - 4.25.6 Measures where upgrades can be delivered as part of future schemes or resurfacing work; and
 - 4.25.7 For segregated cycle tracks, cycle user count data.
- 4.26 Appendix 2 further expands on these factors.

Conclusion and recommendation for ETRO/21/28A

- 4.27 Considering the objections that have been received alongside the monitoring and evaluation data for the project and wider policy context and aims set by the City Mobility Plan, it is recommended that Committee agrees to set aside the outstanding objections apart from those received against the restrictions introduced in Hope Lane and Stanley Street; and proceed with making all elements of the ETRO permanent apart from the measures in Hope Lane, Stanley Street and Seafield Road East, as described in Appendix 1.
- 4.28 If this recommendation is agreed, features enabled by measures within the ETRO (such as modal filters enacted by barriers and planters and features delineated by soft segregation units) would also be made permanent.

5. Next Steps

- 5.1 Subject to the approval of the recommendations in this report:
- 5.1.1 The permanent TRO for ETRO/21/28A would be made, with amendments as described in the report on 12 May 2025 (see Appendix 1) relating to Hope Lane, Stanley Street and Seafield Road East, and would come into effect by the end of the ETRO period (28 October 2025);
 - 5.1.2 The new City Mobility Plan Capital Investment Programme that was approved by the Transport and Environment Committee on 22 May 2025 includes a multi-year rolling programme of work to upgrade Travelling Safely infrastructure. This will be funded from Council Capital funding and/or awards

of external funding to support active travel improvements. This Programme will be reviewed on an annual basis;

- 5.1.3 A preliminary budget level cost estimate for upgrading prioritised measures across the whole Travelling Safely programme is £4.1 million. Further detail is provided in Appendix 3. This estimate has been prepared on the basis of all projects being retained permanently, which will be subject to decisions made at this and future Sub-Committees;
- 5.1.4 As it is now anticipated that the currently approved 5-year rolling programme of infrastructure upgrades would be insufficient to upgrade all prioritised infrastructure, should all schemes be retained permanently, the next annual review of the CMP CIP will recommend that this programme be extended in duration until all prioritised infrastructure is upgraded;
- 5.1.5 Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis; and
- 5.1.6 The planned annual reviews of the CMP CIP will also allow future consideration to be given to further upgrades or replacement of Travelling Safely infrastructure, not prioritised at this stage.

6. Financial impact

- 6.1 The costs associated with the work required to make ETRO/21/28A into a permanent order with the amendments proposed are estimated at £6,000.
- 6.2 All road markings and traffic signs necessary to implement the traffic restrictions enacted by these ETROs are already in place. Therefore there is no direct financial impact of retaining the restrictions on a permanent basis.

7. Key Policies

- 7.1 As set out on the report considered by the Traffic Regulation Orders Sub-Committee on 7 August 2025 (see Appendix 1).

8. Risk, compliance, governance and community impact

- 8.1 As set out on the report considered by the Traffic Regulation Orders Sub-Committee on 7 August 2025 (see Appendix 1).

9. Background reading/external references

- 9.1 [City Mobility Plan 2021-2030](#)
- 9.2 Transport and Environment Committee, June 2021, Business Bulletin, [Potential retention of Spaces for People measures](#)

- 9.3 Report to The City of Edinburgh Council, June 2021, [Potential Retention of Spaces for People measures – referral from the Transport and Environment Committee](#)
- 9.4 Report to Transport and Environment Committee, September 2021, [Active Travel Measures – Traveling Safely \(Formerly Spaces for People\)](#)
- 9.5 Report to Transport and Environment Committee, October 2021, [Active Travel Measures – Traveling Safely Update](#)
- 9.6 Report to Transport and Environment Committee, November 2021, [Active Travel Measures – Traveling Safely Update](#)
- 9.7 Report to Transport and Environment Committee, August 2022, [Active Travel Measures – Travelling Safely Update](#)
- 9.8 Business Bulletin to Transport and Environment Committee, June 2023, [Travelling Safely – Experimental Traffic Regulation Orders](#)
- 9.9 Business Bulletin to Transport and Environment Committee, May 2024, [Travelling Safely Update](#)
- 9.10 Report to Traffic Regulations Orders Sub-Committee, May 2025, [Travelling Safely – City Centre and East Areas - ETRO/21/26A and ETRO/21/28A](#)
- 9.11 Report to Transport and Environment Committee, May 2025, [City Mobility Plan – Capital Investment Programme Prioritisation Outputs](#)
- 9.12 Report to Traffic Regulations Orders Sub-Committee, August 2025, [Travelling Safely East Area – ETRO/21/28A – continued decision](#)

10. Appendices

- Appendix 1 - Report to Traffic Regulations Orders Sub-Committee, August 2025 - Travelling Safely East Area – ETRO/21/28A – continued decision
- Appendix 2 - Upgrading of Infrastructure at Measures Retained Permanently - Prioritisation Framework and Criteria
- Appendix 3 - Upgrading of Infrastructure at Measures Retained Permanently – Preliminary Cost Estimate and Anticipated Implementation Timescales
- Appendix 4 - Upgrading of Infrastructure at Measures Retained Permanently – Citywide map of prioritised measures
- Appendix 5 Representations received to ETRO/21/28 and ETRO/21/28A, the Council's responses and any actions proposed to address or mitigate these concerns
- Appendix 6 Register of ETRO/21/28 and ETRO/21/28A responses
- Appendix 7 Schedule of objections considered material against each route/location under ETRO/21/28A

Traffic Regulation Orders Sub-Committee

10.00am, Thursday, 7 August 2025

Travelling Safely East Area – ETRO/21/28A – continued decision

Decision/scrutiny Wards

Decision

11 – City Centre

12 – Leith Walk

13 – Leith

14 – Craigentinny / Duddingston

17 – Portobello / Craigmillar

1. Recommendations

- 1.1 Traffic Regulation Orders Sub-Committee is asked to:
 - 1.1.1 Set aside the objections received to ETRO/21/28A; and
 - 1.1.2 Agree to make the Experimental Traffic Regulation Order (ETRO) into a permanent Traffic Regulation Order (TRO) with amendments to ETRO/21/28A as in the report to Committee on 12 May 2025 (Appendix 1).

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Report

Travelling Safely East Area – ETRO/21/28A – continued decision

2. Executive Summary

- 2.1 This report seeks approval to set aside the objections received during the formal advertising of the East Area ETRO/21/28A and to proceed to make most of the trial measures permanent under a Traffic Regulation Order (TRO).

3. Background

- 3.1 On 12 May 2025, Sub-Committee considered a [report](#) seeking approval to set aside the objections received during the formal advertising of the City Centre Area ETRO/21/26A and the East Area ETRO/21/28A and to proceed to make most of the trial measures permanent under two Traffic Regulation Orders (TROs).
- 3.2 This report provided details of all representations received in response to the advertising of both Experimental Traffic Regulation Orders (ETROs), the Council's responses to concerns raised and any actions proposed to address or mitigate these concerns. It also presented information on monitoring and evaluation activities undertaken to assess the impacts of the trial schemes and their outcomes.
- 3.3 The Sub-Committee decision was to:
- 3.3.1 Set aside the objections received and make ETRO/21/26A a permanent TRO without modification.
 - 3.3.2 Continue the decision on ETRO/21/28A to the next meeting to await the outcomes of consideration of a report seeking approval for a proposed [City Mobility Plan Capital Investment Programme](#) (CMP CIP) by Transport and Environment Committee. The particular aspect of the CMP CIP proposals was for a future programme of work to upgrade infrastructure at Travelling Safely schemes being made permanent.

4. Main report

- 4.1 On 22 May 2025, Transport and Environment Committee considered and approved the proposed [CMP CIP](#) report with amendments.

- 4.2 The programme approved by Transport and Environment Committee includes a multi-year rolling programme of work to upgrade Travelling Safely infrastructure to permanent materials.

5. Next Steps

- 5.1 Subject to the approval of the recommendations in this report:
- 5.1.1 The permanent TRO for ETRO/21/28A would be made, with amendments as described in the report on 12 May 2025 and outlined in Appendix 1 relating to Hope Lane, Stanley Street and Seafield Road East, and would come into effect by the end of the ETRO period (28 October 2025);
 - 5.1.2 Consideration will be given to upgrading temporary materials used during the trial (e.g. at modal filters and soft segregation units) to permanent materials as part of the multi-year programme of work included in the recently approved CMP CIP;
 - 5.1.3 A procurement exercise will be undertaken to appoint a contractor to undertake the works necessary to make the interventions permanent; and
 - 5.1.4 Upgrades will be prioritised according to their potential to improve road user safety, reduce ongoing repair and maintenance work and/or improve the local streetscape and, where possible, to take advantage of opportunities to deliver upgrades as part of other planned improvements or major maintenance work.

6. Financial impact

- 6.1 The costs associated with the work required to make ETRO/21/28A into a permanent order with the amendments proposed are estimated at £6,000.
- 6.2 The new CMP CIP that was approved by the Transport and Environment Committee on 22 May 2025 includes a multi-year rolling programme of work to upgrade Travelling Safely infrastructure to permanent materials. This will be funded from Council Capital funding and/or awards of external funding to support active travel improvements.

7. Key Policies

Equality and Poverty

- 7.1 The impacts resulting from all Travelling Safely ETROs and enabling measures were assessed as part of the review process for the Integrated Impact Assessment (IIA). These impacts are reflected in the Council's response to the representations received. Key considerations were:

- 7.1.1 Retaining traffic prohibitions and bus lanes as they have road safety benefits for residents and visitors of the city that do not have access to motor vehicles;
- 7.1.2 Retaining dedicated cycling infrastructure and associated waiting and loading restrictions as they have road safety benefits that improve the safety of vulnerable users and reduce the speed of motor traffic, which bring benefits to all but particularly for young and old people as well as for people with certain disabilities; and
- 7.1.3 Careful consideration has been given to the local needs for loading and parking for businesses and residents, including blue badge holders, as part of each scheme's design and trial. Dedicated facilities have been provided to address these needs where and as appropriate.

Climate and Nature Emergencies

- 7.2 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council:
 - 7.2.1 “must, in exercising its functions, act in the way best calculated to contribute to the delivery of emissions reduction targets” (Climate Change (Emissions Reductions Targets) (Scotland) Act 2019), and
 - 7.2.2 “in exercising any functions, to further the conservation of biodiversity so far as it is consistent with the proper exercise of those functions” (Nature Conservation (Scotland) Act 2004)
- 7.3 The City of Edinburgh Council declared a Climate Emergency in 2019 and committed to work towards a target of net zero emissions by 2030 for both city and corporate emissions and embedded this as a core priority of the Council Business Plan 2023-27. The Council also declared a Nature Emergency in 2023.

Environmental Impacts

- 7.4 The impacts of this report have been considered in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted under Background Reading later in this report.
- 7.5 The proposals in this report are in line with the Council's Climate Emergency declaration and climate objectives because there are no expected impacts related to this matter from making the ETRO into a permanent order. In line with the City Mobility Plan, the project aims to contribute to the city's climate change and adaptation goals, improve air quality, health and wellbeing and to deliver good placemaking (including enhancing biodiversity).
- 7.6 Reductions in the number of vehicles in key parts of the city as part of the overall Travelling Safely programme, arising both from traffic prohibitions and measures to encourage more people to walk, wheel and cycle for everyday journeys, is a

positive step towards climate change goals. Monitoring results show that there is continuing regular use of the cycle tracks enabled by ETRO/21/28A.

- 7.7 The need to build resilience to climate change impacts is not relevant to the proposals in this report because there are no expected impacts related to this matter from making the ETRO into a permanent order.
- 7.8 The proposals in this report are in line with the Council's Nature Emergency declaration because making the ETRO into a permanent order will allow the retention and upgrade of active travel infrastructure which contributes to modal shift and reduced pollution levels across the city.
- 7.9 The proposals in this report will help achieve a sustainable Edinburgh because making the ETRO into a permanent order and the subsequent upgrades to active travel infrastructure would contribute to enhancing citizen's opportunities for better employment and training due to more accessible, economical and efficient transport options.
- 7.10 Also, small improvements in air quality at locations where traffic levels have decreased align with the Council's Air Quality objectives.
- 7.11 Increased perceptions of the streets where trial measures have been introduced as being safer, more pleasant and having more locations to relax in may lead to improved health and wellbeing outcomes. Continued concerns about levels of, and noise from, traffic may continue to be detrimental.

Housing Emergency

- 7.12 The measures stemming from making the ETRO into a permanent order are not considered to have any impacts related to the current housing emergency.

8. Risk, compliance, governance and community impact

- 8.1 An [Integrated Impact Assessment \(IIA\)](#) has been completed for the Traveling Safely programme. This has helped identify a range of views and potential impacts as well as relevant steps to address these. The impacts were assessed at different levels and in relation to the introduction of the measures promoted by the Orders and any associated enabling measures. It includes consideration of seldom heard and/or underrepresented groups. These groups include those experiencing poverty, women, children and young people, people with mobility issues, people living with a non-mobility related disability, and older people.
- 8.2 The IIA is available on the Council website and was most recently updated in April 2025.
- 8.3 Prior to continuing with these measures and schemes under ETROs, a non-statutory public engagement was conducted during 2021 which included:
 - 8.3.1 Market Research with 583 responses;
 - 8.3.2 A Residents' Survey which received over 17,000 responses;

8.3.3 Business Surveys which involved 179 businesses; and

8.3.4 Stakeholder Surveys.

- 8.4 The results of this engagement were [reported](#) to Transport and Environment Committee on 18 August 2022 (reconvened 1 September 2022) and helped to assess the level of support for each scheme delivered under the Spaces for People programme. This then helped to inform which measures should be retained on a trial basis under the Travelling Safely ETROs.
- 8.5 The statutory consultation requirements for the ETRO process have been followed. The 12 May 2025 [report](#) presented the representations received through that process. The promotion of the ETRO has followed the relevant statutory process and the Council's own processes.
- 8.6 The opportunity to respond to the ETRO was advertised through statutory notifications to statutory consultees, newspaper adverts and on the Traffic Orders and [Travelling Safely](#) pages on the Council website.
- 8.7 The Travelling Safely programme aims to deliver on several Council policies:
- 8.7.1 The Council [Business Plan](#) priorities on net zero carbon and wellbeing; and
- 8.7.2 The aims of the [City Mobility Plan](#), [City Plan](#) and [Edinburgh City Centre Transformation programme](#), which set out a path for transport in the city that helps tackle climate change, addresses poverty and inequality and improves safety, health and wellbeing.
- 8.8 The programme is aligned to related Council targets, policies, strategies and guidance regarding reducing private car use and increasing active travel and public transport by making these safer, easier and more convenient.
- 8.9 A core aspect of the Council's response to the climate emergency is an aim for Edinburgh to achieve net zero carbon emissions by 2030. To achieve this, action to encourage more people to choose active travel and public transport over private car use is required.
- 8.10 In the recently published [Edinburgh by Numbers](#) survey, 88% of people across Edinburgh are very concerned about the climate emergency, indicating that support for action amongst residents is high.
- 8.11 Nearly 40% of the households in Edinburgh own at least one bike, which sits just over the Scottish average; and almost 70% of the short trips made by people in Edinburgh in 2023 were by either walking, wheeling or cycling.
- 8.12 As noted in the 12 May 2025 [report](#), Committee could consider proceeding with a public hearing on the proposed TRO, in terms of Regulation 8 of the 1999 Regulations. The hearing would be chaired by a Scottish Government Reporter. In this context, as noted in that report, the ETRO period ends on 28 October 2025 for ETRO/21/28A.
- 8.13 Previous experience of public hearings arranged to consider objections to traffic orders indicates that such a process is likely to take between 12 and 24 months to

complete. Due to the proximity of the date for the ETRO ending, there is unlikely to be scope to appoint a Reporter and undertake a hearing before then. In this event, the ETRO would end, and all the measures related to it would need to be removed. This would effectively mean that Committee is determining not to make the Order permanent.

- 8.14 The [Council's risk appetite](#) is averse in the context of the as any risks are related to regulatory and legislative compliance. The recommendations in this report are considered to carry virtually no inherent risk as the legal process is being followed.
- 8.15 Indirectly, the active travel measures that would be retained and upgraded should the recommendations of this report be approved, are considered minimal in the context of the Council's risk appetite as the activities that would be undertaken would be at programme and project delivery levels and carry a low degree of inherent risk since the infrastructure is already present on the ground with temporary materials.

9. Background reading/external references

- 9.1 [City Mobility Plan 2021-2030](#)
- 9.2 Report to The City of Edinburgh Council, June 2021, [Potential Retention of Spaces for People measures – referral from the Transport and Environment Committee](#)
- 9.3 Report to Transport and Environment Committee, October 2021, [Active Travel Measures – Traveling Safely Update](#)
- 9.4 Report to Transport and Environment Committee, November 2021, [Active Travel Measures – Traveling Safely Update](#)
- 9.5 Report to Transport and Environment Committee, August 2022, [Active Travel Measures – Travelling Safely Update](#)
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- 9.7 Report to Traffic Regulation Orders Sub-Committee, May 2025, [Travelling Safely – City Centre and East Areas - ETRO/21/26A and ETRO/21/28A](#)
- 9.8 Report to Transport and Environment Committee, May 2025, [City Mobility Plan – Capital Investment Programme Prioritisation Outputs](#)

10. Appendices

Appendix 1: Travelling Safely – City Centre and **East Areas** – ETRO/21/26A and **ETRO/21/28A** report, 12 May 2025

Traffic Regulation Orders Sub-Committee

10.00am, Tuesday, 12 May 2025

Travelling Safely – City Centre and East Areas - ETRO/21/26A and ETRO/21/28A

Executive/routine Wards

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1. Recommendations

- 1.1 Traffic Regulation Orders Sub-Committee is asked to:
 - 1.1.1 Set aside the objections received to ETRO/21/26A and agree to make the ETRO into a permanent Traffic Regulation Order (TRO) without modification; and
 - 1.1.2 Set aside the objections received to ETRO/21/28A and agree to make the ETRO into a permanent Traffic Regulation Order (TRO) with amendments as set out in this report.

Gareth Barwell

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Travelling Safely – City Centre and East Areas - ETRO/21/26A and ETRO21/28A

2. Executive Summary

- 2.1 This report seeks approval to set aside the objections received during the formal advertising of ETRO/21/26A and ETRO/21/28A and to proceed to make most of the trial measures permanent under two Traffic Regulation Orders (TROs).

3. Background

- 3.1 In 2020 and 2021 the Council introduced a citywide programme of temporary measures to make it easier and safer for people to walk, wheel or cycle around the city during the Covid-19 pandemic.
- 3.2 On [1 September 2022](#), the Committee approved retaining many of these measures on a trial basis to see how they would work once traffic had returned to normal levels, using Experimental Traffic Regulation Orders (ETROs).
- 3.3 The measures were grouped together into five Areas, based on their location in the city: the City Centre, East, West, North and South Areas.
- 3.4 Each Area was advertised under a separate ETRO for a period of six months between 21 November 2022 and 20 May 2023. However, as reported to the Committee on [15 June 2023](#), as part of the Business Bulletin, due to discrepancies and errors in the published ETRO documents, they needed to be reviewed, corrected and readvertised before any formal consideration could be given to the representations made.
- 3.5 All representations received in response to this advertising process have been retained and considered as part of the final assessment of whether or not to retain or modify the measures, as set out in this report.

- 3.6 The City Centre Area ETRO, originally advertised as ETRO/21/26, was subsequently readvertised as ETRO/21/26A between 19 February and 18 August 2024.
- 3.7 The East Area ETRO, originally advertised as ETRO/21/28, was subsequently readvertised as ETRO/21/28A between 29 April and 28 October 2024.
- 3.8 Both readvertised ETROs wholly superseded the original Orders and introduced new trials of the measures.

Measures introduced under City Centre Area ETRO/21/26A

- 3.9 This ETRO promoted the following trial measures:
 - 3.9.1 Cockburn Street: Prohibition of motor vehicles and sections of waiting restrictions and loading prohibitions;
 - 3.9.2 High Street: Prohibition of motor vehicles at its junction with South Bridge, with physical measures at the eastern end, introduction of a one way traffic restriction west of its junction with Cockburn Street and sections of waiting restrictions and loading prohibitions;
 - 3.9.3 South St David Street: Prohibition of motor vehicles in the southbound direction, between Rose Street and Princes Street;
 - 3.9.4 Victoria Street and West Bow: Prohibition of motor vehicles except for Blue Badge Holders and loading vehicles, with physical measures at the southern end, and sections of waiting restrictions and loading prohibitions on Victoria Street and West Bow; and
 - 3.9.5 Waverley Bridge: Prohibition of motor vehicles between its junction with Princes Street and the taxi ranks, with physical measures at the northern end, and a section of 24-hour waiting restrictions without loading prohibitions at the southern end.
- 3.10 Appendix 3 provides further detail of the restrictions implemented.

Measures introduced under East Area ETRO/21/28A

- 3.11 This ETRO promoted the following trial measures:
 - 3.11.1 A1 Corridor (including London Road, Willowbrae Road and Milton Road West): Sections of waiting restrictions and loading prohibitions, bus lanes in both directions along Milton Road West and a prohibition of motor vehicles at the junction of Southfield Road West and Milton Road West, with physical measures;
 - 3.11.2 Duddingston Road: Sections of waiting restrictions and loading prohibitions at pedestrian crossing points along the corridor and neighbouring street junctions;

3.11.3 Duddingston Road West, King's Place, Seafield Street and Seafield Road East: Sections of waiting restrictions without loading prohibitions; and

3.11.4 Hope Lane and Stanley Street: Sections of waiting restrictions and prohibitions of motor vehicles along both roads, between their junctions with Christian Grove and a local access road, with physical measures.

3.12 Appendix 6 provides further detail of the restrictions implemented.

Legislation and Options for Committee

3.13 Section 9 of the Road Traffic Regulation Act 1984 (the "1984 Act") provides that ETROs can last for up to 18 months.

3.14 ETRO/21/26A was made on 19 February 2024 and ETRO/21/28A was made on 29 April 2024. Therefore, unless made permanent under TROs, the measures implemented by ETRO/21/26A and ETRO/21/28A will cease on 18 August 2025 and 28 October 2025 respectively.

3.15 The ETROs were made in terms of section 9 of the 1984 Act. As the provisions have been in force in their current form for longer than six months, they may be made permanent in the form of a TRO in terms of regulation 20A of the Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 (the "1999 Regulations").

3.16 In terms of the 1999 Regulations, where there remain unresolved objections, the Council, as the Roads Authority, must give due consideration to all objections received, prior to determining whether to proceed to make the ETRO measures into a permanent order.

3.17 Paragraph 86 of Appendix 6 of the Council's [Scheme of Delegation to Officers](#) delegates authority to the Executive Director of Place to make traffic orders where there have been no more than six objections received from the public and where there have been no statutory objections. In all other circumstances, objections are referred to the relevant Committee for a decision on how to proceed. Both ETRO/21/26A and ETRO/21/28A have been referred to Committee as more than six objections have been received from the public for each order.

3.18 In these circumstances, Committee may either:

3.18.1 Approve making the ETRO provisions permanent as currently implemented;

3.18.2 Approve making the ETRO provisions permanent with minor modifications, provided such modifications would not extend the application of the order or increase the stringency of any prohibition or restriction contained in it (Regulation 10 of the 1999 Regulations);

3.18.3 Direct that a public hearing is to be held on the proposed TRO, in terms of Regulation 8 of the 1999 Regulations, chaired by an Independent Person (however, please note further considerations set out in paragraphs 9.10 - 9.11);

3.18.4 Approve making the ETRO provisions permanent in part; or

3.18.5 Refuse making the ETRO provisions permanent.

Complementary measures

3.19 Various complementary measures were retained as part of each ETRO and have been made possible by the waiting restrictions, loading prohibitions and traffic prohibitions introduced through the ETROs. These included:

3.19.1 Partial or total pedestrianisation of streets by the use of modal filters or signage to provide improved opportunities for walking, wheeling and cycling; and

3.19.2 The introduction of soft segregated on-street cycle lanes, enabled by adjacent waiting restrictions and loading prohibitions to discourage inappropriate parking.

4. Main report

ETRO implementation

- 4.1 ETRO/21/26A was brought into force on 19 February 2024, with a six month consultation period running until 18 August 2024. For ETRO/21/28A, the consultation period ran from 29 April 2024 until 28 October 2024.
- 4.2 ETRO/21/26A as advertised is presented in Appendices 1 and 2. ETRO/21/28A is presented in Appendices 4 and 5.

Monitoring and evaluation of the measures

- 4.3 To assess the performance and impacts of the trial measures in the East Area ETRO, a programme of monitoring and evaluation activities was undertaken.
- 4.4 A series of objectives were set to evaluate the trial measures. These objectives were divided into two categories: core objectives relating to the intended outcomes of the measures and impact mitigation objectives relating to potential negative impacts that could arise from the changes implemented.
- 4.5 These objectives informed the various monitoring activities that were commissioned:
 - 4.5.1 Cycle User Counts;
 - 4.5.2 User Interaction/Conflict Surveys;
 - 4.5.3 General Traffic Journey Time Analysis;
 - 4.5.4 Cycle Video Surveys; and
 - 4.5.5 Mobility Workshop.
- 4.6 These monitoring activities were originally conducted during 2023. However, due to the subsequent need to readvertise the ETROs and commence new trials, a further round of monitoring activities was commissioned in February 2025. Since much of the data from the original activities was still relevant, as the measures on site had not changed, only the following monitoring activities were repeated:
 - 4.6.1 Cycle User Counts;
 - 4.6.2 General Traffic Journey Time Analysis;
- 4.7 As the 2023 and 2025 monitoring activities were conducted at different times of year, to enable a fair comparison of the two data sets and to assist with coming to sensible conclusions; the data has been appraised in the context of seasonal and corridor location considerations.

- 4.8 The data collected is set out in the 2024 Travelling Safely Monitoring Activities Summary Report and the 2025 Travelling Safely Supplementary Monitoring Summary Report. These are presented in Appendices 7 and 8 respectively.
- 4.9 No formal monitoring activities were conducted for the trial measures in the City Centre Area as there was no suitable baseline data against which to draw comparisons, due to the measures being focused around introducing pedestrianisation of streets and traffic prohibitions. However, informal site visits have been undertaken to monitor the use of the streets where measures were implemented and Appendix 9 summarises the findings of this.

Complexities when analysing the ETRO responses

- 4.10 Analysing and reporting on the representations received in response to these ETROs is more complex than normal, due to:
- 4.10.1 there being two separate advertising periods for each ETRO;
 - 4.10.2 representations being submitted both via the dedicated online portal and by email to the Council's Traffic Orders team; and
 - 4.10.3 each ETRO containing measures at several different locations or routes, with some representations relating to the ETRO as a whole and others relating to individual locations/routes.
- 4.11 Appendix 10 provides further detail and explains how these issues have been addressed in the recording of representations, to ensure that each is given the same level of consideration.

Responses to the ETRO/21/26 and ETRO/21/26A Statutory Adverts

- 4.12 The following representations were received from members of the public or organisations during the two statutory advertising periods for ETRO/21/26 and ETRO/21/26A:
- 4.12.1 Objections to measures introduced by the order – 21 received;
 - 4.12.2 Comments in support of the measures introduced by the order – 49 received; and
 - 4.12.3 Additional responses containing neutral comments or questions – 4 received.
- 4.13 There were no instances of representations being submitted by the same member of the public or organisation in response to both statutory adverts.
- 4.14 The full text responses that were submitted to ETRO/21/26 and ETRO/21/26A are provided for consideration in Appendix 11.
- 4.15 Table 1 below provides the numbers of representations, categorised by which statutory advert they were received in response to and whether they were submitted

as general representations, relating to all or more than one Travelling Safely ETRO, or specific representations, relating to ETRO/21/26 or ETRO/21/26A.

Table 1 Representations to ETRO/21/26 and ETRO/21/26A

	First Advert			Second Advert		TOTAL
	<u>General</u> representations relating to all or more than one Travelling Safely ETRO		<u>Specific</u> representations relating to ETRO/21/26	<u>Specific</u> representations relating to ETRO/21/26A		
	As received	Collating responses from the same individual	As received (all responses were from different individuals)	As received	Collating responses from the same individual	
Objections	13	12	3	6	6	21
Support	30	30	1	36	18	49
Neutral/Queries	3	3	0	1	1	4
TOTAL	46	45	4	43	25	74

4.16 Table 2 below provides the numbers of objections, categorised by route or location.

Table 2 Objections to ETRO/21/26 and ETRO/21/26A by route/location

	Waverley Bridge	Cockburn Street & High Street	Victoria Street & West Bow	South St David Street
General objections	14			
Objections with specific references	4	3	0	0

4.17 A schedule of the main themes raised through objections to ETRO/21/26 and ETRO/21/26A is presented in Table 3 below. The table presents a summary of the theme, response and proposed action.

4.18 The sections immediately following the table also consider the main points that objectors raised that specifically relate to certain routes or locations.

4.19 Appendix 12 summarises the number of objections that are considered material against each route or location with a breakdown of the themes raised in those objections.

Table 3 Schedule of the main themes raised through objections to ETRO/21/26 and ETRO/21/26A

Theme ref	Objection theme	Response	Action	Number of Objections
01	Concerns with changes to loading or waiting provisions	<p>Loading and waiting prohibitions implemented by this ETRO were mainly implemented at key locations of the streets where pedestrian movements are prioritised.</p> <p>Whilst there are some restrictions that are in the immediate vicinity of businesses, there are areas where loading and unloading is still permitted nearby (e.g. opposite the new restrictions) except at busy junctions where the measures help people to cross the streets by preventing vehicles stopping adjacent to the junctions.</p>	No action recommended.	6

Theme ref	Objection theme	Response	Action	Number of Objections
02	Impact on access for residents or businesses due to closures	<p>All homes and businesses are still accessible by motor vehicle for blue badge holders, delivery drivers and permit holders. Different routes may be required to reach the destination and access may be restricted at certain times.</p> <p>The City Mobility Plan notes that “Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities.”</p>	No action recommended.	8
03	The project has made it more difficult for people with mobility/ accessibility issues, protected characteristics or their carers to access the area or park near their homes	<p>All homes and businesses are still accessible by motor vehicle for blue badge holders, delivery drivers and permit holders. Different routes may be required to reach the destination and access may be restricted at certain times.</p> <p>The City Mobility Plan notes that “Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities.”</p>	No action recommended.	9
04	Impact on parking spaces availability and displacement of parking elsewhere	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p> <p>These policies prioritise pedestrian space over motor vehicle space.</p>	No action recommended.	4
05	The project has had a negative impact on business due to a decrease in passing trade or ease of access by motor vehicle	<p>All businesses are accessible by motor vehicle, however, different routes may be required to reach the destination and access may be restricted at certain times. Measures introduced were designed to achieve the project aims whilst balancing the needs of local businesses.</p> <p>UK and international studies suggest that businesses often overestimate how many people arrive by private motor vehicle compared to active travel or public transport.</p>	No action recommended.	7

Theme ref	Objection theme	Response	Action	Number of Objections
06	Impact on local traffic management including moving and increasing traffic elsewhere	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p> <p>The above policies promote sustainable alternatives to private car use which is the main contributor to congestion in the city. It is expected that these measures are actively contributing to discourage private car use.</p> <p>Scotland aims for a 20% reduction in car km by 2030.</p>	No action recommended.	8
07	The project changes mean longer routes and longer journey times for trips in motor vehicles	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p> <p>All homes and businesses are still accessible by motor vehicle, however the times of access are more restricted. The route to some destinations may be different or longer.</p> <p>The City Mobility Plan notes that "Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities."</p>	No action recommended.	10
08	Impact on road safety for cyclists*	<p>*This theme comes from general objections mostly referencing the soft segregated cycle tracks enabled by other Travelling Safely ETROs.</p> <p>It has been captured here for completeness but is not considered relevant nor material against the measures in ETRO/21/26A.</p>	No action recommended.	7
09	Impact on road safety for motor vehicle users*	<p>*This theme comes from general objections mostly referencing the soft segregated cycle tracks enabled by other Travelling Safely ETROs.</p> <p>It has been captured here for completeness, but it is not considered relevant nor material against the measures in ETRO/21/26A.</p>	No action recommended.	4

Theme ref	Objection theme	Response	Action	Number of Objections
10	Impact on road safety for public transport users	<p>Objectors to the Waverley Bridge measures reference direct concerns around the safety of pavement users and specifically bus users.</p> <p>All pavement users are expected to follow the Highway Code and only step onto the carriageway when it is safe to do so.</p> <p>Many of the measures implemented by this ETRO seek to prioritise pedestrian movements in high footfall areas of the city centre.</p>	No action recommended.	4
11	Impact on road safety for pavement users (including from trip hazards arising from measures enabled by the ETRO)*	<p>*This theme comes from general objections mostly referencing the segregation units enabled by other Travelling Safely ETROs.</p> <p>However, objectors to the Waverley Bridge measures do reference direct concerns around the safety of pavement users.</p> <p>All pavement users are expected to follow the Highway Code and only step on the carriageway when it is safe to do so.</p> <p>Many of the measures implemented by this ETRO seek to prioritise pedestrian movements in a busy pedestrian environment like the City Centre of Edinburgh.</p> <p>Infrastructure and measures have been installed accounting for the City's transport hierarchy that puts pedestrians and cyclists at the top.</p>	No action recommended.	7
12	Impact on additional motor vehicle use and pollution	<p>Due to the relatively wide area of interventions and the lack of baseline data to compare it to, it is not possible to assess the validity of this claim.</p> <p>Air quality data exists in some key monitoring locations but due to traffic trend changes post-pandemic and other factors affecting traffic flows in the city centre, such as temporary traffic restrictions on North Bridge during its refurbishment and the implementation of the city's Low Emission Zone, it not possible to draw any conclusions attributed solely to the measures in ETRO/21/26A.</p> <p>The road closures and diversions promoted under this order have been identified as priorities in Edinburgh City Centre Transformation and are in key areas of the city where pedestrian movements exceed vehicle movements and therefore should be a priority.</p>	No action recommended.	11

Theme ref	Objection theme	Response	Action	Number of Objections
13	Measures are not used*	<p>*This theme comes from general objections mostly referencing the soft segregated cycle tracks enabled by other Travelling Safely ETROs.</p> <p>It has been captured here for completeness, but it is not considered relevant nor material against the measures in ETRO/21/26A.</p> <p>See Appendix 9 concerning informal monitoring activities evidencing use of the measures implemented and enabled by ETRO/21/26A.</p>	No action recommended.	5
14	Measures are not maintained	Any road/pavement defects or damaged temporary measures can be reported to the Council for inspection. Any damage will be categorised and repairs prioritised as appropriate.	Should the measures be made permanent, consideration will be given to upgrading the temporary materials used during the trial to permanent materials.	2
15	The consultation/ ETRO / legal process is flawed or has not been followed	The Council has undertaken the required steps for the traffic orders process.	No action recommended.	4
16	General opposition to the changes to traffic operations / the project	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and Net zero goals.</p> <p>Infrastructure and measures have been installed accounting for the city's transport hierarchy that prioritises the needs of pedestrians, cyclists and public transport over those of motor traffic.</p>	No actions recommended.	6
17	The project has had a negative impact on emergency service vehicles	The emergency services are a statutory consultee. They have not raised any objections to the measures.	No actions recommended.	2

Theme ref	Objection theme	Response	Action	Number of Objections
18	The project has made access to public transport infrastructure or services more difficult	These objections were specific to the measures introduced at Waverley Bridge. The ambition of Waverley Bridge becoming a traffic-free space (including buses) was consulted on and approved in principle as part of Edinburgh City Centre Transformation .	Work will continue with bus operators and Network Rail to make sure accessibility and signposting to the area and station is improved, including improved wayfinding and a remodelled level access into the station as part of the Edinburgh Waverley Station Masterplan.	3
19	Measures are a waste of public funds	Most of the funding for the trial measures was allocated from direct Transport Scotland grant funding awards. The project aligns with Council policies regarding encouraging sustainable transport and discouraging private car use. Economic benefits of similar measures elsewhere are well documented.	No actions recommended.	3
20	Measures are not needed post-pandemic	The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.	No actions recommended.	4

General objections

- 4.20 The major general themes that objectors raised in relation to all locations were around additional pollution and congestion that the measures have led to, because of the longer routes caused by the road closures and traffic restrictions implemented.
- 4.21 The measures in Victoria Street and South St David Street did not receive any specific objections, however, these general themes are material to those two locations.

Waverley Bridge

- 4.22 Representations with comments specific to this location highlighted the impact on access to Waverley Station for public transport users, including people with disabilities or protected characteristics, due to the requirement to walk to Regent Road to access relocated bus services.

- 4.23 Objectors also raised concerns about closing a key north-south traffic corridor and the impacts of this on the wider road network.
- 4.24 One of the four objections received was from New Town and Broughton Community Council.
- 4.25 The long-term ambition for Waverley Bridge to become a traffic-free space has already been approved in principle and the ETRO has enabled an early implementation of this.
- 4.26 Since June 2024, due to the redevelopment of the nearby Jenners building, the measures promoted under ETRO/21/26A have been temporarily revoked under a Temporary Traffic Regulation Order (TTRO), to accommodate the temporary traffic management arrangements required for the redevelopment works. Should the measures promoted at Waverley Bridge under ETRO/21/26A be made permanent, these would become operative again after the completion of the redevelopment works.

Cockburn Street and High Street

- 4.27 The three specific objections received to these locations mentioned concerns around access to the street for residents, businesses and people with protected characteristics for both loading/unloading activities and parking. They also mentioned consequential impacts of this restricted access around additional travel times, economic impact to businesses and safety when having to carry out deliveries without the aid of a motor vehicle.
- 4.28 The loss of parking spaces was also raised as a core objection.
- 4.29 Two of the objections received were from individuals who work at a Charity present in the street.
- 4.30 Access to the street is still permitted at certain times, via a different route than prior to the introduction of the measures. During the development of scheme, consideration was given to changing the times of access, however it was deemed that the higher risk of collision during pedestrian peak times would not justify the benefits of extended times of access for local business and residents. Although there has been a loss of 22 parking bays in the street of which 14 were for residents or blue badge holders, permit and paid parking spaces continue to be available along most of its southern side.

Monitoring results

- 4.31 Due to the lack of baseline data and the measures being focused around introducing pedestrianisation of streets and traffic prohibitions, no quantifiable monitoring activities were conducted for any of the City Centre measures. Instead,

their use has been documented during informal site visits to record anecdotal evidence.

- 4.32 All the streets that were pedestrianised with the use of modal filters to enforce the measures in ETRO/21/26A have encouraged pedestrians to make more use of the carriageway. Due to the high volume of pedestrians in these streets, this has improved the street usability, access, appeal and road safety.
- 4.33 Appendix 9 showcases some photos taken since the implementation of the measures evidencing the use of the streets. The measures have enhanced the visual and auditive attractiveness of the streets by allowing visitors to enjoy the spaces without high volumes of motor traffic, with its attendant noise and pollution.
- 4.34 The introduction of a bus gate by means of a traffic prohibition for other motor vehicles southbound at South St David Street has reduced the volume of through traffic and improved local public transport travel efficiency. The high numbers of pavement users that cross this street have also benefited from the reductions in traffic, noise and pollution.
- 4.35 The City Centre Transformation Programme sets out the Council's vision for a people-focused city centre. All measures implemented as part of ETRO/21/26A contribute towards this by delivering streets that are either largely traffic free or carry a considerably reduced level of motor traffic.
- 4.36 Due to the complexity of the city centre transport network, traffic trend changes post-pandemic and other factors affecting traffic flows in the city centre, such as temporary traffic restrictions on North Bridge during its refurbishment and the implementation of the city's Low Emission Zone, it not possible to draw any conclusions on potential traffic displacement attributed solely to the measures in ETRO/21/26A.

Emergency Services

- 4.37 The emergency services were briefed during the design stage and prior to implementation of the measures. They are also a statutory consultee under the advertising process for ETROs. No objections to ETRO/21/26 or ETRO/21/26A have been received from the emergency services.

Conclusion and recommendation for ETRO/21/26A

- 4.38 Considering the objections that have been received alongside the monitoring and evaluation data for the project and the wider policy context and aims set by the City Mobility Plan, it is recommended that Committee agrees to set aside the outstanding objections and proceeds with making all elements of the ETRO permanent.

- 4.39 If this recommendation is agreed, features enabled by measures within the ETRO (such as modal filters enacted by barriers and planters) would also be made permanent.
- 4.40 Should the measures be made permanent, consideration will be given to upgrading temporary materials used during the trial to permanent materials.

Responses to the ETRO/21/28 and ETRO/21/28A Statutory Adverts

- 4.41 The following representations were received from members of the public or organisations during the two statutory advertising periods for ETRO/21/28 and ETRO/21/28A:
- 4.41.1 Objections to measures introduced by the order – 34 received;
- 4.41.2 Comments in support of the measures introduced by the order – 51 received; and
- 4.41.3 Additional responses containing neutral comments or questions – 6 received.
- 4.42 Two individuals submitted representations in response to both statutory adverts. Both individuals sent comments in support of the measures.
- 4.43 The full text responses that were submitted to ETRO/21/28 and ETRO/21/28A are provided for consideration in Appendix 13.
- 4.44 Table 4 below provides the numbers of representations, categorised by which statutory advert they were received in response to and whether they were submitted as general representations, relating to all or more than one Travelling Safely ETRO, or specific representations, relating to ETRO/21/28 or ETRO/21/28A.

Table 4 Representations to ETRO/21/28 and ETRO/21/28A

	First Advert		Second Advert		TOTAL	TOTAL (Collating responses from the same individual across the two adverts)
	<u>General</u> representations relating to all or more than one Travelling Safely ETROs	<u>Specific</u> representations relating to ETRO/21/28	<u>Specific</u> representations relating to ETRO/21/28A			
	As received	Collating responses from the same individual	As received (all responses were from different individuals)	As received (all responses were from different individuals)		
Objections	14	13	7	14	34	34
Support	31	31	1	21	53	51
Neutral/Queries	3	3	3	0	6	6
TOTAL	48	47	11	35	93	91

4.45 Table 5 below provides the numbers of objections, categorised by route or location.

Table 5 Objections to ETRO/21/28 and ETRO/21/28A by route/location

	A1 (including London Road)	Stanley Street and Hope Lane	Duddingston Road	Duddingston Road West	King's Place	Seafield Street	Seafield Road East
General objections	16						
Objections with specific references	14	6	1	2	2	0	0

4.46 A schedule of the main themes raised through objections to ETRO/21/28 and ETRO/21/28A is presented in Table 6 below. The table presents a summary of the theme, response and proposed action.

4.47 The sections immediately following the table also consider the main points that objectors raised that specifically relate to certain routes or locations.

4.48 Appendix 14 summarises the number of objections that are considered material against each route or location with a breakdown of the themes raised in those objections.

Table 6 Schedule of the main themes raised through objections to ETRO/21/28 and ETRO/21/28A

Theme ref	Objection theme	Response	Action	Number of Objections
01	Concerns with changes to loading or waiting provisions	<p>Loading and waiting prohibitions implemented by this ETRO were mainly implemented on main traffic corridors at locations where, due to the new soft segregated cycle tracks or bus lanes, loading and waiting was deemed unsafe or not physically possible.</p> <p>The rest of the locations where loading and waiting prohibitions were implemented by this ETRO cover junctions at side streets. These new restrictions will improve road safety and visibility for all road and pavement users and help people cross the streets.</p> <p>Where restrictions have been introduced near businesses (London Road and King's Place), these do not contain loading restrictions or there is an allowance nearby where loading is permitted.</p>	No action recommended.	5
02	Impact on access for residents or businesses due to closures	<p>All homes and businesses are still accessible by motor vehicle for blue badge holders, delivery drivers and permit holders. Different routes may be required to reach the destination.</p> <p>The City Mobility Plan notes that "Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities."</p>	See 4.57 and 4.58 relating to actions proposed for Hope Lane and Stanley Street.	9

Theme ref	Objection theme	Response	Action	Number of Objections
03	The project has made it more difficult for people with mobility/ accessibility issues, protected characteristics or their carers to access the area or park near their homes	<p>All homes and businesses are still accessible by motor vehicle for blue badge holders, delivery drivers and permit holders. Different routes may be required to reach the destination.</p> <p>The City Mobility Plan notes that “Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities.”</p>	No action recommended.	7
04	Impact on parking spaces availability and displacement of parking elsewhere	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p> <p>These policies prioritise pedestrian space over motor vehicle space.</p>	See 4.57 and 4.58 relating to actions proposed for Hope Lane and Stanley Street.	17
05	The project has had a negative impact on business due to a decrease in passing trade or ease of access by motor vehicle	<p>All businesses are accessible by motor vehicle; however, different routes may be required to reach the destination. Measures introduced were designed to achieve the project aims whilst balancing the needs of local businesses.</p> <p>UK and international studies suggest that businesses often overestimate how many people arrive by private motor vehicle compared to active travel or public transport.</p>	No action recommended.	4
06	Impact on local traffic management including moving and increasing traffic elsewhere	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p> <p>The measures meet the goals set in Edinburgh's Circulation Plan for these transport corridors.</p> <p>The above policies promote sustainable alternatives to private car use which is the main contributor to congestion in the city. It is expected that these measures are actively contributing to discourage private car use.</p> <p>Scotland aims for a 20% reduction in car km by 2030.</p>	No action recommended.	17

Theme ref	Objection theme	Response	Action	Number of Objections
07	The project changes mean longer routes and longer journey times for trips in motor vehicles	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p> <p>All homes and businesses are still accessible by motor vehicle. The route to some destinations may be different or longer.</p> <p>The City Mobility Plan notes that “Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities.”</p>	No action recommended.	9
08	Impact on road safety for cyclists	<p>Most of the objections around this theme were raised against the measures on London Road but also against all corridors where the new restrictions have enabled the implementation of soft segregated cycle tracks.</p> <p>Segregation improves safety for cyclists since these have their allocated road space separated from other traffic by physical barriers.</p> <p>All measures were subject to a Road Safety Audit.</p> <p>Concerns around this theme were also raised in relation to the road surface (see theme 14), as well as to the maneuvers required by cyclists at bus stops or junctions. The risks raised by the objectors are largely a factor of the trial nature of the measures.</p>	Should the measures be made permanent, consideration will be given to upgrading the temporary materials used during the trial to permanent materials and to the use of alternative design details to address specific concerns raised.	20
09	Impact on road safety for motor vehicle users	<p>Most of the objections around this theme were raised against the measures on London Road but also against all corridors where the new restrictions have enabled the implementation of soft segregated cycle tracks.</p> <p>The soft segregation units are a product compliant with UK standards for use on public roads and have elements to enhance their visibility to all road users.</p> <p>All measures were subject to a Road Safety Audit.</p>	Should the measures be made permanent, consideration will be given to upgrading the temporary materials used during the trial to permanent materials.	7

Theme ref	Objection theme	Response	Action	Number of Objections
11	Impact on road safety for pavement users (including trip hazards arising from measures enabled by the ETRO)	<p>Most of the objections around this theme were raised against the measures on London Road but also against all corridors where the new restrictions have enabled the implementation of soft segregated cycle tracks.</p> <p>The soft segregation units are a product compliant with UK standards for use in public roads and have elements to enhance its visibility to all road users.</p> <p>All measures were subject to a Road Safety Audit.</p> <p>All pavement users are expected to follow the Highway Code and only step onto the carriageway when it is safe to do so and cross at designated crossing points.</p>	Should the measures be made permanent, consideration will be given to upgrading the temporary materials used during the trial to permanent materials.	12
12	Impact on additional motor vehicle use and pollution	<p>Due to the relatively wide area of interventions and the lack of baseline data to compare it to, it is not possible to assess the validity of this claim.</p> <p>Air quality data exists in some key monitoring locations but due to traffic trend changes post-pandemic and other factors affecting traffic flows, such as Trams to Newhaven and the implementation of the City's Low Emission Zone, it is not possible to draw any conclusions attributed solely to the measures in ETRO/21/28A.</p> <p>Infrastructure and measures have been installed accounting for the city's transport hierarchy that prioritises the needs of pedestrians, cyclists and public transport over those of motor traffic.</p> <p>The measures implemented also support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p>	No action recommended.	14
13	Measures are not used	See 4.63 to 4.87.4 and Appendices 7 and 8 concerning monitoring activities evidencing use of the measures in ETRO/21/28A.	No action recommended.	14
14	Measures are not maintained	Any road/pavement defects or damaged temporary measures can be reported to the Council for inspection. Any damage will be categorised, and repairs prioritised as appropriate.	Should the measures be made permanent, consideration will be given to upgrading the temporary materials used during the trial to permanent materials.	9

Theme ref	Objection theme	Response	Action	Number of Objections
15	The consultation/ ETRO / legal process is flawed or has not been followed	The Council has undertaken the required steps for the traffic orders process.	No action recommended.	8
16	General opposition to the changes to traffic operations/ the project	The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals. Infrastructure and measures have been installed accounting for the city's transport hierarchy that prioritises the needs of pedestrians, cyclists and public transport over those of motor traffic.	No actions recommended.	12
17	The project has had a negative impact on emergency service vehicles	The emergency services are a statutory consultee. They have not raised any objections to the measures.	No actions recommended.	3
19	Measures are a waste of public funds	Most of the funding for the trial measures was allocated from direct Transport Scotland grant funding awards. The project aligns with Council policies regarding encouraging sustainable transport and discouraging private car use. Economic benefits of similar measures elsewhere are well documented.	No actions recommended.	5
20	Measures are not needed post-pandemic	The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.	No actions recommended.	6

Theme ref	Objection theme	Response	Action	Number of Objections
21	Safety concerns over floating parking	<p>This theme comes from one general objection referencing floating parking bays installed under all Travelling Safely ETROs.</p> <p>The objection raises concerns over the lack of clarity on priority and increased risk of collision between bike users and people entering and exiting vehicles when crossing these areas.</p> <p>Vehicle users need to give way to those using the cycle lane and cross it when it is safe to do so, in the same way people on foot do when crossing the carriageway.</p> <p>Bike users are exposed to more interactions with vehicle doors; however, the potential severity of these interactions is considered lower because:</p> <ul style="list-style-type: none"> • Potential interactions would be with the passenger side door (assuming vehicles are parked in the direction of travel) and are therefore less likely to occur; and • Any interactions between cyclists and car doors would not occur adjacent to live traffic. 	No actions recommended.	1
22	Safety concerns over floating bus stops and/or bus users*	<p>*This theme comes from general objections referencing the floating bus stops installed either as part of other permanent projects in the city or as part of the original Spaces for People programme. Measures enabled by ETRO/21/28A do not include any floating bus stops.</p> <p>This has been captured here for completeness, but it is not considered relevant nor material against the measures of ETRO/21/28A.</p>	No actions recommended.	2
23	Measures are encouraging fly-tipping	<p>Fly-tipping is a nationwide issue. There are some people who do not dispose of their waste responsibly and fly-tipping can occur across the city.</p> <p>The Council regularly runs campaigns to promote the services available to residents to dispose of their bulky goods via special uplifts and the Household Waste Recycling Centres and to encourage residents to report any incidents of fly-tipping and littering.</p> <p>If any measures enabled by ETRO/21/28A have resulted in this illegal practice taking place, it is likely that this would instead occur elsewhere should the measures be removed.</p>	No action recommended.	2

Theme ref	Objection theme	Response	Action	Number of Objections
24	Measures are not suitable for a World Heritage City or Conservation area	<p>Most of the measures in ETRO/21/28A lie outside of the Edinburgh World Heritage area and fall under the scope of permitted development rights held by the Council as the Roads Authority.</p> <p>Most of the objections that raised this theme related to the the soft segregation units enabled by the restrictions promoted under ETRO/21/28A.</p> <p>As captured in the Integrated Impact Assessment of the project, officers are aware of the visual impact of temporary segregation units. These were intended to be temporary for the period of the trials. Should measures be considered for permanent retention within a conservation area or within the Edinburgh World Heritage area, other more appropriate infrastructure may be used for the upgrade.</p>	<p>Should the measures be made permanent, consideration will be given to upgrading the temporary materials used during the trial to permanent materials.</p> <p>As part of this upgrade, options can be investigated with key partners to mitigate any concerns around aesthetics and impacts on conservation areas and the City's World Heritage status.</p>	6

General Objections

- 4.49 The major general themes that objectors raised in relation to all locations or routes were around the safety of cyclists and around additional pollution and congestion that the measures have led to, because of the reduced capacity on the road network due to the implementation of bus lanes and cycle tracks.
- 4.50 The measures implemented in Seafield Street and Seafield Road East did not receive any specific objections, however, these general themes are material to those two locations.
- 4.51 One of the general objections received was from the Edinburgh Access Panel, raising concerns around floating parking and the reduction of spaces where blue badge holders could alight beside the pavement.

A1 (including London Road)

- 4.52 Objectors to this scheme highlighted the impact of the restrictions on parking and loading along London Road, specifically how loading and parking for nearby amenities like the Playhouse had migrated to Blenheim Place and Royal Terrace. The representations mentioned resultant increases in traffic volumes, along with changes in composition (e.g. an increase in coaches), and pollution in these streets.

- 4.53 They also raised concerns about the adequacy within a Conservation Area of the cycle segregation units that the restrictions promoted had enabled; and the safety and perceived low level of use of the new cycle tracks.
- 4.54 One of the objections received was from New Town and Broughton Community Council.

King's Place

- 4.55 There were two objections that referred to aspects of this scheme. The main two themes mentioned were around the loss of parking caused by the new restrictions, with specific mention of the impact to those with disabilities, and the lack of disabled spaces to access the wider Portobello area.
- 4.56 One of the objections raised concerns over the permits granted for tables and chairs for local hospitality businesses taking precedent over public parking. Requests for such permits are considered on their individual merits and a permit would not now be granted for a tables and chairs area on the carriageway at this location. This theme is not therefore considered material against ETRO/21/28A.

Hope Lane and Stanley Street

- 4.57 Due to a drafting error, the extents of the measures advertised in ETRO/21/28A were incorrect. The advertised Order reflects the measures as they were originally implemented, but their extents were subsequently reduced on site in response to concerns raised by local people. Unfortunately, this change was not reflected in the ETRO. Objectors raised this in their representations, which focused on concerns over the loss of on-street parking.
- 4.58 Should the measures be retained, it is therefore recommended that the ETRO should be amended to match what is currently in place on site. This minor modification would not extend the application of the order or increase the stringency of any prohibition or restriction contained in it.

Duddingston Road and Duddingston Road West

- 4.59 The submissions that contained specific references to measures implemented on these two roads raised concerns around the safety of cyclists and motor vehicles due to the implementation of cycle tracks. There are also references to concerns around the reduction in parking spaces, specifically during school pick up and drop off times.
- 4.60 School Travel plans seek to encourage active travel to and from the school by parents and pupils. Nearby side streets allow loading and parking for school pick up and drop offs. Targeted enforcement is deployed during peak times to enforce the restrictions and ensure the safety of all road and pavement users.

Seafield Road East

- 4.61 No specific representations were received relating to this scheme. However, the measures were never implemented on site, due to delays progressing the design of the signalised crossing that the ETRO restrictions were intended to support.
- 4.62 A trial of these restrictions has not therefore been conducted and so it is recommended that these restrictions should be removed from ETRO/21/28A, should the Order be made permanent.

Monitoring and evaluation results

- 4.63 Appendices 7 and 8 show the full reports covering the monitoring activities conducted to evaluate the success of the trial measures. The following sections summarise the findings and showcase any relevant points raised in relation to measures delivered under ETRO/21/28A.

On-street cycle video surveys

- 4.64 Monitoring of cycling on the Travelling Safely routes was undertaken by video survey across several weeks between February and April 2023. The routes were surveyed during peak periods. The observations were analysed and reported in relation to the cycling experience considering the six core design principles for cycling infrastructure detailed in Cycling by Design. Key findings include:
- 4.64.1 It was universally found that measures where segregation had been implemented with rubber segregation units provided a more comfortable cycling experience and were perceived to be much safer than segments with any other type of provision;
- 4.64.2 Segregated cycle lanes provided an enhanced cycling experience at busy times and provided cyclists with a clear path to safely pass stationary or slow-moving traffic. Conversely, when traffic was moving much faster (e.g., on uphill segments), segregated cycle lanes afforded confidence that the risk of conflict with a motor vehicle was very low;
- 4.64.3 Where, due to local constraints (e.g. bus stops, accesses to side roads or driveways or a reduction in corridor width) or at crossing points, there were gaps in the provision of lane defenders, these generally did not have a significant impact on comfort and safety;
- 4.64.4 In locations with floating parking, the increased degree of separation between cyclists and general traffic enhanced perceived comfort and safety. Furthermore, while there was a small perceived risk of interactions between cyclists and vehicle doors, the potential severity of these interactions was deemed lower since the potential interactions would be with the passenger

side door and are therefore less likely to occur; and any interactions between cyclists and vehicle doors would not occur adjacent to live traffic; and

- 4.64.5 The surveys highlighted some areas where the measures could be improved, should they be made permanent. The carriageway surface was noted to have a significant impact on the safety and comfort of the cycling experience and, in some locations, users may find it difficult to follow and use routes due to worn road markings.

Interaction analysis

- 4.65 Video footage from the cameras used for the user count surveys was analysed at peak times to understand specific interactions at key locations, such as at bus stops and other areas of potential conflict with motor vehicles. Key findings include:
- 4.65.1 The percentage of cyclists that interact with buses was generally very low;
- 4.65.2 The percentage of cyclists that interact with buses often varied greatly between days;
- 4.65.3 There was little correlation between the numbers of cyclists and buses and the number of interactions (e.g. busier or quieter bus stops saw random numbers of interactions, irrespective of the volume of cyclists);
- 4.65.4 The highest percentage of interactions was at the Wellington Street (westbound) bus stop on London Road, where 22% of cyclists interacted with a bus. This was also the stop with the greatest variation between days, with only 9% of cyclists interacting with buses on one day, compared to 37% on another;
- 4.65.5 The same camera showed that the bus stop buildout arrangement created a significant point of conflict for cyclists and buses, requiring cyclists to merge into the bus lane while buses were trying to pull into the kerbside. Several cyclists were also observed not using the cycle lane at all at this location and instead using the bus lane, however there is no evidence of this occurring elsewhere along the rest of the corridor. These types of interactions are common where bus stops interrupt segregated or advisory cycling infrastructure, should the measures be retained, the upgraded infrastructure will look at altering the lengths of segregation and bus stop buildouts to mitigate these interactions; and
- 4.65.6 A camera positioned on Duddingston Road outside St John's RC Primary School showed that during school drop-off activity in the morning peak period; many vehicles often parked inappropriately; blocking the eastbound segregated cycle lane and forcing cyclists into the carriageway.

Cycle user counts

- 4.66 User count surveys were undertaken in June 2023, with a follow up round of counts taking place in February 2025.
- 4.67 Four of the survey points were in the East Area: on London Road, Milton Road West, Duddingston Road West and Duddingston Road.
- 4.68 On London Road, the number of cyclists remained consistent across the two monitoring periods, with only a 2% decrease from the 350 users counted in the weekday 12-hour average between June 2023 and February 2025.
- 4.69 The findings on this route are also consistent with other routes close to the city centre. These generally experienced less variation between June 2023 and February 2025 than other routes.
- 4.70 Further east on the A1 corridor, on Milton Road West, the average number of cyclists recorded decreased 26% from the June 2023 data to 193 users in February 2025.
- 4.71 On Duddingston Road, an average of 154 cyclists were recorded across the 12-hour period in February 2025. This represents a 28% reduction from June 2023 (215 cyclists).
- 4.72 On Duddingston Road West there was a 32% decrease in the average number of cyclists, from 319 cyclists in June 2023 to 218 in February 2025.
- 4.73 The above findings are consistent with other orbital/connector routes further from the city centre. These routes experienced an average 29% reduction in users between June 2023 and February 2025.
- 4.74 The lower figures recorded on all three routes are likely to primarily due to the different times of year when the monitoring activities were carried out. Colder temperatures, shorter daylight hours, and unpleasant or potentially hazardous weather conditions can make cycling less appealing and safe. These circumstances are a deterrent to cycling, with consistent evidence demonstrating that poor weather conditions is one of the top barriers to cycling.

General traffic journey time analysis and general traffic context

- 4.75 Since 2021, and the recovery from the pandemic, traffic levels have risen across the city but are still below pre-pandemic levels. The [Department for Transport](#) reports 10.8% more miles driven in Edinburgh in 2023 than in 2021 and 1.4% more in 2023 than 2022.
- 4.76 Full data is not available for 2024, however [provisional estimates](#) to September 2024 suggest that traffic levels are continuing to rise across the United Kingdom but are still below pre-pandemic levels.

- 4.77 Whilst this data can only be considered as setting a general traffic context for the city and country, it can be useful as a benchmark for whether changes in traffic on the streets where changes have been implemented are typical of general traffic trends observed elsewhere or could be a result of traffic re-routeing due to diversions or measures introduced by the measures.
- 4.78 To better understand whether the implementation of the Travelling Safely measures has had an impact on journey times along certain corridors, general traffic journey time data was extracted from INRIX for several locations.
- 4.79 INRIX journey time data is sourced from in-vehicle technology such as satnavs, which “ping” periodically. Journey times are calculated based on the distance travelled between pings and aggregated along segments to give an indication of the journey time along one or more segments at a particular point in time. As not all vehicles have the relevant on-board technology, INRIX journey time data cannot be used to assess traffic volumes.
- 4.80 On London Road, the journey times for general traffic travelling eastbound were notably lower in 2023 and 2024 than those from prior to the pandemic. While the 2024 journey times were slightly higher than 2023, they remained significantly below the 2018 and 2019 journey times.
- 4.81 The journey times for general traffic travelling westbound were also lower in 2023 and 2024, compared to 2018 and 2019. However, the reduction was not as significant as in the eastbound direction. The 2024 journey time profile across the day was very similar to 2023, with only a slight increase.
- 4.82 On Milton Road West, the journey times for general traffic travelling eastbound and westbound were fairly consistent across all four years analysed. Journey times in 2024 had increased above 2023 levels and were similar to those in 2019, except for both peak periods, where the 2024 journey times were less than in 2019. Journey times remained notably below 2018 levels.
- 4.83 On Duddingston Road and Duddingston Road West there was no INRIX journey time data available for 2018. As such, 2019 was considered as the baseline for this corridor.
- 4.84 On Duddingston Road, the data analysed shows that general traffic journey times on 2023/2024 on both directions were lower than in 2019.
- 4.85 On Duddingston Road West, the journey times increased in 2023 and 2024 compared to 2019, however; the journey time across the day has become far more consistent and the morning and evening peak journey times were higher in 2019.
- 4.86 The INRIX analysis was undertaken to largely understand whether the reallocation of road space as part of Travelling Safely has had an impact on general traffic journey times. There is evidence that journey times have not been negatively

impacted by the introduction of the measures when comparing the journey times from 2023 and 2024 to the baselines available from 2018 and 2019.

Mobility Workshop

- 4.87 In March 2024, Stantec hosted an inclusive mobility workshop on behalf of the City of Edinburgh Council. There were attendees representing a range of organisations representing vulnerable groups, people with disabilities and minority groups. Key issues discussed were:
- 4.87.1 Concerns related to floating parking due to difficulties crossing the road and cycle lanes; and around the perceived trip hazard that the rubber segregation units constitute.
 - 4.87.2 Improvements that could be made to address these concerns by upgrading the facilities to permanent materials and having a stepped cycleway at intermediate level, between the carriageway and the footway, with a marked buffer zone at cycleway level (e.g. retaining the principle of floating parking but with the cycle track at a higher level than the carriageway but lower than the pavement).
 - 4.87.3 Perception that the existing blue badge parking availability within the city centre is generally insufficient, with the suggestion to change pay and display spaces to blue badge parking to mitigate this issue.
 - 4.87.4 Perceived limited crossing opportunities along some measures and the need for more and additional warning signage to encourage cyclists to stop at crossing points.

Emergency Services

- 4.88 The emergency services were briefed during the design stage and prior to implementation of the measures. They are also a statutory consultee under the advertising process for ETROs. No objections to ETRO/21/28 or ETRO/21/28A have been received from the emergency services.

Conclusion and recommendation for ETRO/21/28A

- 4.89 Considering the objections that have been received alongside the monitoring and evaluation data for the project and wider policy context and aims set by the City Mobility Plan, it is recommended that Committee agrees to set aside the outstanding objections apart from those received against the restrictions introduced in Hope Lane and Stanley Street; and proceed with making all elements of the ETRO permanent apart from the measures in Hope Lane, Stanley Street and Seafield Road East, as described in 4.58 and 4.62 respectively.

- 4.90 If this recommendation is agreed, features enabled by measures within the ETRO (such as modal filters enacted by barriers and planters and rubber segregation units) would also be made permanent.
- 4.91 Should the measures be made permanent, consideration will be given to upgrading temporary materials used during the trial to permanent materials.

5. Next Steps

- 5.1 Subject to the approval of the recommendations in this report:
- 5.1.1 The permanent TRO for ETRO/21/26A would be made without modification and would come into effect by the end of the ETRO period (18 August 2025);
 - 5.1.2 The permanent TRO for ETRO/21/28A would be made, with amendments as described in this report relating to Hope Lane, Stanley Street and Seafield Road East, and would come into effect by the end of the ETRO period (28 October 2025);
 - 5.1.3 Consideration will be given to upgrading temporary materials used during the trial (e.g. at modal filters and soft segregation units) to permanent materials;
 - 5.1.4 A procurement exercise would be undertaken to appoint a contractor to undertake the works necessary to make the interventions permanent; and
 - 5.1.5 Due to the number and extent of the measures, the potential to coordinate with road resurfacing projects and associated costs, it is expected that the permanent construction works would be undertaken progressively over a multi-year programme.

6. Financial impact

- 6.1 The costs associated with the work required to make both ETROs into permanent orders with the amendments proposed are estimated at £10k.
- 6.2 Subject to the approval of the recommendations in this report, funding for upgrading temporary materials used during the trial to permanent materials will be sourced from internal and external funding streams available for the delivery of the Active Travel Investment Programme.
- 6.3 Allowance has been provisionally made for ongoing annual programmes of upgrading work to Travelling Safely measures within the development of a new five-year City Mobility Plan Capital Investment Plan, which is to be reported to the Transport and Environment Committee later this month.

7. Equality and Poverty Impact

- 7.1 An [Integrated Impact Assessment \(IIA\)](#) has been completed for the Traveling Safely programme. This has helped identify a range of views and potential impacts as well as relevant steps to address these. The impacts were assessed at different levels and in relation to the introduction of the measures promoted by the Orders and any associated enabling measures. It includes consideration of seldom heard and/or underrepresented groups. These groups include those experiencing poverty, women, children and young people, people with mobility issues, people living with a non-mobility related disability, and older people.
- 7.2 The IIA is available on the Council website and was most recently updated in April 2025.
- 7.3 The impacts resulting from the ETROs and enabling measures were assessed as part of the review process for the IIA. These impacts are reflected in the recommendations of this report. Key considerations were:
 - 7.3.1 Retaining traffic prohibitions and bus lanes as they have road safety benefits for residents and visitors of the city that do not have access to motor vehicles.
 - 7.3.2 Retaining dedicated cycling infrastructure and associated waiting and loading restrictions as they have road safety benefits that improve the safety of vulnerable users and reduce the speed of motor traffic, which bring benefits to all but particularly for young and old people as well as for people with certain disabilities.
 - 7.3.3 Careful consideration has been given to the local needs for loading and parking for businesses and residents, including blue badge holders, as part of each scheme's design and trial. Dedicated facilities have been provided to address these needs where and as appropriate.

8. Climate and Nature Emergency Implications

- 8.1 In line with the City Mobility Plan, the project aims to contribute to the city's climate change and adaptation goals, improve air quality, health and wellbeing and to deliver good placemaking (including enhancing biodiversity).
- 8.2 The reduction in the number of vehicles in key parts of the city as part of the overall Travelling Safely programme is a positive step towards climate change goals. As set out in paragraphs 4.66 to 4.74, monitoring results show that there is continuing regular use of the cycle tracks enabled by ETRO/21/28A.

- 8.3 Small improvements in air quality, at locations where traffic levels have decreased or traffic prohibitions have been implemented, align with the Council's Air Quality objectives.
- 8.4 Increased perceptions of the streets where trial measures have been introduced as being safer, more pleasant and having more locations to relax in may lead to improved health and wellbeing outcomes. Continued concerns about levels of, and noise from, traffic may continue to be detrimental.

9. Risk, policy, compliance, governance and community impact

- 9.1 Prior to continuing with these measures and schemes under ETROs, a non-statutory public engagement was conducted during 2021 which included:
 - 9.1.1 Market Research with 583 responses;
 - 9.1.2 A Residents' Survey which received over 17,000 responses;
 - 9.1.3 Business Surveys which involved 179 businesses; and
 - 9.1.4 Stakeholder Surveys.
- 9.2 The results of this engagement were reported to the Transport and Environment Committee on [1 September 2022](#) and helped to assess the level of support for each scheme delivered under the Spaces for People programme. This then helped to inform which measures should be retained on a trial basis under the Travelling Safely ETROs.
- 9.3 The statutory consultation requirements for the ETRO process have been followed. This report presents the representations received through that process. The promotion of the ETRO has followed the relevant statutory process and the Council's own processes.
- 9.4 The opportunity to respond to the ETRO was advertised through statutory notifications to statutory consultees, newspaper adverts and on the [Traffic Orders](#) and [Travelling Safely](#) pages on the Council website.
- 9.5 The Travelling Safely programme aims to deliver on several Council policies:
 - 9.5.1 The Council [Business Plan](#) priorities on net zero carbon and wellbeing; and
 - 9.5.2 The aims of the [City Mobility Plan](#), [City Plan](#) and [Edinburgh City Centre Transformation](#) programme, which set out a path for transport in the city that helps tackle climate change, addresses poverty and inequality and improves safety, health and wellbeing.

- 9.6 The programme is aligned to related Council targets, policies, strategies and guidance regarding reducing private car use and increasing active travel and public transport by making these safer, easier and more convenient.
- 9.7 A core aspect of the Council's response to the climate emergency is an aim for Edinburgh to achieve net zero carbon emissions by 2030. To achieve this, action to encourage more people to choose active travel and public transport over private car use is required.
- 9.8 In the recently published [Edinburgh by Numbers](#) survey, 88% of people across Edinburgh are very concerned about the climate emergency, indicating that support for action amongst residents is high.
- 9.9 Nearly 40% of the households in Edinburgh own at least one bike, which sits just over the Scottish average; and almost 70% of the short trips made by people in Edinburgh in 2023 were by either cycling or walking.
- 9.10 As noted in paragraph 3.18.3, Committee could consider proceeding with a public hearing on the proposed TROs, in terms of Regulation 8 of the 1999 Regulations. The hearings would be chaired by a Scottish Government Reporter. In this context, as noted above, the ETRO periods ends on 18 August 2025 for ETRO/21/26/A and 28 October 2025 for ETRO/21/28/A.
- 9.11 Previous experience of public hearings arranged to consider objections to traffic orders indicates that such a process is likely to take between 12 and 24 months to complete. Due to the proximity of the dates for the ETROs ending, there is unlikely to be scope to appoint a Reporter and undertake any hearings before then. In this event, the ETROs would end and all the measures relating to them would need to be removed. This would effectively mean that Committee is determining not to make any of the Orders permanent.

10. Background reading/external references

- 10.1 [City Mobility Plan 2021-2030](#)
- 10.2 Transport and Environment Committee, June 2021, Business Bulletin, [Potential retention of Spaces for People measures](#)
- 10.3 Report to The City of Edinburgh Council, June 2021, [Potential Retention of Spaces for People measures – referral from the Transport and Environment Committee](#)
- 10.4 Report to Transport and Environment Committee, September 2021, [Active Travel Measures – Traveling Safely \(Formerly Spaces for People\)](#)
- 10.5 Report to Transport and Environment Committee, October 2021, [Active Travel Measures – Traveling Safely Update](#)

- 10.6 Report to Transport and Environment Committee, November 2021, [Active Travel Measures – Traveling Safely Update](#)
- 10.7 Report to Transport and Environment Committee, August 2022, [Active Travel Measures – Travelling Safely Update](#)
- 10.8 Business Bulletin to Transport and Environment Committee, June 2023, [Travelling Safely – Experimental Traffic Regulation Orders](#)
- 10.9 Business Bulletin to Transport and Environment Committee, May 2024, [Travelling Safely Update](#)

11. Appendices

- Appendix 1 ETRO/21/26A, as advertised, including the Statement of Reasons
- Appendix 2 ETRO/21/26A plans
- Appendix 3 Summary of each restriction implemented per route/location under ETRO/21/26A
- Appendix 4 ETRO/21/28A, as advertised, including the Statement of Reasons
- Appendix 5 ETRO/21/28A plans
- Appendix 6 Summary of each restriction implemented per route/location under ETRO/21/28A
- Appendix 7 2024 Travelling Safely Monitoring Activities Summary Report
- Appendix 8 2025 Travelling Safely Supplementary Monitoring Summary Report
- Appendix 9 Informal monitoring findings of City Centre Travelling Safely measures
- Appendix 10 Summary of complexities when analysing representations to the ETROs
- Appendix 11 Register of ETRO/21/26A responses
- Appendix 12 Schedule of objections considered material against each route/location under ETRO/21/26A
- Appendix 13 Register of ETRO/21/28A responses
- Appendix 14 Schedule of objections considered material against each route/location under ETRO/21/28A
- Appendix 15 Attachments relevant to ETRO/21/26A responses
- Appendix 16 Attachments relevant to ETRO/21/28A responses

Appendix 1 - ETRO/21/26A, as advertised, including the Statement of Reasons

The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading: City Centre) (No. 2) Experimental Traffic Order 2024 - TRO/21/26A

The Council has made an order under the Road Traffic Regulation Act 1984, as amended, to introduce by way of an experiment: (1) amendments to 24hr no waiting restrictions on: (i) **Grassmarket** (*north leg*); (ii) **Victoria St/West Bow**; (iii) **Waverley Bridge**; & (iv) **West Bow**; (2) amendments to 24hr waiting restrictions and loading/unloading prohibitions on: (i) **Cockburn St**; (ii) **Grassmarket** (*north leg*); (iii) **High St**; (iv) **Victoria St**; & (v) **West Bow**; (3) introduce prohibitions of motor vehicles (*with exemptions*): (a) **at any time** on (i) **Cockburn St**; (ii) **High St**; (iii) **Victoria St/West Bow**; (iv) **Waverley Bridge**; & (v) **West Bow**; & (b) **from 7.30am-6.30pm** on **South St David St**; & (4) introduce one-way restriction (*with exemptions*) on **High St**. Details of the order and related documents, including our privacy notice, can be viewed free of charge either at Waverley Court Reception between 9:30 & 15:30 Mon-Fri, or online from 19/02/24 to 18/08/24 at www.edinburgh.gov.uk/trafficorders and www.tellmescotland.gov.uk. The order will come into effect on 19/02/24. The Council will consider in due course whether the provisions of the order should be continued in force indefinitely. Any person may object to the making of the order for the purpose of such indefinite continuation. Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made, in writing quoting reference TRO/21/26A to Traffic Orders, Place, Waverley Court, 4 East Market St, Edinburgh, EH8 8BG, or by email to edinburgh.consultation@projectcentre.co.uk, not later than 18/08/24. If you are responding to this consultation and your comments or objection relate to any particular location/s or element/s of the proposals, it would be helpful if you could identify those in your response. Should this order be varied by another experimental order or otherwise modified, there will be a further period of six months during which objections will be invited, beginning with the day on which the variation or modification or the latest variation or modification came into force. TRO/21/26 as advertised on 11/11/22 and which came into operation on 21/11/22 is hereby revoked.

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING: CITY CENTRE) (NO. 1) EXPERIMENTAL TRAFFIC ORDER 2024 - TRO/21/26A

The City of Edinburgh Council in exercise of their powers under sections 9 and 10 of the Road Traffic Regulation Act 1984 as amended (which Act as so amended is hereinafter referred to as "the 1984 Act"), Part IV of Schedule 9 to the 1984 Act and of all other enabling powers, and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:

Citation, commencement and expiry

1. This Order may be cited as "The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading: City Centre) (No. 1) Experimental Traffic Order 2024", shall come into force on the Nineteenth day of February Two thousand and twenty-four, and shall expire on the Eighteenth day of August Two thousand and twenty-five.

Interpretation

2. (1) In this Order, except where the context otherwise requires, the follow expressions have the meanings hereby respectively assigned to them:
 - (a) "chief constable" means the Chief Constable for the Police Scotland area;
 - "electronic communications network" has the same meaning as in section 32 of the Communications Act 2003;
 - "funeral vehicle" means a hearse carrying a deceased person and any other such vehicle forming part of a funeral procession for the purpose of transporting mourners to/from a funeral service;
 - "healthcare worker" means such persons as having been identified by NHS Lothian or qualifying medical practices as being a GP, doctor, registered nurse or any other nominated medical persons carrying out domiciliary visits to patients residing within the restricted road;
 - "invalid carriage" has the same meaning as in Section 136 of the 1984 Act;
 - "local authority" means The City of Edinburgh Council;
 - "local bus" means a public service vehicle used for the provision of a local service not being an excursion or tour;
 - "local service" has the meaning given in section 2 of the Transport Act 1985;
 - "motor vehicle" has the same meaning as in Section 136(1) of the 1984 Act;
 - "operational period" means the operational period of the restrictions contained in Schedule 3;
 - "parking attendant" has the same meaning as in Section 63A of the 1984 Act;
 - "pedal cycle" has the same meaning as in section 151 of the Roads (Scotland) Act 1984;

“postal packets” has the same meaning as in Part 3 of the Postal Services Act 2011;

"prohibited hours" means, in relation to any restricted road, the period or periods where said road is subject to (a) a waiting and/or loading prohibition, as specified in Column 3 of Schedule 1 and 2 or (b) a prohibition of motor vehicles, as specified in Column (3) of Schedule 3;

“public service vehicle” has the same meaning as in Section 1 of the Public Passenger Vehicles Act 1981, and, for the purposes of this Order, applies where the said vehicle or vehicles are being operated as a local service, as defined in the said Act;

“restricted hours” means in relation to a restricted road, the period or periods during which vehicles may not wait, and are as specified in column 3 of Schedule 1, wait, load or unload in column 4 of Schedule 2 or enter, as specified in column 3 of Schedule 3, in relation to the lengths of roads specified in column 1 of said Schedules;

"restricted road" means any road identified in the Schedules as having, restricted hours, prohibited hours or no stopping hours applying to that road;

“road” has the same meaning as in Section 151 of the Roads (Scotland) Act 1984 and, for the avoidance of doubt, for the purposes of this order, includes part of a road;

“taxi” has the same meaning as in Section 23 of the Civic Government (Scotland) Act 1982;

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the 1984 Act;

“universal service provider” has the same meaning as in Part 3 of the Postal Services Act 2011;

“vehicle” has the same meaning as “motor vehicle”; and

"waste services vehicle" means a liveried vehicle specifically designed or adapted to collect and/or transport household or business waste, including recyclable materials.

- (b) References in this Order to a disabled person, to a disabled person's badge, to a disabled person's vehicle and to a vehicle displaying a disabled person's badge in the relevant position shall be construed in accordance with the 1984 Act, The Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 and The Local Authorities Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002.
 - (c) Unless the context otherwise requires, a reference in this Order:
 - i) to a Schedule or Schedules is a reference to a Schedule or Schedules to this Order;
 - ii) to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order;
 - iii) to a numbered paragraph is a reference to the paragraph bearing that number in the Article in which the reference occurs.
- (2) The restrictions imposed by this Order shall be in addition to and not in derogation

of any restriction or requirement imposed by any regulations made under the 1984 Act or by or under any other enactment.

- (3) Under section 10(1)(a) of the 1984 Act, this Order provides for the suspension or modification, while it is in force, of any provision previously made by or under any enactment, as if it were made by this Order.
- (4) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

Restriction of waiting and loading or unloading applicable to restricted roads

- 3. (1) Save as provided in Articles 4(1), (2), (3), (4), (5), (6), (7) and (8) of this Order, no person shall, except upon the direction or with the permission of a parking attendant, cause or permit any vehicle to wait during the restricted hours in any restricted road.
- (2) Save as provided in Articles 4(1), (2), (3), (4), (5), (6) and (8) of this Order, no person shall, except upon the direction or with the permission of a parking attendant, cause or permit any vehicle to wait for the purposes of loading or unloading during the prohibited hours in any restricted road.

Exceptions and exemptions from restriction of waiting and loading and unloading

- 4. (1) The restrictions imposed by Articles 3(1) and (2) of this Order shall not apply to the following vehicles:
 - (a) vehicles while being used for fire and rescue, ambulance or police force purposes;
 - (b) vehicles, not being passenger vehicles, while being used in the service of the local roads authority in pursuance of statutory powers or duties: provided that in all the circumstances it is reasonably necessary in the exercise of such powers or duties or the performance of such duties for the vehicle to wait at the place in which it is waiting;
- (2) Articles 3(1) and (2) shall not apply to taxis while:
 - (a) waiting upon a duly authorised taxi stance; and
 - (b) the driver is within the vehicle; and
 - (c) the vehicle is available for immediate hire.
- (3) Article 3(1) shall not apply to the following vehicles:
 - (a) invalid carriages or motor vehicles which are being driven or used by disabled persons and which conspicuously display, so as to be clearly visible from the front of the vehicle, a valid disabled person's badge;
 - (b) vehicles waiting while goods are being sold or offered for sale by a person who is licensed by the Council to sell goods from a stationary vehicle on an approved pitch and which is waiting for such purpose on a pitchprovided that no vehicle shall wait, by virtue of this paragraph on any restricted road during the prohibited hours;
- (4) Nothing in Articles 3(1) and 3(2) shall prevent any person from causing or permitting a vehicle to wait in any of the lengths of restricted road for so long as may be necessary during the restricted hours or the prohibited hours, as the case may be:

- (a) to enable a person to board or alight from the vehicle or to load thereon or unload therefrom their personal luggage: provided that no vehicle shall so wait in any restricted road during the prohibited hours for longer than two minutes;
 - (b) when the person in control of the vehicle is:
 - (i) required by law to stop; or
 - (ii) is obliged to stop in order to avoid an accident; or
 - (iii) is prevented from proceeding by any circumstances beyond their control, where the said circumstance relates directly to the movement, or otherwise, of traffic on the road;
 - (c) if the vehicle is in actual use in connection with a funeral undertaking;
 - (d) if the vehicle is in the service of, or is being employed by, a security company and is in actual use while currency or other valuables:
 - (i) are being unloaded from the vehicle; or
 - (ii) having been unloaded from the said vehicle, are being delivered; or
 - (iii) are being collected from premises adjacent to that road for loading onto the vehicle; or
 - (iv) having been collected from the said premises, are being loaded onto the vehicle.
- (5) Nothing in Articles 3(1) and 3(2) shall prevent any person from causing or permitting a vehicle to wait in a restricted road, for so long as may be necessary during the restricted hours or the prohibited hours, as the case may be:
- (a) to enable a vehicle in actual use or materially necessary for such purposes, provided that the said vehicle cannot conveniently be used for the same purpose either in any other road not being a restricted road or out-with the restricted hours, to be used in or adjacent to that or any other restricted road in connection with any:
 - (i) building operation; or
 - (ii) demolition; or
 - (iii) laying, erection, alteration or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications network; or
 - (iv) excavation,
- provided that, in the case of any of the operations described in sub-paragraphs (iii) and (iv) above, the said operation or operations are to be conducted within the extents of the road.
- (b) to enable a vehicle in actual use or materially necessary for such purposes, provided that the said vehicle cannot conveniently be used for the same purpose either in any other road not being a restricted road or out-with the restricted hours, to be used in connection with any:
 - (i) cleansing or lighting of any restricted street; or
 - (ii) removal of any obstruction to traffic on any restricted road; or
 - (iii) maintenance or improvement or reconstruction of any restricted road; or
 - (iv) placing, maintenance or removal of any traffic sign or parking meter on

any restricted road

- (c) if the vehicle, being a liveried vehicle, is in the service of, or is being employed by, a universal service provider and is in actual use while postal packets:
 - (i) addressed to premises adjacent to that road are being unloaded from the vehicle; or
 - (ii) addressed to premises adjacent to that road having been unloaded from the said vehicle, are being delivered; or
 - (iii) are being collected from postal boxes or premises adjacent to that road for loading onto the vehicle; or
 - (iv) are being loaded onto the vehicle.
- (6) Nothing in Articles 3(1) and (2) shall prevent any person from causing or permitting a vehicle to wait in any restricted road, during the restricted hours when the vehicle is being used by a healthcare workers' permit holder when, in the course of their employment, the said permit holder is visiting patients in premises situated on any restricted road and the vehicle bears a healthcare workers' permit displayed at the front or nearside of the vehicle and so as to be clearly visible from the front or nearside: provided that:
 - (a) no such vehicle shall, where applicable, wait by virtue of this paragraph in a restricted road during the prohibited hours;
 - (b) no such vehicle shall wait by virtue of this paragraph in any restricted road for a period longer than two hours.

Loading or unloading of goods

- (7) The restrictions imposed by Articles 3(1) and 3(2) shall not apply so as to prevent any person from causing or permitting a vehicle to wait during the restricted hours in any restricted road while the vehicle is in actual use for the purpose of delivering or collecting goods or while loading or unloading the vehicle at premises adjoining the said road: provided that, during the restricted hours:
 - (a) no such vehicle so engaged shall wait for a period of more than thirty minutes in the same place; and
 - (b) no such vehicle so engaged shall return to the same place, unless a period of more than thirty minutes has elapsed since the termination, during the restricted hours, of the previous waiting period.

Furniture removals and other exceptional loading or unloading

- (8) (a) Subject to the provisions of paragraphs (b), (c) and (d) of this Article, nothing in Articles 3(1) and 3(2) shall apply so as to restrict the loading or unloading of a vehicle while the vehicle is in actual use, in any restricted road, in connection with the removal of furniture to or from one office, dwelling house or depository adjacent to that restricted road from or to another office, dwelling house or depository.
- (b) Paragraph (a) of this Article shall not apply to a vehicle:
 - (i) waiting during the prohibited hours in any restricted road; or
 - (ii) waiting between the hours of 6 a.m. and midnight in any length of restricted road or part thereof described in Schedules 1 and 2 whereby waiting, loading and unloading by vehicles is restricted at any time.

- (c) Paragraph (b) of this Article shall not apply where:
 - (i) notice is given twenty-four hours in advance to the Executive Director of Place; and
 - (ii) their consent, either generally or specifically, has been obtained; and
 - (iii) such reasonable conditions he may impose are complied with.
- (d) Without prejudice to the foregoing paragraphs, nothing in this Part of this Order shall apply so as to restrict the loading or unloading of a vehicle while the vehicle is in actual use in any restricted road in connection with the collection or delivery of goods from or to premises in or adjacent to that road if the goods cannot reasonably be loaded or unloaded out-with the restricted hours or the prohibited hours, where applicable, or within the time (if any) allowed in relation to that road, provided that:
 - (i) notice is given twenty-four hours in advance to the Executive Director of Place; and
 - (ii) their consent, either generally or specifically has been obtained; and
 - (iii) such reasonable conditions as he may impose are complied with.

Prohibition of motor vehicles

- 5. (1) Save as provided in Article 5(2) of this Order, no person shall cause or permit any motor vehicle to enter or proceed in any part of the lengths or areas of road described in columns 1 and 2 of Schedule 3.
- (2) Nothing in Article 5(1) shall apply to any vehicle described or specified in Schedule 5 to this Order, subject to the conditions imposed within that Schedule, where the corresponding reference in column 1 of that Schedule is contained within column 4 of Schedule 3.

One-way roads

- 6. (1) Save as provided in Article 6(2) of this Order, no person shall drive or cause or permit any motor vehicle to be driven on the length of road specified in column (1) of Schedule 4 to this Order otherwise than in the direction specified in column (2) of the said Schedule.
- (2) Nothing in Article 6(1) shall apply to any vehicle described or specified in Schedule 5 to this Order, subject to the conditions imposed within that Schedule, where the corresponding reference in column 1 of that Schedule is contained within column 3 of Schedule 4.

Replacement of Existing Provisions

- 7. Any provision contained within The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2018 will be replaced in so far as it is affected by Article 2(2) of this Order.

Power to modify or suspend this Order

- 8. In pursuance of Section 10(2) of the 1984 Act, the City of Edinburgh Council's Executive Director of Place or an officer of the Council to whom power has been duly delegated, may, if it appears to them or that person essential in the interests of the expeditious, convenient and safe movement of traffic, or for preserving or improving the amenities of

the area through which any road affected by this Order runs, after consultation with the Chief Constable, modify or suspend this Order or any provision thereof, save that no modification shall make an addition.

Revocation or amendment of Orders

9. 'The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading: City Centre) (No. 1) Experimental Traffic Order 2022' is, as of the eighteenth day of February two thousand and twenty-four, hereby revoked.

Executed by The City of Edinburgh Council this Seventh day of February Two thousand and twenty-four.



(witness)



signed on behalf of Executive Director of Place

SCHEDULE 1
RESTRICTION OF WAITING

<i>(1)</i> <i>Road in Edinburgh</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>
Grassmarket (<i>north leg</i>)	North side, from the extended western kerbline of West Bow, westwards for a distance of 7.5 metres or thereby;	At any time
Victoria Street/West Bow	North side, from a point 64 metres or thereby west of the extended western kerbline of George IV Bridge, westwards then southwards to the extended northern kerbline of the north leg of Grassmarket;	At any time
Victoria Street/West Bow	South side, from the extended western kerbline of George IV Bridge, westwards for a distance of 140 metres or thereby;	At any time
Waverley Bridge	West side, from the extended southern kerbline of Princes Street, southwards to a point 27.5 metres or thereby north of the extended northern kerbline of Market Street;	At any time
West Bow	East side, from a point 21 metres or thereby north of the extended northern kerbline of Cowgatehead, northwards for a distance of 30 metres or thereby.	At any time

SCHEDULE 2
PROHIBITION OF WAITING, LOADING AND UNLOADING

<i>(1)</i> <i>Road in Edinburgh</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Prohibited Hours</i>	<i>(3)</i> <i>Prohibition of Loading and Unloading Restricted and Prohibited Hours</i>
Cockburn Street	North side, from a point 20.5 metres or thereby south of the extended southern kerbline of Market Street, eastwards then southwards to the extended northern kerbline of High Street;	At any time	At any time
Cockburn Street	West side, from the extended northern kerbline of High Street, northwards for a distance of 43 metres or thereby;	At any time	At any time
Grassmarket (north leg)	South side, from the extended western kerbline of West Bow, westwards for a distance of 7.5 metres or thereby;	At any time	At any time
High Street	North side, from the extended western kerbline of Cockburn Street, westwards for a distance of 16.5 metres or thereby;	At any time	At any time
High Street	North side, from the extended eastern kerbline of Cockburn Street, eastwards for a distance of 6.5 metres or thereby;	At any time	At any time
High Street	South side, from a point 27.5 metres or thereby west of the extended western kerbline of South Bridge, westwards for a distance of 30.5 metres or thereby;	At any time	At any time
High Street	North side, from the extended eastern kerbline of Parliament Square, eastwards for a distance of 22 metres or thereby;	At any time	At any time
High Street	South side, from the eastern kerbline of Parliament Square, eastwards for a distance of 22 metres or thereby;	At any time	At any time
Victoria Street	North side, from the extended western kerbline of George IV Bridge, westwards for a distance of 64 metres or thereby;	At any time	At any time

West Bow	West side, from the extended northern kerbline of Grassmarket (<i>south leg</i>), northwards for a distance of 10 metres or thereby;	At any time	At any time
West Bow	East side, from the extended northern kerbline of Cowgatehead, northwards for a distance of 21 metres or thereby;	At any time	At any time
West Bow	East side, from a point 51 metres or thereby north of the extended northern kerbline of Cowgatehead, northwards then eastwards for a distance of 15 metres or thereby.	At any time	At any time

SCHEDULE 3
PROHIBITION OF MOTOR VEHICLES

(1) <i>Road in Edinburgh</i>	(2) <i>Length of Road</i>	(3) <i>Prohibited Hours</i>	(4) <i>Exemptions in Schedule 5</i>	(5) <i>Operational Period</i>
Cockburn Street	From the extended southern kerbline of Market Street to the extended northern kerbline of High Street;	At any time	1, 2, 3, 7, 8, 9, 10, 11, 12, 13, 14, 15	19th February 2024 to 18th August 2025
High Street	From a point 3.5 metres or thereby west of the extended western kerbline of South Bridge, westwards for a distance of 24 metres or thereby;	At any time	1, 2, 3, 7, 8, 9, 10, 11, 12, 13, 14, 15	19th February 2024 to 18th August 2025
High Street	From a point 11.5 metres or thereby east of the extended eastern kerbline of Parliament Square, eastwards to a point 6.5 metres or thereby east of the extended eastern kerbline of Cockburn Street;	At any time	1, 2, 3, 7, 8, 9, 10, 15	19th February 2024 to 18th August 2025
South Saint David Street	East side, from a point 21 metres or thereby south of the extended southern kerbline of Saint Andrew Square (<i>south leg</i>), southwards to a point 7.5 metres or thereby north of the extended northern kerbline of Princes Street;	7.30am – 6.30pm	3, 4, 5, 6, 7, 8, 9, 10, 15	None
Waverley Bridge	From the extended southern kerbline of Princes Street, southwards for a distance of 26 metres or thereby;	At any time	3, 8, 9, 10, 15	19th February 2024 to 18th August 2025

(1) <i>Road in Edinburgh</i>	(2) <i>Length of Road</i>	(3) <i>Prohibited Hours</i>	(4) <i>Exemptions in Schedule 5</i>	(5) <i>Operational Period</i>
Waverley Bridge	From a point 26 metres or thereby south of the extended southern kerbline of Princes Street, southwards to a point 75 metres or thereby north of the extended northern kerbline of Market Street;	At any time	2, 3, 5, 6, 7, 8, 9, 10, 15	19th February 2024 to 18th August 2025
Victoria Street/West Bow	From its junction with George IV Bridge to a point 2 metres or thereby north of the north kerbline of the south leg of Grassmarket;	At any time	1, 2, 3, 7, 8, 9, 10, 15	19th February 2024 to 18th August 2025
West Bow	From its junction with Grassmarket (<i>south leg</i>), northwards for a distance of 2 metres or thereby.	At any time	3, 8, 9, 10, 15	19th February 2024 to 18th August 2025

SCHEDULE 4
ONE-WAY ROAD

<i>(1)</i> <i>Road in Edinburgh</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Direction of one-way traffic</i>	<i>(4)</i> <i>Exemptions in Schedule 5</i>
High Street	From a point 11.5 metres or thereby east of the extended eastern kerbline of Parliament Square, eastwards to the junction of Cockburn Street.	West to East	8, 9, 10

SCHEDULE 5
EXEMPTIONS FROM SCHEDULES 3 AND 4

For the purposes of the application of this Order to any road specified in Schedules 3 and 4 the expression:

No.	Exemptions	Applicable Schedules
1	means an invalid carriage or a motor vehicle being driven by the holder of a valid disabled person's badge, or where the holder of a valid disabled person's badge is a passenger in said motor vehicle, provided that said vehicle has conspicuously on display, so as to be clearly visible from the front of the vehicle, a valid disabled person's badge.	3
2	means a motor vehicle entering the length of road while the vehicle is in actual use for the purposes of delivering or collecting goods or merchandise or while loading or unloading the vehicle at premises situated on the length of road.	3
3	means a pedal cycle.	3
4	means a local bus.	3
5	means a taxi.	3
6	means a public service vehicle.	3
7	means a waste services vehicle.	3
8	means a vehicle while being used for fire and rescue, ambulance or police force purposes.	3, 4
9	means anything done with the permission or at the direction of a police constable in uniform or a traffic warden.	3, 4
10	means a vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a length of road specified in Schedules 3 and 4 to this Order of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other road or length of road, provided that: (a) said works have been authorised by the local authority, (b) the vehicle is materially required to be used in a road listed in Schedules 3 and 4, and (c) notice is given twenty-four hours in advance to the Executive Director of Place and his consent, either generally or specifically, has been obtained and such reasonable conditions he may impose are complied with.	3, 4

No.	Exemptions	Applicable Schedules
11	means a liveried vehicle being used in the service of a local authority, where said vehicle is materially required to be in a road listed in Schedule 3 in pursuance of a statutory duty.	3
12	means a vehicle bearing a valid permit issued by the Council, provided that said permit is otherwise valid for use in the road specified in Schedule 3 by virtue of the terms and conditions of use of that permit as specified in The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2018 and that <ul style="list-style-type: none"> a) said vehicle requires to be used in said road for the purposes of gaining access to premises in or adjacent to said road, and b) said permit is conspicuously displayed on the vehicle at all times during which it is within said road. 	3
13	means any vehicle being used in the course of a funeral, including a hearse carrying a deceased person and any other such vehicle forming part of the funeral procession for the purpose of transporting mourners to/from a funeral service, provided that notice is given twenty-four hours in advance to the Executive Director of Place and his consent, either generally or specifically, has been obtained and such reasonable conditions he may impose are complied with.	3
14	means a vehicle being used in actual connection with; <ul style="list-style-type: none"> (a) an event authorised by the local authority, or (b) a vehicle being used for the purpose of a furniture removal to or from premises located in a road listed in Schedule 3; provided that in each of the above cases the vehicle is materially required to be used in a road listed in Schedule 3 and that notice is given twenty-four hours in advance to the Executive Director of Place and their consent, either generally or specifically, has been obtained and such reasonable conditions he may impose are complied with.	3
15	means a vehicle being used in connection with construction works being undertaken on property adjacent to a road listed in Schedule 3, provided that: <ul style="list-style-type: none"> (a) said works have been authorised by the local authority, (b) the vehicle is materially required to be used in a road listed in Schedule 3, and (c) notice is given twenty-four hours in advance to the Executive Director of Place and their consent, either generally or specifically, has been obtained and such reasonable conditions he may impose are complied with. 	3

STATEMENT OF REASONS

TRAVELLING SAFELY EXPERIMENTAL TRAFFIC ORDER:

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING: CITY CENTRE) (NO. 1) EXPERIMENTAL TRAFFIC ORDER 2024 - TRO/21/26A

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](#).

The measures are being introduced by way of Experimental Traffic Orders made under Section 9 of the Road Traffic Regulation Act 1984, so as to allow the Council to modify or vary the measures at short notice once in force, should circumstances require.

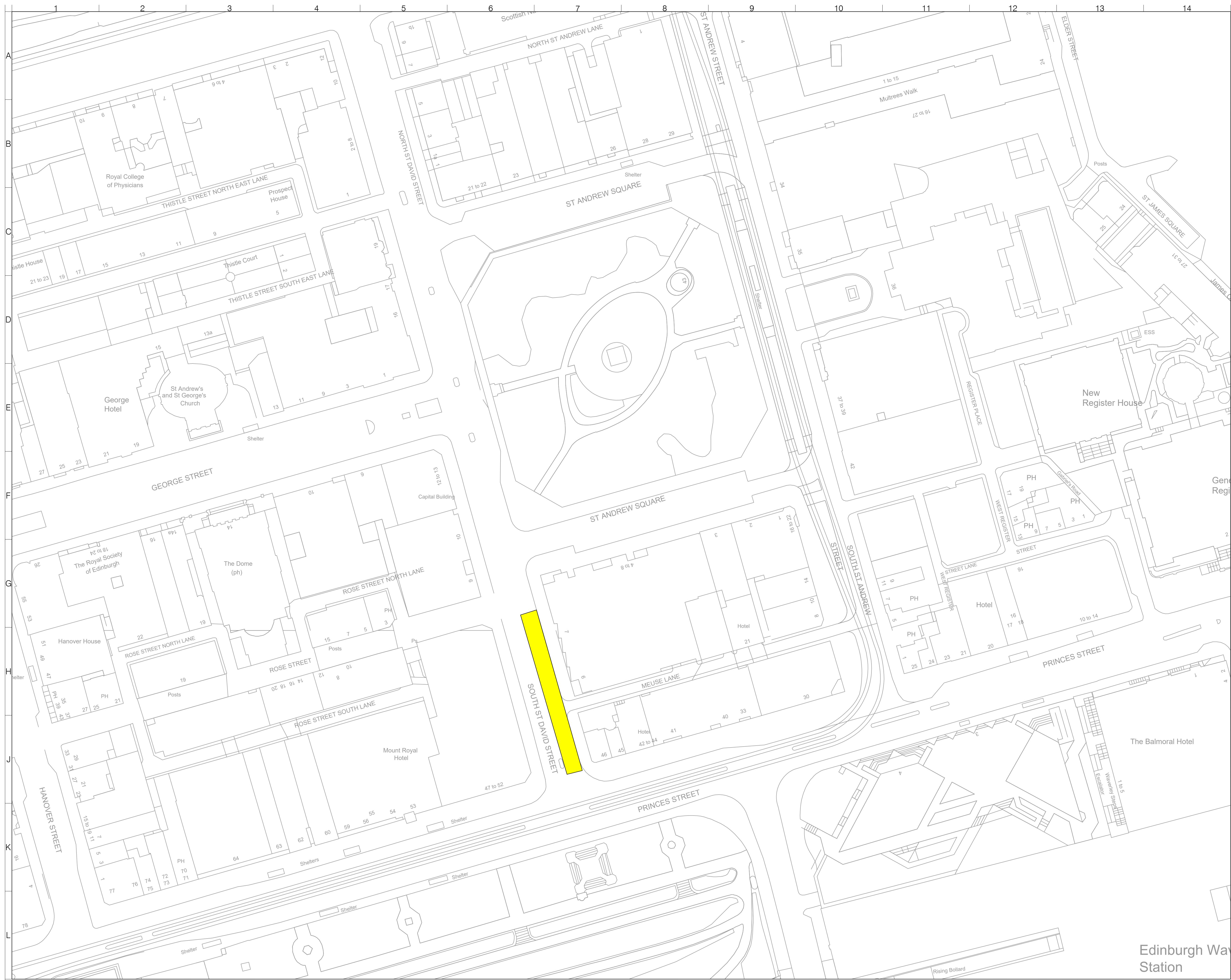
The trial is intended to support the approved transport hierarchy, measures included in the City Mobility Plan and Our Future Streets (Circulation Plan). Edinburgh needs mobility options that by 2030 are carbon emission free, efficient, accessible, and affordable. The more opportunity we have to make greener, safer, more sustainable choices in how we move around, the greater the chance we have to reduce the impact of climate change.

The perception of risk that pedestrians and cyclists face is a major obstacle to encouraging more people to walk, wheel and cycle between the places they live, work and visit.

This trial is also intended to experiment with measures supported by the Edinburgh City Centre Transformation Programme. We need to trial how we use our road space and how we support safe sustainable travel.

Measures will be monitored and evaluated and considered for retention under separate traffic orders as appropriate.

Appendix 2 - ETRO/21/26A plans



LEGEND:



New Prohibition of Motor Vehicles

NOTES:

Exemptions apply to these restrictions.
Please refer to the associated
Experimental Traffic Regulation Order
(ETRO).

0			FOR APPROVAL				
Rev	Date	Description		Dwn	Chk	App	

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.



PROJECT
CENTRE

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Client _____

◆ EDINBURGH ◆
THE CITY OF EDINBURGH COUNCIL

Project

Travelling Safely

Drawing Title

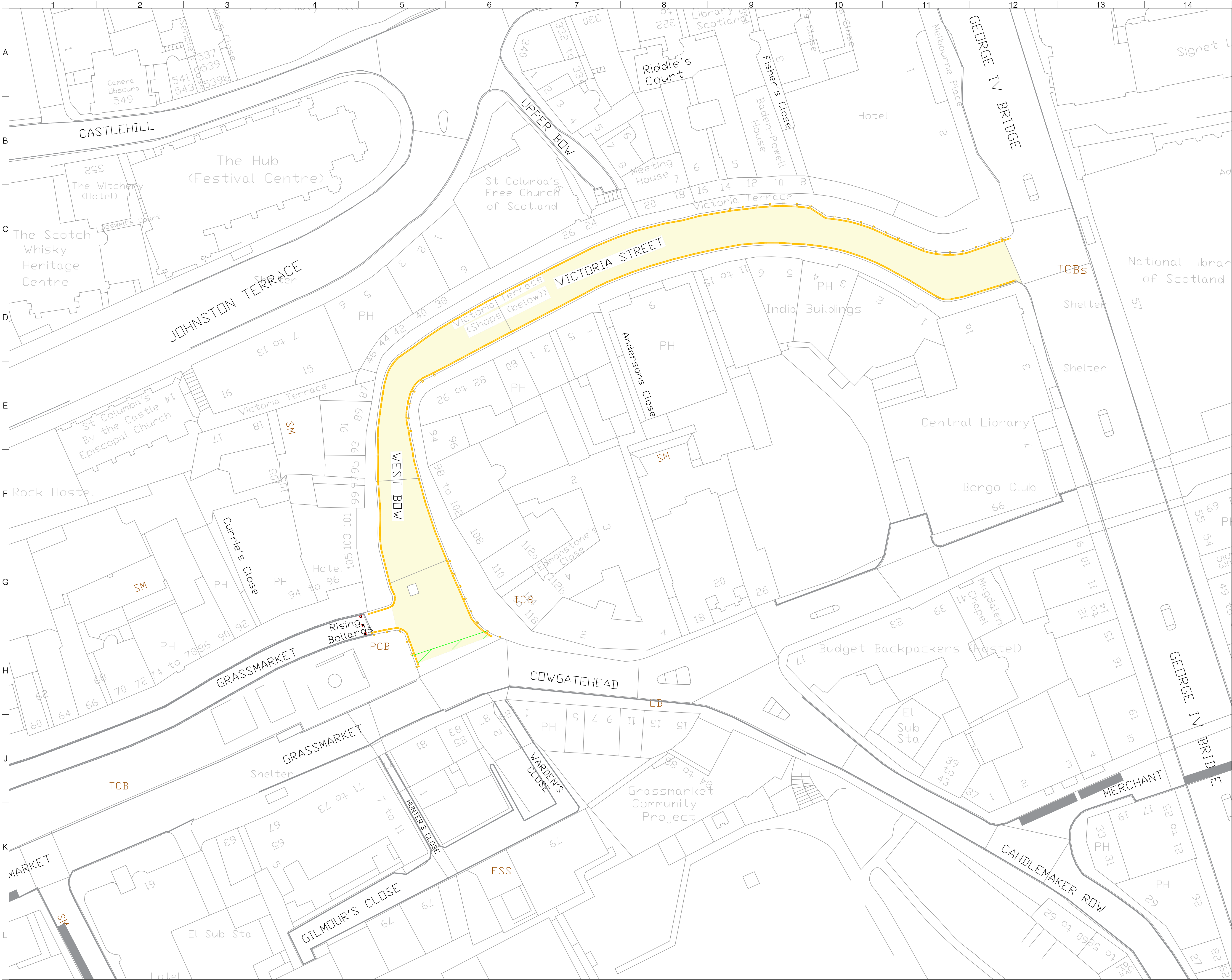
South Saint David Street
Sheet 1 of 1

Drawing Status

FOR APPROVAL

Drawn	Designed	Date	Scale	Size
SMS	SB	FEB 24	Not to Scale	A1
Drawing No. 1000009610-3-04				Rev 0

Edinburgh Waverley Station



- Existing No Waiting restriction
- New No Waiting at Anytime
- New Vehicle prohibition except for blue badge holder and loading
- New No Loading at Any Time
- New Vehicle Prohibition

NOTES:
Exemptions apply to these restrictions. Please refer to the associated Experimental Traffic Regulation Order (ETRO).

1	Nov 2023	Updated ETRO		SMS	SMS	SMS
0	OCT 2022	FOR APPROVAL		WL	NC	TG
Rev	Date	Description		Drm	Chk	App

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT
CENTRE

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Client				
•EDINBURGH• THE CITY OF EDINBURGH COUNCIL				
Project				
Travelling Safety				
Drawing Title				
Victoria Street Sheet 1 of 1				
Drawing Status				
FOR APPROVAL				
Drawn	Designed	Date	Scale	Size
WL	BF	OCT 22	Not to Scale	A1
Drawing No.				Rev
1000007733-3-0103				0

Appendix 3 - Summary of each restriction implemented per scheme under ETRO/21/26A

This ETRO promoted trial measures along Waverley Bridge, Victoria Street, Cockburn Street, High Street and South St David Street. These measures are:

1. Prohibition of motor vehicles along Cockburn Street.
2. Prohibition of motor vehicles on the High Street at its junction with South Bridge, with physical measures at the eastern end.
3. Introduction of a one way restriction on the High Street west of its junction with Cockburn Street.
4. 24-hour waiting restrictions and loading prohibitions on sections of the High Street and Cockburn Street.
5. Prohibition of motor vehicles on the southbound direction along South St David Street between Rose Street and Princes Street.
6. Prohibition of motor vehicles along Victoria Street and West Bow except for Blue Badge Holders and loading vehicles, with physical measures at its southern end.
7. Sections of 24-hour waiting restrictions and loading prohibitions on Victoria Street and West Bow.
8. Sections of 24-hour waiting restrictions without loading prohibitions on Victoria Street and West Bow.
9. Prohibition of motor vehicles along Waverley Bridge between its junction with Princes Street and the taxi ranks, with physical measures at its northern end.
10. A section of 24-hour waiting restrictions without loading prohibitions on the southern end of Waverley Bridge.

Appendix 4 - ETRO/21/28A, as advertised, including the Statement of Reasons

The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading: East Area) Experimental Traffic Order 2024 - TRO/21/28A

The Council has made an order under the Road Traffic Regulation Act 1984, as amended, to introduce by way of an experiment: (1) introducing at any time waiting restrictions on: (i) **Baileyfield Rd**; (ii) **Christian Grv**; (iii) **Duddingston Ave**; (iv) **Duddingston Gdns Nth**; (v) **Duddingston Rd**; (vi) **Duddingston Rd West**; (vii) **Durham Ave**; (viii) **Durham Rd**; (ix) **Durham Ter**; (x) **Hope Lane**; (xi) **King's Pl**; (xii) **King's Rd**; (xiii) **London Rd**; (xiv) **Milton Rd West**; (xv) **Mountcastle Drv Sth**; (xvi) **Northfield Cres** (*sth leg*); (xvii) **Seafield St**; (xviii) **Willowbrae Rd**; & (xix) **Woodlands Grv**; (2) introducing at any time waiting restrictions and at any time prohibitions of loading & unloading on: (i) **London Rd**; (ii) **Milton Rd West**; & (iii) **Southfield Loan**; (3) introducing at any time waiting restrictions and 7.30am – 9.30am and 4pm – 6.30pm Monday to Friday prohibitions of loading & unloading on: (i) **Duddingston Ave**; (ii) **Duddingston Gdns Nth**; (iii) **Duddingston Gdns Sth**; (iv) **Duddingston Rd**; (v) **Milton Rd West**; (vi) **Mountcastle Drv Nth**; (vii) **Mountcastle Drv Sth**; (viii) **Northfield Circus**; (ix) **Northfield Cres** (*nth leg*); (x) **Southfield Farm Grv**; (xi) **Southfield Loan**; (xi) **Southfield Ter**; & (xii) **Willowbrae Rd**; (4) removing 8.00am – 4pm Monday to Friday waiting restrictions and 8am – 4pm Monday to Friday prohibitions of loading & unloading and introducing at any time no waiting restrictions and 7.30am – 9.30am and 4pm – 6.30pm Monday to Friday prohibitions of loading & unloading on **Duddingston Rd**; (5) removing 8.30am – 5.30pm Monday to Friday waiting restrictions and introducing at any time no waiting restrictions and at any time prohibitions of loading & unloading on **London Rd**; (6) introducing at any time prohibitions of motor vehicles (*with exemptions*) on (i) **Hope Lane**; (ii) **Milton Rd West**; (iii) **Southfield Rd West**; & (iv) **Stanley St**; & (7) introducing 7.30am – 9.30am and 4.00pm – 6.30pm Monday to Friday bus lanes on **Milton Rd West**.

Details of the order and related documents, including our privacy notice, can be viewed free of charge either at Waverley Court Reception between 9:30 & 15:30 Mon-Fri, or online from 29/04/24 to 28/10/24 at www.edinburgh.gov.uk/trafficorders and www.tellmescotland.gov.uk. The order will come into effect on 29/04/24. The Council will consider in due course whether the provisions of the order should be continued in force indefinitely. Any person may object to the making of the Order for the purpose of such indefinite continuation. Objections should state the name and address of the objector, the matters to which they relate and the grounds on which they are made, in writing quoting reference TRO/21/28A to Traffic Orders, Place, Waverley Court, 4 East Market St, Edinburgh, EH8 8BG, or by email to edinburgh.consultation@projectcentre.co.uk, not later than 28/10/24. If you are responding to this consultation and your comments or objection relate to any particular location/s or element/s of the proposals, it would be helpful if you could identify those in your response. Should this order be varied by another experimental order or otherwise modified, there will be a further period of six months during which objections will be invited, beginning with the day on which the variation or modification or the latest variation or modification came into force. TRO/21/28 as advertised on 11/11/22 and which came into operation on 21/11/22 is hereby revoked.

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING: EAST AREA) EXPERIMENTAL TRAFFIC ORDER 2024 - ETRO/21/28A

The City of Edinburgh Council in exercise of their powers under sections 9 and 10 of the Road Traffic Regulation Act 1984 as amended (which Act as so amended is hereinafter referred to as "the 1984 Act"), Part IV of Schedule 9 to the 1984 Act and of all other enabling powers, and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the 1984 Act, hereby make the following Order:

Citation, commencement and expiry

1. This Order may be cited as “The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading: East Area) Experimental Traffic Order 2024”, shall come into force on the Twenty ninth day of April Two thousand and twenty-four, and shall expire on the Twenty eighth day of October Two thousand and twenty-five.

Interpretation

2. (1) In this Order, except where the context otherwise requires, the follow expressions have the meanings hereby respectively assigned to them:
 - (a) “bus lane” has the same meaning as in the Transport (Scotland) Act 2001;
 - “chief constable” means the Chief Constable for the Police Scotland area;
 - “electronic communications network” has the same meaning as in section 32 of the Communications Act 2003;
 - “funeral vehicle” means a hearse carrying a deceased person and any other such vehicle forming part of a funeral procession for the purpose of transporting mourners to/from a funeral service;
 - “goods vehicle” means a motor vehicle or trailer constructed or adapted for use for the carriage or haulage of goods or burden of any description;
 - “healthcare worker” means such persons as having been identified by NHS Lothian or qualifying medical practices as being a GP, doctor, registered nurse or any other nominated medical persons carrying out domiciliary visits to patients residing within the restricted road;
 - “invalid carriage” has the same meaning as in Section 136 of the 1984 Act;
 - “local authority” means The City of Edinburgh Council;
 - “motor vehicle” has the same meaning as in Section 136(1) of the 1984 Act;
 - “operational period” means the times or, as the case may be, date range during which the restrictions in Schedule 3 operate, where said times and/or date ranges are set out in column 5 of that Schedule;
 - “parking attendant” has the same meaning as in Section 63A of the 1984 Act;
 - “pedal cycle” has the same meaning as in section 151 of the Roads (Scotland) Act 1984;

“postal packets” has the same meanings as in Part 3 of the Postal Services Act 2011;

“prohibited hours” means, in relation to any restricted road, the period or periods where said road is subject to a waiting and/or loading prohibition, as specified in column 4 of Schedule 2;

“public service vehicle” has the same meaning as in Section 1 of the Public Passenger Vehicles Act 1981;

“restricted hours” means, in relation to a restricted road, the period or periods during which vehicles may not;

- a) wait; and are as specified in column 3 of Schedules 1 and 2; or
- b) enter, as specified in column 3 of Schedules 3 or 5, in relation to the lengths of roads specified in column 1 of said Schedules;

“restricted road” means any road identified in the Schedules as having restricted hours, prohibited hours or no stopping hours applying to that road;

“road” has the same meaning as in Section 151 of the Roads (Scotland) Act 1984 and, for the avoidance of doubt, for the purposes of this order, includes part of a road;

“taxi” has the same meaning as in Section 23 of the Civic Government (Scotland) Act 1982;

“traffic sign” means a sign of any size, type and colour prescribed and authorised under, or having effect as though prescribed or authorised under section 64 of the 1984 Act;

“universal service provider” has the same meanings as in Part 3 of the Postal Services Act 2011

“vehicle” has the same meaning as “motor vehicle”; and

“waste services vehicle” means a liveried vehicle specifically designed or adapted to collect and/or transport household or business waste, including recyclable materials.

- (b) References in this Order to a disabled person, to a disabled person's badge, to a disabled person's vehicle and to a vehicle displaying a disabled person's badge in the relevant position shall be construed in accordance with the 1984 Act, The Disabled Persons (Badges for Motor Vehicles) (Scotland) Regulations 2000 and The Local Authorities Traffic Orders (Exemptions for Disabled Persons) (Scotland) Regulations 2002.

- (c) Unless the context otherwise requires, a reference in this Order:

- i) to a Schedule or Schedules is a reference to a Schedule or Schedules to this Order;
- ii) to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order;
- iii) to a numbered paragraph is a reference to the paragraph bearing that number in the Article in which the reference occurs.

- (2) The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made under the 1984

Act or by or under any other enactment.

- (3) Under section 10(1)(a) of the 1984 Act, this Order provides for the suspension or modification, while it is in force, of any provision previously made by or under any enactment, as if it were made by this Order.
- (4) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

Restrictions of waiting and loading or unloading applicable to restricted roads

3. (1) Save as provided in Article 4 of this Order, no person shall, except upon the direction or with the permission of a parking attendant, cause or permit any vehicle to wait during the restricted hours in any restricted road.
- (2) Save as provided in Articles 4(1), (2), (3), (4), (5), (6) and (8) of this Order, no person shall, except upon the direction or with the permission of a parking attendant, cause or permit any vehicle to wait for the purposes of loading or unloading during the prohibited hours in any restricted road.

Exceptions and exemptions from restriction of waiting and loading and unloading

4. (1) The restrictions imposed by Articles 3(1) and (2) of this Order shall not apply to the following vehicles:
 - (a) vehicles while being used for fire and rescue, ambulance or police force purposes;
 - (b) vehicles, not being passenger vehicles, while being used in the service of the local roads authority in pursuance of statutory powers or duties: provided that in all the circumstances it is reasonably necessary in the exercise of such powers or duties or the performance of such duties for the vehicle to wait at the place in which it is waiting;
- (2) Articles 3(1) and (2) shall not apply to taxis while:
 - (a) waiting upon a duly authorised taxi stance; and
 - (b) the driver is within the vehicle; and
 - (c) the vehicle is available for immediate hire.
- (3) Article 3(1) shall not apply to the following vehicles:
 - (a) invalid carriages or motor vehicles which are being driven or used by disabled persons and which conspicuously display, so as to be clearly visible from the front of the vehicle, a valid disabled person's badge;
 - (b) vehicles waiting while goods are being sold or offered for sale by a person who is licensed by the Council to sell goods from a stationary vehicle on an approved pitch and which is waiting for such purpose on a pitchprovided that no vehicle shall wait, by virtue of this paragraph on any restricted road during the prohibited hours;
- (4) Nothing in Articles 3(1) and 3(2) shall prevent any person from causing or permitting a vehicle to wait in any of the lengths of restricted road for so long as may be necessary during the restricted hours or the prohibited hours, as the case may be:

- (a) to enable a person to board or alight from the vehicle or to load thereon or unload therefrom their personal luggage: provided that no vehicle shall so wait in any restricted road during the prohibited hours for longer than two minutes;
 - (b) when the person in control of the vehicle is:
 - (i) required by law to stop; or
 - (ii) is obliged to stop in order to avoid an accident; or
 - (iii) is prevented from proceeding by any circumstances beyond their control, where the said circumstance relates directly to the movement, or otherwise, of traffic on the road;
 - (c) if the vehicle is in actual use in connection with a funeral undertaking;
 - (d) if the vehicle is in the service of, or is being employed by, a security company and is in actual use while currency or other valuables:
 - (i) are being unloaded from the vehicle; or
 - (ii) having been unloaded from the said vehicle, are being delivered; or
 - (iii) are being collected from premises adjacent to that road for loading onto the vehicle; or
 - (iv) having been collected from the said premises, are being loaded onto the vehicle.
- (5) Nothing in Articles 3(1) and 3(2) shall prevent any person from causing or permitting a vehicle to wait in a restricted road, for so long as may be necessary during the restricted hours or the prohibited hours, as the case may be:
- (a) to enable a vehicle in actual use or materially necessary for such purposes, provided that the said vehicle cannot conveniently be used for the same purpose either in any other road not being a restricted road or out-with the restricted hours, to be used in or adjacent to that or any other restricted road in connection with any:
 - (i) building operation; or
 - (ii) demolition; or
 - (iii) laying, erection, alteration or repair of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications network; or
 - (iv) excavation,
- provided that, in the case of any of the operations described in sub-paragraphs (iii) and (iv) above, the said operation or operations are to be conducted within the extents of the road.
- (b) to enable a vehicle in actual use or materially necessary for such purposes, provided that the said vehicle cannot conveniently be used for the same purpose either in any other road not being a restricted road or out-with the restricted hours, to be used in connection with any:
 - (i) cleansing or lighting of any restricted street; or
 - (ii) removal of any obstruction to traffic on any restricted road; or

- (iii) maintenance or improvement or reconstruction of any restricted road; or
 - (iv) placing, maintenance or removal of any traffic sign or parking meter on any restricted road
- (c) if the vehicle, being a liveried vehicle, is in the service of, or is being employed by, a universal service provider and is in actual use while postal packets:
 - (i) addressed to premises adjacent to that road are being unloaded from the vehicle; or
 - (ii) addressed to premises adjacent to that road having been unloaded from the said vehicle, are being delivered; or
 - (iii) are being collected from postal boxes or premises adjacent to that road for loading onto the vehicle: or
 - (iv) are being loaded onto the vehicle.
- (6) Nothing in Articles 3(1) and (2) shall prevent any person from causing or permitting a vehicle to wait in any restricted road, during the restricted hours when the vehicle is being used by a healthcare workers' permit holder when, in the course of their employment, the said permit holder is visiting patients in premises situated on any restricted road and the vehicle bears a healthcare workers' permit displayed at the front or nearside of the vehicle and so as to be clearly visible from the front or nearside: provided that:
 - (a) no such vehicle shall, where applicable, wait by virtue of this paragraph in a restricted road during the prohibited hours;
 - (b) no such vehicle shall wait by virtue of this paragraph in any restricted road for a period longer than two hours.

Loading or unloading of goods

- (7) The restrictions imposed by Articles 3(1) and 3(2) shall not apply so as to prevent any person from causing or permitting a vehicle to wait during the restricted hours in any restricted road while the vehicle is in actual use for the purpose of delivering or collecting goods or while loading or unloading the vehicle at premises adjoining the said road: provided that, during the restricted hours:
 - (a) no such vehicle so engaged shall wait for a period of more than thirty minutes in the same place; and
 - (b) no such vehicle so engaged shall return to the same place, unless a period of more than thirty minutes has elapsed since the termination, during the restricted hours, of the previous waiting period.

Furniture removals and other exceptional loading or unloading

- (8) (a) Subject to the provisions of paragraphs (b), (c) and (d) of this Article, nothing in Articles 3(1) and 3(2) shall apply so as to restrict the loading or unloading of a vehicle while the vehicle is in actual use, in any restricted road, in connection with the removal of furniture to or from one office, dwelling house or depository adjacent to that restricted road from or to another office, dwelling house or depository.
- (b) Paragraph (a) of this Article shall not apply to a vehicle:
 - (i) waiting during the prohibited hours in any restricted road; or

- (ii) waiting between the hours of 6 a.m. and midnight in any length of restricted road or part thereof described in Schedules 1 and 2 whereby waiting, loading and unloading by vehicles is restricted at any time.
- (c) Paragraph (b) of this Article shall not apply where:
 - (i) notice is given twenty-four hours in advance to the Executive Director of Place; and
 - (ii) their consent, either generally or specifically, has been obtained; and
 - (iii) such reasonable conditions he may impose are complied with.
- (d) Without prejudice to the foregoing paragraphs, nothing in this Part of this Order shall apply so as to restrict the loading or unloading of a vehicle while the vehicle is in actual use in any restricted road in connection with the collection or delivery of goods from or to premises in or adjacent to that road if the goods cannot reasonably be loaded or unloaded out-with the restricted hours or the prohibited hours, where applicable, or within the time (if any) allowed in relation to that road, provided that:
 - (i) notice is given twenty-four hours in advance to the Executive Director of Place; and
 - (ii) their consent, either generally or specifically has been obtained; and
 - (iii) such reasonable conditions as he may impose are complied with.

Prohibition of motor vehicles

5. (1) Save as provided in Article 5(2) of this Order, no person shall cause or permit any motor vehicle to enter or proceed in any part of the lengths or areas of road described in columns 1 and 2 of Schedule 3.
- (2) Nothing in Article 5(1) shall apply to any vehicle described or specified in Schedule 4 to this Order, subject to the conditions imposed within that Schedule, where the corresponding reference in column 1 of that Schedule is contained within column 4 of Schedule 3.

Bus lanes

6. (1) Save as provided in Articles 6(3), (6) and (7) no person shall during the times Specified in Column 3 of Schedule 5 cause or permit any vehicle to be in, to enter or proceed in a bus lane described in Schedule 5; Provided that nothing in this Article shall apply to any vehicle being in in a bus lane where the person in control of the vehicle is required by law to do so or is obliged to enter or proceed in a bus lane in order to avoid an accident, a parked vehicle or is prevented by circumstances out-with their control from avoiding entering or proceeding other than in the bus lane and as soon as possible causes the vehicle to leave the bus lane.
- (2) Save as provided in Articles 6(3) and (6) no person shall during the times specified in Column 3 of Schedule 5 cause or permit any vehicle to wait in a bus lane described in Schedule 5; Provided that nothing in this Article shall render it unlawful to cause or permit any vehicle so to wait if the person in control of the vehicle is required by law to stop or is obliged to do so to avoid an accident or is prevented from proceeding by circumstances out-with their control and it is not reasonably practicable for them to drive or move the vehicle to a place out-with the bus lane.

- (3) Nothing in Articles 6(1) and (2) shall apply to a:-
- (a) public service vehicle;
 - (b) taxi;
 - (c) pedal cycle;
 - (d) universal service provider vehicle;
 - (e) motor vehicle being used for ambulance, fire and rescue or police purposes if it is reasonably necessary for that motor vehicle to enter, proceed or wait in a bus lane described in Schedule 5;
 - (f) motor vehicle being used in connection with the removal of any obstruction in a bus lane described in Schedule 5;
 - (g) motor vehicle while being used in connection with any building operation, demolition or excavation in or adjacent to any bus lane specified in Schedule 5, the removal of any obstruction to traffic in that bus lane, the maintenance, improvement, reconstruction, cleansing or lighting of that bus lane, the laying, erection, alteration or repair in or adjacent to that bus lane of any sewer or of any main, pipe or apparatus for the supply of gas, water or electricity or of any electronic communications apparatus, or the placing, maintenance or removal of any traffic sign, bus stop or bus shelter; Provided that in all the circumstances it is reasonably necessary for the motor vehicle to enter or proceed in the bus lane, or, as the case may be, to wait in the bus lane, if notice is given twenty-four hours in advance to the Director of Services for Communities, their consent, either generally or specifically, is obtained and such reasonable conditions as he may impose are complied with;
 - (h) vehicle entering or waiting in a bus lane described in Schedule 5 when in actual use in connection with a funeral undertaking; provided that in all the circumstances it is reasonably necessary for the vehicle to enter or wait in the bus lane;
 - (i) vehicle, not being a passenger vehicle, while being used in the service of a local authority in pursuance of statutory powers and duties; Provided that in all the circumstances it is reasonably necessary in the exercise of such powers and duties for the vehicle to enter or proceed in a bus lane described in Schedule 5 or, as the case may be, to wait in the bus lane;
 - (j) vehicle crossing a bus lane described in Schedule 5 for the purpose of access to or egress from premises fronting on the bus lane;
 - (k) vehicle entering or waiting in a bus lane described in Schedule 5 when in actual use in connection with the removal of furniture to or from one office, dwellinghouse or depository adjacent to the bus lane from or to another office, dwellinghouse, or depository; Provided that notice is given twenty four hours in advance to the Chief Constable, their consent, either generally or specifically, is obtained and such reasonable conditions as they may impose are complied with; or
 - (l) vehicle being used in connection with the enforcement of the bus lane contraventions.

- (4) A vehicle shall be deemed to be in, to have entered or proceeded in, a bus lane, if any part of a bus lane described in Schedule 5 to this Order is below the vehicle or its load.
- (5) Notwithstanding any exemption granted by this Order, the person in control of a vehicle waiting in a bus lane described in Schedule 5 shall move the vehicle on the instructions of a police constable in uniform or traffic warden whenever such removal is reasonably necessary for the purpose of facilitating the passage of traffic.
- (6) Nothing in Articles 6(1) and (2) shall apply to anything done with the permission or at the direction of a police constable in uniform or traffic warden.
- (7) The Executive Director of Place or any person authorised by them may, after consultation with the Chief Constable and the local bus service operator(s), suspend the operation of a bus lane or part thereof and the restriction imposed by Article 6(2) of this Order on vehicles entering or proceeding in a bus lane or part thereof, whenever he considers such suspension reasonably necessary for the purpose of facilitating the movement of traffic or in the interests of road safety.

Replacement of Existing Provisions

7. Any provision contained within The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2018 will be replaced in so far as it is affected by Article 2(2) of this Order.

Power to modify or suspend this Order

8. In pursuance of Section 10(2) of the 1984 Act, the City of Edinburgh Council's Executive Director of Place or an officer of the Council to whom power has been duly delegated, may, if it appears to them or that person essential in the interests of the expeditious, convenient and safe movement of traffic, or for preserving or improving the amenities of the area through which any road affected by this Order runs, after consultation with the Chief Constable, modify or suspend this Order or any provision thereof, save that no modification shall make an addition.

Revocation or amendment of Orders

9. 'The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading: East Area) (No. 1) Experimental Traffic Order 2022', shall cease to have effect for the purposes of this Order on the operative date but without prejudice to the validity of anything done or to any liability incurred in respect of any act or omission before that date. The operative date shall be the date on which the provisions of this Order come into force.

Executed by The City of Edinburgh Council this Seventeenth day of April Two thousand and twenty-four.



(witness)



signed on behalf of Executive Director of Place

SCHEDULE 1
RESTRICTION OF WAITING

(1) <i>Road in Edinburgh</i>	(2) <i>Length of Road</i>	(3) <i>Restricted Hours</i>
Baileyfield Road	West side, from a point 208.5 metres or thereby north of the extended northern kerbline of Duddingston Road, northwards for a distance of 5 metres or thereby;	At any time
Baileyfield Road	West side, from a point 219.5 metres or thereby north of the extended northern kerbline of Duddingston Road, northwards for a distance of 12 metres or thereby;	At any time
Christian Grove	North side, from a point 2.5 metres or thereby east of the extended eastern kerbline of Hope Lane, eastwards for a distance of 11 metres or thereby;	At any time
Christian Grove	South side, from the extended eastern kerbline of Hope Lane, eastwards for a distance of 11 metres or thereby;	At any time
Duddingston Avenue	East side, from the extended northern kerbline of Durham Avenue, northwards for a distance of 10 metres or thereby;	At any time
Duddingston Avenue	East side, from the extended southern kerbline of Durham Avenue, southwards for a distance of 10 metres or thereby;	At any time
Duddingston Avenue	East side, from the extended southern kerbline of Durham Terrace, southwards for a distance of 5 metres or thereby;	At any time
Duddingston Avenue	East side, from the extended northern kerbline of Durham	At any time

	Terrace, northwards for a distance of 10 metres or thereby;	
Duddingston Gardens North	East side, from the extended northern kerbline of Durham Avenue, northwards for a distance of 10 metres or thereby;	At any time
Duddingston Gardens North	West side, from the extended northern kerbline of Durham Avenue, northwards for a distance of 10 metres or thereby;	At any time
Duddingston Gardens North	East side, from the extended northern kerbline of Durham Terrace, northwards for a distance of 10 metres or thereby;	At any time
Duddingston Gardens North	West side, from the extended northern kerbline of Durham Terrace, northwards for a distance of 10 metres or thereby;	At any time
Duddingston Gardens North	East side, from the extended southern kerbline of Durham Terrace, southwards for a distance of 10 metres or thereby;	At any time
Duddingston Gardens North	West side, from the extended southern kerbline of Durham Terrace, southwards for a distance of 10 metres or thereby;	At any time
Duddingston Road	South side, from a point 58 metres or thereby west of the extended western kerbline of Durham Road, westwards for a distance of 15.5 metres or thereby;	At any time
Duddingston Road	North side, from a point 66.5 metres or thereby west of the extended western kerbline of Durham Road, westwards for a distance of 11.5 metres or thereby;	At any time
Duddingston Road	North side, from a point 156 metres or thereby east of the extended eastern kerbline of Mountcastle Drive North,	At any time

	eastwards for a distance of 7.5 metres or thereby;	
Duddingston Road	North side, from a point 26 metres or thereby south-west of the extended south-western kerbline of Hamilton Terrace, south-westwards for a distance of 10 metres or thereby;	At any time
Duddingston Road West	North side, from a point 8 metres or thereby west of the extended western kerbline of Willowbrae Road, westwards for a distance of 84 metres or thereby;	At any time
Duddingston Road West	North side, from a point 6.5 metres or thereby west of the extended western kerbline of Meadowfield Avenue, westwards for a distance of 358.5 metres or thereby;	At any time
Duddingston Road West	North side, from a point 6 metres or thereby west of the extended western kerbline of Meadowfield Gardens, westwards for a distance of 101 metres or thereby;	At any time
Duddingston Road West	North side, from a point 1.5 metres or thereby east of the extended eastern kerbline of The Causeway, eastwards for a distance of 21.5 metres or thereby;	At any time
Duddingston Road West	North side, from a point 29 metres or thereby east of the extended eastern kerbline of The Causeway, eastwards for a distance of 7 metres or thereby;	At any time
Duddingston Road West	West side, from a point 5 metres or thereby south of the extended southern kerbline of Old Church Lane, southwards for a distance of 268 metres or thereby;	At any time

Duddingston Road West	South side, from a point 9.5 metres or thereby west of the extended western kerblines of Milton Road West, westwards to the extended eastern kerblines of Woodlands Grove;	At any time
Duddingston Road West	South side, from a point 27.5 metres or thereby east of the extended eastern kerblines of Cavalry Park Drive, eastwards to the extended western kerblines of Woodlands Grove;	At any time
Duddingston Road West	South side, from a point 38.5 metres or thereby west of the extended western kerblines of Cavalry Park Drive, westwards for a distance of 258.5 metres or thereby;	At any time
Duddingston Road West	East side, from a point 5 metres or thereby south of the extended southern kerblines of the access road to Holy Rood High School, southwards for a distance of 78 metres or thereby;	At any time
Durham Avenue	North side, from the extended western kerblines of Durham Road, westwards for a distance of 10 metres or thereby;	At any time
Durham Avenue	South side, from the extended western kerblines of Durham Road, westwards for a distance of 10 metres or thereby;	At any time
Durham Avenue	South side, from the extended eastern kerblines of Mountcastle Drive South, eastwards for a distance of 10 metres or thereby;	At any time
Durham Avenue	North side, from the extended eastern kerblines of Mountcastle Drive South, eastwards for a distance of 10 metres or thereby;	At any time
Durham Avenue	North side, from the extended western kerblines of	At any time

	Mountcastle Drive South, westwards for a distance of 10 metres or thereby;	
Durham Avenue	South side, from the extended western kerbline of Mountcastle Drive South, westwards for a distance of 10 metres or thereby;	At any time
Durham Avenue	North side, from the extended western kerbline of Duddingston Gardens North, westwards for a distance of 10 metres or thereby;	At any time
Durham Avenue	North side, from the extended eastern kerbline of Duddingston Gardens North, eastwards for a distance of 10 metres or thereby;	At any time
Durham Avenue	North side, from the extended eastern kerbline of Duddingston Avenue, eastwards for a distance of 10 metres or thereby;	At any time
Durham Avenue	South side, from the extended eastern kerbline of Duddingston Avenue, eastwards for a distance of 11.5 metres or thereby;	At any time
Durham Road	West side, from the extended northern kerbline of Durham Terrace, northwards for a distance of 10 metres or thereby;	At any time
Durham Road	West side, from the extended southern kerbline of Durham Terrace, southwards for a distance of 10 metres or thereby;	At any time
Durham Road	West side, from the extended southern kerbline of Durham Avenue, southwards for a distance of 10 metres or thereby;	At any time
Durham Road	West side, from the extended northern kerbline of Durham Avenue, northwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	North side, from the extended western kerbline of	At any time

	Durham Road, westwards for a distance of 10 metres or thereby;	
Durham Terrace	South side, from the extended western kerbline of Durham Road, westwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	South side, from the extended eastern kerbline of Mountcastle Drive South, eastwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	North side, from the extended eastern kerbline of Mountcastle Drive South, eastwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	North side, from the extended western kerbline of Mountcastle Drive South, westwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	South side, from the extended western kerbline of Mountcastle Drive South, westwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	North side, from the extended western kerbline of Duddingston Gardens North, westwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	South side, from the extended western kerbline of Duddingston Gardens North, westwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	North side, from the extended eastern kerbline of Duddingston Gardens North, eastwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	South side, from the extended eastern kerbline of Duddingston Gardens North, eastwards for a distance of 10 metres or thereby;	At any time
Durham Terrace	South side, from the extended eastern kerbline of	At any time

	Duddingston Avenue, eastwards for a distance of 5 metres or thereby;	
Durham Terrace	North side, from the extended eastern kerbline of Duddingston Avenue, eastwards for a distance of 10 metres or thereby;	At any time
Hope Lane	East side, from the extended southern kerbline of Christian Grove, southwards for a distance of 13.5 metres or thereby;	At any time
Hope Lane	East side, from a point 11 metres or thereby north of the extended northern kerbline of Hope Lane (<i>side road</i>), northwards for a distance of 2 metres or thereby;	At any time
Hope Lane	West side, from a point 106 metres or thereby south of the extended southern kerbline of Stanley Street, southwards for a distance of 54.5 metres or thereby;	At any time
King's Place	South-west, north-west, north-east and south sides, from the extended northern kerbline of King's Road North-west kerbline; from the extended north kerbline of King's Road for a distance of 32 metres or thereby; then in a north-eastern direction for 12.5 metres or thereby; then on the east side, in a south-east direction for 43 metres or thereby to the extended north-west kerbline of King's Place;	At any time
King's Road	North side, from the extended west kerbline of King's Place, westwards for a distance of 12 metres or thereby;	At any time
King's Road	South side, from the extended west kerbline of King's Place, westwards for	At any time

	a distance of 39 metres or thereby;	
London Road	South side, from a point 88 metres or thereby east of the extended eastern kerbline of Royal Terrace, eastwards to a point 59.5 metres or thereby west of the extended western kerbline of Easter Road;	At any time
Milton Road West	North-east side then north side, from a point 5.5 metres or thereby east of the extended eastern kerbline of Southfield Terrace, eastwards to a point 135 metres or thereby west of the extended western kerbline of Duddingston Gardens South;	At any time
Mountcastle Drive South	East side, from the extended southern kerbline of Durham Avenue, southwards for a distance of 10 metres or thereby;	At any time
Mountcastle Drive South	West side, from the extended southern kerbline of Durham Avenue, southwards for a distance of 10 metres or thereby;	At any time
Mountcastle Drive South	East side, from the extended northern kerbline of Durham Avenue, northwards for a distance of 10 metres or thereby;	At any time
Mountcastle Drive South	West side, from the extended northern kerbline of Durham Avenue, northwards for a distance of 10 metres or thereby;	At any time
Mountcastle Drive South	East side, from the extended southern kerbline of Durham Terrace, southwards for a distance of 10 metres or thereby;	At any time
Mountcastle Drive South	West side, from the extended southern kerbline of Durham Terrace, southwards for a distance of 10 metres or thereby;	At any time

Mountcastle Drive South	East side, from the extended northern kerbline of Durham Terrace, northwards for a distance of 10 metres or thereby;	At any time
Mountcastle Drive South	West side, from the extended northern kerbline of Durham Terrace, northwards for a distance of 10 metres or thereby;	At any time
Northfield Crescent (<i>south leg</i>)	North side, from the extended eastern kerbline of Willowbrae Road, northwards for a distance of 16 metres or thereby;	At any time
Seafield Street	South-east side, from a point 16.5 metres or thereby south-west of the extended southern kerbline of Seafield Road, south-westwards for a distance of 4 metres or thereby;	At any time
Seafield Street	South-east side, from a point 25 metres or thereby south-west of the extended southern kerbline of Seafield Road, south-westwards for a distance of 5 metres or thereby;	At any time
Seafield Street	South-east side, from a point 44.5 metres or thereby south-west of the extended southern kerbline of Seafield Road, south-westwards for a distance of 30 metres or thereby;	At any time
Seafield Street	North-west side, from a point 15.5 metres or thereby south-west of the extended southern kerbline of Seafield Road, south-westwards for a distance of 17 metres or thereby;	At any time
Willowbrae Road	East side, from the extended northern kerbline of Northfield Crescent (<i>south leg</i>), northwards for a distance of 45.5 metres or thereby;	At any time

Woodlands Grove	East side, from the extended southern kerbline of Duddingston Road West, southwards for a distance of 6.5 metres or thereby;	At any time
Woodlands Grove	West side, from the extended southern kerbline of Duddingston Road West, southwards for a distance of 7 metres or thereby.	At any time

SCHEDULE 2
RESTRICTION OF WAITING
PROHIBITION OF LOADING & UNLOADING

<i>(1)</i> <i>Road in Edinburgh</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restriction of Waiting</i> <i>Restricted Hours</i>	<i>(3)</i> <i>Prohibition of Loading and Unloading</i> <i>Prohibited Hours</i>
Duddingston Avenue	West side, from the extended southern kerbline of Duddingston Road, southwards for a distance of 7 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Avenue	East side, from the extended southern kerbline of Duddingston Road, southwards for a distance of 7 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Avenue	West side, from the extended northern kerbline of Milton Road West, northwards for a distance of 9 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Avenue	East side, from the extended northern kerbline of Milton Road West, northwards for a distance of 14.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Gardens North	West side, from the extended southern kerbline of Duddingston Road, southwards for a	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday

	distance of 7 metres or thereby;		
Duddingston Gardens North	East side, from the extended southern kerbline of Duddingston Road, southwards for a distance of 6.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Gardens South	East side, from the extended northern kerbline of Milton Road West, northwards for a distance of 7 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Gardens South	West side, from the extended northern kerbline of Milton Road West, northwards for a distance of 7 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Road	South side, from a point 8.5 metres or thereby east of the extended eastern kerbline of Milton Road West, eastwards to a point 142 metres or thereby east of the extended eastern kerbline of Southfield Farm Grove;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Road	North side, from a point 161.5 metres or thereby east of the extended eastern kerbline of Mountcastle Drive North, north-eastwards for a distance of 80 metres or thereby;	At any time	7.30am – 9.30 am and 4pm – 6.30pm Monday to Friday
Duddingston Road	North side, from a point 35.5 metres or thereby west of the extended western kerbline of Hamilton Terrace, westwards for	At any time	7.30am – 9.30 am and 4pm – 6.30pm Monday to Friday

	a distance of 46.5 metres or thereby;		
Duddingston Road	South side, from the extended western kerbline of Duddingston Avenue, westwards for a distance of 16 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Road	South side, from the extended eastern kerbline of Duddingston Avenue, eastwards to the extended western kerbline of Duddingston Gardens North;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Road	South side, from the extended eastern kerbline of Duddingston Gardens North, eastwards to the extended western kerbline of Mountcastle Drive South;	At any time	7.30am – 9.30 am and 4pm – 6.30pm Monday to Friday
Duddingston Road	South side, from a point 4 metres or thereby east of the extended eastern kerbline of Mountcastle Drive South, eastwards for a distance of 90 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Road	South side, from a point 20 metres or thereby west of the extended western kerbline of Durham Road, westwards for a distance of 38 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Road	South side, from a point 73 metres or thereby west of the extended western kerbline of Durham Road, westwards for a	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday

	distance of 163 metres or thereby;		
Duddingston Road	South side, from a point 21.5 metres or thereby east of the extended eastern kerbline of Durham Road, eastwards for a distance of 24.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Road	North side, from a point 29.5 metres or thereby east of the extended eastern kerbline of Cygnet Court, eastwards for a distance of 200 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Duddingston Road	North side, from a point 14.5 metres or thereby east of the extended eastern kerbline of Duddingston Road (<i>access to 70b</i>), eastwards for a distance of 457.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
London Road	North side, from a point 6.5 metres or thereby west of the extended western kerbline of Wishaw Terrace, westwards for a distance of 28.5 metres or thereby;	At any time	At any time
Milton Road West	North-east side, from a point 10.5 metres or thereby south of the extended south-eastern kerbline of Duddingston Road, southwards to the extended western kerbline of Duddingston Avenue;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Milton Road West	North-east side, from the extended eastern kerbline of Duddingston Avenue,	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday

	southwards to a point 5.5 metres or thereby of the extended south-eastern kerbline of Southfield Terrace;		
Milton Road West	North side, from the extended western kerbline of Duddingston Gardens South, westwards for a distance of 133.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Milton Road West	North side, from the extended eastern kerbline of Duddingston Gardens South, eastwards for a distance of 11 metres or thereby;	At any time	At any time
Milton Road West	North side, from the extended western kerbline of Southfield Loan, westwards for a distance of 22 metres or thereby;	At any time	At any time
Milton Road West	North side, from a point 11 metres or thereby east of the extended eastern kerbline of Duddingston Gardens South, eastwards to a point 22 metres or thereby west of the extended western kerbline of Southfield Loan;	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Milton Road West	North side, from the extended eastern kerbline of Southfield Loan, eastwards for a distance of 42.5 metres or thereby;	At any time	At any time
Milton Road West	North side, from a point 42.5 metres or thereby east of the extended eastern kerbline of Southfield Loan, eastwards for a	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday

	distance of 36 metres or thereby;		
Milton Road West	South side, from a point 18.5 metres or thereby east of the extended eastern kerbline of the Duddingston Row, eastwards for a distance of 87.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Milton Road West	South side, from a point 106 metres or thereby east of the extended eastern kerbline of the Duddingston Row, eastwards to a point 3.5 metres or thereby west of the extended western kerbline of Duddingston Rise;	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Milton Road West	South side, from a point 10 metres or thereby east of the extended eastern kerbline of the Duddingston Rise, eastwards for a distance of 41.5 metres or thereby;	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Milton Road West	South-west side, from a point 22 metres or thereby south of the extended south-western kerbline of Duddingston Road West, southwards to a point 62 metres or thereby south-east of the extended south-eastern kerbline of Southfield Terrace;	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Mountcastle Drive North	West side, from the extended northern kerbline of Duddingston Road, northwards for a distance of 3.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday

Mountcastle Drive North	East side, from the extended northern kerbline of Duddingston Road, northwards for a distance of 4 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Mountcastle Drive South	West side, from the extended southern kerbline of Duddingston Road, southwards for a distance of 6 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Mountcastle Drive South	East side, from the extended southern kerbline of Duddingston Road, southwards for a distance of 4.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Northfield Circus	North side, from the extended eastern kerbline of Willowbrae Road, westwards for a distance of 14.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Northfield Circus	South side, from the extended eastern kerbline of Willowbrae Road, westwards for a distance of 14.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Northfield Crescent (<i>north leg</i>)	South side, from the extended eastern kerbline of Willowbrae Road, southwards for a distance of 15.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Southfield Farm Grove	West Side, from the extended southern kerbline of Duddingston Road, southwards for a distance of 9 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday

Southfield Farm Grove	East side, from the extended southern kerbline of Duddingston Road, southwards for a distance of 8.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Southfield Loan	East side, from the extended northern kerbline of Milton Road West, northwards for a distance of 10 metres or thereby;	At any time	At any time
Southfield Loan	West side, from the extended northern kerbline of Milton Road West, northwards for a distance of 9.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Southfield Terrace	North-west side, from the extended northern kerbline of Milton Road West, northwards for a distance of 11.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Southfield Terrace	South-east side, from the extended northern kerbline of Milton Road West, northwards for a distance of 11.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Willowbrae Road	North side, from a point 5.5 metres or thereby south of the extended southern kerbline of Northfield Road, southwards for a distance of 144 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Willowbrae Road	North side, from the extended northern kerbline of Northfield Crescent (<i>north leg</i>), northwards for a distance of 65.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday

Willowbrae Road	North-east side, from the extended southern kerbline of Northfield Crescent (<i>north leg</i>), southwards for a distance of 24.5 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Willowbrae Road	East side, from the extended northern kerbline of Northfield Circus, northwards for a distance of 92 metres or thereby;	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday
Willowbrae Road	East side, from the extended southern kerbline of Northfield Circus, southwards for a distance of 69.5 metres or thereby.	At any time	7.30am – 9.30am and 4pm – 6.30pm Monday to Friday

SCHEDULE 3
PROHIBITION OF MOTOR VEHICLES

<i>(1) Road in Edinburgh</i>	<i>(2) Length of Road</i>	<i>(3) Prohibited Hours</i>	<i>(4) Exemptions in Schedule 5</i>	<i>(5) Operational Period</i>
Hope Lane	from its junction with Christian Grove, northwards for a distance of 117 metres or thereby;	At any time	8, 9, 10, 15	None
Milton Road West	at its junction with Southfield Road West	At any time	10	29th April 2024 to 28th October 2025
Southfield Road West	at its junction with Milton Road West	At any time	10	29th April 2024 to 28th October 2025
Stanley Street	from its junction with Hope Lane, westwards for a distance of 260 metres or thereby.	At any time	8, 9, 10, 15	29th April 2024 to 28th October 2025

SCHEDULE 4
EXEMPTIONS FROM SCHEDULE 3

For the purposes of the application of this Order to any road specified in Schedule 3 the expression:

No.	Exemptions	Applicable Schedule
1	means an invalid carriage or a motor vehicle being driven by the holder of a valid disabled person's badge, or where the holder of a valid disabled person's badge is a passenger in said motor vehicle, provided that said vehicle has conspicuously on display, so as to be clearly visible from the front of the vehicle, a valid disabled person's badge.	3
2	means a motor vehicle entering the length of road while the vehicle is in actual use for the purposes of delivering or collecting goods or merchandise or while loading or unloading the vehicle at premises situated on the length of road.	3
3	means loading (subject to 2 of this table) by a goods vehicle bearing livery detailing the name of the company or organisation to which the vehicle is registered, hired or leased, provided that said vehicle is actively engaged in delivering or collecting goods to or from premises adjacent to a length of road described in Schedule 3 to this Order.	3
4	means a pedal cycle.	3
5	means a taxi.	3
6	means a public service vehicle.	3
7	means a waste services vehicle.	3
8	means a vehicle while being used for fire and rescue, ambulance or police force purposes.	3
9	means anything done with the permission or at the direction of a police constable in uniform or a traffic warden.	3

No.	Exemptions	Applicable Schedule
10	<p>means a vehicle being used in connection with the laying, erection, alteration, or repair in or adjacent to a length of road specified in Schedules 3 to this Order of any sewer, main, pipe or apparatus for the supply of gas, water, electricity, or of any electronic communications network; or the placing, maintenance or removal of any traffic sign, if the vehicle cannot be used for that purpose in any other road or length of road: provided that:</p> <p>(a) said works have been authorised by the local authority,</p> <p>(b) the vehicle is materially required to be used in a road listed in Schedules 3, and</p> <p>(c) notice is given twenty-four hours in advance to the Executive Director of Place and his consent, either generally or specifically, has been obtained and such reasonable conditions he may impose are complied with.</p>	3
11	<p>means a liveried vehicle being used in the service of a local authority, where said vehicle is materially required to be in a road listed in Schedule 3 in pursuance of a statutory duty.</p>	3
12	<p>means a vehicle bearing a valid permit issued by the Council, provided that said permit is otherwise valid for use in the road specified in Schedule 3 by virtue of the terms and conditions of use of that permit as specified in The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2018 and that</p> <p>a) said vehicle requires to be used in said road for the purposes of gaining access to premises in or adjacent to said road, and</p> <p>b) said permit is conspicuously displayed on the vehicle at all times during which it is within said road.</p>	3
13	<p>means any vehicle being used in the course of a funeral, including a hearse carrying a deceased person and any other such vehicle forming part of the funeral procession for the purpose of transporting mourners to/from a funeral service, provided that notice is given twenty-four hours in advance to the Executive Director of Place and his consent, either generally or specifically, has been obtained and such reasonable conditions he may impose are complied with.</p>	3
14	<p>means a vehicle being used in actual connection with;</p> <p>(a) an event authorised by the local authority, or</p> <p>(b) a vehicle being used for the purpose of a furniture removal to or from premises located in a road listed in Schedule 3;</p> <p>provided that the vehicle is materially required to be used in a road listed in Schedule 3 and that notice is given twenty-four hours in advance to the Executive Director of Place and their consent, either generally or specifically, has been obtained and such reasonable conditions he may impose are complied with.</p>	3

No.	Exemptions	Applicable Schedule
15	<p>means a vehicle being used in connection with construction works being undertaken on property adjacent to a road listed in Schedule 3, provided that:</p> <p>(a) said works have been authorised by the local authority,</p> <p>(b) the vehicle is materially required to be used in a road listed in Schedule 3, and</p> <p>(c) notice is given twenty-four hours in advance to the Executive Director of Place and their consent, either generally or specifically, has been obtained and such reasonable conditions he may impose are complied with.</p>	3

SCHEDULE 5
BUS LANES

<i>(1)</i> <i>Road in Edinburgh</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>
Milton Road West	North side, from a point 11 metres or thereby west of the extended western kerbline of Duddingston Gardens South, westwards for a distance of 70.5 metres or thereby;	7.30am – 9.30am and 4.00pm – 6.30pm Monday to Friday
Milton Road West	North side, from a point 5 metres or thereby east of the extended eastern kerbline of Duddingston Gardens South, eastwards to a point 22 metres or thereby west of the extended western kerbline of Southfield Loan;	7.30am – 9.30am and 4.00pm – 6.30pm Monday to Friday
Milton Road West	North side, from a point 26.5 metres or thereby east of the extended eastern kerbline of Southfield Loan, eastwards for a distance of 52 metres or thereby;	7.30am – 9.30am and 4.00pm – 6.30pm Monday to Friday
Milton Road West	South-west side, from a point 78.5 metres or thereby south of the extended south-western kerbline of Duddingston Road West, southwards to a point 13.5 metres or thereby north of the extended north-western kerbline of Southfield Terrace;	7.30am – 9.30am and 4.00pm – 6.30pm Monday to Friday
Milton Road West	South side, from a point 106 metres or thereby east of the extended eastern kerbline of Duddingston Row, eastwards to a point 3.5 metres or thereby west of the extended western kerbline of Duddingston Rise;	7.30am – 9.30am and 4.00pm – 6.30pm Monday to Friday
Milton Road West	South side, from a point 10 metres or thereby east of the extended eastern kerbline of Duddingston Rise, eastwards for a distance of 41.5 metres or thereby.	7.30am – 9.30am and 4.00pm – 6.30pm Monday to Friday

STATEMENT OF REASONS

The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading: East Area) Experimental Traffic Order 2024 - TRO/21/28A

The introduction of the proposed measures are intended to provide safer cycling infrastructure and pedestrian priority areas, encourage sustainable travel (walking and cycling), improve connectivity on arterial and distributor routes across the City and support bus priority measures. The scheme is being introduced by way of Experimental Traffic Order made under Section 9 of the Road Traffic Regulation Act 1984, so as to allow the Council to modify or vary the scheme at short notice once in force, should circumstances require.

On 18th August 2022 the Council approved proposals to use Experimental Traffic Regulation Orders (ETROs) for the majority of the existing schemes which facilitate walking, wheeling and cycling around the city.

The proposed 18-month trial is intended to support the approved transport hierarchy, measures included in the City Mobility Plan and Draft Circulation Plan. Edinburgh needs mobility options that by 2030 are carbon emission free, efficient, accessible and affordable. The more opportunity we have to make greener, safer, more sustainable choices in how we move around, the greater the chance we have to reduce the impact of climate change.

The perception of risk that pedestrians and cyclists face is a major obstacle to encouraging more people to walk, wheel and cycle between the places they live, work and visit.

This trial is also intended to experiment with measures supported by the Edinburgh City Centre Transformation Programme. We need to trial how we use our road space and how we support safe sustainable travel.

Measures will be monitored and evaluated during the first year and considered for retention under separate traffic orders as appropriate.

Appendix 5 - ETRO/21/28A plans



NOTES

- Existing waiting restrictions
- Existing no waiting at any time
- Existing no loading/unloading at any times
- Proposed no waiting at any time
- Existing road markings
- Existing bus stop

0	OCT 2022	FOR APPROVAL				SM	NC	TS	
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PROJECT CENTRE

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Project

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Drawing Title

A1 CORRIDOR
SHEET 01 OF 14

Drawing Status

ETRO/21/28 East Plans

Drawn

Designed

Date

Scale

Size

SM

KR

OCT 2022

1:250

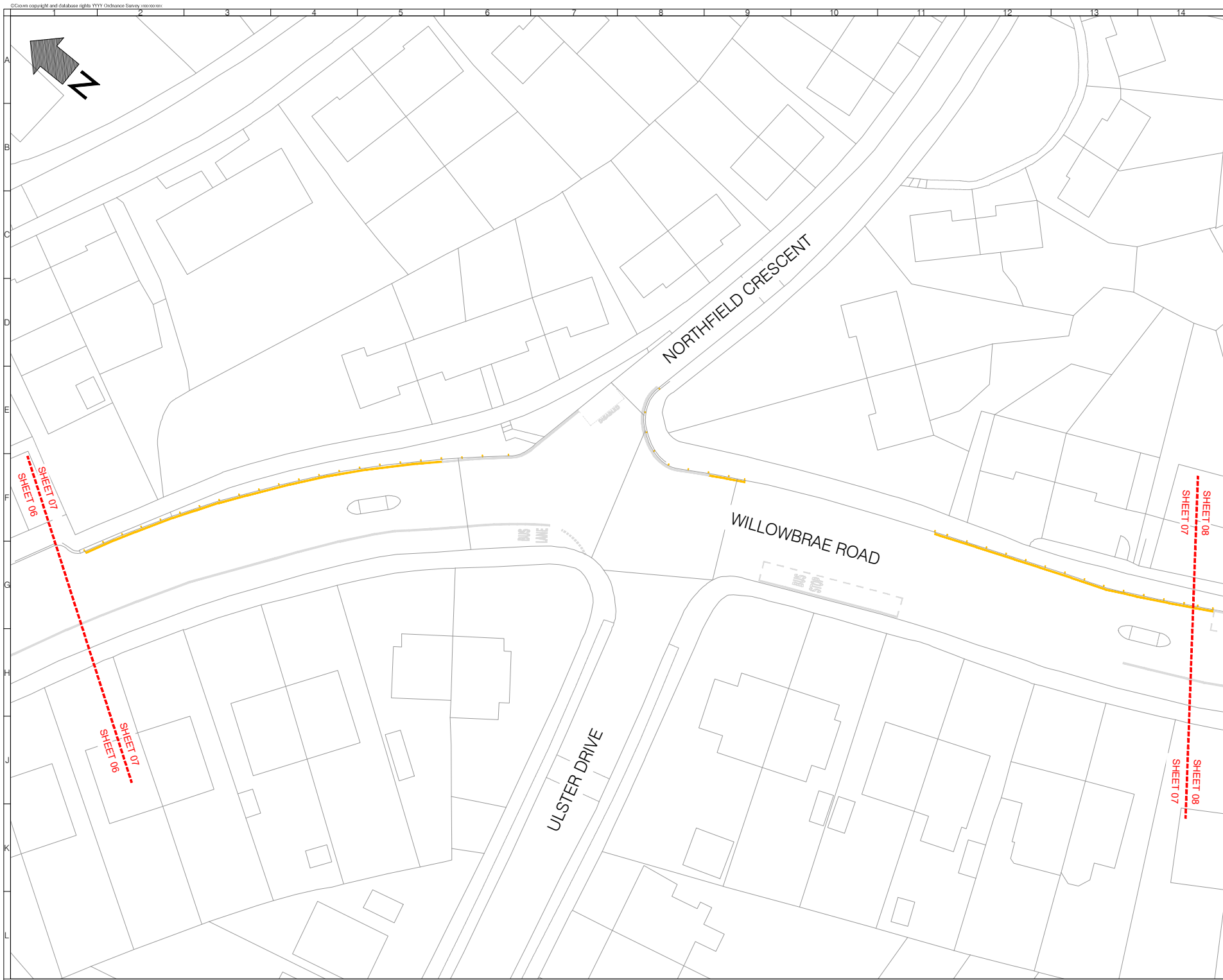
A1

Drawing No.

Rev

1000007733-3-0114

0



- NOTES
- Existing no waiting at any time
 - Proposed no waiting at any time
 - Proposed no loading/unloading, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
 - Existing road markings
 - Existing bus stop

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Project					
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Drawing Title					
A1 CORRIDOR SHEET 07 OF 14					
Drawing Status					
ETRO/21/28 East Plans					
Drawn	Designed	Date	Scale	Size	
SM	KR	OCT 2022	1:250	A1	
Drawing No.				Rev	
1000007733-3-0114				0	

[illegible]



	Proposed no waiting, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
	Proposed no waiting at any time
	Proposed no loading/unloading, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
	Proposed Bus Lane, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm

6	OCT 2022	FOR APPROVAL		SM	NC TG
Rev	Date	Description	Dn	Chk	App



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Drawing Title

A1 CORRIDOR
SHEET 09 OF 14

Drawing Status

ETRO/21/28 East Plans

Drawn SM	Designed KR	Date OCT 2022	Scale 1:250	Size A1
Drawing No. 1000007733-3-0114				Rev 0



NOTES

- Proposed no waiting, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
- Proposed no waiting at any time
- Proposed no loading/unloading, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
- Existing bus stop
- Proposed Bus Lane, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
- Proposed bus stop
- Proposed prohibition of vehicles (except cycles)

0	OCT 2022	FOR APPROVAL	SM	NC	10
Rev	Date	Description	Drn	Chk	App
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Client				
Project				
TRAVELLING SAFELY				
Drawing Title				
A1 CORRIDOR SHEET 10 OF 14				
Drawing Status				
ETRO/21/28 East Plans				
Drawn	Designed	Date	Scale	Size
SM	KR	OCT 2022	1:250	A1
Drawing No.				Rev
1000007733-3-0114				0



- NOTES
- Proposed no waiting, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
 - Proposed no waiting at any time
 - | Proposed no loading/unloading, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
 - Existing road markings
 - Existing bus stop
 - Proposed Bus Lane, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
 - Proposed bus stop

0	OCT 2022	FOR APPROVAL				SM	NC	TS	
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Client

Project

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Drawing Title

A1 CORRIDOR
SHEET 11 OF 14

Drawing Status

ETRO/21/28 East Plans

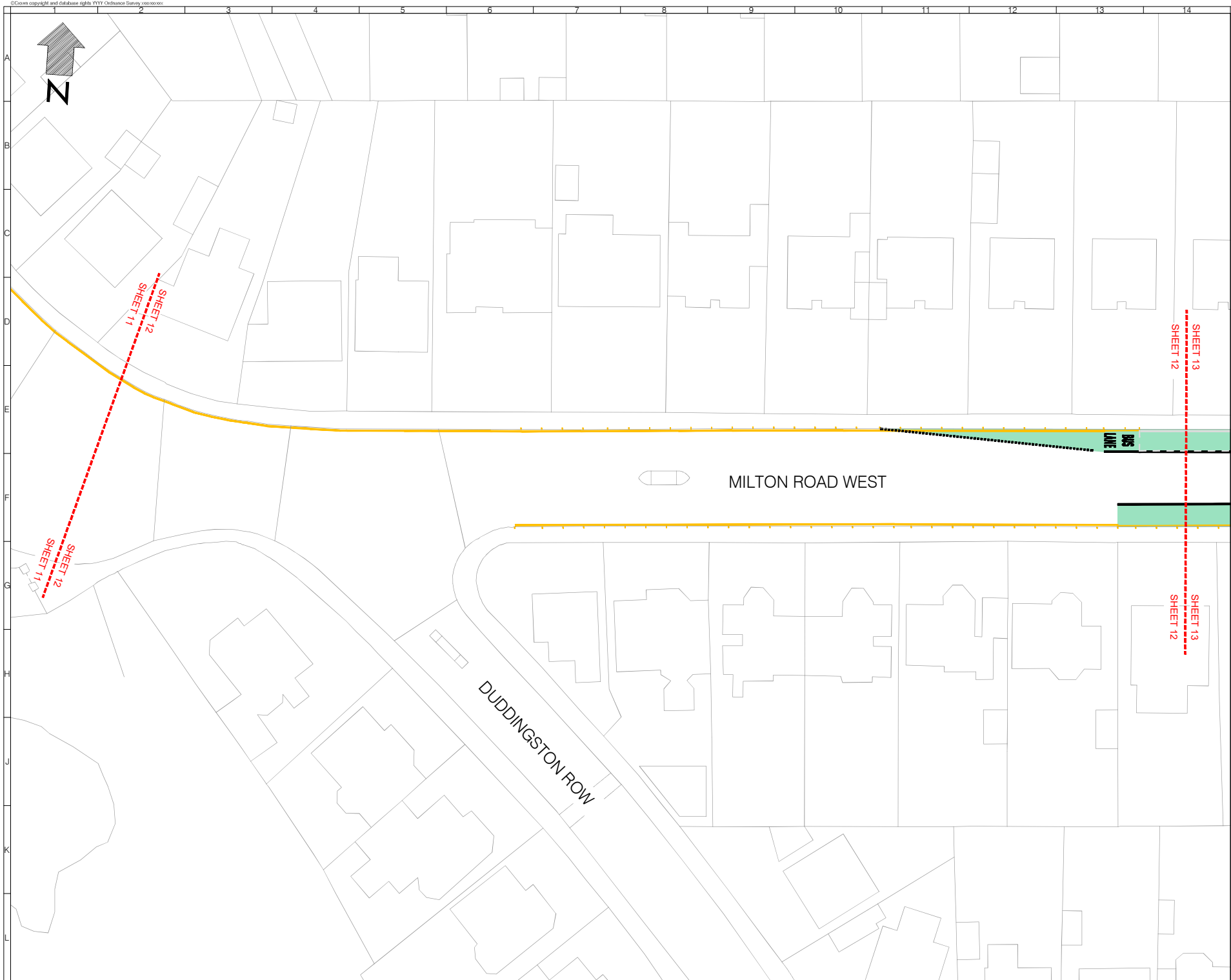
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SM	KR	OCT 2022	1:250	A1

Drawing No.






1000007733-3-0114

Rev

0



NOTES

- | | |
|---|---|
|  | Proposed no waiting, Mon-Fri
7:30am-9:30am & 4:00pm-6:30pm |
|  | Proposed no waiting at
any time |
|  | Proposed no loading/unloading, Mon-Fri
7:30am-9:30am & 4:00pm-6:30pm |
|  | Existing bus stop |
|  | Proposed Bus Lane, Mon-Fri
7:30am-9:30am & 4:00pm-6:30pm |

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Rev	Date	Description				Dm	Chk	App	



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Drawing Title

A1 CORRIDOR
SHEET 12 OF 14

Drawing Status

ETRO/21/28 East Plans

Drawn	Designed	Date	Scale	Size
SM	KR	OCT 2022	1:250	A1
Drawing No.				Rev
1000007733-3-0114				0



NOTES

- Proposed no waiting, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
- Proposed no waiting at any time
- Proposed no loading/unloading, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm
- Proposed no loading/unloading at any time
- Existing bus stop
- Proposed Bus Lane, Mon-Fri 7:30am-9:30am & 4:00pm-6:30pm

0	OCT 2022	FOR APPROVAL	SM	NC	10
Rev	Date	Description	Drn	Chk	App
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TRAVELLING SAFELY

Drawing Title

A1 CORRIDOR
SHEET 14 OF 14






Drawing Status

ETRO/21/28 East Plans

Drawn	Designed	Date	Scale	Size
SM	KR	OCT 2022	1:250	A1

Drawing No.	Rev
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	Existing waiting restrictions
	Existing no waiting at any time
	Existing Bus stop
	Proposed no waiting at any time
	Proposed no loading/unloading between the hours of 7:30 to 9:30 and 16:00 to 18:30

[illegible]

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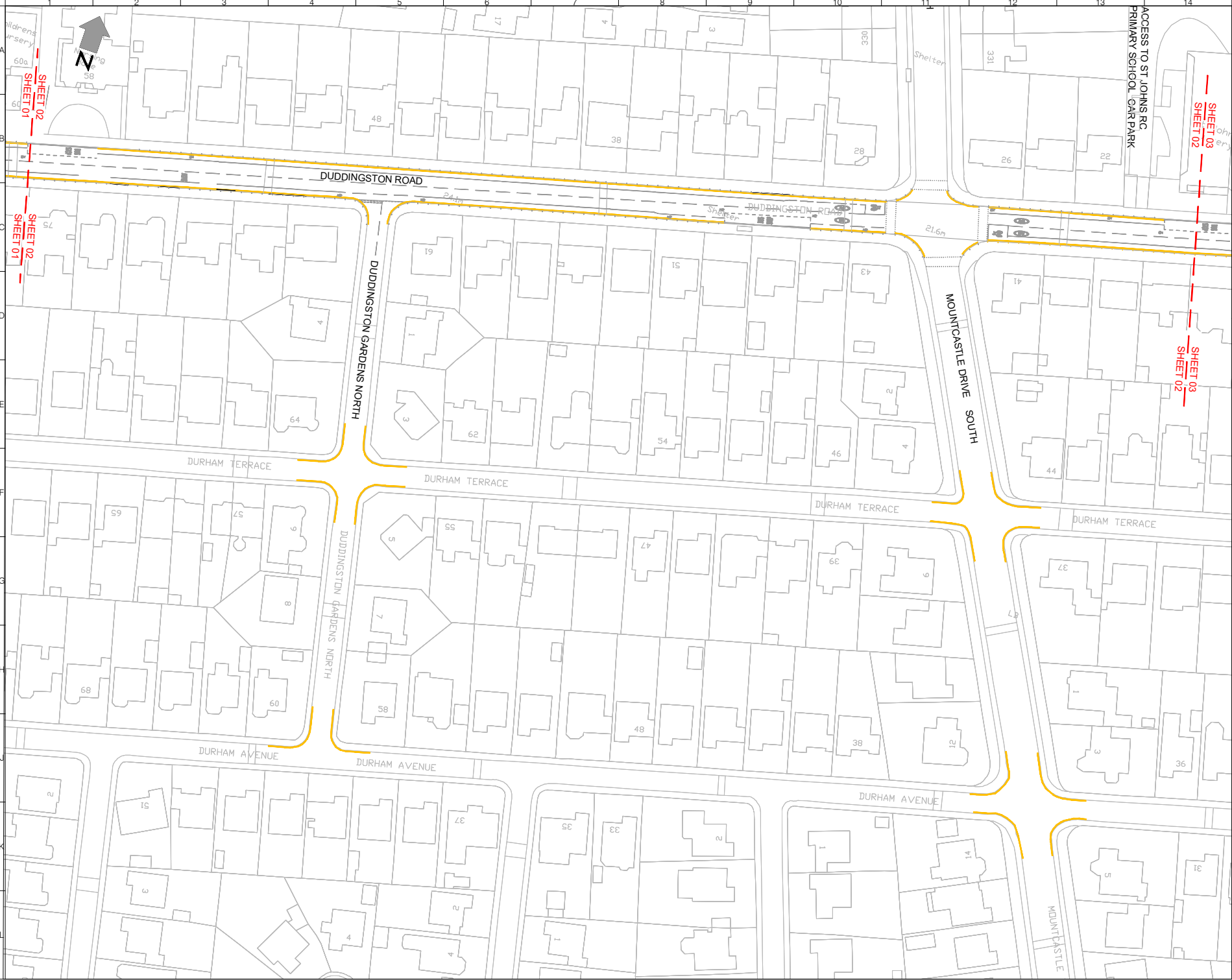
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Drawing Title

DUDDINGSTON ROAD
SHEET 01 OF 04

Drawing Status

Drawn SM	Designed KR	Date OCT 2022	Scale 1:500	Size A1
Drawing No. 1000007733-3-0115				Rev 0



- NOTES:
- Existing waiting restrictions
 - Existing no waiting at any time
 - Existing Bus stop
 - Proposed no waiting at any time
 - Proposed no loading/unloading between the hours of 7:30 to 9:30 and 16:00 to 18:30

Rev	Date	Description	SM	HC	TD
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Project: TRAVELLING SAFETY

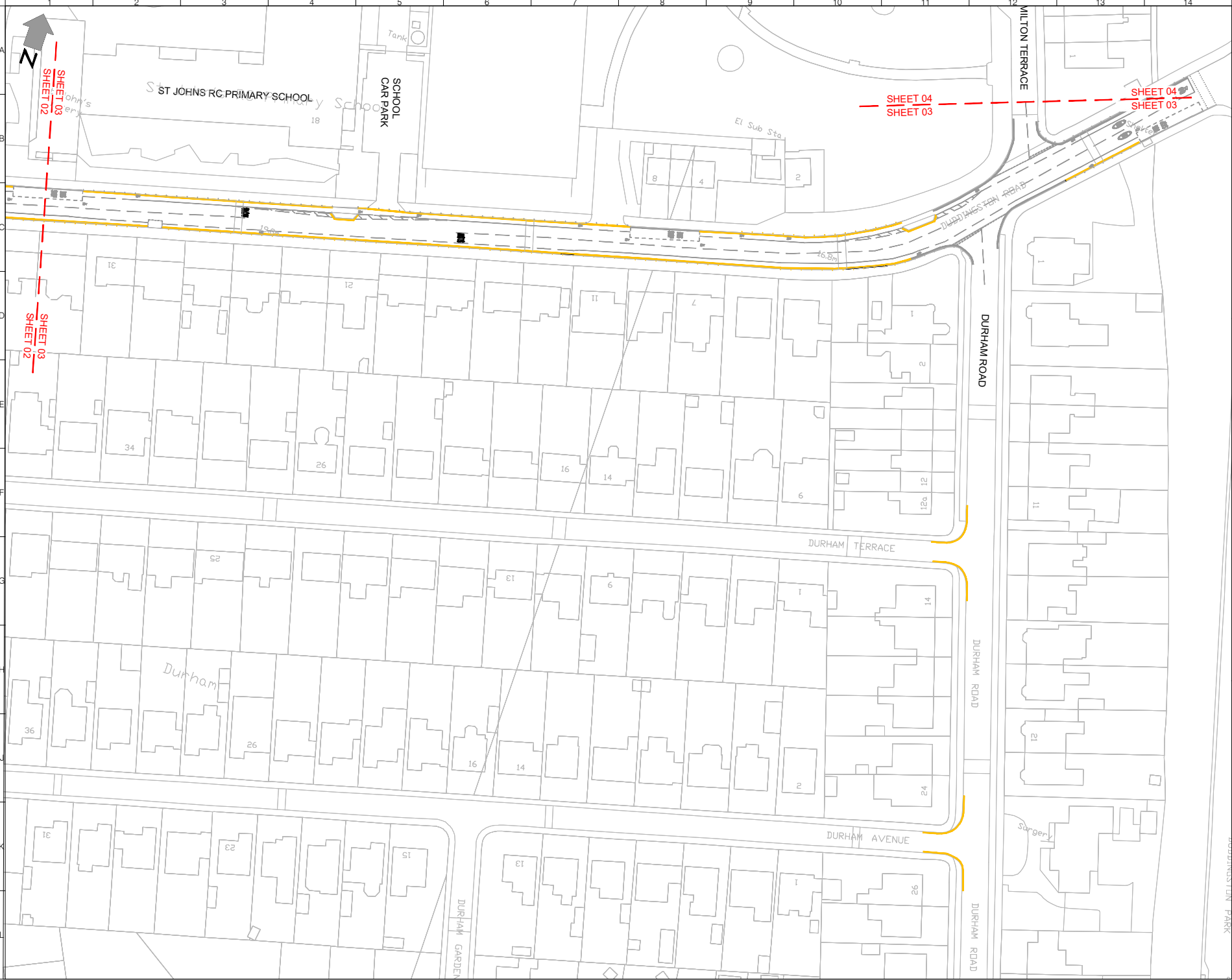
Drawing Title: DUDDINGSTON ROAD
SHEET 02 OF 04

Drawing Status: ETRO/21/28 East Plans

Drawn	Designed	Date	Scale	Size
SM	KR	OCT 2022	1:500	A1

Drawing No: 1000007733-3-0115

Rev: 0



- NOTES:
- Existing waiting restrictions
 - Existing no waiting at any time
 - Existing Bus stop
 - Proposed no waiting at any time
 - Proposed no loading/unloading between the hours of 7:30 to 9:30 and 16:00 to 18:30

Rev	Date	Description	SM	HC	TS
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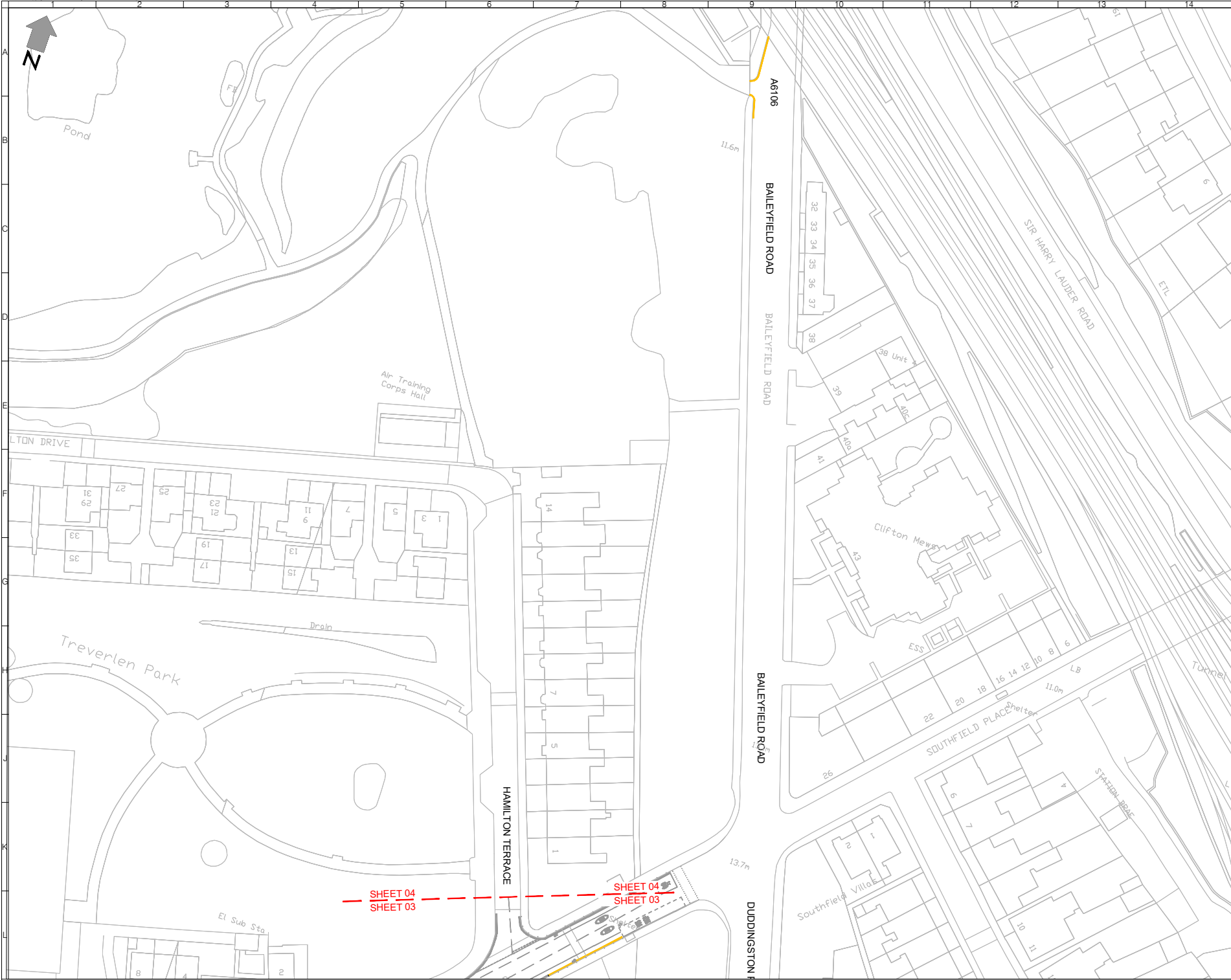
Client: **EDINBURGH**
THE CITY OF EDINBURGH COUNCIL

Project: TRAVELLING SAFETY

Drawing Title: DUDDINGSTON ROAD
SHEET 03 OF 04

Drawing Status: ETRO/21/28 East Plans

Drawn: SM	Designed: KR	Date: OCT 2022	Scale: 1/500	Size: A1
Drawing No: 1000007733-3-0115	Rev: 0			



NOTES:

-
- Existing waiting restrictions
- Existing no waiting at any time
- Existing Bus stop
- Proposed no waiting at any time
- Proposed no loading/unloading between the hours of 7:30 to 9:30 and 16:00 to 18:30

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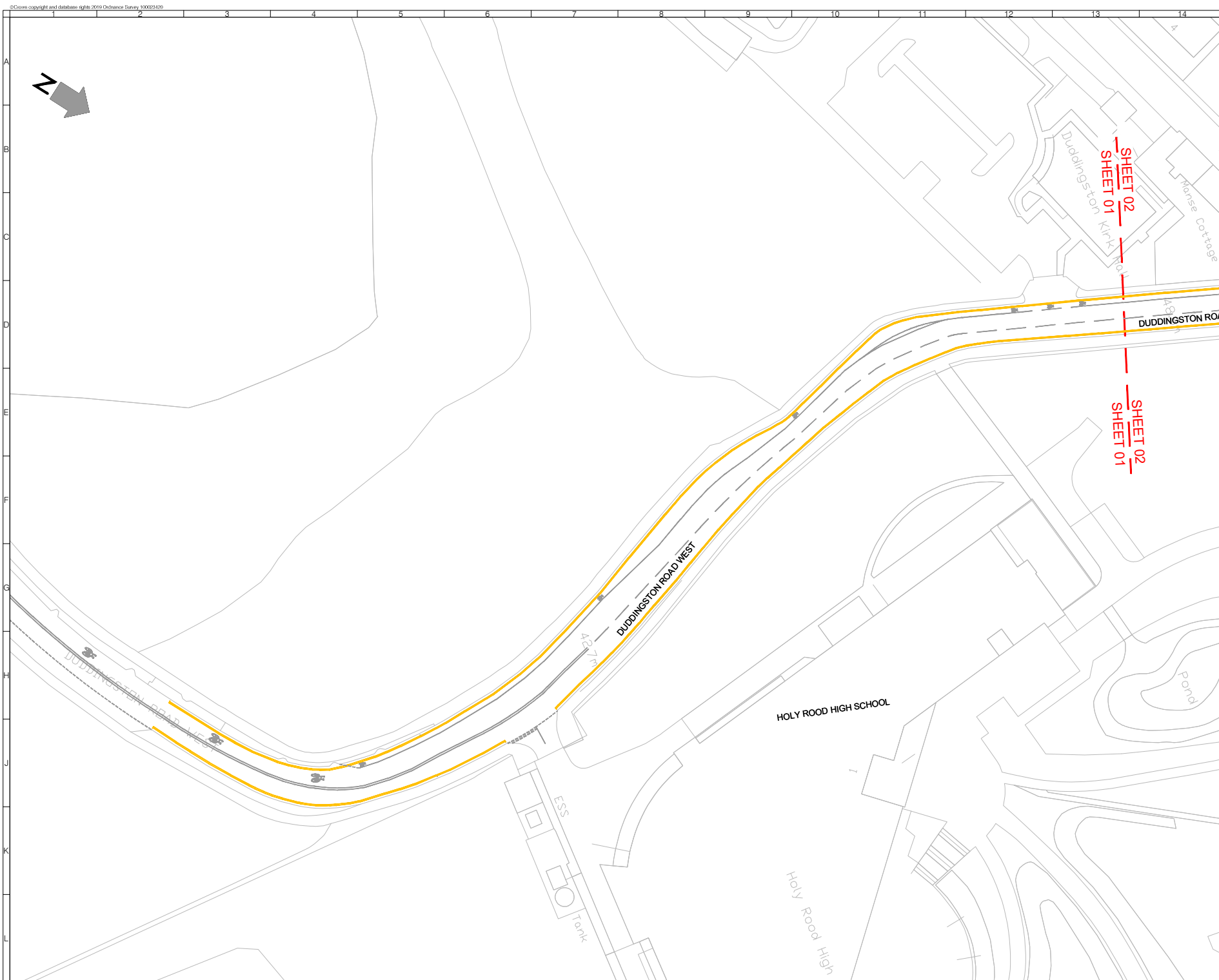
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TRAVELLING SAFELY

DUDDINGSTON ROAD
SHEET 04 OF 04

Drawing Status
ETRO/21/28 East Plans

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SM	KR	OCT 2022	1:500	A1
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NOTES:



☐ Existing bus stop



Existing no waiting at any time



- Proposed no waiting at any time



Proposed 20MPH speed limit zone

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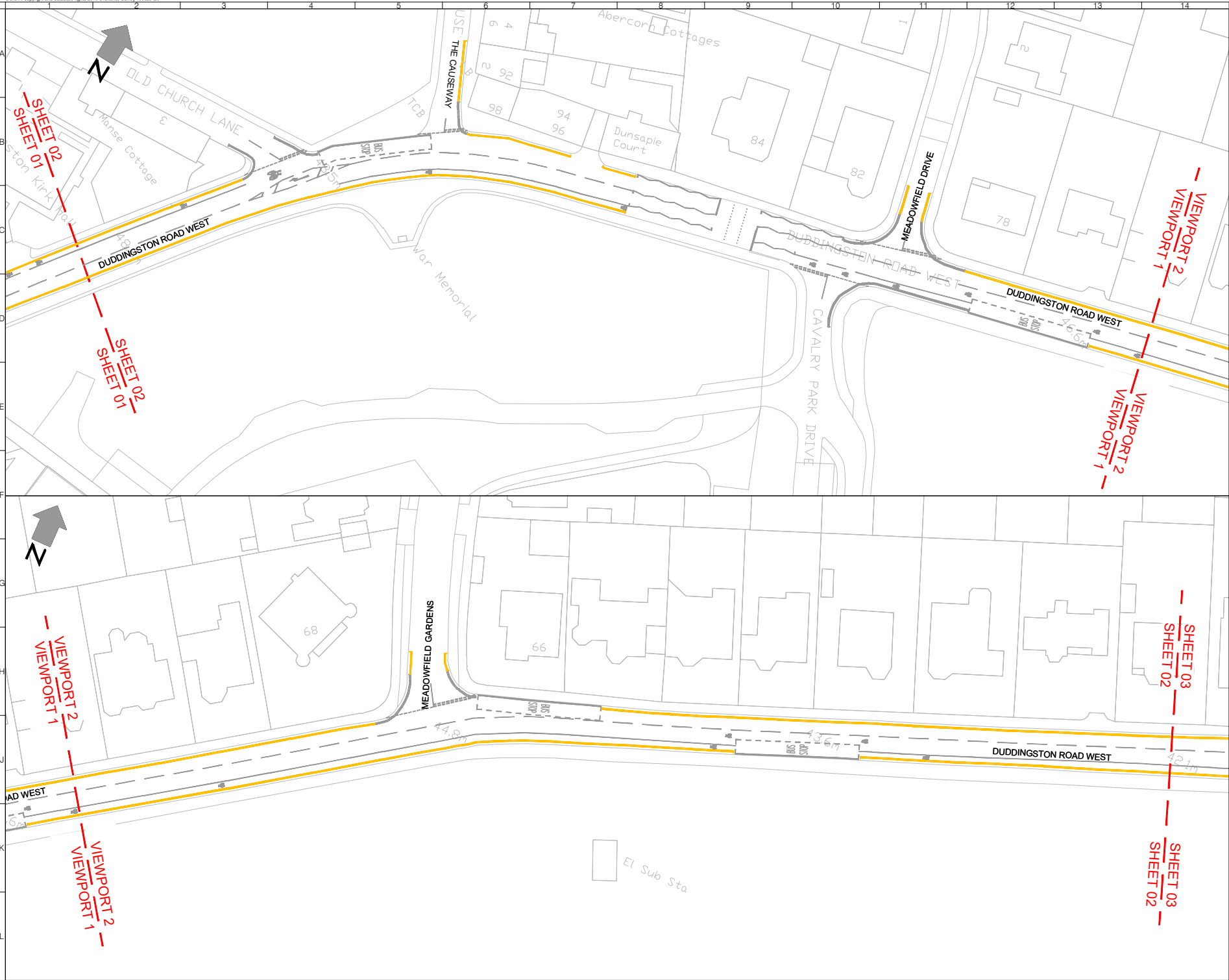
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SHEET 01 OF 03

Drawing Status

ETRO/21/28 East Plans

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SM	KR	OCT 2022	1:1000	A1
Drawing No.				Rev
1000007733-3-0116				0



NOTES:

- Existing bus stop
- Existing no waiting at any time
- Proposed no waiting at any time
- Proposed 20MPH speed limit zone

Rev	Date	Description	SM	NC	TD
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Drawing Title

DUDDINGSTON ROAD WEST
SHEET 02 OF 03

Drawing Status

ETRO/21/28 East Plans

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Drawing No.	1000007733-3-0116								Rev	0



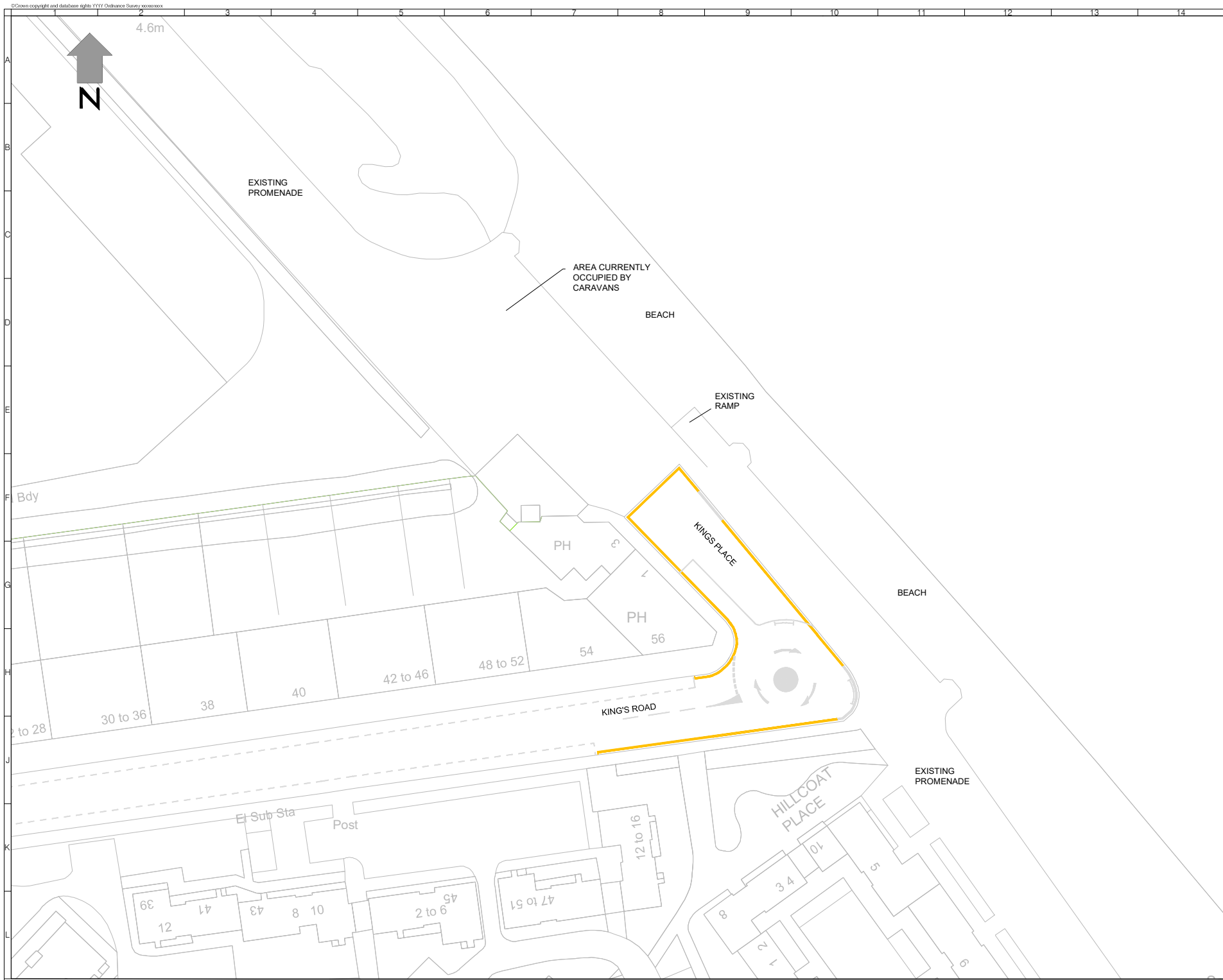
NOTES:

- Existing bus stop
- Proposed no waiting at any time
- Proposed 20MPH speed limit zone

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Client	EDINBURGH THE CITY OF EDINBURGH COUNCIL				
Project	TRAVELLING SAFELY				
Drawing Title	DUDDINGSTON ROAD WEST SHEET 03 OF 03				
Drawing Status	ETRO/21/28 East Plans				
Drawn	Designed	Date	Scale	Size	
SM	KR	OCT 2022	1:1000	A1	
Drawing No.	Rev				
1000007733-3-0116	0				



NOTES:

- Existing no waiting at any time
- Proposed no waiting at any time

Rev	Date	Description	Drn	Chk	App
0	OCT 2022	FOR APPROVAL			

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Drawing Title

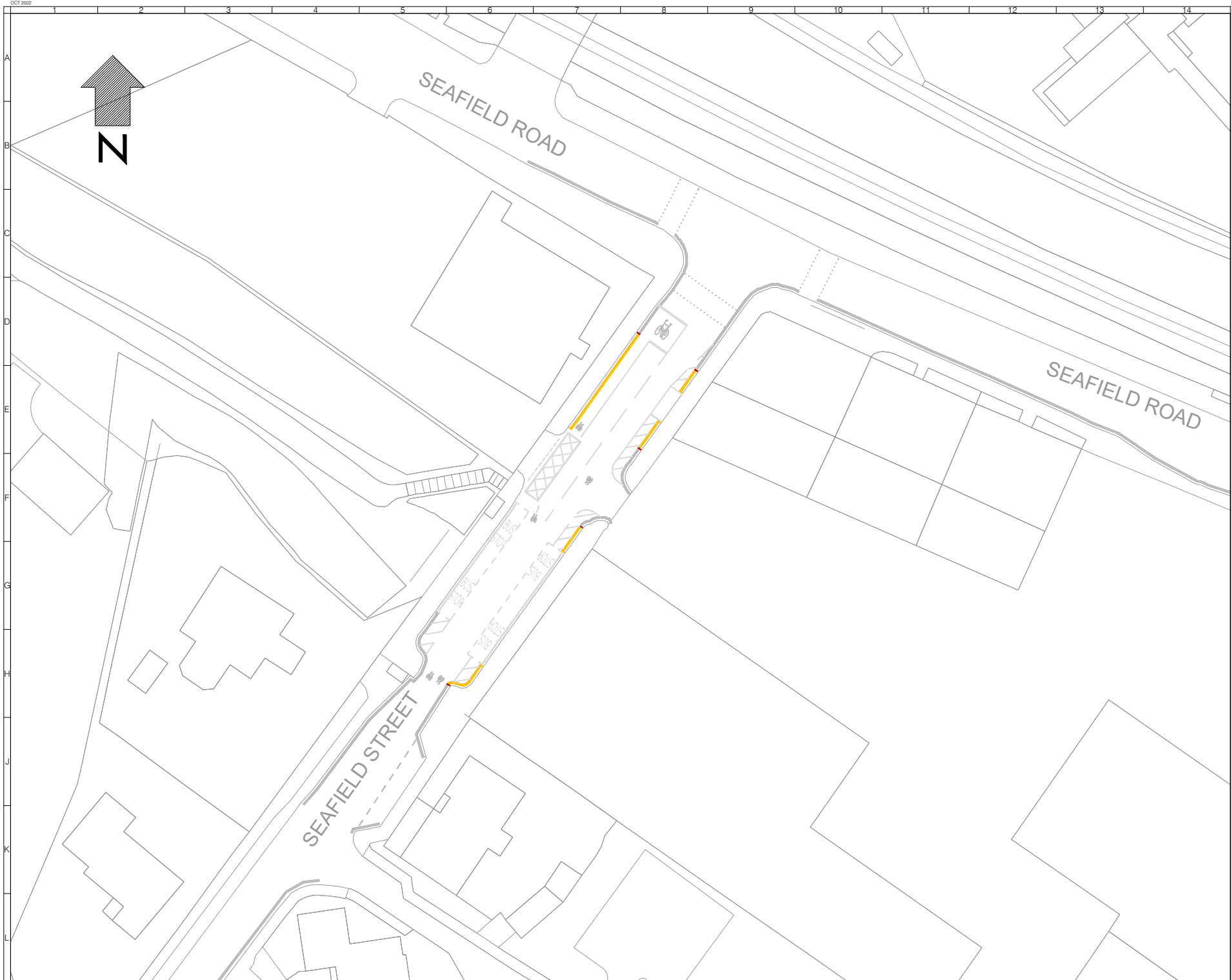
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SHEET 01 OF 01

Drawing Status

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SM	KR	OCT 2022	1:250m	A1

Drawing No.	Rev
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NOTES

EXISTING NO WAITING AT ANYTIME

PROPOSED NO WAITING AT ANYTIME

6	OCT 2022	FOR APPROVAL			SM	NC	TG
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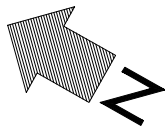
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SHEET 01 OF 02

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ETRO/21/28 East Plans

Drawn	Designed	Date	Scale	Size
SM	KR	OCT 2022	1:250	A1
Drawing No.				Rev
1000007733-3-0118				0



EXISTING NO WAITING AT ANYTIME

PROPOSED NO WAITING AT ANYTIME

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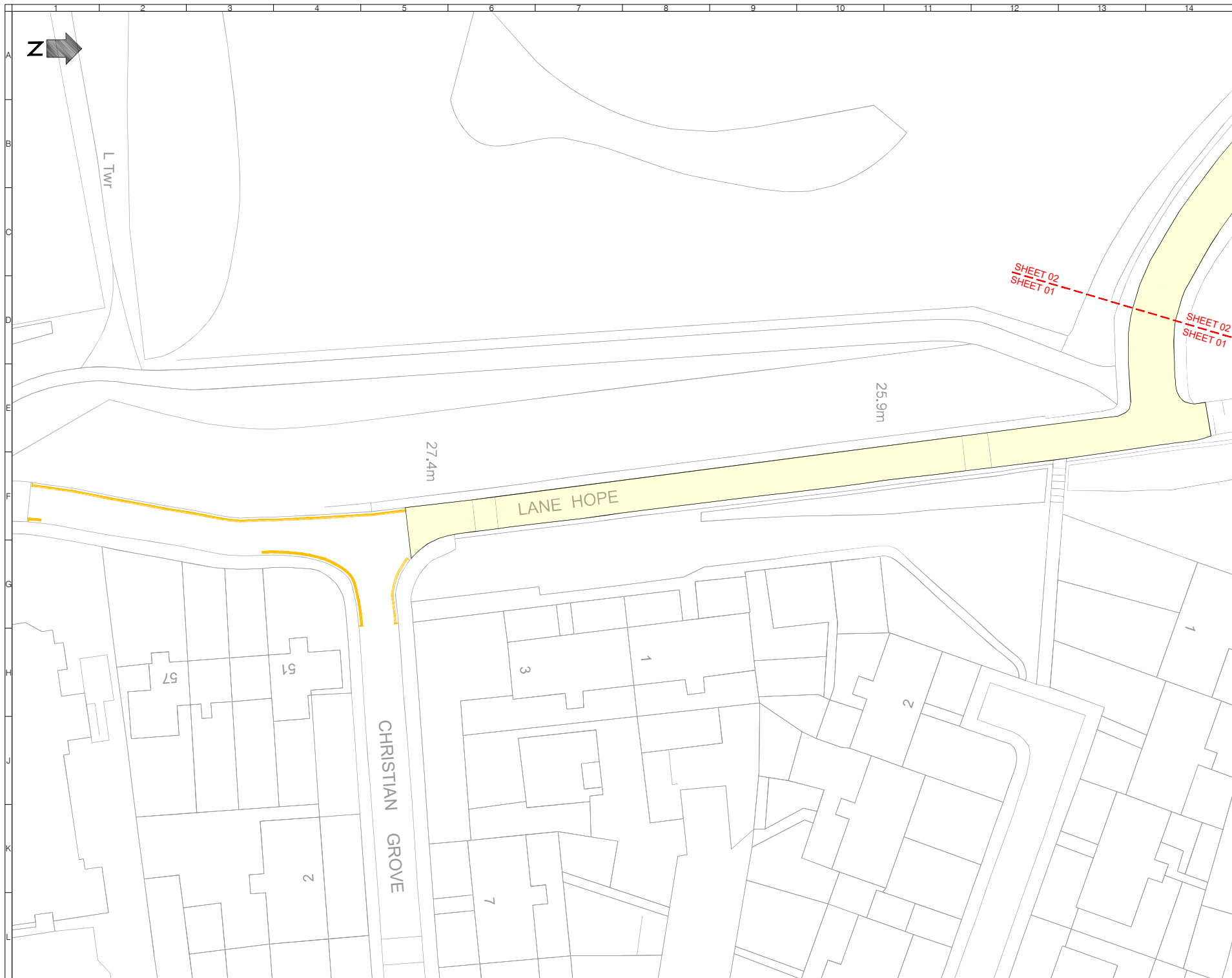
Drawing Title

SEAFIELD STREET
SHEET 02 OF 02



	Drawing Status
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ETRO/21/28 East Plans

Drawn	Designed	Date	Scale	Size
SM	KR	OCT 2022	1:500	A1
Drawing No. 1000007733-3-0118				Rev 0



NOTES:

- | | |
|---|---------------------------------------|
|  | Existing no waiting at any time |
|  | Proposed no waiting at any time |
| | Proposed prohibition of motor vehicle |

0	OCT 2022	FOR APPROVAL				SM	NC	TG	
Rev	Date	Description				On	Chk	App	

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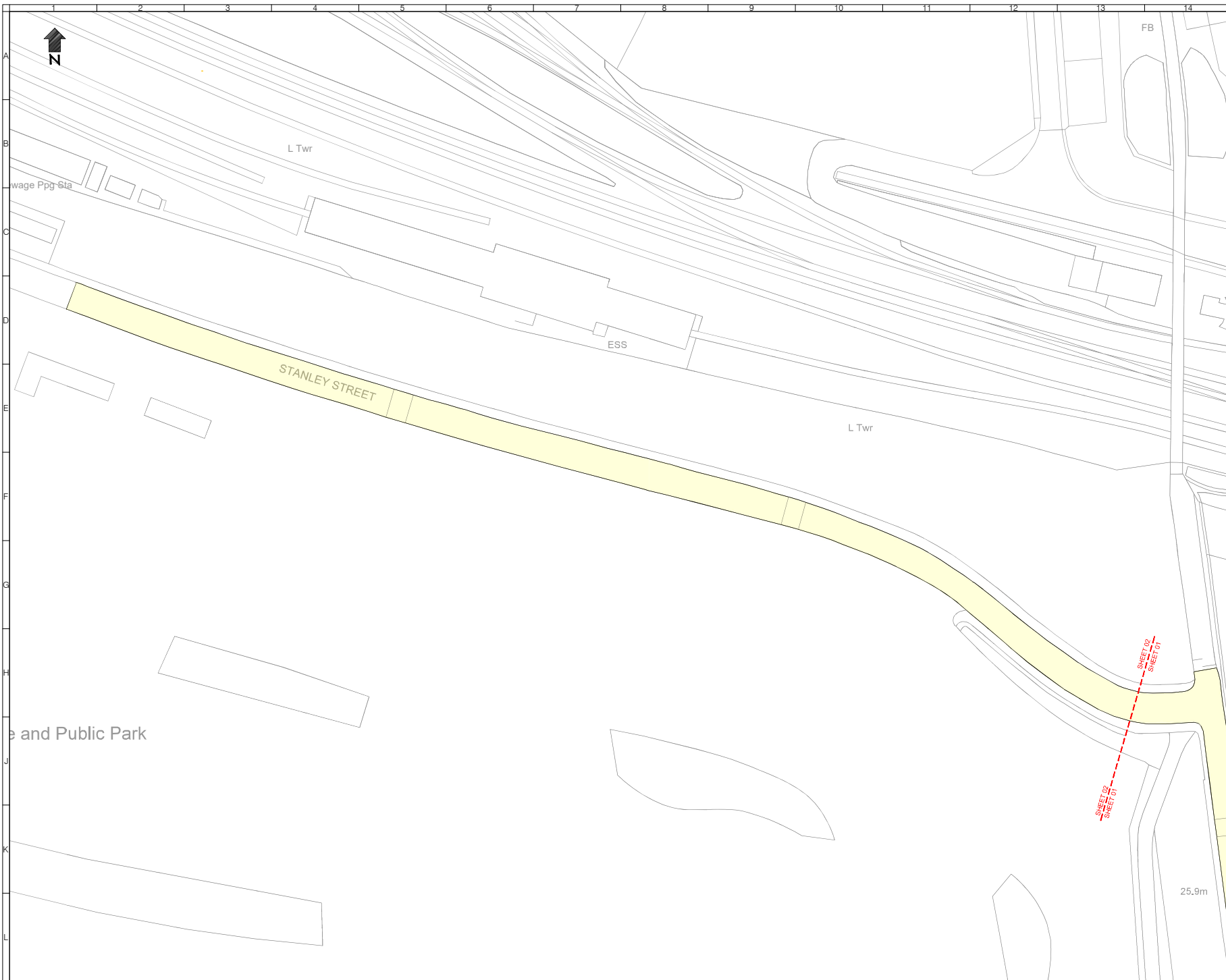
Drawing Title

STANLEY STREET HOPE LANE
SHEET 01 OF 02

Drawing Status

ETRO/21/28 East Plans

Drawn	Designed	Date	Scale	Size
SM	BF	OCT 2022	1:250	A1
Drawing No.				Rev
1000007733-3-0119				0



- NOTES:
- Existing no waiting at any time
 - Proposed no waiting at any time
 - Proposed prohibition of motor vehicle

FOR APPROVAL				SM		NC		TG	
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0	OCT 2022								

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Client		EDINBURGH THE CITY OF EDINBURGH COUNCIL	
Project		TRAVELLING SAFELY	
Drawing Title		STANLEY STREET, HOPE LANE SHEET 02 OF 02	
Drawing Status		ETRO/21/28 East Plans	
Drawn	Designed	Date	Scale
SM	BF	OCT 2022	1:250
Drawing No.		Rev	
1000007733-3-0119		0	

Appendix 6 - Summary of each restriction implemented per scheme under ETRO/21/28A

This ETRO promoted trial measures along Stanley Street, Hope Lane, Seafield Street, Seafield Road East, Kings Place, Duddingston Road West, Duddingston Road and the A1 Corridor including London Road, Willowbrae Road and Milton Road West. These measures are:

1. London Road: Sections of 24-hour waiting restrictions with one section of 24-hour waiting restrictions and loading prohibitions, between its junctions with Windsor Street and Wishaw Terrace.
2. Willowbrae Road: Sections of 24-hour waiting restrictions with loading prohibitions Monday to Friday 7:30am-9:30am and 4:00pm-6:30pm with one section of 24-hour waiting restrictions only, between its junctions with Abercorn Avenue and Northfield Crescent.
3. Milton Road West: Sections of 24-hour waiting restrictions with loading prohibitions Monday to Friday 7:30am-9:30am and 4:00pm-6:30pm; and sections of waiting restrictions and loading prohibitions Monday to Friday 7:30am-9:30am and 4:00pm-6:30pm to allow the introduction of new bus lanes on both directions, between its junctions with Duddingston Road West/Duddingston Road and Mountcastle Drive South.
4. A modal filter on the junction between Southfield Road West and Milton Road West to prohibit access to motor vehicles.
5. Duddingston Road: Sections of 24-hour waiting restrictions with loading prohibitions Monday to Friday 7:30am-9:30am and 4:00pm-6:30pm; and sections of waiting restrictions without loading prohibitions at pedestrian crossing points through the route and at neighbouring street junctions.
6. Duddingston Road West: Sections of 24-hour waiting restrictions without loading prohibitions.
7. King's Place: Sections of 24-hour waiting restrictions without loading prohibitions.
8. Seafield Street: Sections of 24-hour waiting restrictions without loading prohibitions.
9. Seafield Road East: Sections of 24-hour waiting restrictions without loading prohibitions.
10. Hope Lane and Stanley Street: Sections of 24-hour waiting restrictions without loading prohibitions and prohibitions of motor vehicles along both roads, between their junctions with Christian Grove and a local access road, with physical measures.

Appendix 7 - 2024 Travelling Safely Monitoring Activities Summary Report



Travelling Safely Schemes Monitoring Activities

Summary Report

Project Ref: 330610712 | Rev: 01 | Date: May 2024

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: 3rd Floor, Capital Square, 58 Morrison Street, Edinburgh, EH3 8BP
T: +44 (0)131 297 7010

Document Control Sheet

Project Name: CEC Travelling Safely Monitoring

Project Ref: 330610712

Report Title: Travelling Safely Schemes: Monitoring Activities

Date: May 2024

	Name	Position	Signature	Date
Prepared by:	Thomas Hochkins Jenny Ritchie	Graduate Transport Planner Senior Transport Planner	TH JR	03.05.2024
Reviewed by:	Jenny Ritchie	Senior Transport Planner	JR	08.05.2024
Approved by:	Jordan Dunn	Associate Transport Planner	JD	10.05.2024
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
01	May 24'	Revision 01	TH	JR	JD
02	March 25'	Final Report	TH	JR	JD

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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1 Introduction

1.1 Background

- 1.1.1 In 2020, the City of Edinburgh Council introduced a number of temporary, emergency measures across the city in response to the COVID-19 public health emergency under the Spaces for People (SfP) programme. The measures, introduced using Temporary Traffic Regulation Orders (TTROs), were designed to provide more space and improved safety for those walking, wheeling, and cycling.
- 1.1.2 In August 2021, the Transport and Environment Committee (TEC) agreed to retain the schemes under the Travelling Safely project. In August 2022, TEC approved the recommendation to prepare Experimental Traffic Regulation Orders (ETROs) to retain a number of the Travelling Safely schemes for a further 18-month trial period, during which monitoring and evaluation of the impacts of the schemes would be undertaken.
- 1.1.3 The results of the monitoring and evaluation will help inform a decision in relation to whether the schemes should be retained on a more permanent basis and, if so, help to identify any necessary changes.

1.2 Objectives

- 1.2.1 At the outset, a series of objectives were developed to focus the monitoring and evaluation activities. These objectives fell into two categories; core objectives relating to the intended outcomes of the schemes and impact mitigation objectives relating to potential negative impacts that could arise as a result of the interventions (see [Table 1-1](#)).

Table 1-1: Travelling Safely Monitoring and Evaluation Objectives

Objective	Description
Core Objectives	
User Safety	Making people feel safer when cycling and walking
Encouraging People to Cycle	Increasing the number of people who consider cycling as a mode of travel
Encouraging People to Walk	Increasing the number of people who consider walking as a mode of travel
Impact Mitigation Objectives	
Impact on Local Residents	Maximising the positive impacts and minimising the negative impacts on local residents
Impact on Local Businesses	Maximising the positive impacts and minimising the negative impacts on local businesses
Improving Conditions for People with Disabilities	Making the built environment more accessible for those with mobility / visual impairments
Minimising Delay to Public Transport	Ensuring that schemes do not result in excessive delays to public transport journeys
Minimising Delay to General Traffic	Ensuring that schemes do not result in excessive delays to general traffic

1.3 Monitoring Activities

- 1.3.1 Monitoring activities were planned, and carried out, to establish which schemes, or elements of schemes are working well towards encouraging people to walk and cycle more. Simultaneously,

the activities sought to identify any additional impacts the schemes are having on a variety of stakeholders. The monitoring activities undertaken are shown in **Table 1-2**.

Table 1-2: Travelling Safely Monitoring Activities Undertaken

Monitoring Activity	Associated Objective(s)	User / Impact Groups
Cycle User Counts	<ul style="list-style-type: none"> Encouraging People to Cycle 	<ul style="list-style-type: none"> People on Bikes
User Interaction / Conflict Surveys	<ul style="list-style-type: none"> User Safety Improving Conditions for People with Disabilities 	<ul style="list-style-type: none"> People on Bikes People in Cars Local Businesses
General Traffic Journey Time Analysis	<ul style="list-style-type: none"> Minimising Delay to General Traffic 	<ul style="list-style-type: none"> People in Cars
Parking and Loading Video Surveys	<ul style="list-style-type: none"> Making people feel safer when cycling. Maximising positive impacts for businesses 	<ul style="list-style-type: none"> People on bikes People in cars Local businesses
Cycle Video Surveys	<ul style="list-style-type: none"> All Objectives 	<ul style="list-style-type: none"> All Users
Mobility Workshop	<ul style="list-style-type: none"> User Safety Improving Conditions for People with Disabilities 	<ul style="list-style-type: none"> All Users

1.4 Report Purpose

1.4.1 This report summarises the monitoring activities undertaken and the key findings. It is structured as follows:

- **Chapter 2:** Categorisation of Individual Schemes
- **Chapter 3:** On-Street Video Surveys
- **Chapter 4:** Cycle User Counts
- **Chapter 5:** User Interaction / Conflict Analysis
- **Chapter 6:** General Traffic Journey Time Analysis
- **Chapter 7:** On-Street User Intercept Survey
- **Chapter 8:** Mobility Workshop
- **Chapter 9:** Other Activities

2 Categorisation of Individual Schemes

2.1 Overview

2.1.1 The Travelling Safely programme consists of over 30 schemes that all require different types of monitoring. As such, the initial stage of monitoring was to carry out a review of each scheme and categorise them within the scope of the planned monitoring activities.

2.1.2 The following was considered during the categorisation process:

- **Scheme type:** consideration of the type of scheme and relevant measures (modal filters, segregated cycleways, parking and loading restrictions, and bus lanes)
- **Location:** consideration of the geographic location of the scheme
- **Feedback received:** consideration of comments received following the engagement carried out in 2022, and other feedback received to date.

2.1.3 A full list of the Travelling Safely schemes subject to monitoring can be found in [Error! Reference source not found.](#)

2.2 Travelling Safely Scheme Summary

2.2.1 There are a range of different measures that have been introduced through the Travelling Safely project. Most of the schemes are located on primary travel corridors and include segregated cycle lanes adjacent to the kerb, with 'lane defender' temporary kerbs installed to provide physical separation between cyclists and motorised traffic ([Figure 2-1](#)).



Figure 2-1: Example of a Segregated Cycle Lane with Lane Defenders on Gilmerton Road

2.2.2 On some of the schemes, there is floating parking in combination with the segregated cycle lane. The parking is located to the right of the cycle lane, acting as an additional buffer between the cycle lane and general traffic lane.

- 2.2.3 Where, due to limited street space, it was not possible to implement lane defenders, many of the schemes have large sections of mandatory and advisory cycle lanes instead. There are also a number of schemes which incorporate new and existing bus lanes, which provide cyclists with a degree of separation from general traffic. In some locations, there were other, additional, measures implemented to create a safer cycling environment, such as roundabout improvements.
- 2.2.4 A handful of the Travelling Safely schemes avoid primary routes altogether and, instead, make use of low-traffic side streets. These schemes are largely facilitated by modal filters, which restrict the movement of motorised traffic, as well as full road closures.
- 2.2.5 The proceeding chapters of this report describe the monitoring activities undertaken on these schemes, and the key findings.

3 On-Street Cycle Video Surveys

3.1 Introduction

- 3.1.1 Monitoring of the Travelling Safely schemes was undertaken by video survey across several weeks between February and April 2023. The routes were surveyed in both directions during either the morning or evening peak period to experience and capture the busiest periods and ensure that timed bus lanes and parking restrictions were in operation during the survey.
- 3.1.2 The video surveys were carried out by two surveyors who were equipped with video cameras to record the journeys from the perspective of the cyclist user. The observations have been analysed and reported in relation to the cycling experience considering the six core design principles for cycling infrastructure detailed in Cycling by Design, comprising: safety, comfort, coherence, directness, attractiveness, and adaptability.
- 3.1.3 While this chapter summarises the key observations, there are individual reports for each of the schemes surveyed, detailing specific findings, which can be found in [Error! Reference source not found.](#)

3.2 Key Findings

Segregated Cycling

- 3.2.1 As noted in Chapter 2, segregated cycling in the context of the Travelling Safely schemes refers to cycle lanes adjacent to the kerb with 'lane defenders'. Universally across the schemes, segregated cycle lanes of this nature were found to provide a more comfortable cycling experience and were perceived to be much safer than segments with any other type of provision.
- 3.2.2 Segregated cycle lanes provided an enhanced cycling experience at busy times and provided cyclists a clear path to safely pass stationary or slow-moving traffic. This was notably beneficial on Ferry Road which was significantly congested during the video survey. Conversely, when traffic was moving much faster (e.g., on uphill segments), segregated cycle lanes afforded confidence that the risk of conflict with a vehicle was very low.
- 3.2.3 In terms of design, where the segregated cycle lane fed into an advanced stop line (ASL) at a junction, this had clear benefit to perceived safety, as well as directness. Comfort was also further increased where the cycle lane was wide.

Gaps in Lane Defenders

- 3.2.4 Due to the temporary nature of the schemes and limited street space, there are a number of constraints on the continuity of the provision of lane defenders, resulting in necessary gaps. The primary reasons for gaps (excluding junctions) were to enable buses to access bus stops; enable access to a side road or driveway; and to accommodate temporary reduction in corridor width.
- 3.2.5 In most cases, gaps in lane defenders did not have a significant impact on comfort and safety; however, aside from minimising the number and size of gaps in lane defenders, a number of additional characteristics reduced the negative impacts. These included consistent cycle lane widths, consistent vehicle lane widths, and additional road markings to emphasise the potential presence of cyclists in advisory cycle lanes.

Crossings

- 3.2.6 Where there were pedestrian crossings, gaps in lane defenders were generally well-managed to ensure cyclist safety and comfort. Some schemes had mandatory cycle lanes through the crossing, while others had enlarged advisory lanes with red high-friction surfacing which highlighted the potential presence of cyclists to drivers.
- 3.2.7 Despite this, it was noted that there were a number of locations where the design of the scheme could be improved to enhance safety and comfort, especially where gaps in lane defenders were coupled with narrowing cycle lanes which encouraged cyclists to adopt a road position closer to the kerb.

Bus Stops

- 3.2.8 Gaps in segregated provision at bus stops were not usually associated with localised reductions in corridor widths and therefore, were generally not considered to cause any significant issues. Nevertheless, it was noted that the closer the lane defenders were positioned to the start and end of the bus stop, the smaller the impact was on perceived safety and comfort.
- 3.2.9 In particular, it was noted that the bus stop buildouts along London Road on the A1 Corridor scheme created issues for cyclists using the segregated cycle lane; the need to make a lateral movement into the bus lane to pass the bus stops increased the risk of conflict with a vehicle and made these gaps feel particularly uncomfortable. This was also investigated further in the interaction analysis (Chapter 5).

Side Road / Driveways

- 3.2.10 Gaps in segregated provision for driveways and side roads were also well-designed in most cases, with several locations where gaps had been omitted by closing side roads. In other locations, additional lane defenders had been used to reduce the turning radii at side roads (see **Figure 3-1**). These arrangements felt safest and afforded the most comfortable cycling experience.



Figure 3-1: Lane Defenders Reduce Turning Radii

- 3.2.11 However, there were several locations where the introduction of additional defenders could improve safety and comfort, most notably on corridors with frequent driveway access, often facilitated by extended gaps in the segregation. Intermediate lane defenders between

driveways, as implemented on Craigmillar Park (see [Figure 3-2](#)), would improve the coherence and comfort of these routes.



Figure 3-2: Intermediate Lane Defender on Craigmillar Park

Transitions Between Segments

- 3.2.12 For many reasons, it was not always possible to implement lane defenders along an entire route. In general, the transitions between segments with and without lane defenders were well managed, ensuring cyclists felt protected when entering and exiting segregated cycling segments.
- 3.2.13 Good transitions were generally characterised by sufficient space for cyclists and vehicles at the transition point, or a clear system of priority that is legible to all road users. For example, on Slateford Road ([Figure 3-3](#)), road markings have been used to encourage cyclists to give-way to vehicles at the merge point.



Figure 3-3: Road Markings Indicating the End of the Segregated Cycle Lane

Floating Parking

- 3.2.14 In locations with floating parking (**Figure 3-4**), the increased degree of separation between cyclists and general traffic enhanced perceived comfort and safety.



Figure 3-4: Example of Floating Parking on Mayfield Road

- 3.2.15 The benefits of floating parking extended beyond the increased separation from motorised traffic. While there was a small perceived risk of interactions between cyclists and vehicle doors when cycling next to floating parking, the potential severity of these interactions was lower because:

- Potential interactions would be with the passenger side door (assuming vehicles parked in the direction of travel) and are therefore less likely to occur; and
- Any interactions between cyclists and car doors would not occur adjacent to live traffic.

- 3.2.16 As such, floating parking increased both perceived safety and comfort, and physical safety in the event of an incident. Furthermore, in locations where there was a painted buffer between the floating parking bays and the cycle lane, the sense of safety increased further and improved comfort by minimising the risk of vehicle door interactions.

Bus Lanes

- 3.2.17 As noted in Chapter 2, there are a number of schemes which incorporate new and existing bus lanes. In general, it was found that cycling in bus lanes was comfortable and safe, especially where the carriageway surfacing was in good condition. Bus lanes offered a more comfortable cycling experience due to the increased space available for cycling, and increased separation from general traffic. There were very few interactions with buses in the bus lanes during the surveys, even on busy bus corridors.

Other Design Features

- 3.2.18 It was noted that the temporary scheme on Duddingston Road (Figure 3-5) functioned excellently with the existing floating pedestrian crossings, mitigating the need for a gap in segregation at all. The segregated cycle lanes enhanced the existing permanent infrastructure, highlighting the flexibility and adaptability of light segregation using lane defenders.



Figure 3-5: Segregated Cycle Lanes Integrated Well with Existing Permanent Infrastructure on Duddingston Road

Wayfinding / Road Markings

- 3.2.19 For schemes on primary routes, specific signage for cyclists was not generally considered necessary due to these routes being intuitive and easy to follow. However, on quiet corridors and schemes which did not use main roads, it was often felt necessary to provide additional signage and road markings.
- 3.2.20 Wayfinding issues were most notable on the Greenbank to Meadows and Murrayburn Road schemes and less notable on the Cammo Walk and West Shore Road schemes, which both extend along a single road without any turns. In contrast, wayfinding on the Silverknowes quiet corridor was excellent. More detail on this can be found within the scheme specific reports.
- 3.2.21 Additionally, confusion was sometimes created by faded / worn road markings.

Carriageway Surfacing

- 3.2.22 The condition of the carriageway surface was noted to have a significant impact on the safety and comfort of the cycling experience. Schemes and segments with smooth and consistent high quality carriageway surfacing felt much safer and comfortable to cycle.
- 3.2.23 While a deteriorated carriageway surface created discomfort while cycling, it did not always reduce the perceived safety of the scheme. However, extended segments of discomfort may discourage scheme use. This is especially prevalent on downhill segments where cyclist speeds are higher, and the impact of road defects is magnified.
- 3.2.24 In a few locations, the condition of the carriageway surface reduced safety by requiring evasive manoeuvres to avoid large potholes or larger patches of severely deteriorated carriageway surface. Where defects requiring evasive manoeuvres coincided with junctions, the impact on safety was greater due to the increased risk of conflict with other road users, especially vehicles making turning manoeuvres.

4 Cycle User Counts

4.1 Introduction

4.1.1 To better understand the usage of the Travelling Safely Schemes, user count surveys were undertaken in June 2023. Link counts recorded pedestrians and cyclists at 30 sites along the schemes. 23 of the sites were subject to a 3-day count, while the other 7 sites were subject to a 2-day count. The counts recorded non-motorised movements only and the surveys were undertaken on the following dates¹:

- Tuesday 20th June (3-day count sites only)
- Thursday 22nd June
- Saturday 24th June

4.1.2 This chapter summarises the key findings of the count analysis. The count locations are shown in **Figure 4-1**.

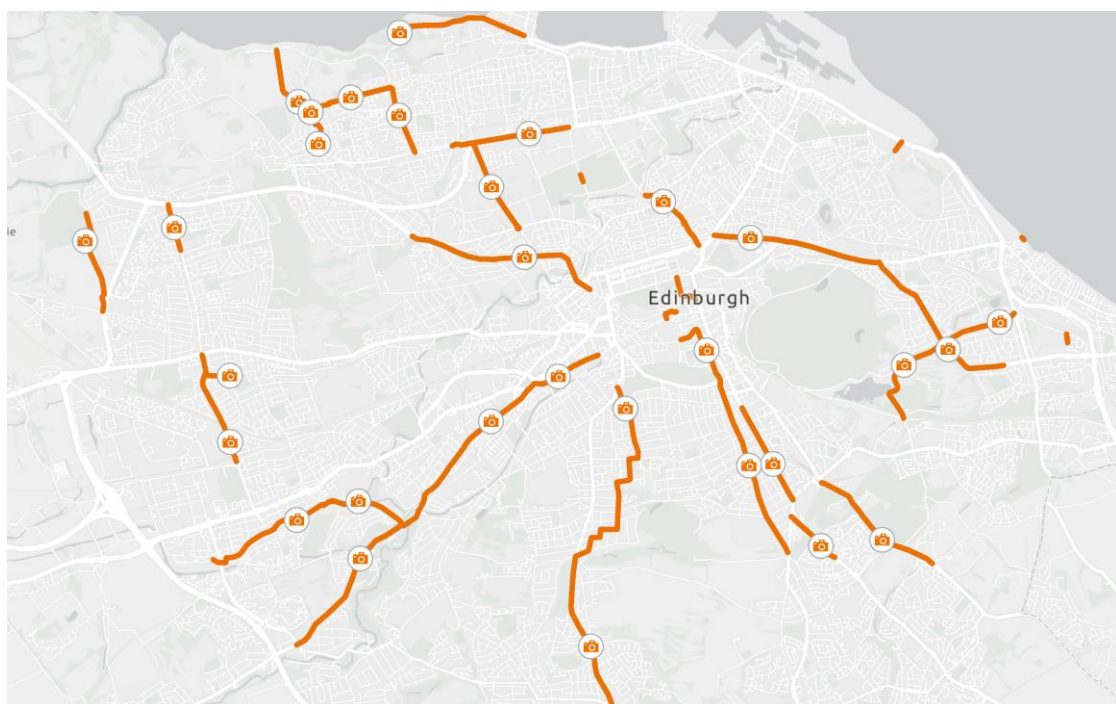


Figure 4-1: Map Showing the Location of User Counts Along the Travelling Safely Schemes

4.1.3 A summary table containing the average weekday counts, weekend counts and maximum hourly counts can be found in [Error! Reference source not found.](#)

4.2 Weekday Counts

4.2.1 During the week, the count data showed significant morning and evening peaks in most locations. However, the morning peak was usually more significant than the evening peak.

¹ Counts were recorded on these days at all sites with the exception of Mayfield Road, where the counts were undertaken on Wednesday 21st June and Monday 26th June due to emergency water main repair works.

- 4.2.2 Whitehouse Loan recorded the highest hourly cyclist flow (195 cyclists), followed by Old Dalkeith Road, Mayfield Road and Craigmillar Park. The top 10 peak hourly cycle count locations are shown in **Figure 4-2**.

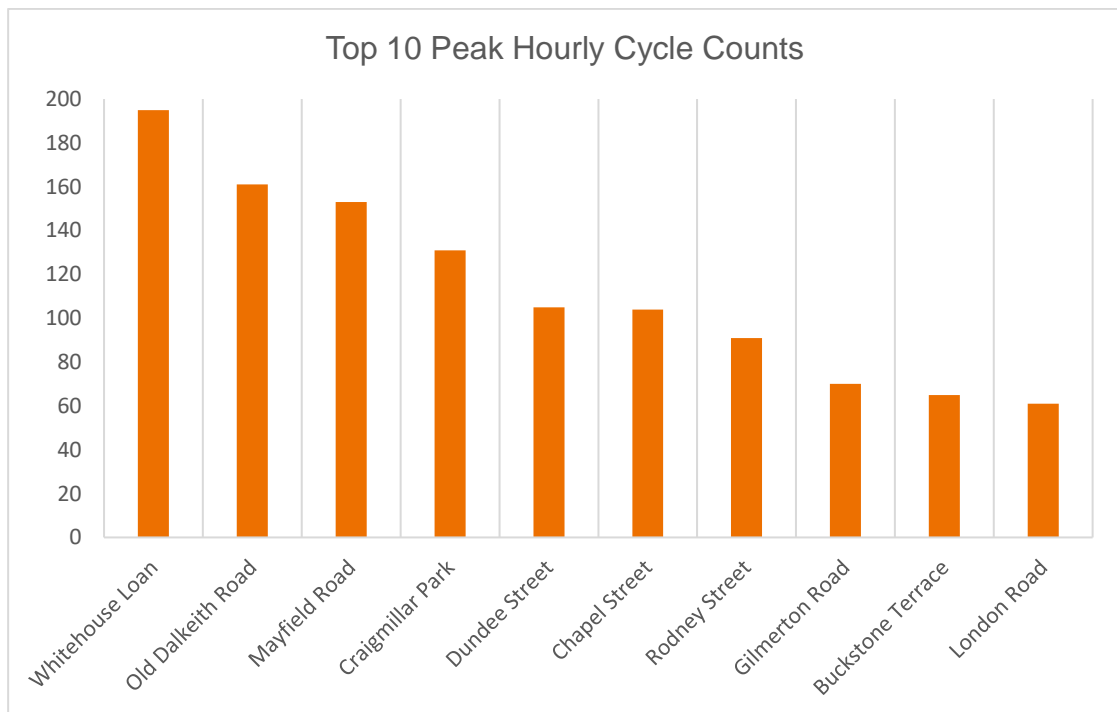


Figure 4-2: Top 10 Peak Hourly Cycle Counts

- 4.2.3 Many of the recorded sites have clear directional peaks towards the city in the morning and out of the city in the evening. This included Gilmerton Road and Lanark Road (**Figure 4-3**).

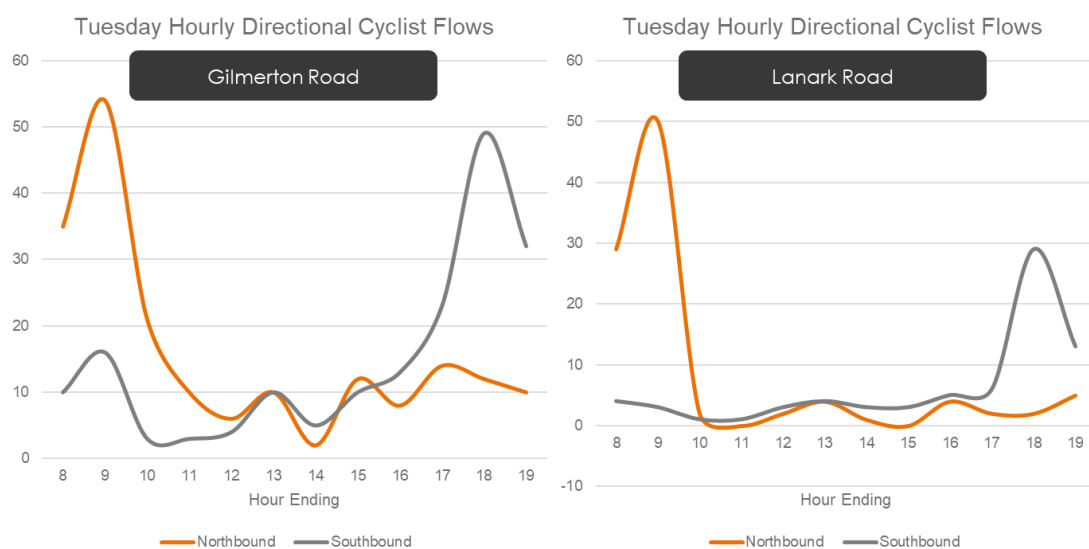


Figure 4-3: Hourly Directional Cyclist Flows on Gilmerton Road and Lanark Road

- 4.2.4 In contrast, it was noted that Old Dalkeith Road had a reverse direction peak (**Figure 4-4**), away from the city centre in the morning and towards the city centre in the evening. This is likely due to the key employment attractor of the Royal Infirmary and Bioquarter, accessed via Old Dalkeith Road.

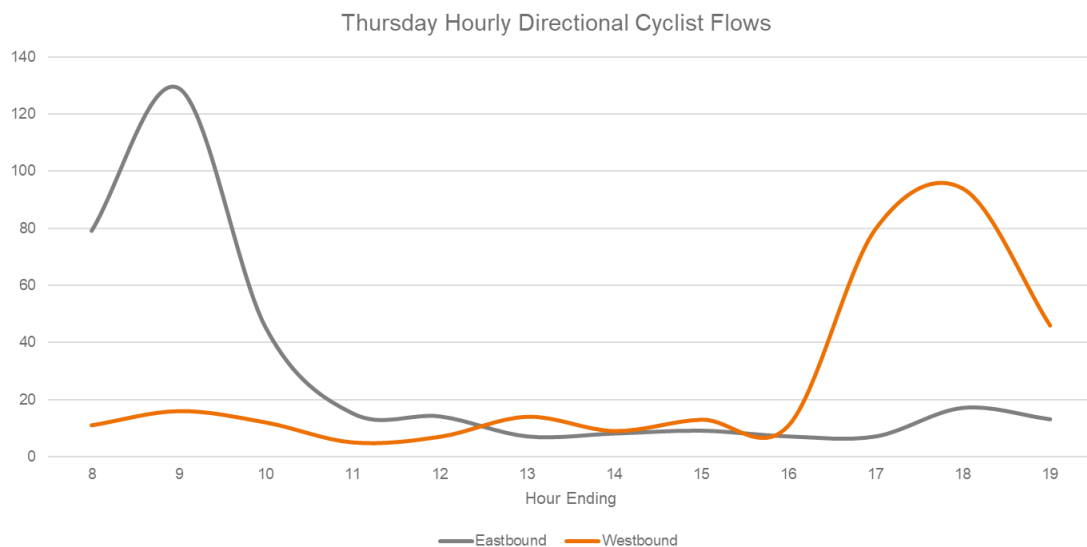


Figure 4-4: Hourly Directional Cyclist Flows on Old Dalkeith Road

4.3 Weekend Counts

- 4.3.1 At most sites, the number of cyclists decreased at the weekend compared to weekdays. The volume of cyclists on Old Dalkeith Road decreased the most of all the sites, with a drop of 75% at the weekends.
- 4.3.2 However, the following sites experienced an increase of cyclists at the weekend: West Shore Road (+66%), Parkhead Drive (+26%), Silverknowes Road (+23%), and Silverknowes Road East (+6%).

5 Interaction Analysis

5.1 Introduction

- 5.1.1 The on-street cycle video surveys highlighted a number of specific locations and general types of locations (e.g., bus stops) where there was an increased perceived risk of conflict between cyclists and other road users. To better understand these interactions, video footage was analysed from the cameras used for the user count surveys. These were placed, where possible, to coincide with locations where additional interaction analysis was needed.
- 5.1.2 While the primary objective of the interaction analysis was to investigate how, and how often cyclists interact with buses at bus stops, it also provided other insights into the usage of the schemes and interactions between road users.

5.2 Bus Interactions

- 5.2.1 There were 10 locations where video footage was obtained at bus stops. The footage was reviewed during peak periods across three days to record the number of cyclists alongside the number of buses which stopped at the bus stop. An interaction was recorded whenever a cyclist appeared to change their speed or road position as a result of a bus (e.g., slowing down to let a bus pull out; overtaking a bus at a stop; waiting for a bus to move). This information was used to calculate the percentage of observed cyclists who interacted with a bus.
- 5.2.2 Several key findings resulted from the analysis:
- The percentage of cyclists interacting with buses was generally very low;
 - The percentage of cyclists interacting with buses often varied greatly between days; and
 - There was little correlation between the number of cyclists and buses and the number of interactions.
- 5.2.3 The highest percentage of interactions was at the Wellington Street (WB) bus stop on London Road where 22% of cyclists interacted with a bus (**Figure 5-1**, left). This was also the stop with the greatest variation between days, with only 9% of cyclists interacting with buses on one day, compared to 37% on another day. A high percentage of cyclists also interacted with buses on Craigmillar Park at the East Savile Road (NB) bus stop, 17% on average (**Figure 5-1**, right).



Figure 5-1: Cyclists Interacting with Buses on London Road (left) and Craigmillar Park (right)

- 5.2.4 West Savile Road (NB) bus stop on Mayfield Road and Glenallan Drive (SB) bus stop on Gilmerton Road both recorded an average of just 1% of cyclists interacting with buses, the lowest of all the locations.
- 5.2.5 In general, where the percentage of interactions was low, the variance from day to day was also low; however, on Lanark Road, 14% of cyclists passing Dovecot Grove (NB) bus stop interacted with buses on one day, compared to 0% on another day.

5.3 Other Findings

- 5.3.1 The video footage revealed several other findings at various locations on the Travelling Safely schemes.

Duddingston Road

- 5.3.2 A camera positioned on Duddingston Road outside St. John's RC Primary School showed that there was significant conflict between cyclists and vehicles related to school drop-off activity during the morning peak period (**Figure 5-2**).
- 5.3.3 Vehicles often parked inappropriately along the carriageway and footway and blocked the eastbound segregated cycle lane forcing cyclists into the carriageway. Several vehicles were also observed making potentially unsafe turning manoeuvres. Notably, the same vehicles were observed across multiple days dropping off in inappropriate or unsafe places or waiting for extended periods along restricted parts of the carriageway.



Figure 5-2: Vehicles Blocking the Travelling Safely Segregated Cycle Lane on Duddingston Road

London Road

- 5.3.4 On London Road, the camera positioned at the Wellington Street bus stop showed that the bus stop buildout arrangement created a point of conflict for cyclists, requiring cyclists to merge into the bus lane while buses were trying to pull to the kerbside. On occasion, cyclists were observed not using the cycle lane at all and instead using the bus lane. However, it should be noted that this observation was a snapshot of one location along the scheme with a physical constraint, and is not reflective of the rest of the scheme.



Figure 5-3: Cyclists Interacting with Buses and Avoiding the Segregated Lane on London Road

Mayfield Road

- 5.3.5 A camera positioned outside the shops on Mayfield Road, near the junction with West Savile Terrace, captured the floating parking bays on this scheme. The footage showed that interactions between cyclists and drivers / passengers exiting and entering vehicles were very uncommon, even in the evening peak period when the volume of southbound cyclists and the turnover of vehicles parking were both high.
- 5.3.6 Moreover, it was noted that even when a cyclist was using the segregated lane at the same time as someone was exiting / entering a parked vehicle, the buffer zone between the cycle lane and the parking enabled cyclists to pass even when a door was open.

6 General Traffic Journey Time Analysis

6.1 Introduction

- 6.1.1 To better understand whether the implementation of the Travelling Safely schemes has had an impact on journey times along certain corridors, general traffic journey time data was extracted from INRIX for a number of locations.
- 6.1.2 INRIX journey time data is sourced from in-vehicle technology such as satnavs, which “ping” periodically. Journey times are calculated based on the distance travelled between pings and aggregated along segments to give an indication of the journey time along one or more segments at a particular point in time. As not all vehicles have the relevant on-board technology, INRIX journey time data cannot be used to assess traffic volumes.
- 6.1.3 General traffic journey time analysis was undertaken at the following locations:
- Comiston Road (Fairmilehead to Greenbank Crescent)
 - Ferry Road (Crewe Toll to Granton Road)
- 6.1.4 Both locations were selected based on feedback from the public which suggested that journey times had increased following the introduction of the Travelling Safely schemes along these corridors.
- 6.1.5 Journey times were extracted for September 2018, 2019, 2022 and 2023. The data from 2022 was removed from the analysis after uncharacteristically high journey times were attributed to the influx of visitors in relation to the death of Her Majesty Queen Elizabeth II. The data from 2018 and 2019 provided baseline journey times before the schemes were implemented which could be compared to the 2023 journey times.

6.2 Comiston Road

- 6.2.1 The data showed that along Comiston Road northbound, journey times in 2023 were lower than both 2018 and 2019 in the morning peak period. In the evening peak period, journey times were lower than the morning peak and fell between the 2018 and 2019 baselines. However, in the interpeak period, journey times were generally slightly higher in 2023.
- 6.2.2 Southbound, there was no discernible morning peak period; however, journey times were marginally higher throughout the day until the evening peak period. During the evening peak period, journey times were consistent with the 2018 baseline and lower than 2019.
- 6.2.3 In summary, the data indicated that outside the morning and evening peak periods there have been no major changes to journey times between the 2018 and 2019 baselines and 2023, albeit with slightly higher journey times in 2023. In the peaks, where these are discernible, journey times were generally lower in 2023. This suggests that the Travelling Safely scheme has not had a notable negative impact on general traffic journey times on Comiston Road.

6.3 Ferry Road

- 6.3.1 The data showed that on Ferry Road westbound in the morning peak period, and most of the interpeak period, journey times in 2023 were generally consistent with the baseline journey times in 2018 and 2019. However, towards the end of the interpeak period, and during the evening peak period, journey times were lower in 2023 compared to 2018 and 2019.

- 6.3.2 Eastbound, the data shows that journey times throughout the day in 2023 were generally consistent with those in 2018 and 2019.
- 6.3.3 In summary, the data showed that there were no major differences in journey times in 2023 compared to 2018 and 2019. This suggests that the implementation of the Travelling Safely scheme has not had a major negative effect on general traffic journey times.

7 On-Street User Intercept Survey

7.1 Introduction

- 7.1.1 User intercept surveys were carried out at two scheme locations: Rodney Street (Broughton Street and Bellevue to Canonmills) and Milton Road West (A1 Corridor). The purpose of the surveys was to understand any increased use, or otherwise, as a result of the scheme and general thoughts regarding the Travelling Safely infrastructure.
- 7.1.2 Cyclists were made aware of the survey using an advertising board positioned adjacent to the cycle lane (**Figure 7-1**). Both locations were chosen due to the ability to safely position the advertisement board and space to accommodate stopping cyclists.
- 7.1.3 Once cyclists had safely stopped, project team members asked them a series of pre-written questions. The survey questions can be found in **Error! Reference source not found..**



Figure 7-1: Rodney Street (left) and A1 Milton Road West (right)

7.2 Findings

Rodney Street

- 7.2.1 Intercept surveys were carried out on Rodney Street over 3-hour periods on the following dates:
- Tuesday 10th October (AM)
 - Wednesday 11th October (AM)
 - Wednesday 11th October (PM)
- 7.2.2 Across the three survey periods, 30 cyclists stopped to participate in the survey. In total, there were 198 cyclists recorded, representing a 15% survey completion rate in the survey window.²
- 7.2.3 The majority (50%) of those who completed the survey indicated that they used the route at least once a week or more. While 50% noted that they cycled the same amount as they did before the introduction of the Travelling Safely schemes, 33% indicated that they cycled more often.

² It should be noted that some of the cyclists travelled along the route during more than one of the survey windows but only stopped once, worsening the survey hit rate.

- 7.2.4 80% of respondents had a positive sentiment in relation to the safety benefits of the scheme, with 53% noting that the introduction of the scheme had encouraged them to cycle more often. With regards to journey purpose, the vast majority (80%) of respondents were commuting to / from work.
- 7.2.5 After completing the pre-written survey questions, respondents were given the opportunity to provide any further feedback that they deemed relevant. Regarding the Rodney Street scheme specifically, several respondents said that they previously used Dundas Street before the scheme existed. They also highlighted the safety benefits of the scheme, especially when travelling uphill.
- 7.2.6 However, a number of cyclists expressed concerns in relation to safely exiting the segregated lane in order to turn right from Rodney Street onto Broughton Road. It was also noted that the arrangements of lane defenders at Broughton Street roundabout was confusing.

A1 (Milton Road West)

- 7.2.7 Intercept surveys were carried out on Milton Road West over 1.5-hour periods on the following dates:
- Tuesday 24th October (AM)
 - Thursday 26th October (AM)
- 7.2.8 Across the two survey periods, only six cyclists stopped to participate in the survey. Moreover, far fewer cyclists were recorded than anticipated based on the user count surveys. This is likely due to the poor weather on the survey days and people generally cycling less in autumn / winter.
- 7.2.9 Due to the very low number of responses, much of the data was not considered to be of high quality; from six responses it is not possible to draw any conclusions about the general sentiment towards the scheme. Nevertheless, it is noted that all respondents said the scheme has had a positive impact on the safety of cycling along the route. Similar to Rodney Street, all the cyclists surveyed were commuting to work.
- 7.2.10 When given the opportunity to provide additional feedback, respondents raised concerns regarding the maintenance of the cycle lanes, particularly in relation to fallen leaves. In addition, several respondents noted that bus lane compliance was poor on the approach to Duddingston Road which reduced perceived safety. Additionally, a number of respondents noted a particular issue with double parked / loading vehicles creating a hazard outside the commercial units east of Abercorn Crescent when travelling eastbound.

8 Mobility Workshop

8.1 Introduction

8.1.1 On the 4th March 2024, Stantec hosted an inclusive mobility workshop on behalf of the City of Edinburgh Council. The workshop aimed to:

- Identify the key issues experienced by people with various mobility difficulties when interacting with Travelling Safely schemes; and
- Explore potential future design options, should the schemes be made permanent.

8.1.2 The workshop included a brief overview of the project and the associated schemes across the city. Attendees were also made aware of scheme, or elements of schemes, that had been removed due to previous feedback and concerns, primarily related to accessibility.

8.1.3 There were attendees representing a range of organisations, namely Scottish Pensioners Forum, Edinburgh Access Panel, Equality and Rights Network, Mobility and Access Committee for Scotland and Guide Dogs. Summary notes from the mobility workshop can be found in [Error! Reference source not found.](#)

8.2 Key Issues

8.2.1 Attendees discussed the key issues that those with disabilities experience when interacting with the Travelling Safely schemes. These key issues are described below.

Floating Parking / Bus Stops

8.2.2 The following issues were raised with regards to floating parking:

- Carriageway level parking can make it difficult for some people (e.g., those with mobility impairments) to access the footway;
- Difficulties crossing the road leading to longer walks to destinations; and
- The use of temporary materials and the potential for the rubber kerb unit to constitute a trip hazard / obstacle for those making use of the floating parking.

8.2.3 It should be noted that while there are no floating bus stops currently part of the Travelling Safely schemes, attendees of the workshop agreed that these are generally acceptable if there have adequate measures which slow down cyclists and give way to pedestrians.

Erosion of Blue Badge Parking

8.2.4 The attendees agreed that the existing blue badge parking availability within the city centre is generally insufficient, with the issue likely to become worse as the population grows and ages.

8.2.5 It was generally agreed that increasing the number of dedicated blue badge parking spaces by removing some regular pay and display spaces could mitigate some of the issues related to blue badge parking availability. However, attendees noted that the retention of blue badge parking on its own would not be sufficient. It was also highlighted that the communication of changes, if / when they are being made, is important and should be clear and concise to reduce overall stress for blue badge holders.

8.2.6 Regarding specific Travelling Safely schemes, it was highlighted that it can be difficult for blue badge holders to turn around at the bottom of Victoria Street.

Travelling Safely and Construction / Utility Works

- 8.2.7 Concerns were raised with regards to how the schemes interact with road and utilities works, particularly those on footways. It was highlighted that sometimes diversions are onto the cycleway, which was deemed unsafe and not possible for all users due to level changes.
- 8.2.8 The attendees had general safety concerns regarding the way worksites are cordoned off, particularly for visually impaired people when improper materials are used. It was also highlighted that ramps are not always provided to enable wheelchair users to access diversionary routes.

Crossing Points

- 8.2.9 It was suggested that it would be beneficial for pedestrians if signage was improved to inform cyclists that they are approaching a crossing. Further to this, attendees felt that there should be more crossing points, with dropped kerbs, to give people more opportunities to cross. Lanark Road was highlighted to be particularly problematic in relation to limited crossing opportunities.

8.3 Future Design

- 8.3.1 After discussing the key issues with the current infrastructure, the attendees discussed potential permanent design options relating to floating parking. After discussing differing design layouts, attendees agreed that their preferred layout would be a stepped cycleway at intermediate level, between the carriageway and the footway, with a marked buffer zone at cycleway level, as shown in **Figure 8-1**.



Figure 8-1: Stepped Cycleway at Intermediate Level with a Marked Buffer Zone (Victoria Road, Glasgow)

- 8.3.2 While it was agreed that this layout could reduce conflict between cyclists and those accessing vehicles, it was noted that it would require the use of different materials to delineate the buffer zone, cycleway, and footway to remain accessible for those with visual impairments. The gradual stepping up and down between the carriageway, cycleway and footway was preferable to the alternating up-down manoeuvres necessary with other layouts.
- 8.3.3 More generally, it was noted that it is important to deploy a consistent approach across the city so that all users are familiar with the arrangement and know what to expect.

9 Other Activities

9.1 Introduction

9.1.1 The Transport and Environment Committee (TEC) agreed to separate several of the Travelling Safely schemes from the rest to consider whether additional changes were needed to address key concerns raised by local residents. The schemes taken forward individually included:

- Greenbank to Meadows (Quiet Corridor)
- Silverknowes Road

9.1.2 Additional monitoring and evaluation and design work was undertaken in relation to these two schemes.

9.2 Greenbank to Meadows

9.2.1 The Greenbank to Meadows Quiet Corridor is characterised by a series of modal filters which restrict vehicular access while remaining permeable for those walking, wheeling, and cycling. This limits vehicular through traffic, resulting in a low-traffic environment.

9.2.2 Concerns were raised by residents local to the route in relation to rerouted rat-running traffic because of the modal filters. Specifically, concerns were raised in relation to residential streets within the Braid Estate at the southern end of the scheme and around Whitehouse Loan and Clinton Road, halfway along the scheme.

9.2.3 Additional concerns were raised in relation to the materials used throughout the scheme in the sensitive historic street environment, as well as in relation to wayfinding along the route.

9.2.4 Considering this feedback, various options were developed to address these concerns, while retaining a safe route for walking, wheeling, and cycling. These options were thereafter consulted on, and the options further refined.

9.2.5 The consultation activities comprised an online public survey which was live for seven weeks between September and October 2023, in addition to two scheduled public drop-in sessions held at Morningside Library in September 2023. Over 100 people are confirmed to have attended the drop-in sessions and over 1,800 people responded to the online questionnaire.

9.2.6 Further detail on the consultation activities and the results of the online questionnaire can be found in the Greenbank to Meadows Travelling Safely Quiet Connection: Engagement Report (February 2024), which can be found in [Error! Reference source not found.](#). This report also details the option development following the consultation activities.

9.2.7 The concept designs were presented to the TEC in March 2024 to decide which options to take forward. The TEC agreed to proceed with Option 3 for the Braid Estate, which replaces the modal filters within the estate with a segregated cycle route along the main streets. At Whitehouse Loan and Clinton Road, it was agreed to implement an additional modal filter on Clinton Road to further restrict rat-running traffic.

9.3 Silverknowes Road

9.3.1 In reference to the schemes on the Silverknowes Road corridor, concerns were raised in relation to the loss of general traffic vehicle access to Marine Drive via Silverknowes Road due to the long diversion route. In addition, it was noted that usage of the Quiet Connection part of the route was extremely low.

9.3.2 Concept designs were drawn up to amend the schemes. The key changes included:

- Removal of the bus gate on Silverknowes Road north of Silverknowes Parkway
- Redesign of the bidirectional segregated cycle lane between Silverknowes Parkway and Marine Drive
- Removal of the Quiet Corridor along Silverknowes Court and Silverknowes Place
- Removal of the bidirectional segregated cycle lane between Silverknowes Court and Blackhall Path
- Introduction of advisory cycle lanes on Silverknowes Road between Silverknowes Parkway and Silverknowes Court
- Introduction of unidirectional segregated cycle lanes on Silverknowes Road between Silverknowes Court and Blackhall Path

Appendix 8 - 2025 Travelling Safely Supplementary Monitoring Summary Report



Travelling Safely 2025 Supplementary Monitoring

Summary Report – Eastern Routes

Project Ref: 332612418 | Rev: 01 | Date: March 2025

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Project Name: CEC Travelling Safely Monitoring 2025

Project Ref: 332612418

Report Title: Travelling Safely Schemes: Monitoring Activities 2025

Summary Report – Eastern Routes

Date: March 2025

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For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved
01	27.03.2025	Revision 01	JR	TH	JD
02	10.04.2025	Revision 02	JR	TH	JD

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1 Introduction

1.1 Background

- 1.1.1 In 2020, the City of Edinburgh Council introduced a number of temporary, emergency measures across the city in response to the COVID-19 public health emergency under the Spaces for People (SfP) programme. The measures, introduced using Temporary Traffic Regulation Orders (TTROs), were designed to provide more space and improve safety for those walking, wheeling, and cycling.
- 1.1.2 In August 2021, the Transport and Environment Committee (TEC) agreed to retain the schemes under the Travelling Safely project. In August 2022, TEC approved the recommendation to prepare Experimental Traffic Regulation Orders (ETROs) to retain a number of the Travelling Safely schemes for a further 18-month trial period, during which monitoring and evaluation of the impacts of the schemes would be undertaken.

Previous Monitoring Activities

- 1.1.3 In 2023, monitoring activities were planned, and carried out, to establish which schemes, or elements of schemes were working well towards encouraging people to walk and cycle more. Simultaneously, the activities sought to identify any additional impacts the schemes were having on a variety of stakeholders. The monitoring activities undertaken at this time are shown in **Table 1-1**.

Table 1-1: Travelling Safely Monitoring Activities Undertaken in 2023

Monitoring Activity	Associated Objective(s)	User / Impact Groups
Cycle User Counts	<ul style="list-style-type: none"> Encouraging People to Cycle 	<ul style="list-style-type: none"> People on Bikes
User Interaction / Conflict Surveys	<ul style="list-style-type: none"> User Safety Improving Conditions for People with Disabilities 	<ul style="list-style-type: none"> People on Bikes People in Cars Local Businesses
General Traffic Journey Time Analysis	<ul style="list-style-type: none"> Minimising Delay to General Traffic 	<ul style="list-style-type: none"> People in Cars
Parking and Loading Video Surveys	<ul style="list-style-type: none"> Making people feel safer when cycling. Maximising positive impacts for businesses 	<ul style="list-style-type: none"> People on bikes People in cars Local businesses
Cycle Video Surveys	<ul style="list-style-type: none"> All Objectives 	<ul style="list-style-type: none"> All Users
Mobility Workshop	<ul style="list-style-type: none"> User Safety Improving Conditions for People with Disabilities 	<ul style="list-style-type: none"> All Users

1.2 2025 Monitoring Activities

- 1.2.1 To understand the continued usage and any associated impacts of the Travelling Safely schemes, cycle user count data was collected again in February 2025. In addition to collecting user count data, general traffic journey time analysis was also carried out for each route.

Cycle User Counts

- 1.2.2 Link counts recorded pedestrians and cyclists on the following dates:

- Tuesday 25th February 2025

■ Thursday 27th February 2025

- 1.2.3 The count locations are shown in Figure 1-1. The weather in Edinburgh on both survey dates was dry and approximately 4°C during the day, which is in line with average February temperatures.

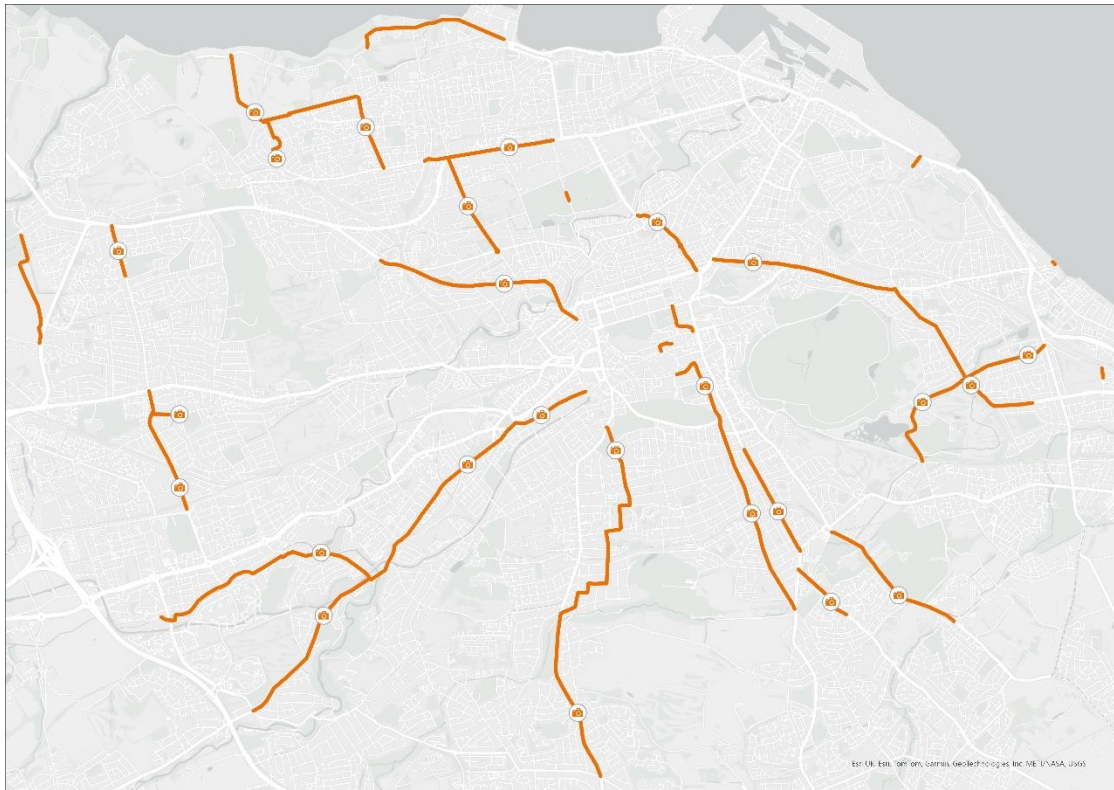


Figure 1-1: Map Showing the Location of User Counts Along the Travelling Safely Schemes

- 1.2.4 In 2023, the cycle user count surveys were undertaken in June. As such, it was expected that there would be some seasonality impact on the user counts when comparing the 2023 and 2025 data, especially at locations considered to have more of a leisure usage rather than commuting. This is discussed further in **Chapter 2**.
- 1.2.5 In total, four sites were removed from the 2025 user count survey. Silverknowes Place was not included within the survey scope due to the scheme being imminently removed. Given that the 2025 surveys were undertaken on weekdays only, it was also agreed to count locations on routes that were predominately leisure focused and/or had higher usage at the weekend in 2023. These count locations were West Shore Road, Cammo Walk, Muirhouse Parkway and Parkhead Drive.
- 1.2.6 Outwith these sites, the remaining counts were undertaken at exactly the same location as the 2023 surveys.

General Journey Time Analysis

- 1.2.7 To better understand whether the implementation of the Travelling Safely schemes has had an impact on journey times along certain corridors, general traffic journey time data was extracted from INRIX.
- 1.2.1 INRIX journey time data is sourced from in-vehicle technology such as satnavs, which “ping” periodically. Journey times are calculated based on the distance travelled between pings and

aggregated along segments to give an indication of the journey time along one or more segments at a particular point in time. As not all vehicles have the relevant on-board technology, INRIX journey time data cannot be used to assess traffic volumes.

- 1.2.2 General traffic journey time analysis was undertaken for all of the Travelling Safely scheme routes. Journey times were extracted for September 2018, 2019, 2022, 2023 and 2024. The data from 2022 was removed from the analysis after uncharacteristically high journey times were attributed to the influx of visitors in relation to the death of Her Majesty Queen Elizabeth II. The data from 2018 and 2019 provided baseline journey times before the schemes were implemented which could be compared to the 2023 and 2024 journey times.

1.3 Purpose of this Report

- 1.3.1 Given the outcomes of the ETRO trial of the Travelling Safely schemes located in the east of the city are being reported to the Transport and Environment Committee first, **this report focuses on the findings for the eastern routes only**; namely, Duddingston Road West, Duddingston Road and the A1 Corridor. A further report, detailing the findings from all of the schemes, will be prepared in due course.
- 1.3.2 This report is structured as follows:
- **Chapter 2:** Scheme Details and User Count Analysis
 - **Chapter 3:** General Journey Time Analysis

2 Scheme Details and User Count Analysis

2.1 A1 Corridor – London Road and Milton Road West

Scheme Details

- 2.1.1 The Travelling Safely scheme on the A1 Corridor extends along Milton Road West (A1), Willowbrae Road (A1), and London Road (A1 / B3150) between Duddingston Park South (A6106) in southeast Edinburgh and Leith Walk on the eastern edge of the city centre. The scheme comprises of a mixture of segregated cycling lanes, mandatory cycle lanes, and bus lanes in both directions. There are also floating parking bays in one location along the scheme.



Figure 2-1: A1 Corridor – Scheme Extent

User Counts – London Road

- 2.1.2 Overall, the number of cyclists on London Road remained fairly consistent, with only a 2% decrease in the weekday 12-hour average cyclist count from June 2023. The 2025 flow profile identified a significant morning peak hour between 08:00 and 09:00 and evening peak between 17:00 and 19:00. Outwith these hours, the flow of cyclists was slightly lower in 2025 compared to 2023.

Table 2-1: London Road: 2-day weekday average (07:00 – 19:00)

	June 2023	Feb 2025
Total Users (07:00 – 19:00)	350	344
% Difference		- 2 %

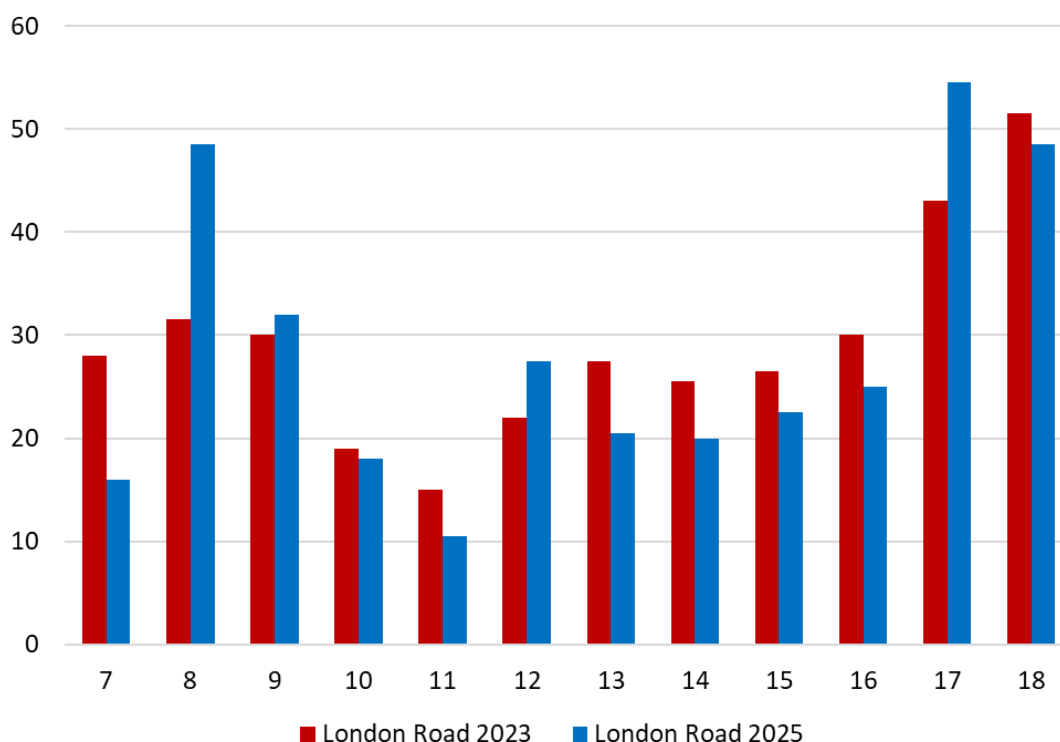


Figure 2-2: London Road: 2-day weekday average cycle flow (07:00 – 19:00)

- 2.1.3 The findings on London Road were consistent with other inner-urban corridors close to the city centre; for example, Mayfield Road, Rodney Street and Craigmillar Park. These routes generally experienced less variation between June 2023 and February 2025 than other routes.
- 2.1.4 While it is difficult to determine the exact reason for this, it is clear from the flow profile with significant morning and evening peaks, that London Road is used by commuting cyclists. This is confirmed by the flow data showing that there was a far greater number of cyclists travelling westbound in the morning and eastbound in the evening. Given that London Road is an inner corridor, commute distances and journey times will be shorter than from outer areas of the city and may be less susceptible to seasonal impacts as other routes.

User Counts – Milton Road West

- 2.1.5 Further east on the A1 corridor, the number of cyclists recorded decreased to 193 across the 12-hour period representing a 26% decrease between June 2023 and February 2025.

Table 2-2: Milton Road West: 2-day weekday average (07:00 – 19:00)

	June 2023	Feb 2025
Total Users (07:00 – 19:00)	262	193
% Difference		- 26 %

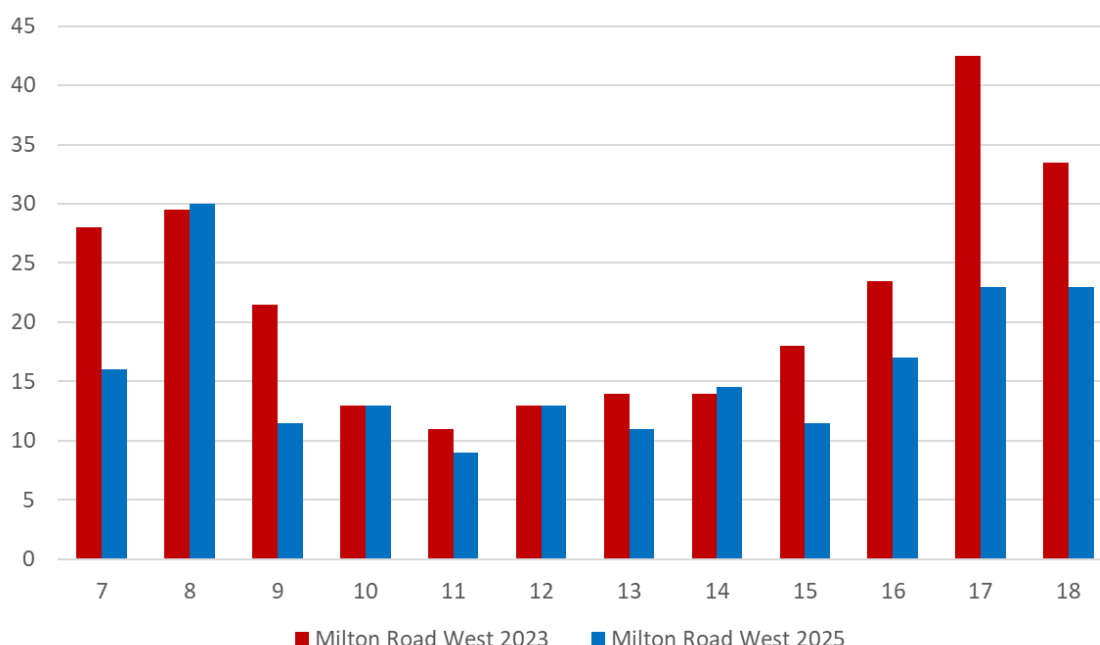


Figure 2-3: Milton Road West: 2-day weekday average cycle flow (07:00 – 19:00)

- 2.1.6 The findings on Milton Road West were consistent with other corridors located on the outer edges of the city; for example, Gilmerton Road, Buckstone Terrace and Old Dalkeith Road. The total 12-hour flows on these routes demonstrated between a 12% and 30% decrease between June 2023 and February 2025.
- 2.1.7 The notable decreases during the peak hour periods suggest that fewer people were choosing to cycle for commuting purposes in February 2025 compared to June 2023. Between 07:00-08:00, there was a 43% decrease in the number of cyclists but between 08:00 and 09:00 there was only a 2% decrease. Additionally, between 17:00 and 19:00 there was a 40% decrease.
- 2.1.8 During the winter, colder temperatures, shorter daylight hours, and potentially hazardous weather conditions such as rain snow and ice can make cycling less appealing, sometimes less safe and can require addition gear such as warm clothing and lights. All of which can be a deterrent to cycling. There is consistent evidence demonstrating that poor weather conditions is one of the top barriers to cycling. In 2022¹, Cycling Scotland reported that “poor weather” was the number one barrier to cycling, with 78% of survey respondents selecting it as a barrier. Additionally, 17% of respondents to the 2021 Scottish Household Survey selected “weather too cold / wet / windy” as a reason not to cycle, with 8% selecting “concerns for personal safety on dark / lonely roads”. Given that the user counts were undertaken in February, the above factors may have had an influence on the findings.

2.2 Duddingston Road

Scheme Details

- 2.2.1 The Duddingston Road Travelling Safely scheme extends along Duddingston Road from Baileyfield Road (A6106) to Milton Road West / Willowbrae Road (A1). The scheme comprises segregated cycling in both directions for most of the route.

¹ Attitudes and Behaviours Towards Cycling in Scotland – Wave 4, November 2022, Cycling Scotland: [Attitudes and behaviours towards cycling in Scotland - Cycling Scotland AttitudesBehaviours results 2022 CyclingScotland USMASTER.pdf.pdf](https://www.cycling-scotland.org.uk/attitudes-behaviours-towards-cycling-in-scotland-cycling-scotland-attitudes-behaviours-results-2022-cycling-scotland-usmaster.pdf.pdf)



Figure 2-4: Duddingston Road – Scheme Extent

User Counts

- 2.2.2 On Duddingston Road, 154 cyclists were recorded across the 12-hour period. This was representative of a 28% reduction from June 2023.

Table 2-3: Duddingston Road: 2-day weekday average (07:00 – 19:00)

	June 2023	Feb 2025
Total Users (07:00 – 19:00)	215	154
% Difference		- 28 %

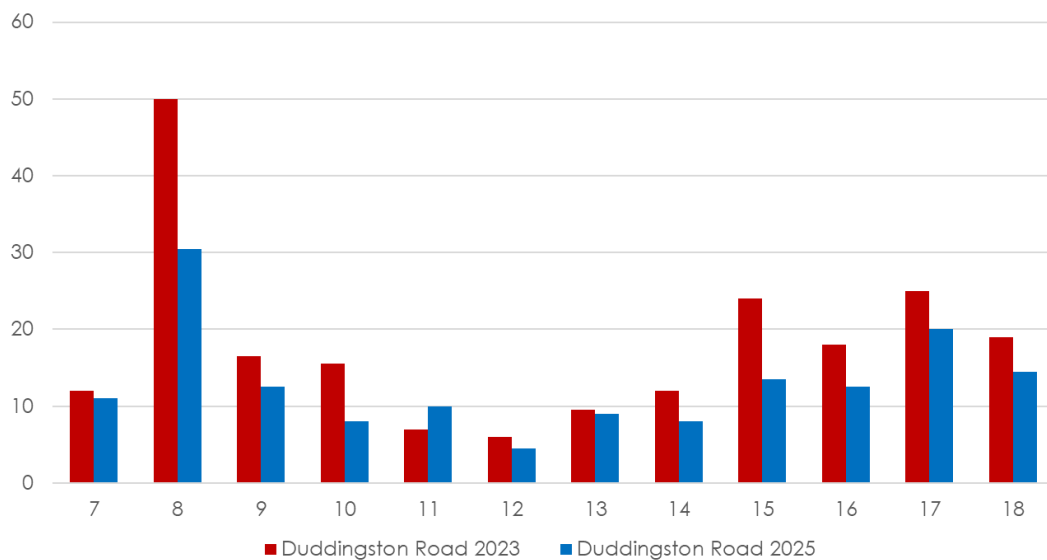


Figure 2-5: Duddingston Road: 2-day weekday average cycle flow (07:00 – 19:00)

- 2.2.3 The findings on Duddingston Road were consistent with other orbital / connector routes across the city; for example, Drum Brae North, Longstone Road and Broomhouse Road. Across the city, these routes experienced an average of 29% reduction between June 2023 and February 2025.
- 2.2.4 While the flow of cyclists across the day largely followed the same pattern as the 2023 flows; the notable difference was the reduction in cyclists between 08:00 and 09:00, and 15:00 and 16:00. This is different from Milton Road West, which saw the largest differences before 08:00 and after 17:00. Between 07:00 and 08:00 there was only an 8% decrease, compared with a 39% decrease between 08:00 and 09:00 and a 44% decrease between 15:00 and 16:00.
- 2.2.5 Both Duddingston Primary School and St John's RC Primary School are located on Duddingston Road. As the most notable reductions in cyclists coincide with the start and end of the school day, it may be that fewer children and parents are cycling to school in February compared to June.

2.3 Duddingston Road West

Scheme Details

- 2.3.1 The Travelling Safely scheme on Duddingston Road West extends along Duddingston Road West from Milton Road West / Willowbrae Road (A1) to Forkenford, where it links to the Innocent Railway Path (National Cycle Route 76). The scheme includes segregated cycling westbound / southbound between Milton Road West / Willowbrae Road (A1) and Old Church Lane, and eastbound / northbound between, NCR76 and Old Church Lane.
- 2.3.2 There is also a mandatory cycle lane for eastbound cyclists on the approach to Milton Road West / Willowbrae Road (A1) which starts west of Meadowfield Avenue. A large segment in the middle of the scheme has no specific provision for cycling.

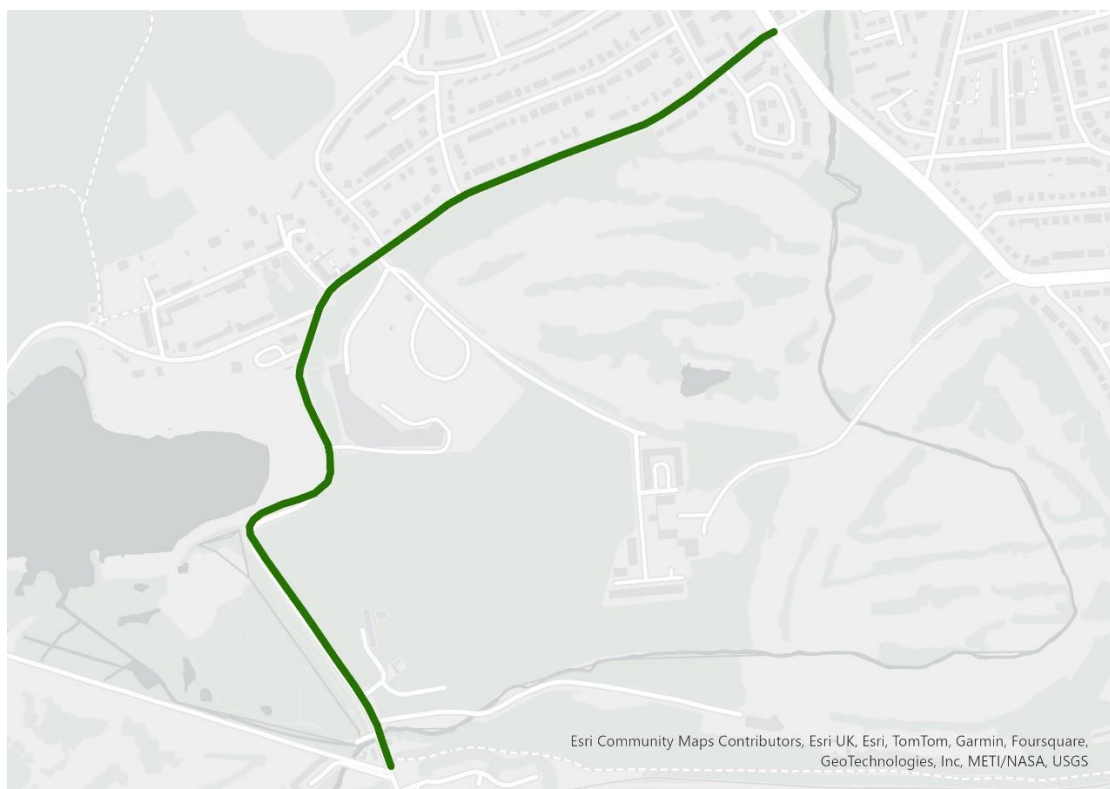


Figure 2-6: Duddingston Road West – Scheme Extent

Counts

- 2.3.3 There was a 32% decrease in the number of cyclists on Duddingston Road West, from 319 cyclists in June 2023 to 218 in February 2025.

Table 2-4: Duddingston Road West: 2-day weekday average (07:00 – 19:00)

	June 2023	Feb 2025
Total Users (07:00 – 19:00)	319	218
% Difference		- 32 %

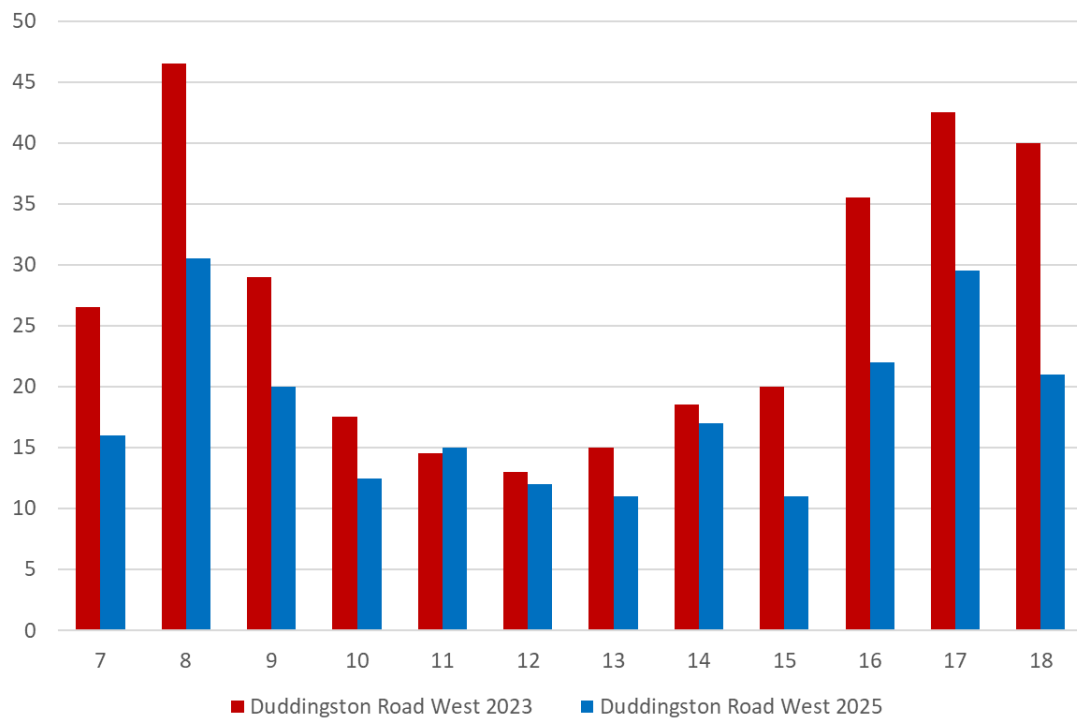


Figure 2-7: Duddingston Road West: 2-day weekday average cycle flow (07:00 – 19:00)

- 2.3.4 Duddingston Road West also acts as an orbital / connector route. As such, the decrease in usage between June 2023 and February 2025 is in line with other similar routes across the city.
- 2.3.5 The flow profile across the day in 2025 followed the same pattern shown in 2023 but with notably fewer cyclists in the peak hours. Given that there are significant decreases between 07:00 and 08:00, and after 15:00, it may be that Duddingston Road West is impacted by cyclists of a mixture of purposes; both commuters, in line with the morning and peak hour decreases identified on Milton Road West, and school travel, as with the patterns identified on Duddingston Road.

3 General Traffic Journey Time Analysis

3.1 London Road

Eastbound

- 3.1.1 As shown in **Error! Reference source not found.**, the journey times for general traffic travelling eastbound on London Road were notably lower in 2023 and 2024. While the 2024 journey times were slightly higher than 2023, they remained significantly below the 2018 and 2019 journey times, especially in the morning peak period and during the daytime. The journey times across the years converge at the latter end of the PM peak period and into the evening.
- 3.1.2 In general, the journey times were longest in the PM peak period across all four years. This is in line with traffic travelling out of the city in the evening period.

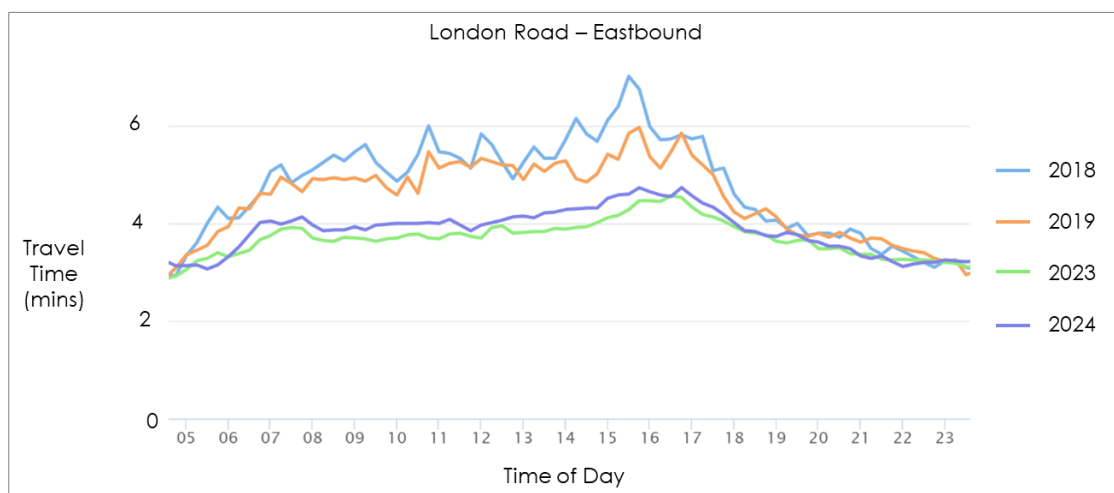


Figure 3-1: General Traffic Journey Time Analysis – London Road, Eastbound

Westbound

- 3.1.3 The journey times for general traffic travelling westbound was lower in 2023 and 2024 compared to 2018 and 2019. However, the reduction was not as much as in the eastbound direction.
- 3.1.4 The 2024 journey time profile across the day was very similar to 2023, with only a slight increase. While journey times increase in the morning peak period, they remain below the level in 2018 and 2019.

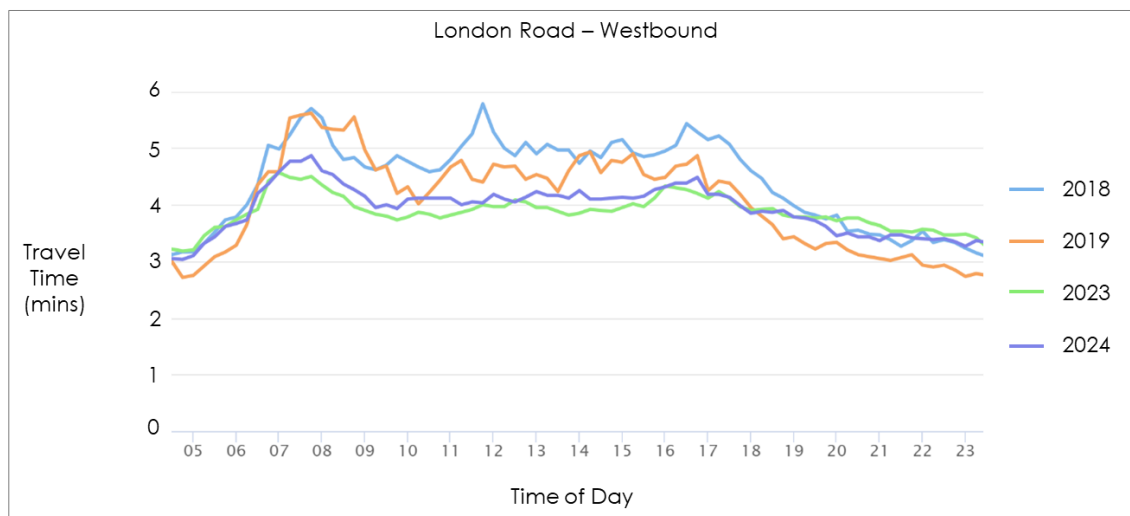


Figure 3-2: General Traffic Journey Time Analysis – London Road, Westbound

3.2 Milton Road West

Eastbound

- 3.2.1 The journey times for general traffic travelling eastbound on Milton Road West were fairly consistent across all four years analysed. Journey times in 2024 had increased above 2023 levels and were similar to those in 2019, with the exception of both peak periods, where the 2024 journey times were less than 2019. Journey times remained notably below 2018 levels.
- 3.2.2 In general, the profile of the eastbound traffic shows that there is both a morning (07:00 – 09:00) and evening (15:00 – 18:00) peak. This is different to London Road, which Milton Road West connects with, where there is a directional flow into the city centre (westbound) in the morning and out of the city centre (eastbound) in the evening. This could indicate that the traffic mix in terms of destination and purpose is different on Milton Road West.

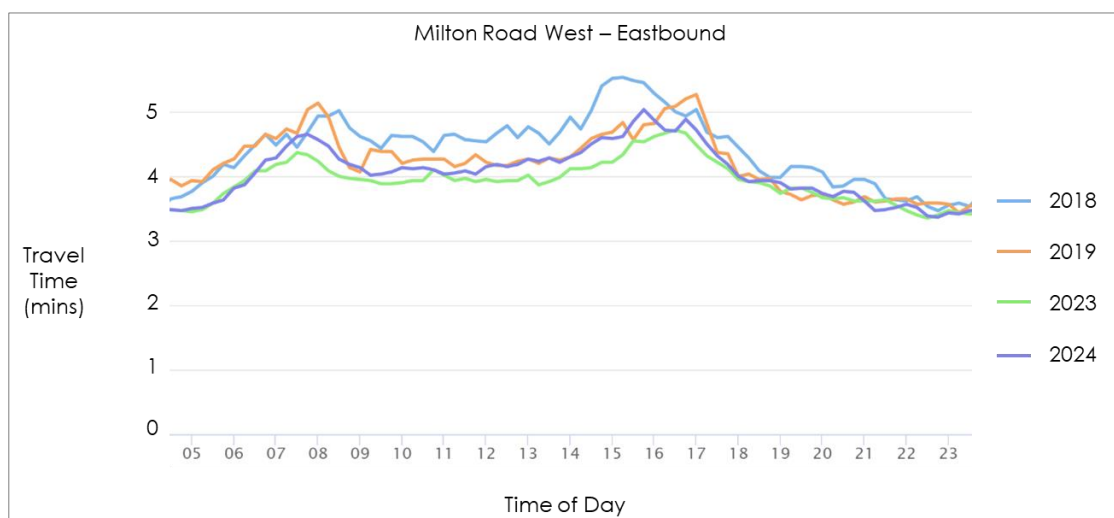


Figure 3-3: General Traffic Journey Time Analysis – Milton Road West, Eastbound

Westbound

- 3.2.3 Similar to the eastbound journey times, the westbound journey times increased slightly in 2024 compared to 2023. Journey times were very similar to 2019 but notably below 2018.

- 3.2.4 There is a significant morning peak period which is shown across all four years of data. While the journey time during this period increased from 2023, it remained below the journey times in both 2018 and 2019.

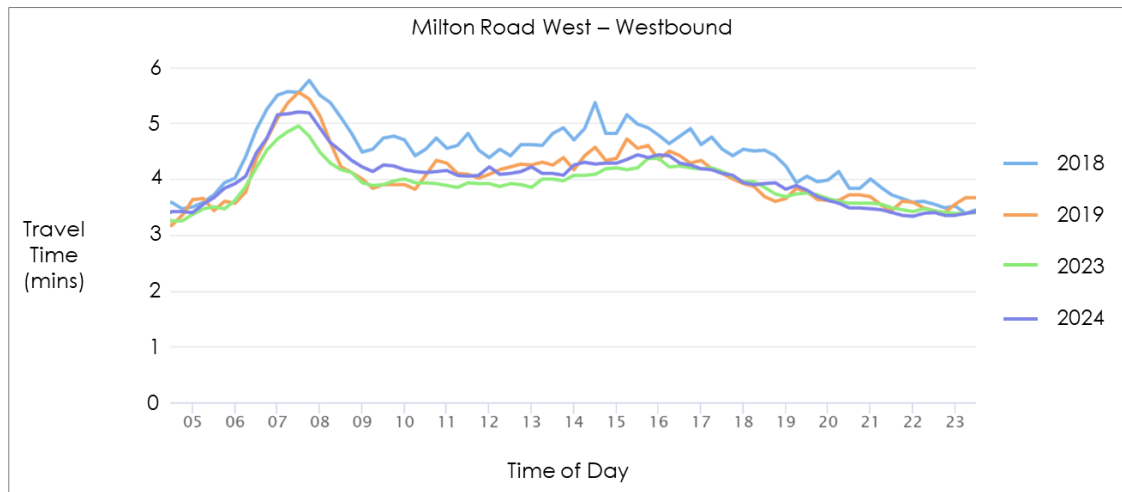


Figure 3-4: General Traffic Journey Time Analysis – Milton Road West, Westbound

3.3 Duddingston Road

- 3.3.1 There was no INRIX journey time data available for Duddingston Road in 2018. As such, 2019 is considered as the baseline for this corridor.
- 3.3.2 As shown, general traffic journey times decreased between 2019 and 2023 / 2024. There was an eastbound early morning journey time peak in 2019, but this had levelled out by 2023 and remained so in 2024.

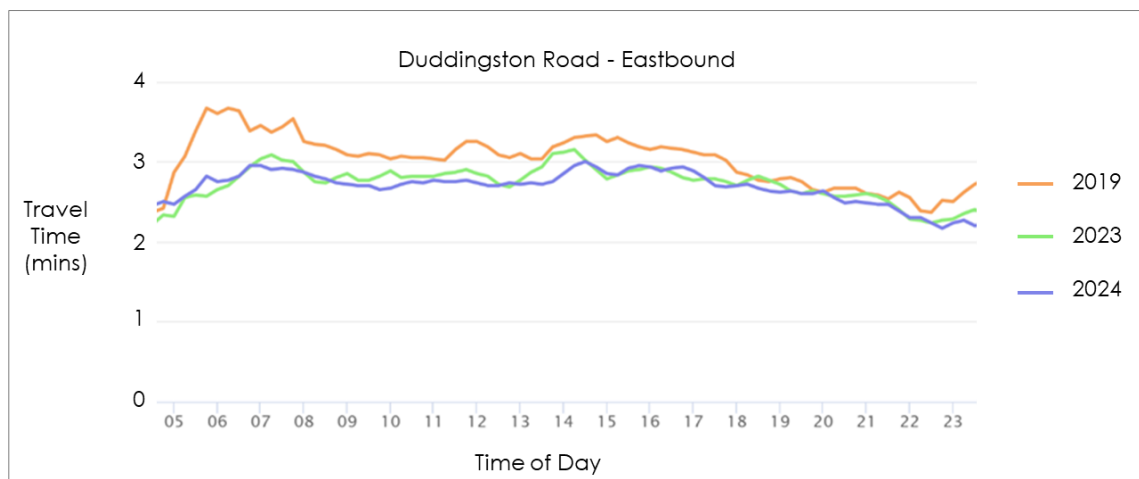


Figure 3-5: General Traffic Journey Time Analysis – Duddingston Road, Eastbound

- 3.3.3 The 2024 westbound journey times were generally similar to 2023, and below 2019. However, after approximately 18:30 both the 2019 and 2024 journey times reduced to below that of 2023.

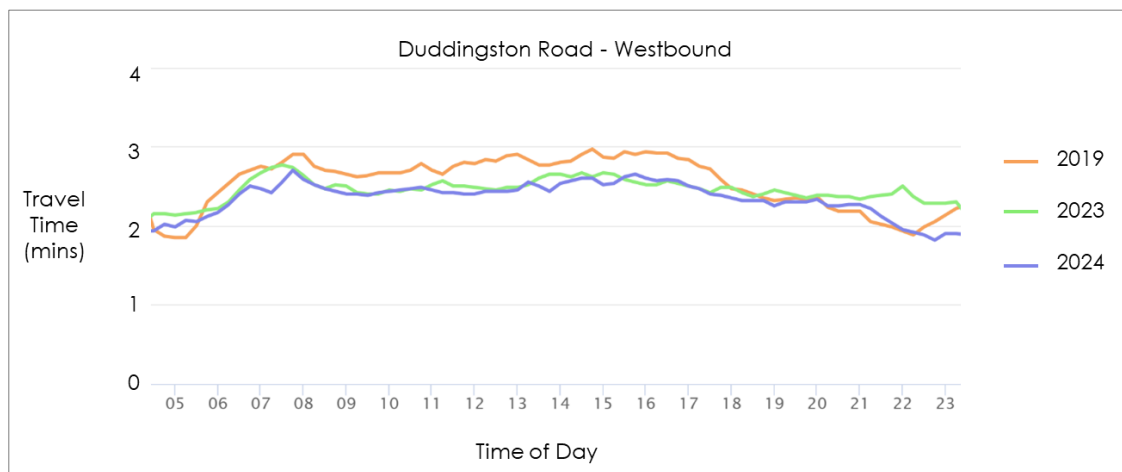


Figure 3-6: General Traffic Journey Time Analysis – Duddingston Road, Westbound

3.4 Duddingston Road West

- 3.4.1 Across the day, the journey times on Duddingston Road West increased in 2023 and 2024 compared to 2019, however; the journey time across the day has become far more consistent. While there is still a slight morning peak, especially southbound, the journey times in the PM peak period are notably lower than in 2019. The 2024 journey times and profile across the day are consistent with 2023.

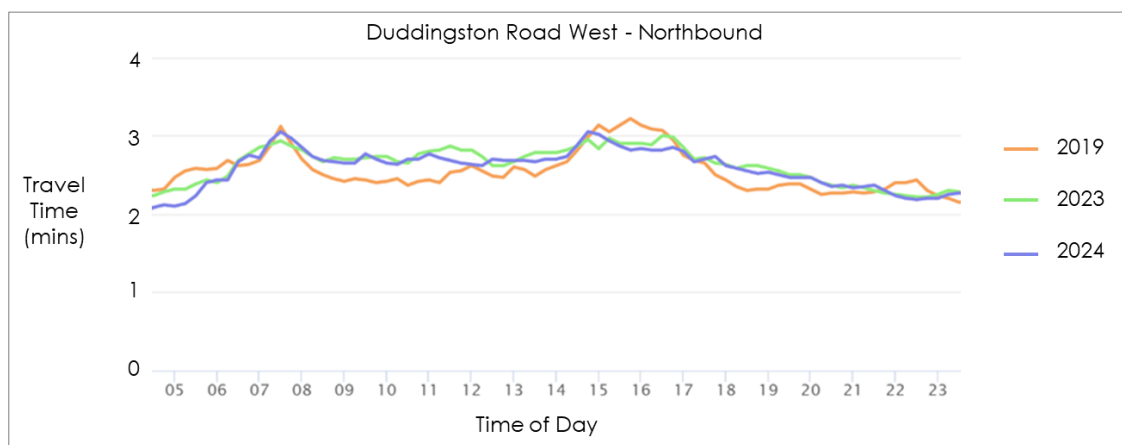


Figure 3-7: General Traffic Journey Time Analysis – Duddingston Road West, Northbound

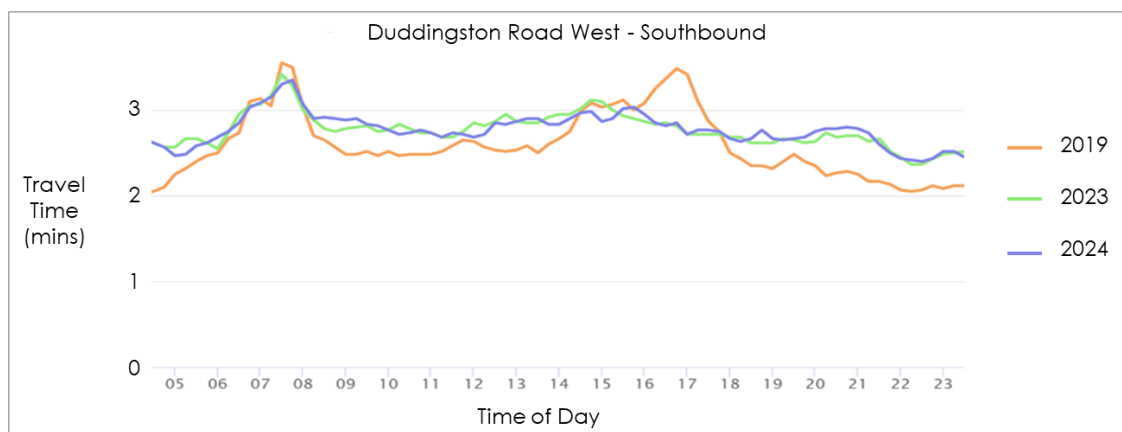


Figure 3-8: General Traffic Journey Time Analysis – Duddingston Road West, Southbound

3.5 Summary

- 3.5.1 INRIX analysis was undertaken to largely understand whether the reallocation of road space as part of Travelling Safely has had an impact on general traffic journey times. As detailed above, there is evidence that journey times have not been negatively impacted by the introduction of the schemes.

Appendix 9 - Informal monitoring findings of City Centre Travelling Safely measures

1. During the trial of ETRO/21/26A no quantitative data was collected for any of the City Centre measures.
2. However, anecdotal observations have been recorded together with photographs of how the measures have been used throughout the trial period.
3. On all the pedestrianised areas implemented on Waverley Bridge, Cockburn Street, High Street and Victoria Street pedestrians make regular use of the carriageway. On Waverley Bridge most use relates to movements to informally cross the road or take photographs, whereas in the rest of the streets the carriageway is used to walk along the street.
4. The modal filter area on Waverley Bridge has been informally used for busking performances.
5. During the Summer and Winter festivals, when crowd numbers are high on all these streets, pedestrians make regular use of the carriageway to walk on.

Photos of the schemes

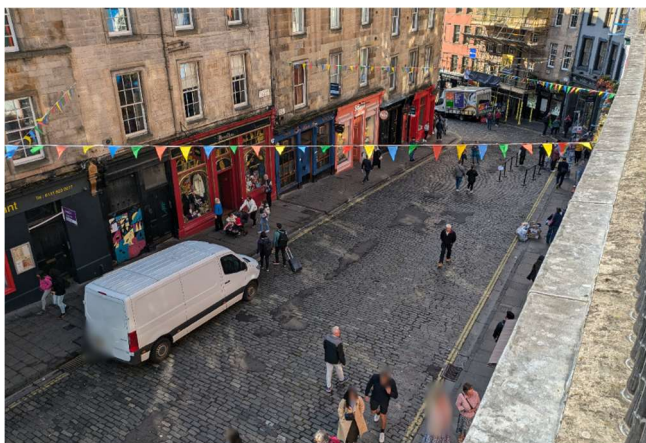
6. Waverley Bridge



7. Cockburn Street and High Street



8. Victoria Street



Appendix 10 - Summary of complexities when analysing the representations to the ETROs

1. Analysing all representations received against each Travelling Safely ETRO presents certain challenges due to:
 - 1.1. Two rounds of readvertisements:
 - 1.1.1. Since the Orders had to be readvertised, following the original advertising from late 2022 to mid 2023, the Council committed to still consider all submissions received during the original consultation period.
 - 1.1.2. Individuals or organisations could submit responses to both consultations. Where this has happened, this has been indicated for completeness.
 - 1.2. Channels available to submit representations:
 - 1.2.1. Representations about the measures in the Travelling Safely ETROs could be submitted via email correspondence and/or a dedicated web portal that allowed individual representations to be submitted against a preselected measure.
 - 1.2.2. Due to the wide range of measures and different ETROs being advertised at the same time, individuals were likely to send more than one submission via email.
 - 1.3. Representations from the same individual, however submitted, have been collated into a single representation for each relevant Order, to ensure that each representation is given equal consideration.
 - 1.4. Many representations contain general feedback about types of measures implemented widely across the Travelling Safely programme and some responses may not therefore be relevant to all ETROs. Where this applies, a representation has only been recorded as being applicable to a specific ETRO or measure where it either specifically references that ETRO/measure or where the detail of the response is directly relevant to the ETRO/measure.
2. This results in total submissions and representations subdivided at the following levels for each ETRO:
 - 2.1. Specific representations received relating to a particular measure or ETRO during the original advertising period.
 - 2.2. Specific representations received relating to a particular measure or ETRO during the readvertising period.
 - 2.3. General representations received relating to more than one ETRO during the original advertising period.
 - 2.4. There were no general representations received relating to both ETRO/21/26A and ETRO/21/28A during the readvertising period.

Appendix 11 - Register of ETRO/21/26A responses

Ref	Representation text	Scheme	Category
1	<p>I vehemently object to order numbers - RSO/21/08, TSO/21/32, TRO/24/03, RSO/24/04, ETRO/21/21, TRO/21/26A, ETRO/21/28A.</p> <p>This will bring more congestion and disruption to the city which is already severely hindered by an ever growing incompetent council making very irrational decisions which begs the question, who makes these decisions because those who do clearly do not have the people of Edinburghs interests at heart It and clearly shows they do not commute daily through Edinburgh because if they did they would see how much a of shambles they have turned this great city into.</p>	All	Object
2	<p>I'd like to share a number of people's concerns I found on an article on the Edinburgh News website as it occurred to me that they may not have the time to dig through the council website to find out how to share their concerns through the official channel. They all share my outrage at the stupidity of the current plans to make driving an impossibility in Edinburgh. Businesses simply cannot exist in the city without being able to drive through certain roads and stop off for deliveries/ pick up and drop off. There has been very little practical thinking that has gone into these proposals apart from the obviously blinkered aim of trying to hopelessly grasp at the 2030 carbon free 'badge' that is simply not worth it if you have to clamber over the bones of countless businesses and disabled people to get there. If you read through the below, you will realise that there has been a systematic abandonment of the quality of life for city dwellers in the pursuit of carbon emissions virtue signalling. You now have business owners threatening to sell up and leave the city, disabled people unable to get the care they need as well as necessary access in and out of town becoming impossible and cyclists who won't use the cycle lanes due to the bollards (the irony). The intended effects of these measures have quite literally been the opposite of the real life applications.</p> <p>See below: [REDACTED]. "Like most other commenters here regarding mobility issues, I'm an assistant to someone who is completely physically disabled and cannot, therefore, be left on his own. My route to work is through the Meadows and down Lothian road to the Western Approach Road. Closing major arteries across the city will only cause untold congestion elsewhere, making the timing of my journey uncertain, but certainly much longer. The same is already true if I use public transport, which takes twice as long as my car/motorbike journey does. I'm this of this council imposing it's impractical vs costly "green ideologies" on the people of Edinburgh. They've made a total mess of every major project they've come up with, from the parliament building to the tram scheme, and previous plans to change traffic routing along George Street that they had to reverse at more cost. They've wasted all our council tax money and ruined a once-beautiful city, which is now an embarrassment as our country's capital city."</p> <p>[REDACTED]. "I am also disabled and cannot use buses, cycle nor walk, how do you get from one side of the town to the other. Even my able-bodied friends are in disbelief as it will cause chaos and Lothian Road will become impassible. Consultation with who ? And in 2019 - the world and life have changed since then. I am unsure how they are allowed to do this in a heritage city."</p> <p>[REDACTED]. "I live in [REDACTED] and have a daughter and granddaughter who live in [REDACTED], unfortunately myself and my wife, who has various chronic medical problems, no longer visit due to the anti car lobby holding sway on the Edinburgh Council, as it's too stressful for her. Due to her medical conditions she cannot travel by bus and the train is a nightmare. Do you expect me to buy a bike, problem is I'm [REDACTED] and my wife is almost [REDACTED], no puff. Still you desk jockeys don't give a toss."</p> <p>[REDACTED]. "Unbelievable. As a resident in Edinburgh, I am now thinking of selling all my businesses and moving out of the city....it is becoming unbearable and I cannot operate without my car. What kind of consultations did we have! Poor commuters, Poor people with business in the city"</p> <p>[REDACTED]. "Criminal damage and corporate vandalism. The council need stopped."</p> <p>[REDACTED]. "Improving accessibility?? How? Due to mobility problems I can't use buses and can't walk more than 50m but currently can park on a single yellow line on George IV Bridge or be dropped off by taxi. Under new plans I will be excluded from the whole area. Please explain how that improves accessibility for independent disabled people"</p> <p>[REDACTED]. "I don't know which residents were consulted about all this fantasyland nonsense, but I wasn't and I don't know anyone who was. Why does Scott Arthur think we all want to sit outside in the Edinburgh winter - to say nothing of much of the Edinburgh spring, autumn and even summer? Why does he think we need to have George Street turned into a park when there is already a very substantial park just down the road from George Street? Any cyclists I speak with do not like the bollarded cycle lanes and avoid using them. Why do we need larger pavements? How do delivery people service their customers in a place like Forrest Road if vehicles aren't allowed? Isn't this going to be a nightmare for bus drivers? What happens to taxis? They are a major means of transport for many who can't indulge in 'active travel'. No, Mr Arthur, you are ruining Edinburgh in the name of some fantasy project you have dreamed up."</p> <p>[REDACTED]. "Scottish Public Sector Equality Duty wee words, Mr Scott Arthur, that I will we raising both with the Council and will be using to apply for a Judicial Review regarding the impact of these closures on disabled people. Perhaps the Council has not considered that there are people living in some of these streets/locations who require carers to attend up to four times a day; carers who are not paid for their travel time and who cannot use public transport to get from one client to another as it can take over an hour between clients by bus...when it takes 10 minutes by car (or has done). Also, is Edinburgh City Council aware that they cannot discriminate against disabled people by disadvantaging them disproportionally in relation to the non-disabled population. By closing vehicular access to particular streets around the city centre, the Council is, effectively, excluding anyone who cannot use a bus (and believe me, there are many disabled people who cannot use a bus for a huge number of entirely legitimate reasons)...and that is blatant discrimination. In addition - as has already been mentioned in this thread - disabled people are having to drive greater distances in order to access hospital/clinical services - not only is the Council therefore putting a very unfair emotional burden on disabled people by identifying them as key polluters through the essential use of their vehicles, they are also placing a very unfair additional financial burden on disabled people who are already significantly financially disadvantaged in relation to the general population."</p> <p>[REDACTED]. "Another city being killed off through poorly thought ideas"</p> <p>[REDACTED]. "What planet does Scott Arthur inhabit? The rush to net zero by 2030 is false and has just been dropped by the red faced Scottish government and their pals the greens. How can this Council justify their policy</p>	All	Object

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	<p>now? Their so called consultation was pre COVID and is a red herring and using it now is bogus. The Council are determined to kill the goose that lays the golden egg,crack on. We will take note for now and wait to see the outcomes and will crucify those concerned verbally."</p> <p>[REDACTED]. "Your extensive consultation was carried out in 2019, long before the chaos caused by Edinburgh Council makes it impossible to get around the city. I don't drive but need to make use of taxis due to mobility issues. There is no longer a simple route from my home to and from the hospital. Roads are being closed, made in to one way only or being blocked by planters. I do not remember being consulted on that. Your ideas sound great on paper but, in reality, they have made Edinburgh a city full of roadworks and nonsensical street access. Cycle paths are appearing everywhere, pity the cyclists aren't. No real thought is being given to the location of cycle paths. A perfect example of this is the path that runs past the Edinburgh Playhouse. I witnessed an elderly lady almost being knocked down by a speeding cyclist as she got out of a taxi to get to the Playhouse. The cycle lane runs parallel to the road meaning you have to step on to the cycle lane when getting out of a taxi. We have speed limits on the roads, why not on cycle lanes? Also, what contribution do cyclists pay to all of these 'wonderful' upgrades. Do the pay road tax? No of course they don't. I challenge you to carry out a real consultation with the people of Edinburgh; put your ideas forward, show the real costs and timeline of any proposed works, explain the rationale behind your ideas, what are the pros and cons, name the person who will be project managing the work and list their qualifications, list the companies who will be carrying out the work and describe the due diligence that Edinburgh Council carried out. Be upfront and honest. It's long overdue."</p> <p>[REDACTED]. "Creating a tourist trap and for students, no money from them, just costs the residents cash and stress . Satellite retail parks, cars to get there as there isn't local shops..."</p> <p>[REDACTED]. "...Maybe ask all the Edinburgh citizens directly via mail. Have you thought about how this will affect workers who commute across town in early hours when no buses are available! Maybe you should focus on putting the money into princes street to help get Princes St back to what it used to be! It's an embarrassing space with empty units and the likes of Costcutter opening up! That's on Edinburgh City Council!"</p> <p>[REDACTED]. "Who did they inform that a consultation was even taking place? Nobody! So pressure groups, particularly those with sympathetic councillors, flood the consultation with their view while the majority have NO say. It's a travesty of local democracy."</p> <p>[REDACTED]. "...They asked the people who they knew would agree with them. The vociferous cycling lobby carries disproportionate influence with the council."</p> <p>[REDACTED]. "Overwhelming support? Who did you ask? I certainly wasn't the Residents of Corstorphine who were overwhelmingly against the introduction of an LTN but the council went ahead anyway. Walking went down, as did cycling and vehicles were forced onto other routes increasing congestion and pollution. When are these "desk-jockeys" going to get in touch with the real world and stop trying to impose their own personal Utopia on the rest of us!"</p>		
3	<p>These correctly lsbled 'trials' have been exactly that, and for far too long already.</p> <p>They have been objected to leady by the people of Edinburgh and certainly do not need to be 'trialed' any longer.</p> <p>They need to be removed immediately to allow the people of Edinburgh to move about the city freely and without obstruction.</p> <p>They are dangerous and serve no purpose at all except to cause traffic jams and congestion which councilors wish to blame on drivers despite themselves and their actions/decisions being the sole cause.</p> <p>STOP with the meaningless endless consultation, and do what the people have asked, remove the whole lot and restore freedom.of movement to the people of Edinburgh</p> <p>These measures are entirely wrong, unnecessary, unwanted and dangerous.</p> <p>They were supposed to be temporary, why are they still in place?</p> <p>Traffic has been back to 'normal' for many many months. It can be seen that along with all the horrendous continuous roadworks they are doing nothing but causing more congestion, greater emissions and a lot of frustration to peole trying to go about their normal business.</p> <p>No-one has been saved from anything by these ridiculous unsightly 'measures' clearly designed to stop people from driving.</p> <p>Fix the roads, oput more cash into feasible EV infrastructure and public transport.</p> <p>Not everyone can nor wish to, walk or cycle.</p> <p>The winter in this country does not facilitate this either.</p> <p>Get rid of these illegally imposed measures which help no one and spend the money on any further 'traffic restrictions' measures on the many things actually required by the city of Edinburgh and its people.</p>	<p>All</p> <p><i>*Two Submissions</i></p>	Object
4	<p>My husband has severe mobility problems because of Parkinson's and cauda equine syndrome so needs a car to take him most places unless there is a bus stop immediately outside. He can't get to lots of places because cycle lanes and places for people prevent me from stopping and dropping him off. Morningside Road opposite Waitrose does need to have the pavement extended rather than having bollards and shouldn't be as wide as it is. I f a bus is in one side going one way, there is no room for it to pass if there is traffic in the other lane.</p> <p>My husband is a keen birdwatcher and has not been able to get up to Dunsappie Loch- you have effectively made this inaccessible for people with mobility problems- please open it up to cars with blue badges at least. It is the same on Princes Street- buses need to stop more frequently for disabled people to use public transport. He hadn't been on to Princes Street for 4 years now and can't access it the way it is. It's no wonder shops are closing all the time The chicane around Braid Avenue and the roads around it is crazy- cars end up travelling along roads that previously were not used by through traffic and they are travelling further</p>	<p>All</p>	Objection

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5	<p>I am advised by councillors Robert Aldridge and Ed Thornley that the foolish and dangerous decision to introduce obstacles into traffic lanes has, incredibly, been extended. Are you waiting for a fatal accident to occur before you amend this unbelievably stupid error to be rectified?</p> <p>I asked before who was awarded the lucrative work to install these dangerous items. Was a relative of a decision-maker involved because I fail to see any logical reasoning behind such a hair-brained scheme?</p> <p>Apart from the OBVIOUS danger, they naturally slow traffic flow even more than the already intolerable state.</p> <p>I request that you stop trying to achieve something which is impossible and see common sense. Reverse this schoolboy error and make roads safer for all concerned plus reducing congestion back to it's previous (poor) level.</p>	All	Object
6	<p>A great idea but so badly implemented. Roads so narrow that emergency vehicles can't get past.</p> <p>Also implemented when there is plenty pavement space already.</p> <p>Is there anybody who really thinks this is way to go. Every car owner would disagree. Looks like you're trying to tick a box on a spreadsheet.</p>	All	Object
7	<p>I am writing to object to the Council's proposal to extend these temporary TRO orders for the next 18 months. The reason we were given, initially, were that these orders were to protect people and spaces during the Covid pandemic. This is now over and it seems that the Council has now decided to change that mandate to one of encouraging cycling and walking in Edinburgh. I live in the area that these TRO's cover and I can safely say that whilst there are times out-with rush hour in the area that traffic moves swiftly, and I think we all really know that traffic that isn't at a standstill in logjams is much more environmentally friendly, but otherwise the pressure on the roads is much greater that it ever was before these TRO's came into being. So much of the road network around central and west Edinburgh has been amended that as soon as there are road closures or incidents the traffic is all funnelled down to this area of town as it is now the only remaining link to leave the city south and north. As a result we have traffic jams that back up Inverleith Row, Brandon Terrace and Rodney Street. This is exacerbated by the narrowing of the roads in all these areas for cycling lanes. I also can verify that the use of these lanes is minimal. There has certainly not been an uptick in cyclists encouraged to 'wheel' because of dedicated lanes since the Temporary TRO's came into being. Perhaps during lockdown itself but certainly not since the first summer lockdown. As a result our lives as residents in this area have become much more difficult; trying to exit from side streets we often wait a considerable time to exit onto the main road making us late for critical appointments.</p> <p>I really think that it is well past time that the Council does a cost benefit analysis on the uptake in cycling in the city as I think they would find that the cost per cyclist would horrify the average council tax paying citizen. I also think it is well past time that Edinburgh Council starts to listen to the people who live in the city. Whilst there is an appetite for cycling from a small minority of the population this is vastly overblown by the Council through its rather insidious link with SUSTRAN. When there are nominal consultations with the public one tends to find that it's the lobbyists (cycling) who tend to lead the way in their support for the 'pedal' minority, whilst the rest of the citizens have got to the point that it's not worth responding because the council ignores what the majority want anyway. We do not live on the continent where the weather is more constant and warmer and also it seems to have escaped everyone's notice that the places where cycling is part of the city culture these cities or towns are FLAT!</p> <p>And so I turn, finally to George Street; the closure of this to traffic to create a cycling highway to Leith is just bonkers! As I said earlier, there is not the 'wheeling' demand that the Council endlessly makes plain to all it's citizens it expects the residents to have and it is an immensely costly exercise at a point in time when those funds could be utilised much better to service the majority of its citizens rather than a minority of cyclists. Sure, if we were swilling in cash and we had regular bin collections, the city in general (apart from all these new cycling highways) looked much less shabby and services were better all round we could perhaps turn our minds to incentivising people to 'get on their bikes' however that's not the case and I think that the citizens are becoming highly fed up with the vanity projects that don't really benefit everyones day to day lives and actually end up pushing traffic into residential areas and closing shops, costing people their livelihood and generally making the average Edinburgh citizens life harder.</p> <p>I finish with a conversation I had with a resident recently and she told me that after all the chaos of the Roseburn Cycling route, what with the extra money she'd spend on petrol due to all the detours that she had to make to get to work and the extra hours she had spent trying to get to work she was seriously considering moving away from Edinburgh. She is married so that's two less council tax payers for the city coffers, I would imagine she's probably not the only one by a country mile.</p> <p>I know that you will probably disregard this as that seems to be the norm but it's my objection and I would hope that it might have some impact on your thought processes.</p>	All	Object
8	<p>Objection to the use of currently installed physical measures to pseudo-segregate cycle lanes.</p> <p>I am in favour of the access restrictions implemented in Whitehouse Loan and in Braid Road.</p> <p>I am not in favour of the measures implemented along the major roads. My main objection is the risk to cyclists from poorly maintained and poorly gritted segregation. Additionally, the measures constitute a trip hazard for pedestrians wishing to cross the roads and a hazard to cyclists in windy conditions. My preference would be for the measures to be removed.</p> <p>I extensively cycle and walk in the areas. I also drive a car.</p> <p>Incidentally, the North pointer in Maps 7-9 of map set 2 of TRO/21/29 is erroneous.</p>	All	Objection
9	<p>I think all your so-called safety measures at TRO/21/26 to TRO21/30 as well as TRO22/22 are poor and un-needed and I oppose them all.</p>	All	Objection
10	<p>I wish to object very strongly to every aspect of all the above TRO's.</p> <p>There is no need nor justification for any of the so called 'Travelling Safely' changes, which are, of course, certain to make travelling less safe. Please give us back our streets as they were before Lockdown, and if you have money to waste, as it seems that you do, pleas fill in the potholes which make cycling such a danger in this formerly great city of mine.</p>	All	Objection
11	<p>Despite best intentions these schemes are having negative effects; I was prevented from giving way to an ambulance with flashing blue lights last week because of restricted space. They also add to delays leading to increased discharge of polluting exhausts. And after all that they are hardly ever used!!!! One cycling relative finds them too restrictive and also often dangerous because the lane is restricted by debris and/or surface damage.</p>	All	Objection
12	<p>I would like to reject to this proposal for the below reasons:</p> <ul style="list-style-type: none">- mainly because this will actually increase unnecessary traffic congestions and therefore emissions out with peak times. I am a cyclist but also need to use a car at times and believe this is totally unnecessary - greatly add to convenience of drivers who need cars for nursery pick ups/drops off, attending to see elderly family members and transport them to doctor appointments etc, family food shops, drop children to sports clubs/ scouts etc and it is not practical for a number of people to cycle who might have injuries or elderly and public transport is not always practical etc- I believe this is just another attempt to make life as miserable for motorists without looking at the added congestions/emissions they cause or not take the considerations of the motorists who genuinely need to use cars for the practical reasons I mentioned above- this has nothing to do with pedestrians who do not walk on the roads there	All	Objection
13	<p>I still cannot believe we can change the council but this appalling scheme was not cancelled as a priority. Rebranding the scheme to Travelling Safely (the very definition of oxymoron) and the use of previously unheard of regulations to temporarily extend it does not change how bad this scheme is.</p> <p>From my experience all this scheme has done is create traffic congestion (e.g. Tesco Corstorphine junction) or increase danger to cyclists (e.g. Lanark Road) so please just admit that in your rush to implement something, you got it badly wrong and it should be removed immediately.</p>	All	Objection

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	The cycle lanes are very rarely used, which should tell you all you need to know about cyclists view of their safety. I honestly believe you are very fortunate that they are so rarely used or you would have had a number of serious accidents on your hands during these “trial” periods.		
14	<p>I wish to register my objection to making these schemes permanent. They assume that everyone can use a bicycle which is clearly not the case for many people such as the elderly and disabled. They might be more acceptable if public transport were better but public transport routes and timetables are being cut back. The current schemes are causing traffic chaos with long taibacks at certain points and often require long detours because of roads closed to cars under the schemes thus increasing rather than decreasing pollution. In addition any further restrictions on parking and loading etc are bound to have a severe effect on the local economy which is already in decline. It is already difficult enough to find somewhere to park legally in Edinburgh and then only for exorbitantly high fees.</p> <p>In my view what has already taken place and what is proposed is a totally misguided way forward and needs to be totally rethought or abandoned altogether.</p>	All	Objection
15	<p>I am writing on behalf of the New Town and Broughton Community Council to formally object to TRO/21/26A to introduce an Experimental Traffic Order to the City Centre area. In particular, we have serious concerns about the impact of the continued restrictions to Waverley Bridge. Under this ETRO, all traffic is banned from Waverley Bridge apart from that requiring access to the businesses and station. Consequently all of the buses, including tour and airport buses, that used to use Waverley Bridge have been relocated to St Andrew's Square, Regent Road or Waterloo Place. This has added to congestion on these roads and in particular to the pavements along Regent Road and Waterloo Place with consequent adverse impacts for traffic management and road safety. The situation has been confused by the introduction of a TTRO (TEMP/24/109) under which airport buses have temporary access to Waverley Bridge due to restrictions on St David Street for ongoing construction work at the old Jenner’s building. This TTRO is valid until December 2025 but the ETRO is only valid until August 2025. Therefore a significant element of this ETRO will not be in effect as it has been superseded by the TTRO. We suggest that the ETRO should be amended and republished to reflect the actual status of Waverley Bridge so that it is clear on what basis comments are being sought. We wish to highlight some of the consequences of the relocation of buses from Waverley Bridge to other roads in the City Centre:</p> <p>1. The decision to relocate buses from Waverley Bridge was taken as part of the Spaces for People measures introduced during the pandemic. Inevitably there was little opportunity for people to comment on these urgent (but supposedly temporary) changes when they were introduced in 2020 but they have now been in place for over four years. One of the consequences of moving the buses from Waverley Bridge is that it is no longer as easy to transfer from and to the trains operating from Waverley Station. For most passengers this change does not cause significant problems but for people with mobility issues, visual impairment or indeed wheelers (including passengers with young children), the additional distance that they need to travel between the station and the nearest bus stop could have a significant impact on their ability to travel. Has any assessment been undertaken to ensure that this change is not in breach of the Equality Act 2010 by discriminating against people by virtue of their: age and/or disability and/or sex and/or in the case of women being pregnant?</p> <p>2. Buses using Waterloo Place and Regent Road are having to use the small roundabout outside the Old Royal High School to turn around. This is causing congestion and due to some buses needing to reverse to complete the turn, additional risks to the safety of pedestrians crossing at the bottom of the road to Calton Hill. Has a swept path analysis been performed to confirm that the use of this roundabout as a turnaround point by so many buses is safe?</p> <p>3. Additional out of town buses parking at the bus stands on Regent Road are making it difficult for passengers wanting to board east bound service buses at the St Andrews House (E) stop to see oncoming buses and for the drivers to see waiting passengers. As a consequence, passengers have been observed stepping into the road to ensure they were visible to approaching buses increasing the risk to their safety. Have these risks been considered in making the decision to relocate the buses?</p> <p>4. Due to the narrow pavement in this section of Regent Road and the number of people waiting at this stop, it can often be difficult for pedestrians and wheelers to navigate this section of congested pavement. We are also concerned at the lack of any welfare facilities for the drivers of the out of town buses waiting at Regent Road to commence their next service. Has any assessment been undertaken to confirm that this pavement is of adequate width given the increased footfall and have the welfare needs of drivers been considered in making the decision to relocate the buses?</p> <p>5. The additional tour buses using Waterloo Place are adding to the congestion for westbound service buses adversely impacting on the reliability of the 12 different services using the very busy Stop ZJ on Waterloo Place. The pavement at this point is also very narrow making it difficult for pedestrians and especially wheelers to navigate past the often very congested bus shelter. Insufficient account has been taken of the impact on traffic flows and road safety of so many buses now using this short section of road with an inadequate number of bus stops. It is stated that the Waverley Bridge is required for pedestrians but given the continued service access, it is not really a pedestrianised area and is very underutilised. In our view, it should revert to its previous use for out of town, tour and airport buses. Given the recent news about the future of the bus station, removing buses from Waverley Bridge is not the way to go. Clearly any plans for this road do need to provide a safe means for pedestrians (including passengers) to access the station and move from Princes Street to the Old Town. This can be achieved without closing the road to all buses and taxis.</p> <p>We therefore object to the ETRO primarily due to the consequences of removing buses from Waverley Bridge.</p>	Waverley Bridge	Object
16	<p>I would like to object to proposed order TRO/21/26A on the basis that:</p> <p>a. It if put in place it would discriminate against Disabled people and people with other protected characteristics, contrary to the Equality Act 2010.</p> <p>b. It would act to discourage pedestrian and wheeled access to Waverley Station.</p> <p>c. It is likely to result in an increase in private car usage (and taxi usage) in Edinburgh; with knock-on effects in Scotland more widely.</p> <p>Specifically:</p> <p>1. If buses are allowed to uplift passengers on Waverley Bridge many people who can walk or wheel limited distances will be able to use those buses for onward travel when arriving in Edinburgh by train. If, as proposed, stops for those buses were moved more than a hundred metres further from the train station, many of those people would have to use taxis for onward travel from Waverley, increasing the number of vehicle movements, contrary to CEC (City of Edinburgh Council) targets for reduced traffic in the City.</p> <p>2. If buses are able to set down passengers on Waverley Bridge those same people will be able to use buses to get to Waverley Station and continue their out of town journeys by train. If bus stops were moved further from Waverley that would cease to be an option for many and they would be more inclined to make their entire longer distance journey by car, increasing car journeys in Edinburgh and in Scotland (and the UK) more widely.</p> <p>3. It is also likely that many disabled people will simply decide that increasing the transfer distance as described makes their journey unviable in a way it would not be for a person without disability, and will be unable to make that journey at all. This discriminates against people with disabilities.</p> <p>4. The above comments apply, mutatis mutandis, to:</p> <p>i. People travelling by public transport with small children, who are statistically most likely to be women.</p>	Waverley Bridge	Object

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	<p>ii. Older people, who are less likely to be able to walk longer distances than younger people.</p> <p>iii. Many people who are pregnant, who are less likely to be able to walk longer distances than people who are not pregnant.</p> <p>In short; any proposal by CEC to prohibit bus use and bus stops on Waverley Bridge and to move bus stops further from Waverley Station is highly likely to be in breach of the Equality Act 2010 by discriminating against people by virtue of their: age and/or disability and/or sex and/or being pregnant.</p> <p>It will also have the foreseeable side-effect of increasing private car journeys, contrary to the stated policies and aims of CEC. For the above reasons I object to this TRO.</p>		
17	<p>Your plans to ban cars through the city centre will cause more congestion than already. As a disabled person who can't cycle or use public transport. I need cars to get me into the city centre. I feel like I'm being banned from my own city. This council only cares about cyclists.</p>	Waverley Bridge	Object
18	<p>The changes contained in the ETRO have resulted in buses and taxis being unable to use Waverley Bridge and therefore relocated to other streets in the City Centre with adverse consequences for traffic management and road safety. The relocation of out of town service buses to Regent Road and tour buses to Waterloo Place are having a detrimental impact on the movement of the service buses using these roads as well as the pedestrians trying to board or disembark these services. There is no justification for the closure of Waverley Bridge to all buses and taxis where they provided an easy means for passengers transferring from/to rail services to continue their journeys.</p>	Waverley Bridge	Object
19	<p>We are responding to the current ETRO (Experimental Traffic Order) affecting Cockburn Street as part of the City Centre measures (Travelling Safely City Centre Experimental Order various roads TRO/21/26). Crew 2000 Scotland is an award-winning Scottish charity supported by City of Edinburgh Council and Scottish Government. We support over 3,000 young people annually at our Drop-in harm reduction and health -promoting advice, information and signposting service located on Cockburn Street. Over 30 volunteer peer educators enhance this service.</p> <p>Over 100 people annually access the building for 1-2-1 support work, drugs counselling and therapeutic recovery support.</p> <p>Crew's Drop-in Services are a key part of Edinburgh's Young People's Substance Use Services Network, working in collaboration with [REDACTED] in Strategic Planning at Edinburgh Alcohol and Drug Partnership).</p> <p>We support traffic safety measures as a principle, however the experimental measures in place have impacted significantly and negatively on the safety of our clients, volunteers and staff:</p> <ol style="list-style-type: none">Impact on volunteer access: NB people with disabilities (blue badge holders) who could only access the street by a car had to explain Equalities Legislation to officers operating bollards to gain access. As well as an Equalities Act issue for our team members, delaying volunteers access to Crew is detrimental to Crew's beneficiaries as it reduced the level of service we can provideDirect impact on workers' health and wellbeing (injuries from lifting heavy goods) please see impact statement belowAdditional cost of taxis from home and skilled professionals time to ensure goods are delivered since measures implemented NB we already pay vendors for delivery and now need to pay for taxis in addition to thisWe requested a permit to access the street as key workers 9th December 2022 (please see impact statement below), but have not yet received a response: <p>My name is [REDACTED] and I work as the [REDACTED] for Crew 2000 on Cockburn St. There are some pertinent issues which have come up since the parking restriction changes to the street that I need to alert you to. I will also be requesting we are given license to use our cars to bring heavy resources and equipment to and from our premises, to avoid further injury.</p> <p>We are a small but extremely dedicated charity which has gained further prominence recently given Edinburgh Council members' interests in our Take Home Naloxone service, our work as part of the Scottish Drug Checking Project</p> <ul style="list-style-type: none">We produce a significant amount of harm reduction resources available to the public and frontline workers: printed copies arrive, usually at our homes due to the delivery times available, in heavy boxes which we normally then have to transport ourselves from our homes to the office. On 19th September, after the changes, I was required to transport boxes from Market St and up Cockburn St. I've attached pictures of the boxes; 2 trips were required. The following next week I was in hospital having an MRI scan with extreme pain and numbness, showing a herniated disc and lost a week of work. If I had been able to drive these boxes to Cockburn St, I could have more easily got help from workers in the building, which is not always possible if parking further away as we often need to cover the premises during counselling sessions or Drop-in sessions.We also work with members of the community with lived and living experience around drugs and mental health, including one volunteer who is disabled and had usually used her Motability car and blue badge to ensure she could safely come to Crew and help us deliver our services as well as receive support herself. This is now very difficult to do while Blue Badge holders are no longer allowed onto the street during our opening times. We also support many members of get2gether, a social network for people with disabilities, with access to sexual health support, education and drugs information: this too has become more difficult for the same reason.Finally, we are concerned about one of our waste removal providers not being able to access the street; Greenleaf Hygiene regularly come to change our sanitary hygiene waste boxes but now have to carry the full sanitary boxes up or down the street after changing them, as they can no longer park outside.Given these issues, I would like to formally request that you help us to ensure we can keep our staff, volunteers and visitors safe by allowing us and our service providers access during hours when we are actually there. <p>We ask that you modify the existing measures to provide a limited number of permits to local key workers providing services to vulnerable people.</p>	Cockburn Street	Objection
20	<p>My name is [REDACTED] and I work as the [REDACTED] for Crew 2000 on Cockburn St. There are some pertinent issues which have come up since the parking restriction changes to the street that I need to alert you to. I will also be requesting we are given license to use our cars to bring heavy resources and equipment to and from our premises, to avoid further injury.</p> <p>We are a small but extremely dedicated charity which has gained further prominence recently given Edinburgh Council members' interests in our Take Home Naloxone service, and our upcoming World Aids Day event, where the council leader will be visiting this Thursday. We produce a significant amount of harm reduction resources available to the public and frontline workers: printed copies arrive, usually at our homes due to the delivery times available, in heavy boxes which we normally then have to transport ourselves from our homes to the office. On 19th September, after the changes, I was required to transport boxes from Market St and up Cockburn Street. I've attached pictures of the boxes; 2 trips were required. The following next week I was in hospital having an MRI scan with extreme pain and numbness, showing a herniated disc and lost a week of work. If I had been able to drive these boxes to Cockburn St, I could have more easily got help from workers in the building, which is not always possible if parking further away as we often need to cover the premises during counselling sessions or Drop-in sessions.</p> <p>We also work with members of the community with lived and living experience around drugs and mental health, including one volunteer who is disabled and had usually used her Motability car and blue badge to ensure she could safely come to Crew and help us deliver our services as well as receive support herself. This is now very difficult to do while Blue Badge holders are no longer allowed onto the street during our opening times. We also support many members of get2gether, a social network for people with disabilities, with access to sexual health support, education and drugs information: this too has become more difficult for the same reason.</p> <p>Finally, we are concerned about one of our waste removal providers not being able to access the street; Greenleaf Hygiene regularly come to change our sanitary hygiene waste boxes but now have to carry the full sanitary boxes up or down the street after changing them, as they can no longer park outside.</p> <p>Given these issues, I would like to formally request that you help us to ensure we can keep our staff, volunteers and visitors safe by allowing us and our service providers access during hours when we are actually there. I have Cc'd [REDACTED] in this email: we both look forward to hearing from you.</p>	Cockburn Street	Objection

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Ref	Representation text	Scheme	Category
21	<p>I am writing in connection with the ETRO restrictions for Cockburn Street where I have been a permanent resident for 22 years. I note the access arrangements defined in the circular dated 30 November and wish to raise several concerns / omissions. Blue badges.</p> <p>1. The Blue Badge scheme is designed to help disabled people who have severe mobility problems lead independent lives by allowing them to park near to a venue and have easier access to the services they want to use.</p> <p>2. They are linked to the person, rather than the vehicle so can be used with any car, including taxis.</p> <p>3. According to the issued rules Blue Badge holders are only able to access Cockburn Street between 19:00hrs - 10:30hrs.</p> <p>4. Please explain why Blue Badge holders are only permitted to park on Cockburn outside of retail business hours?</p> <p>5. If a Blue Badge holder is resident on Cockburn Street are they not permitted to have appropriate access in and out of their property during the normal working day? Are they not allowed to have access to public transport (taxis) during the working day? Cockburn is a steep street and these rules may prove problematic for local residents.</p> <p>General Resident Access.</p> <p>1.The rules state that only vehicles with a valid residents parking permit for the zone are permitted to access the street in the evening hours.</p> <p>2.Does this mean the council is now forcing local residents that doesn’t have a local parking permit to purchase one in order to access their own street?</p> <p>3.By example, I do not use my car on a regular basis. Nor is it suitable to keep my vehicle on street in the Old Town area. Having done this for 15 years with my previous vehicle I know from extensive experience the risks of leaving a car on the street for extended periods. Damage from other vehicles, drunk revellers and malicious intent often occurs. This means real world costs and distress for local residents as well as higher insurance premiums.</p> <p>4.As a result I have off street / underground secure parking in Leith where my vehicle remains safe. However when I sometimes need a vehicle I drive to Cockburn street in order to have reasonable access to my property. Reasons for needing access to my property include:</p> <p>Recycling - as there are very few recycling facilities within easy reach of Cockburn Street, especially for glass, we want to be able to load the car and deposit recycling at a convenient location.</p> <p>Travel - when travelling out of the city or returning from travel we need access to the street for loading and unloading.</p> <p>Shopping - often residents wish to do a larger shop than just utilising the local supermarkets, vehicle access to the street is required as carrying heavy and multiple loads of shopping is problematic, especially for the less able bodied.</p> <p>Given the content above, both my partner and I suffer from long term shoulder damage resulting from sporting injuries. Both of us have been advised not to lift or carry heavy weights as this may risk further damage.Since the restrictions have been brought in we can only do the above at night or before 10:30am. According to the rules I have no right of access without paying the council for a residents parking permit. Is that the councils position? If so, will the council be offering free parking permits for residents affected by these rules?</p> <p>Further to the above, I have an 86 year neighbour who does not drive, but is increasingly less mobile. My concern is that she can not get taxis to her door at anytime, placing undue restrictions on her movement. Something which gives her great concern. The restrictions in place seem to be tailored to the interests of local businesses and landlords of short term rental properties, where tenants do not require the usual access to properties expected by permanent residents. Given the councils move to restrict short term rental licenses I expect an increase in longer term tenants in the area, and both they and permanent residents should be taken into consideration.</p>	Cockburn Street	Objection
22	<p>I strongly support the retention of measures to maintain measures to support walking and cycling in the city centre TRO/21/26A. We need these so that we live in a clean and safe city where people are not scared to take their bike to work or to shop. This allowing them to stay more healthy and not pollute the air we all breathe. And children should grow up in a city where this is possible too. Thank you.</p>	All	Support
23	<p>I strongly support the retention of measures to support walking and cycling in the city centre TRO/21/26A.</p>	All	Support
24	<p>I strongly support the retention of measures to support walking and cycling in the city centre TRO/21/26A. The proposed measures will be transformative for our family, which includes two school-age children who would lack the confidence to cycle into Edinburgh from Marchmont if these measures are not carried out. Active travel is essential for the health of the citizens of Edinburgh and for the health of our planet.</p>	All	Support
25	<p>On Waverley Bridge.Please define whether cycles are encouraged / allowed to turn onto Princes Street. Currently the blockaded end of bridge is very confusing for all users. Waverley Bridge is a key welcoming point into the city and you should building on what has been achieved. Arguably the only new pedestrian priority space in centre. All these schemes should have a pedestrian and active travel benefit. As I'm viewing pdfs on phone I can only get so much of an overview. Cockburn Street and Victoria Street are really pedestrian photo op streets so clearing cars off benefits that clientelle. Loading confined to less intrusive areas is good. South St David Street is beside Jenners building works so bus piority a must. Agree with car ban.</p>	All	Support
26	<p>Quick email to say that I support any works that would provide safer cycle and walking routes. We need to encourage people out of their cars and get them bussing. cycling and walking. The city would be so much nicer to spend time in with less traffic.</p>	All	Support
27	<p>I strongly support the spaces for people measures around the city but fed up of the constant moaning and groaning off drivers. It's got to the point most cyclists myself included stopped using them made to feel awkward cars have taken over the roads for far too long however the I will point out Lothian busses need to get there early morning services running from before 5am people in East Lothian cannot commute to work In the city by other means other than cars otherwise car use will continue and it needs to change</p>	All	Support
28	<p>I am wholeheartedly in support of encouraging active travel. The benefits of active travel are widespread and fall broadly into two categories:</p> <p>1. Improved health benefits</p> <ul style="list-style-type: none">- Improved physical health, reduced obesity, diabetes, cardiovascular disease- Improves mental health <p>2. Better for the climate, which in turn results in reduced pollution, better environmental health and a global level improved bio-diversity.</p> <p>Overall therefore investment in active travel Infrastructure is also very cost effective. However it does need to be done properly and with a good network of safe, well lit, segregated cycle ways. There does also need to be some provision for a decent flow of road users (ie. Cars and buses) as there are some circumstances when travel by these means is difficult to avoid. You also need to prioritise travel for those with additional needs - one space on a bus for a wheelchair or a buggy means it simply isn’t feasible for these communities to rely on public transport.</p> <p>We are a family of 4, two GP’s and two kids age 4&6. We actively try to cycle/walk/use public transport and my 4 year old is fairly competent independently however our cycling is sometimes hampered by a poor network. We cycle to school but need to do so on the pavement (obviously not ideal for pedestrians) to Braidburn terrace (from Greenbank) as there is no quiet route to Greenbank connecting to SMPS. The proposed re-opening of Braid road and the roundabout of death junction may stop us cycling - how will you keep our young cyclists safe? It is also crazy that having then cycled the quiet route you have to go over Cluny (with no cycling priority lights) and along woodburn terrace which is extremely busy. For information the turning onto Corennie Gardens from Hermitage gardens has a terrible camber and is incredibly icy in winter, my competent 6 year old skidded twice last year. It feels as if the routes have been planned in an office and not “tested” by folk that cycle regularly.</p> <p>We have a wonderful city and it is a joy to cycle on a Sunday morning, please keep developing the infrastructure but in consultation with those that use it.</p>	All	Support

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29	<p>I would like to express support for the TROs introduced in the city; many of these have allowed me to do food deliveries on my e-bike to areas which I would not otherwise consider. These deliveries would otherwise almost certainly be fulfilled by a car delivery.</p> <p>I work from Fort Kinnaird and the TROs on Duddingston Road West as well as the closure to through traffic of Brunstane Road have been especially helpful.</p> <p>I would like to see TRO - protected cycle lanes on Duddingston Park South - there is space to do it and the road is treated as a race track by many local drivers.</p>	All	Support
30	<p>I am just writing to express my support for the Travelling Safely proposal to make the Spaces For People bike lane ETROs permanent.</p>	All	Support
31	<p>Looks like I've missed the deadline for commenting on the ETRO for the West and Central Edinburgh Links. I'm probably not familiar enough with the detail anyway to comment, however, I did want to give some feedback about these, and about the protected areas in the centre of town that I've been on (e.g. along Rodney Street to Broughton Street), and along Comiston Road.</p> <p>My comment is mainly to say how wonderful they are! At last I am able to cycle on main roads without fear of death! I'm sure it must help to encourage people to get on their bikes and cycle as they will feel, and indeed be, safer. It also agrees with the Scottish Government's cycling framework for active travel, the consultation for which I have just completed.</p> <p>My only suggestion for improvement would be to say that there are places where the cycling lane suddenly turns into a walking lane and the cyclist is spat out into the main road. I don't see walkers using these areas, and probably it isn't necessary now social distancing is not required, so I suggest you just turn them over into a bike lane also. This would be much safer for cyclists, as these are the points where accidents occur. This should also be born in mind when a protected cycle lane has to come to an end.</p> <p>I hope this feedback can make its way to the relevant parties.</p> <p>Many thanks and keep up the good work!</p>	All	Support
32	<p>Any plans to make cycling and walking safer are always welcome and encouraging. I'm aware that it might be difficult but I would like to see more "one way" roads, leaving the other half for cycling/walking spaces which might open more routes in an easier and affordable way.</p>	All	Support
33	<p>I live in East Lothian and rarely cycle in the city, but when I do the cycle lanes introduced under Spaces for People are a great addition and I'm sure will help encourage novice cyclists to use their bikes more. I fully support their retention and expansion.</p>	All	Support
34	<p>I wish to comment on all the above TROs -</p> <ol style="list-style-type: none">1. I support all the current proposals.2. I also support the general idea of the TROs being 'Experimental' so long as that enables changes to be quickly and easily through any legal processes.3. I also point out that it's vital the 'bike lane spaces' are regularly maintained by the Council and cleared of glass, rubbish, tree debris etc.4. If the Council is not already doing so, then perhaps its Cycle Project Team or colleagues could also carry out local on the ground surveys at the relevant sites to determine the views of local people - whether residents, pedestrians, cyclists or other vehicle users.	All	Support
35	<p>As a pedestrian and cyclist who occasionally drives, I strongly support the continuation of the present system of segregated cycle lanes. I would like to see them extended. They make active travel easier and safer and encourage alternatives to polluting cars.</p>	All	Support
36	<p>I just want to express general positivity towards the Spaces-for-People/Travelling-Safely schemes that have been installed in Edinburgh. I recently moved away temporarily to The Borders and missed the great active transport schemes across the city and particularly the increase in segregated bike lanes.</p> <p>I have now move back to Edinburgh and love how connected I feel to the City and Scotland more widely without even considering getting into my car.</p> <p>I hope the council continue to significantly invest in these and that any that are removed are done so with consideration and replaced with similar schemes promptly afterwards. Edinburgh is on its way to being a great demonstration of an active transport first capital city and I hope this continues.</p>	All	Support
37	<p>I'm writing to comment on the Travelling Safely Experimental Traffic Regulation orders. I write as a walker, cyclist, and car driver , based in south-east central Edinburgh.</p> <p>In general, I am very supportive of the existing schemes, which have made me feel much safer as a frequent cyclist. Although I try to use off-road routes as much as possible, e.g. the Meadows, and the canal tow path, roads can't always be avoided! The routes that I find especially beneficial are Buccleuch St. and Causewayside, especially northbound, much preferable to Clerk St. etc. The routes parallel to car parking spaces in Mayfield Road are also very helpful. I also appreciate the segregated section of the southbound Mound, as it is of course impossible to keep up a decent speed going up a steep hill. I was, however, very sorry to see the removal of the extensive cycle lanes on George 4th Bridge, which had transformed my cycling experience on this busy and congested street. I also wonder if more could be done on Lothian Road, which is, after all, pretty wide? It is a great relief to be able to get into the southbound section of cycle lane near Tollcross, but cycling anywhere northbound on Lothian Road, without any cycle lanes, remains quite a challenge!</p> <p>I'd like to mention that the cycle lanes can also be very helpful to pedestrians, of which the northbound section on Causewayside, just north of Grange road, next to a busy and narrow stretch of pavement, is a good example.</p> <p>One place that doesn't seem to work well is the short pedestrian section northbound on Morningside road, oppose Waitrose (why just there?) Its main effect is to cause a sudden narrowing of the road, which can lead to conflict between cyclist and vehicles.</p> <p>So , please keep as many of the TROs as you possibly can, as they help to make Edinburgh a more cycle-friendly city, good for noise, pollution, health and exercise.</p> <p>One final comment, maybe not strictly relevant to this consultation , is that the very necessary cycle lanes on Marchmont road have almost completely vanished due to wear, especially the northbound one, and urgently need to be repainted.</p>	All	Support
38	<p>We'd like to comment on the Travelling Safely Experimental Traffic Regulation Orders currently being consulted on.</p> <p>We are cyclists and also car drivers.</p>	All	Support

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	<p>Mostly we use our electric bikes to get around, but also need occasionally to use the car.</p> <p>When cycling we find the feeling of protection afforded by the bollards eg. on Duddingston Road to be very significant.</p> <p>We have cycled in Edinburgh for decades, and until the introduction of separate cycle paths, had become used to entering a hypervigilant state when sharing road space with motor traffic.</p> <p>When that need is taken away by the introduction of bike friendly infrastructure, the quality of the travelling experience for us is far higher.</p> <p>Our grandchildren will soon be old enough to cycle with us. Without the bollards on the roads, we would not consider them safe for young children, which would greatly inhibit the possibilities for sharing our preferred form of transport.</p> <p>When using our car we have never found any of the schemes to be a problem for getting around effectively.</p> <p>We hope these comments are helpful.</p>		
39	<p>I wish to add my consultation comments on the above.</p> <p>As a cyclist (and motorist) I much appreciate the Edinburgh segregated cycle lanes. These have given me and my family and friends a greatly enhanced feeling of safety and security, particularly on steep uphill sections such as the Mound, and Braid Road (climbing past the Braid Hills Hotel) where motorists have the tendency to cut in on left hand bends and the road is relatively narrow. Downhill sections are not quite as important because here the cyclist is able to match the speed of motor traffic, particularly where the speed limit is only 20 mph. The 20 mph limit has been a great success and I guess it hasn't increased travel times. It certainly adds a great feeling of safety, whether walking or cycling, and should be the universal speed limit across Edinburgh. My impresssion is it also reduces traffic noise. However, I've seen no sign of it being enforced. This should be remedied.</p> <p>Kilgraston Road is heavily used by student cyclists cycle-commuting between Marchmont and Kings Buildings. Again, cycling can be slow heading (south) up the hill towards the Marchmont Road/Grange Road traffic lights. A fully segregated cycle lane coming up this hill would be very beneficial and would be heavily used, justifying its construction - and would allow motor traffic to overtake safely.</p> <p>The painted cycle lanes on both sides of Marchmont Road are barely visible these days. They should be made fully segregated or, at the very least, re-painted or tarred with red chippings (similar to the successful Mayfield Road "arterial" cycle route).</p> <p>In conclusion I congratulate Edinburgh on its cycle routes and on its existing segregated cycle routes. As a result of these, people (myself included) who would previously have been too anxious to cycle in traffic are now using their bicycles where they might previously have used their cars - resulting in less pollution, less traffic congestion, increased fitness and reduced transit times.</p>	All	Support
40	<p>I'm sending this email in support of the Spaces for People bollard-protected cycle lanes. I would like to see these cycle lanes made permanent and potentially improved. I've lived and cycled in south Edinburgh for more than 20 years and during that time I've seen almost no improvement to cycle infrastructure, except for the Spaces for People cycle lanes. These cycle lanes have made a huge difference to the daily lives of Edinburgh's cyclists and it would be a great blow if any of them were removed or downgraded, particularly after the scheme has come this far. It's been moving seeing an increasing number of children using these cycle lanes which is a great achievement. I've also cycled in the lanes with my children (aged 4 and 7) on roads which I definitely wouldn't have taken without the lanes in place. Please, in the face of climate breakdown, noise pollution, congestion, children needing safe spaces to exercise, mental health, and for so many more reasons, please can the Council be brave in its decision to make permanent and improve the city's the Spaces for People bollard-protected cycle lanes.</p>	All	Support
41	<p>I wish to make quick comment re the consultation on Travelling Safely Experimental Traffic Regulation Orders.</p> <p>I strongly support making the temporary schemes permanent. Any authority which is serious about modal shift needs to properly reallocate space away from private cars and towards active travel and public transport.</p> <p>In particular, I support the schemes which exist on main roads - they usually represent the quickest and most convenient way to travel to the places that people actually want to go to. Properly designed, prioritised and protected infrastructure is key, though. Unless schemes are suitable for less experienced or confident users, they will have failed - greatly widening access must be achieved. I would especially highlight measures to prevent illegal parking. This would ideally be done via physical design, and where that doesn't work, rigorous enforcement. So make the schemes permanent . . . but for everyone's sake, do it properly.</p>	All	Support
42	<p>I am an Edinburgh resident and very much in favour of the improved cycling provisions planed to encourage more cycling and reduce the number of cars in the city.</p> <p>We need you to have the vision to make the long term shift away from our dominant car culture.</p>	All	Support
43	<p>I wish to commenting about the Travelling Safely Experimental Traffic Regulation Orders, and specifically to express support for bike lanes being made permanent wherever possible. The loss of bike lanes on G. IV Bridge was extremely disappointing, but anywhere they can be maintained will still be valuable, as they greatly contribute to confidence that one can cycle safely and without inhaling too much piollution, which is rarely the case given the overwhelming amount of car traffic.</p>	All	Support
44	<p>I am commenting on the Travelling Safely ETROs in connection with the Spaces for People project.</p> <p>I am supportive of the objectives of the project. As a person who normally cycles or uses bus travel around the city and who occasionally drives I am now generally very pleased with the changes made and think it is worth sacrificing the ability to drive everywhere - and at speed - in order to improve safety and the livability in the parts of the city affected included in the project..</p> <p>My impression is that measures in the Braids estate in south Morningside, where I live, have certainly reduced traffic levels and speeds and reduced "rat running". Even neighbours who never seem to step out of their cars agree that the area is pleasanter.</p> <p>There are still things to look at: the safe Cycle route through the estate needs better signage, speeds are still too high on the Hermitage Drive section (frequent collisions with grit bins, newly planted trees, the Midmar Field fence and road signs on the bend) the road layout at the corner of Braidburn Terrace and Braid Road is confusing for pedestrians and cyclists and difficult for cars. (Personally, I was sorry when the one-way system on Braid Road was abandoned - I'd prefer to see driving more rather than less convenient in an effort to promote active travel and bus use.)</p> <p>I would like to encourage the Council to continue to improve facilities for cyclists and walkers, and to actively promote active travel at he same time as working to reduce the traffic flow into the city (e.g. Park and ride near Fairmilehead)</p>	All	Support
45	<p>As someone who cycles round the city daily for business and pleasure, I welcome the segregated lanes which were set up for cyclists as some low cost protection. I would ask you to retain these and also to ensure that road surfaces in the lanes are regularly repaired and swept for leaves, snow etc.</p>	All	Support
46	<p>As an Edinburgh resident I cycle, walk and drive in the city.</p> <p>Generally I am in favour of the cycle lanes at the sides of major roads e.g. Gilmerton Road and Comiston Road I use fairly often and the lanes make me safer and give me space as a cyclist.</p> <p>The Lanes on Minto Street and beyond to Liberton Road north ward are fine but south bound there are too many pot holes which makes them dangerous.</p> <p>So please keep these lanes but keep them maintained and swept e.g. wet leaves are a bit of a skid risk</p>	All	Support

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47	<p>I’m writing to comment on the Travelling Safely Experimental Traffic Regulation Orders.</p> <p>In general as both a driver and cyclist I approve of the schemes as they provide safer spaces for inexperienced cyclists on the roads and will hopefully encourage more people to cycle instead of drive. However, I do have a few concerns:</p> <ul style="list-style-type: none">- The road surface in some is awful (eg heading south down Minto Street / Craigmillar Park) to the point where I actually feel safer outside the bike lanes as I have space to avoid potholes. In the lane, if there’s a pothole there isn’t space to avoid it.- The white bollards are almost invisible in some places at night, and I nearly drove into the ones on Duddingston Road West, north of the railway line, this evening. They seem to get very dirty and either need regular cleaning or need to be made of a different non-stick material- In some places the lanes stop and start very abruptly, just around corners, eg even at the 20mph limit on Braid Road, heading south, uphill, round the right hand bend past the Braid Hills Hotel it would be easy to crash into the bollards.- Where the lanes are intermittent due to bus stops, it is very unsafe trying to suddenly pull out to go round a bus as you have to make a very sharp turn (due to not being able to escape the lane beforehand w/o essentially stopping) into traffic, and then a sharp turn back, hoping the bus hasn’t started to move while you are passing. Waiting isn’t realistic if you actually need to get anywhere in reasonable time. <p>Possibly by intention, it is very hard to ‘escape’ from a bike lane part way along. So, if you want the safety of a bike lane but then need to turn right, you have to almost stop to be able to avoid crashing into the bollards as you exit the lane, meaning you are travelling at a much slower speed than passing traffic which is not very safe.</p>	All	Support
48	<p>I am writing in support of the council choosing to make permanent the main road semi-segregated bike lanes throughout Edinburgh. I regularly cycle with my children in the city and they make me feel a bit safer.</p> <p>Although there are undoubtedly problems to be resolved and major improvements that should be made, the current bike lanes are a useful foundation from which to build and provide some protection for people cycling while we await a major injection of funding for active travel in the city.</p> <p>In particular, I would like to see proper enforcement of the bike lanes on Causewayside. They are blocked every single hour of the day by cars parking, forcing cyclists to swing out into the road at multiple points. This is particularly dangerous as there are so many schools around this area. A proper, fully protected bike lane on Causewayside could connect in to the proposed Newington Safe Route and make a huge difference to the long, thin catchment area for Sciennes Primary School.</p> <p>Thanks for considering this</p>	All	Support
49	<p>I am writing to express my full support for the Travelling Safely Experimental Traffic Regulation Orders that have provided the excellent separated cycle lanes across Edinburgh. I believe that these measures are crucial in ensuring the safety of cyclists and pedestrians on the roads of Edinburgh.</p> <p>As frequent commuter into Edinburgh by bicycle from [REDACTED] (sometimes by bicycle and sometimes using train links with my bicycle), I have witnessed numerous incidents where cyclists are put in danger due to the lack of safe cycling infrastructure. With the number of people cycling in the city increasing every day, it is essential that we provide them with safe and separated cycling lanes to prevent accidents and make cycling a viable option for everyone.</p> <p>I am particularly pleased with the feeling of security provided by the separated bicycle lanes. These lanes allow cyclists to travel safely and avoid conflict with other vehicles on the road. Additionally, these lanes encourage more people to cycle, which can only have a positive impact on both public health and the environment.</p> <p>I am aware that there may be some concerns from other road users, but I believe that these measures are necessary and will benefit everyone in the long run. The benefits of promoting cycling and active travel are numerous, and we must do everything we can to support these modes of transport.</p> <p>Therefore, I urge the council to implement the Travelling Safely Experimental Traffic Regulation Orders changes as permanent changes as soon as possible, and I am willing to support these measures in any way I can. I believe that this is an excellent opportunity for Edinburgh to lead the way in promoting safe cycling and active travel, and I look forward to seeing the positive impact that these measures will have on our city.</p> <p>Thank you for considering my views on this important matter.</p>	All	Support
50	<p>I am commenting about the Travelling Safely Experimental Traffic Regulation Orders.</p> <p>I strongly support the lanes, there are undoubtedly problems to be resolved and major improvements that should be made.</p> <p>The Duddingstone Road layouts have improved the road safety and conditions for Lothian buses.</p> <p>I think that one similar installation which has been an outstanding success is that in Loganlea Drive.</p> <p>The one way system and parking restrictions at the school have improved conditions for all the road users.</p> <p>This positive approach is required through out the city</p>	All	Support
51	<p>I would like to comment that I support the full implementation of all current Travelling Safely ETRO's.</p> <p>TRO/21/26, TRO/21/27, TRO/21/28, TRO/21/29 & TRO/21/30.</p> <p>I would recommend that on low use bus stops, boarders are added similar to what is shown on the streetview link below from the A770 in Inverclyde. The light segregation kerbs used here are also much better than what is currently being used in Edinburgh. They have more contrast with the road, they have forgiving splays and generally they look much better.</p> <p>https://www.google.com/maps/@55.9522173,-4.7620695,3a,75y,348.19h,85.61t/data=!3m6!1e1!3m4!1sds9C6ZuAgYyJqR1unX4Vbw!2e0!7i16384!8i8192?authuser=0</p>	All	Support

Appendix 11 - Register of ETRO/21/26A responses

Ref	Representation text	Scheme	Category
	Side road kerb returns should have the radii reduced as much as possible to slow turning vehicles. The gaps in the routes / network must be closed and where a cycleway is only on one side of the street then this needs to be matched on the opposite side or made bi-directional.		
52	<p>I am emailing to comment on the Travelling Safely Experimental Traffic Regulation Orders.</p> <p>I strongly support the lanes and support the lanes becoming permanent. I use the lanes in Duddingston, Milton Road and Willowbrae practically every day and would feel very unsafe without them being in place as the cars travel well over the speed limit.</p>	All	Support
53	<p>I am writing to formally comment on the Travelling Safely Experimental Traffic Regulation Orders (ETRO) for the Spaces for-People/Travelling-Safely main road semi-segregated bike lanes.</p> <p>I am a regular user of these lanes, in particular those on Dalkeith Road to the [REDACTED]. I am a public advocate for active travel and its health benefits, which I see in my everyday work as [REDACTED].</p> <p>Although the ETROs have helped to provide visibility and safe spaces for cyclists, some problems remain, and I would be grateful to you for considering these issues if they are to be made permanent:</p> <ol style="list-style-type: none">1. The lanes offer most protection when they are covered with red tarmac: given that the bollards are usually placed in groups intermittently, cyclists need protection throughout. This would be best achieved with coloured lanes.2. Road markings rapidly degrade and they have not been refreshed, so there should be a regular programme to ensure the markings remain visible.3. The street furniture degrades and becomes detached, posing more of a hazard for cyclists than if the bollards were not there. The bollards should be fixed permanently, and maintained regularly.4. Street cleaners rarely clear the road within the cycle lanes, resulting in the accumulation of debris including broken glass, all of which leads to punctures. The lanes should be regularly cleaned to provide cyclists with protection from punctures which can be not only inconvenient but also dangerous. <p>Thank you for your consideration of these points.</p>	All	Support
54	<p>I am responding to the traffic regulation orders consultation in Edinburgh. I primarily wish to express my support for the existence of the lanes, I am an experienced cyclist and would be cycling on the roads regardless, however these lanes encourage less confident cyclists and make a significant show of support for active travel.</p> <p>As a user, I do have a few points about the implementation of these lanes. I understand that these must be taken into consideration with the balancing act that is shared roads.</p> <p>Firstly, the extra kerbs erected around the lanes do the job of keeping vehicles out, however they often make it more difficult for cyclists to cross lanes, make a right turn and dodge cars double parked in them. As neither street sweeping vehicles nor winter sweeper vehicles can enter they end up pushing snow, leaves and litter into the lanes, making them treacherously slippery and obscuring potholes. During the heavy snows of 2020 the lane on the side of Minto street became a solid slope of black ice obscured by snow and cars were irritated as I had to avoid entering the lane.</p> <p>Secondly in areas with a high volume of pedestrians, such as around the Omni Centre and the Playhouse it becomes so difficult to push through the crowds that fill the lanes their existence becomes nearly pointless and a lane on the road rather than the pavement would be much simpler for all.</p> <p>And lastly, whatever policy is decided on consistency is extremely important with regards to safety. If cyclists and drivers are used to a certain set-up changes to road layout can compromise safety and should be taken with caution.</p> <p>I hope these insights are useful!</p>	All	Support
55	<p>I am writing to set out my support for the SfP measures being made permanent and upgraded to form part of the formal road layout.</p>	All	Support
56	<p>I have noticed that the city is starting to implement more human centric and environmental city design in the form of the Travelling Safely initiative. This email is to voice my wholehearted support for these measures and to comment that I believe the measures taken could be even more aggressive as the city needs to accelerate its transition to a more liveable, human centric, and sustainable city. Studies have shown that most people will happily use whatever form of transport is available as long as it gets them where they need to go quickly and safely. The current state of the transport in the city is therefore solely the result of past spending on car infrastructure as opposed to more sustainable and human infrastructure leading to people's current habits forming. I am writing to express my support as often only older retired residents have the time and knowledge to take action for or against city measures and I believe it is also important to have younger people's voices also heard as they are who will be the future residents of the city. To restate, I wholly support the efforts through this scheme, and if anything, believe that they are not going far enough.</p>	All	Support
57	<p>I am emailing to comment on the above order as someone who regularly cycles in central Edinburgh. I generally come into Edinburgh Waverley by train, with a small folding bike and start my journey from there.</p> <p>My comments are as follows:</p> <ol style="list-style-type: none">1. In general I welcome measures to make the highways of central Edinburgh safer for cyclists and broadly speaking the proposals in this TRO/21/26 seem to make sense.2. However, much depends on signage. It is already unclear whether cyclists are allowed to use High Street - though my understanding is that pedal cycles are permitted. If so, please make that very clear (both to cyclists themselves and to pedestrians) in the new scheme. Please also ensure that there are clear routes around the proposed bollards for cyclists to enter and leave the zone.3. But it is more or less impossible to cycle from Waverley station up to the Royal Mile due to the gradients involved, and in practice if travelling west by cycle from Waverley it is necessary to use Princes Street (and likewise to use Princes Street eastbound on the return journey). Whilst I welcome the fact that Princes Street is restricted to buses, taxis, trams and cycles it is still a very dangerous environment for cyclists. Please can Edinburgh City Council look afresh at the possibility of dedicated cycle lanes on Princes Street, or at least some clear road markings to enable cyclists to overtake stopped buses and buses to overtake cyclist more easily, in particular without pushing cyclists into the tram tracks.4. Also much more is needed to provide safety for cyclists travelling back towards Waverley from Lothian Road. The right turn from Lothian Road into Princes Street is challenging to complete safely, and then there is an extremely dangerous process of moving into the right hand line in order to continue eastbound along Princes Street when most traffic is forced left towards Charlotte Square. Surely it would not be difficult to provide dedicated cycle lanes at these points?	All	Support

Appendix 11 - Register of ETRO/21/26A responses

Ref	Representation text	Scheme	Category
58	I fully support these changes.They have changed the area for the better and are a positive step. I'd welcome these being made permanent, allowing the quality of the street furniture used to be improved.	Waverley Bridge Victoria Street Cockburn Street South St David Street <i>*(Submitted individually)</i>	Support
59	I'm strongly supportive of this scheme but it needs to be properly enforced. Two way cycle access should be maintained. I'm strongly supportive of this scheme but it needs to be properly enforced. Two way cycle access should be allowed, and specific consideration should be made of how to link cycle access on South St David Street to Waverley Bridge.	Waverley Bridge Victoria Street Cockburn Street South St David Street <i>*(Submitted individually)</i>	Support
60	I have been cycling in the city centre with my son since soon after he was born, for almost 14 years (first with him on a bike seat and then with him riding separately). Getting out of, into, and through the city centre safely has been a big issue in all this time. Even now that he is a competent teenage cyclist I am not comfortable letting him cycle in the city centre on his own. We cycle across Waverley Bridge several times a week and its closure to vehicles at the north end has made it massively safer and more comfortable to use. The proposals in this scheme must be implemented permanently, they create a key north-south link between the Old and New Towns for cycling and walking. I am in full support of all the city centre schemes. Since the temporary measures came in it has been much more pleasant to walk around the city centre. I'd still like to see the Canongate closed to through traffic except local buses. But making the temporary city centre schemes permanent is a start on reducing car dominance and providing the necessary space for the vast majority of people who enjoy the city centre on foot and by bicycle. I am in full support of all the city centre schemes. Since the temporary measures came in it has been much more pleasant to walk around the city centre. I'd still like to see the Canongate closed to through traffic except local buses. But making the temporary city centre schemes permanent is a start on reducing car dominance and providing the necessary space for the vast majority of people who enjoy the city centre on foot and by bicycle. I am in full support of all the city centre schemes. Since the temporary measures came in it has been much more pleasant to walk around the city centre. I'd still like to see the Canongate closed to through traffic except local buses. But making the temporary city centre schemes permanent is a start on reducing car dominance and providing the necessary space for the vast majority of people who enjoy the city centre on foot and by bicycle.	Waverley Bridge Victoria Street South St David Street Cockburn Street <i>*(Submitted individually)</i>	Support
61	I am supportive of this scheme. Introduce left hand turn with specific light for cyclists from Princes Street. Cyclist space often blocked with concrete blocks + cars parked at top of the hill (musicians, etc.). Lights do not appear to have been reconfigured (i.e. left turn, now reinstated for buses may mean this is unnecessary; I haven't travelled eastbound since this was done). Bollards possibly required at the top of the street. Pavement should be extended to run from Grassmarket to Cowgatehead; often pedestrians walk on the road side of the planters. I am supportive of this scheme. ANPR camera is needed if this is a bus gate, often single user car drivers drive though this area.	Waverley Bridge Victoria Street South St David Street <i>*(Submitted individually)</i>	Support
62	I am a frequent traveller through the bottom of Victoria Street, passing through the planter modal filters at the bottom where it meets Cowgatehead / Grassmarket by bike. It is very welcome to see the planned vehicles banned area here, however it is also necessary to mark out the Cowgatehead side of the modal filter as no stopping/waiting at any time, as otherwise this is frequently blocked by waiting taxi or delivery vehicles preventing safe transit into this area by bike, and similarly when trying to exit this way. The implementation of the modal filter between North bridge /South bridge and the High Street / top of Cockburn Street needs to be close enough to the road on North / South bridge that it does not offer a de facto 'layby' for waiting motor vehicles. On two separate occasions, I have been trying to move with a child-passenger-laden cargo bike from further down the mile through the modal filter, only to be blocked from doing so by a waiting taxi, forcing me to instead take the pavement and cross with pedestrian traffic to make the connection, getting very much in the way of pedestrians as I do so. Any and all modal filters need to be hatched or otherwise implemented (staggered, perhaps?) to prevent the dead space created at junctions like these being intruded on by motor vehicles.	Victoria Street Cockburn Street <i>*(Submitted individually)</i>	Support
63	I fully support the closure of Waverley Bridge to through traffic. The unravelling of this scheme to allow the return of airport busses to the bridge is a sad loss of the amenity that was hithero provided as well as reating additional traffic on The Mound and conflict between buses and cyclists, particularly with the loger buses trying to negotiate the bends. The scheme as previously implemented worked very well, however the temporary measures that were put in place could do with improvement - better design of traffic prevention measures; clearer signage and possible reserved space for cycling; signal sequencing changes - eg to eliminate the "traffic exiting Waverley Bridge" stage; clearer signage re cycle crossing of Princes Street. The changes to re-introduce the buses also need improving - eg do they need the whole width of the street? Could there be some physical separation between the buses and pedestrians on the carriageway. Cyclists should still be able to turn in and out of Waverley Bridge and Princes Street , so exemptions need to be included on the signs and in the order for the left turn out of Waverley Bridge. I very much support this and the other measures to make more traffic-free spaces available for walking and cycling. There is very little detail in the diagram shown, but from my knowledge of what is on the ground: 1. The planters at the top of the street are not well placed for access by bike 2. The "No Entry" sigs at the foot of the street are not very clear and often seem to be ignored - some barriers should be put in place to prevent access, except for pedestrians and cyclists and exempt vehicles 3 There should be cycle exemption on the No Entry signs 4. The cobbled surface needs to be improved for cycling	Waverley Bridge Cockburn Street <i>*(Submitted individually)</i>	Support
64	This is good, but cyclists should be able to turn in both directions onto Princes Street. The barriers at the North end should also be adjusted to make it easier for non standard cycles to pass through. Please also allow contraflow cycling. Whilst strongly in favour of this etro, it would be even better if contraflow cycling was allowed. Please also look at improving cyclist access to the High Street from South Bridge; the existing planters and railings are often positioned in such a way as to block access.	Waverley Bridge Victoria Street Cockburn Street	Support

Appendix 11 - Register of ETRO/21/26A responses

Ref	Representation text	Scheme	Category
		*(Submitted individually)	
65	<p>Cyclists coming from north Edinburgh should be able to cycle east along the length of Princes Street and turn right onto Waverley Bridge. Once on Waverley Bridge, they should be able to use a dedicated southbound bike lane to reach the Market Street roundabout. Similarly, cyclists cycling west along Princes Street, past the Balmoral Hotel, should be able to turn left onto Waverley Bridge and join this same dedicated cycle lane. This dedicated bike lane would link to the dedicated bike lane that descends to the concourse level within Waverley railway station, thus linking cycling to trains. And cyclists should have a similar bike lane for travel in the opposite direction (northbound) along the length of Waverley Bridge. On reaching the north end of Waverley Bridge on the northbound bike land, they should be able to turn left onto Princes Street. Ideally, they would also be able to use a spur of the cycle lane at the north end of Waverley Bridge to turn right onto Princes Street.</p> <p>Please incorporate dedicated bike lanes into the entire length of the West Bow and Victoria Street, to facilitate bi-directional cycling between George IV Bridge and the Grassmarket. The cycle lanes should not be bumpy, i.e. should not be on a setted surface (or should have the setts set into mortar at almost the same level as the setts themselves).</p> <p>Please put a dedicated southbound cycle lane in part of the yellow rectangle, taking cyclists from St Andrew Square to Princes Street. You might name this cycle land 'David Hume cycle lane'.</p> <p>Please ensure that cyclists can cycle in both directions on the Royal Mile (High Street) and on Cockburn Street along dedicated cycle paths, without setts (or with mortar almost up to the same street level as the setts).</p>	<p>Waverley Bridge</p> <p>Victoria Street</p> <p>South St David Street</p> <p>Cockburn Street *(Submitted individually)</p>	Support
66	Fully support	Cockburn Street	Support
67	I very much welcome and fully support this proposal.	Cockburn Street	Support
68	One way streets can ease congestion. However, in order to facilitate active transport, the one way restrictions should not apply to cycles. This model is tried and tested time and again in the Low Countries, and is very successful. Plan for cycling in a joined up way, and it will thrive.	Cockburn Street	Support
69	I think limiting motor traffic is a good idea. Please consider a two way cycle lane/ongoing access for cycles though because otherwise where is the connection between Grassmarket and the main (future) cycle route along George 4th bridge? Including bikes on key streets is also part of signalling that this is a cycle friendly city. This should include spaces between barriers that are suitable for trailers/non standard cycles.	Victoria Street	Support
70	I like the vehicle restriction and 100% support it, but please work on the traffic lights at this crossing. There are still lights regulating the traffic coming from the road closure which causes unnecessary waiting times for traffic travelling along Princes Street.	Waverley Bridge	Support
71	What about Queen Street?	Out of scope	Query
72	Could you please share further information with us, and also inform us of which council authorities you notified? The plans have since been removed, could you share them with us again?	Out of scope	Query
73	A traffic order notice has appeared at the end of my Street (Traquair Park West) with order number "2023 - ETRO/21/21", however I can find no reference to this order on the web sites mentioned in the notice. How can I view the details of this ETRO?	Out of scope	Query
74	<p>Where do I register my full support for making walking and cycling fully protected and accessible in Edinburgh?</p> <p>The website is very unclear</p>	Out of scope	Query

Appendix 12 - Schedule of objections considered material against each route/location under ETRO/21/26A

Theme ref		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Objection theme		Concerns with changes to loading or waiting provisions	Impact on Access for residents or businesses due to closures	The project has made it more difficult for people with mobility/ accessibility issues, protected characteristics or their carers to access the area or park near their homes	Impact on parking spaces availability and displacement of it elsewhere	The project has had a negative impact on business due to a decrease in passing trade or ease of access by motor vehicle	Impact on local traffic management including moving and increasing traffic elsewhere	The project changes mean longer routes and longer journey times for trips in motor vehicles	Impact on road safety for cyclists*	Impact on road safety for motor vehicle users	Impact on road safety for public transport users	Impact on road safety for pavement users (including trip hazards by measures enabled by the ETRO)*	Impact on additional motor vehicle use and pollution	Measures are not used*	Measures are not maintained	The consultation/ ETRO / legal process is flawed or has not been followed	General opposition to the changes to traffic operations/ the project	The project has had a negative impact on emergency service vehicles	The project has made access to public transport infrastructure or services more difficult	Measures are a waste of public funds	Measures are not needed post-pandemic
Raised in relation to	General submissions	3	2	3	1	4	6	7	5	2	2	3	8	5	2	4	5	2	0	3	3
	Cockburn and High Street	3	3	3	3	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
	Waverley Bridge	0	3	3	0	1	2	1	2	2	2	2	3	0	0	0	1	0	3	0	1
	All ETRO/21/26A (TOTAL)	6	8	9	4	7	8	10	7	4	4	7	11	5	2	4	6	2	3	3	4

Appendix 13 - Register of ETRO/21/28A responses

Ref	Representation text	Scheme	Category
1	I vehemently object to order numbers - RSO/21/08, TSO/21/32, TRO/24/03, RSO/24/04, ETRO/21/21, TRO/21/26A, ETRO/21/28A. This will bring more congestion and disruption to the city which is already severely hindered by an ever growing incompetent council making very irrational decisions which begs the question, who makes these decisions because those who do clearly do not have the people of Edinburghs interests at heart It and clearly shows they do not commute daily through Edinburgh because if they did they would see how much a of shambles they have turned this great city into...	All	Object
2	I am writing to formally note my objections to the Experimental Traffic Regulation Order (ETRO) TRO/21/28 in the Edinburgh East area. My comments apply to all restrictions covered under this order, but specific comments apply to the segregated cycle lanes on Duddingston Road and Duddingston Road West. The issues highlighted by many residents and businesses when the scheme was first introduced during the COVID-19 pandemic (via the TTRO process) have failed to be addressed. My general objections to the ETRO are as follows: 1. Lack of consultation: The ETRO (like the TTRO that preceded it) was introduced without proper consultation with the affected residents and stakeholders. As a result, the local community has not had the opportunity to provide proper feedback and suggestions. 2. Negative impact on local businesses: The scheme has had a negative impact on local businesses. The changes to traffic flow and parking restrictions have made it more difficult for customers to access local shops and services. 3. Increased traffic congestion: The scheme has resulted in increased traffic congestion. 4. Safety concerns: The scheme has not adequately addressed safety concerns. The changes to traffic flow and parking restrictions has increased the risk of accidents and injuries as side streets are now overly congested, particularly in areas close to local schools. 5. Lack of evidence: The scheme lacks evidence to support its implementation and subsequent retention. The council has not provided sufficient data or research to justify the continuation of the scheme i.e. sustained usage of the schemes and/or evidence of majority support from the general public. The consultations on the Spaces for People scheme in 2021/2022 has shown the majority of respondents were against the scheme. In terms of objection to the schemes on Duddingston Road and Duddingston Road West in particular:- 6. Congestion and Pollution - the removal of two traffic lanes down to one at top of Duddingston Road (crossroad with Milton Road West/Willowbrae Road) has caused tailbacks down the street due to no dedicated lane for right turns. Those wanting to turn left or go ahead are now stuck behind those turning right. This is causing pollution and congestion on Duddingston Road. The junction should be returned to two general lanes (forward/left and right) to mitigate this problem - or at the very least have a filter right signal implemented at the end of the sequence to reduce the build-up of traffic. 7. Operational Times - one of the key justifications for the scheme's introduction was to create safe active travel routes to schools. If this is the case, why are the restrictions in place 24/7 when school drop-off/pickup windows occupy a very small period of the day? Weekends and school holidays etc should be exempt from the restrictions. 8. Impact on Residents - residents continue to be negatively impacted. Those who have disabled family members/visitors in particular find this an issue. A significant number of residents have also had to spend significant sums of cash to create a driveway (or extend an existing driveway) due to the removal of on-street parking. 9. Poor Workmanship - on the section of Duddingston Road between Mountcastle Drive North junction and Willowbrae Road junction, the old road markings were never removed properly when the scheme was first introduced in late 2020 - they were painted over with black paint. The black paint has now almost completely worn off and there are now two conflicting sets of road markings on the street, making it confusing and dangerous for all road users. 10. Unsuitable Location - the Duddingston Road West scheme was deemed unsuitable by the council's own roads planning department due to the narrow width of the street and other mitigating factors. Cycling pressure groups, with the support of a subset of local councillors, pushed for the scheme to be introduced - against the recommendation of the experts. Given the above objections, I urge the local council to not make the changes permanent. If they do look to proceed to a permanent implementation under the TRO process, it is vital they undertake a full and thorough consultation process with local stakeholders before making any final decisions - and respect the decision of the majority. Thank you for your attention to this matter.	All	Object
3	Please note that the comments and objections which Edinburgh Access Panel have addressed to the Council on numerous occasions since 2020 still stand. In summary: <ul style="list-style-type: none">We object to the erosion of blue badge access by cycle lanes.<ul style="list-style-type: none">Because blue badge parking is prohibited on cycle lanes, many blue badge holders are prevented from reaching their destination now that 39km of cycle lanes have been rolled out.We note that in many places (eg Minto Street) the signage expressly allows loading/unloading on a cycle lane Since blue badge parking has in the past been permitted wherever and whenever loading/unloading is allowed, we wish to see this permission re-instated.We object to floating parking - ie the need to park between a kerbside cycle lane and the carriageway rather than beside the kerb.<ul style="list-style-type: none">For pedestrians who are crossing the cycle lane to and from their parked cars, there is a risk of collision with cyclists.It is unclear who has priority - cyclists or pedestrians.Wheelchair users risk colliding with a cyclist as they wheel along the cycle lane between their parked car and the nearest dropped kerb up onto the pavement.As reported recently about Ladywell Road, cars parked on the far side of a cycle lane can cause an obstruction to pedestrians crossing the road - both a visual and physical obstruction.We therefore have a strong preference for kerbside parking with the cycle lane running OUTSIDE parked cars as implemented on Chesser Avenue.We object to floating bus stops unless truly effective measures are devised and implemented to ensure that cyclists give way to pedestrians crossing the cycle lane between the pavement and their bus stop.<ul style="list-style-type: none">We note that a survey was run recently in London where only 1 in 10 cyclists gave way even though an informal zebra crossing was in place between the footway and the floating bus stop. <p>These comments are already well known to the Council. But we are, of course, happy to discuss them again if required.</p> <p>Thanks and regards, Chairman, Edinburgh Access Panel</p>	All	Object
4	These correctly lsbled 'trials' have been exactly that, and for far too long already. They have been objected to leady by the people of Edinburgh and certainly do not need to be 'trialed' any longer. They need to be removed immediately to allow the people of Edinburgh to move about the city freely and without obstruction. They are dangerous and serve no purpose at all except to cause traffic jams and congestion which councilors wish to blame on drivers despite themselves and their actions/decisions being the sole cause. STOP with the meaningless endless consultation, and do what the people have asked, remove the whole lot and restore freedom.of movement to the people of Edinburgh These measures are entirely wrong, unnecessary, unwanted and dangerous.	All <i>*Two Submissions</i>	Object

Appendix 13 - Register of ETRO/21/28A responses

Ref	Representation text	Scheme	Category
	<p>They were supposed to be temporary, why are they still in place?</p> <p>Traffic has been back to 'normal' for many many months. It can be seen that along with all the horrendous continuous roadworks they are doing nothing but causing more congestion, greater emissions and a lot of frustration to peole trying to go about their normal business.</p> <p>No-one has been saved from anything by these ridiculous unsightly 'measures' clearly designed to stop people from driving.</p> <p>Fix the roads, oput more cash into feasible EV infrastructure and plublic transport.</p> <p>Not everyone can nor wish to, walk or cycle.</p> <p>The winter in this country does not facilitate this either.</p> <p>Get rid of these illegally imposed measures which help no one and spend the money on any further 'traffic restrictions' measures on the many things actually required by the city of Edinburgh and its people.</p>		
5	<p>My husband has severe mobility problems because of Parkinson’s and cauda equine syndrome so needs a car to take him most places unless there is a bus stop immediately outside. He can’t get to lots of places because cycle lanes and places for people prevent me from stopping and dropping him off. Morningside Road opposite Waitrose does need to have the pavement extended rather than having bollards and shouldn’t be as wide as it is. I f a bus is in one side going one way, there is no room for it to pass if there is traffic in the other lane.</p> <p>My husband is a keen birdwatcher and has not been able to get up to Dunsappie Loch- you have effectively made this inaccessible for people with mobility problems- please open it up to cars with blue badges at least. It is the same on Princes Street- buses need to stop more frequently for disabled people to use public transport. He hadn’t been on to Princes Street for 4 years now and can’t access it the way it is. It’s no wonder shops are closing all the time The chicane around Braid Avenue and the roads around it is crazy- cars end up travelling along roads that previously were not used by through traffic and they are travelling further</p>	All	Object
6	<p>I am advised by councillors Robert Aldridge and Ed Thornley that the foolish and dangerous decision to introduce obstacles into traffic lanes has, incredibly, been extended. Are you waiting for a fatal accident to occur before you amend this unbelievably stupid error to be rectified?</p> <p>I asked before who was awarded the lucrative work to install these dangerous items. Was a relative of a decision-maker involved because I fail to see any logical reasoning behind such a hair-brained scheme?</p> <p>Apart from the OBVIOUS danger, they naturally slow traffic flow even more than the already intolerable state.</p> <p>I request that you stop trying to achieve something which is impossible and see common sense. Reverse this schoolboy error and make roads safer for all concerned plus reducing congestion back to it’s previous (poor) level.</p>	All	Object
7	<p>A great idea but so badly implemented. Roads so narrow that emergency vehicles can’t get past.</p> <p>Also implemented when there is plenty pavement space already.</p> <p>Is there anybody who really thinks this is way to go. Every car owner would disagree. Looks like you’re trying to tick a box on a spreadsheet.</p>	All	Object
8	<p>I am writing to object to the Council’s proposal to extend these temporary TRO orders for the next 18 months. The reason we were given, initially, were that these orders were to protect people and spaces during the Covid pandemic. This is now over and it seems that the Council has now decided to change that mandate to one of encouraging cycling and walking in Edinburgh. I live in the area that these TRO’s cover and I can safely say that whilst there are times out-with rush hour in the area that traffic moves swiftly, and I think we all really know that traffic that isn’t at a standstill in logjams is much more environmentally friendly, but otherwise the pressure on the roads is much greater that it ever was before these TRO’s came into being. So much of the road network around central and west Edinburgh has been amended that as soon as there are road closures or incidents the traffic is all funnelled down to this area of town as it is now the only remaining link to leave the city south and north. As a result we have traffic jams that back up Inverleith Row, Brandon Terrace and Rodney Street. This is exacerbated by the narrowing of the roads in all these areas for cycling lanes. I also can verify that the use of these lanes is minimal. There has certainly not been an uptick in cyclists encouraged to ‘wheel’ because of dedicated lanes since the Temporary TRO’s came into being. Perhaps during lockdown itself but certainly not since the first summer lockdown. As a result our lives as residents in this area have become much more difficult; trying to exit from side streets we often wait a considerable time to exit onto the main road making us late for critical appointments.</p> <p>I really think that it is well past time that the Council does a cost benefit analysis on the uptake in cycling in the city as I think they would find that the cost per cyclist would horrify the average council tax paying citizen. I also think it is well past time that Edinburgh Council starts to listen to the people who live in the city. Whilst there is an appetite for cycling from a small minority of the population this is vastly overblown by the Council through its rather insidious link with Sustran. When there are nominal consultations with the public one tends to find that it’s the lobbyists (cycling) who tend to lead the way in their support for the ‘pedal’ minority, whilst the rest of the citizens have got to the point that it’s not worth responding because the council ignores what the majority want anyway. We do not live on the continent where the weather is more constant and warmer and also it seems to have escaped everyone’s notice that the places where cycling is part of the city culture these cities or towns are FLAT!</p> <p>And so I turn, finally to George Street; the closure of this to traffic to create a cycling highway to Leith is just bonkers! As I said earlier, there is not the ‘wheeling’ demand that the Council endlessly makes plain to all it’s citizens it expects the residents to have and it is an immensely costly exercise at a point in time when those funds could be utilised much better to service the majority of its citizens rather than a minority of cyclists. Sure, if we were swilling in cash and we had regular bin collections, the city in general (apart from all these new cycling highways) looked much less shabby and services were better all round we could perhaps turn our minds to incentivising people to ‘get on their bikes’ however that’s not the case and I think that the citizens are becoming highly fed up with the vanity projects that don’t really benefit everyones day to day lives and actually end up pushing traffic into residential areas and closing shops, costing people their livelihood and generally making the average Edinburgh citizens life harder.</p> <p>I finish with a conversation I had with a resident recently and she told me that after all the chaos of the Roseburn Cycling route, what with the extra money she’d spend on petrol due to all the detours that she had to make to get to work and the extra hours she had spent trying to get to work she was seriously considering moving away from Edinburgh. She is married so that’s two less council tax payers for the city coffers, I would imagine she’s probably not the only one by a country mile.</p> <p>I know that you will probably disregard this as that seems to be the norm but it’s my objection and I would hope that it might have some impact on your thought processes.</p>	All	Object
9	<p>Objection to the use of currently installed physical measures to pseudo-segregate cycle lanes.</p> <p>I am in favour of the access restrictions implemented in Whitehouse Loan and in Braid Road.</p> <p>I am not in favour of the measures implemented along the major roads. My main objection is the risk to cyclists from poorly maintained and poorly gritted segregation. Additionally, the measures constitute a trip hazard for pedestrians wishing to cross the roads and a hazard to cyclists in windy conditions. My preference would be for the measures to be removed.</p> <p>I extensively cycle and walk in the areas. I also drive a car.</p>	All	Object

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	Incidentally, the North pointer in Maps 7-9 of map set 2 of TRO/21/29 is erroneous.		
10	I think all your so-called safety measures at TRO/21/26 to TRO21/30 as well as TRO22/22 are poor and un-needed and I oppose them all.	All	Object
11	I wish to object very strongly to every aspect of all the above TRO's. There is no need nor justification for any of the so called 'Travelling Safely' changes, which are, of course, certain to make travelling less safe. Please give us back our streets as they were before Lockdown, and if you have money to waste, as it seems that you do, pleas fill in the potholes which make cycling such a danger in this formerly great city of mine.	All	Object
12	Despite best intentions these schemes are having negative effects; I was prevented from giving way to an ambulance with flashing blue lights last week because of restricted space. They also add to delays leading to increased discharge of polluting exhausts. And after all that they are hardly ever used!!!! One cycling relative finds them too restrictive and also often dangerous because the lane is restricted by debris and/or surface damage.	All	Object
13	I would like to reject to this proposal for the below reasons: - mainly because this will actually increase unnecessary traffic congestions and therefore emissions out with peak times. I am a cyclist but also need to use a car at times and believe this is totally unnecessary - greatly add to convenience of drivers who need cars for nursery pick ups/drops off, attending to see elderly family members and transport them to doctor appointments etc, family food shops, drop children to sports clubs/ scouts etc and it is not practical for a number of people to cycle who might have injuries or elderly and public transport is not always practical etc - I believe this is just another attempt to make life as miserable for motorists without looking at the added congestions/emissions they cause or not take the considerations of the motorists who genuinely need to use cars for the practical reasons I mentioned above - this has nothing to do with pedestrians who do not walk on the roads there	All	Object
14	As a resident of Edinburgh and living on the outskirts of the city I saw no reason for the cycle lanes. We had wide roads and plenty countryside where most cyclists were to be seen. Since the lanes have been installed and the main streets narrowed to make the extra lane for bikes I think fewer people use them and frankly they are dangerous. Cars have to be parked further away from roadsides and buses need to swerve around them and stop further away from pavements and for the elderly and people who need walking aids of any description they are in danger of being knocked down as they do not hear them approaching. They have been a costly expense and the money used should have been put towards increasing nurses and other health care workers and our other emergency services pay. They are the ones who worked extremely hard during the pandemic and deserved the cash. No doubt it was done to keep the Green party happy !!	All	Object
15	I wish to register my objection to making these schemes permanent. They assume that everyone can use a bicycle which is clearly not the case for many people such as the elderly and disabled. They might be more acceptable if public transport were better but public transport routes and timetables are being cut back. The current schemes are causing traffic chaos with long taibacks at certain points and often require long detours because of roads closed to cars under the schemes thus increasing rather than decreasing pollution. In addition any further restrictions on parking and loading etc are bound to have a severe effect on the local economy which is already in decline. It is already difficult enough to find somewhere to park legally in Edinburgh and then only for exorbitantly high fees. In my view what has already taken place and what is proposed is a totally misguided way forward and needs to be totally rethought or abandoned altogether.	All	Object
16	I still cannot believe we can change the council but this appalling scheme was not cancelled as a priority. Rebranding the scheme to Travelling Safely (the very definition of oxymoron) and the use of previously unheard of regulations to temporarily extend it does not change how bad this scheme is. From my experience all this scheme has done is create traffic congestion (e.g. Tesco Corstorphine junction) or increase danger to cyclists (e.g. Lanark Road) so please just admit that in your rush to implement something, you got it badly wrong and it should be removed immediately. The cycle lanes are very rarely used, which should tell you all you need to know about cyclists view of their safety. I honestly believe you are very fortunate that they are so rarely used or you would have had a number of serious accidents on your hands during these “trial” periods.	All	Object
17	I'm writing to comment on the above TRO and more specifically on a few of the orders that are currently in place. I'm a cyclist and a car driver and have to say that I find the cycle lanes on Duddingston Road to be at best unhelpful and at worst potentially dangerous to me, and other road users. I have several objections to these particular cycle lanes I find the bollards to creat them quite intimidating and worry that I could lose my balance and fall against one. The road can be very exposed and slippery in the winter and I have noted several times that, when it snows, the cycle lanes are no use at all as people clear their drives onto them creating a big pile up of snow where there is supposed to be a cycling surface. This means that cyclists then have to use the main part of the road and, as the road has already been narrowed considerably by the addition of the cycle lanes, it creates a more perilous place to cycle with cars and vehicles closer than they would have been if the road had been the full width. In my experience the number of cyclists who use these lanes are fairly limited and I have been in that area many times and seen no cyclists at all while the road is narrowed and pushing the cars and vehicles into a tighter space in the middle, thereby increasing the risk of accidents. There has been an enormous amount of bad feeling created against cyclists (and the planners) by making this whole road a no parking area. You will already be well aware of all the traffic issues that have arisen as a result of this with two primary schools on Duddingston Road and parents trying to find somewhere to park when they drop off their children. Although I don't agree with driving children to school, sometimes people have no choice. Idealism seems to be trumping practical, common sense. While I know that we have to get our emissions down the other by product of creating a no parking street has been that many of the houses on that road have now paved over their gardens to provide car parking, thereby depleting the biodiversity that previously existed when they were actually gardens. Not a very 'green' by product of this policy. Likewise, the creation of cycling lanes all the way along the stretch of London Road to Leith Walk means that the parking for the local amenities (notably the Playhouse) has been hugely reduced and this discriminates particularly against people who have a disability. I could say more on that subject but feel that is enough for now. Stanley Street and Hope Lane being closed to through traffic is another TRO to which I object. All it's done is push the traffic elsewhere, leading to more traffic jams and much higher emissions and fraying tempers. This combined with the closure of Brunstane Road has created a very difficult situation for anyone trying to access central Portobello by motorised vehicle. My final objection is to the situation in King's Place where the scene has been set for both of the cafe/bars at the foot of King's Road and on King's Place itself to land grab some of the public land there on the Prom and to set up semi permanent seating areas on land that is in public ownership. This is hugely at the expense of parking there which might have been better saved as parking for disabled people who would wish to access local amenities. There is currently a dearth of disabled parking in the Portobello area. Thank you for taking my comments into account. I look forward to hearing back from you.	A1 (including London Road) Duddingston Road West Duddingston Road Stanley Street / Hope Street Kings Place	Object
18	I wish to object to the above ETRO, which started out as a TRO. 1 The cycle lane along London Road, which has led to the removal of all the parking close to the Playhouse, thereby reducing accessibility to that venue for people with mobility problems (not all mobility-impaired people qualify for a blue badge). In addition, the lane is very rarely used, apart from by Deliveroo riders, and other fast food delivery companies, on electric bikes. The council is in effect propping up an exploitative business model by providing this bike lane. The parking should be reinstated.	A1 (including London Road)	Object

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	<p>2 Closure of Hope Lane to through traffic. I walk along this route regularly and never see it being used by cyclists. There is however evidence that the concrete blocks preventing access to motorised traffic are being moved and vehicles are gaining access for fly tipping purposes, which happens often, with all sorts of waste being dumped here, for example commercial catering equipment and the burnt remains of UPVC windows tipped across the footpath and carriageway. The lack of vehicular traffic and surveillance on this route means that it has become a fly tipping blackspot. Please re-open this route.</p> <p>3 Removal of parking from King's Place. Whilst I support this measure, it means that people with mobility issues are unable to access the Promenade at this point, which is discriminatory. Some disabled parking needs to be allowed at the foot of King's Road. In addition, the proprietor of the Boathouse pub on King's Place and his operatives routinely ignore the double yellow lines and park in this area. This flouting of the parking prohibition needs to be vigilantly policed and enforced, otherwise it looks like one rule for them and one for the rest of us. The Boathouse have also tried to appropriate the vacated public land, since the removal of the parking here, for seating areas, without permission, and this again needs to be policed and enforced by the council. Please take into account my objections.</p>	<p>Stanley Street / Hope Street</p> <p>Kings Place</p>	
19	<p>I have objections in part to the above advertised order. Firstly, I have not seen evidence that the closure of Stanley Street and Hope Lane to through traffic has had the stated intention of encouraging walking and cycling in this area. What it has done is create a cul-de-sac to the north of Hope Lane where regular fly tipping has taken place in this quiet section with little prospect of passers-by noticing the fly tipping whilst it is taking place. The closure was introduced during the pandemic in conjunction with other emergency measures which have been removed. What is the evidence for retaining this street closure? Secondly, the section of London Road, south side, between Brunton Terrace and Windsor Street is prohibited from parking to facilitate cycling. This has not created a busy cycle route even though the street is wide. Maybe this is because of the way that the pavement is built out at bus stops. The only cyclists seen on this route are fast food deliverers who seem to be the only beneficiaries.</p>	<p>Stanley Street / Hope Street</p> <p>A1 (including London Road)</p>	Object
20	<p>I am writing to object to the Experimental Traffic Regulation Order (21/28A) and in particular to the measures implemented on London Road between its junction with Easter Road and Leith Walk.</p> <p>When the temporary cycle path was installed on the south side of London Road it was stated that this was required to encourage more people to cycle during the pandemic. This cycle path is wholly unsuitable for this purpose as it does not connect with any other cycle infrastructure and due the presence of several bus stops along this part of the street is fragmented. This means that cyclists are required to rejoin the main carriageway several times along the short length of this road. This manoeuvre increases the risks to cyclists being involved in a collision with other vehicles.</p> <p>I live nearby this section of road and rarely see cyclists using the temporary cycle path for the reasons given above and also because it is not well maintained. The path is overhung with trees and at certain times of year the gutter is full of leaves which are not only slippery but block the drains. There are also a number of pot holes both in the temporary cycle path and in the areas where cyclist would be rejoining the main carriageway. While it may have been suitable as a temporary measure in the pandemic it is not suitable for continued long term use. The cycle path should be removed and the overall road surface improved to provide a safer route for cyclists.</p> <p>One of the consequences of the installation of a temporary cycle path is that this section of road is no longer available for long term parking. As a result the vehicles that used to park on this road are now doing so on adjoining residential streets adding to the pressure for parking places in these streets. There is one category of vehicles that have been particularly affected by the loss of parking on London Road - that is coaches. This area was used by coaches taking groups to the Playhouse Theatre and the hotels on Baxter's Place. As there is no longer parking available on London Road many of the coaches now wait on Baxter's Place to allow their passengers to embark/disembark and in some cases load/unload luggage. This adds to congestion around Picardy Place and creates additional risks for pedestrians and cyclists as the passengers need to cross the two way cycle path running along this side of Baxter's Place. Restoration of the parking on London Road and increased enforcement of the parking/waiting restrictions on Baxter's Place would improve traffic flow and reduce atmospheric pollution.</p> <p>If it is decided that an additional segregated cycle path is required to the city centre from the east side of the city, consideration should be given to providing this along Montrose Terrace and Regent Road. These roads have a gentle incline and are wide providing the opportunity for better route for a cycle path for westbound cyclists.</p> <p>I therefore object to the continuation of measures on London Road as they have an adverse impact on road safety and traffic management.</p>	<p>A1 (including London Road)</p>	Object
21	<p>I would like to object to the continuation of the experimental cycle path on London Road between the junction with Easter Road and Blenheim Place, which was introduced under ETRO 21/28A London Road but which is due to expire.</p> <p>As a keen cyclist, I do not find this cycle lane to be at all useful: not only is it not continuous, as a result of various bus stops, but it is also very close to the traffic - inspiring, I think, a false sense of security. I would rather cycle along a clear, wide road (as London Road used to be), with the money spent on the various pillars and posts which currently demarcate the cycle lane (and which are in poor condition) being spent instead on improving the road surface of London Road.</p> <p>Improving the road surface would also make cycling much safer, because I would be confident to look around me - concentrating on other traffic - rather than constantly having to 'read' the road surface and dodge potholes, etc.</p> <p>In addition, the cycle lane posts are very unsightly and do not sit well in a conservation area - there should be an uninterrupted view of the beautiful, wooded London Road Gardens.</p> <p>From my personal experience, the cycle path is not well used and seems a poor use of urban space. Cars are obliged to park on nearby residential streets (including Royal Terrace, which gets highly congested at times) and coaches and lorries regularly block Baxters Place, causing a bottleneck which is not only a hazard but also leads to increased pollution.</p>	<p>A1 (including London Road)</p>	Object
22	<p>I wish to strongly object to the London Road ETRO (21/28A). It should be rescinded with immediate effect.</p> <p>I find it hard to understand why the Council have introduced a segregated cycle path along the south side of London Road between Blenheim Place and Easter Road.</p> <p>Cars and buses that used to park along London Road now have to find somewhere else, causing congestion elsewhere.</p> <p>Cyclists and buses have to weave in and out of the segregated space along London Road. A serious accident is just waiting to happen.</p> <p>Picardy Place is now extremely dangerous with inadequate signage and far too much traffic and is the wrong place for cycle paths.</p> <p>I believe that Picardy Place should be avoided under all circumstances. It is horrendous and traffic piles up the whole time.</p> <p>Why has the safer Regent Road not been designated for cyclists instead?</p>	<p>A1 (including London Road)</p>	Object
23	<p>I wish to object strongly to the London Road ETRO (21/28A).</p> <p>This is a poorly thought out and poorly implemented Traffic Order.</p> <p>It must be rescinded immediately.</p> <p>It was supposed to help cyclists but it does nothing of the sort.</p> <p>The cycle path has to stop at each bus stop on London Road, causing cyclists to swerve out into the main road. A dangerous manoeuvre as they might be hit by traffic.</p> <p>There is no lead into or out of these cycle paths.</p>	<p>A1 (including London Road)</p>	Object

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	<p>The surface of the cycle paths is poorly maintained so cyclists do not use the cycle paths.</p> <p>It just causes congestion and immense difficulties for residents on the Terraces (where I live) and along London Road.</p> <p>Buses that used to park on London Road are now forced to stop on Baxter Place or park in Royal Terrace making it more difficult for residents there.</p> <p>Where is the data to prove this Traffic order is necessary - number of cyclists, using the London Road for example?</p> <p>The Council has already had ample time to review the results of the Experimental Traffic Order.</p> <p>Why not make the cycle paths down Regent Road and Montrose Terrace where there is much more room?</p>		
24	<p>I wish to object to the Experimental Traffic Regulation Order (21/28A) regarding the proposals for London Road. The introduction of the temporary cycle lane on the south side of London Road from Easter Road to Blenheim Place was objected to by local residents and others when it was first put in place during the COVID pandemic.</p> <p>The reasons for objecting then are the same as now, principally:</p> <p>- Putting in this temporary segregated cycle lane removed a lot of parking spaces on London Road, in particular for buses and coaches bringing and taking people from the Playhouse and the adjacent hotels on Baxter Place (and Easter Road matches further East).</p> <p>- These coaches and buses now often park on adjacent residential streets and also illegally on Baxter Place where they also disrupt traffic flow and often block the cycle path there.</p> <p>- the London Road cycle lane is not continuous and is interrupted by several bus stops and means cyclists often have to make dangerous manoeuvres.</p> <p>- As a local resident, it does not appear that this temporary cycle path is even used very much - no numerical data is given to support keeping it. It also seems to be not very well maintained.</p>	A1 (including London Road)	Object
25	<p>The New Town and Broughton Community Council objects to the Experimental Traffic Regulation Order (21/28A) and in particular the changes introduced on London Road between its junctions with Easter Road and Blenheim Place. In summary, the NTBCC considers that the temporary cycle path does not meet its objectives to enhance safety for cyclists, has a number of adverse consequences for traffic management in adjoining streets and does not meet the expected standards of public realm in the World Heritage Site.</p> <p>We objected to the temporary cycle path when it was introduced as it is not continuous (due to the presence of four bus stops along this side of the road) requiring cyclists to move in and out of the segregated space several times. This manoeuvre is regarded by cyclists as increasing the risk to them of being struck by other traffic. As a result, many cyclists do not use the segregated cycle lane which is also not being well maintained creating an uneven surface for anyone using it. We therefore object to the ETRO on the basis of the poor design and fragmented nature of the temporary cycle path resulting in increased risks to the safety of cyclists.</p> <p>At the time it was introduced, the NTBCC suggested that Montrose Terrace and Regent Road would provide a better and safer route for cyclists wanting to access the city centre area rather than having to negotiate Picardy Place. Although this was a particular issue when the Trams project was ongoing, there remain concerns regarding this particular solution for facilitating cyclists to access the city centre and beyond. Also, the cycle path is not connected to any other cycle infrastructure therefore limiting its benefit to cyclists. We therefore object to the ETRO on the basis that the temporary cycle path is not providing a safe route for cyclists.</p> <p>By observation and discussion with cyclists it does not appear that the temporary cycle path is being well used. No information has been provided on current levels of usage of the cycle path nor are there any specific plans to monitor future usage to determine whether this is a good investment of the limited active travel budget. We therefore object to the ETRO on the basis that its low usage does not justify the adverse impact on other road users and residents living in adjacent streets.</p> <p>As a result of the introduction of a temporary segregated cycle path for west bound cyclists along the south side of this section of London Road, long term parking places were removed resulting in displacement of parking on to adjacent residential streets. This has been a particular issue for coaches dropping off passengers at the Playhouse Theatre and hotels on Baxter’s Place. As there is less parking available on London Road, many of these coaches are now waiting on Baxter’s Place resulting in increased congestion around the Picardy Place gyratory system for other traffic and thus increased atmospheric pollution. This also results in passengers having to cross the two-way cycle path to embark/disembark the coaches creating additional hazards for pedestrians and cyclists. We therefore object to the ETRO on the basis that the temporary measures have had and continue to have a detrimental impact on traffic management in surrounding streets as well as increasing the risks to cyclists and pedestrians.</p> <p>The NTBCC is further concerned that the wands and other markings of the cycle path are unsuitable for use in the Edinburgh World Heritage Site and New Town Conservation Area. Continuing these “temporary” measures in place under the pretext of the need to further assess their impact after over three years is allowing the Council to circumvent the normal traffic management and public realm design processes. If they need to be retained, the Council should make them permanent and address the serious shortfalls with the current design and infrastructure.</p>	A1 (including London Road)	Object
26	<p>I am writing to object to the operation of the above ETRO, particularly in relation to the impact on London Road and consequential deterioration in the quality of life of residents of Royal Terrace. As a resident of Royal Terrace, one of the consequences suffered as a result of the removal of the long term parking places on the south side of London road to accomodate the segregated cycle path has been the displacement of parking onto Royal Terrace - including coaches, mobile homes and caravans which have no place on a listed Terrace in a UN World Heritage site. These vehicles are too large to park in the designated visitor spaces, and so park illegally partly on the pavement and outside the designated markings. Little is done by parking wardens to prevent this. As a resident of this amazing Georgian Terrace, supposedly protected as a historic area, I do not wish to look out of my windows and have the view to London Road Gardens obscured by such large vehicles, nor do I wish to be breathing in diesel fumes and pollution they produce (particularly the coaches which leave their engines running). As the conservator of both this New Town conservation area, and the UN World Heritage site, the Council has a responsibility to properly manage the impact of traffic regulations, and the ETRO will extend this unsatisfactory situation for another three years. Accordingly, I strongly object to the ETRO and the impact on London Road, leading to the consequences outlined above on the residents of Royal Terrace.</p>	A1 (including London Road)	Object
27	<p>I am writing in support of the detailed objection to the above which has been submitted by the New Town and Broughton Community Council.</p> <p>The New Town and Broughton Community Council objects to the Experimental Traffic Regulation Order (21/28A) and in particular the changes introduced on London Road between its junctions with Easter Road and Blenheim Place. In summary, the NTBCC considers that the temporary cycle path does not meet its objectives to enhance safety for cyclists, has a number of adverse consequences for traffic management in adjoining streets and does not meet the expected standards of public realm in the World Heritage Site. In particular I would draw your attention to the following sentence within the NTBCC submission: "We therefore object to the ETRO on the basis that its low usage does not justify the adverse impact on other road users and residents living in adjacent streets". As a pedestrian, I would say that the adverse impact of these poorly thought out "developments" have been extremely serious. I have found it particularly difficult to navigate changing different road/cyclepath/pavement levels and the extremely dangerous concrete blocks that have been introduced to separate them. Not to mention the feeling of being corralled into channels that someone else has determined and do not not necessarily correspond with where one wants to go. Crossing Leith Walk has become extremely dangerous. More generally, I object to the mis-use of the term "experimental". The council lacks the personnel that would be required to conduct a meaningful experiment. To merit the use of the term it would be necessary to set up arrangements to monitor all the effects desired and desirable and undesired and undesirable on</p>	A1 (including London Road)	Object

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	all those affected. I am also shocked by the facility Sustrans has somehow been granted to impose its nominally cyclist-oriented programmes on the city regardless of the priorities of residents and their wider effect on traffic movements and streetscape. I fear that there is much to be said for bewaring of G(r)eeks bearing gifts.		
28	As a local resident I object to the changes on London Road between its junctions with Easter Road and Blenheim Place. The temporary cycle path doesn't improve safety for cyclists, and doesn't help traffic management in adjoining streets, nor is it in any way appropriate for the World Heritage Site.	A1 (including London Road)	Object
29	<p>I am writing to object to the above and especially to the measures put in place on London Road - specifically between the junction of Leith Walk and Easter Road.</p> <p>When the path was introduced during the pandemic the rationale was that it would encourage more people to cycle. Whilst this was a laudable aim, the reality of what has happened sadly does not meet live up to the intent. I have rarely seen cyclists using the path and if I were a regular cyclist I would not use it for the following reasons: the path is not well maintained with too many pot holes to make the cycling experience either pleasant or indeed safe; the overhanging trees produce leaves which are not only slippery when wet but also block the drains thus presenting the cyclist with a flooded path in places; the cyclist is forced to rejoin the main carriageway at several points along what is a short length of road thus increasing the likelihood of a cyclist being involved in a collision with another vehicle or pedestrian.</p> <p>The path has been ill thought out.</p> <p>Although the cycle path may have been useful as a temporary measure in the pandemic I believe that with the heavy traffic build up now back in this area it is not suitable for continued long-term use.</p> <p>The cycle path should be removed.</p> <p>Therefore, I am objecting to the continuation of measures on London Road because I believe that they have a damaging impact on road safety and traffic management.</p>	A1 (including London Road)	Object
30	<p>I wish to register my objection to the Experimental Traffic Regulation Order (21/28A).</p> <p>My objection relates particularly to changes introduced on London Road between its junctions with Easter Road and Blenheim Place.</p> <p>The scheme is seriously weak. It does not meet its objectives concerning safety for cyclists, has seriously adverse consequences for traffic management in the area and falls short of any standards that should automatically prevail in the public realm in the World Heritage Site.</p> <p>I fail to understand why the Council pursues such poor schemes, the rationale for which is never substantiated. A full review of ETROs should be undertaken rather than the drip-drip, incremental approach that TROs offer.</p>	A1 (including London Road)	Object
31	<p>I am writing to comment on the suggested amendment to TRO/21/28, particularly in respect of Hope Lane.</p> <p>The proposal seems to reinstate the closure Hope Lane at Christian Drive. This was what the original etro did and caused significant issues for the 12 flats which face onto that road. The knock 9n effect on parking in the area and the very narrow streets around there was significant. The current barrier is in the right place and serves the purpose of closing the street, preventing the rat run, without unnecessarily impacting on the access to parking for residents.</p> <p>I would be grateful if you could reconsider this aspect of the plans.</p>	Stanley Street / Hope Street	Object
32	<p>I am writing to comment on the suggested amendment to TRO/21/28, particularly in respect of Hope Lane.</p> <p>The proposal seems to reinstate the closure Hope Lane at Christian Drive. This was what the original etro did and caused significant issues for the 12 flats which face onto that road. The knock on effect on parking in the area and the very narrow streets around there was significant. The current barrier is in the right place and serves the purpose of closing the street, preventing the rat run, without unnecessarily impacting on the access to parking for residents.</p> <p>I would be grateful if you could reconsider this aspect of the plans.</p>	Stanley Street / Hope Street	Object
33	<p>I am writing to comment on the suggested amendment to TRO/21/28, particularly in respect of Hope Lane.</p> <p>As far as I can tell, the proposal reinstates the closure of Hope Lane at Christian Drive. This was what the original road closure did and caused significant issues for the 12 flats which face onto the annexed section of the road. The resulting log jam of cars parking in random spaces: around corners; on grass verges; inconvenienced many residents in the area and given the very narrow streets made things dangerous for cyclists and pedestrians, particularly for those with push chairs or with disabilities. The current barrier is in the right place and serves the purpose of closing the street and preventing the rat run, without unnecessarily impacting on the access for resident's parking.</p> <p>Please reconsider this aspect of the plans.</p> <p>Many thanks in advance,</p>	Stanley Street / Hope Street	Object
34	With regards to the “temporary” experimental introduction of no waiting restrictions on the North side of Duddingston Road West, the side of the road upon which my property sits, I must protest.The reason the council finds itself needing to enforce no waiting on this road is because you have already narrowed a perfectly usable and safe road with the “temporary and experimental” introduction of a hodge podge of bicycle lanes along this route, which was already amply served by the nearby national cycle routes.I have complained in detail several times about the uselessness of the cycle lane, how little it is used and the traffic issues it has caused along with the inconvenience to the residents and increased danger to pedestrians. This was meant to be a temporary covid emergency measure, implemented without consultation and yet still it continues. Not once have I had a reply to any of my feedback on the issue, it is simply not good enough.I suspect that the council wishes to greenwash its record by announcing “the implication of x number of miles of cycle routes” despite the fact that in this case, they were not needed because of existing, safer, traffic free routes and the idiotic random placing of lanes in this area. It is simply making up the numbers and not achieving its aims.Now that the issues caused by narrowing the road have been recognised, instead of taking the rational step and removing the cause of the problems you want to double down with extra traffic orders. Where is the review that we were promised?I object to the ongoing conversion of Duddingston Road West, a pleasant tree lined residential road with houses, schools, nurseries and parks into a highway, carrying heavier and heavier commuter traffic with racing blue lit emergency services. Each local “residential side street” that you place traffic calming measures upon - Northfield Broadway,	Duddingston Road West	Object

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	Duddingston Road, Meadowfield Avenue, etc just forces more traffic down my road. Why are they protected from traffic by sending it down past my house, my children, my pets? What about my air quality and quality of life? Where are the traffic calming measures for my road?The answer is cheap and simple:Remove the bicycle lane, allow us to park on the street again, let the parked cars naturally slow the traffic. Encourage the traffic equally down all roads, do not shoehorn it past my front door and past my children’s schools, whatmadness is this?I attach below my previously submitted feedback on the spaces for people temporary scheme on my street.		
35	(Blackford Safe Routes) I am writing in support of ETRO/21/28A East Area. I believe these schemes should be expanded and enhanced across the city.	All	Support
36	We are writing in support of ETRO/21/28A East Area. We believe that active travel schemes should be enhanced, made contiguous, and expanded across the city.	All	Support
37	I would like to express my strong support for continued measures, these and others, that support more active travel in our community and that discourage driving. Please quote me as needed; it is completely insane that we devote more than 1/3 of our city to cars. Please understand that there are a huge number busy parents like myself who generally dont have time for consultants but who are extremely supportive of our city transitioning away from prioritising cars.	All	Support
38	I enjoy going cycling with my family. I think the new cycles on George IV Bridge and the Mound are a great idea. They will keep all the cyclists safe. This will help more people to cycle. People will be healthier. There will be less cars. I hope you put in the cycle lanes in ETRO/21/28A	All	Support
39	I'm in favour of this. Any measures that make bus travel faster will be beneficial. This whole area is very congested, and bus travel delays mean that I'm much less likely to travel up to the city centre these days.	All	Support
40	All these interventions look sensible & well worth doing	All	Support
41	I would just like to briefly note my strong support for ETRO/21/28A. These measures have been real improvements to the safety of those walking, wheeling and cycling in the area. I hope that additional cycling infrastructure measures (particularly at junctions, bus stops and connections to the wider cycling network) can be incorporated when the projects are made permanent.	All	Support
42	My family and I are regular users of many of the changes made under this ETRO and we fully support them being made permanent. Permanent changes can hopefully be implemented with more appropriate and robust materials, and we look forward to seeing how these schemes can be extended.	All	Support
43	Spokes strongly support these traffic orders. These Travelling Safely projects have made walking, wheeling and cycling in East Edinburgh safer and more attractive, and we hope that this success can be built upon to continue making active travel safer. We have a number of suggestions, listed below, which we believe would make the projects even better. General comments <ul style="list-style-type: none">● Whilst the protected cycle lanes in these projects are a huge improvement on what was there before, they have been constructed using temporary materials. Future changes to the use of permanent materials should be planned, and the opportunity to make further improvements should be taken.● In particular, none of the projects made any improvements for cyclists at junctions, which are known to be the most dangerous locations for cyclists. Future work should include:<ul style="list-style-type: none">○ Removal of traffic lanes at junctions, in order to provide cyclists with more space. This will also contribute to the city’s plans to reduce car-kilometres by 30% by 2030.○ Time-separation of cyclist and motor vehicle movements at junctions. For example, we note that lights with an advance green for cyclists have been installed at the junction on Duddingston Road and Mountcastle Drive, but are not yet enabled.● Consideration in all projects should be given to users of non-standard cycles. For example, modal filters should be spaced widely enough that cargo cycles can be easily navigated through them, and turning radii of cycleways should be such that handcyclists can easily use them.● The width of protected cycleways must not be less than 1.5 metres, and must not include the space taken up by kerbs or wands.● Surfacing issues should be addressed in all projects.● The use of floating bus stops and bus boarders should be revisited. These would greatly increase the amenity of the cycle lanes for less confident cyclists, as well as improving the flow for buses. Project-specific suggestions <ul style="list-style-type: none">● A1 corridor<ul style="list-style-type: none">○ The bus lane should be 24/7. We remain concerned by interruptions to the continuity of the cycleway, which would be solved by using floating bus stops (in line with Living Streets’s design guidance).○ The London Road protected cycle lane is in part “kerbside,” to the left of the bus lane. However, there are buildouts at the bus stops where cyclists have to use the bus lane - this would be less serious if the lane were 24/7, but the position even then is much worse when a bus is at the stop, as the cyclist then has to move out yet further, into the main traffic lane. Redesign is vital, and the ETRO should include any further restrictions that might be required for this.○ The London Road end of the project should connect conveniently and intuitively to the protected cycleway at Elm Row.○ It should be made easier to access the protected cycle lanes on Milton Road West from Duddingston Row (and hence the Innocent path) and vice versa.● Duddingston Road West<ul style="list-style-type: none">○ Extending the project south to Craigmillar Castle Road would greatly increase the value of the project, as it would then connect to Quiet Route 61 and the Royal Infirmary.○ Turning right into Old Church Lane remains a tricky manoeuvre for many cyclists. Anything which can be done to get drivers to leave cyclists more time and space to do so would be helpful.● Seafield Street<ul style="list-style-type: none">○ This small intervention is working well, particularly in keeping the junction free of parked cars and allowing access to crossings of Seafield Road when there is queued traffic.● Stanley Street/Hope Lane<ul style="list-style-type: none">○ There is clear evidence that the current barriers are being driven around on occasions, which was not possible when the original filter at the east end was further up Hope Lane. The barriers should be repositioned to prevent further occurrences.○ The project is working well otherwise, with no evidence of rat running via Park Avenue. Traffic though the junction of Stanley Street and Southfield Place, which was heavily congested prior to this, is greatly reduced and there is a marked improvement in safety for children travelling to and from the nearby schools.	All	Support
44	Really a comment on all the East ETRO schemes - it is really positive to see the council attempting to make travel by sustainable measures - be they cycle-based or public-transport-centred - and these measures have my whole-hearted support as a lifelong Edinburgh resident and as someone who occasionally has reason to pass through the documented areas (typically by cargo bike), who has found all of the travelling safely cycle lanes invaluable in the safe transport of my young kids by bike and also in the road safety training of our eldest daughter who is beginning to ride independently.	All	Support

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45	<p>I'm writing to express support for the East Area traffic experimental order. I've reviewed and support all the measures given in the order, but have the following comment on the A1 corridor measures: The demountable measures introduced in 2020 have been welcome, though I've experienced bus stops along London Road by Carlton Hill causing issues with repeated merging with motor traffic. I believe so-called 'floating' bus stops would be an appropriate additional measure in these cases. The permanent segregated westbound cyclelane introduced on London Road by Meadowbank Church have been a welcome addition. I believe these would make a successful substitution to the demountable Rosehill products currently installed, which I have experienced vehicles parking in. However junctions at Abbeyhill, Jocks Lodge and Meadowbank are unpleasant to cycle though, even with the recent streetscape works. In 2021 I was in a collision on my bicycle with a motor vehicle at Jocks Lodge and now avoid this junction in favour of the side street Wilfrid Terrace.</p> <p>41% of cyclist serious injuries occur at junctions (DoT, 2022) and I believe there are gaps in the proposed measures for which future substantial road reconfiguration should be considered.</p>	All	Support
46	<p>I am writing to provide comments in support of the permanent retention (and ideally enhancement) of the measures under Experimental Traffic Order East Area TRO/21/28A (https://www.edinburgh.gov.uk/downloads/download/15722/experimental-traffic-order-east-area-etro2128a).</p> <p>As a resident of [REDACTED] I would like to share the positive personal impacts of the cycling lanes on Duddingston Road and Duddingston Road West in particular, and make a specific plea for these to be retained (and ideally enhanced by providing segregated cycle lanes in both directions). I am a father to a four year old child. I cannot drive, and the financial costs of learning to drive and buying and maintaining a car are unaffordable. Walking, cycling, and the bus are therefore my only options for our day to day journeys. In practice, I use my manual pedal bike for most journeys, with a seat for transporting my child, and a trailer for handling things like the weekly shop.The immediate area is well served by bus North-South in to the city center along Willowbrae Road, but underserved East-West along Duddingston Road towards Portobello one way, and the South side of the city the other, with only the number 12 bus providing a limited service for these options. As a resident of the area, I want to emphasise that all of the measures under this ETRO have enabled me to choose to make more of my day to day local journeys by bike rather than bus. This is especially the case when it comes to journeys with my child on the back of the bike: I cannot stress enough how on the busy main roads, segregated lanes are the only way these journeys feel truly safe enough to cycle.</p> <p>As mentioned above, the cycling lanes on Duddingston Road and Duddingston Road West in particular, running between Portobello one way and the South side of the city the other, are transformative in what they enable for us, not only because of the limited bus service along this route, but because of how busy and hazardous the roads are, particularly Duddingston Road West as it winds between Duddingston Village and the Innocent Railway. These routes mean towards Portobello I can jump on the bike and take my child to the beach, the swim center, and several parks and playgrounds; towards Craigmillar we can get to the castle and the park and playground around there, but more crucially, get on to the NCN Innocent Railway route (fully traffic free and relatively flat) in to the city via the South, to get to Commonwealth pool and the Meadows (again swimming, soft play, playgrounds etc). Removing the cycle lanes would significantly reduce convenient and affordable access to all of these locations and amenities for me and my child. While transformative in what they allow for, there are significant shortcomings with the current measures: They don't run fully in both directions, and they aren't fully segregated. For us in practice this means for at least one leg of the journey having to cycle on the pavement along more dangerous sections, and being much more reluctant to cycle when conditions aren't 'ideal' (i.e. when motor traffic is quieter and the ground is dry, frost free, and visibility is good). As mentioned above, this holds especially true for the stretch of road between Duddingston Road West between Duddingston Village and the Innocent Railway, with sharp blind bends, cars and much larger vehicles and lorries traveling well over 20mph, with cyclists indicated to move in to the middle of the road, something I will definitely not do there with a small child. I hope these personal comments are helpful in evaluating the measures.</p>	All	Support
47	<p>I find many of the ETRO Spaces For People bike lanes useful, but I would like to highlight one benefit to the city which may have been overlooked. Since the protected cycle lanes were put in on Duddingston Road West, the road is used by guided bike-tours from some of the cruise ships that visit Edinburgh. I presume the bikes are kept on board the ships.</p> <p>Through the summer, I see at least a couple of groups a week using the lanes to connect to the Innocent Railway path and onwards into the city.</p> <p>I never saw this before the bike lanes were installed.</p>	All	Support
48	<p>I wish to comment on traffic order TRO/21/28 Travelling Safely East Area as part of the order's consultation process.</p> <p>I wish to register my support for all the continuation of loading, waiting and parking restrictions outlined in the order. Restricting parking in the streets and locations mentioned in the order will improve road safety in Edinburgh East. Restriction of parking at the various junctions (Durhams Willowbrae Road etc) will improve sightlines and prevent collisions. Many vehicle/cyclist collisions occur at junctions;. Removing vehicles from blocking views at junctions will reduce crashes.</p> <p>I would like to add my support for the cycle lanes on Duddingston Road, Duddingston Road West and Milton Road. These have been an excellent addition to the active travel infrastructure in the area. I use the Duddingston Road cycle lane twice daily to get to and from work. It has greatly improved the safety of Duddingston Road for cyclists. Cyclists do not now need to move into the centre of the carriageway amongst vehicular traffic to go around parked cars.</p> <p>The Duddingston cycle lanes (Duddingston Road and Duddingston Road West) enable my children to travel to school, attend Brownies and Girl Guides and go to church all via bicycle. They have reduced the miles travelled by car by my family. I have seen other families regularly use the cycle lanes.</p> <p>I would also like to add my support to the Milton Road West cycle lanes. These offer protection to cyclists on large arterial road.</p> <p>These measures will encourage active travel in the Edinburgh area and should be continued and made permanent.</p>	All	Support
49	<p>I am emailing to comment on the Travelling Safely Experimental Traffic Regulation Orders.</p> <p>I strongly support the lanes and support the lanes becoming permanent. I use the lanes in Duddingston, Milton Road and Willowbrae practically every day and would feel very unsafe without them being in place as the cars travel well over the speed limit.</p>	All	Support
50	<p>I strongly support the spaces for people measures around the city but fed up of the constant moaning and groaning off drivers. It's got to the point most cyclists myself included stopped using them made to feel awkward cars have taken over the roads for far too long however the I will point out Lothian busses need to get there early morning services running from before 5am people in East Lothian cannot commute to work In the city by other means other than cars otherwise car use will continue and it needs to change</p>	All	Support
51	<p>I am wholeheartedly in support of encouraging active travel. The benefits of active travel are widespread and fall broadly into two categories:</p> <ol style="list-style-type: none">1. Improved health benefits<ul style="list-style-type: none">- Improved physical health, reduced obesity, diabetes, cardiovascular disease- Improves mental health2. Better for the climate, which in turn results in reduced pollution, better environmental health and a global level improved bio-diversity. <p>Overall therefore investment in active travel Infrastructure is also very cost effective. However it does need to be done properly and with a good network of safe, well lit, segregated cycle ways. There does also need to be some provision for a decent flow of road users (ie. Cars and buses) as there are some circumstances when travel by these means is difficult to avoid. You also need to prioritise travel for those with additional needs - one space on a bus for a wheelchair or a buggy means it simply isn't feasible for these communities to rely on public transport.</p> <p>We are a family of 4, two GP's and two kids age 4&6. We actively try to cycle/walk/use public transport and my 4 year old is fairly competent independently however our cycling is sometimes hampered by a poor network. We cycle to school but need to do so on the pavement (obviously not ideal for pedestrians) to Braidburn terrace (from Greenbank) as there is no quiet route to Greenbank connecting to SMPS. The proposed re-opening of Braid road and the roundabout of death junction may stop us cycling - how will you keep our young cyclists safe? It is also crazy that having then cycled the quiet route you have to</p>	All	Support

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	go over Cluny (with no cycling priority lights) and along woodburn terrace which is extremely busy. For information the turning onto Corennie Gardens from Hermitage gardens has a terrible camber and is incredibly icy in winter, my competent 6 year old skidded twice last year. It feels as if the routes have been planned in an office and not “tested” by folk that cycle regularly. We have a wonderful city and it is a joy to cycle on a Sunday morning, please keep developing the infrastructure but in consultation with those that use it.		
52	I would like to express support for the TROs introduced in the city; many of these have allowed me to do food deliveries on my e-bike to areas which I would not otherwise consider. These deliveries would otherwise almost certainly be fulfilled by a car delivery. I work from Fort Kinnaird and the TROs on Duddingston Road West as well as the closure to through traffic of Brunstane Road have been especially helpful. I would like to see TRO - protected cycle lanes on Duddingston Park South - there is space to do it and the road is treated as a race track by many local drivers.	All	Support
53	I am just writing to express my support for the Travelling Safely proposal to make the Spaces For People bike lane ETROs permanent.	All	Support
54	Looks like I've missed the deadline for commenting on the ETRO for the West and Central Edinburgh Links. I'm probably not familiar enough with the detail anyway to comment, however, I did want to give some feedback about these, and about the protected areas in the centre of town that I've been on (e.g. along Rodney Street to Broughton Street), and along Comiston Road. My comment is mainly to say how wonderful they are! At last I am able to cycle on main roads without fear of death! I'm sure it must help to encourage people to get on their bikes and cycle as they will feel, and indeed be, safer. It also agrees with the Scottish Government's cycling framework for active travel, the consultation for which I have just completed. My only suggestion for improvement would be to say that there are places where the cycling lane suddenly turns into a walking lane and the cyclist is spat out into the main road. I don't see walkers using these areas, and probably it isn't necessary now social distancing is not required, so I suggest you just turn them over into a bike lane also. This would be much safer for cyclists, as these are the points where accidents occur. This should also be born in mind when a protected cycle lane has to come to an end. I hope this feedback can make its way to the relevant parties. Many thanks and keep up the good work!	All	Support
55	Any plans to make cycling and walking safer are always welcome and encouraging. I’m aware that it might be difficult but I would like to see more "one way" roads, leaving the other half for cycling/walking spaces which might open more routes in an easier and affordable way.	All	Support
56	I live in East Lothian and rarely cycle in the city, but when I do the cycle lanes introduced under Spaces for People are a great addition and I’m sure will help encourage novice cyclists to use their bikes more. I fully support their retention and expansion.	All	Support
57	I wish to comment on all the above TROs - 1. I support all the current proposals. 2. I also support the general idea of the TROs being 'Experimental' so long as that enables changes to be quickly and easily through any legal processes. 3. I also point out that it's vital the 'bike lane spaces' are regularly maintained by the Council and cleared of glass, rubbish, tree debris etc. 4. If the Council is not already doing so, then perhaps its Cycle Project Team or colleagues could also carry out local on the ground surveys at the relevant sites to determine the views of local people - whether residents, pedestrians, cyclists or other vehicle users.	All	Support
58	As a pedestrian and cyclist who occasionally drives, I strongly support the continuation of the present system of segregated cycle lanes. I would like to see them extended. They make active travel easier and safer and encourage alternatives to polluting cars.	All	Support
59	I just want to express general positivity towards the Spaces-for-People/Travelling-Safely schemes that have been installed in Edinburgh. I recently moved away temporarily to The Borders and missed the great active transport schemes across the city and particularly the increase in segregated bike lanes. I have now move back to Edinburgh and love how connected I feel to the City and Scotland more widely without even considering getting into my car. I hope the council continue to significantly invest in these and that any that are removed are done so with consideration and replaced with similar schemes promptly afterwards. Edinburgh is on its way to being a great demonstration of an active transport first capital city and I hope this continues.	All	Support
60	I’m writing to comment on the Travelling Safely Experimental Traffic Regulation orders. I write as a walker, cyclist, and car driver , based in south-east central Edinburgh. In general, I am very supportive of the existing schemes, which have made me feel much safer as a frequent cyclist. Although I try to use off-road routes as much as possible, e.g. the Meadows, and the canal tow path, roads can’t always be avoided! The routes that I find especially beneficial are Buccleuch St. and Causewayside, especially northbound, much preferable to Clerk St. etc. The routes parallel to car parking spaces in Mayfield Road are also very helpful. I also appreciate the segregated section of the southbound Mound, as it is of course impossible to keep up a decent speed going up a steep hill. I was, however, very sorry to see the removal of the extensive cycle lanes on George 4th Bridge, which had transformed my cycling experience on this busy and congested street. I also wonder if more could be done on Lothian Road, which is, after all, pretty wide? It is a great relief to be able to get into the southbound section of cycle lane near Tollcross, but cycling anywhere northbound on Lothian Road, without any cycle lanes, remains quite a challenge! I’d like to mention that the cycle lanes can also be very helpful to pedestrians, of which the northbound section on Causewayside, just north of Grange road, next to a busy and narrow stretch of pavement, is a good example. One place that doesn’t seem to work well is the short pedestrian section northbound on Morningside road, oppose Waitrose (why just there?) Its main effect is to cause a sudden narrowing of the road, which can lead to conflict between cyclist and vehicles. So , please keep as many of the TROs as you possibly can, as they help to make Edinburgh a more cycle-friendly city, good for noise, pollution, health and exercise.	All	Support

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	One final comment, maybe not strictly relevant to this consultation , is that the very necessary cycle lanes on Marchmont road have almost completely vanished due to wear, especially the northbound one, and urgently need to be repainted.		
61	We'd like to comment on the Travelling Safely Experimental Traffic Regulation Orders currently being consulted on. We are cyclists and also car drivers. Mostly we use our electric bikes to get around, but also need occasionally to use the car. When cycling we find the feeling of protection afforded by the bollards eg. on Duddingston Road to be very significant. We have cycled in Edinburgh for decades, and until the introduction of separate cycle paths, had become used to entering a hypervigilant state when sharing road space with motor traffic. When that need is taken away by the introduction of bike friendly infrastructure, the quality of the travelling experience for us is far higher. Our grandchildren will soon be old enough to cycle with us. Without the bollards on the roads, we would not consider them safe for young children, which would greatly inhibit the possibilities for sharing our preferred form of transport. When using our car we have never found any of the schemes to be a problem for getting around effectively. We hope these comments are helpful.	All	Support
62	I wish to add my consultation comments on the above. As a cyclist (and motorist) I much appreciate the Edinburgh segregated cycle lanes. These have given me and my family and friends a greatly enhanced feeling of safety and security, particularly on steep uphill sections such as the Mound, and Braid Road (climbing past the Braid Hills Hotel) where motorists have the tendency to cut in on left hand bends and the road is relatively narrow. Downhill sections are not quite as important because here the cyclist is able to match the speed of motor traffic, particularly where the speed limit is only 20 mph. The 20 mph limit has been a great success and I guess it hasn't increased travel times. It certainly adds a great feeling of safety, whether walking or cycling, and should be the universal speed limit across Edinburgh. My impresssion is it also reduces traffic noise. However, I've seen no sign of it being enforced. This should be remedied. Kilgraston Road is heavily used by student cyclists cycle-commuting between Marchmont and Kings Buildings. Again, cycling can be slow heading (south) up the hill towards the Marchmont Road/Grange Road traffic lights. A fully segregated cycle lane coming up this hill would be very beneficial and would be heavily used, justifying its construction - and would allow motor traffic to overtake safely. The painted cycle lanes on both sides of Marchmont Road are barely visible these days. They should be made fully segregated or, at the very least, re-painted or tarred with red chippings (similar to the successful Mayfield Road "arterial" cycle route). In conclusion I congratulate Edinburgh on its cycle routes and on its existing segregated cycle routes. As a result of these, people (myself included) who would previously have been too anxious to cycle in traffic are now using their bicycles where they might previously have used their cars - resulting in less pollution, less traffic congestion, increased fitness and reduced transit times.	All	Support
63	I'm sending this email in support of the Spaces for People bollard-protected cycle lanes. I would like to see these cycle lanes made permanent and potentially improved. I've lived and cycled in south Edinburgh for more than 20 years and during that time I've seen almost no improvement to cycle infrastructure, except for the Spaces for People cycle lanes. These cycle lanes have made a huge difference to the daily lives of Edinburgh's cyclists and it would be a great blow if any of them were removed or downgraded, particularly after the scheme has come this far. It's been moving seeing an increasing number of children using these cycle lanes which is a great achievement. I've also cycled in the lanes with my children (aged 4 and 7) on roads which I definitely wouldn't have taken without the lanes in place. Please, in the face of climate breakdown, noise pollution, congestion, children needing safe spaces to exercise, mental health, and for so many more reasons, please can the Council be brave in its decision to make permanent and improve the city's the Spaces for People bollard-protected cycle lanes.	All	Support
64	I wish to make quick comment re the consultation on Travelling Safely Experimental Traffic Regulation Orders. I strongly support making the temporary schemes permanent. Any authority which is serious about modal shift needs to properly reallocate space away from private cars and towards active travel and public transport. In particular, I support the schemes which exist on main roads - they usually represent the quickest and most convenient way to travel to the places that people actually want to go to. Properly designed, prioritised and protected infrastructure is key, though. Unless schemes are suitable for less experienced or confident users, they will have failed - greatly widening access must be achieved. I would especially highlight measures to prevent illegal parking. This would ideally be done via physical design, and where that doesn't work, rigorous enforcement. So make the schemes permanent . . . but for everyone's sake, do it properly.	All	Support
65	I am an Edinburgh resident and very much in favour of the improved cycling provisions planed to encourage more cycling and reduce the number of cars in the city. We need you to have the vision to make the long term shift away from our dominant car culture.	All	Support
66	I wish to commenting about the Travelling Safely Experimental Traffic Regulation Orders, and specifically to express support for bike lanes being made permanent wherever possible. The loss of bike lanes on G. IV Bridge was extremely disappointing, but anywhere they can be maintained will still be valuable, as they greatly contribute to confidence that one can cycle safely and without inhaling too much piollution, which is rarely the case given the overwhelming amount of car traffic.	All	Support
67	I am commenting on the Travelling Safely ETROs in connection with the Spaces for People project. I am supportive of the objectives of the project. As a person who normally cycles or uses bus travel around the city and who occasionally drives I am now generally very pleased with the changes made and think it is worth sacrificing the ability to drive everywhere - and at speed - in order to improve safety and the livability in the parts of the city affected included in the project.. My impression is that measures in the Braids estate in south Morningside, where I live, have certainly reduced traffic levels and speeds and reduced "rat running". Even neighbours who never seem to step out of their cars agree that the area is pleasanter. There are still things to look at: the safe Cycle route through the estate needs better signage, speeds are still too high on the Hermitage Drive section (frequent collisions with grit bins, newly planted trees, the Midmar Field fence and road signs on the bend) the road layout at the corner of Braidburn Terrace and Braid Road is confusing for pedestrians and cyclists and difficult for cars. (Personally, I was sorry when the one-way system on Braid Road was abandoned - I'd prefer to see driving more rather than less convenient in an effort to promote active travel and bus use.) I would like to encourage the Council to continue to improve facilities for cyclists and walkers, and to actively promote active travel at he same time as working to reduce the traffic flow into the city (e.g. Park and ride near Fairmilehead)	All	Support
68	As someone who cycles round the city daily for business and pleasure, I welcome the segregated lanes which were set up for cyclists as some low cost protection. I would ask you to retain these and also to ensure that road surfaces in the lanes are regularly repaired and swept for leaves, snow etc.	All	Support

Appendix 13 - Register of ETRO/21/28A responses

Ref	Representation text	Scheme	Category
69	<p>As an Edinburgh resident I cycle, walk and drive in the city.</p> <p>Generally I am in favour of the cycle lanes at the sides of major roads e.g. Gilmerton Road and Comiston Road I use fairly often and the lanes make me safer and give me space as a cyclist.</p> <p>The Lanes on Minto Street and beyond to Liberton Road north ward are fine but south bound there are too many pot holes which makes them dangerous.</p> <p>So please keep these lanes but keep them maintained and swept e.g. wet leaves are a bit of a skid risk</p>	All	Support
70	<p>I’m writing to comment on the Travelling Safely Experimental Traffic Regulation Orders.</p> <p>In general as both a driver and cyclist I approve of the schemes as they provide safer spaces for inexperienced cyclists on the roads and will hopefully encourage more people to cycle instead of drive. However, I do have a few concerns:</p> <ul style="list-style-type: none">- The road surface in some is awful (eg heading south down Minto Street / Craigmillar Park) to the point where I actually feel safer outside the bike lanes as I have space to avoid potholes. In the lane, if there’s a pothole there isn’t space to avoid it.- The white bollards are almost invisible in some places at night, and I nearly drove into the ones on Duddingston Road West, north of the railway line, this evening. They seem to get very dirty and either need regular cleaning or need to be made of a different non-stick material- In some places the lanes stop and start very abruptly, just around corners, eg even at the 20mph limit on Braid Road, heading south, uphill, round the right hand bend past the Braid Hills Hotel it would be easy to crash into the bollards.- Where the lanes are intermittent due to bus stops, it is very unsafe trying to suddenly pull out to go round a bus as you have to make a very sharp turn (due to not being able to escape the lane beforehand w/o essentially stopping) into traffic, and then a sharp turn back, hoping the bus hasn’t started to move while you are passing. Waiting isn’t realistic if you actually need to get anywhere in reasonable time. <p>Possibly by intention, it is very hard to ‘escape’ from a bike lane part way along. So, if you want the safety of a bike lane but then need to turn right, you have to almost stop to be able to avoid crashing into the bollards as you exit the lane, meaning you are travelling at a much slower speed than passing traffic which is not very safe.</p>	All	Support
71	<p>I am writing in support of the council choosing to make permanent the main road semi-segregated bike lanes throughout Edinburgh. I regularly cycle with my children in the city and they make me feel a bit safer.</p> <p>Although there are undoubtedly problems to be resolved and major improvements that should be made, the current bike lanes are a useful foundation from which to build and provide some protection for people cycling while we await a major injection of funding for active travel in the city.</p> <p>In particular, I would like to see proper enforcement of the bike lanes on Causewayside. They are blocked every single hour of the day by cars parking, forcing cyclists to swing out into the road at multiple points. This is particularly dangerous as there are so many schools around this area. A proper, fully protected bike lane on Causewayside could connect in to the proposed Newington Safe Route and make a huge difference to the long, thin catchment area for Sciennes Primary School.</p> <p>Thanks for considering this</p>	All	Support
72	<p>I am writing to express my full support for the Travelling Safely Experimental Traffic Regulation Orders that have provided the excellent separated cycle lanes across Edinburgh. I believe that these measures are crucial in ensuring the safety of cyclists and pedestrians on the roads of Edinburgh.</p> <p>As frequent commuter into Edinburgh by bicycle from [REDACTED] (sometimes by bicycle and sometimes using train links with my bicycle), I have witnessed numerous incidents where cyclists are put in danger due to the lack of safe cycling infrastructure. With the number of people cycling in the city increasing every day, it is essential that we provide them with safe and separated cycling lanes to prevent accidents and make cycling a viable option for everyone.</p> <p>I am particularly pleased with the feeling of security provided by the separated bicycle lanes. These lanes allow cyclists to travel safely and avoid conflict with other vehicles on the road. Additionally, these lanes encourage more people to cycle, which can only have a positive impact on both public health and the environment.</p> <p>I am aware that there may be some concerns from other road users, but I believe that these measures are necessary and will benefit everyone in the long run. The benefits of promoting cycling and active travel are numerous, and we must do everything we can to support these modes of transport.</p> <p>Therefore, I urge the council to implement the Travelling Safely Experimental Traffic Regulation Orders changes as permanent changes as soon as possible, and I am willing to support these measures in any way I can. I believe that this is an excellent opportunity for Edinburgh to lead the way in promoting safe cycling and active travel, and I look forward to seeing the positive impact that these measures will have on our city.</p> <p>Thank you for considering my views on this important matter.</p>	All	Support
73	<p>I am commenting about the Travelling Safely Experimental Traffic Regulation Orders.</p> <p>I strongly support the lanes, there are undoubtedly problems to be resolved and major improvements that should be made.</p> <p>The Duddingstone Road layouts have improved the road safety and conditions for Lothian buses.</p> <p>I think that one similar installation which has been an outstanding success is that in Loganlea Drive.</p> <p>The one way system and parking restrictions at the school have improved conditions for all the road users.</p> <p>This positive approach is required through out the city</p>	All	Support
74	<p>I would like to comment that I support the full implementation of all current Travelling Safely ETRO's.</p> <p>TRO/21/26, TRO/21/27, TRO/21/28, TRO/21/29 & TRO/21/30.</p> <p>I would recommend that on low use bus stops, boarders are added similar to what is shown on the streetview link below from the A770 in Inverclyde. The light segregation kerbs used here are also much better than what is currently being used in Edinburgh. They have more contrast with the road, they have forgiving splays and generally they look much better.</p>	All	Support

Appendix 13 - Register of ETRO/21/28A responses

Ref	Representation text	Scheme	Category
	<p>https://www.google.com/maps/@55.9522173,-4.7620695,3a,75y,348.19h,85.61t/data=!3m6!1e1!3m4!1sds9C6ZuAgYyJqR1unX4Vbw!2e0!7i16384!8i8192?authuser=0</p> <p>Side road kerb returns should have the radii reduced as much as possible to slow turning vehicles. The gaps in the routes / network must be closed and where a cycleway is only on one side of the street then this needs to be matched on the opposite side or made bi-directional.</p>		
75	<p>I am writing to formally comment on the Travelling Safely Experimental Traffic Regulation Orders (ETRO) for the Spaces for-People/Travelling-Safely main road semi-segregated bike lanes.</p> <p>I am a regular user of these lanes, in particular those on Dalkeith Road to the [REDACTED]. I am a public advocate for active travel and its health benefits, which I see in my everyday work as [REDACTED].</p> <p>Although the ETROs have helped to provide visibility and safe spaces for cyclists, some problems remain, and I would be grateful to you for considering these issues if they are to be made permanent:</p> <ol style="list-style-type: none">1. The lanes offer most protection when they are covered with red tarmac: given that the bollards are usually placed in groups intermittently, cyclists need protection throughout. This would be best achieved with coloured lanes.2. Road markings rapidly degrade and they have not been refreshed, so there should be a regular programme to ensure the markings remain visible.3. The street furniture degrades and becomes detached, posing more of a hazard for cyclists than if the bollards were not there. The bollards should be fixed permanently, and maintained regularly.4. Street cleaners rarely clear the road within the cycle lanes, resulting in the accumulation of debris including broken glass, all of which leads to punctures. The lanes should be regularly cleaned to provide cyclists with protection from punctures which can be not only inconvenient but also dangerous. <p>Thank you for your consideration of these points.</p>	All	Support
76	<p>I am responding to the traffic regulation orders consultation in Edinburgh. I primarily wish to express my support for the existence of the lanes, I am an experienced cyclist and would be cycling on the roads regardless, however these lanes encourage less confident cyclists and make a significant show of support for active travel.</p> <p>As a user, I do have a few points about the implementation of these lanes. I understand that these must be taken into consideration with the balancing act that is shared roads.</p> <p>Firstly, the extra kerbs erected around the lanes do the job of keeping vehicles out, however they often make it more difficult for cyclists to cross lanes, make a right turn and dodge cars double parked in them. As neither street sweeping vehicles nor winter sweeper vehicles can enter they end up pushing snow, leaves and litter into the lanes, making them treacherously slippery and obscuring potholes. During the heavy snows of 2020 the lane on the side of Minto street became a solid slope of black ice obscured by snow and cars were irritated as I had to avoid entering the lane.</p> <p>Secondly in areas with a high volume of pedestrians, such as around the Omni Centre and the Playhouse it becomes so difficult to push through the crowds that fill the lanes their existence becomes nearly pointless and a lane on the road rather than the pavement would be much simpler for all.</p> <p>And lastly, whatever policy is decided on consistency is extremely important with regards to safety. If cyclists and drivers are used to a certain set-up changes to road layout can compromise safety and should be taken with caution.</p> <p>I hope these insights are useful!</p>	All	Support
77	<p>I am writing to express my support for the Travelling Safely North, East, South and West Area TROs. - TRO/21/27, TRO/21/28, TRO/21/29, and TRO/21/30. These are extremely important measures for Edinburgh to enact in the fight against climate change. If we want to see a significant modal shift away from cars and towards other forms of transport, such as cycling, we need dedicated infrastructure to support this. These TROs are a step in the right direction in this regard.</p> <p>I would particularly like to express my support for the Southern Area scheme. This is the one that is closest to where I live, and is extremely impressive. It clearly makes a massive difference to the safety of the children going to school, and opens up a whole section of the city to the rest of the Edinburgh cycle network, because it connects to The Meadows. Frankly I wish that more Edinburgh cycling infrastructure was as good. I use it regularly and would be extremely disappointed were it to be removed. I would like to see it stay and proper planters installed.</p>	All	Support
78	<p>I am writing to set out my support for the Sfp measures being made permanent and upgraded to form part of the formal road layout.</p>	All	Support
79	<p>I have noticed that the city is starting to implement more human centric and environmental city design in the form of the Travelling Safely initiative. This email is to voice my wholehearted support for these measures and to comment that I believe the measures taken could be even more aggressive as the city needs to accelerate its transition to a more liveable, human centric, and sustainable city. Studies have shown that most people will happily use whatever form of transport is available as long as it gets them where they need to go quickly and safely. The current state of the transport in the city is therefore solely the result of past spending on car infrastructure as opposed to more sustainable and human infrastructure leading to people's current habits forming. I am writing to express my support as often only older retired residents have the time and knowledge to take action for or against city measures and I believe it is also important to have younger people's voices also heard as they are who will be the future residents of the city. To restate, I wholly support the efforts through this scheme, and if anything, believe that they are not going far enough.</p>	All	Support
80	<p>I am emailing comments concerning experimental traffic order ETRO/21/28A which affects roads and streets in the east side of the city.</p> <p>I support the intention and effect of ETRO/21/28A to enable cycle lanes to be continued on London Road, Milton Road and Duddingston Road. Lack of safe infrastructure is a significant barrier to the promotion of cycling in Edinburgh. Restricting parking as per the order will enable the existing infrastructure to be continued/made permanent and encourage cycling and thus meet the council's target to reduce car kilometres by 30% by 2030. I use these cycle lanes regularly to get to and from work as well as other destinations. I believe they have made these trips safer. The closure of Stanley Street has improved the atmosphere around Portobello Park and eliminated a rat run.</p>	A1 (including London Road) Duddingston Road West Duddingston Road Stanley Street / Hope Street	Support
81	<p>First of all, let me thank you for putting in the current cycling provisions and parking exclusions. In general, these make cycling around much safer and pleasant. Without them I probably would cycle less. I also have a car, and find that the current cycling provisions are no hindrance to driving out of the city via major roads. I have a couple of comments for improvements:</p> <p>London road from Brunton Terrace to Windsor street: instead of using the bike lane, I usually cycle in the left lane of traffic for two reasons: the road surface on the bike lane is rather bumpy, and to get round the bus stops that extend into the road, a cyclist needs to do a shoulder check to rejoin traffic, meaning that it is often safer and faster to just ride on the road.</p> <p>London road by Wishaw terrace: Much better now that it links up with the segregated lane and bus lane by the meadowbank stadium. It is a shame parking is allowed in the bus lane during the weekend, this makes the bike lane kinda useless, as you then need to rejoin traffic.</p>	A1 (including London Road) Duddingston Road West Duddingston Road	Support

Appendix 13 - Register of ETRO/21/28A responses



Ref	Representation text	Scheme	Category
	<p>Willowbrae road: absolutely essential for safe cycling. Still parts of the road without segregated lane are terrifying. A more joined up network would be ideal.</p> <p>Milton Road West: would be ideal to have no parking at any time (including weekends) in the bus lanes. On the weekend (when a lot of riders use this), it makes it very dangerous, because cyclists have to move into (very fast moving) traffic.</p> <p>Duddingston road: Would be one of the best ways into portobello, except for the fact that Brighton place is cobbled, making it horrible for cyclists. There are two strips strips of nicer bricks, but these are often filled with parked cars.</p>		
82	<p>I am emailing the council concerning traffic order ETRO/21/28A</p> <p>I support the implementation of ETRO/21/28A and the installation of cycle lanes on Duddingston Road, Milton Road West and London Road. The parking restrictions and associated cycle lanes keep people on bikes safe. These will promote alternatives to using a car to travel around the city. Increased cycling will enhance the health and well being of the citizens of Edinburgh.</p> <p>The cycle lanes on Duddingston Road allow children and staff to cycle to St John's RC primary school and Duddingston Primary school in safety.</p> <p>The traffic order should be made permanent.</p>	A1 (including London Road) Duddingston Road West Duddingston Road	Support
83	<p>A1 Corridor: I am strongly in favour of the ETRO measures along the A1 corridor, particularly along Willowbrae Road. I cycle regularly and find the segregated southbound contraflow cycle lane very useful up the quite steep section from Northfield Road to Northfield Circus. I would be in favour of a 7am - 7pm 7 day a week restriction (even 24/7) on the bus lane on the A1 corridor as I often find it is blocked with parked cars which then necessitates moving into the usually busy carriageway.</p> <p>Duddingston Road: I cycle regularly around the East Edinburgh area and support the Duddingston Road ETRO scheme. It would be even better if it continued along Brighton Place to allow for a nearly continuous link to Portobello High Street as I have experienced some dodgy overtaking and squeeze-bys along Brighton Place after the pleasant segregation of Duddingston Road.</p> <p>Duddingston Road West: I am in favour of the Duddingston Road West ETRO scheme as it provides a protected cycleway on a busy winding road, however the road surface on the cycleway is quite poor in some areas (particularly bad just outside the west entrance to Holyrood RC High School).</p>	A1 (including London Road) Duddingston Road West Duddingston Road	Support
84	<p>A1 Corridor: The existing infrastructure with bollards and some road markings give protection to cyclists though there are pinch points (such as opposite the end of Abercorn Avenue when a cycle is making a right turn into that street from the main road.) Visuals such as road colours are an additional reminder to drivers. I have noticed an increase in the number of cyclists using this A1 corridor, but I still use alternative routes at busy times as vehicles often travel faster than safe for the conditions and level of traffic (never mind the actual speed limit).</p> <p>Duddingston Road West: This route is a busy road and the current cycle lanes have made it feel less daunting to cycle along. I would argue for continuous cycle lanes along both sides of this road from Duddingston Forge to Forkenford but I acknowledge the narrower sections of road make this possibility unlikely at present. Reducing car speed by the addition of dedicated and protected cycle lanes will be a bonus to users of this important route that links the Innocent Railway path and Willowbrae / Portobello. I strongly urge this scheme to be retained.</p>	A1 (including London Road) Duddingston Road West	Support
85	<p>King's Place: It will greatly improve safe access to the busy corner of the prom for residents and cyclists. The use of the area at the end of The Promenade for vehicle parking and caravans is an issue and presents an obstruction to people using the prom and the crossing.</p> <p>Seafield Street: It will greatly improve safe access to the busy Leith/Portobello path for residents in Craigentenny and Restalrig. The end of The Promenade vehicle parking prevention (Concrete blocks) is excellent.</p>	Kings Place Seafield Street	Support
86	<p>These measures provide vital protection for cyclists, especially on the uphill sections on Willowbrae Road and on London Road by Hillside where the speed limit is 30mph. Please leave them in and improve them by smoothing the carriageway and clearing leaves.</p>	A1 (including London Road)	Support
87	<p>I walk when I can but for longer journeys I take a bus or tram, and I strongly believe that public transport should be included along with walking, cycling and wheeling as being a highly desirable form of transport needing every possible encouragement. There should be bus lanes along all major routes in and around the city, not just for the conventional morning and evening peaks but for the whole day, and they should be strongly safeguarded. Traffic lights should prioritise the movement of buses and trams. Wherever buses are significantly held up by congestion cars should be diverted elsewhere. The proposals for the A1 corridor are far too weak in this regard.</p>	A1 (including London Road)	Support
88	<p>Could you please share further information with us, and also inform us of which council authorities you notified? The plans have since been removed, could you share them with us again?</p>	Out of scope	Query
89	<p>A traffic order notice has appeared at the end of my Street (Traquair Park West) with order number "2023 - ETRO/21/21", however I can find no reference to this order on the web sites mentioned in the notice. How can I view the details of this ETRO?</p>	Out of scope	Query
90	<p>Where do I register my full support for making walking and cycling fully protected and accessible in Edinburgh?</p> <p>The website is very unclear</p>	Out of scope	Query
91	<p>I attach a snip of the CEC website where it states that TRO 21/28 has been completed. However, the closing date for comments is shown as 20th May. Has the order been completed? WITH CEC TRO TEAM</p>	Out of Scope	Query
92	<p>Travelling Safely East Area Experimental Order - City of Edinburgh. I live on Mountcastle Drive South so this notice applies. Unfortunately I don't understand what it actually means! Are we getting parking restrictions? What will they be eg. the boulders for cycling? Yellow lines? will I need a parking permit?</p>	Out of Scope	Query
93	<p>Subject: From Duddingston /Durham houses</p> <p>Dear [REDACTED] I wonder if you can send me a copy of a sheet put on 1 or 2 lamp posts in this area saying Double Yellow lines will be put in Durham Ave Terrace etc I tried to read the sheet [REDACTED] was talking about but not easy as it's bent round post and rain has seeped in on it</p> <p>Can you confirm The streets involved in this area also why is this being done as it will cause even more havoc with parking</p>	Out of Scope	Query

Appendix 13 - Register of ETRO/21/28A responses


Ref	Representation text	Scheme	Category
	Who has instigated this too? Any help would be appreciated		

Appendix 14 - Schedule of objections considered material against each route/location under ETRO/21/28A

Theme ref		1	2	3	4	5	6	7	8	9	11	12	13	14	15	16	17	19	20	21	22	23	24
Objection theme		Concerns with changes to loading or waiting provisions	Impact on Access for residents or businesses due to closures	The project has made it more difficult for people with mobility/ accessibility issues, protected characteristic or their carers to access the area or park near their homes	Impact on parking spaces availability and displacement of it elsewhere	The project has had a negative impact on businesses due to a decrease in passing trade or ease of access by motor vehicle	Impact on local traffic management including moving and increasing traffic elsewhere	The project changes mean longer routes and longer journey times for trips in motor vehicles	Impact on road safety for cyclists	Impact on road safety for motor vehicle users	Impact on road safety for pavement users (including trip hazards by measures enabled by the ETRO)	Impact on additional motor vehicle use and pollution	Measures are not used	Measures are not maintained	The consultation/ ETRO / legal process is flawed or has not been followed	General opposition to the changes to traffic operation/ the project	The project has had a negative impact on emergency service vehicles	Measures are a waste of public funds	Measures are not needed post-pandemic	Safety concerns over floating parking	Safety concerns over floating bus stops and/or bus users*	Measures are encouraging fly tipping (Stanley Street and Hope Lane)	Measures are not suitable for a World Heritage City or Conservation area
Raised in relation to	General submissions	4	3	5	3	4	5	8	8	4	6	8	5	3	4	6	2	4	2	1	2	0	0
	More than one scheme but not all	0	1	2	3	0	1	1	1	1	1	1	2	2	0	0	0	0	1	0	0	2	0
	A1 (including London Road)	0	1	0	7	0	10	0	10	2	3	4	6	4	3	5	0	1	2	0	2	0	6
	Duddingston Road West	1	1	0	1	0	1	0	0	0	1	1	1	0	1	1	1	0	1	0	0	0	0
	Stanley Street / Hope Street	0	3	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	All ETRO/21/28A (TOTAL)	5	9	7	17	4	17	9	20	7	12	14	14	9	8	12	3	5	6	1	4	2	6

Ref	Representation attachments	Scheme	Category
19	 	Cockburn Street	Objection
20	Same as above (Ref 19)	Cockburn Street	Objection

Ref	Representation attachments	Scheme	Category
34	<p data-bbox="335 352 537 380">Dear Sir / Madam,</p> <p data-bbox="335 449 1329 638">It has now been several months since the council used emergency powers to implement the spaces for people changes on the road that I live on, Duddingston Road West. Now that there has been time for the scheme to bed in I feel now might be a good time to look at the results. I understand that the council most likely does not have the resources to monitor the effects on each street themselves, so perhaps the feedback from someone who lives and breathes the experience might be enlightening.</p> <p data-bbox="335 674 1329 926">The scheme is called spaces for people, in this instance how this was interpreted was to introduce a segregated cycle lane where the road was wide enough to accommodate it, sometimes for a stretch on the left hand side before it suddenly stops, sometimes a short stretch on the opposite side of the road. In a word I would describe it as haphazard, there were some stretches of cycle lane but nothing joined up or continuous and generally only heading into town, little benefit to those same cyclists when heading out of town. On the opposite side of the road from the lanes, new double yellow lines were painted due to the road now being significantly narrower.</p> <p data-bbox="335 961 1329 1184">On street parking was completely eliminated for the length of the road, the pavements were not widened. As the road is now narrower, the traffic is forced to drive very close to pavement where previously parked cars would have insulated the pedestrians from the proximity to the cars. I can confirm that it is alarming and intimidating to walk so close to the cars passing at speed, particularly in my case with a dog who fears the cars, buses and lorries and with young children who I need to walk daily to primary school along the route. I would say there is definitely now less space for people like me.</p> <p data-bbox="335 1220 1329 1570">For another real world example, when my sister in law visits with 3 small children under 4 years of age, previously she would park right outside my door and ferry them in one by one. Now her option under the new spaces for people era is to park in a side street and walk all of them several hundred yards along this intimidating stretch of road. You might ask, why not walk on the opposite side where the cycle lane insulates the pedestrians from the traffic? There are no pedestrian crossings or traffic islands or traffic calming measures or side streets to park in on that side of the road. So they would need to cross twice to get to us and that is not a safer option. Indeed most of the time the only safe option is to illegally park on the double yellow lines and quickly try to get the kids into or out of the car, blocking cycles, holding up traffic much to the anger of passing cars who cannot always pass on the narrower road.</p> <p data-bbox="335 1606 1329 1892">Who are the main users of this road? Who are the people that need space? I'm not sure if there is an estimate of how many cyclists use the street over the course of a day compared to the number of pedestrians, if I had to guess I would say a maximum of 5% of non car users are cyclists. Was this researched before a scheme designed to elevate the needs of cyclists above all other user groups was implemented? There is a secondary school on the street and 4 times a day a massive amount of school children walk along this road, they often spill into the street as they walk in clumps, there is no space to walk past them without stepping into the road. It felt a lot safer when the parked cars kept the traffic further from the kerb. Some of the children cycle, I'd say I see about 10 kids on bikes, 20 at a maximum,</p>	Duddingston Road West	Object

Ref	Representation attachments	Scheme	Category
	<p>what is very telling is that they choose to cycle on the pavement rather than use the new lane. So the vast majority of users are disadvantaged and those that are meant to gain as a balance, have not. A lose lose.</p> <p>The consequences of street narrowing: If I am trying to enter my driveway where I am now forced to park, I must hold up the traffic while I wait for a space, there is no space to pass because of the cycle lane. This road is a route to the hospital and there is a police station further up the road, emergency vehicles now have much more difficulty negotiating the traffic because the road is narrower. They need to use their sirens, all along the road, not just at the lights and junctions as before. I hear several struggling to clear the road per hour and all the cars need to pull into the cycle lane in order to make room. So what is the point? The cycle lane gets blocked anyway, we are subjected to noise pollution, lose lose. The reason I notice the increased sirens is my dog has a big problem with sirens, it makes her very anxious, barking and panicking, like fireworks night but continually. She is now on calming supplements costing £45 per month and they barely make a difference. We are seriously considering moving house.</p> <p>Similarly when the bins need collected or a delivery needs to be made, or building work conducted at your house, the cycle lane gets parked in or they park on the double yellow lines, often squeezing high up on the pavement in order to let the traffic squeeze through on the narrower layout. However this means people with pushbuggies or wheelchairs cannot pass. The space for these people is severely impacted and all flexibility is lost from the road layout, it cannot cope with roadworks or deliveries or broken down cars or even residents trying to live their lives. Yes this parking is illegal but it isn't enforced, I've seen vans parked like this for many days in a row and must go down as a real world consequence of the scheme, another negative tick. I attach a photo of a house moving truck parked in the middle of the road outside the cycle lane this week, it stayed like that for over an hour until the men unscrewed the cycle lane barrier and then parked across the cycle lane for 2 days. I can confirm that once the truck was blocking the cycle lane and parked as it would have previously, cars were able to pass with no problem.</p>		

Ref	Representation attachments	Scheme	Category
	<p>Another side effect of the loss of on street parking, besides the increased danger to pedestrians, has been watching neighbours rip up their front gardens to make room to park their cars. I have seen around 7 properties take this step so far. We lose green spaces, biodiversity, food for pollinators, etc and lose the corresponding ability to soak up rain fall, increasing the volume of water entering the storm drains which are already overtaxed. These changes will not be reversed if the scheme is revoked (as I believe it should be) and the longer it takes to realise the folly, the more green spaces will disappear. Speaking of storm drains, many are now blocked on our road by leaves and weeds, I assume that the street sweeping vehicles cannot access the narrow cycle lanes, I also assume that the council has not the will nor resources to sweep these by hand. A young boy came off his bicycle this week and fell into the road in front of my car, my wife managed to make an emergency stop and the boy was shaken but survived. The cause for his slip was the wet leaves blanketing the cycle lane and yet autumn has barely begun. Shortly the cyclists will need to stop using the lanes and use the narrowed roads instead as it will be safer. If we have snow this year, the cycle lanes will not be cleared. So drains blocked, cycle lanes blocked, roads narrowed, lose, lose, lose.</p>		



Appendix 15 - Attachments relevant to ETRO/21/28A responses

Ref	Representation attachments	Scheme	Category
	<p>So with all these detrimental effects, is the cycle lane worth it?</p> <p>First of all I question what the cycle lane is for, specifically where does it go? It continues down Duddingston Road towards Portobello and then stops abruptly at Southfield Place into Brighton Place. Why does it stop, why not link it into Portobello? Where are the cyclists going, do they all live there, are they home already? As an aside, Southfield Place is a horrendous bottleneck, it a bus route, a very narrow street and yet cars are allowed to park on both sides of the street. Terrible planning. If anywhere was calling out for double yellow lines it is these two roads, but ironically this is the only stretch without them.</p> <p>Did we even need a cycle lane on Duddingston Road West?</p> <p>We have an existing national cycle route from the Innocent Railway on the other side of the Golf course already, it heads from town all the way to Musselburgh, 2 minutes away from Duddingston Road West. If the intention was to link Portobello to a cycle route, why not link into this? If the answer is that cyclists won't add 2 minutes to their journey in order to be away from heavy traffic, then you just question if all this upheaval is worth it at all? If a risk to their safety isn't worth 2 minutes of their time to avoid, is it a substantial risk?</p> <p>I do not question that in certain situations adding cycle lanes and green travel options are brilliant for the city and certainly should be part of our planning for the immediate future. However, ill thought through and hastily implemented and haphazard changes like in this case feel like simple virtue signalling and box ticking and have had a seriously detrimental effect upon the spaces for people who actually live upon and use this stretch of road not to mention being a colossal waste of money and effort better spent elsewhere. Yes they allow the council to report that they are introducing a certain mileage of cycle lanes and green transport options, however where is it reported that no one can use them?</p> <p>So having listed all the negative effects of this scheme on this stretch of road and questioned the real world benefits I hope you can take this into account when deciding how quickly to revert to how the street was originally and perhaps find money for some useful traffic calming measures, crossing places, traffic islands etc.</p> <p>Yours faithfully, A frustrated resident of Duddingston Road West, tax payer, road user, cyclist, pedestrian, father of 3 and green party voter.</p>		

Ref	Representation attachments	Scheme	Category																									
91	<div><div><h2>Recently completed orders</h2><p>Details of those orders that have recently completed the legal process. Having been “made”, these orders are about to proceed to implementation on street.</p><p>Work to implement the order below on street may take place after the effective date shown.</p><p>These details are provided for information only. It is no longer possible to comment or object to these orders within the legal process.</p><p>Please note that some of our downloads might not be accessible. Email us if you need help trafficorders@edinburgh.gov.uk.</p><table><thead><tr><th>Order number</th><th>Location</th><th>Effect</th><th>End date</th><th>View details</th></tr></thead><tbody><tr><td>TRO/21/26</td><td>Travelling safely City Centre Area</td><td>Introduce various measures on an experimental basis</td><td>20 May 2023</td><td>View TRO/21/26</td></tr><tr><td>TRO/21/27</td><td>Travelling safely North Area</td><td>Introduce various measures on an experimental basis</td><td>20 May 2023</td><td>View TRO/21/27</td></tr><tr><td>TRO/21/28</td><td>Travelling safely East Area</td><td>Introduce various measures on an experimental basis</td><td>20 May 2023</td><td>View TRO/21/28</td></tr><tr><td>TRO/21/29</td><td>Travelling safely South Area</td><td>Introduce various measures on an experimental basis</td><td>20 May 2023</td><td>View TRO/21/29</td></tr></tbody></table></div><div><p>Address: Traffic Orders 3.3 Waverley Court 4 East Market Street Edinburgh EH8 8BG</p><p>✉ TRO.Consultations@edinburgh.gov.uk</p></div></div>	Order number	Location	Effect	End date	View details	TRO/21/26	Travelling safely City Centre Area	Introduce various measures on an experimental basis	20 May 2023	View TRO/21/26	TRO/21/27	Travelling safely North Area	Introduce various measures on an experimental basis	20 May 2023	View TRO/21/27	TRO/21/28	Travelling safely East Area	Introduce various measures on an experimental basis	20 May 2023	View TRO/21/28	TRO/21/29	Travelling safely South Area	Introduce various measures on an experimental basis	20 May 2023	View TRO/21/29	Out of Scope	Query
Order number	Location	Effect	End date	View details																								
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TRO/21/29	Travelling safely South Area	Introduce various measures on an experimental basis	20 May 2023	View TRO/21/29																								

Appendix 2 – Upgrading of Infrastructure at Measures Retained Permanently - Prioritisation Framework and Criteria

The following criteria have been considered when prioritising upgrades to infrastructure at measures to be retained permanently:

- 1.1. Measures located within the primary and secondary Place networks defined in [Our Future Streets](#);
- 1.2. Measures located within the primary and secondary Walking networks defined in [Our Future Streets](#);
- 1.3. Measures within the Edinburgh World Heritage Site;
- 1.4. Measures that improve safety for people in vehicles;
- 1.5. Measures adjacent to schools;
- 1.6. Measures where upgrades can be delivered as part of future schemes or resurfacing work; and
- 1.7. For segregated cycle tracks, cycle user count data.

Themes and Aims

1. Increasing accessibility and improving safety for people walking or wheeling

The Council's [Our Future Streets Streetscape Allocation Framework](#) adopts a 'place-based' approach to infrastructure delivery.

The Place and Walking Networks have been used as the foundation to prioritise upgrades to maximise the potential to increase accessibility and improve safety for people walking or wheeling:

- The [Place Network](#) identifies streets with buildings that generate activity, such as shops, other services and businesses; and
- The [Walking Network](#) identifies streets which have higher levels of pedestrian movement.

It is at these locations where the city's highest footfall levels are likely to be present and therefore where improvements would benefit the greatest numbers of users.

By also prioritising measures that are located near schools, the upgrades will improve road safety for vulnerable younger road users. **See note below regarding other school measures.*

Measures prioritised:

- Segregation
- Widenings at junctions and crossing points
- Floating parking bays

2. Improving safety for people cycling

As part of the monitoring plan for the Travelling Safely programme, a series of cycle user counts were conducted in 2023 and 2025. This data has been used in the prioritisation framework resulting in corridors and schemes with higher counts being prioritised over those with fewer people cycling. This approach enables upgrades to be focussed where the largest number of people who cycle would benefit.

Measures prioritised:

- Segregation

3. Improving safety for people in vehicles

The starting section of segregated infrastructure is the location where all vehicles need to be most aware of the change of road layout (e.g. from open carriageway to separation of modes via segregation). The first few metres at the upstream ends of corridors where segregation is present are proposed to be upgraded.

Similarly, for the same reasons it is proposed to upgrade infrastructure wherever there are merges, significant bends and lane reductions.

Where speed reducing measures such as chicanes or localised road narrowings have been introduced, these are also proposed to be upgraded.

Measures prioritised:

- Speed reducing measures
- Short sections of segregation at the upstream ends of each scheme
- Specific segregation sections at merges, significant bends and lane reductions

4. Increasing operational efficiency

Due to the trial nature of the measures, some signage and infrastructure used may not have encouraged the same level of adherence that can be achieved with permanent signage and infrastructure.

Upgrading the measures at these locations is anticipated to improve the operational efficiency of the schemes. Where free-standing signs mounted on temporary foundation units have been used, upgrading these will also reduce street clutter and increase accessibility.

It is proposed that all signage relating to traffic prohibitions and at the entrances of pedestrian zones will be upgraded. Modal filters will only be prioritised where their upgrade is expected to improve adherence to the restrictions and prohibitions.

Measures prioritised:

- Modal Filters
- Signage

5. Improving visual appearance

The Edinburgh World Heritage Site has also been considered as part of the prioritisation framework. This allows the upgrades to focus where aesthetics are most important in the city.

Measures prioritised:

- Measures within the Edinburgh World Heritage Site

6. Increasing Value for Money

Locations where infrastructure can be upgraded at reduced cost, as part of resurfacing work or other major schemes, will be prioritised accordingly to maximise value for money.

Conversely, where a Travelling Safely scheme is expected to be replaced by a new, different street layout within the lifetime of the rolling programme of upgrades, as part of another infrastructure improvement, temporary infrastructure will only be upgraded at key locations.

Measures prioritised:

- Locations that can be upgraded as part of other projects

***Note regarding other school measures**

Most Spaces for People measures that were installed outside or immediately adjacent to schools formed part of a separate programme of work that was not later incorporated into the Travelling Safely programme. Decisions on whether to retain these measures permanently and on implementing measures to upgrade this infrastructure now form part of the School Travel Plan Review process for relevant schools. However, there are some cycle routes included in the Travelling Safely programme that pass outside schools and these will be prioritised for upgrading of infrastructure through this process.

Appendix 3 - Upgrading of Infrastructure at Measures Retained Permanently – Preliminary Cost Estimate and Anticipated Implementation Timescales

Table 1 - Preliminary Cost Estimate and Anticipated Implementation Timescales of Measures Retained Permanently

Scheme / Measure	ETRO	Estimated Total Cost - Design and Construction (accounting for anticipated inflation)		Expected decision on retention / removal	Anticipated implementation year
		Per scheme (£)	Per ETRO (£)		
South St David Street	City Centre (ETRO21/26A)	14,000	44,000	Separate TRO Process	26/27
Waverley Bridge		22,000		Separate TRO Process	26/27
Cockburn Street & High Street		4,000		May 2025	26/27
Victoria Street & West Bow		4,000		May 2025	26/27
A1 (including London Road)	East (ETRO/21/28A)	212,000	433,000	September 2025	26/27
Stanley Street and Hope Lane		-		September 2025	No upgrades prioritised
Duddingston Road		187,000		September 2025	26/27
Duddingston Road West		15,000		September 2025	26/27
King's Place		-		September 2025	No upgrades prioritised
Seafeld Street		19,000		September 2025	26/27
Seafeld Road East		-		September 2025	Scheme not implemented
A90 Queensferry Road	West (ETRO/21/30A)	478,000	1,017,000	September 2025	27/28 (Key locations only) 29/30 & 30/31
Cammo Walk		39,000		September 2025	27/28
Drum Brae North		23,000		September 2025	27/28
Slateford Road		42,000		Separate TRO Process	28/29
Fountainbridge Dundee Street		23,000		September 2025	27/28 (Key locations only due to different street layout anticipated along the corridor within the lifetime of the rolling programme of upgrades; interaction with Dundee Street to Fountainbridge CMP project)
Lanark Road		23,000		September 2025	27/28
Longstone Road		321,000		September 2025	28/29
Ladywell / Meadowplace Road		20,000		September 2025	27/28
Pennywell Road		25,000		September 2025	27/28 (Key locations only due to different street layout anticipated along the corridor within the lifetime of the rolling programme of upgrades; interaction with the North Edinburgh Active Travel -NEAT- Connections CMP project)
Muirhouse - Silverknowes Parkway		23,000		September 2025	27/28
Bellevue to Canonmills	North (ETRO/21/27B)	595,000	723,000	September 2025	28/29 & 29/30
Crewe Road South		36,000		September 2025	27/28 (Key locations only due to different street layout anticipated along the corridor within the lifetime of the rolling programme of upgrades; interaction with future Tram extension)
Ferry Road		41,000		September 2025	27/28
West Shore Road / Marine Drive		51,000		September 2025	27/28
Teviot Place / Potterrow	South (ETRO/21/29A)	320,000	1,530,000	December 2025	30/31
Buccleuch Street / Causewayside		454,000		December 2025	31/32
Causewayside / Mayfield Road		588,000		December 2025	32/33
Craigmillar Park Corridor		56,000		December 2025	27/28 (Key locations only due to different street layout anticipated along the corridor within the lifetime of the rolling programme of upgrades; interaction with future Tram extension)
Gilmerton Road		56,000		December 2025	33/34
Old Dalkeith Road		56,000		December 2025	33/34
Arboretum Place	Separate (ETRO/21/23A)	10,000		September 2025	26/27 (Key locations only due to different street layout anticipated along the corridor within the lifetime of the rolling programme of upgrades; interaction with separate Placemaking scheme)
Silverknowes Road	Separate	160,000		Late 2026	33/34
Greenbank to Meadows	Separate	72,000		Early 2027	33/34
Comiston Road	Separate	123,000		Early 2027	33/34
Braid Road	Separate	25,000		Early 2027	33/34

Appendix 4 - Upgrading of Infrastructure at Measures Retained Permanently – Citywide map of prioritised measures



Appendix 5 - Representations received to ETRO/21/28 and ETRO/21/28A, the Council's responses and any actions proposed to address or mitigate these concerns

Table 1 below provides the numbers of representations, categorised by which statutory advert they were received in response to and whether they were submitted as general representations, relating to all or more than one Travelling Safely ETRO, or specific representations, relating to ETRO/21/28 or ETRO/21/28A.

Table 1 Representations to ETRO/21/28 and ETRO/21/28A

	First Advert		Second Advert		TOTAL	TOTAL (Collating responses from the same individual across the two adverts)
	General representations relating to all or more than one Travelling Safely ETROs	Specific representations relating to ETRO/21/28	Specific representations relating to ETRO/21/28A			
	As received	Collating responses from the same individual	As received (all responses were from different individuals)	As received (all responses were from different individuals)		
Objections	14	13	7	14	34	34
Support	31	31	1	21	53	51
Neutral/Queries	3	3	3	0	6	6
TOTAL	48	47	11	35	93	91

Table 2 below provides the numbers of objections, categorised by route or location.

Table 2 Objections to ETRO/21/28 and ETRO/21/28A by route/location

	A1 (including London Road)	Stanley Street and Hope Lane	Duddingston Road	Duddingston Road West	King's Place	Seafield Street	Seafield Road East
General objections	16						
Objections with specific references	14	6	1	2	2	0	0

A schedule of the main themes raised through objections to ETRO/21/28 and ETRO/21/28A is presented in Table 3 below. The table presents a summary of the theme, response and proposed action.

The sections immediately following the table also consider the main points that objectors raised that specifically relate to certain routes or locations.

Appendix 3 summarises the number of objections that are considered material against each route or location with a breakdown of the themes raised in those objections.

Table 3 Schedule of the main themes raised through objections to ETRO/21/28 and ETRO/21/28A

Theme ref	Objection theme	Response	Action	Number of Objections
01	Concerns with changes to loading or waiting provisions	<p>Loading and waiting prohibitions implemented by this ETRO were mainly implemented on main traffic corridors at locations where, due to the new soft segregated cycle tracks or bus lanes, loading and waiting was deemed unsafe or not physically possible.</p> <p>The rest of the locations where loading and waiting prohibitions were implemented by this ETRO cover junctions at side streets. These new restrictions will improve road safety and visibility for all road and pavement users and help people cross the streets.</p> <p>Where restrictions have been introduced near businesses (London Road and King's Place), these do not contain loading restrictions or there is an allowance nearby where loading is permitted.</p>	Recommendation to set aside objections that raise this theme on the grounds of parking and loading provision having been considered as part of the trialled individual schemes and supporting policy for street space reallocation; no action recommended.	5
02	Impact on access for residents or businesses due to closures	<p>All homes and businesses are still accessible by motor vehicle for blue badge holders, delivery drivers and permit holders. Different routes may be required to reach the destination.</p> <p>The City Mobility Plan notes that "Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities."</p>	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation and suitable alternatives available; see below for actions proposed for Hope Lane and Stanley Street.	9
03	The project has made it more difficult for people with mobility/ accessibility issues, protected characteristics or their carers to access the area or park near their homes	<p>All homes and businesses are still accessible by motor vehicle for blue badge holders, delivery drivers and permit holders. Different routes may be required to reach the destination.</p> <p>The City Mobility Plan notes that "Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities."</p>	Recommendation to set aside objections that raise this theme on the grounds of parking and loading provision having been considered as part of the trialled individual schemes and suitable policy to address DPPP requests if required; no action recommended.	7

Theme ref	Objection theme	Response	Action	Number of Objections
04	Impact on parking spaces availability and displacement of parking elsewhere	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p> <p>These policies prioritise pedestrian space over motor vehicle space.</p>	Recommendation to set aside objections that raise this theme on the grounds of parking and loading provision having been considered as part of the trialled individual schemes and supporting policy for street space reallocation; see below for actions proposed for Hope Lane and Stanley Street.	17
05	The project has had a negative impact on business due to a decrease in passing trade or ease of access by motor vehicle	<p>All businesses are accessible by motor vehicle; however, different routes may be required to reach the destination. Measures introduced were designed to achieve the project aims whilst balancing the needs of local businesses.</p> <p>UK and international studies suggest that businesses often overestimate how many people arrive by private motor vehicle compared to active travel or public transport.</p>	Recommendation to set aside objections that raise this theme on the grounds of parking and loading provision having been considered as part of the trialled individual schemes and supporting policy for street space reallocation; no action recommended.	4
06	Impact on local traffic management including moving and increasing traffic elsewhere	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p> <p>The measures meet the goals set in Edinburgh's Circulation Plan for these transport corridors.</p> <p>The above policies promote sustainable alternatives to private car use which is the main contributor to congestion in the city. It is expected that these measures are actively contributing to discourage private car use.</p>	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	17

Theme ref	Objection theme	Response	Action	Number of Objections
07	The project changes mean longer routes and longer journey times for trips in motor vehicles	<p>The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p> <p>All homes and businesses are still accessible by motor vehicle. The route to some destinations may be different or longer.</p> <p>The City Mobility Plan notes that “Prioritising certain transport modes is an important factor for increased equality. The proximity of high-quality public transport and possibilities to move around safely on foot, wheel and cycle can offset inequalities.”</p>	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	9

Theme ref	Objection theme	Response	Action	Number of Objections
08	Impact on road safety for cyclists	<p>Most of the objections around this theme were raised against the measures on London Road but also against all corridors where the new restrictions have enabled the implementation of soft segregated cycle tracks.</p> <p>Segregation improves safety for cyclists since these have their allocated road space separated from other traffic by physical barriers.</p> <p>These types of soft segregation unit are in use on public roads at locations across the UK and the use of soft segregation for protected cycle tracks is an option provided for within Transport Scotland's Cycling by Design guidance for permanent cycling infrastructure design on all roads, streets and paths in Scotland.</p> <p>All measures were subject to a Road Safety Audit.</p> <p>It is acknowledged that there have been reports of people tripping over the soft segregation units and also some locations where they have been damaged by vehicle impacts.</p> <p>However, eighty percent of claims received by the Council relating to such incidents are for the 2021-22 period when most of the units were being installed and there has only been one claim received for an incident occurring within the last three years.</p> <p>Where specific locations of concern have been identified, either through the receipt of an incident claim or through other means, the road layouts were reviewed and modified, where it was considered that this could reduce the potential for similar incidents to recur.</p> <p>The Council does not therefore consider there to now be a significant risk to road safety posed by the soft segregation units.</p> <p>Concerns around this theme were also raised in relation to the road surface (see theme 14), as well as to the maneuvers required by cyclists at bus stops or junctions. The risks raised by the objectors are largely a factor of the trial nature of the measures.</p>	<p>No action recommended, however a multi-year rolling work programme to upgrade infrastructure at Travelling Safely schemes that are retained permanently is included in the Council's new 10-year City Mobility Plan Capital Investment Programme.</p> <p>This Programme will be reviewed on an annual basis.</p> <p>Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis.</p>	20

Theme ref	Objection theme	Response	Action	Number of Objections
09	Impact on road safety for motor vehicle users	<p>Most of the objections around this theme were raised against the measures on London Road but also against all corridors where the new restrictions have enabled the implementation of soft segregated cycle tracks.</p> <p>These types of soft segregation unit are in use on public roads at locations across the UK and the use of soft segregation for protected cycle tracks is an option provided for within Transport Scotland's Cycling by Design guidance for permanent cycling infrastructure design on all roads, streets and paths in Scotland.</p> <p>All measures were subject to a Road Safety Audit. It is acknowledged that there have been reports of people tripping over the soft segregation units and also some locations where they have been damaged by vehicle impacts.</p> <p>However, eighty percent of claims received by the Council relating to such incidents are for the 2021-22 period when most of the units were being installed and there has only been one claim received for an incident occurring within the last three years.</p> <p>Where specific locations of concern have been identified, either through the receipt of an incident claim or through other means, the road layouts were reviewed and modified, where it was considered that this could reduce the potential for similar incidents to recur.</p> <p>The Council does not therefore consider there to now be a significant risk to road safety posed by the soft segregation units.</p>	<p>No action recommended, however a multi-year rolling work programme to upgrade infrastructure at Travelling Safely schemes that are retained permanently is included in the Council's new 10-year City Mobility Plan Capital Investment Programme.</p> <p>This Programme will be reviewed on an annual basis.</p> <p>Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis.</p>	7

Theme ref	Objection theme	Response	Action	Number of Objections
10	Impact on road safety for pavement users (including trip hazards arising from measures enabled by the ETRO)	<p>Most of the objections around this theme were raised against the measures on London Road but also against all corridors where the new restrictions have enabled the implementation of soft segregated cycle tracks.</p> <p>public roads at locations across the UK and the use of soft segregation for protected cycle tracks is an option provided for within Transport Scotland's Cycling by Design guidance for permanent cycling infrastructure design on all roads, streets and paths in Scotland.</p> <p>All measures were subject to a Road Safety Audit. All pavement users are expected to follow the Highway Code and only step onto the carriageway when it is safe to do so and cross at designated crossing points.</p> <p>It is acknowledged that there have been reports of people tripping over the soft segregation units and also some locations where they have been damaged by vehicle impacts.</p> <p>However, eighty percent of claims received by the Council relating to such incidents are for the 2021-22 period when most of the units were being installed and there has only been one claim received for an incident occurring within the last three years.</p> <p>Where specific locations of concern have been identified, either through the receipt of an incident claim or through other means, the road layouts were reviewed and modified, where it was considered that this could reduce the potential for similar incidents to recur.</p> <p>The Council does not therefore consider there to now be a significant risk to road safety posed by the soft segregation units.</p>	<p>No action recommended, however a multi-year rolling work programme to upgrade infrastructure at Travelling Safely schemes that are retained permanently is included in the Council's new 10-year City Mobility Plan Capital Investment Programme.</p> <p>This Programme will be reviewed on an annual basis.</p> <p>Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis.</p>	12

Theme ref	Objection theme	Response	Action	Number of Objections
11	Impact on additional motor vehicle use and pollution	<p>Due to the relatively wide area of interventions and the lack of baseline data to compare it to, it is not possible to assess the validity of this claim. Air quality data exists in some key monitoring locations but due to traffic trend changes post-pandemic and other factors affecting traffic flows, such as Trams to Newhaven and the implementation of the City's Low Emission Zone, it is not possible to draw any conclusions attributed solely to the measures in ETRO/21/28A.</p> <p>Infrastructure and measures have been installed accounting for the city's transport hierarchy that prioritises the needs of pedestrians, cyclists and public transport over those of motor traffic.</p> <p>The measures implemented also support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.</p>	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation and lack of evidence around the claims; no action recommended.	14
12	Measures are not used	See Appendix 1 concerning monitoring activities evidencing use of the measures in ETRO/21/28A.	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation and monitoring data collected evidencing use; no action recommended.	14

Theme ref	Objection theme	Response	Action	Number of Objections
13	Measures are not maintained	Any road/pavement defects or damaged temporary measures can be reported to the Council for inspection. Any damage will be categorised, and repairs prioritised as appropriate.	No action recommended, however a multi-year rolling work programme to upgrade infrastructure at Travelling Safely schemes that are retained permanently is included in the Council's new 10-year City Mobility Plan Capital Investment Programme. This Programme will be reviewed on an annual basis. Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis.	9
14	The consultation/ ETRO / legal process is flawed or has not been followed	The Council has undertaken the required steps for the traffic orders process.	Recommendation to set aside objections that raise this theme on the grounds of the Council having followed the legal process; no action recommended.	8
15	General opposition to the changes to traffic operations/ the project	The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals. Infrastructure and measures have been installed accounting for the city's transport hierarchy that prioritises the needs of pedestrians, cyclists and public transport over those of motor traffic	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	12

Theme ref	Objection theme	Response	Action	Number of Objections
16	The project has had a negative impact on emergency service vehicles	The emergency services are a statutory consultee. They have not raised any objections to the measures.	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation and not having received any objections from emergency services; no action recommended.	3
17	Measures are a waste of public funds	Most of the funding for the trial measures was allocated from direct Transport Scotland grant funding awards. The project aligns with Council policies regarding encouraging sustainable transport and discouraging private car use. Economic benefits of similar measures elsewhere are well documented.	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	5
18	Measures are not needed post-pandemic	The measures were developed to support the aims of wider Council policies such as the City Mobility Plan, Edinburgh City Centre Transformation and net zero goals.	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation and monitoring data collected evidencing use; no action recommended.	6

Theme ref	Objection theme	Response	Action	Number of Objections
19	Safety concerns over floating parking	<p>This theme comes from one general objection referencing floating parking bays installed under all Travelling Safely ETROs.</p> <p>The objection raises concerns over the lack of clarity on priority and increased risk of collision between bike users and people entering and exiting vehicles when crossing these areas.</p> <p>Street layouts with the cycle track on the footway side where on-street parking is present (floating parking) is a common design approach used across the country when designing and delivering segregated cycling infrastructure. This is backed by national and local transport design guidelines like Cycling by Design and Edinburgh Street Design Guidance.</p> <p>All measures were subject to a Road Safety Audit.</p>	<p>No action recommended, however a multi-year rolling work programme to upgrade infrastructure at Travelling Safely schemes that are retained permanently is included in the Council's new 10-year City Mobility Plan Capital Investment Programme.</p> <p>This Programme will be reviewed on an annual basis.</p> <p>Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis.</p>	1
20	Safety concerns over floating bus stops and/or bus users*	<p>*This theme comes from general objections referencing the floating bus stops installed either as part of other permanent projects in the city or as part of the original Spaces for People programme. Measures enabled by ETRO/21/28A do not include any floating bus stops.</p> <p>This has been captured here for completeness, but it is not considered relevant nor material against the measures of ETRO/21/28A.</p>	<p>Recommendation to set aside objections that raise this theme on the grounds of them not being relevant nor material against the trialled measures; no action recommended.</p>	2
21	Measures are encouraging fly-tipping	<p>Fly-tipping is a nationwide issue. There are some people who do not dispose of their waste responsibly and fly-tipping can occur across the city.</p> <p>The Council regularly runs campaigns to promote the services available to residents to dispose of their bulky goods via special uplifts and the Household Waste Recycling Centres and to encourage residents to report any incidents of fly-tipping and littering.</p> <p>If any measures enabled by ETRO/21/28A have resulted in this illegal practice taking place, it is likely that this would instead occur elsewhere should the measures be removed.</p>	<p>Recommendation to set aside objections that raise this theme on the grounds of them not being relevant nor material against the trialled measures; no action recommended.</p>	2

Theme ref	Objection theme	Response	Action	Number of Objections
22	Measures are not suitable for a World Heritage City or Conservation area	<p>Most of the measures in ETRO/21/28A lie outside of the Edinburgh World Heritage Site and fall under the scope of permitted development rights held by the Council as the Roads Authority.</p> <p>Most of the objections that raised this theme related to the soft segregation units enabled by the restrictions promoted under ETRO/21/28A.</p> <p>As captured in the Integrated Impact Assessment of the project, officers are aware of the visual impact of soft segregation units. Should measures within the Edinburgh World Heritage Site be retained permanently these will be prioritised for upgrades to infrastructure.</p>	<p>Measures retained on a permanent basis will be prioritised for upgrades to infrastructure, under a multi-year rolling work programme included in the Council's new 10-year Capital Investment Programme.</p> <p>As part of this upgrade, options can be investigated with key partners to mitigate any concerns around aesthetics and impacts on Conservation Areas and the City's World Heritage status.</p>	6

General Objections

The major general themes that objectors raised in relation to all locations or routes were around the safety of cyclists and around additional pollution and congestion that the measures have led to, because of the reduced capacity on the road network due to the implementation of bus lanes and cycle tracks.

The measures implemented in Seafield Street and Seafield Road East did not receive any specific objections, however, these general themes are material to those two locations.

One of the general objections received was from the Edinburgh Access Panel, raising concerns around floating parking and the reduction of spaces where blue badge holders could alight beside the pavement.

A1 (including London Road)

Objectors to this scheme highlighted the impact of the restrictions on parking and loading along London Road, specifically how loading and parking for nearby amenities like the Playhouse had migrated to Blenheim Place and Royal Terrace. The representations mentioned resultant increases in traffic volumes, along with changes in composition (e.g. an increase in coaches), and pollution in these streets.

They also raised concerns about the adequacy within a Conservation Area of the cycle segregation units that the restrictions promoted had enabled; and the safety and perceived low level of use of the new cycle tracks.

One of the objections received was from New Town and Broughton Community Council.

King's Place

There were two objections that referred to aspects of this scheme. The main two themes mentioned were around the loss of parking caused by the new restrictions, with specific mention of the impact to those with disabilities, and the lack of disabled spaces to access the wider Portobello area.

One of the objections raised concerns over the permits granted for tables and chairs for local hospitality businesses taking precedent over public parking. Requests for such permits are considered on their individual merits and a permit would not now be granted for a tables and chairs area on the carriageway at this location. This theme is not therefore considered material against ETRO/21/28A.

Hope Lane and Stanley Street

Due to a drafting error, the extents of the measures advertised in ETRO/21/28A were incorrect. The advertised Order reflects the measures as they were originally implemented, but their extents were subsequently reduced on site in response to concerns raised by local people. Unfortunately, this change was not reflected in the ETRO. Objectors raised this in their representations, which focused on concerns over the loss of on-street parking.

Should the measures be retained, it is therefore recommended that the ETRO should be amended to match what is currently in place on site. This minor modification would not extend the application of the order or increase the stringency of any prohibition or restriction contained in it.

Duddingston Road and Duddingston Road West

The submissions that contained specific references to measures implemented on these two roads raised concerns around the safety of cyclists and motor vehicles due to the implementation of cycle tracks. There are also references to concerns around the reduction in parking spaces, specifically during school pick up and drop off times.

School Travel plans seek to encourage active travel to and from the school by parents and pupils. Nearby side streets allow loading and parking for school pick up and drop offs. Targeted enforcement is deployed during peak times to enforce the restrictions and ensure the safety of all road and pavement users.

Seafield Road East

No specific representations were received relating to this scheme. However, the measures were never implemented on site, due to delays progressing the design of the signalised crossing that the ETRO restrictions were intended to support.

A trial of these restrictions has not therefore been conducted and so it is recommended that these restrictions should be removed from ETRO/21/28A, should the Order be made permanent.

Emergency Services

The emergency services were briefed during the design stage and prior to implementation of the measures. They are also a statutory consultee under the advertising process for ETROs. No objections to ETRO/21/28 or ETRO/21/28A have been received from the emergency services.

Appendix 6 - Register of ETRO/21/28 and ETRO/21/28A responses

Ref	Representation text	Scheme	Category
1	<p>I vehemently object to order numbers - RSO/21/08, TSO/21/32, TRO/24/03, RSO/24/04, ETRO/21/21, TRO/21/26A, ETRO/21/28A.</p> <p>This will bring more congestion and disruption to the city which is already severely hindered by an ever growing incompetent council making very irrational decisions which begs the question, who makes these decisions because those who do clearly do not have the people of Edinburghs interests at heart It and clearly shows they do not commute daily through Edinburgh because if they did they would see how much a of shambles they have turned this great city into...</p>	All	Object
2	<p>I am writing to formally note my objections to the Experimental Traffic Regulation Order (ETRO) TRO/21/28 in the Edinburgh East area. My comments apply to all restrictions covered under this order, but specific comments apply to the segregated cycle lanes on Duddingston Road and Duddingston Road West.</p> <p>The issues highlighted by many residents and businesses when the scheme was first introduced during the COVID-19 pandemic (via the TTRO process) have failed to be addressed.</p> <p>My general objections to the ETRO are as follows:</p> <ol style="list-style-type: none">Lack of consultation: The ETRO (like the TTRO that preceded it) was introduced without proper consultation with the affected residents and stakeholders. As a result, the local community has not had the opportunity to provide proper feedback and suggestions.Negative impact on local businesses: The scheme has had a negative impact on local businesses. The changes to traffic flow and parking restrictions have made it more difficult for customers to access local shops and services.Increased traffic congestion: The scheme has resulted in increased traffic congestion.Safety concerns: The scheme has not adequately addressed safety concerns. The changes to traffic flow and parking restrictions has increased the risk of accidents and injuries as side streets are now overly congested, particularly in areas close to local schools.Lack of evidence: The scheme lacks evidence to support its implementation and subsequent retention. The council has not provided sufficient data or research to justify the continuation of the scheme i.e. sustained usage of the schemes and/or evidence of majority support from the general public. The consultations on the Spaces for People scheme in 2021/2022 has shown the majority of respondents were against the scheme. <p>In terms of objection to the schemes on Duddingston Road and Duddingston Road West in particular:-</p> <ol style="list-style-type: none">Congestion and Pollution - the removal of two traffic lanes down to one at top of Duddingston Road (crossroad with Milton Road West/Willowbrae Road) has caused tailbacks down the street due to no dedicated lane for right turns. Those wanting to turn left or go ahead are now stuck behind those turning right. This is causing pollution and congestion on Duddingston Road. The junction should be returned to two general lanes (forward/left and right) to mitigate this problem - or at the very least have a filter right signal implemented at the end of the sequence to reduce the build-up of traffic.Operational Times - one of the key justifications for the scheme's introduction was to create safe active travel routes to schools. If this is the case, why are the restrictions in place 24/7 when school drop-off/pickup windows occupy a very small period of the day? Weekends and school holidays etc should be exempt from the restrictions.Impact on Residents - residents continue to be negatively impacted. Those who have disabled family members/visitors in particular find this an issue. A significant number of residents have also had to spend significant sums of cash to create a driveway (or extend an existing driveway) due to the removal of on-street parking.Poor Workmanship - on the section of Duddingston Road between Mountcastle Drive North junction and Willowbrae Road junction, the old road markings were never removed properly when the scheme was first introduced in late 2020 - they were painted over with black paint. The black paint has now almost completely worn off and there are now two conflicting sets of road markings on the street, making it confusing and dangerous for all road users.Unsuitable Location - the Duddingston Road West scheme was deemed unsuitable by the council's own roads planning department due to the narrow width of the street and other mitigating factors. Cycling pressure groups, with the support of a subset of local councillors, pushed for the scheme to be introduced - against the recommendation of the experts. <p>Given the above objections, I urge the local council to not make the changes permanent. If they do look to proceed to a permanent implementation under the TRO process, it is vital they undertake a full and thorough consultation process with local stakeholders before making any final decisions - and respect the decision of the majority.</p> <p>Thank you for your attention to this matter.</p>	All	Object
3	<p>Please note that the comments and objections which Edinburgh Access Panel have addressed to the Council on numerous occasions since 2020 still stand.</p> <p>In summary:</p> <ul style="list-style-type: none">We object to the erosion of blue badge access by cycle lanes.<ul style="list-style-type: none">Because blue badge parking is prohibited on cycle lanes, many blue badge holders are prevented from reaching their destination now that 39km of cycle lanes have been rolled out.We note that in many places (eg Minto Street) the signage expressly allows loading/unloading on a cycle lane Since blue badge parking has in the past been permitted wherever and whenever loading/unloading is allowed, we wish to see this permission re-instated.We object to floating parking - ie the need to park between a kerbside cycle lane and the carriageway rather than beside the kerb.<ul style="list-style-type: none">For pedestrians who are crossing the cycle lane to and from their parked cars, there is a risk of collision with cyclists.It is unclear who has priority - cyclists or pedestrians.Wheelchair users risk colliding with a cyclist as they wheel along the cycle lane between their parked car and the nearest dropped kerb up onto the pavement.As reported recently about Ladywell Road, cars parked on the far side of a cycle lane can cause an obstruction to pedestrians crossing the road - both a visual and physical obstruction.We therefore have a strong preference for kerbside parking with the cycle lane running OUTSIDE parked cars as implemented on Chesser Avenue.We object to floating bus stops unless truly effective measures are devised and implemented to ensure that cyclists give way to pedestrians crossing the cycle lane between the pavement and their bus stop.<ul style="list-style-type: none">We note that a survey was run recently in London where only 1 in 10 cyclists gave way even though an informal zebra crossing was in place between the footway and the floating bus stop. <p>These comments are already well known to the Council. But we are, of course, happy to discuss them again if required.</p> <p>Thanks and regards,</p> <p>Chairman, Edinburgh Access Panel</p>	All	Object
4	<p>These correctly lsbled 'trials' have been exactly that, and for far too long already.</p> <p>They have been objected to leady by the people of Edinburgh and certainly do not need to be 'trialed' any longer.</p> <p>They need to be removed immediately to allow the people of Edinburgh to move about the city freely and without obstruction.</p> <p>They are dangerous and serve no purpose at all except to cause traffic jams and congestion which councilors wish to blame on drivers despite themselves and their actions/decisions being the sole cause.</p> <p>STOP with the meaningless endless consultation, and do what the people have asked, remove the whole lot and restore freedom.of movement to the people of Edinburgh</p> <p>These measures are entirely wrong, unnecessary, unwanted and dangerous.</p>	All	Object

**Two Submissions*

Appendix 6 - Register of ETRO/21/28 and ETRO/21/28A responses

Ref	Representation text	Scheme	Category
	<p>They were supposed to be temporary, why are they still in place?</p> <p>Traffic has been back to 'normal' for many many months. It can be seen that along with all the horrendous continuous roadworks they are doing nothing but causing more congestion, greater emissions and a lot of frustration to peole trying to go about their normal business.</p> <p>No-one has been saved from anything by these ridiculous unsightly 'measures' clearly designed to stop people from driving.</p> <p>Fix the roads, oput more cash into feasible EV infrastructure and plublic transport.</p> <p>Not everyone can nor wish to, walk or cycle.</p> <p>The winter in this country does not facilitate this either.</p> <p>Get rid of these illegally imposed measures which help no one and spend the money on any further 'traffic restrictions' measures on the many things actually required by the city of Edinburgh and its people.</p>		
5	<p>My husband has severe mobility problems because of Parkinson’s and cauda equine syndrome so needs a car to take him most places unless there is a bus stop immediately outside. He can’t get to lots of places because cycle lanes and places for people prevent me from stopping and dropping him off. Morningside Road opposite Waitrose does need to have the pavement extended rather than having bollards and shouldn’t be as wide as it is. I f a bus is in one side going one way, there is no room for it to pass if there is traffic in the other lane.</p> <p>My husband is a keen birdwatcher and has not been able to get up to Dunsappie Loch- you have effectively made this inaccessible for people with mobility problems- please open it up to cars with blue badges at least. It is the same on Princes Street- buses need to stop more frequently for disabled people to use public transport. He hadn’t been on to Princes Street for 4 years now and can’t access it the way it is. It’s no wonder shops are closing all the time The chicane around Braid Avenue and the roads around it is crazy- cars end up travelling along roads that previously were not used by through traffic and they are travelling further</p>	All	Object
6	<p>I am advised by councillors Robert Aldridge and Ed Thornley that the foolish and dangerous decision to introduce obstacles into traffic lanes has, incredibly, been extended. Are you waiting for a fatal accident to occur before you amend this unbelievably stupid error to be rectified?</p> <p>I asked before who was awarded the lucrative work to install these dangerous items. Was a relative of a decision-maker involved because I fail to see any logical reasoning behind such a hair-brained scheme? Apart from the OBVIOUS danger, they naturally slow traffic flow even more than the already intolerable state.</p> <p>I request that you stop trying to achieve something which is impossible and see common sense. Reverse this schoolboy error and make roads safer for all concerned plus reducing congestion back to it’s previous (poor) level.</p>	All	Object
7	<p>A great idea but so badly implemented. Roads so narrow that emergency vehicles can’t get past.</p> <p>Also implemented when there is plenty pavement space already.</p> <p>Is there anybody who really thinks this is way to go. Every car owner would disagree. Looks like you’re trying to tick a box on a spreadsheet.</p>	All	Object
8	<p>I am writing to object to the Council’s proposal to extend these temporary TRO orders for the next 18 months. The reason we were given, initially, were that these orders were to protect people and spaces during the Covid pandemic. This is now over and it seems that the Council has now decided to change that mandate to one of encouraging cycling and walking in Edinburgh. I live in the area that these TRO’s cover and I can safely say that whilst there are times out-with rush hour in the area that traffic moves swiftly, and I think we all really know that traffic that isn’t at a standstill in logjams is much more environmentally friendly, but otherwise the pressure on the roads is much greater that it ever was before these TRO’s came into being. So much of the road network around central and west Edinburgh has been amended that as soon as there are road closures or incidents the traffic is all funnelled down to this area of town as it is now the only remaining link to leave the city south and north. As a result we have traffic jams that back up Inverleith Row, Brandon Terrace and Rodney Street. This is exacerbated by the narrowing of the roads in all these areas for cycling lanes. I also can verify that the use of these lanes is minimal. There has certainly not been an uptick in cyclists encouraged to ‘wheel’ because of dedicated lanes since the Temporary TRO’s came into being. Perhaps during lockdown itself but certainly not since the first summer lockdown. As a result our lives as residents in this area have become much more difficult; trying to exit from side streets we often wait a considerable time to exit onto the main road making us late for critical appointments.</p> <p>I really think that it is well past time that the Council does a cost benefit analysis on the uptake in cycling in the city as I think they would find that the cost per cyclist would horrify the average council tax paying citizen. I also think it is well past time that Edinburgh Council starts to listen to the people who live in the city. Whilst there is an appetite for cycling from a small minority of the population this is vastly overblown by the Council through its rather insidious link with Sustran. When there are nominal consultations with the public one tends to find that it’s the lobbyists (cycling) who tend to lead the way in their support for the ‘pedal’ minority, whilst the rest of the citizens have got to the point that it’s not worth responding because the council ignores what the majority want anyway. We do not live on the continent where the weather is more constant and warmer and also it seems to have escaped everyone’s notice that the places where cycling is part of the city culture these cities or towns are FLAT!</p> <p>And so I turn, finally to George Street; the closure of this to traffic to create a cycling highway to Leith is just bonkers! As I said earlier, there is not the ‘wheeling’ demand that the Council endlessly makes plain to all it’s citizens it expects the residents to have and it is an immensely costly exercise at a point in time when those funds could be utilised much better to service the majority of its citizens rather than a minority of cyclists. Sure, if we were swilling in cash and we had regular bin collections, the city in general (apart from all these new cycling highways) looked much less shabby and services were better all round we could perhaps turn our minds to incentivising people to ‘get on their bikes’ however that’s not the case and I think that the citizens are becoming highly fed up with the vanity projects that don’t really benefit everyones day to day lives and actually end up pushing traffic into residential areas and closing shops, costing people their livelihood and generally making the average Edinburgh citizens life harder.</p> <p>I finish with a conversation I had with a resident recently and she told me that after all the chaos of the Roseburn Cycling route, what with the extra money she’d spend on petrol due to all the detours that she had to make to get to work and the extra hours she had spent trying to get to work she was seriously considering moving away from Edinburgh. She is married so that’s two less council tax payers for the city coffers, I would imagine she’s probably not the only one by a country mile.</p> <p>I know that you will probably disregard this as that seems to be the norm but it’s my objection and I would hope that it might have some impact on your thought processes.</p>	All	Object
9	<p>Objection to the use of currently installed physical measures to pseudo-segregate cycle lanes.</p> <p>I am in favour of the access restrictions implemented in Whitehouse Loan and in Braid Road.</p>	All	Object

Appendix 6 - Register of ETRO/21/28 and ETRO/21/28A responses

Ref	Representation text	Scheme	Category
	<p>I am not in favour of the measures implemented along the major roads. My main objection is the risk to cyclists from poorly maintained and poorly gritted segregation. Additionally, the measures constitute a trip hazard for pedestrians wishing to cross the roads and a hazard to cyclists in windy conditions. My preference would be for the measures to be removed.</p> <p>I extensively cycle and walk in the areas. I also drive a car.</p> <p>Incidentally, the North pointer in Maps 7-9 of map set 2 of TRO/21/29 is erroneous.</p>		
10	I think all your so-called safety measures at TRO/21/26 to TRO21/30 as well as TRO22/22 are poor and un-needed and I oppose them all.	All	Object
11	<p>I wish to object very strongly to every aspect of all the above TRO's.</p> <p>There is no need nor justification for any of the so called 'Travelling Safely' changes, which are, of course, certain to make travelling less safe. Please give us back our streets as they were before Lockdown, and if you have money to waste, as it seems that you do, pleas fill in the potholes which make cycling such a danger in this formerly great city of mine.</p>	All	Object
12	Despite best intentions these schemes are having negative effects; I was prevented from giving way to an ambulance with flashing blue lights last week because of restricted space. They also add to delays leading to increased discharge of polluting exhausts. And after all that they are hardly ever used!!!! One cycling relative finds them too restrictive and also often dangerous because the lane is restricted by debris and/or surface damage.	All	Object
13	<p>I would like to reject to this proposal for the below reasons:</p> <ul style="list-style-type: none">- mainly because this will actually increase unnecessary traffic congestions and therefore emissions out with peak times. I am a cyclist but also need to use a car at times and believe this is totally unnecessary - greatly add to convenience of drivers who need cars for nursery pick ups/drops off, attending to see elderly family members and transport them to doctor appointments etc, family food shops, drop children to sports clubs/ scouts etc and it is not practical for a number of people to cycle who might have injuries or elderly and public transport is not always practical etc- I believe this is just another attempt to make life as miserable for motorists without looking at the added congestions/emissions they cause or not take the considerations of the motorists who genuinely need to use cars for the practical reasons I mentioned above- this has nothing to do with pedestrians who do not walk on the roads there	All	Object
14	As a resident of Edinburgh and living on the outskirts of the city I saw no reason for the cycle lanes. We had wide roads and plenty countryside where most cyclists were to be seen. Since the lanes have been installed and the main streets narrowed to make the extra lane for bikes I think fewer people use them and frankly they are dangerous. Cars have to be parked further away from roadsides and buses need to swerve around them and stop further away from pavements and for the elderly and people who need walking aids of any description they are in danger of being knocked down as they do not hear them approaching. They have been a costly expense and the money used should have been put towards increasing nurses and other health care workers and our other emergency services pay. They are the ones who worked extremely hard during the pandemic and deserved the cash. No doubt it was done to keep the Green party happy !!	All	Object
15	<p>I wish to register my objection to making these schemes permanent. They assume that everyone can use a bicycle which is clearly not the case for many people such as the elderly and disabled. They might be more acceptable if public transport were better but public transport routes and timetables are being cut back. The current schemes are causing traffic chaos with long taibacks at certain points and often require long detours because of roads closed to cars under the schemes thus increasing rather than decreasing pollution. In addition any further restrictions on parking and loading etc are bound to have a severe effect on the local economy which is already in decline. It is already difficult enough to find somewhere to park legally in Edinburgh and then only for exorbitantly high fees.</p> <p>In my view what has already taken place and what is proposed is a totally misguided way forward and needs to be totally rethought or abandoned altogether.</p>	All	Object
16	<p>I still cannot believe we can change the council but this appalling scheme was not cancelled as a priority. Rebranding the scheme to Travelling Safely (the very definition of oxymoron) and the use of previously unheard of regulations to temporarily extend it does not change how bad this scheme is.</p> <p>From my experience all this scheme has done is create traffic congestion (e.g. Tesco Corstorphine junction) or increase danger to cyclists (e.g. Lanark Road) so please just admit that in your rush to implement something, you got it badly wrong and it should be removed immediately.</p> <p>The cycle lanes are very rarely used, which should tell you all you need to know about cyclists view of their safety. I honestly believe you are very fortunate that they are so rarely used or you would have had a number of serious accidents on your hands during these “trial” periods.</p>	All	Object
17	<p>I'm writing to comment on the above TRO and more specifically on a few of the orders that are currently in place.</p> <p>I'm a cyclist and a car driver and have to say that I find the cycle lanes on Duddingston Road to be at best unhelpful and at worst potentially dangerous to me, and other road users.</p> <p>I have several objections to these particular cycle lanes I find the bollards to creat them quite intimidating and worry that I could lose my balance and fall against one. The road can be very exposed and slippery in the winter and I have noted several times that, when it snows, the cycle lanes are no use at all as people clear their drives onto them creating a big pile up of snow where there is supposed to be a cycling surface. This means that cyclists then have to use the main part of the road and, as the road has already been narrowed considerably by the addition of the cycle lanes, it creates a more perilous place to cycle with cars and vehicles closer than they would have been if the road had been the full width.</p> <p>In my experience the number of cyclists who use these lanes are fairly limited and I have been in that area many times and seen no cyclists at all while the road is narrowed and pushing the cars and vehicles into a tighter space in the middle, thereby increasing the risk of accidents.</p> <p>There has been an enormous amount of bad feeling created against cyclists (and the planners) by making this whole road a no parking area. You will already be well aware of all the traffic issues that have arisen as a result of this with two primary schools on Duddingston Road and parents trying to find somewhere to park when they drop off their children. Although I don't agree with driving children to school, sometimes people have no choice. Idealism seems to be trumping practical, common sense.</p> <p>While I know that we have to get our emissions down the other by product of creating a no parking street has been that many of the houses on that road have now paved over their gardens to provide car parking, thereby depleting the biodiversity that previously existed when they were actually gardens. Not a very 'green' by product of this policy.</p> <p>Likewise, the creation of cycling lanes all the way along the stretch of London Road to Leith Walk means that the parking for the local amenities (notably the Playhouse) has been hugely reduced and this discriminates particularly against people who have a disability.</p> <p>I could say more on that subject but feel that is enough for now.</p> <p>Stanley Street and Hope Lane being closed to through traffic is another TRO to which I object. All it's done is push the traffic elsewhere, leading to more traffic jams and much higher emissions and fraying tempers. This combined with the closure of Brunstane Road has created a very difficult situation for anyone trying to access central Portobello by motorised vehicle.</p> <p>My final objection is to the situation in King's Place where the scene has been set for both of the cafe/bars at the foot of King's Road and on King's Place itself to land grab some of the public land there on the Prom and to set up semi permanent seating areas on land that is in public ownership. This is hugely at the expense of parking there which might have been better saved as parking for disabled people who would wish to access local amenities. There is currently a dearth of disabled parking in the Portobello area.</p> <p>Thank you for taking my comments into account.</p> <p>I look forward to hearing back from you.</p>	A1 (including London Road) Duddingston Road West Duddingston Road Stanley Street / Hope Street Kings Place	Object

Appendix 6 - Register of ETRO/21/28 and ETRO/21/28A responses

Ref	Representation text	Scheme	Category
18	I wish to object to the above ETRO, which started out as a TRO.	A1 (including London Road)	Object
	1 The cycle lane along London Road, which has led to the removal of all the parking close to the Playhouse, thereby reducing accessibility to that venue for people with mobility problems (not all mobility-impaired people qualify for a blue badge). In addition, the lane is very rarely used, apart from by Deliveroo riders, and other fast food delivery companies, on electric bikes. The council is in effect propping up an exploitative business model by providing this bike lane. The parking should be reinstated.	Stanley Street / Hope Street	
	2 Closure of Hope Lane to through traffic. I walk along this route regularly and never see it being used by cyclists. There is however evidence that the concrete blocks preventing access to motorised traffic are being moved and vehicles are gaining access for fly tipping purposes, which happens often, with all sorts of waste being dumped here, for example commercial catering equipment and the burnt remains of UPVC windows tipped across the footpath and carriageway. The lack of vehicular traffic and surveillance on this route means that it has become a fly tipping blackspot. Please re-open this route.	Kings Place	
19	3 Removal of parking from King's Place. Whilst I support this measure, it means that people with mobility issues are unable to access the Promenade at this point, which is discriminatory. Some disabled parking needs to be allowed at the foot of King's Road. In addition, the proprietor of the Boathouse pub on King's Place and his operatives routinely ignore the double yellow lines and park in this area. This flouting of the parking prohibition needs to be vigilantly policed and enforced, otherwise it looks like one rule for them and one for the rest of us. The Boathouse have also tried to appropriate the vacated public land, since the removal of the parking here, for seating areas, without permission, and this again needs to be policed and enforced by the council. Please take into account my objections.		Object
	I have objections in part to the above advertised order. Firstly, I have not seen evidence that the closure of Stanley Street and Hope Lane to through traffic has had the stated intention of encouraging walking and cycling in this area. What it has done is create a cul-de-sac to the north of Hope Lane where regular fly tipping has taken place in this quiet section with little prospect of passers-by noticing the fly tipping whilst it is taking place. The closure was introduced during the pandemic in conjunction with other emergency measures which have been removed. What is the evidence for retaining this street closure? Secondly, the section of London Road, south side, between Brunton Terrace and Windsor Street is prohibited from parking to facilitate cycling. This has not created a busy cycle route even though the street is wide. Maybe this is because of the way that the pavement is built out at bus stops. The only cyclists seen on this route are fast food deliverers who seem to be the only beneficiaries.	Stanley Street / Hope Street A1 (including London Road)	
20	I am writing to object to the Experimental Traffic Regulation Order (21/28A) and in particular to the measures implemented on London Road between its junction with Easter Road and Leith Walk.	A1 (including London Road)	Object
	When the temporary cycle path was installed on the south side of London Road it was stated that this was required to encourage more people to cycle during the pandemic. This cycle path is wholly unsuitable for this purpose as it does not connect with any other cycle infrastructure and due the presence of several bus stops along this part of the street is fragmented. This means that cyclists are required to rejoin the main carriageway several times along the short length of this road. This manoeuvre increases the risks to cyclists being involved in a collision with other vehicles.		
	I live nearby this section of road and rarely see cyclists using the temporary cycle path for the reasons given above and also because it is not well maintained. The path is overhung with trees and at certain times of year the gutter is full of leaves which are not only slippery but block the drains. There are also a number of pot holes both in the temporary cycle path and in the areas where cyclist would be rejoining the main carriageway. While it may have been suitable as a temporary measure in the pandemic it is not suitable for continued long term use. The cycle path should be removed and the overall road surface improved to provide a safer route for cyclists.		
21	One of the consequences of the installation of a temporary cycle path is that this section of road is no longer available for long term parking. As a result the vehicles that used to park on this road are now doing so on adjoining residential streets adding to the pressure for parking places in these streets. There is one category of vehicles that have been particularly affected by the loss of parking on London Road - that is coaches. This area was used by coaches taking groups to the Playhouse Theatre and the hotels on Baxter's Place. As there is no longer parking available on London Road many of the coaches now wait on Baxter's Place to allow their passengers to embark/disembark and in some cases load/unload luggage. This adds to congestion around Picardy Place and creates additional risks for pedestrians and cyclists as the passengers need to cross the two way cycle path running along this side of Baxter's Place. Restoration of the parking on London Road and increased enforcement of the parking/waiting restrictions on Baxter's Place would improve traffic flow and reduce atmospheric pollution.		Object
	If it is decided that an additional segregated cycle path is required to the city centre from the east side of the city, consideration should be given to providing this along Montrose Terrace and Regent Road. These roads have a gentle incline and are wide providing the opportunity for better route for a cycle path for westbound cyclists.		
	I therefore object to the continuation of measures on London Road as they have an adverse impact on road safety and traffic management.		
22	I would like to object to the continuation of the experimental cycle path on London Road between the junction with Easter Road and Blenheim Place, which was introduced under ETRO 21/28A London Road but which is due to expire.	A1 (including London Road)	Object
	As a keen cyclist, I do not find this cycle lane to be at all useful: not only is it not continuous, as a result of various bus stops, but it is also very close to the traffic - inspiring, I think, a false sense of security. I would rather cycle along a clear, wide road (as London Road used to be), with the money spent on the various pillars and posts which currently demarcate the cycle lane (and which are in poor condition) being spent instead on improving the road surface of London Road.		
	Improving the road surface would also make cycling much safer, because I would be confident to look around me - concentrating on other traffic - rather than constantly having to 'read' the road surface and dodge potholes, etc.		
22	In addition, the cycle lane posts are very unsightly and do not sit well in a conservation area - there should be an uninterrupted view of the beautiful, wooded London Road Gardens.		Object
	From my personal experience, the cycle path is not well used and seems a poor use of urban space. Cars are obliged to park on nearby residential streets (including Royal Terrace, which gets highly congested at times) and coaches and lorries regularly block Baxters Place, causing a bottleneck which is not only a hazard but also leads to increased pollution.		
	I wish to strongly object to the London Road ETRO (21/28A). It should be rescinded with immediate effect. I find it hard to understand why the Council have introduced a segregated cycle path along the south side of London Road between Blenheim Place and Easter Road. Cars and buses that used to park along London Road now have to find somewhere else, causing congestion elsewhere. Cyclists and buses have to weave in and out of the segregated space along London Road. A serious accident is just waiting to happen. Picardy Place is now extremely dangerous with inadequate signage and far too much traffic and is the wrong place for cycle paths. I believe that Picardy Place should be avoided under all circumstances. It is horrendous and traffic piles up the whole time.	A1 (including London Road)	

Appendix 6 - Register of ETRO/21/28 and ETRO/21/28A responses

Ref	Representation text	Scheme	Category
	Why has the safer Regent Road not been designated for cyclists instead?		
23	<p>I wish to object strongly to the London Road ETRO (21/28A). This is a poorly thought out and poorly implemented Traffic Order. It must be rescinded immediately.</p> <p>It was supposed to help cyclists but it does nothing of the sort. The cycle path has to stop at each bus stop on London Road, causing cyclists to swerve out into the main road. A dangerous manoeuvre as they might be hit by traffic. There is no lead into or out of these cycle paths.</p> <p>The surface of the cycle paths is poorly maintained so cyclists do not use the cycle paths.</p> <p>It just causes congestion and immense difficulties for residents on the Terraces (where I live) and along London Road.</p> <p>Buses that used to park on London Road are now forced to stop on Baxter Place or park in Royal Terrace making it more difficult for residents there.</p> <p>Where is the data to prove this Traffic order is necessary - number of cyclists, using the London Road for example?</p> <p>The Council has already had ample time to review the results of the Experimental Traffic Order.</p> <p>Why not make the cycle paths down Regent Road and Montrose Terrace where there is much more room?</p>	A1 (including London Road)	Object
24	<p>I wish to object to the Experimental Traffic Regulation Order (21/28A) regarding the proposals for London Road. The introduction of the temporary cycle lane on the south side of London Road from Easter Road to Blenheim Place was objected to by local residents and others when it was first put in place during the COVID pandemic.</p> <p>The reasons for objecting then are the same as now, principally:</p> <p>- Putting in this temporary segregated cycle lane removed a lot of parking spaces on London Road, in particular for buses and coaches bringing and taking people from the Playhouse and the adjacent hotels on Baxter Place (and Easter Road matches further East).</p> <p>- These coaches and buses now often park on adjacent residential streets and also illegally on Baxter Place where they also disrupt traffic flow and often block the cycle path there.</p> <p>- the London Road cycle lane is not continuous and is interrupted by several bus stops and means cyclists often have to make dangerous manoeuvres.</p> <p>- As a local resident, it does not appear that this temporary cycle path is even used very much - no numerical data is given to support keeping it. It also seems to be not very well maintained.</p>	A1 (including London Road)	Object
25	<p>The New Town and Broughton Community Council objects to the Experimental Traffic Regulation Order (21/28A) and in particular the changes introduced on London Road between its junctions with Easter Road and Blenheim Place. In summary, the NTBCC considers that the temporary cycle path does not meet its objectives to enhance safety for cyclists, has a number of adverse consequences for traffic management in adjoining streets and does not meet the expected standards of public realm in the World Heritage Site.</p> <p>We objected to the temporary cycle path when it was introduced as it is not continuous (due to the presence of four bus stops along this side of the road) requiring cyclists to move in and out of the segregated space several times. This manoeuvre is regarded by cyclists as increasing the risk to them of being struck by other traffic. As a result, many cyclists do not use the segregated cycle lane which is also not being well maintained creating an uneven surface for anyone using it. We therefore object to the ETRO on the basis of the poor design and fragmented nature of the temporary cycle path resulting in increased risks to the safety of cyclists.</p> <p>At the time it was introduced, the NTBCC suggested that Montrose Terrace and Regent Road would provide a better and safer route for cyclists wanting to access the city centre area rather than having to negotiate Picardy Place. Although this was a particular issue when the Trams project was ongoing, there remain concerns regarding this particular solution for facilitating cyclists to access the city centre and beyond. Also, the cycle path is not connected to any other cycle infrastructure therefore limiting its benefit to cyclists. We therefore object to the ETRO on the basis that the temporary cycle path is not providing a safe route for cyclists.</p> <p>By observation and discussion with cyclists it does not appear that the temporary cycle path is being well used. No information has been provided on current levels of usage of the cycle path nor are there any specific plans to monitor future usage to determine whether this is a good investment of the limited active travel budget. We therefore object to the ETRO on the basis that its low usage does not justify the adverse impact on other road users and residents living in adjacent streets.</p> <p>As a result of the introduction of a temporary segregated cycle path for west bound cyclists along the south side of this section of London Road, long term parking places were removed resulting in displacement of parking on to adjacent residential streets. This has been a particular issue for coaches dropping off passengers at the Playhouse Theatre and hotels on Baxter’s Place. As there is less parking available on London Road, many of these coaches are now waiting on Baxter’s Place resulting in increased congestion around the Picardy Place gyratory system for other traffic and thus increased atmospheric pollution. This also results in passengers having to cross the two-way cycle path to embark/disembark the coaches creating additional hazards for pedestrians and cyclists. We therefore object to the ETRO on the basis that the temporary measures have had and continue to have a detrimental impact on traffic management in surrounding streets as well as increasing the risks to cyclists and pedestrians.</p> <p>The NTBCC is further concerned that the wands and other markings of the cycle path are unsuitable for use in the Edinburgh World Heritage Site and New Town Conservation Area. Continuing these “temporary” measures in place under the pretext of the need to further assess their impact after over three years is allowing the Council to circumvent the normal traffic management and public realm design processes. If they need to be retained, the Council should make them permanent and address the serious shortfalls with the current design and infrastructure.</p>	A1 (including London Road)	Object
26	<p>I am writing to object to the operation of the above ETRO, particularly in relation to the impact on London Road and consequential deterioration in the quality of life of residents of Royal Terrace. As a resident of Royal Terrace, one of the consequences suffered as a result of the removal of the long term parking places on the south side of London road to accomodate the segregated cycle path has been the displacement of parking onto Royal Terrace - including coaches, mobile homes and caravans which have no place on a listed Terrace in a UN World Heritage site. These vehicles are too large to park in the designated visitor spaces, and so park illegally partly on the pavement and outside the designated markings. Little is done by parking wardens to prevent this. As a resident of this amazing Georgian Terrace, supposedly protected as a historic area, I do not wish to look out of my windows and have the view to London Road Gardens obscured by such large vehicles, nor do I wish to be breathing in diesel fumes and pollution they produce (particularly the coaches which leave their engines running). As the conservator of both this New Town conservation area, and the UN World Heritage site, the Council has a responsibility to properly manage the impact of traffic regulations, and the ETRO will extend this unsatisfactory situation for another three years. Accordingly, I strongly object to the ETRO and the impact on London Road, leading to the consequences outlined above on the residents of Royal Terrace.</p>	A1 (including London Road)	Object

Appendix 6 - Register of ETRO/21/28 and ETRO/21/28A responses

Ref	Representation text	Scheme	Category
27	<p>I am writing in support of the detailed objection to the above which has been submitted by the New Town and Broughton Community Council.</p> <p>The New Town and Broughton Community Council objects to the Experimental Traffic Regulation Order (21/28A) and in particular the changes introduced on London Road between its junctions with Easter Road and Blenheim Place. In summary, the NTBCC considers that the temporary cycle path does not meet its objectives to enhance safety for cyclists, has a number of adverse consequences for traffic management in adjoining streets and does not meet the expected standards of public realm in the World Heritage Site. In particular I would draw your attention to the following sentence within the NTBCC submission: "We therefore object to the ETRO on the basis that its low usage does not justify the adverse impact on other road users and residents living in adjacent streets". As a pedestrian, I would say that the adverse impact of these poorly thought out "developments" have been extremely serious. I have found it particularly difficult to navigate changing different road/cyclepath/pavement levels and the extremely dangerous concrete blocks that have been introduced to separate them. Not to mention the feeling of being corralled into channels that someone else has determined and do not not necessarily correspond with where one wants to go. Crossing Leith Walk has become extremely dangerous. More generally, I object to the mis-use of the term "experimental". The council lacks the personnel that would be required to conduct a meaningful experiment. To merit the use of the term it would be necessary to set up arrangements to monitor all the effects desired and desirable and undesired and undesirable on all those affected. I am also shocked by the facility Sustrans has somehow been granted to impose its nominally cyclist-oriented programmes on the city regardless of the priorities of residents and their wider effect on traffic movements and streetscape. I fear that there is much to be said for bewaring of G(r)eeks bearing gifts.</p>	A1 (including London Road)	Object
28	<p>As a local resident I object to the changes on London Road between its junctions with Easter Road and Blenheim Place. The temporary cycle path doesn't improve safety for cyclists, and doesn't help traffic management in adjoining streets, nor is it in any way appropriate for the World Heritage Site.</p>	A1 (including London Road)	Object
29	<p>I am writing to object to the above and especially to the measures put in place on London Road - specifically between the junction of Leith Walk and Easter Road.</p> <p>When the path was introduced during the pandemic the rationale was that it would encourage more people to cycle. Whilst this was a laudable aim, the reality of what has happened sadly does not meet live up to the intent. I have rarely seen cyclists using the path and if I were a regular cyclist I would not use it for the following reasons:</p> <p>the path is not well maintained with too many pot holes to make the cycling experience either pleasant or indeed safe; the overhanging trees produce leaves which are not only slippery when wet but also block the drains thus presenting the cyclist with a flooded path in places; the cyclist is forced to rejoin the main carriageway at several points along what is a short length of road thus increasing the likelihood of a cyclist being involved in a collision with another vehicle or pedestrian.</p> <p>The path has been ill thought out.</p> <p>Although the cycle path may have been useful as a temporary measure in the pandemic I believe that with the heavy traffic build up now back in this area it is not suitable for continued long-term use.</p> <p>The cycle path should be removed.</p> <p>Therefore, I am objecting to the continuation of measures on London Road because I believe that they have a damaging impact on road safety and traffic management.</p>	A1 (including London Road)	Object
30	<p>I wish to register my objection to the Experimental Traffic Regulation Order (21/28A).</p> <p>My objection relates particularly to changes introduced on London Road between its junctions with Easter Road and Blenheim Place.</p> <p>The scheme is seriously weak. It does not meet its objectives concerning safety for cyclists, has seriously adverse consequences for traffic management in the area and falls short of any standards that should automatically prevail in the public realm in the World Heritage Site.</p> <p>I fail to understand why the Council pursues such poor schemes, the rationale for which is never substantiated. A full review of ETROs should be undertaken rather than the drip-drip, incremental approach that TROs offer.</p>	A1 (including London Road)	Object
31	<p>I am writing to comment on the suggested amendment to TRO/21/28, particularly in respect of Hope Lane.</p> <p>The proposal seems to reinstate the closure Hope Lane at Christian Drive. This was what the original etro did and caused significant issues for the 12 flats which face onto that road. The knock 9n effect on parking in the area and the very narrow streets around there was significant. The current barrier is in the right place and serves the purpose of closing the street, preventing the rat run, without unnecessarily impacting on the access to parking for residents.</p> <p>I would be grateful if you could reconsider this aspect of the plans.</p>	Stanley Street / Hope Street	Object
32	<p>I am writing to comment on the suggested amendment to TRO/21/28, particularly in respect of Hope Lane.</p> <p>The proposal seems to reinstate the closure Hope Lane at Christian Drive. This was what the original etro did and caused significant issues for the 12 flats which face onto that road. The knock on effect on parking in the area and the very narrow streets around there was significant. The current barrier is in the right place and serves the purpose of closing the street, preventing the rat run, without unnecessarily impacting on the access to parking for residents.</p> <p>I would be grateful if you could reconsider this aspect of the plans.</p>	Stanley Street / Hope Street	Object
33	<p>I am writing to comment on the suggested amendment to TRO/21/28, particularly in respect of Hope Lane.</p> <p>As far as I can tell, the proposal reinstates the closure of Hope Lane at Christian Drive. This was what the original road closure did and caused significant issues for the 12 flats which face onto the annexed section of the road. The resulting log jam of cars parking in random spaces: around corners; on grass verges; inconvenienced many residents in the area and given the very narrow streets made things dangerous for cyclists and pedestrians, particularly for those with push chairs or with disabilities. The current barrier is in the right place and serves the purpose of closing the street and preventing the rat run, without unnecessarily impacting on the access for resident's parking.</p> <p>Please reconsider this aspect of the plans.</p> <p>Many thanks in advance,</p>	Stanley Street / Hope Street	Object

Appendix 6 - Register of ETRO/21/28 and ETRO/21/28A responses

Ref	Representation text	Scheme	Category
34	With regards to the “temporary” experimental introduction of no waiting restrictions on the North side of Duddingston Road West, the side of the road upon which my property sits, I must protest.The reason the council finds itself needing to enforce no waiting on this road is because you have already narrowed a perfectly usable and safe road with the “temporary and experimental” introduction of a hodge podge of bicycle lanes along this route, which was already amply served by the nearby national cycle routes.I have complained in detail several times about the uselessness of the cycle lane, how little it is used and the traffic issues it has caused along with the inconvenience to the residents and increased danger to pedestrians. This was meant to be a temporary covid emergency measure, implemented without consultation and yet still it continues. Not once have I had a reply to any of my feedback on the issue, it is simply not good enough.I suspect that the council wishes to greenwash its record by announcing “the implication of x number of miles of cycle routes” despite the fact that in this case, they were not needed because of existing, safer, traffic free routes and the idiotic random placing of lanes in this area. It is simply making up the numbers and not achieving its aims.Now that the issues caused by narrowing the road have been recognised, instead of taking the rational step and removing the cause of the problems you want to double down with extra traffic orders. Where is the review that we were promised?I object to the ongoing conversion of Duddingston Road West, a pleasant tree lined residential road with houses, schools, nurseries and parks into a highway, carrying heavier and heavier commuter traffic with racing blue lit emergency services. Each local “residential side street” that you place traffic calming measures upon - Northfield Broadway, Duddingston Road, Meadowfield Avenue, etc just forces more traffic down my road. Why are they protected from traffic by sending it down past my house, my children, my pets? What about my air quality and quality of life? Where are the traffic calming measures for my road?The answer is cheap and simple:Remove the bicycle lane, allow us to park on the street again, let the parked cars naturally slow the traffic. Encourage the traffic equally down all roads, do not shoehorn it past my front door and past my children’s schools, whatmadness is this?I attach below my previously submitted feedback on the spaces for people temporary scheme on my street.	Duddingston Road West	Object
35	(Blackford Safe Routes) I am writing in support of ETRO/21/28A East Area. I believe these schemes should be expanded and enhanced across the city.	All	Support
36	We are writing in support of ETRO/21/28A East Area. We believe that active travel schemes should be enhanced, made contiguous, and expanded across the city.	All	Support
37	I would like to express my strong support for continued measures, these and others, that support more active travel in our community and that discourage driving. Please quote me as needed; it is completely insane that we devote more than 1/3 of our city to cars. Please understand that there are a huge number busy parents like myself who generally dont have time for consultants but who are extremely supportive of our city transitioning away from prioritising cars.	All	Support
38	I enjoy going cycling with my family. I think the new cycles on George IV Bridge and the Mound are a great idea. They will keep all the cyclists safe. This will help more people to cycle. People will be healthier. There will be less cars. I hope you put in the cycle lanes in ETRO/21/28A	All	Support
39	I'm in favour of this. Any measures that make bus travel faster will be beneficial. This whole area is very congested, and bus travel delays mean that I'm much less likely to travel up to the city centre these days.	All	Support
40	All these interventions look sensible & well worth doing	All	Support
41	I would just like to briefly note my strong support for ETRO/21/28A. These measures have been real improvements to the safety of those walking, wheeling and cycling in the area. I hope that additional cycling infrastructure measures (particularly at junctions, bus stops and connections to the wider cycling network) can be incorporated when the projects are made permanent.	All	Support
42	My family and I are regular users of many of the changes made under this ETRO and we fully support them being made permanent. Permanent changes can hopefully be implemented with more appropriate and robust materials, and we look forward to seeing how these schemes can be extended.	All	Support
43	Spokes strongly support these traffic orders. These Travelling Safely projects have made walking, wheeling and cycling in East Edinburgh safer and more attractive, and we hope that this success can be built upon to continue making active travel safer. We have a number of suggestions, listed below, which we believe would make the projects even better. General comments <ul style="list-style-type: none">● Whilst the protected cycle lanes in these projects are a huge improvement on what was there before, they have been constructed using temporary materials. Future changes to the use of permanent materials should be planned, and the opportunity to make further improvements should be taken.● In particular, none of the projects made any improvements for cyclists at junctions, which are known to be the most dangerous locations for cyclists. Future work should include:<ul style="list-style-type: none">o Removal of traffic lanes at junctions, in order to provide cyclists with more space. This will also contribute to the city’s plans to reduce car-kilometres by 30% by 2030.o Time-separation of cyclist and motor vehicle movements at junctions. For example, we note that lights with an advance green for cyclists have been installed at the junction on Duddingston Road and Mountcastle Drive, but are not yet enabled.● Consideration in all projects should be given to users of non-standard cycles. For example, modal filters should be spaced widely enough that cargo cycles can be easily navigated through them, and turning radii of cycleways should be such that handcyclists can easily use them.● The width of protected cycleways must not be less than 1.5 metres, and must not include the space taken up by kerbs or wands.● Surfacing issues should be addressed in all projects.● The use of floating bus stops and bus boarders should be revisited. These would greatly increase the amenity of the cycle lanes for less confident cyclists, as well as improving the flow for buses. Project-specific suggestions <ul style="list-style-type: none">● A1 corridor<ul style="list-style-type: none">o The bus lane should be 24/7. We remain concerned by interruptions to the continuity of the cycleway, which would be solved by using floating bus stops (in line with Living Streets’s design guidance).o The London Road protected cycle lane is in part “kerbside,” to the left of the bus lane. However, there are buildouts at the bus stops where cyclists have to use the bus lane - this would be less serious if the lane were 24/7, but the position even then is much worse when a bus is at the stop, as the cyclist then has to move out yet further, into the main traffic lane. Redesign is vital, and the ETRO should include any further restrictions that might be required for this.o The London Road end of the project should connect conveniently and intuitively to the protected cycleway at Elm Row.o It should be made easier to access the protected cycle lanes on Milton Road West from Duddingston Row (and hence the Innocent path) and vice versa.● Duddingston Road West<ul style="list-style-type: none">o Extending the project south to Craigmillar Castle Road would greatly increase the value of the project, as it would then connect to Quiet Route 61 and the Royal Infirmary.	All	Support

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Ref	Representation text	Scheme	Category
	<div>o Turning right into Old Church Lane remains a tricky manoeuvre for many cyclists. Anything which can be done to get drivers to leave cyclists more time and space to do so would be helpful.</div> <div><div><div>● Seafield Street</div><div>o This small intervention is working well, particularly in keeping the junction free of parked cars and allowing access to crossings of Seafield Road when there is queued traffic.</div><div>● Stanley Street/Hope Lane</div></div><div>o There is clear evidence that the current barriers are being driven around on occasions, which was not possible when the original filter at the east end was further up Hope Lane. The barriers should be repositioned to prevent further occurrences.</div><div>o The project is working well otherwise, with no evidence of rat running via Park Avenue. Traffic though the junction of Stanley Street and Southfield Place, which was heavily congested prior to this, is greatly reduced and there is a marked improvement in safety for children travelling to and from the nearby schools.</div></div>		
44	Really a comment on all the East ETRO schemes - it is really positive to see the council attempting to make travel by sustainable measures - be they cycle-based or public-transport-centred - and these measures have my whole-hearted support as a lifelong Edinburgh resident and as someone who occasionally has reason to pass through the documented areas (typically by cargo bike), who has found all of the travelling safely cycle lanes invaluable in the safe transport of my young kids by bike and also in the road safety training of our eldest daughter who is beginning to ride independently.	All	Support
45	I'm writing to express support for the East Area traffic experimental order. I've reviewed and support all the measures given in the order, but have the following comment on the A1 corridor measures: The demountable measures introduced in 2020 have been welcome, though I've experienced bus stops along London Road by Carlton Hill causing issues with repeated merging with motor traffic. I believe so-called 'floating' bus stops would be an appropriate additional measure in these cases. The permanent segregated westbound cyclelane introduced on London Road by Meadowbank Church have been a welcome addition. I believe these would make a successful substitution to the demountable Rosehill products currently installed, which I have experienced vehicles parking in. However junctions at Abbeyhill, Jocks Lodge and Meadowbank are unpleasant to cycle though, even with the recent streetscape works. In 2021 I was in a collision on my bicycle with a motor vehicle at Jocks Lodge and now avoid this junction in favour of the side street Wilfrid Terrace. 41% of cyclist serious injuries occur at junctions (DoT, 2022) and I believe there are gaps in the proposed measures for which future substantial road reconfiguration should be considered.	All	Support
46	<div>I am writing to provide comments in support of the permanent retention (and ideally enhancement) of the measures under Experimental Traffic Order East Area TRO/21/28A (https://www.edinburgh.gov.uk/downloads/download/15722/experimental-traffic-order-east-area-etrot2128a).</div> <div>As a resident of [REDACTED] I would like to share the positive personal impacts of the cycling lanes on Duddingston Road and Duddingston Road West in particular, and make a specific plea for these to be retained (and ideally enhanced by providing segregated cycle lanes in both directions). I am a father to a four year old child. I cannot drive, and the financial costs of learning to drive and buying and maintaining a car are unaffordable. Walking, cycling, and the bus are therefore my only options for our day to day journeys. In practice, I use my manual pedal bike for most journeys, with a seat for transporting my child, and a trailer for handling things like the weekly shop.The immediate area is well served by bus North-South in to the city center along Willowbrae Road, but underserved East-West along Duddingston Road towards Portobello one way, and the South side of the city the other, with only the number 12 bus providing a limited service for these options. As a resident of the area, I want to emphasise that all of the measures under this ETRO have enabled me to choose to make more of my day to day local journeys by bike rather than bus. This is especially the case when it comes to journeys with my child on the back of the bike: I cannot stress enough how on the busy main roads, segregated lanes are the only way these journeys feel truly safe enough to cycle.</div> <div>As mentioned above, the cycling lanes on Duddingston Road and Duddingston Road West in particular, running between Portobello one way and the South side of the city the other, are transformative in what they enable for us, not only because of the limited bus service along this route, but because of how busy and hazardous the roads are, particularly Duddingston Road West as it winds between Duddingston Village and the Innocent Railway. These routes mean towards Portobello I can jump on the bike and take my child to the beach, the swim center, and several parks and playgrounds; towards Craigmillar we can get to the castle and the park and playground around there, but more crucially, get on to the NCN Innocent Railway route (fully traffic free and relatively flat) in to the city via the South, to get to Commonwealth pool and the Meadows (again swimming, soft play, playgrounds etc). Removing the cycle lanes would significantly reduce convenient and affordable access to all of these locations and amenities for me and my child. While transformative in what they allow for, there are significant shortcomings with the current measures: They don't run fully in both directions, and they aren't fully segregated. For us in practice this means for at least one leg of the journey having to cycle on the pavement along more dangerous sections, and being much more reluctant to cycle when conditions aren't 'ideal' (i.e. when motor traffic is quieter and the ground is dry, frost free, and visibility is good). As mentioned above, this holds especially true for the stretch of road between Duddingston Road West between Duddingston Village and the Innocent Railway, with sharp blind bends, cars and much larger vehicles and lorries traveling well over 20mph, with cyclists indicated to move in to the middle of the road, something I will definitely not do there with a small child. I hope these personal comments are helpful in evaluating the measures.</div>	All	Support
47	<div>I find many of the ETRO Spaces For People bike lanes useful, but I would like to highlight one benefit to the city which may have been overlooked. Since the protected cycle lanes were put in on Duddingston Road West, the road is used by guided bike-tours from some of the cruise ships that visit Edinburgh. I presume the bikes are kept on board the ships.</div> <div>Through the summer, I see at least a couple of groups a week using the lanes to connect to the Innocent Railway path and onwards into the city.</div> <div>I never saw this before the bike lanes were installed.</div>	All	Support
48	<div>I wish to comment on traffic order TRO/21/28 Travelling Safely East Area as part of the order's consultation process.</div> <div>I wish to register my support for all the continuation of loading, waiting and parking restrictions outlined in the order. Restricting parking in the streets and locations mentioned in the order will improve road safety in Edinburgh East. Restriction of parking at the various junctions (Durhams Willowbrae Road etc) will improve sightlines and prevent collisions. Many vehicle/cyclist collisions occur at junctions;. Removing vehicles from blocking views at junctions will reduce crashes.</div> <div>I would like to add my support for the cycle lanes on Duddingston Road, Duddingston Road West and Milton Road. These have been an excellent addition to the active travel infrastructure in the area. I use the Duddingston Road cycle lane twice daily to get to and from work. It has greatly improved the safety of Duddingston Road for cyclists. Cyclists do not now need to move into the centre of the carriageway amongst vehicular traffic to go around parked cars.</div> <div>The Duddingston cycle lanes (Duddingston Road and Duddingston Road West) enable my children to travel to school, attend Brownies and Girl Guides and go to church all via bicycle. They have reduced the miles travelled by car by my family. I have seen other families regularly use the cycle lanes.</div> <div>I would also like to add my support to the Milton Road West cycle lanes. These offer protection to cyclists on large arterial road.</div> <div>These measures will encourage active travel in the Edinburgh area and should be continued and made permanent.</div>	All	Support
49	<div>I am emailing to comment on the Travelling Safely Experimental Traffic Regulation Orders.</div> <div>I strongly support the lanes and support the lanes becoming permanent. I use the lanes in Duddingston, Milton Road and Willowbrae practically every day and would feel very unsafe without them being in place as the cars travel well over the speed limit.</div>	All	Support
50	I strongly support the spaces for people measures around the city but fed up of the constant moaning and groaning off drivers. It's got to the point most cyclists myself included stopped using them made to feel awkward cars have taken over the roads for far too long however the I will point out Lothian busses need to get there early morning services running from before 5am people in East Lothian cannot commute to work In the city by other means other than cars otherwise car use will continue and it needs to change	All	Support

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Ref	Representation text	Scheme	Category
51	<p>I am wholeheartedly in support of encouraging active travel. The benefits of active travel are widespread and fall broadly into two categories:</p> <ol style="list-style-type: none">1. Improved health benefits<ul style="list-style-type: none">- Improved physical health, reduced obesity, diabetes, cardiovascular disease- Improves mental health2. Better for the climate, which in turn results in reduced pollution, better environmental health and a global level improved bio-diversity. <p>Overall therefore investment in active travel Infrastructure is also very cost effective. However it does need to be done properly and with a good network of safe, well lit, segregated cycle ways. There does also need to be some provision for a decent flow of road users (ie. Cars and buses) as there are some circumstances when travel by these means is difficult to avoid. You also need to prioritise travel for those with additional needs - one space on a bus for a wheelchair or a buggy means it simply isn’t feasible for these communities to rely on public transport.</p> <p>We are a family of 4, two GP’s and two kids age 4&6. We actively try to cycle/walk/use public transport and my 4 year old is fairly competent independently however our cycling is sometimes hampered by a poor network. We cycle to school but need to do so on the pavement (obviously not ideal for pedestrians) to Braidburn terrace (from Greenbank) as there is no quiet route to Greenbank connecting to SMPS. The proposed re-opening of Braid road and the roundabout of death junction may stop us cycling - how will you keep our young cyclists safe? It is also crazy that having then cycled the quiet route you have to go over Cluny (with no cycling priority lights) and along woodburn terrace which is extremely busy. For information the turning onto Corennie Gardens from Hermitage gardens has a terrible camber and is incredibly icy in winter, my competent 6 year old skidded twice last year. It feels as if the routes have been planned in an office and not “tested” by folk that cycle regularly. We have a wonderful city and it is a joy to cycle on a Sunday morning, please keep developing the infrastructure but in consultation with those that use it.</p>	All	Support
52	<p>I would like to express support for the TROs introduced in the city; many of these have allowed me to do food deliveries on my e-bike to areas which I would not otherwise consider. These deliveries would otherwise almost certainly be fulfilled by a car delivery.</p> <p>I work from Fort Kinnaird and the TROs on Duddingston Road West as well as the closure to through traffic of Brunstane Road have been especially helpful.</p> <p>I would like to see TRO - protected cycle lanes on Duddingston Park South - there is space to do it and the road is treated as a race track by many local drivers.</p>	All	Support
53	<p>I am just writing to express my support for the Travelling Safely proposal to make the Spaces For People bike lane ETROs permanent.</p>	All	Support
54	<p>Looks like I've missed the deadline for commenting on the ETRO for the West and Central Edinburgh Links. I'm probably not familiar enough with the detail anyway to comment, however, I did want to give some feedback about these, and about the protected areas in the centre of town that I've been on (e.g. along Rodney Street to Broughton Street), and along Comiston Road.</p> <p>My comment is mainly to say how wonderful they are! At last I am able to cycle on main roads without fear of death! I'm sure it must help to encourage people to get on their bikes and cycle as they will feel, and indeed be, safer. It also agrees with the Scottish Government's cycling framework for active travel, the consultation for which I have just completed.</p> <p>My only suggestion for improvement would be to say that there are places where the cycling lane suddenly turns into a walking lane and the cyclist is spat out into the main road. I don't see walkers using these areas, and probably it isn't necessary now social distancing is not required, so I suggest you just turn them over into a bike lane also. This would be much safer for cyclists, as these are the points where accidents occur. This should also be born in mind when a protected cycle lane has to come to an end.</p> <p>I hope this feedback can make its way to the relevant parties.</p> <p>Many thanks and keep up the good work!</p>	All	Support
55	<p>Any plans to make cycling and walking safer are always welcome and encouraging. I’m aware that it might be difficult but I would like to see more "one way" roads, leaving the other half for cycling/walking spaces which might open more routes in an easier and affordable way.</p>	All	Support
56	<p>I live in East Lothian and rarely cycle in the city, but when I do the cycle lanes introduced under Spaces for People are a great addition and I’m sure will help encourage novice cyclists to use their bikes more. I fully support their retention and expansion.</p>	All	Support
57	<p>I wish to comment on all the above TROs -</p> <ol style="list-style-type: none">1. I support all the current proposals.2. I also support the general idea of the TROs being 'Experimental' so long as that enables changes to be quickly and easily through any legal processes.3. I also point out that it's vital the 'bike lane spaces' are regularly maintained by the Council and cleared of glass, rubbish, tree debris etc.4. If the Council is not already doing so, then perhaps its Cycle Project Team or colleagues could also carry out local on the ground surveys at the relevant sites to determine the views of local people - whether residents, pedestrians, cyclists or other vehicle users.	All	Support
58	<p>As a pedestrian and cyclist who occasionally drives, I strongly support the continuation of the present system of segregated cycle lanes. I would like to see them extended. They make active travel easier and safer and encourage alternatives to polluting cars.</p>	All	Support
59	<p>I just want to express general positivity towards the Spaces-for-People/Travelling-Safely schemes that have been installed in Edinburgh. I recently moved away temporarily to The Borders and missed the great active transport schemes across the city and particularly the increase in segregated bike lanes.</p> <p>I have now move back to Edinburgh and love how connected I feel to the City and Scotland more widely without even considering getting into my car.</p> <p>I hope the council continue to significantly invest in these and that any that are removed are done so with consideration and replaced with similar schemes promptly afterwards. Edinburgh is on its way to being a great demonstration of an active transport first capital city and I hope this continues.</p>	All	Support
60	<p>I’m writing to comment on the Travelling Safely Experimental Traffic Regulation orders. I write as a walker, cyclist, and car driver , based in south-east central Edinburgh.</p> <p>In general, I am very supportive of the existing schemes, which have made me feel much safer as a frequent cyclist. Although I try to use off-road routes as much as possible, e.g. the Meadows, and the canal tow path, roads can’t always be avoided! The routes that I find especially beneficial are Buccleuch St. and Causewayside, especially northbound, much preferable to Clerk St. etc. The routes parallel to car</p>	All	Support

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	<p>parking spaces in Mayfield Road are also very helpful. I also appreciate the segregated section of the southbound Mound, as it is of course impossible to keep up a decent speed going up a steep hill. I was, however, very sorry to see the removal of the extensive cycle lanes on George 4th Bridge, which had transformed my cycling experience on this busy and congested street. I also wonder if more could be done on Lothian Road, which is, after all, pretty wide? It is a great relief to be able to get into the southbound section of cycle lane near Tollcross, but cycling anywhere northbound on Lothian Road, without any cycle lanes, remains quite a challenge!</p> <p>I'd like to mention that the cycle lanes can also be very helpful to pedestrians, of which the northbound section on Causewayside, just north of Grange road, next to a busy and narrow stretch of pavement, is a good example.</p> <p>One place that doesn't seem to work well is the short pedestrian section northbound on Morningside road, oppose Waitrose (why just there?) Its main effect is to cause a sudden narrowing of the road, which can lead to conflict between cyclist and vehicles.</p> <p>So , please keep as many of the TROs as you possibly can, as they help to make Edinburgh a more cycle-friendly city, good for noise, pollution, health and exercise.</p> <p>One final comment, maybe not strictly relevant to this consultation , is that the very necessary cycle lanes on Marchmont road have almost completely vanished due to wear, especially the northbound one, and urgently need to be repainted.</p>		
61	<p>We'd like to comment on the Travelling Safely Experimental Traffic Regulation Orders currently being consulted on.</p> <p>We are cyclists and also car drivers.</p> <p>Mostly we use our electric bikes to get around, but also need occasionally to use the car.</p> <p>When cycling we find the feeling of protection afforded by the bollards eg. on Duddingston Road to be very significant.</p> <p>We have cycled in Edinburgh for decades, and until the introduction of separate cycle paths, had become used to entering a hypervigilant state when sharing road space with motor traffic.</p> <p>When that need is taken away by the introduction of bike friendly infrastructure, the quality of the travelling experience for us is far higher.</p> <p>Our grandchildren will soon be old enough to cycle with us. Without the bollards on the roads, we would not consider them safe for young children, which would greatly inhibit the possibilities for sharing our preferred form of transport.</p> <p>When using our car we have never found any of the schemes to be a problem for getting around effectively.</p> <p>We hope these comments are helpful.</p>	All	Support
62	<p>I wish to add my consultation comments on the above.</p> <p>As a cyclist (and motorist) I much appreciate the Edinburgh seggregated cycle lanes. These have given me and my family and friends a greatly enhanced feeling of safety and security, particularly on steep uphill sections such as the Mound, and Braid Road (climbing past the Braid Hills Hotel) where motorists have the tendency to cut in on left hand bends and the road is relatively narrow. Downhill sections are not quite as important because here the cyclist is able to match the speed of motor traffic, particularly where the speed limit is only 20 mph. The 20 mph limit has been a great success and I guess it hasn't increased travel times. It certainly adds a great feeling of safety, whether walking or cycling, and should be the universal speed limit across Edinburgh. My impresssion is it also reduces traffic noise. However, I've seen no sign of it being enforced. This should be remedied.</p> <p>Kilgraston Road is heavily used by student cyclists cycle-commuting between Marchmont and Kings Buildings. Again, cycling can be slow heading (south) up the hill towards the Marchmont Road/Grange Road traffic lights. A fully segregated cycle lane coming up this hill would be very beneficial and would be heavily used, justifying its construction - and would allow motor traffic to overtake safely.</p> <p>The painted cycle lanes on both sides of Marchmont Road are barely visible these days. They should be made fully seggregated or, at the very least, re-painted or tarred with red chippings (similar to the successful Mayfield Road "arterial" cycle route).</p> <p>In conclusion I congratulate Edinburgh on its cycle routes and on its existing seggregated cycle routes. As a result of these, people (myself included) who would previously have been too anxious to cycle in traffic are now using their bicycles where they might previously have used their cars - resulting in less pollution, less traffic congestion, increased fitness and reduced transit times.</p>	All	Support
63	<p>I'm sending this email in support of the Spaces for People bollard-protected cycle lanes. I would like to see these cycle lanes made permanent and potentially improved. I've lived and cycled in south Edinburgh for more than 20 years and during that time I've seen almost no improvement to cycle infrastructure, except for the Spaces for People cycle lanes. These cycle lanes have made a huge difference to the daily lives of Edinburgh's cyclists and it would be a great blow if any of them were removed or downgraded, particularly after the scheme has come this far. It's been moving seeing an increasing number of children using these cycle lanes which is a great achievement. I've also cycled in the lanes with my children (aged 4 and 7) on roads which I definitely wouldn't have taken without the lanes in place. Please, in the face of climate breakdown, noise pollution, congestion, children needing safe spaces to exercise, mental health, and for so many more reasons, please can the Council be brave in its decision to make permanent and improve the city's the Spaces for People bollard-protected cycle lanes.</p>	All	Support
64	<p>I wish to make quick comment re the consultation on Travelling Safely Experimental Traffic Regulation Orders.</p> <p>I strongly support making the temporary schemes permanent. Any authority which is serious about modal shift needs to properly reallocate space away from private cars and towards active travel and public transport.</p> <p>In particular, I support the schemes which exist on main roads - they usually represent the quickest and most convenient way to travel to the places that people actually want to go to. Properly designed, prioritised and protected infrastructure is key, though. Unless schemes are suitable for less experienced or confident users, they will have failed - greatly widening access must be achieved. I would especially highlight measures to prevent illegal parking. This would ideally be done via physical design, and where that doesn't work, rigorous enforcement. So make the schemes permanent . . . but for everyone's sake, do it properly.</p>	All	Support
65	<p>I am an Edinburgh resident and very much in favour of the improved cycling provisions planed to encourage more cycling and reduce the number of cars in the city.</p> <p>We need you to have the vision to make the long term shift away from our dominant car culture.</p>	All	Support
66	<p>I wish to commenting about the Travelling Safely Experimental Traffic Regulation Orders, and specifically to express support for bike lanes being made permanent wherever possible. The loss of bike lanes on G. IV Bridge was extremely disappointing, but anywhere they can be maintained will still be valuable, as they greatly contribute to confidence that one can cycle safely and without inhaling too much piollution, which is rarely the case given the overwhelming amount of car traffic.</p>	All	Support
67	<p>I am commenting on the Travelling Safely ETROs in connection with the Spaces for People project.</p>	All	Support

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	<p>I am supportive of the objectives of the project. As a person who normally cycles or uses bus travel around the city and who occasionally drives I am now generally very pleased with the changes made and think it is worth sacrificing the ability to drive everywhere - and at speed - in order to improve safety and the livability in the parts of the city affected included in the project..</p> <p>My impression is that measures in the Braids estate in south Morningside, where I live, have certainly reduced traffic levels and speeds and reduced "rat running". Even neighbours who never seem to step out of their cars agree that the area is pleasanter.</p> <p>There are still things to look at: the safe Cycle route through the estate needs better signage, speeds are still too high on the Hermitage Drive section (frequent collisions with grit bins, newly planted trees, the Midmar Field fence and road signs on the bend) the road layout at the corner of Braidburn Terrace and Braid Road is confusing for pedestrians and cyclists and difficult for cars. (Personally, I was sorry when the one-way system on Braid Road was abandoned - I'd prefer to see driving more rather than less convenient in an effort to promote active travel and bus use.)</p> <p>I would like to encourage the Council to continue to improve facilities for cyclists and walkers, and to actively promote active travel at he same time as working to reduce the traffic flow into the city (e.g. Park and ride near Fairmilehead)</p>		
68	<p>As someone who cycles round the city daily for business and pleasure, I welcome the segregated lanes which were set up for cyclists as some low cost protection. I would ask you to retain these and also to ensure that road surfaces in the lanes are regularly repaired and swept for leaves, snow etc.</p>	All	Support
69	<p>As an Edinburgh resident I cycle, walk and drive in the city.</p> <p>Generally I am in favour of the cycle lanes at the sides of major roads e.g. Gilmerton Road and Comiston Road I use fairly often and the lanes make me safer and give me space as a cyclist.</p> <p>The Lanes on Minto Street and beyond to Liberton Road north ward are fine but south bound there are too many pot holes which makes them dangerous.</p> <p>So please keep these lanes but keep them maintained and swept e.g. wet leaves are a bit of a skid risk</p>	All	Support
70	<p>I’m writing to comment on the Travelling Safely Experimental Traffic Regulation Orders.</p> <p>In general as both a driver and cyclist I approve of the schemes as they provide safer spaces for inexperienced cyclists on the roads and will hopefully encourage more people to cycle instead of drive. However, I do have a few concerns:</p> <ul style="list-style-type: none">- The road surface in some is awful (eg heading south down Minto Street / Craigmillar Park) to the point where I actually feel safer outside the bike lanes as I have space to avoid potholes. In the lane, if there’s a pothole there isn’t space to avoid it.- The white bollards are almost invisible in some places at night, and I nearly drove into the ones on Duddingston Road West, north of the railway line, this evening. They seem to get very dirty and either need regular cleaning or need to be made of a different non-stick material- In some places the lanes stop and start very abruptly, just around corners, eg even at the 20mph limit on Braid Road, heading south, uphill, round the right hand bend past the Braid Hills Hotel it would be easy to crash into the bollards.- Where the lanes are intermittent due to bus stops, it is very unsafe trying to suddenly pull out to go round a bus as you have to make a very sharp turn (due to not being able to escape the lane beforehand w/o essentially stopping) into traffic, and then a sharp turn back, hoping the bus hasn’t started to move while you are passing. Waiting isn’t realistic if you actually need to get anywhere in reasonable time. <p>Possibly by intention, it is very hard to ‘escape’ from a bike lane part way along. So, if you want the safety of a bike lane but then need to turn right, you have to almost stop to be able to avoid crashing into the bollards as you exit the lane, meaning you are travelling at a much slower speed than passing traffic which is not very safe.</p>	All	Support
71	<p>I am writing in support of the council choosing to make permanent the main road semi-segregated bike lanes throughout Edinburgh. I regularly cycle with my children in the city and they make me feel a bit safer.</p> <p>Although there are undoubtedly problems to be resolved and major improvements that should be made, the current bike lanes are a useful foundation from which to build and provide some protection for people cycling while we await a major injection of funding for active travel in the city.</p> <p>In particular, I would like to see proper enforcement of the bike lanes on Causewayside. They are blocked every single hour of the day by cars parking, forcing cyclists to swing out into the road at multiple points. This is particularly dangerous as there are so many schools around this area. A proper, fully protected bike lane on Causewayside could connect in to the proposed Newington Safe Route and make a huge difference to the long, thin catchment area for Sciennes Primary School.</p> <p>Thanks for considering this</p>	All	Support
72	<p>I am writing to express my full support for the Travelling Safely Experimental Traffic Regulation Orders that have provided the excellent separated cycle lanes across Edinburgh. I believe that these measures are crucial in ensuring the safety of cyclists and pedestrians on the roads of Edinburgh.</p> <p>As frequent commuter into Edinburgh by bicycle from [REDACTED] (sometimes by bicycle and sometimes using train links with my bicycle), I have witnessed numerous incidents where cyclists are put in danger due to the lack of safe cycling infrastructure. With the number of people cycling in the city increasing every day, it is essential that we provide them with safe and separated cycling lanes to prevent accidents and make cycling a viable option for everyone.</p> <p>I am particularly pleased with the feeling of security provided by the separated bicycle lanes. These lanes allow cyclists to travel safely and avoid conflict with other vehicles on the road. Additionally, these lanes encourage more people to cycle, which can only have a positive impact on both public health and the environment.</p> <p>I am aware that there may be some concerns from other road users, but I believe that these measures are necessary and will benefit everyone in the long run. The benefits of promoting cycling and active travel are numerous, and we must do everything we can to support these modes of transport.</p>	All	Support

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	<p>Therefore, I urge the council to implement the Travelling Safely Experimental Traffic Regulation Orders changes as permanent changes as soon as possible, and I am willing to support these measures in any way I can. I believe that this is an excellent opportunity for Edinburgh to lead the way in promoting safe cycling and active travel, and I look forward to seeing the positive impact that these measures will have on our city.</p> <p>Thank you for considering my views on this important matter.</p>		
73	<p>I am commenting about the Travelling Safely Experimental Traffic Regulation Orders.</p> <p>I strongly support the lanes, there are undoubtedly problems to be resolved and major improvements that should be made.</p> <p>The Duddingstone Road layouts have improved the road safety and conditions for Lothian buses.</p> <p>I think that one similar installation which has been an outstanding success is that in Loganlea Drive.</p> <p>The one way system and parking restrictions at the school have improved conditions for all the road users.</p> <p>This positive approach is required through out the city</p>	All	Support
74	<p>I would like to comment that I support the full implementation of all current Travelling Safely ETRO's.</p> <p>TRO/21/26, TRO/21/27, TRO/21/28, TRO/21/29 & TRO/21/30.</p> <p>I would recommend that on low use bus stops, boarders are added similar to what is shown on the streetview link below from the A770 in Inverclyde. The light segregation kerbs used here are also much better than what is currently being used in Edinburgh. They have more contrast with the road, they have forgiving splays and generally they look much better.</p> <p>https://www.google.com/maps/@55.9522173,-4.7620695,3a,75y,348.19h,85.61t/data=!3m6!1e1!3m4!1sds9C6ZuAgYyJqR1unX4Vbw!2e0!7i16384!8i8192?authuser=0</p> <p>Side road kerb returns should have the radii reduced as much as possible to slow turning vehicles. The gaps in the routes / network must be closed and where a cycleway is only on one side of the street then this needs to be matched on the opposite side or made bi-directional.</p>	All	Support
75	<p>I am writing to formally comment on the Travelling Safely Experimental Traffic Regulation Orders (ETRO) for the Spaces for-People/Travelling-Safely main road semi-segregated bike lanes.</p> <p>I am a regular user of these lanes, in particular those on Dalkeith Road to the [REDACTED]. I am a public advocate for active travel and its health benefits, which I see in my everyday work as [REDACTED].</p> <p>Although the ETROs have helped to provide visibility and safe spaces for cyclists, some problems remain, and I would be grateful to you for considering these issues if they are to be made permanent:</p> <ol style="list-style-type: none"> 1. The lanes offer most protection when they are covered with red tarmac: given that the bollards are usually placed in groups intermittently, cyclists need protection throughout. This would be best achieved with coloured lanes. 2. Road markings rapidly degrade and they have not been refreshed, so there should be a regular programme to ensure the markings remain visible. 3. The street furniture degrades and becomes detached, posing more of a hazard for cyclists than if the bollards were not there. The bollards should be fixed permanently, and maintained regularly. 4. Street cleaners rarely clear the road within the cycle lanes, resulting in the accumulation of debris including broken glass, all of which leads to punctures. The lanes should be regularly cleaned to provide cyclists with protection from punctures which can be not only inconvenient but also dangerous. <p>Thank you for your consideration of these points.</p>	All	Support
76	<p>I am responding to the traffic regulation orders consultation in Edinburgh. I primarily wish to express my support for the existence of the lanes, I am an experienced cyclist and would be cycling on the roads regardless, however these lanes encourage less confident cyclists and make a significant show of support for active travel.</p> <p>As a user, I do have a few points about the implementation of these lanes. I understand that these must be taken into consideration with the balancing act that is shared roads.</p> <p>Firstly, the extra kerbs erected around the lanes do the job of keeping vehicles out, however they often make it more difficult for cyclists to cross lanes, make a right turn and dodge cars double parked in them. As neither street sweeping vehicles nor winter sweeper vehicles can enter they end up pushing snow, leaves and litter into the lanes, making them treacherously slippery and obscuring potholes. During the heavy snows of 2020 the lane on the side of Minto street became a solid slope of black ice obscured by snow and cars were irritated as I had to avoid entering the lane.</p> <p>Secondly in areas with a high volume of pedestrians, such as around the Omni Centre and the Playhouse it becomes so difficult to push through the crowds that fill the lanes their existence becomes nearly pointless and a lane on the road rather than the pavement would be much simpler for all.</p> <p>And lastly, whatever policy is decided on consistency is extremely important with regards to safety. If cyclists and drivers are used to a certain set-up changes to road layout can compromise safety and should be taken with caution.</p> <p>I hope these insights are useful!</p>	All	Support
77	<p>I am writing to express my support for the Travelling Safely North, East, South and West Area TROs. - TRO/21/27, TRO/21/28, TRO/21/29, and TRO/21/30. These are extremely important measures for Edinburgh to enact in the fight against climate change. If we want to see a significant modal shift away from cars and towards other forms of transport, such as cycling, we need dedicated infrastructure to support this. These TROs are a step in the right direction in this regard.</p> <p>I would particularly like to express my support for the Southern Area scheme. This is the one that is closest to where I live, and is extremely impressive. It clearly makes a massive difference to the safety of the children going to school, and opens up a whole section of the city to the rest of the Edinburgh cycle network, because it connects to The Meadows. Frankly I wish that more Edinburgh cycling infrastructure was as good. I use it regularly and would be extremely disappointed were it to be removed. I would like to see it stay and proper planters installed.</p>	All	Support
78	<p>I am writing to set out my support for the SfP measures being made permanent and upgraded to form part of the formal road layout.</p>	All	Support
79	<p>I have noticed that the city is starting to implement more human centric and environmental city design in the form of the Travelling Safely initiative. This email is to voice my wholehearted support for these measures and to comment that I believe the measures taken could be even more aggressive as the city needs to accelerate its transition to a more liveable, human centric, and sustainable city. Studies have shown that most people will happily use whatever form of transport is available as long as it gets them where they need to go quickly and safely. The current state of the transport in the city is therefore solely</p>	All	Support

Appendix 6 - Register of ETRO/21/28 and ETRO/21/28A responses

Ref	Representation text	Scheme	Category
	the result of past spending on car infrastructure as opposed to more sustainable and human infrastructure leading to people's current habits forming. I am writing to express my support as often only older retired residents have the time and knowledge to take action for or against city measures and I believe it is also important to have younger people's voices also heard as they are who will be the future residents of the city. To restate, I wholly support the efforts through this scheme, and if anything, believe that they are not going far enough.		
80	<p>I am emailing comments concerning experimental traffic order ETRO/21/28A which affects roads and streets in the east side of the city.</p> <p>I support the intention and effect of ETRO/21/28A to enable cycle lanes to be continued on London Road, Milton Road and Duddingston Road. Lack of safe infrastructure is a significant barrier to the promotion of cycling in Edinburgh. Restricting parking as per the order will enable the existing infrastructure to be continued/made permanent and encourage cycling and thus meet the council's target to reduce car kilometres by 30% by 2030. I use these cycle lanes regularly to get to and from work as well as other destinations. I believe they have made these trips safer. The closure of Stanley Street has improved the atmosphere around Portobello Park and eliminated a rat run.</p>	A1 (including London Road) Duddingston Road West Duddingston Road Stanley Street / Hope Street	Support
81	<p>First of all, let me thank you for putting in the current cycling provisions and parking exclusions. In general, these make cycling around much safer and pleasant. Without them I probably would cycle less. I also have a car, and find that the current cycling provisions are no hindrance to driving out of the city via major roads. I have a couple of comments for improvements:</p> <p>London road from Brunton Terrace to Windsor street: instead of using the bike lane, I usually cycle in the left lane of traffic for two reasons: the road surface on the bike lane is rather bumpy, and to get round the bus stops that extend into the road, a cyclist needs to do a shoulder check to rejoin traffic, meaning that it is often safer and faster to just ride on the road.</p> <p>London road by Wishaw terrace: Much better now that it links up with the segregated lane and bus lane by the meadowbank stadium. It is a shame parking is allowed in the bus lane during the weekend, this makes the bike lane kinda useless, as you then need to rejoin traffic.</p> <p>Willowbrae road: absolutely essential for safe cycling. Still parts of the road without segregated lane are terrifying. A more joined up network would be ideal.</p> <p>Milton Road West: would be ideal to have no parking at any time (including weekends) in the bus lanes. On the weekend (when a lot of riders use this), it makes it very dangerous, because cyclists have to move into (very fast moving) traffic.</p> <p>Duddingston road: Would be one of the best ways into portobello, except for the fact that Brighton place is cobbled, making it horrible for cyclists. There are two strips strips of nicer bricks, but these are often filled with parked cars.</p>	A1 (including London Road) Duddingston Road West Duddingston Road	Support
82	<p>I am emailing the council concerning traffic order ETRO/21/28A</p> <p>I support the implementation of ETRO/21/28A and the installation of cycle lanes on Duddingston Road, Milton Road West and London Road. The parking restrictions and associated cycle lanes keep people on bikes safe. These will promote alternatives to using a car to travel around the city. Increased cycling will enhance the health and well being of the citizens of Edinburgh.</p> <p>The cycle lanes on Duddingston Road allow children and staff to cycle to St John's RC primary school and Duddingston Primary school in safety.</p> <p>The traffic order should be made permanent.</p>	A1 (including London Road) Duddingston Road West Duddingston Road	Support
83	<p>A1 Corridor: I am strongly in favour of the ETRO measures along the A1 corridor, particularly along Willowbrae Road. I cycle regularly and find the segregated southbound contraflow cycle lane very useful up the quite steep section from Northfield Road to Northfield Circus. I would be in favour of a 7am - 7pm 7 day a week restriction (even 24/7) on the bus lane on the A1 corridor as I often find it is blocked with parked cars which then necessitates moving into the usually busy carriageway.</p> <p>Duddingston Road: I cycle regularly around the East Edinburgh area and support the Duddingston Road ETRO scheme. It would be even better if it continued along Brighton Place to allow for a nearly continuous link to Portobello High Street as I have experienced some dodgy overtaking and squeeze-bys along Brighton Place after the pleasant segregation of Duddingston Road.</p> <p>Duddingston Road West: I am in favour of the Duddingston Road West ETRO scheme as it provides a protected cycleway on a busy winding road, however the road surface on the cycleway is quite poor in some areas (particularly bad just outside the west entrance to Holyrood RC High School).</p>	A1 (including London Road) Duddingston Road West Duddingston Road	Support
84	<p>A1 Corridor: The existing infrastructure with bollards and some road markings give protection to cyclists though there are pinch points (such as opposite the end of Abercorn Avenue when a cycle is making a right turn into that street from the main road.) Visuals such as road colours are an additional reminder to drivers. I have noticed an increase in the number of cyclists using this A1 corridor, but I still use alternative routes at busy times as vehicles often travel faster than safe for the conditions and level of traffic (never mind the actual speed limit).</p> <p>Duddingston Road West: This route is a busy road and the current cycle lanes have made it feel less daunting to cycle along. I would argue for continuous cycle lanes along both sides of this road from Duddingston Forge to Forkenford but I acknowledge the narrower sections of road make this possibility unlikely at present. Reducing car speed by the addition of dedicated and protected cycle lanes will be a bonus to users of this important route that links the Innocent Railway path and Willowbrae / Portobello. I strongly urge this scheme to be retained.</p>	A1 (including London Road) Duddingston Road West	Support
85	<p>King's Place: It will greatly improve safe access to the busy corner of the prom for residents and cyclists. The use of the area at the end of The Promenade for vehicle parking and caravans is an issue and presents an obstruction to people using the prom and the crossing.</p> <p>Seafield Street: It will greatly improve safe access to the busy Leith/Portobello path for residents in Craigentinny and Restalrig. The end of The Promenade vehicle parking prevention (Concrete blocks) is excellent.</p>	Kings Place Seafield Street	Support
86	These measures provide vital protection for cyclists, especially on the uphill sections on Willowbrae Road and on London Road by Hillside where the speed limit is 30mph. Please leave them in and improve them by smoothing the carriageway and clearing leaves.	A1 (including London Road)	Support
87	I walk when I can but for longer journeys I take a bus or tram, and I strongly believe that public transport should be included along with walking, cycling and wheeling as being a highly desirable form of transport needing every possible encouragement. There should be bus lanes along all major routes in and around the city, not just for the conventional morning and evening peaks but for the whole day, and they should be strongly safeguarded. Traffic lights should prioritise the movement of buses and trams. Wherever buses are significantly held up by congestion cars should be diverted elsewhere. The proposals for the A1 corridor are far too weak in this regard.	A1 (including London Road)	Support
88	Could you please share further information with us, and also inform us of which council authorities you notified? The plans have since been removed, could you share them with us again?	Out of scope	Query
89	A traffic order notice has appeared at the end of my Street (Traquair Park West) with order number "2023 - ETRO/21/21", however I can find no reference to this order on the web sites mentioned in the notice. How can I view the details of this ETRO?	Out of scope	Query

Appendix 6 - Register of ETRO/21/28 and ETRO/21/28A responses

Ref	Representation text	Scheme	Category
90	Where do I register my full support for making walking and cycling fully protected and accessible in Edinburgh? The website is very unclear	Out of scope	Query
91	I attach a snip of the CEC website where it states that TRO 21/28 has been completed. However, the closing date for comments is shown as 20th May. Has the order been completed? WITH CEC TRO TEAM	Out of Scope	Query
92	Travelling Safely East Area Experimental Order - City of Edinburgh. I live on Mountcastle Drive South so this notice applies. Unfortunately I don't understand what it actually means! Are we getting parking restrictions? What will they be eg. the boulders for cycling? Yellow lines? will I need a parking permit?	Out of Scope	Query
93	Subject: From Duddingston /Durham houses Dear [REDACTED] I wonder if you can send me a copy of a sheet put on 1 or 2 lamp posts in this area saying Double Yellow lines will be put in Durham Ave Terrace etc I tried to read the sheet [REDACTED] was talking about but not easy as it's bent round post and rain has seeped in on it Can you confirm The streets involved in this area also why is this being done as it will cause even more havoc with parking Who has instigated this too? Any help would be appreciated	Out of Scope	Query

Appendix 7 - Schedule of objections considered material against each route/location under ETRO/21/28A

Theme ref		1	2	3	4	5	6	7	8	9	11	12	13	14	15	16	17	19	20	21	22	23	24
Objection theme		Concerns with changes to loading or waiting provisions	Impact on Access for residents or businesses due to closures	The project has made it more difficult for people with mobility/ accessibility issues, protected characteristics or their carers to access the area or park near their homes	Impact on parking spaces availability and displacement of it elsewhere	The project has had a negative impact on business due to a decrease in passing trade or ease of access by motor vehicle	Impact on local traffic management including moving and increasing traffic elsewhere	The project changes mean longer routes and longer journey times for trips in motor vehicles	Impact on road safety for cyclists	Impact on road safety for motor vehicle users	Impact on road safety for pavement users (including trip hazards by measures enabled by the ETRO)	Impact on additional motor vehicle use and pollution	Measures are not used	Measures are not maintained	The consultation/ ETRO / legal process is flawed or has not been followed	General opposition to the changes to traffic operations/ the project	The project has had a negative impact on emergency service vehicles	Measures are a waste of public funds	Measures are not needed post-pandemic	Safety concerns over floating parking	Safety concerns over floating bus stops and/or bus users*	Measures are encouraging fly tipping (Stanley Street and Hope Lane)	Measures are not suitable for a World Heritage City or Conservation area
Raised in relation to	General submissions	4	3	5	3	4	5	8	8	4	6	8	5	3	4	6	2	4	2	1	2	0	0
	More than one scheme but not all	0	1	2	3	0	1	1	1	1	1	1	2	2	0	0	0	0	1	0	0	2	0
	A1 (including London Road)	0	1	0	7	0	10	0	10	2	3	4	6	4	3	5	0	1	2	0	2	0	6
	Duddingston Road West	1	1	0	1	0	1	0	0	0	1	1	1	0	1	1	1	0	1	0	0	0	0
	Stanley Street / Hope Street	0	3	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	All ETRO/21/28A (TOTAL)	5	9	7	17	4	17	9	20	7	12	14	14	9	8	12	3	5	6	1	4	2	6