

Late Reports

Traffic Regulation Orders Sub-Committee

10.00am, Thursday, 4th September, 2025

Dean of Guild Court Room - City Chambers

Late Reports

The attached report(s) were received after the deadline and therefore require to be ruled urgent by the Convener to allow them to be considered by committee.

Travelling Safely East Area - ETRO_21_28A

Travelling Safely North West and Arboretum Place ETRO2127B ETRO2130A and ETRO2323A

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Traffic Regulation Orders Sub-Committee

10.00am, Thursday, 4 September 2025

Travelling Safely – North and West Areas and Arboretum Place – ETRO/21/27B, ETRO/21/30A and ETRO/23/23A

Decision/scrutiny
Wards

Decision

1 – Almond; 3 – Drum Brae / Gyle

4 – Forth; 5 – Inverleith

6 – Corstorphine / Murrayfield; 7 – Sighthill / Gorgie

8 – Colinton / Fairmilehead

9 – Fountainbridge / Craiglockhart; 11 – City Centre

12 – Leith Walk

1. Recommendations

- 1.1 Traffic Regulation Orders Sub-Committee is asked to:
 - 1.1.1 Set aside the objections received to ETRO/21/27B and agree to make the Experimental Traffic Regulation Order (ETRO) into a permanent Traffic Regulation Order (TRO) with amendments as set out in this report;
 - 1.1.2 Set aside the objections received to ETRO/21/30A and agree to make the ETRO into a permanent TRO with amendments as set out in this report; and
 - 1.1.3 Set aside the objections received to ETRO/23/23A and agree to make the ETRO into a permanent TRO without modification.

Gareth Barwell

Interim Corporate Director of Place

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Travelling Safely – North and West Areas and Arboretum Place – ETRO/21/27B, ETRO/21/30A and ETRO/23/23A

2. Executive Summary

- 2.1 This report seeks approval to set aside the objections received during the formal advertising of ETRO/21/27B, ETRO/21/30A and ETRO/23/23A and to proceed to make most of the trial measures permanent under three 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](#), Transport and Environment 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 Transport and Environment Committee on [15 June 2023](#), due to discrepancies and errors in the published ETRO documents, they needed to be reviewed, corrected and re-advertised before any formal consideration could be given to the representations made.
- 3.5 On [15 June 2023](#), Transport and Environment Committee decided to remove four schemes from the re-advertised area based ETROs, redesign elements of these schemes and then proceed with scheme specific ETROs for them.
- 3.6 These schemes were Silverknowes Road (North and South sections), Braid Road, Comiston Road and Greenbank to Meadows Quiet Connection.

- 3.7 However, temporary “holding” ETROs needed to be advertised for these schemes, alongside the re-advertised area based ETROs, to cover the interim period until individual scheme ETROs could be progressed for the redesigned schemes.
- 3.8 Similarly, the Arboretum Place scheme was removed from the North Area ETRO and a new scheme specific ETRO was instead promoted. This was prompted by the need for faster changes to the experimental measures on the ground, since feedback was still informing the measures during the initial phases of the trial.
- 3.9 Design and development work has subsequently commenced for a wider project to introduce placemaking improvements and sustainable drainage features to reduce flooding risk in Inverleith. This will introduce further changes to the road layout in Arboretum Place.
- 3.10 The North Area ETRO, originally advertised as ETRO/21/27, was subsequently re-advertised as ETRO/21/27A between 24 June and 15 July 2024. However, this order was advertised with an operational period of less than 18 months, which was deemed insufficient to complete the trial, consultation and reporting requirement for a final decision around the retention of the measures. To address this, the order was re-advertised a third time as ETRO/21/27B between 16 August 2024 and 15 February 2025.
- 3.11 The West Area ETRO, originally advertised as ETRO/21/30, was subsequently re-advertised as ETRO/21/30A between 17 June and 16 December 2024.
- 3.12 Both re-advertised ETROs wholly superseded the original Orders and introduced new trials of the measures.
- 3.13 The original North Area ETRO advert included two schemes that were later advertised under separate scheme specific ETROs. These schemes are at Silverknowes Road (North and South sections) and Arboretum Place.
- 3.14 The Arboretum Place scheme specific ETRO was originally advertised as ETRO/23/23 between 24 June and 15 July 2024 with an operational period of less than 18 months, which was deemed insufficient to complete the trial, consultation and reporting requirement for a final decision around the retention of the measures. To address this, the order was re-advertised as ETRO/23/23A between 15 July 2024 and 14 January 2025.
- 3.15 All representations received in response to all of the above advertising processes 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.

Measures introduced under North Area ETRO/21/27B

- 3.16 This ETRO promoted the following trial measures:
- 3.16.1 Bellevue to Canonmills (including Rodney Street, Broughton Street and side street junctions): Sections of waiting restrictions with and without loading prohibitions;

- 3.16.2 Crewe Road South: Sections of waiting restrictions without loading prohibitions;
 - 3.16.3 Craigleith Road: Sections of waiting restrictions with and without loading prohibitions;
 - 3.16.4 Ferry Road: Sections of waiting restrictions with and without loading prohibitions;
 - 3.16.5 West Shore Road: Sections of waiting restrictions with loading prohibitions; and a prohibition of motor vehicles with physical measures on West Shore Road, located to the east of where two paths leading to Cramond Promenade join West Shore Road; and
 - 3.16.6 Marine Drive: Sections of waiting restrictions without loading prohibitions.
- 3.17 Appendix 3 provides further detail of the restrictions implemented.

Measures introduced under West Area ETRO/21/30A

- 3.18 This ETRO promoted the following trial measures:
- 3.18.1 A90 Queensferry Road corridor: Sections of waiting restrictions with and without loading prohibitions; bus lanes in both directions from Craigleith Road to Cramond New Bridge and prohibitions of motor vehicles at the junctions of Queensferry Road with Buckingham Terrace and Oxford Terrace; along with the junctions of Oxford Terrace with Learmonth Terrace and Clarendon Crescent, with physical measures at all locations;
 - 3.18.2 Cammo Walk and Cammo Road: Sections of waiting restrictions without loading prohibitions and a prohibition of motor vehicles on Cammo Walk from its junction with Craigs Road to the South Cammo Car Park, with physical measures at both ends;
 - 3.18.3 Drum Brae North: Sections of waiting restrictions with loading prohibitions, including sections of waiting restrictions without loading prohibitions at side street junctions;
 - 3.18.4 Dundee Street: Sections of waiting restrictions with loading prohibitions, including sections of waiting restrictions without loading prohibitions at side street junctions;
 - 3.18.5 Lanark Road: Bus lanes in both directions between Redhall Bank Road and Redhall View and sections of waiting restrictions without loading prohibitions along the corridor and at side street junctions;
 - 3.18.6 Longstone Road (including measures on Murrayburn Road): Sections of waiting restrictions without loading prohibitions along the corridor and at side street junctions;
 - 3.18.7 Ladywell Road and Broomhouse Road: Sections of waiting restrictions without loading prohibitions; and

3.18.8 Silverknowes Parkway, Muirhouse Parkway and Ferry Road: Sections of waiting restrictions without loading prohibitions along the corridor and at side street junctions.

3.19 The measures introduced on Slateford Road under the Spaces for People programme, and subsequently retained under Travelling Safely, are located within the geographical area covered by the West Area ETRO/21/30A. However, these measures were not enacted through the ETRO and are instead in place under suspensions of restrictions within the Greenway written Order for the corridor. Consideration of the permanent retention of these measures will be subject to a forthcoming and separate Traffic Regulation Order process.

3.20 Similarly, soft segregation units were installed and have been retained along Pennywell Road as part of Travelling Safely. Whilst also located within the West Area, no waiting or loading restrictions were required to support these measures and therefore this scheme is not included in ETRO/21/30A.

3.21 Appendix 6 provides further detail of the restrictions implemented.

Measures introduced under Arboretum Place ETRO/23/23A

3.22 This ETRO promoted sections of 24-hour waiting restrictions without loading prohibitions on Arboretum Place, at the Royal Botanic Garden Edinburgh's John Hope Access Gate and the entrance to Inverleith Park opposite.

Complementary measures

3.23 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:

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

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

Legislation and Options for Committee

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

3.25 ETRO/21/27B came into effect on 15 July 2024 with a Modification Order coming into effect on 16 August 2024. ETRO/21/30A came into effect on 17 June 2024 and ETRO/23/23A came into effect on 15 July 2024. Unless made permanent under TROs, the measures implemented by ETRO/21/27B, ETRO/21/30A and ETRO/23/23A will therefore cease on 14 January 2026, 16 December 2025 and 14 January 2026 respectively. The Modification Order for ETRO/21/27B did not alter the expiry date as the related measures were continuously in effect from the original date.

- 3.26 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").
- 3.27 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.
- 3.28 Paragraph 86 of Appendix 6 of the Council's [Scheme of Delegation to Officers](#) delegates authority to the Executive (Corporate) 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.
- 3.29 ETRO/21/27B, ETRO/21/30A and ETRO/23/23A have been referred to Committee as more than six objections have been received from the public for each order and ETRO/21/27B and ETRO/21/30A also both received statutory objections.
- 3.30 In these circumstances, Committee may either:
- 3.30.1 Approve making the ETRO provisions permanent as currently implemented;
 - 3.30.2 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);
 - 3.30.3 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 8.10 - 8.11);
 - 3.30.4 Approve making the ETRO provisions permanent in part; or
 - 3.30.5 Refuse making the ETRO provisions permanent.

4. Main report

ETRO implementation

- 4.1 The Modification Order for ETRO/21/27B came into effect on 16 August 2024, with a six month consultation period running until 15 February 2025. For ETRO/21/30A, the consultation period ran from 17 June 2024 until 16 December 2024; and for ETRO/23/23A, the consultation period ran from 15 July 2024 until 14 January 2025.
- 4.2 ETRO/21/27B as advertised is presented in Appendices 1 and 2, ETRO/21/30A is presented in Appendices 4 and 5 and ETRO/23/23A is presented in Appendices 7 and 8.

Monitoring and evaluation of the measures

- 4.3 To assess the performance and impacts of the trial measures in the North and West Area ETROs, 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;
 - 4.5.5 An On-Street User Intercept Survey; and
 - 4.5.6 A 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; and
 - 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 in 2023 is set out in the 2024 Travelling Safely Monitoring Activities Summary Report, which is presented in full in Appendix 9. Appendices 10

and 11 in turn present the subsequent reports capturing the second monitoring exercise from 2025 for the North Area and West Area routes respectively.

- 4.9 A summary of the findings, highlighting relevant points raised in relation to measures delivered under the North Area ETRO/21/27B is provided in Appendix 32. A similar summary for the measures delivered under the West Area ETRO/21/30A is provided in Appendix 33.
- 4.10 No formal monitoring activities were conducted for the trial measures for the Arboretum Place scheme as there was no suitable baseline data against which to draw comparisons due to the measures being focused around introducing pedestrianised areas on the carriageway and improving pedestrian crossings. However, informal site visits have been undertaken to monitor the use of the area where measures were implemented, and Appendices 12 and 34 summarise the findings of this.

Complexities when analysing the ETRO responses

- 4.11 Analysing and reporting on the representations received in response to these ETROs is more complex than normal, due to:
- 4.11.1 There being two or three separate advertising periods for each ETRO;
 - 4.11.2 Several schemes originally being included in an Area ETRO and subsequently being advertised separately under scheme specific ETROs;
 - 4.11.3 Representations being submitted both via the dedicated online portal and by email to the Council's Traffic Orders team; and
 - 4.11.4 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.
- 4.12 Appendix 13 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.

Use of rubber soft segregation units

- 4.13 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.
- 4.14 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.

- 4.15 A significant proportion of the objections to the ETROs raised concerns about various perceived risks to road user safety arising from the use of rubber soft segregation units.
- 4.16 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.
- 4.17 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.
- 4.18 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.
- 4.19 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.
- 4.20 Table 4 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 4 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.

- 4.21 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.
- 4.22 The Council does not therefore consider there to now be a significant risk to road safety posed by the soft segregation units.
- 4.23 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.
- 4.24 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.

Responses to the ETRO/21/27, ETRO/21/27A and ETRO/21/27B Statutory Adverts

- 4.25 The following representations were received from members of the public or organisations during the three statutory advertising periods for ETRO/21/27, ETRO/21/27A and ETRO/21/27B:
 - 4.25.1 Objections to measures introduced by the order – 33 received;
 - 4.25.2 Comments in support of the measures introduced by the order – 48 received;
 - 4.25.3 Additional responses containing neutral comments or questions – four received; and
 - 4.25.4 Responses that were submitted blank without any content – one received.
- 4.26 There were no instances of representations being submitted by the same member of the public or organisation in response to more than one statutory advert.
- 4.27 Details of all representations received in response to the advertising of the three ETROs, the Council's responses to concerns raised and any actions proposed to address or mitigate these concerns are provided in Appendix 29.
- 4.28 The full text responses that were submitted to ETRO/21/27, ETRO/21/27A and ETRO/21/27B are provided for consideration in Appendix 14. Details of specific main themes raised in relation to each scheme included in ETRO/21/27B with responses and actions are provided as Appendix 15. A schedule of objections considered material against each route/location included in ETRO/21/27B is provided as Appendix 16.

Conclusion and recommendation for ETRO/21/27B

- 4.29 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, apart from some specific measures in the Bellevue to Canonmills and Crewe Road South schemes, as detailed in Appendix 17.
- 4.30 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 retained permanently.
- 4.31 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 City Mobility Plan Capital Investment Programme. These upgrades will be prioritised according to their potential to improve road user safety, increase the measures' operational efficiency, improve accessibility 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.

Responses to the ETRO/21/30 and ETRO/21/30A Statutory Adverts

- 4.32 The following representations were received from members of the public or organisations during the two statutory advertising periods for ETRO/21/30 and ETRO/21/30A:
- 4.32.1 Objections to measures introduced by the order – 242 received;
- 4.32.2 Comments in support of the measures introduced by the order – 76 received;
- 4.32.3 Additional responses containing neutral comments or questions – 13 received;
- 4.32.4 Responses that were submitted blank without any content – 12 received; and
- 4.32.5 Responses that were received after the statutory consultation period ended. - two received.
- 4.33 Four individuals or organisations submitted representations in response to both statutory adverts. Two of these sent comments in support of the measures and two objected to the measures. One of these objectors was the Craigleith/Blackhall Community Council.
- 4.34 Four Community Councils submitted objections to some or all of the measures trialled by ETRO/21/30A. These were received from Craigleith/Blackhall Community Council, Cramond and Barnton Community Council, Juniper Green and Baberton Mains Community Council and Colinton Community Council.
- 4.35 Three individuals submitted representations on behalf of local businesses objecting to the measures. One of these was received after the consultation period had ended.

- 4.36 Details of all representations received in response to the advertising of both ETROs, the Council's responses to concerns raised and any actions proposed to address or mitigate these concerns are provided in Appendix 30.
- 4.37 The full text responses that were submitted to ETRO/21/30 and ETRO/21/30A are provided for consideration in Appendix 18, including those received late. Details of specific main themes raised in relation to each scheme included in ETRO/21/30A with responses and actions are provided as Appendix 19. A schedule of objections considered material against each route/location included in ETRO/21/30A is provided as Appendix 20.

Conclusion and recommendation for ETRO/21/30A

- 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, apart from some specific measures in the A90 Queensferry Road, Fountainbridge Dundee Street and Cammo Walk schemes as detailed in Appendix 21.
- 4.39 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 retained permanently.
- 4.40 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 City Mobility Plan Capital Investment Programme. These upgrades will be prioritised according to their potential to improve road user safety, increase the measures' operational efficiency, improve accessibility 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.

Responses to the ETRO/21/27 (relating only to the Arboretum Place scheme), ETRO/23/23 and ETRO/23/23A Statutory Adverts

- 4.41 The following representations were received from members of the public or organisations during the statutory advertising periods for ETRO/21/27 (Arboretum Place only), ETRO/23/23 and ETRO/23/23A:
- 4.41.1 Objections to measures introduced by the order – 17 received;
- 4.41.2 Comments in support of the measures introduced by the order – 35 received;
and
- 4.41.3 Additional responses containing neutral comments or questions – four received.
- 4.42 During the advertising of ETRO/21/27, which originally included the trial measures in Arboretum Place, there were two general representations received relevant to all measures under ETRO/21/27. One of these was an objection.

- 4.43 There were no instances of representations being submitted by the same member of the public or organisation in response to any of the three statutory adverts.
- 4.44 Details of all representations received in response to the advertising of the three ETROs, the Council's responses to concerns raised and any actions proposed to address or mitigate these concerns are provided in Appendix 31.
- 4.45 The full text responses that were submitted to ETRO/21/27 (Arboretum Place only), ETRO/23/23 and ETRO/23/23A are provided for consideration in Appendix 22.

Conclusion and recommendation for ETRO/23/23A

- 4.46 Considering the objections that have been received alongside the monitoring and evaluation observations for the project, the wider policy context and aims set by the City Mobility Plan and the wider placemaking project proposed for the area; it is recommended that Committee agrees to set aside the outstanding objections and proceeds with making all elements of the ETRO permanent.
- 4.47 Design and development work has subsequently commenced for a wider project to introduce placemaking improvements and sustainable drainage features to reduce flooding risk in Inverleith. This will introduce further changes to the road layout in Arboretum Place, with similar aspirations to the ones achieved by this ETRO and enabling measures.
- 4.48 If this recommendation is agreed, the features enabled by measures within the ETRO (such as soft segregation units) will not be upgraded in advance of this wider project being delivered. Designs for the wider project are still under development and the final design may result in changes to the current road layout.
- 4.49 This approach avoids potentially undertaking abortive work and making multiple sets of changes to the area that may ultimately confuse road and pavement users.
- 4.50 A new Traffic Regulation Order and Redetermination Order will be promoted in late 2025 / early 2026 for the wider project. This scheme will take into account consultation feedback received through promotion of ETRO/21/27, ETRO/23/23 and ETRO/23/23A and will enhance the ETRO measures, should they be retained.
- 4.51 In the interim, to address the road safety concerns identified by the informal monitoring activities carried out as part of the ETRO process, as described in Appendix 34, additional physical measures such as bollards would be implemented to deter the observed misuse of the pedestrianised spaces.

Prioritisation and delivery of infrastructure upgrades

- 4.52 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](#) (CMP CIP).
- 4.53 The current budgetary provision that has been put in place for this rolling programme is approximately £0.5m per annum over a five-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.

- 4.54 The CMP CIP will be subject to an annual review, the outcomes of which will be reported to Transport and Environment Committee. It is anticipated that the first of these reviews will be reported in autumn 2026.
- 4.55 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 26.
- 4.56 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 27.
- 4.57 Anticipated timescales for the implementation of prioritised infrastructure upgrades are also provided in Appendix 27. 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.
- 4.58 Appendix 28 shows a high-level visual representation of the location of prioritised measures on a map of Edinburgh.

5. Next Steps

- 5.1 Subject to the approval of the recommendations in this report:
 - 5.1.1 The permanent TRO for ETRO/21/27B would be made, with amendments as described in this report relating to the Bellevue to Canonmills and Crewe Road South schemes, and would come into effect by the end of the ETRO period (14 January 2026);
 - 5.1.2 The permanent TRO for ETRO/21/30A would be made, with amendments as described in this report relating to the A90 Queensferry Road, Fountainbridge Dundee Street and Cammo Walk schemes, and would come into effect by the end of the ETRO period (16 December 2025);
 - 5.1.3 The permanent TRO for ETRO/23/23A would be made without modification and would come into effect by the end of the ETRO period (14 January 2026);
 - 5.1.4 The new CMP CIP that was approved by 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;

- 5.1.5 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 27. 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-Committee meetings;
- 5.1.6 As it is now anticipated that the currently approved five-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;
- 5.1.7 Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis; and
- 5.1.8 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 all three ETROs into permanent orders with the amendments proposed are estimated at £0.018m.
- 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

Equality and Poverty

- 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 all Travelling Safely ETROs and enabling measures were assessed as part of the review process for the IIA. These impacts are reflected in the recommendations of the 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; and
- 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.

Climate and Nature Emergencies

- 7.4 As a public body, the Council has statutory duties relating to climate emissions and biodiversity. The Council:
 - 7.4.1 “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
 - 7.4.2 “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)
- 7.5 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

- 7.6 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.
- 7.7 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 ETROs into permanent orders. In line with the CMP, 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).
- 7.8 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/21/27B and ETRO/21/30A; and the pedestrianised areas enabled by ETRO/23/23A.

- 7.9 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 ETROs into permanent orders.
- 7.10 The proposals in this report are in line with the Council's Nature Emergency declaration because making the ETROs into permanent orders will allow the retention and upgrade of active travel infrastructure which contributes to modal shift and reduced pollution levels across the city.
- 7.11 The proposals in this report will help achieve a sustainable Edinburgh because making the ETROs into permanent orders 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.
- 7.12 Also, small improvements in air quality at locations where traffic levels have decreased align with the Council's Air Quality objectives.
- 7.13 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

- 7.14 The measures stemming from making the ETROs permanent orders are not considered to have any impacts related to the current housing emergency.

8. Risk, compliance, governance and community impact

- 8.1 Prior to continuing with these measures and schemes under ETROs, a non-statutory public engagement was conducted during 2021 which included:
 - 8.1.1 Market Research with 583 responses;
 - 8.1.2 A Residents' Survey which received over 17,000 responses;
 - 8.1.3 Business Surveys which involved 179 businesses; and
 - 8.1.4 Stakeholder Surveys.
- 8.2 The results of this engagement were reported to 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.

- 8.3 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.
- 8.4 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.
- 8.5 The Travelling Safely programme aims to deliver on several Council policies:
- 8.5.1 The Council [Business Plan](#) priorities on net zero carbon and wellbeing; and
- 8.5.2 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.
- 8.6 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.
- 8.7 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.
- 8.8 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.
- 8.9 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 walking, wheeling or cycling.
- 8.10 As noted in paragraph 3.29.3, 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 end on 14 January 2026 for ETRO/21/27B, 16 December 2025 for ETRO/21/30A and 14 January 2026 for ETRO/23/23A.
- 8.11 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 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.
- 8.12 The [Council's risk appetite](#) is open in this context as any risks are related to regulatory and legislative compliance and the decision to make the Order

permanent carries a degree of inherent risk that is deemed controllable to a large extent as the legal process is being followed. However, there is still some residual risk related to potential legal challenges and their associated reputational and financial risks. This residual risk is inherent to any TRO as a legal process; however, it is more prominent for these ETROs due to the large areas they cover.

- 8.13 Indirectly, the active travel measures that would be retained should the recommendations of this report be approved, are considered minimalist 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.

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 Regulation 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 Regulation Orders Sub-Committee, August 2025, [Travelling Safely East Area – ETRO/21/28A – continued decision](#)

10. Appendices

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Appendix 1 ETRO/21/27B, as advertised, including the Statement of Reasons

The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading: North Area) (No. 2) Experimental Traffic Order 2024 – **TRO/21/27B**

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) **Ferry Rd**; (ii) **Marine Drv**; (iii) **Salvesen Gdns**; & (iv) **West Shore Rd**; (2) introducing at any time waiting restrictions and prohibitions of loading & unloading on **West Shore Rd**; (3) introducing at any time waiting restrictions and 8am – 9.15am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading on **Rodney St/Bellevue**; (4) removing 8am – 6pm Mon-Fri and 8am – 1pm Sat waiting restrictions and 8am – 9.15am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading and introducing at any time waiting restrictions and 8am – 9.15am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading on **Ferry Rd**; (5) removing 8am – 6.30pm Mon-Sat waiting restrictions and 8am – 9.15am and 4.30pm – 6.30pm Mon-Fri prohibitions of loading & unloading and introducing at any time waiting restrictions and 8am – 9.15am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading on **Bellevue**; (6) removing 8am – 6.30pm Mon-Sat and 12.30pm – 6.30pm Sun waiting restrictions and 8am – 9.15am and 4.30pm – 6.30pm Mon-Fri prohibitions of loading & unloading and introducing at any time waiting restrictions and prohibitions of loading & unloading; removing loading bays and introducing at any time waiting restrictions and prohibitions of loading & unloading; & removing 8am – 6.30pm Mon-Sat and 12.30pm – 6.30pm Sun waiting restrictions and 8am – 9.15am and 4.30pm – 6.30pm Mon-Fri prohibitions of loading & unloading and introducing at any time waiting restrictions and 8am – 9.15 am and 4.30pm – 6pm prohibitions of loading & unloading on **Broughton St**; (7) removing 8am – 6.30pm Mon-Sat and 12.30pm – 6.30pm Sun waiting restrictions and 8am – 9.15am and 4.30pm – 6.30pm Mon-Fri prohibitions of loading & unloading and introducing at any time waiting restrictions and 8am – 9.15 am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading; & removing 8am – 6.30pm Mon-Sat and 12.30pm – 6.30pm Sun waiting restrictions and 8am – 9.30am and 4.30pm – 6.30pm Mon-Fri prohibitions of loading & unloading and introducing at any time waiting restrictions and 8am – 9.15 am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading on **Canonmills**; (8) removing pay and display bays and introducing at any time waiting restrictions and 8am – 9.15 am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading on **Forth St**; (9) removing 8am – 6.30pm Mon-Sat waiting restrictions and 8am – 9.30am and 4.30pm – 6.30pm Mon-Fri prohibitions of loading & unloading and introducing at any time waiting restrictions and 8am – 9.15 am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading; & removing loading bay and introducing at any time waiting restrictions and 8am – 9.15 am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading on **Rodney St**; (10) removing pay and display bay and introducing at any time waiting restrictions on (i) **Barony St**; & (ii) **Heriot Hill Ter**; (11) removing shared use bays and introducing at any time waiting restrictions and 8am – 9.15am and 4.30pm – 6pm Mon-Fri prohibitions of loading & unloading on **Heriot Hill Ter**; (12) removing 8.30am – 5.30pm Mon-Fri waiting restrictions and introducing at any time waiting restrictions on **Crewe Rd Sth**; (13) removing 8.30am – 5.30pm Mon-Fri waiting restrictions and introducing at any time waiting restrictions and prohibitions of loading & unloading on **Orchard Rd**; (14) removing shared use bays and introducing at any time waiting restrictions; &

removing 8.30am – 5.30pm Mon-Fri waiting restrictions and introducing at any time waiting restrictions and prohibitions of loading & unloading on **Craigleith Rd**; & (15) introducing at any time prohibition of motor vehicles (*with exemptions*) on **West Shore Rd**. 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 **15/07/24** to **14/01/25** at www.edinburgh.gov.uk/trafficorders and www.tellmescotland.gov.uk. The Order will come into effect on **15/07/24**. 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/21/27B** 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 **14/01/25**. 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/21/27A** as advertised on **14/06/24** and which came into operation on **24/06/24** is hereby revoked.

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING: NORTH AREA) (NO. 2) EXPERIMENTAL TRAFFIC ORDER 2024 - TRO/21/27B

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: North Area) (No. 2) Experimental Traffic Order 2024”, shall come into force on the Fifteenth day of July Two thousand and twenty-four, and shall expire on the Fourteenth day of January Two thousand and twenty-six.

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;
“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 Schedule 3, in relation to the lengths of roads specified in column 1 of said Schedule;

“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 outwith 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 outwith 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 outwith 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.

Replacement of Existing Provisions

- 6. Any provision contained with 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

- 7. 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

8. “The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading: North Area) Experimental Traffic Order 2024”, 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 Third day of July 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>
Barony Street	North side, from a point 7 metres or thereby west of the extended western kerbline of Broughton Street, westwards for a distance of 9 metres or thereby;	At any time
Craighleith Road	South side, from a point 37 metres or thereby west of the extended western kerbline of Orchard Road, westwards for a distance of 16 metres or thereby;	At any time
Crewe Road South	South-west side, from a point 10 metres or thereby south of the extended southern kerbline of Grigor Avenue, south-westwards for a distance of 87 metres or thereby;	At any time
Crewe Road South	South-west side, from a point 17 metres or thereby south of the extended southern kerbline of Grigor Gardens, south-westwards for a distance of 129.5 metres or thereby;	At any time
Crewe Road South	South-west side, from a point 15 metres or thereby south of the extended southern kerbline of Davidson Road, south-westwards for a distance of 25 metres or thereby;	At any time
Crewe Road South	South-west side, from a point 25 metres or thereby south of the extended southern kerbline of Porterfield Road (<i>south junction</i>), south-westwards for a distance of 63 metres or thereby;	At any time
Crewe Road South	South-west side, from a point 20 metres or thereby north-west of the extended northern kerbline of Craighleith Hill Avenue, north-westwards for a distance of 61 metres or thereby;	At any time
Crewe Road South	South-west side, from a point 19.5 metres or thereby south-west of the extended southern kerbline of Craighleith Hill Avenue, south-westwards for a distance of 45 metres or thereby;	At any time
Crewe Road South	South-west side, from a point 1.5 metres or thereby north of the extended northern kerbline of Craighleith Road, north-westwards for a distance of 232 metres or thereby;	At any time

Crewe Road South	North-east side, from a point 4 metres or thereby north of the extended northern kerbline of Comely Bank Road, north-eastwards for a distance of 21.5 metres or thereby;	At any time
Crewe Road South	North-east side, from the extended southern kerbline of Avenue Villas, south-eastwards for a distance of 67 metres or thereby;	At any time
Crewe Road South	North-east side, from the extended northern kerbline of Avenue Villas, north-westwards for a distance of 45 metres or thereby;	At any time
Crewe Road South	North-east side, from a point 10 metres or thereby south of the extended southern kerbline of Carrington Road, south-eastwards for a distance of 153 metres or thereby;	At any time
Crewe Road South	North-east side, from a point 16 metres or thereby north of the extended northern kerbline of Carrington Road, north-westwards for a distance of 53 metres or thereby;	At any time
Crewe Road South	North-east side, from a point 5 metres or thereby south of the extended southern kerbline of Carrington Crescent, north-westwards for a distance of 53 metres or thereby;	At any time
Crewe Road South	North-east side, from a point 22.5 metres or thereby south of the extended southern kerbline of North Webber Park, south-eastwards for a distance of 74.5 metres or thereby;	At any time
Crewe Road South	North-east side, from a point 16.5 metres or thereby north of extended northern kerbline of North Webber Park, north-westwards for a distance of 85 metres or thereby;	At any time
Crewe Road South	North-east side, from a point 53.5 metres or thereby north of extended northern kerbline of Kimmerghame Drive, north-westwards for a distance of 3 metres or thereby;	At any time
Crewe Road South	North-east side, from a point 97 metres or thereby north of the extended northern kerbline of the Kimmerghame Drive, north-westwards for a distance of 55.5 metres or thereby;	At any time
Crewe Road South (access to Village Hotel)	North side, from a point 20 metres or thereby north of the extended northern kerbline of Grigor Avenue, eastwards for a distance of 10 metres or thereby;	At any time
Crewe Road South (access to Village Hotel)	South side, from the extended northern kerbline of Grigor Avenue, eastwards for a distance of 10 metres or thereby;	At any time
Ferry Road	North side, from a point 355 metres or thereby west of the extended western kerbline of Pilton Drive, eastwards to a point 32.5 metres or thereby west of the extended western kerbline of Pilton Drive;	At any time

Ferry Road	North side, from a point 28.5 metres or thereby east of the extended eastern kerbline of Pilton Drive, eastwards for a distance of 88.5 metres or thereby;	At any time
Ferry Road	North side, from the extended eastern kerbline of West Winnelstrae, eastwards for a distance of 290 metres or thereby;	At any time
Ferry Road	North side, from a point 11 metres or thereby east of the extended eastern kerbline of West Ferryfield, eastwards for a distance of 197 metres or thereby;	At any time
Ferry Road	North side, from a point 9 metres or thereby east of the extended eastern kerbline of Boswall Drive, eastwards for a distance of 125 metres or thereby;	At any time
Ferry Road	South side, from a point 385 metres or thereby west of the extended western kerbline of Pilton Drive, eastwards to a point 4 metres or thereby west of the extended western kerbline of East Fettes Avenue;	At any time
Ferry Road	South side, from a point 16.5 metres or thereby east of the extended eastern kerbline of East Fettes Avenue, eastwards for a distance of 585 metres or thereby;	At any time
Heriot Hill Terrace	South-east side, from a point 3.5 metres or thereby north of the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 6 metres or thereby;	At any time
Marine Drive	West side, from the extended northern kerbline of Salvesen Gardens, northwards for a distance of 97 metres or thereby;	At any time
Marine Drive	West side, from a point 137 metres or thereby north of the extended northern kerbline of Salvesen Gardens, north-westwards to a point 23 metres or thereby south-east of the extended north-western kerbline of West Shore Road;	At any time
Salvesen Gardens	North side, from the extended western kerbline of Marine Drive, westwards for a distance of 10 metres or thereby;	At any time
West Shore Road	West side, from a point 8 metres or thereby south of the extended southern kerbline of the east-to-west section of West Shore Road, southwards for a distance of 28 metres or thereby;	At any time
West Shore Road	North-west side, 22 metres or thereby north-westwards from the extended east kerbline of the north-to-south section of West Shore Road, north-westwards for a distance of 27.5 metres or thereby.	At any time

SCHEDULE 2
RESTRICTION OF WAITING
PROHIBITION OF LOADING AND UNLOADING

(1) <i>Road in Edinburgh</i>	(2) <i>Length of Road</i>	(3) <i>Restriction of Waiting</i> <i>Restricted Hours</i>	(4) <i>Prohibition of Loading and Unloading</i> <i>Prohibited Hours</i>
Bellevue	South-west side, from a point 27 metres or thereby east of the extended eastern kerbline of Bellevue Crescent (<i>south junction</i>), north-westwards for a distance of 104.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Broughton Street	West side, from a point 28 metres or thereby south of the extended south-eastern kerbline of London Street, southwards for a distance of 13 metres or thereby;	At any time	At any time
Broughton Street	West side, from a point 9.5 metres or thereby north of the extended northern kerbline of York Lane, northwards for a distance of 16.5 metres or thereby;	At any time	At any time
Broughton Street	East side, from a point 21 metres or thereby south of the extended south-eastern kerbline of Broughton Place, southwards for a distance of 42.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Broughton Street	East side, from a point 12 metres or thereby south of the extended southern kerbline of Broughton Street Lane, southwards for a distance of 24.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm

Broughton Street	West side, from a point 23 metres or thereby north of the extended northern kerbline of Barony Street, northwards for a distance of 12.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Broughton Street	West side, from a point 1.5 metres or thereby north of the extended northern kerbline of Albany Street Lane, northwards for a distance of 10.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Canonmills	North-east side, from a point 15 metres or thereby west of the extended north-western kerbline of Broughton Road, north-westwards for a distance of 50 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Canonmills	South-west side, from a point 18 metres or thereby west of the extended north-western kerbline of Eyre Place, north-westwards for a distance of 12 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Craigleith Road/Orchard Road	South side of Craigleith Road, from a point 36.5 metres or thereby west of the extended western kerbline of Orchard Road, eastwards, south-eastwards and then southwards onto the west side of Orchard Road to a point 25 metres or thereby south of the extended southern kerbline of Craigleith Road;	At any time	At any time
Ferry Road	North side, from a point 6.5 metres or thereby east of the extended eastern kerbline of Wardie Avenue, eastwards for a distance of 70 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Ferry Road	North side, from a point 7 metres or thereby west of the extended western kerbline of Wardie Road, westwards for a distance of 64 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Ferry Road	North side, from a point 10.5 metres or thereby east of the extended eastern kerbline of Wardie Road, eastwards for a distance of 66 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm

Ferry Road	South side, from the extended eastern kerbline of Arboretum Road, eastwards for a distance of 94.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Ferry Road	South side, from a point 122.5 metres or thereby east of the extended eastern kerbline of Arboretum Road, eastwards for a distance of 76.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Ferry Road	South side, from a point 208 metres or thereby east of the extended eastern kerbline of Arboretum Road, eastwards for a distance of 4 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Ferry Road	South side, from a point 220.5 metres or thereby east of the extended eastern kerbline of Arboretum Road, eastwards for a distance of 19 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Forth Street	North side, from a point 9.5 metres or thereby east of the extended eastern kerbline of Broughton Street, eastwards for a distance of 10 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Heriot Hill Terrace	North-west side, from the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 19.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Rodney Street	North-east side, from the extended north-western kerbline of Heriot Hill Terrace, north-westwards for a distance of 14 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
Rodney Street	South-west side, from a point 26 metres or thereby south of the extended south-eastern kerbline of Rodney Place, southwards to a point 32 metres or thereby north of the extended northern kerbline of Cornwallis Place;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm

Rodney Street/Bellevue	North-east side, from a point 51.5 metres or thereby south of the extended south-eastern kerbline of Heriot Hill Terrace, southwards to a point 37.3 metres or thereby north of East Claremont Street;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm
West Shore Road	North side, from a point 317 metres east from the extended east kerbline of Long Craig Rigg, eastwards for a distance of 66 metres or thereby;	At any time	At any time
West Shore Road	South side, from a point 317 metres east from the extended east kerbline of Long Craig Rigg, eastwards for a distance of 66 metres or thereby;	At any time	At any time
West Shore Road	North and north-west sides, from a point 8 metres or thereby south of the extended southern kerbline of the east-to-west section of West Shore Road, north and north-westwards for a distance of 45 metres or thereby;	At any time	At any time
West Shore Road	South and south-west sides, from a point 8 metres or thereby south of the extended southern kerbline of the east-to-west section of West Shore Road, north and north-westwards for a distance of 34 metres or thereby.	At any time	At any time

SCHEDULE 3
PROHIBITION OF MOTOR VEHICLES

<i>(1)</i> <i>Road in Edinburgh</i>	<i>(2)</i> <i>Length of Road</i>	<i>(3)</i> <i>Restricted Hours</i>	<i>(4)</i> <i>Exemptions in Schedule 4</i>	<i>(5)</i> <i>Operational Period</i>
West Shore Road	from a point 12 metres or thereby east of the extended eastern kerbline of the north-to-south section of West Shore Road, eastwards for a distance of 1.5 metres or thereby.	At any time	10, 15	24th June 2024 to 23rd December 2024

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

No.	Exemptions	Applicable Schedule
14	<p>means a vehicle being used in actual connection with;</p> <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; <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
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> <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: NORTH AREA) (NO. 2) EXPERIMENTAL TRAFFIC ORDER 2024 - TRO/21/27B

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.

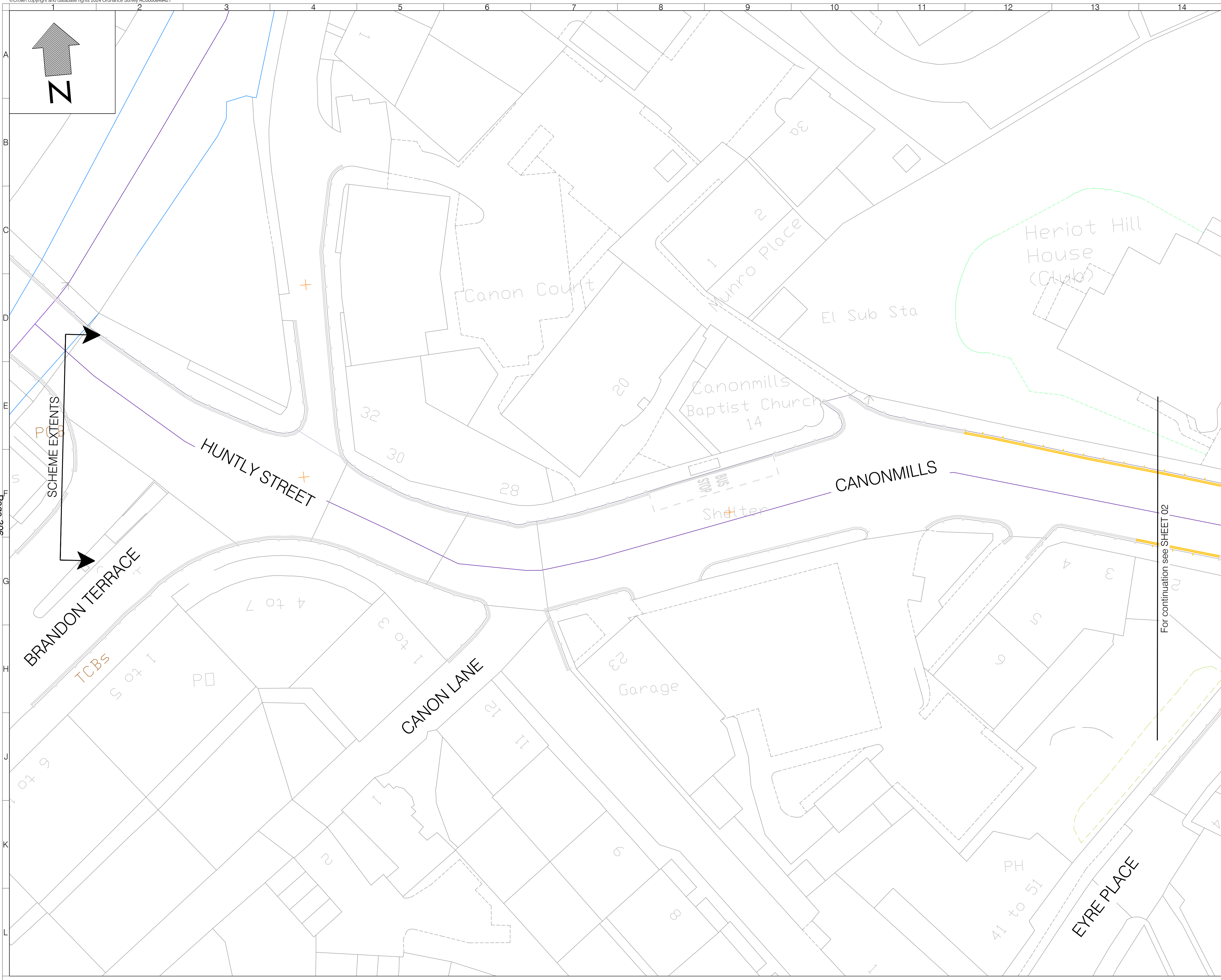
The trial is intended to support the approved transport hierarchy, measures included in the City Mobility Plan and Our Future Streets (Circulation Plan). Edinburgh needs mobility options that by 2030 are carbon emission free, efficient, accessible, and affordable. The more opportunity we have to make 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/21/27B plans



LEGEND

- Existing waiting restrictions
- Existing no waiting at any time
- Existing no loading/unloading at any time
- Existing no loading/unloading during times shown
- New no waiting at any time
- New no loading/unloading at times in ETRO
- Existing bus stop

Rev	Date	Description	Drn	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	SM	NC	TG

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.

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Client
EDINBURGH
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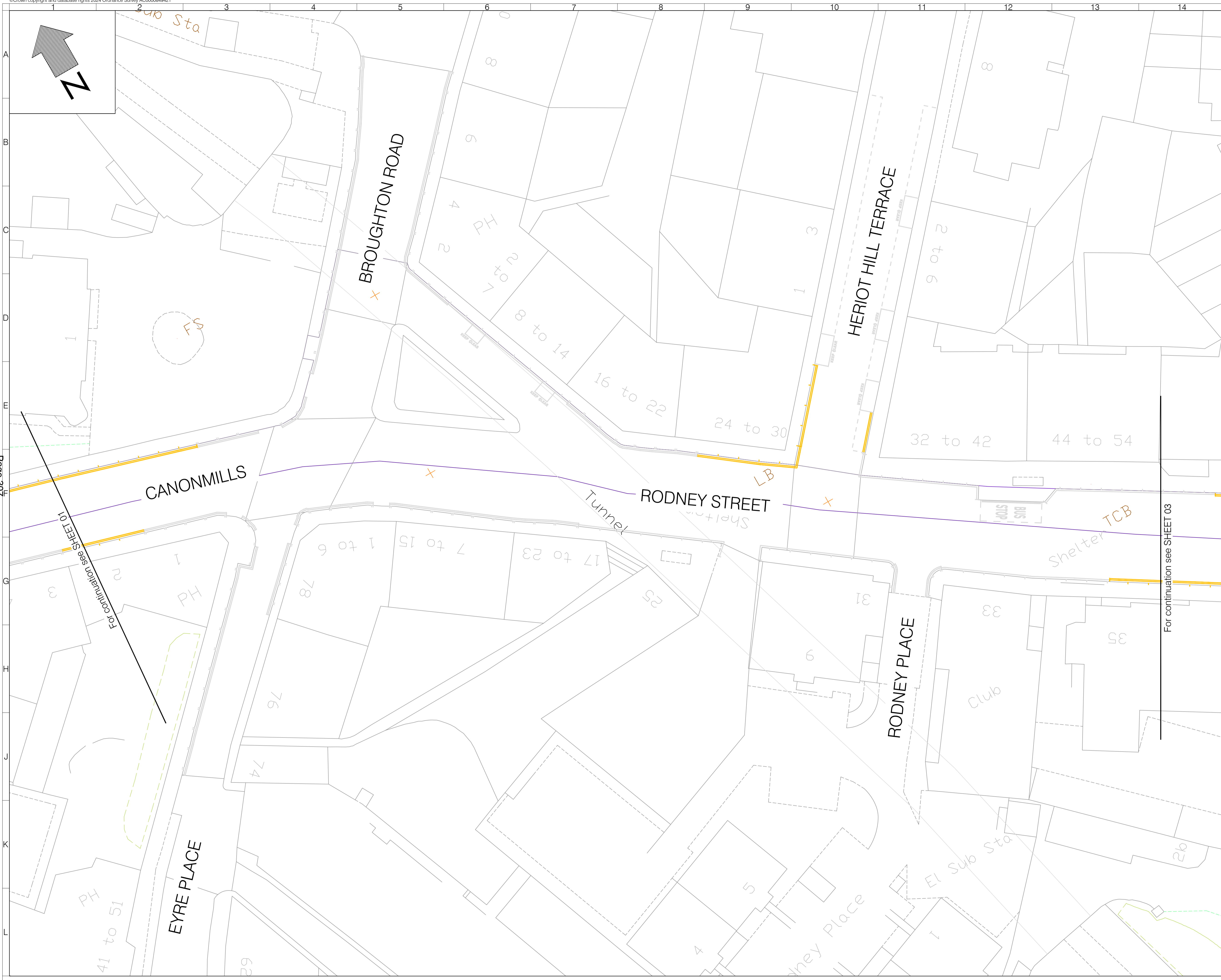
Project
NSL - CEC TRAVELLING SAFELY

Drawing Title
BELLEVUE TO CANONMILLS SHEET 01 OF 07

Drawing Status
FOR APPROVAL

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

Drawing No. 1000007733-3-0129 Rev 1



LEGEND

	Existing waiting restrictions
	Existing no waiting at any time
	Existing no loading/unloading at any time
	Existing no loading/unloading during times shown
	New no waiting at any time
	New no loading/unloading at times in ETRO
	Existing bus stop

Rev	Date	Description	Drn	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	SM	NC	TG

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For continuation see SHEET 03					
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Client
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Project
BELLEVUE TO CANONMILLS SHEET 02 OF 07

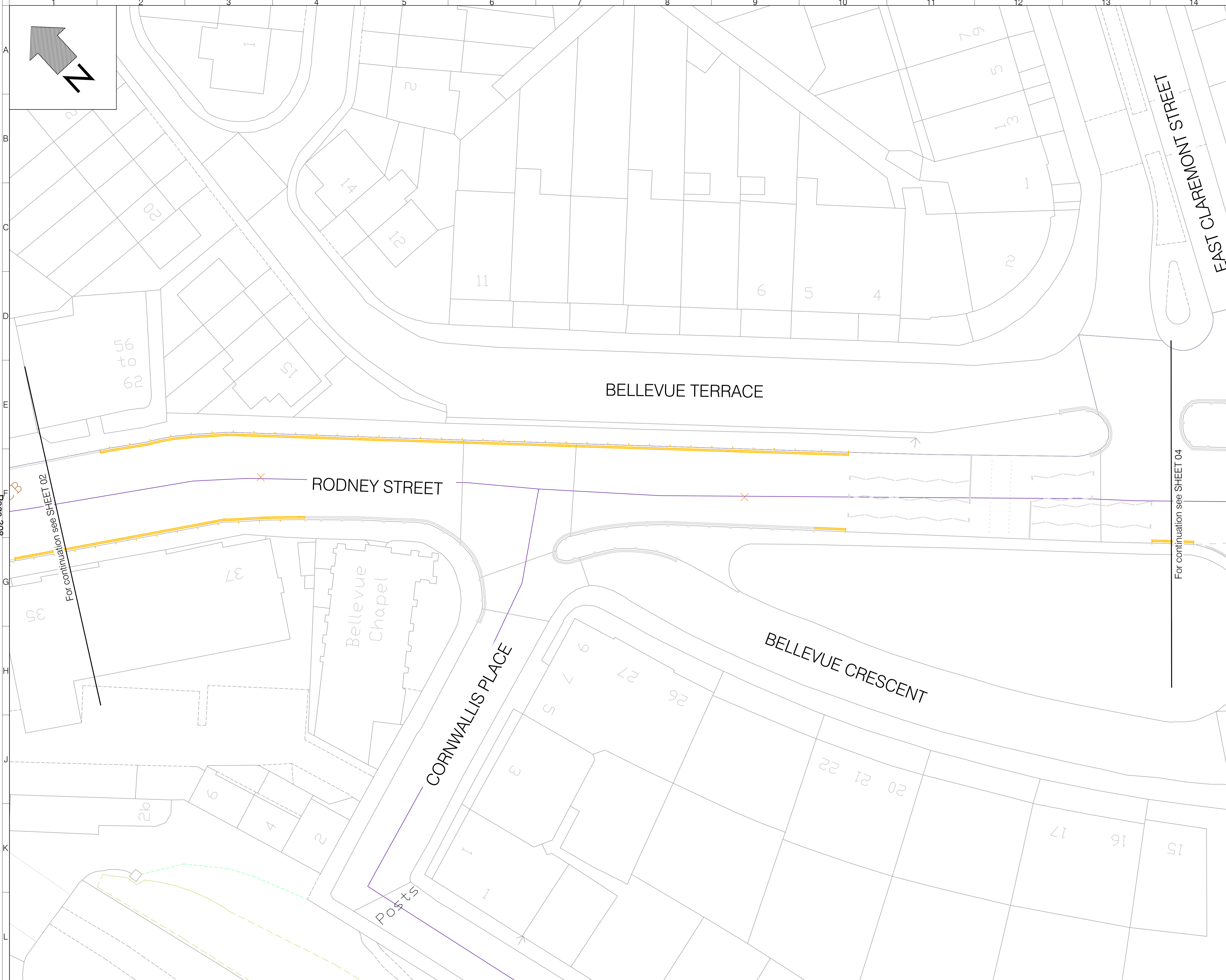
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Drawing No.	1000007733-3-0129			Rev
				1

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For continuation see SHEET 01

For continuation see SHEET 03



LEGEND

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- Existing no loading/unloading during times shown
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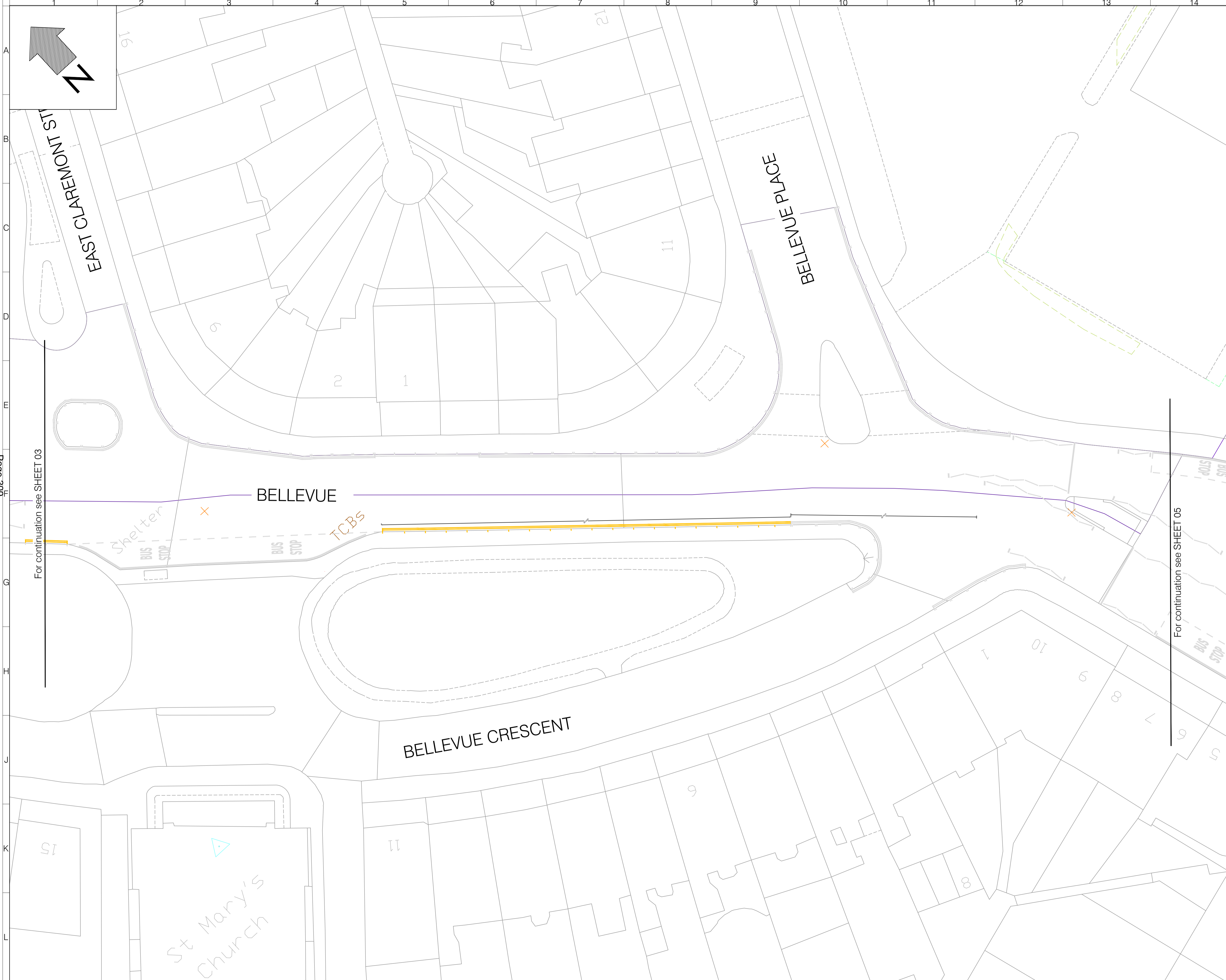
Project
NSL - CEC TRAVELLING SAFELY

Drawing Title
BELLEVUE TO CANONMILLS
SHEET 03 OF 07

Drawing Status
FOR APPROVAL

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

Drawing No.	Rev
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LEGEND

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- New no waiting at any time
- New no loading/unloading at times in ETRO
- Existing bus stop

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For continuation see SHEET 03

For continuation see SHEET 05

Rev	Date	Description	Drm	Chk	App
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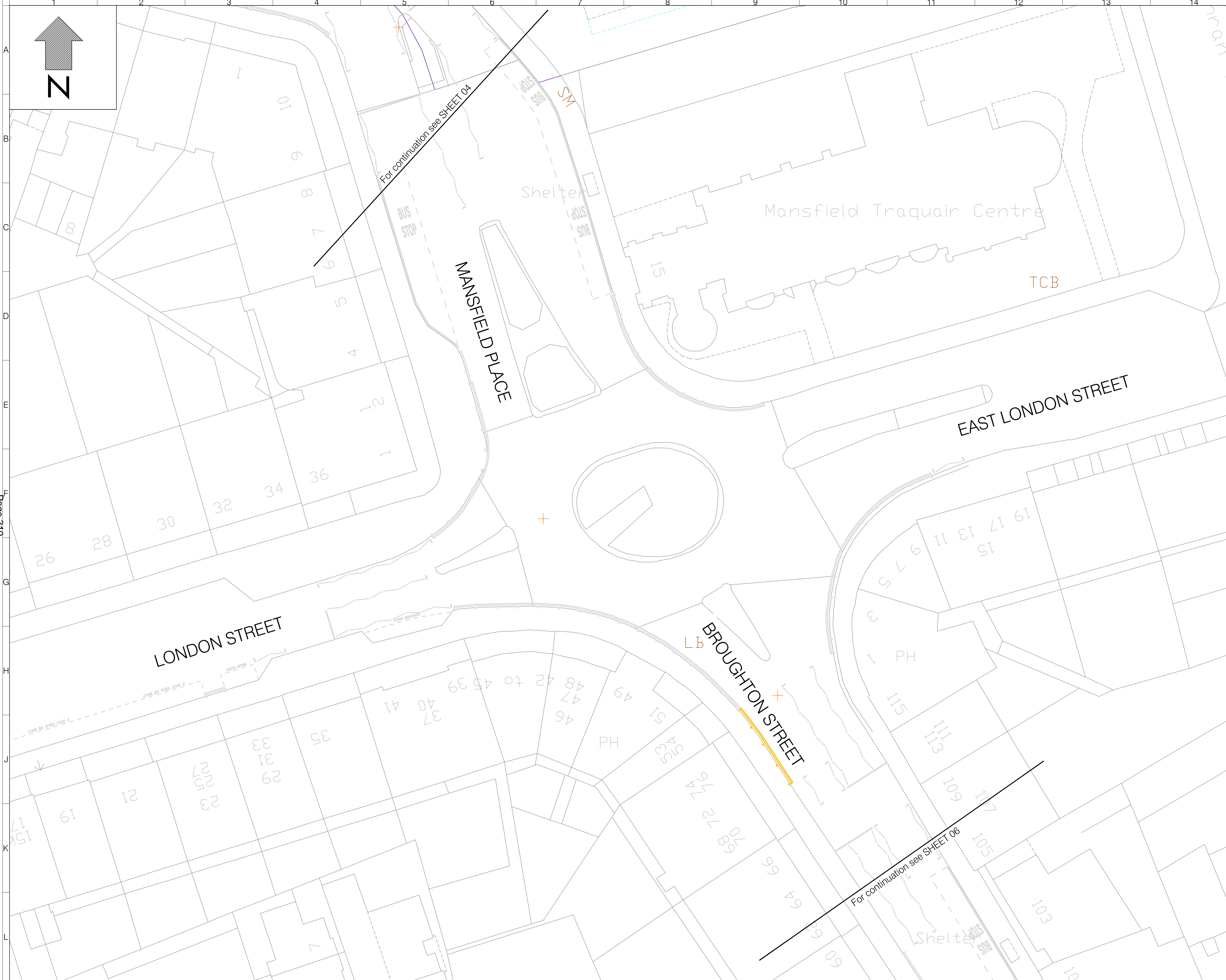
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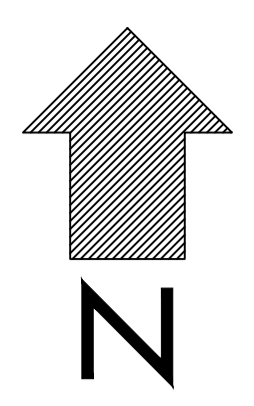
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Drawing No.
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LEGEND

-  Existing waiting restrictions
-  Existing no waiting at any time
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Project
NSL - CEC TRAVELLING SAFELY

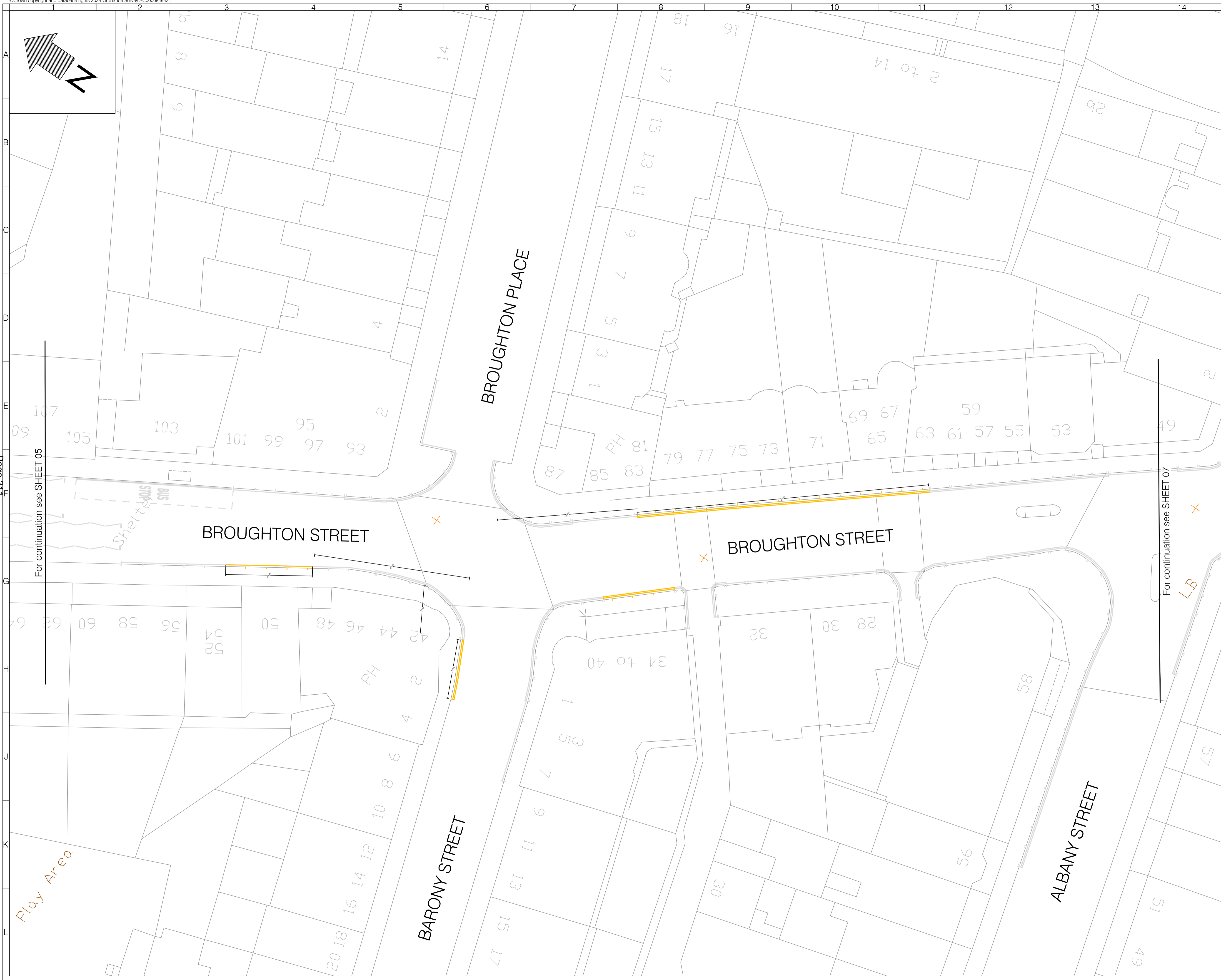
Drawing Title
**BELLEVUE TO CANONMILLS
SHEET 05 OF 07**

Drawing Status
FOR APPROVAL

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

Drawing No.
1000007733-3-0129

Rev	1
1	1



LEGEND

	Existing waiting restrictions
	Existing no waiting at any time
	Existing no loading/unloading at any time
	Existing no loading/unloading during times shown
	New no waiting at any time
	New no loading/unloading at times in ETRO
	Existing bus stop

Page 311
For continuation see SHEET 05

For continuation see SHEET 07

Rev	Date	Description	Drn	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	SM	NC	TG

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Client
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Project
BELLEVUE TO CANONMILLS SHEET 06 OF 07

Drawing Status: **FOR APPROVAL**

Drawn	Designed	Date	Scale	Size
SM	KR	OCT 2022	1:500	A1
Drawing No. 1000007733-3-0129				Rev 1



LEGEND






-  Existing waiting restrictions
-  Existing no waiting at any time
-  Existing no loading/unloading at any time
-  Existing no loading/unloading during times shown
-  New no waiting at any time
-  New no loading/unloading at times in ETRO
-  Existing bus stop

Rev	Date	Description	Drn	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	SM	NC	TG

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Client					
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Project					
NSL - CEC TRAVELLING SAFELY					
Drawing Title					
BELLEVUE TO CANONMILLS SHEET 07 OF 07					
Drawing Status					
FOR APPROVAL					
Drawn	Designed	Date	Scale	Size	
SM	KR	OCT 2022	1:500	A1	
Drawing No.					Rev
1000007733-3-0129					1



- NOTES:
-  Existing waiting restrictions
 -  Existing no waiting at any time
 -  Existing Yellow double blip
 -  New no waiting at any time
 -  Existing bus stop

Rev	Date	Description	Drn	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	WL	NC	TG



Client: NSL - CEC TRAVELLING SAFELY

Drawing Title: CREWE ROAD SOUTH SHEET 01 OF 02

Drawing Status: FOR APPROVAL

Drawn	Designed	Date	Scale	Size
WL	BF	OCT 2022	1:500m	A1

Drawing No. 1000007733-3-0123



- NOTES:
- Existing waiting restrictions
 - Existing no waiting at any time
 - Existing Yellow double blip
 - New no waiting at any time
 - Existing bus stop

Rev	Date	Description	Drn	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	WL	NC	TG




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Client					
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Project					
NSL - CEC TRAVELLING SAFELY					
Drawing Title					
CREWE ROAD SOUTH SHEET 02 OF 02					
Drawing Status					
FOR APPROVAL					
Drawn	Designed	Date	Scale	Size	
WL	BF	OCT 2022	1:500m	A1	
Drawing No.					Rev
1000007733-3-0123					0



- NOTES:
-  Existing bus stop
 -  Existing no waiting at any time
 -  New no waiting at any time

Rev	Date	Description	Dm	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	WL	NC	TG

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Project
 NSL - CEC TRAVELLING SAFELY

Drawing Title
 FERRY ROAD
 SHEET 01 OF 03

Drawing Status
FOR APPROVAL

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

Drawing No.
 1000007733-3-0124

Rev
 1



- NOTES:
- Existing bus stop
 - Existing no waiting at any time
 - New no waiting at any time

Rev	Date	Description	Dn	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	WL	NC	TG

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Drawing Title
 FERRY ROAD
 SHEET 02 OF 03

Drawing Status
FOR APPROVAL

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

Drawing No.	Rev
1000007733-3-0124	1



- NOTES:
-  Existing bus stop
 -  Existing no waiting at any time
 -  New no waiting at any time
 -  New no loading/unloading restrictions

Rev	Date	Description	Dm	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	WL	NC	TG

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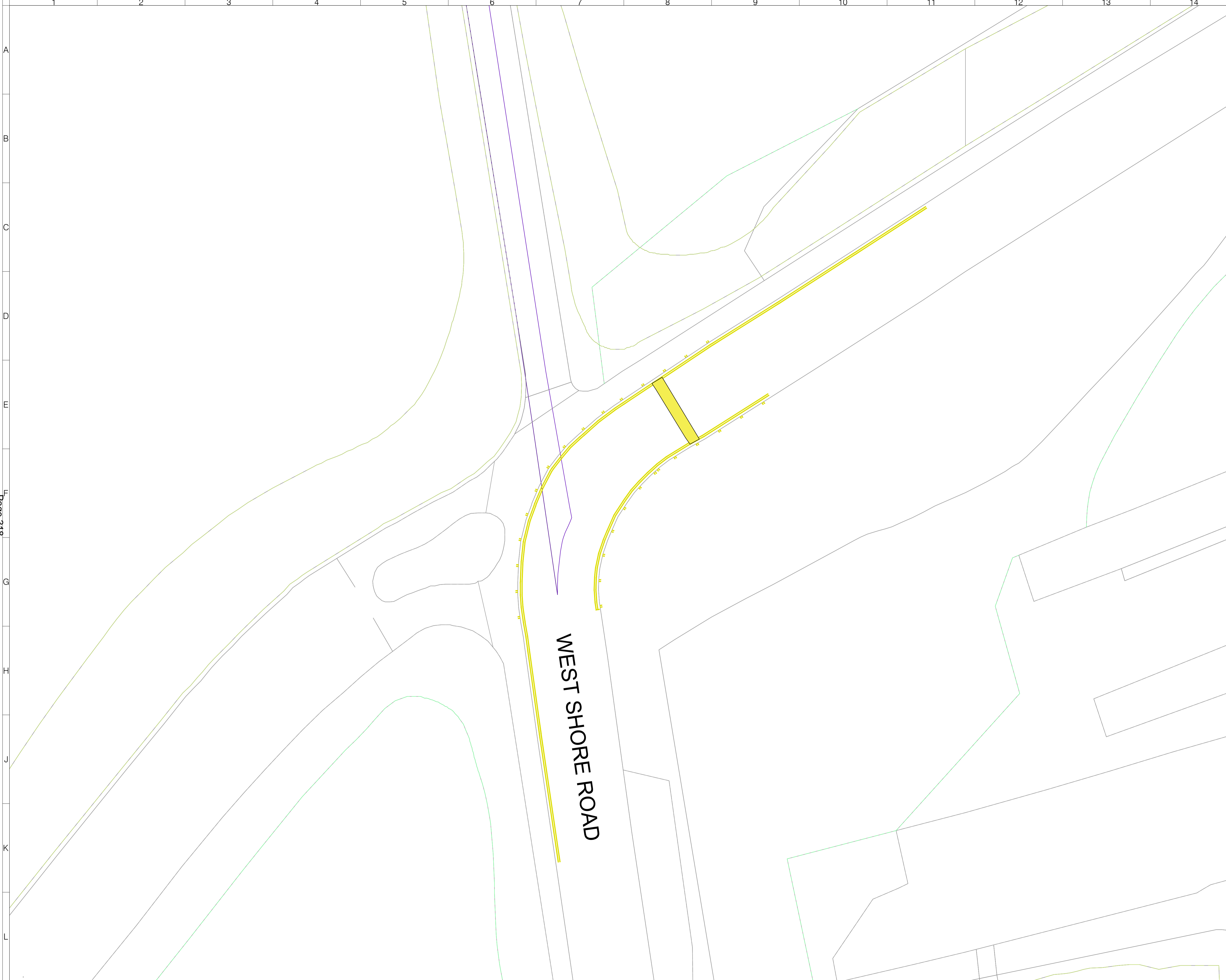
Client
Project
NSL - CEC TRAVELLING SAFELY



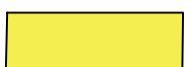
Drawing Title
FERRY ROAD
SHEET 03 OF 03

Drawing Status
FOR APPROVAL

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

Drawing No.	Rev
1000007733-3-0124	1



- NOTES:
-  New no waiting at any time
 -  New no loading at any time
 -  New prohibition of motor vehicle

Rev	Date	Description	Drn	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	WL	NC	TG

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.



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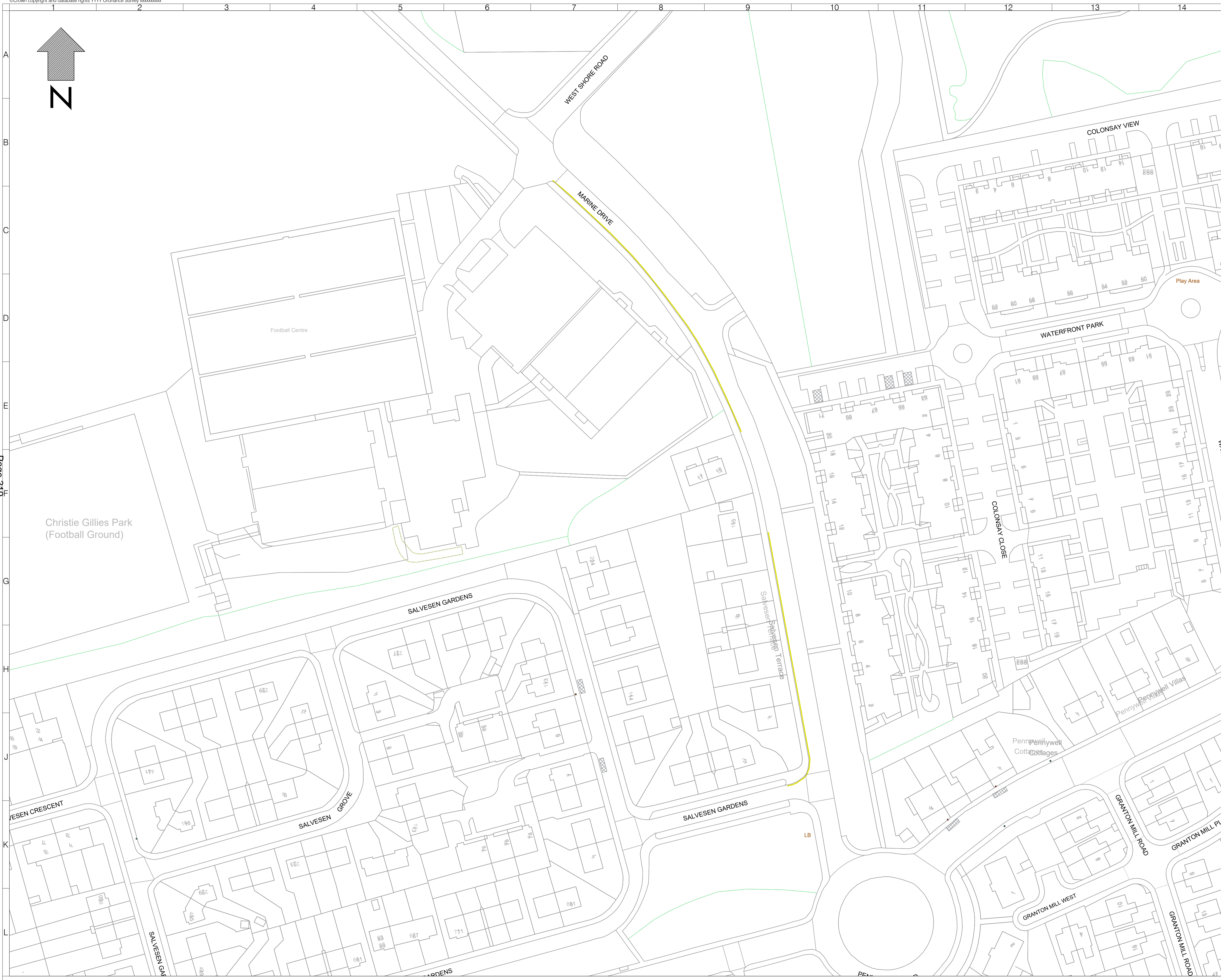
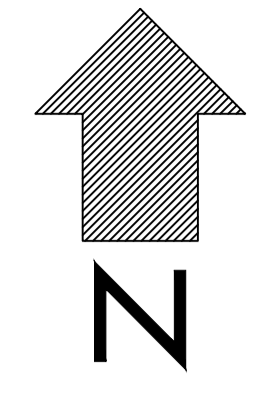
Client
NSL - CEC TRAVELLING SAFELY

Project
WEST SHORE ROAD/MARINE DRIVE
SHEET 01 OF 02

Drawing Status
FOR APPROVAL

Drawn	Designed	Date	Scale	Size
WL	BF	OCT 2022	Not to Scale	A1

Drawing No.	Rev
1000007733-3-0125	1



- NOTES:**
- Existing no waiting at any time
 - New no waiting at any time

Page 319

Christie Gillies Park
(Football Ground)

Rev	Date	Description	Drn	Chk	App
1	APR 2024	FOR APPROVAL	BF	SMS	SMS
0	OCT 2022	FOR APPROVAL	WL	NC	TG

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
NSL - CEC TRAVELLING SAFELY

Drawing Title
WEST SHORE ROAD/MARINE DRIVE
SHEET 02 OF 02

Drawing Status
FOR APPROVAL

Drawn	Designed	Date	Scale	Size
WL	BF	OCT 2022	Not to Scale	A1

Drawing No. 1000007733-3-0125 Rev 1

Appendix 7 ETRO/23/23A, as advertised, including the Statement of Reasons

The City of Edinburgh Council (Traffic Regulation; Arboretum Place, Restrictions on Waiting: North Area) (No. 2) Experimental Traffic Order 2024- **TRO/23/23A**

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 **Arboretum PI**. 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 **15/07/24** to **14/01/25** at www.edinburgh.gov.uk/trafficorders and www.tellmescotland.gov.uk. The Order will come into effect on **15/07/24**. 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/23/23A** 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 **14/01/25**. 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. **ETRO/23/23** as advertised on **14/06/24** and which came into operation on **24/06/24** is hereby revoked.

THE CITY OF EDINBURGH COUNCIL

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; ARBORETUM PLACE, RESTRICTIONS ON WAITING: NORTH AREA) (NO. 2) EXPERIMENTAL TRAFFIC ORDER 2024 - TRO/23/23A

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; Arboretum Place, Restrictions on Waiting: North Area) (No. 2) Experimental Traffic Order 2024", shall come into force on the Fifteenth day of July Two thousand and twenty-four, and shall expire on the Fourteenth day of January Two thousand and twenty-six.

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;
 - "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;
 - "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 3 of Schedule 1;
 - "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, in relation to the lengths of roads specified in column 1 of said Schedule;

"restricted road" means any road identified in the Schedule as having restricted 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 is a reference to a Schedule 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. 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.

Exceptions and exemptions from restriction of waiting

4. (1) The restrictions imposed by Article 3 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) Article 3 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 pitch;provided that no vehicle shall wait, by virtue of this paragraph on any restricted road during the prohibited hours;
- (4) Nothing in Article 3 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 Article 3 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 outwith 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 outwith 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 Article 3 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 Article 3 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 Article 3 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 Schedule 1 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 outwith 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.

Power to modify or suspend this Order

5. 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

6. "The City of Edinburgh Council (Traffic Regulation; Arboretum Place, Restrictions on Waiting: North Area) (No. 1) Experimental Traffic Order 2024", 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 Third day of July 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>
Arboretum Place	East side, from a point 183 metres or thereby south of the extended southern kerbline of Inverleith Place, southwards to a point 163 metres or thereby north of the extended northern kerbline of Inverleith Terrace;	At any time
Arboretum Place	West side, from the northern extent of the crescent-shaped kerb edge, southwards to a point 13 metres or thereby west of the southern extent of the crescent-shaped kerb edge;	At any time
Arboretum Place	West side, from a point 165 metres or thereby north of the extended northern kerbline of Inverleith Terrace, northwards for a distance of 20 metres or thereby and then westwards for a distance of 3.5 metres or thereby;	At any time

STATEMENT OF REASONS

TRAVELLING SAFELY EXPERIMENTAL TRAFFIC ORDER:

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; ARBORETUM PLACE, RESTRICTIONS ON WAITING: NORTH AREA) (NO. 2) EXPERIMENTAL TRAFFIC ORDER 2024 - TRO/23/23A

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.

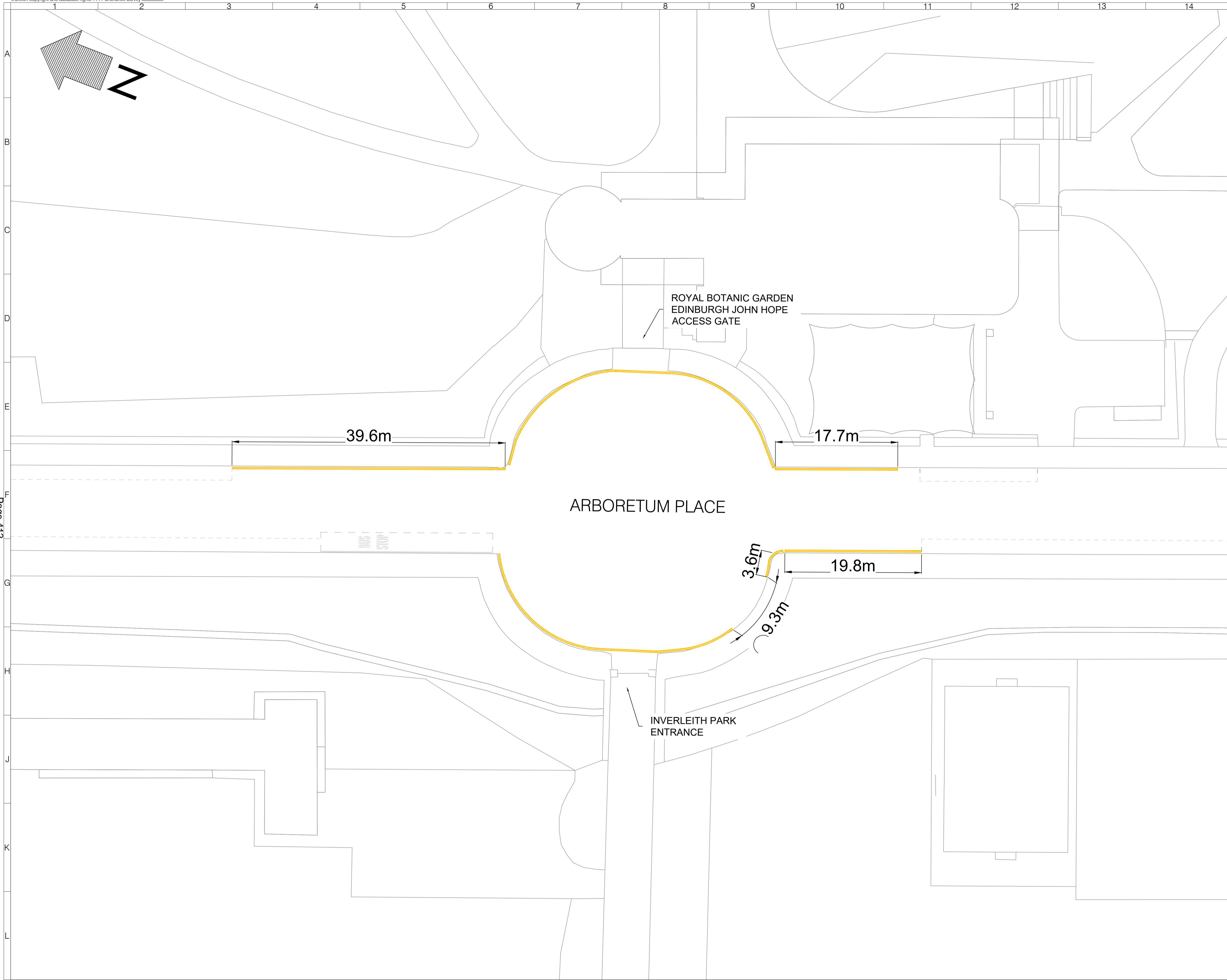
The trial is intended to support the approved transport hierarchy, measures included in the City Mobility Plan and Our Future Streets (Circulation Plan). Edinburgh needs mobility options that by 2030 are carbon emission free, efficient, accessible, and affordable. The more opportunity we have to make 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 8 ETRO/23/23A plans



LEGEND

-  Existing road markings
-  Proposed no waiting at any time
-  Existing bus stop

ROYAL BOTANIC GARDEN
EDINBURGH JOHN HOPE
ACCESS GATE

ARBORETUM PLACE

INVERLEITH PARK
ENTRANCE

39.6m

17.7m

3.6m

19.8m

9.3m

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UNCONTROLLED DOCUMENT

Rev	Date	Description	Drn	Chk	App
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Client
NSL-CEC Travelling Safety

Drawing Title
Arboretum Place - ETRO
SHEET 01 OF 01

FOR INFORMATION

Drawn	Designed	Date	Scale	Size
ND	KR	DEC 2021	1:250m	A1

Drawing No.	Rev
Arboretum Place_ETRO_PCL-01	0

Appendix 9 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

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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**.

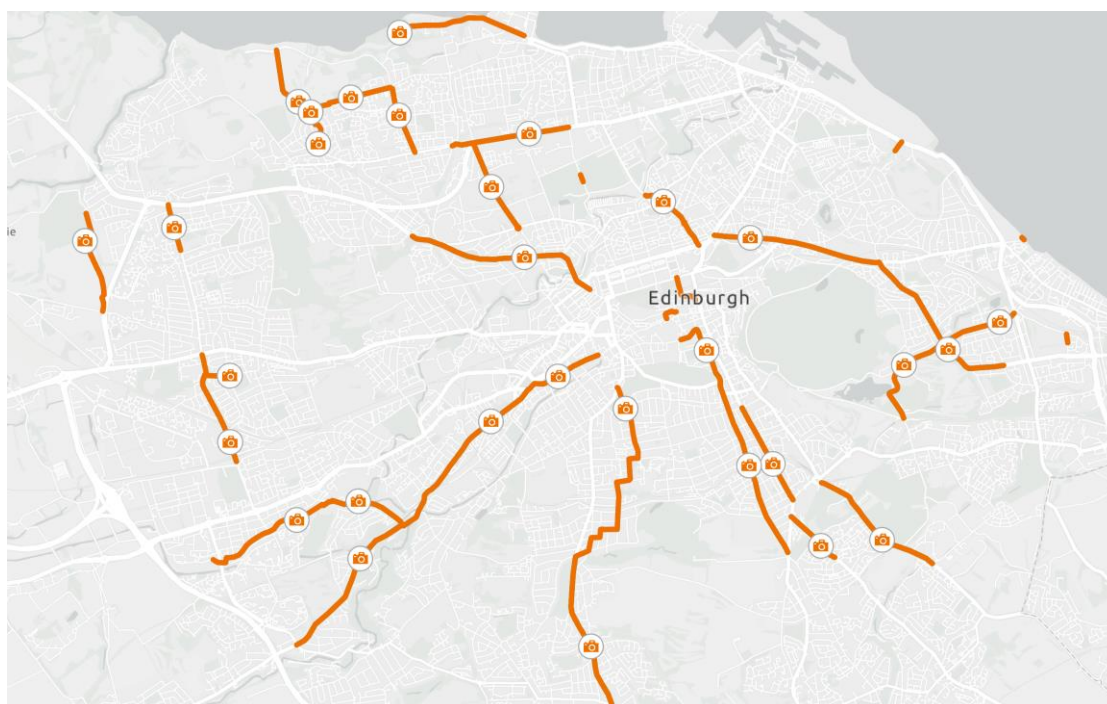


Figure 4-1: Map Showing the Location of User Counts Along the Travelling Safely Schemes

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**.

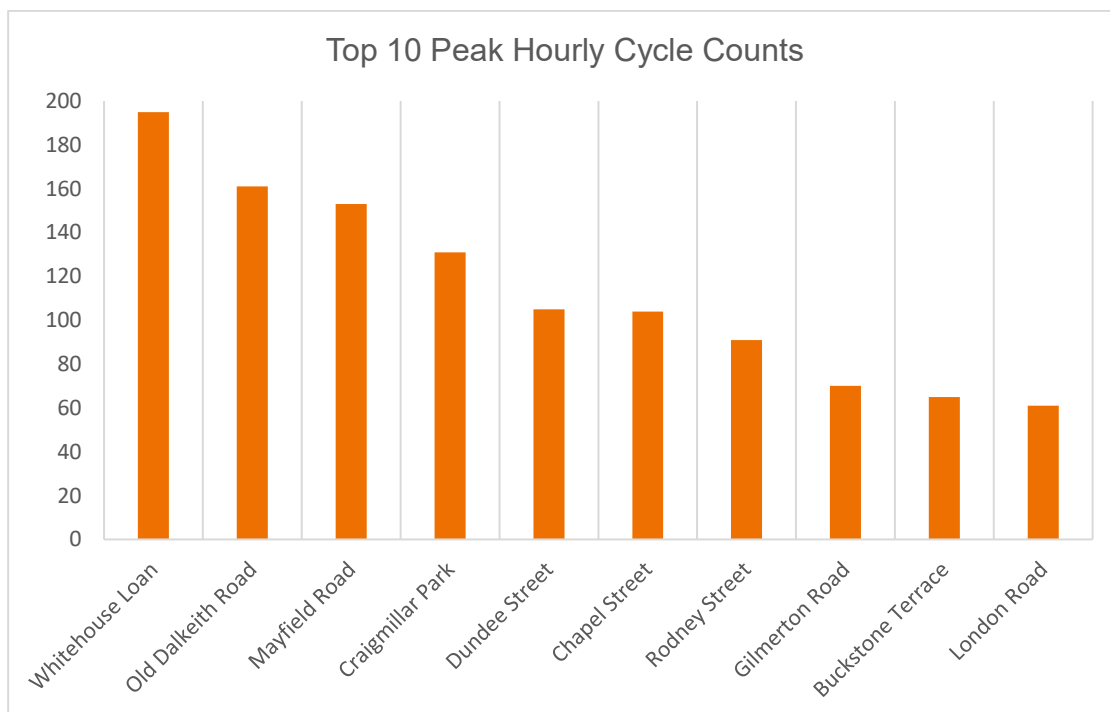


Figure 4-2: Top 10 Peak Hourly Cycle Counts

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**).

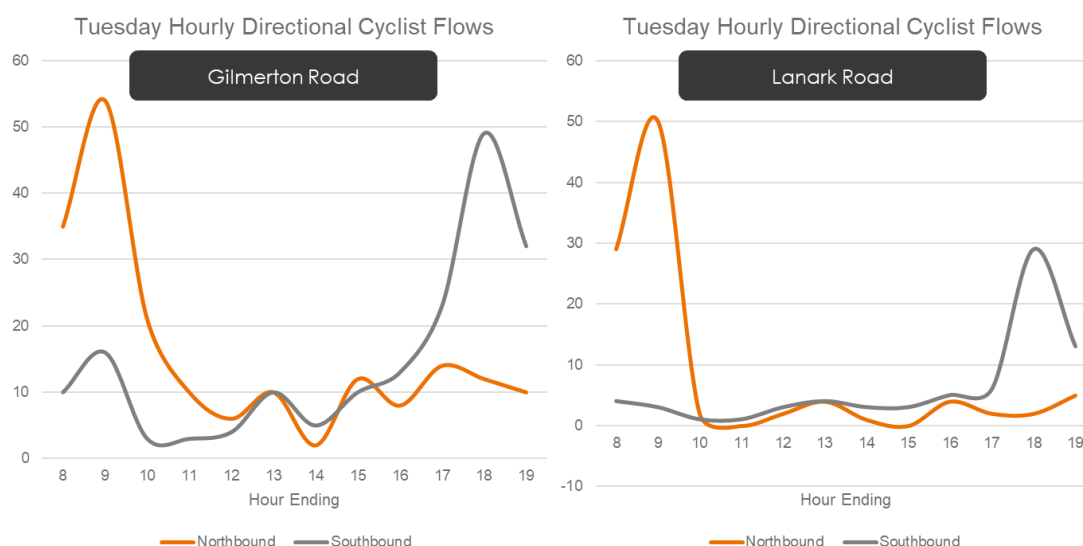


Figure 4-3: Hourly Directional Cyclist Flows on Gilmerton Road and Lanark Road

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.

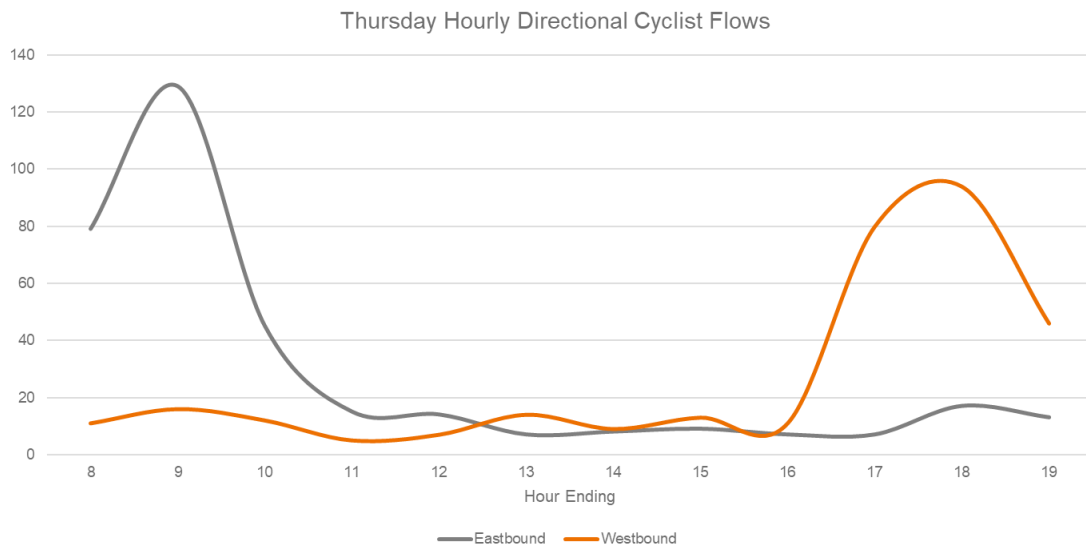


Figure 4-4: Hourly Directional Cyclist Flows on Old Dalkeith Road

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 10 - 2025 Travelling Safely Supplementary Monitoring Summary Report – Northern Routes



Travelling Safely
2025 Supplementary Monitoring
Summary Report – Northern Routes

On behalf of **The City of Edinburgh Council**



Document Control Sheet

Project Name: CEC Travelling Safely Monitoring 2025

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Summary Report – Northern Routes

Date: June 2025

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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. These measures, introduced using Temporary Traffic Regulation Orders (TTROs), were designed to provide additional space and improve safety for people 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 preparation of Experimental Traffic Regulation Orders (ETROs) to retain a number of the Travelling Safely Schemes for a further 18-month trial period, during which monitoring of the impacts of the schemes would be undertaken.
- 1.1.3 The results of the monitoring will help inform whether the scheme should be made permanent and, if so, what changes may be required.

1.2 Previous Monitoring Activities

- 1.2.1 In 2023, monitoring was undertaken to assess which schemes, or elements of schemes, were effective in encouraging walking and cycling. The activities also aimed to identify wider impacts on different user groups. 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
Public Transport Journey Time Analysis	<ul style="list-style-type: none"> ▪ Minimising Delay to Public Transport 	<ul style="list-style-type: none"> ▪ People Using Public Transport
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"> ▪ User Safety ▪ 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

1.3 2025 Monitoring Activities

Cycle User Count

- 1.3.1 To assess the ongoing impact of the Travelling Safely schemes, cycle user counts were collected again in February 2025. This allowed for comparison with the 2023 data and provided insight into usage trends. The majority of schemes were included within the 2025 monitoring,

except for some leisure-focused routes with minimal infrastructure and low 2023 counts. General traffic journey time analysis was also undertaken.

1.3.2 User count surveys were undertaken on the following dates:

- Tuesday 25th February 2025
- Thursday 27th February 2025

1.3.3 Weather conditions on both days were dry, with daytime temperatures around 4°C typical for the time of year. As the 2023 counts took place in June, seasonal differences were expected to influence the results, particularly on leisure-focused schemes.

General Journey Time Analysis

1.3.4 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.

1.3.5 INRIX data is sourced from in-vehicle technology, such as satnavs, which transmit location data periodically. Journey times are calculated based on the distance between transmissions, aggregated to represent travel times along defined road segments. As not all vehicles are equipped with this technology, INRIX data reflects journey times rather than traffic volumes.

1.3.6 Journey time analysis was carried out for all Travelling Safely routes. Data was extracted for September 2018, 2019, 2023 and 2024, the data from 2018 and 2019 providing a pre-scheme baseline for comparison with more recent years.

1.4 Purpose of this Report

1.4.1 This report summarises the findings from the 2025 monitoring of the schemes located in the **north of the city**, with the schemes split as follows:

Chapter 2: Broughton Street and Bellevue to Canonmills

Chapter 3: Crewe South Road

Chapter 4: Ferry Road

The location of these schemes is shown in **Figure 1-1**.

1.4.2 Although the West Shore Road scheme is located in the north of the city, it is primarily a leisure route with limited associated infrastructure and relatively low user counts recorded in 2023. Due to this, cycle user counts were not recorded in 2025. Additionally, the nature of the route makes INRIX analysis unsuitable. As such, West Shore Road is not included in this report.



Figure 1-1: Northern Scheme Locations

2 Broughton Street and Bellevue to Canonmills

2.1 Scheme Details

2.1.1 The Broughton Street and Bellevue to Canonmills Travelling Safely scheme extends from York Place to London Street via Broughton Street, and continues along Bellevue to Warriston Road. The scheme includes several sections of segregated cycling infrastructure in both directions. It also encompasses Broughton Street roundabout, where road markings have been revised to improve safety for cyclists.

2.2 Cycle User Counts

2.2.1 Cycle user counts were recorded on Rodney Street. There was a 7% increase between June 2023 and February 2025, rising from 580 to 621 cyclists. This route remained one of the most heavily used Travelling Safely schemes in the city, with over 100 cyclists recorded in a single hour during the 2025 survey.

Table 2-1: Rodney Street: 2-day weekday average cycle counts (07:00 – 19:00)

	June 2023	Feb 2025
Total Users (07:00 – 19:00)	580	621
% Difference		+ 7 %

2.2.2 Cyclist flow across the day followed a similar pattern in both 2023 and 2025, reflecting a clear commuting trend. During the morning peak, 69% of cyclists were travelling southbound towards the city centre. In the evening peak, this directional split was less pronounced, but still evident, with 57% of cyclists travelling northbound.

2.2.3 Morning peak volumes remained broadly consistent between the two years. However, there was a 13% increase in cyclist numbers during the evening peak period¹ in 2025.

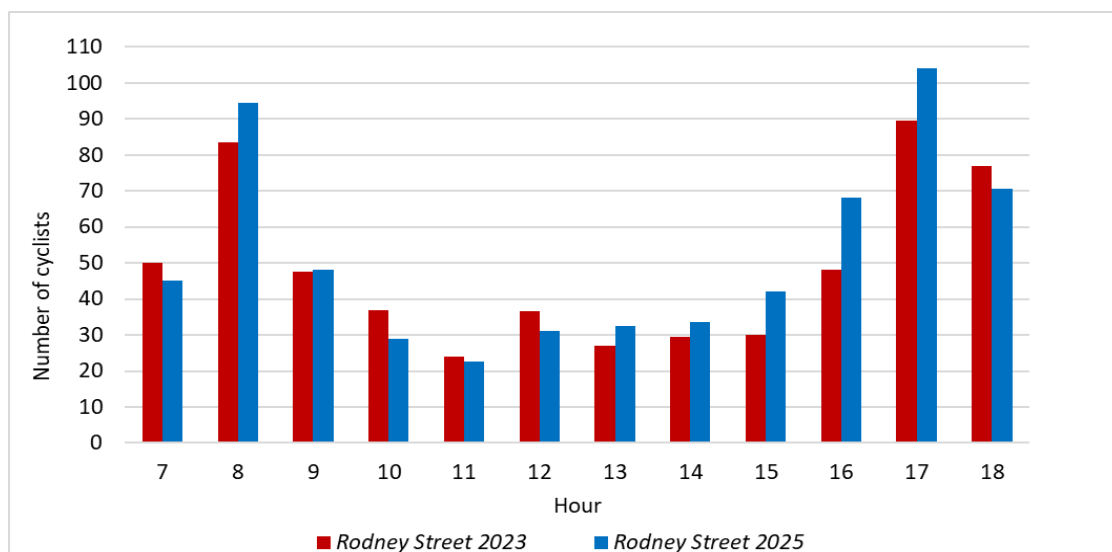


Figure 2-1: Rodney Street: 2-day weekday average cycle flow (07:00 – 19:00)

¹ Throughout this report, the morning peak period is defined as 07:00–10:00 and the evening peak period as 16:00–19:00.

2.3 General Traffic Journey Time Analysis

- 2.3.1 **Figure 2-2** and **Figure 2-3** present hourly general traffic journey time profiles for the scheme from INRIX.
- 2.3.2 In the southbound direction, the data shows that journey times in 2023 and 2024 were consistently lower than those recorded in 2018 and 2019, particularly during the morning (07:00 – 09:00) and afternoon (15:00 – 18:00) periods. While the baseline journey times exceeded 4 minutes during peak periods, southbound journey times in 2023 and 2024 remained closer to 3 minutes.
- 2.3.3 A similar trend was shown in the northbound direction, were the journey times in 2023 and 2024 were lower than those in 2018 and 2019. The northbound travel time was slightly quicker than the southbound travel time, with journeys around 3 minutes in 2018 and 2019, reduced to around 2 and a half minutes in 2023 and 2024.
- 2.3.4 The journey time analysis suggests that the Travelling Safely scheme has not introduced congestion in either direction on this route.

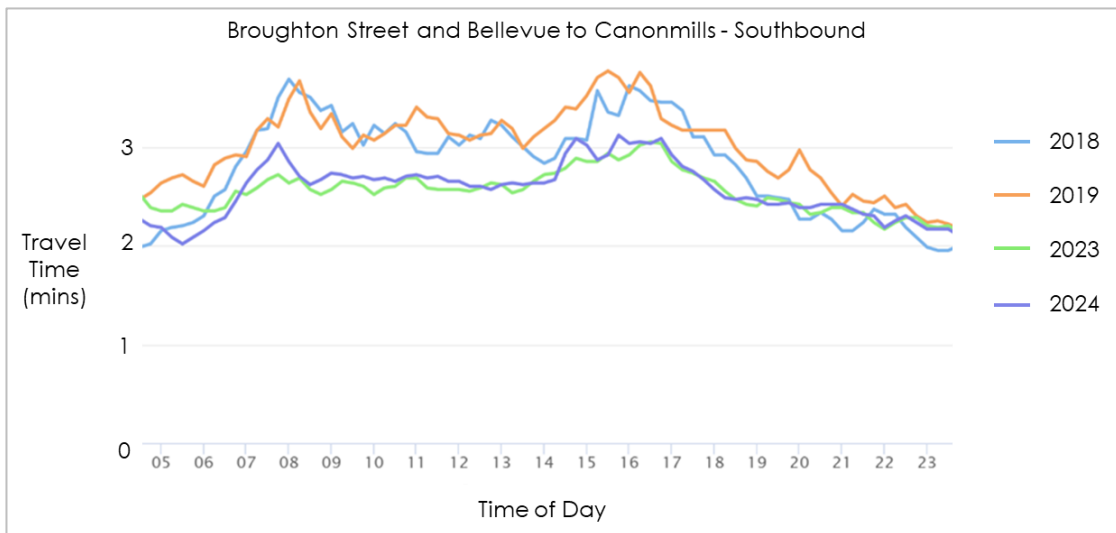


Figure 2-2: General Traffic Journey Time Analysis – Broughton Street and Bellevue to Canonmills, Southbound

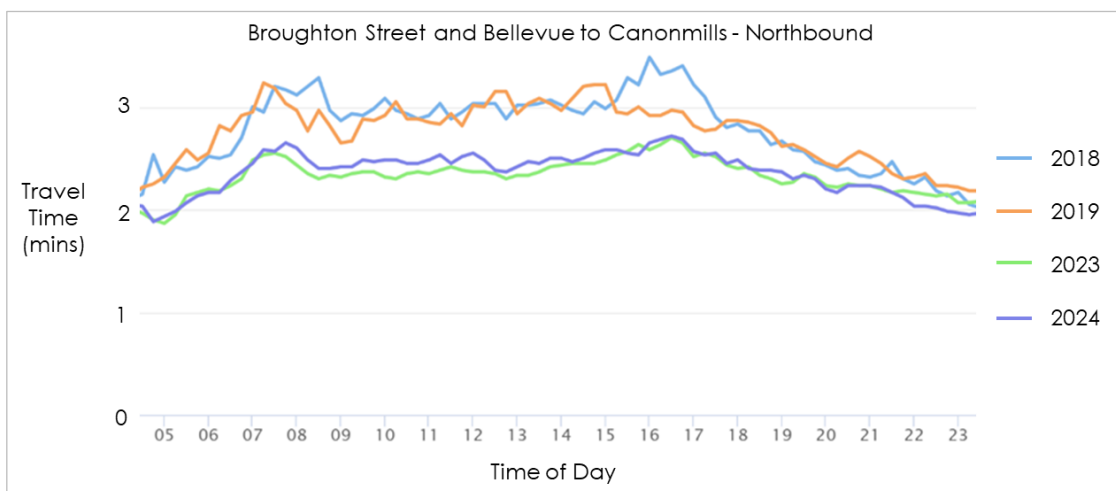


Figure 2-3: General Traffic Journey Time Analysis – Broughton Street and Bellevue to Canonmills, Northbound

3 Crewe Road South

3.1 Scheme Details

3.1.1 The Crewe Road South Travelling Safely scheme extends along Crewe Road South from Crewe Toll (Ferry Road) to Comely Bank Roundabout (Comely Bank Road).

3.2 Cycle User Counts

3.2.1 There was a 17% decrease in the number of cyclists on Crewe Road South, from 309 cyclists in June 2023 to 257 in February 2025.

Table 3-1: Crewe Road South: 2-day weekday average cycle counts (07:00 – 19:00)

	June 2023	Feb 2025
Total Users (07:00 – 19:00)	309	257
% Difference		- 17 %

3.2.2 It is possible that the opening of the Roseburn to Union Canal cycle route in December 2024 may have impacted route choice, leading to fewer cyclists using Crewe Road South in favour of the Roseburn Path.

3.2.3 The flow of cyclists on the Crewe Road South in 2025 was largely consistent with 2023. Both morning and evening peak periods were evident, with the afternoon peak period having more cyclists. In 2025, 65 cyclists were recorded during the three-hour morning peak, compared to 108 cyclists during the three-hour evening peak period. In 2023, these figures were 83 and 127 cyclists respectively.

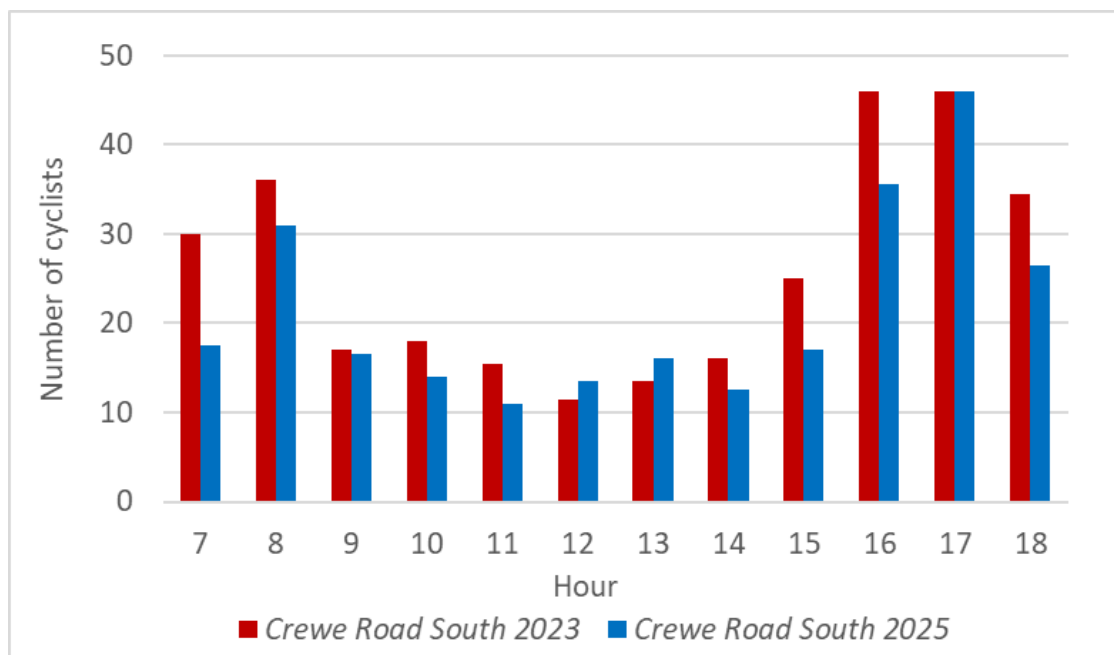


Figure 3-1: Crewe Road South: 2-day weekday average cycle flow (07:00 – 19:00)

3.3 General Traffic Journey Time Analysis

- 3.3.1 INRIX data from 2018 was unavailable for Crewe Road South. Therefore, 2019 is used as the sole baseline year.
- 3.3.2 In the northbound direction, general traffic journey times have increased since 2023 but remain below 2019. In the southbound direction, journey times have returned to 2019 levels without exceeding them.
- 3.3.3 While peak travel periods in the northbound direction show minimal impact, the morning and afternoon peak periods in the southbound direction exhibit notably longer and more variable journey times.

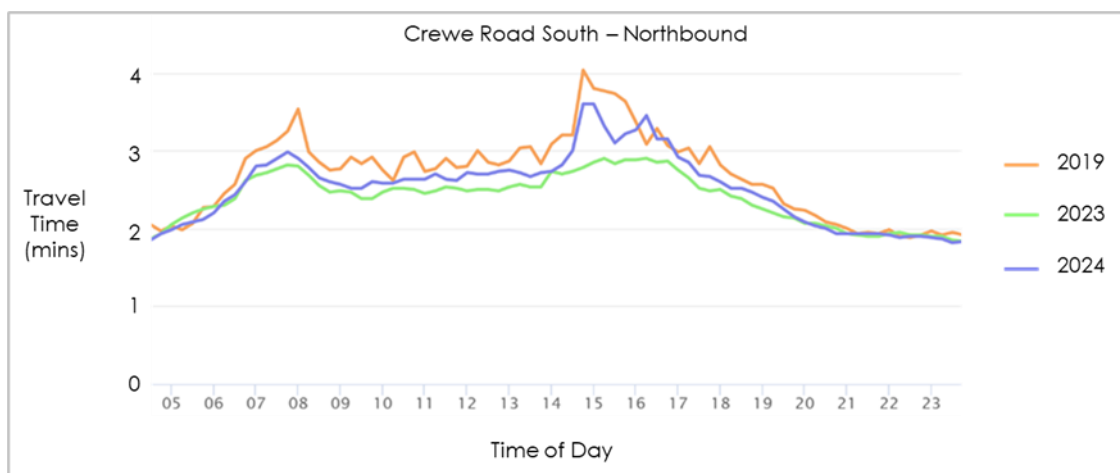


Figure 3-2: General Traffic Journey Time Analysis – Crewe Road South, Northbound

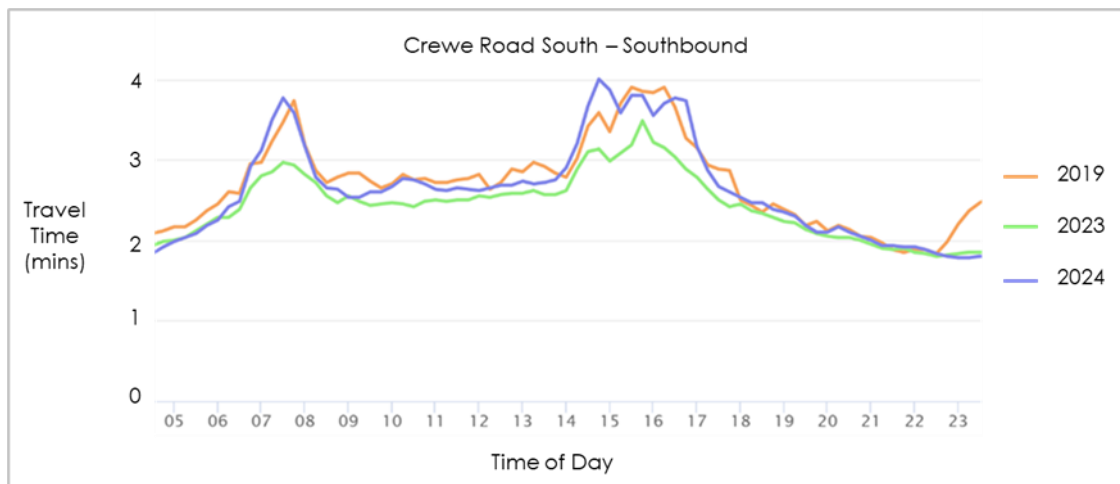


Figure 3-3: General Traffic Journey Time Analysis – Crewe Road South, Southbound

4 Ferry Road

4.1 Scheme Details

4.1.1 Ferry Road is another important vehicular corridor which functions as a northern orbital road around the city centre, rather than a route bringing traffic into the city centre. The Ferry Road Travelling Safely scheme extends along Ferry Road from Arboretum Road to Easter Drylaw Drive.

4.2 Cycle User Counts

4.2.1 There was a 39% decrease in the number of cyclists on Ferry Road, from 131 cyclists in June 2023 to 84 in February 2025.

Table 4-1: Ferry Road: 2-day weekday average cycle counts (07:00 – 19:00)

	June 2023	Feb 2025
Total Users (07:00 – 19:00)	131	84
% Difference		- 39 %

4.2.2 The largest difference between 2023 and 2025 was recorded between 07:00 and 09:00, when only 14 cyclists were observed in 2025, compared to 33 in 2023. While there were distinct peaks in the morning and evening in 2023, these were less pronounced in 2025, with cyclist numbers relatively consistent across the day and a slight increase in the evening.

4.2.3 Additionally, in 2023 there was a clear directional flow on Ferry Road, with most cyclists travelling westbound in the morning and eastbound in the evening. This pattern was thought to reflect commuting activity, likely influenced by the route’s proximity to the Western General Hospital. In contrast, the reduced flow and absence of directionality in 2025 suggest a decline in cycling commuters, which may have contributed to the overall decrease in cyclist numbers.

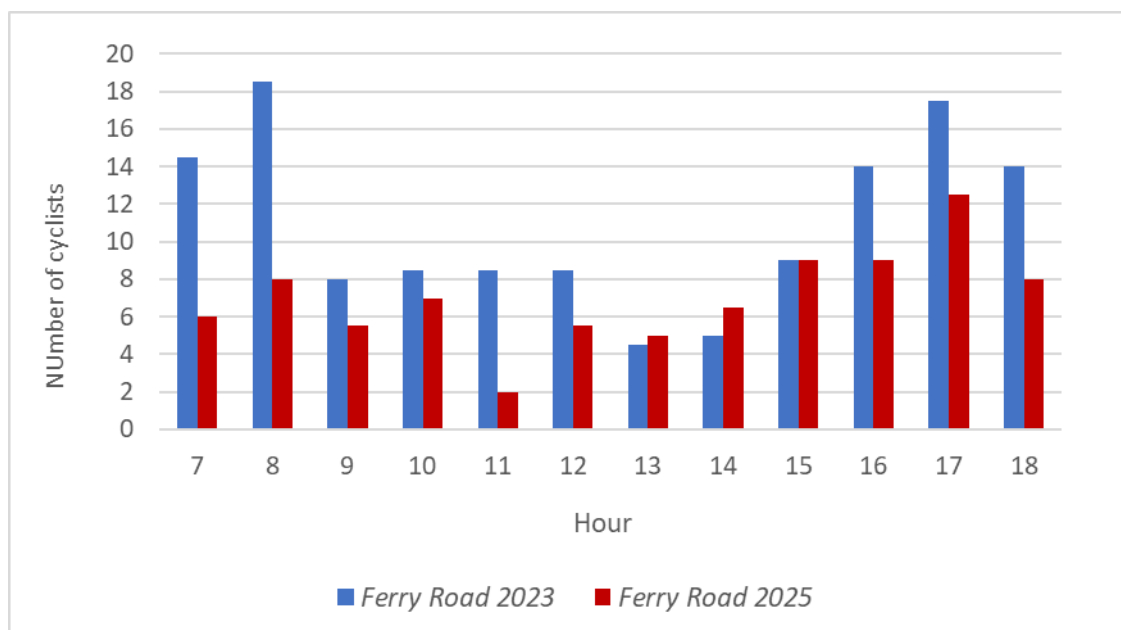


Figure 4-1: Ferry Road: 2-day weekday average cycle flow (07:00 – 19:00)

4.3 General Traffic Journey Time Analysis

- 4.3.1 Journey times along Ferry Road in 2024 were consistent with 2023 across both directions. One exception was a slightly higher eastbound inter-peak journey time than in 2018, though it remained below 2019 levels.
- 4.3.2 Clear morning (07:00–08:00) and evening (16:00–17:00) peak hours were observed in both directions. This suggests that post-implementation, journey times decreased for both westbound and eastbound traffic compared to 2019 and remained largely stable compared to 2018.

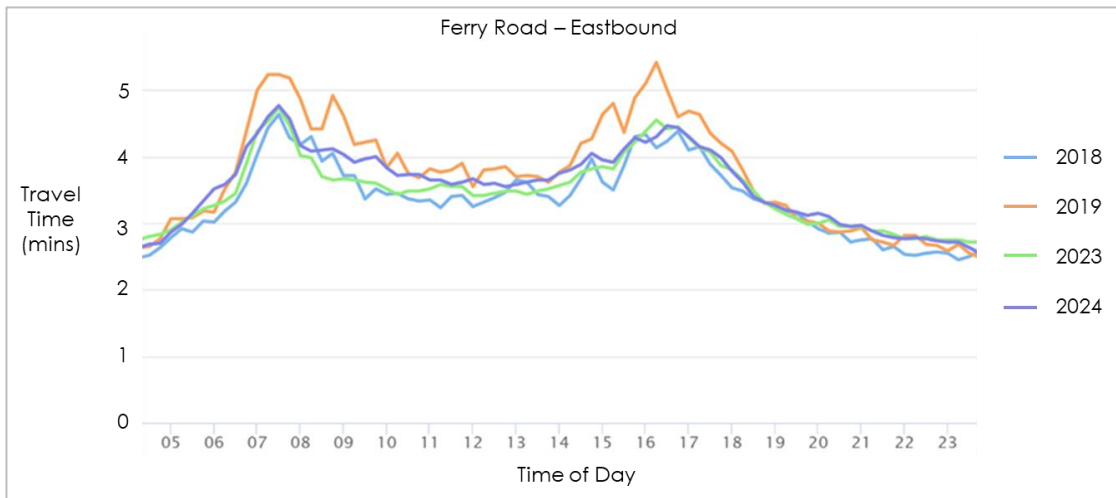


Figure 4-2: General Traffic Journey Time Analysis – Ferry Road, Eastbound

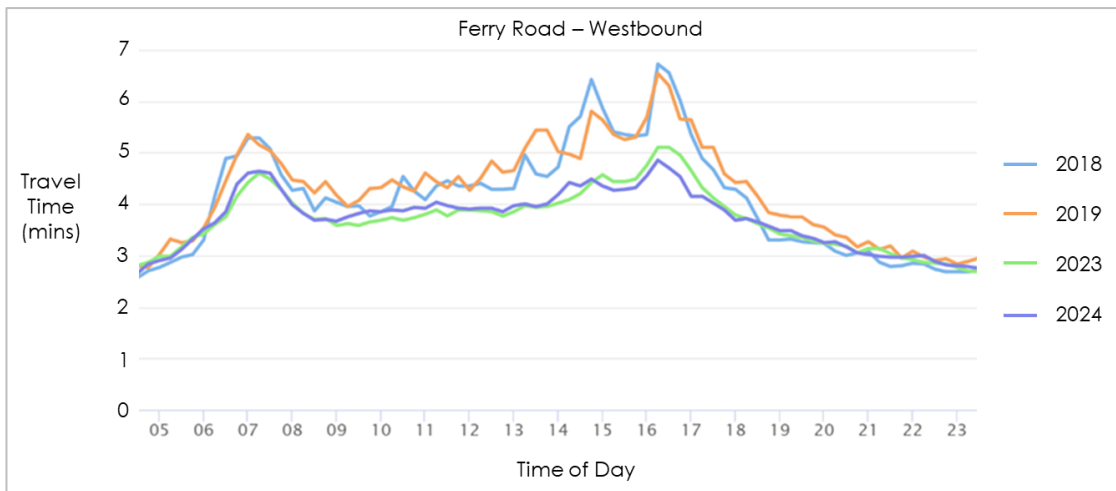


Figure 4-3: General Traffic Journey Time Analysis – Ferry Road, Westbound

Appendix 13 - Summary of complexities when analysing the responses to all Travelling Safely ETROs

1. Analysing all representations received against each Travelling Safely ETRO presents certain challenges due to:
 - 1.1. Two or more 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 all relevant consultation periods;
 - 1.1.2. Individuals or organisations could submit responses to all consultations. Where this has happened, this has been indicated for completeness; and
 - 1.1.3. Some schemes originally included in an Area ETRO were subsequently advertised separately under scheme specific ETROs; this results in some representations to an area based ETRO also being relevant to the individual ETRO.
 - 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 a 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 all, or a combination of, ETRO/21/27B, ETRO/21/30A and ETRO/23/23A during the readvertising period.

Appendix 14 - Register of ETRO/21/27B responses

Ref	Representation text	Scheme	Category
1	<p>These correctly Isbled '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 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>	<p>All</p> <p><i>*Two Submissions</i></p>	Object
2	<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
3	<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
4	<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
5	<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>	All	Object

Appendix 14 - Register of ETRO/21/27B responses

Ref	Representation text	Scheme	Category
	<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>		
6	<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. 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	Object
7	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
8	I can confirm that i objrct Craigleith Junction) measures TRO/21/30 with all the others in the area being TRO/21/27.	All	Object
9	Sent from my iPadMy name is [REDACTED], I reside @ [REDACTED]. My e-mail address is. [REDACTED] I wish to object to both of the above proposals. TITLE: RO/21/30. & TRO/21/27	All	Object
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	Object
11	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
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	Object
13	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
14	<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
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>Hi, I'm objecting to some of the councils decisions of where cycle lanes start and the congestion they are causing throughout the city.</p> <p>The lane that starts at the holiday Inn just before blackhall is an accident waiting to happen. Also the cycle lane at the turnoff for morrisons supermarket on ferry road causes no end of pollution from cars backed up, unable to turn left because of posts in wrong places.</p> <p>I know you want cars off the road but not everyone can cycle or wants to cycle. The council have ruined edinburgh with their policy. I have also seen on leith walk cyclists using the road rather than the cycle path on the pavements. What a waste of space and not to mention the cost.</p> <p>Hope you make better improvements to edinburgh roads in the future</p>	All	Object
17	<p>I am writing to comment on, question, and object to a number of the elements of the introduced trial transport measures around the City. I am not, generally, a writer of letters to committees or representatives, as the decisions made across a wide range of matters are generally understandable, sensible and balanced. However, having now lived in Edinburgh for over 15 years, I have been more and more dismayed at some of the elements of the recent transport trials, a number of which seem, on balance, to have non-trivial adverse consequences, intended or otherwise. These consequences do not seem to be being appropriately considered or given suitable weighting in ongoing decisions in the overall plans. My comments are limited to areas I have seen and incidents I have witnessed, however I imagine these could be extrapolated to other areas of the City with similar measures. I should also add, for background and context, that I am a keen runner and cyclist, and bus user, as well as a hybrid-car driver.</p> <p>General</p> <p>The principles of aiming for net zero by 2030 cannot be argued with – indeed, the associated more pleasant environment, and contribution to a more sustainable world is something all should, and generally do, actively support.</p>	All	Object

Ref	Representation text	Scheme	Category
	<p>However, there is significant frustration brought about for road users, mainly for vehicles drivers, as a result of some of the measures currently on trial, and I would ask what consideration has been given to this. Similarly, what assumptions have been made in relation to electric vehicle use in the years ahead?</p> <p>Scottish weather needs considered. In poor, icy, wet, windy or other inclement conditions, preferable, and arguably safer, methods of transport involve not being directly exposed to the elements of the weather. As such, cycle bollards, limiting the use if significant portions of roads, is not, when weather conditions are making travelling more hazardous, contributing to enhanced safety, particularly where visibility is reduced.</p> <p>Cycle lane bollards (specifically Queensferry Road , Ferry Road , Crewe Road South)</p> <p>I have witnessed a number of near misses on the above roads due to bollards which have been erected where drivers would not, rightfully, expected them to be. More specifically, a couple of examples have been at Craighleith outside the Esso petrol station, just prior to the left turn into Craighleith Crescent , where bollards appear after the bus stop; similarly on Crewe Road South , and also Queensferry Road, where bollards are in place, then stop for a traffic island, then commence again.</p> <p>Bollards also cause issues where vehicles are turning right, and other vehicles cannot pass them on the left due to the bollards – this then causes congestion, increased emissions, and heightened driver frustration.</p> <p>A more related general point is why has Ferry Road has had bollards placed on it, when there is already a cycle track literally less than 100 metres from it? Overall, I have actually seen little use of the cycle lanes on these roads. The cycle path network in Edinburgh is good, and well used. I use it myself frequently, and enjoy it very much. I am struggling to understand, therefore, why there is seen to be a need to actively look to move bikes onto roads. Is there an ultimate end game, or overarching principle that is not being publicised, which is driving some of these changes?</p> <p>In summary, in these times of cost of living pressures, and other pressure on public finances, is this really the best use of public funds at this current time?</p> <p>Roseburn</p> <p>After months of disruption, the resulting road layout seems bizarre. But on top of this, I heard that local traders are not being compensated for business disruption during this.....because it would create a costly precedent for other works?! Given the questionable outcome of the works, the sensible thing to do, therefore, would be not to actually do anything – save the money used, do not disrupt local businesses, and use the funds for other, more needed and balanced projects, such as road surface maintenance and pot hole repair.</p> <p>Overall</p> <p>So, in summary my questions to be addressed are:</p> <ol style="list-style-type: none"> 1. What cost benefit analysis has been done on actual cycle lane usage since the erection of the bollards? 2. What proactive measures are in place to gauge feedback on the trials? While I have written on this occasion, it is not something I normally do....and the general ad hoc feedback I have heard across a wide range of people has been anything but positive. 3. Why have bollards for cycle lanes been erected on Ferry Road, when there is already a cycle track less than 100m from this road? 4. Will the cost of removal of bollards, if that is what happens, be supported by the Scottish Government as well, or will it be cost prohibitive because the answer to this is no? 5. How much has the positive impact of electric vehicles (both private and public) and the related reduction in emissions been factored into plans, which seem heavily weighted to the reduction and/or elimination of any vehicular element in the future? 6. How has the impact of increased congestion, driver frustration and related mental health issues, been considered as part of the overall plan? 7. And finally, what was the pre-work evidence for the change, and disruption, at Roseburn? <p>Given the governmental funding element related to these points, I have also written to my MSP.</p>		
18	<p>Bike lane consultations: ETRO/21/30A & ETRO/21/30B; ETRO/21/27A & ETRO/23/23</p> <p>As a regular cyclist in Edinburgh over the past 30 years, I'm happy to give my feedback on the cycle lanes established in my local area, as indicated above.</p> <ol style="list-style-type: none"> 1. Use of bollards <p>Though these may provide a sense of security for novice cyclists, they are in fact a bit of a danger, for the following reasons:</p> <ol style="list-style-type: none"> a) they constrain the width of the lane, preventing safe overtaking of cyclists by other cyclists. b) they render it harder to turn right across the street, since a tight turn is needed between the bollards and their longer mountings. c) traffic cannot pull in to an empty lane on the left, if needed to allow emergency vehicles to pass by. d) the lanes cannot be cleaned by mechanised road sweepers, allowing the build up of foreign objects like glass, stones, sticks and leaves. This can be highly dangerous. <ol style="list-style-type: none"> 2. Use of coloured surfacing <p>Clear making of cycle priority lanes avoids these issues and has been tried and tested over many years. In Denmark, it is illegal for vehicles to enter such lanes unless there is an emergency, so why not here? After all, it's already illegal to park on double yellow lines or cross over a solid line in the centre of the road. Legislation needs to catch up here to avoid needless waste on bollards and plinths.</p> <ol style="list-style-type: none"> 3. Paved cycle lanes <p>The current fashion has to be commended, though the cost of these is so much greater than the provision of coloured lanes. However, there is an issue at bus stops. In such cases, pedestrians have priority over cycles when boarding a bus and cyclists have to either wait or pass the bus on the right (potentially dangerous for novice cyclists). This is a hazard for pedestrians as paved cycle lanes encourage greater speed. The solution is to place a chicane before each stop and to paint the boarding area with cross hatching, like a box junction.</p> <p>I hope these ideas are useful for your consultation, since they aim to combine practicality with cost effectiveness.</p>	All	Objection
19	<p>The New Town and Broughton Community Council (NTBCC) objects to the Bellevue to Canonmills elements of the above ETRO. The attached document sets out our reasons for objecting to the ETRO in general and the specific measures within our area.</p> <p>Please confirm receipt of this objection.</p> <p>Regards [REDACTED] Transport and Environment Convenor - NTBCC</p> <p>North Area (Broughton Street to Canonmills) ETRO (TRO/21/27B)</p> <p>The New Town and Broughton Community Council (NTBCC) objects to the retention of many of the measures introduced under the Spaces for People initiative along the route from Canonmills to Broughton Street. These were intended to be a temporary response to the pandemic. There is no longer a justification to retain many of these measures or continue to evaluate them using an ETRO. Instead, those that are no longer serving a useful purpose should be removed immediately and those that have proven their value should be made permanent. The nature of the temporary measures does not properly support increased active travel and has created additional hazards for pedestrians, cyclists and other road users as well as increasing congestion on a busy arterial route leading to more air pollution in a residential and local neighbourhood area.</p>	Bellevue to Canonmills	Object

Ref	Representation text	Scheme	Category
	<p>We also note that the plans provided with the ETRO only provide information on the waiting and loading restrictions. Apart from within the stated reasons for ETRO, no information is provided on the actual measures which were the reason for introducing the revised waiting and loading restrictions. This makes it very difficult for members of the public to provide meaningful feedback on the ETRO. No evidence has been provided of any monitoring that has been undertaken while this ETRO has been in effect nor does the ETRO set out any plans for such monitoring which is surely one of the key reasons for continuing to have these temporary measures in place. NTBCC requested greater involvement in decisions regarding these temporary measures through a Participation Request but was persuaded that this could be accomplished through more informal means. Unfortunately, this engagement with the local community has not been delivered. The original Spaces for People measures and their subsequent retention using the ETRO has been a missed opportunity to address the concerns raised by local residents and businesses. Following consultation conducted by the New Town and Broughton Community Council in 2021, it was clear that increasing pavement widths and making the area safer for pedestrians were the priorities for most respondents. These priorities have been largely ignored by the changes introduced by the Council under the Spaces for People initiative. We urge the Council to look again at the active travel needs of this neighbourhood area with a new perspective that properly responds to the needs of the community. We have set out below our position on each of the measures and associated waiting/loading restrictions by referencing the specific sheet numbers of the drawings included with the ETRO.</p> <p>Sheet 1 The sheet shows a section of no waiting or loading on the southbound side of Canonmills between Munro Place and Broughton Road. This change should be made permanent to remove parked or waiting vehicles blocking a very narrow and congested section of road. These restrictions were introduced to remove potential blockages for cyclists and other vehicles using this section of road approaching the junction with Broughton Road. This was one of a number of measures intended to improve the safety of this junction for cyclists and pedestrians. It would appear that some of these measures have been quietly forgotten.</p> <p>We raised particular concerns due the very narrow width of pavement on the north side of Broughton Road given the significant number of pedestrians using this section of pavement. Nothing was done to extend the width of this pavement/waiting area. The ETRO could have been used to evaluate a reconfiguration of this junction to increase space for pedestrians. There was also a no right-hand turn introduced at this junction to prevent south bound traffic turning into Eyre Place. This was intended to improve traffic flows at this junction and thus reduce the likelihood of traffic build-up back towards Huntley Street. We have noted that the road sign has been removed. Why has this restriction been removed? Given the uphill nature of this section of road for cyclists, consideration should have been given to introducing a segregated cycle path and an early start light for cyclists at this junction. Both measures would have a very positive impact on the safety of cyclists.</p> <p>Sheet 2 The sheet shows waiting and loading restrictions on the northbound side of Canonmills between the junction of Eyre Place and Huntley Street. We believe that these measures should be made permanent and loading restrictions should be extended to 24 hours per day on the section closest to Eyre Place as it is on a bend reducing visibility for approaching traffic and requiring cyclists to move into the centre of the road. The waiting and loading restrictions at the junction of Rodney Street and Herriot Hill Terrace should be made permanent to reduce potential congestion for southbound traffic using Rodney Street, removing the need for cyclists to move into the centre of the road and improving visibility for traffic turning out of Herriot Hill Terrace. The segregated cycle lane on the downhill northbound side of Rodney street should be removed as it ends abruptly at the first of two bus stops. Cyclists should instead be given priority in the main carriage way. The waiting and loading restrictions should be made permanent given the proximity of the bus stops on both sides of the road at this point. The loading restrictions should be extended to cover the full period that bus services operate on this route. Priority should be given to improving the segregated cycle lane on the opposite uphill southbound side of the road especially as it passes the bus stop.</p> <p>Sheet 3 We support the continuation of the parking and loading restrictions on west side Bellevue and Rodney Street but believe that the small sections of segregated cycle lane should not be retained on this downhill section of road. These are of limited benefit to cyclists who are entering and leaving these sections due to the presence of two bus stops on this side of the road, the junction with Cornwallis Place and a controlled pedestrian crossing. One of the missing elements of this sheet is the pavement build out at the north side of the junction with Cornwallis Place. This should either made permanent or removed as the temporary infrastructure is a hazard to pedestrians especially those who are wheeling or visually impaired. The segregated cycle lane on the east uphill side of Rodney Street beyond the bus stop by Herriot Hill Terrace to East Claremont Street should be made permanent and the temporary pavement build out removed to provide more space for this cycle lane.</p> <p>Sheet 4 Again, this sheet fails to show many of the Spaces for People measures which are being retained under this ETRO. The segregated cycle lane on the west side of Bellevue should be removed as it does not serve any useful purpose and increases the risks to cyclists leaving the cycle lane just before the bus stop and re-entering the main carriageway. The parking and loading restrictions should be made permanent to reduce the need for cyclists to avoid parked cars especially given the number of junctions and the pedestrian crossing island between East Claremont Street and Bellevue Place. In contrast the lack of a dedicated cycle lane on the east uphill side of Bellevue reduces the benefit of the segregated cycle lane from Rodney Street. Given that this route is part of the National Cycle Network, consideration should be given to creating a segregated cycle lane from East Claremont Street to the Broughton Roundabout. This would require some modification of the side junctions and the bus stop on Mansfield Place. The sheet shows no pavement build out at the centre refuge of the East Claremont Street junction. The temporary measures should be made permanent to improve pedestrian safety by restricting the width of the junction.</p> <p>Sheet 5 The sheet once more fails to show the extent of the temporary measures introduced under the Spaces for People which this ETRO is seeking to retain. These measures include roadway width restrictions and pavement extensions. We object to the retention of these measures around the Broughton roundabout. The pavement widths are already more than adequate and by providing the temporary build outs, pedestrians are encouraged to cross the roads adjacent to the roundabout away from the controlled crossings increasing the risk to them of an accident. As a consequence of these buildouts, traffic is constrained to a single lane entering and leaving the roundabout increasing congestion and thus atmospheric pollution. The temporary barriers that were installed in the centre of Mansfield Place were never justified by the need to provide additional space for active travel and should be removed. If it is deemed necessary to restrict the ability of vehicles to cross the carriageway, then this should be approved under a full TRO. The section of no parking and loading restrictions on the west side of Broughton Street on the approach to the roundabout should be removed to provide additional parking and loading space for residents, disabled drivers, businesses and visitors. Further consideration of this junction should be undertaken to improve the safety of cyclists travelling along the National Cycle Route and to restrict through traffic along East London Street.</p> <p>Sheet 6 This sheet shows additional waiting and loading restrictions on the east side of Broughton Street between Broughton Place and Forth Street. What is not shown is the small section of segregated cycle lane. This should be removed, and further effort should be focussed on improving cyclist safety on the National Cycle Route and in particular Dublin Street with its direct connections to the CCWEL route. Broughton Street</p>		

Appendix 14 - Register of ETRO/21/27B responses

Ref	Representation text	Scheme	Category
	<p>is not a suitable route for southbound cyclists to be using to access the City Centre due to the significant conflicts identified by the Council in the 'Our Future Streets Technical Summary Report' presented to the Transport and Environment Committee in February 2024.</p> <p>The temporary build-out of the pavement on the corner of Barony Street and Broughton Street should be made permanent and the temporary measures removed as they pose a hazard to pedestrians especially those with restricted mobility or vision.</p> <p>All of the waiting restrictions in this section of Broughton Street should be reevaluated based on the impact of the communal bin review in this area and the loss of other parking spaces in adjacent streets.</p> <p>Sheet 7</p> <p>The sheet shows additional loading and waiting restrictions on the southbound side of Broughton Street between Broughton Place approaching the junction with Picardy Place. We believe that these restrictions are beneficial to maintaining proper traffic flow at this junction. This encourages traffic to use this route to access Picardy Place rather than use other routes including East London Street to avoid congestion. This change should be made permanent, and the restrictions apply 24 hours per day.</p> <p>The sheet shows a no waiting area on the north side of Forth Street close the junction with Broughton Street but with loading allowed during certain times.</p> <p>We objected to this becoming a loading area as Forth Street is a one-way street thus requiring any commercial vehicles that have completed their loading/unloading operations to travel through narrow residential streets in order to return to the main road. Having checked the actual site, it would appear that the sign showing the loading restrictions has been removed so that this is now apparently only a no waiting area. While there is some benefit of removing parked vehicles near the junction this has resulted in loss of parking spaces for residents and people using the shops on Broughton Street. This change should be reviewed when the TRO for the next phase of the communal bin review is prepared.</p> <p>Also on this sheet is a new section of no waiting but with limited loading allowed on the northbound side of Broughton Street between York Lane and Albany Street. This is opposite a bus stop and loading area on the southbound side of the road. Given the proximity of this section of road to Albany Street, we agree that parking should be restricted especially as it is also close to a pedestrian island crossing. This change should be made permanent.</p>		
20	<p>I object to the retention of many of the measures introduced under the Spaces for People initiative along the route from Canonmills to Broughton Street. These were intended to be a temporary response to the pandemic. There is no longer a justification to retain many of these measures or continue to evaluate them using an ETRO. Instead those that are no longer serving a purpose should be removed immediately and those that have proven their value should be made permanent. The nature of the temporary measures does not properly support increased active travel and has created additional hazards for pedestrians, cyclists and other road users. Specifically the segregated cycle paths on Broughton Street (southbound) and Bellevue/Rodney Street (northbound) should be removed. The cycle path on the Rodney Street/Bellevue (southbound) should be made permanent and extended to provide a more continuous safe route for cyclists travelling uphill on a National Cycle Route. There is no need to retain the additional pedestrian space on Rodney Street/Bellevue (southbound) and therefore additional space can be utilised for a wider cycle path. The waiting and loading restrictions along both sides of Bellevue and Rodney Street should be made permanent as should the pavement build outs at the junctions with East Claremont Street and Cornwallis Place. Further comments will be provided separately.</p>	Bellevue to Canonmills	Object
21	<p>Re. Broughton Street to Canonmills ETRO (TRO/21/27B)</p> <p>I object to the retention of the measures introduced under Spaces for People from Canonmills to Broughton Street.</p> <p>These were a temporary response to the pandemic. There is no reason to retain them or continue with as an ETRO. They should be removed immediately. My understanding is that no monitoring that has been done or is planned to support any aspects of the ETRO which might justify extending it.</p> <p>These temporary measures have created hazards for pedestrians, cyclists and other road users as well as increasing congestion causing more air pollution. Residents have always been clear that increasing pavement widths to make the streets safer for pedestrians should have been the priority. That was ignored under the Spaces for People. The New Town and Broughton Community Council produced a good plan for Broughton Street in 2021. That should be used as the basis for future improvements.</p>	Bellevue to Canonmills	Object
22	<p>I have read and fully support the submission that has been made by the New Town and Broughton Community Council.</p>	Bellevue to Canonmills	Object
23	<p>I strongly object to you continuing the Covid measures on the road from Canonmills to Broughton St. Truly it is quite ridiculous as it slows traffic down massively and is very inconvenient. As cars are waiting a long time at lights it also increases pollution.</p>	Bellevue to Canonmills	Object
24	<p>I have been made aware of the above ETRO by the local community council. I would not normally comment on Council proposals but feel on this occasion I must submit an objection to the ETRO.</p> <p>Whilst fully supportive of appropriate measures to improve pedestrian and others safety and promote active travel I can see no benefit arising from the present measures introduced at the time of COVID, which in any way justifies their continuation. What we have is a myriad of unsightly plastic poles which gather dirt and weeds which do not appear either to deal with the obvious pedestrian and cycling requirements for a safe environment in this important transport corridor. Pedestrians do not use them as they do not enhance the route nor make it safer. Indeed, the removal of the metal railings around the Broughton Street / London Street / East London Street junction would appear to have the opposite effect. Whilst previously pedestrians were somewhat channelled to the light-controlled crossings they are all but redundant nowadays and pedestrians appear to simply cross nearer the roundabout between traffic flows with the resultant increased danger to safety.</p> <p>There have been various studies which have clearly identified what pedestrian and other measures are required on the route and particularly the final section of Broughton Street leading up to York Place. The present measures do nothing to resolve the longstanding issues, and it is suggested the Council drop the current ETRO, investigate the needed measures and seek ways to implement – little plastic poles are not doing it. These were introduced on a temporary basis to deal with COVID. That period is now thankfully over and they should be removed and more appropriate measures introduced.</p> <p>Lastly, I fully support the terms of the objection submitted by the New Town and Broughton Community Council.</p> <p>If I can add one personal plea. The pavements on both sides of Broughton Street leading down from York Place are in a very poor state with numerous broken and uneven slabs which must be a danger to pedestrians. Two weeks ago, I tripped just outside Mathers / Real Foods and fell heavily landing on my chest and head. Fortunately, I did not sustain any broken nor fractured limbs but have bruised and painful hands / wrists which are only slowly improving. I also cut my head and hit my nose which bled slightly. Whilst I am 74, I am reasonably fit and mobile which might have saved me worse damage. I would suggest you need to look at pavement improvements as part of any package of appropriate measures.</p>	Bellevue to Canonmills	Object
25	<p>I agree with the points made in the submission by NTBCC, but would also add that the conversion of the present pedestrian crossing points in Broughton Street be strengthened by converting them to full zebra crossings. At present, while many motorists acknowledge pedestrians waiting to cross on the middle islands, others do not and just drive on, leading to an ambiguous and unsafe situation. Formal crossings here would also help to slow the traffic down.</p>	Bellevue to Canonmills	Object

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26	The scheme is not used and unnecessary. It actually causes traffic issues, due to width issues at certain points, and creates a hazard for cyclists and car drivers. The volume of cyclists is very very small, it's mostly food delivery cyclists who have motorised bikes in any event. Some of the cyclists still use the pavement when going up from Canonmills as cannot cope with the hill	Bellevue to Canonmills	Object
27	<p>The proposals in TROs/21/27 and 30, the two TROs most relevant to the Craigleith/Blackhall area, have been carefully considered at a meeting of Craigleith/Blackhall Community Council</p> <p>The Community Council comments, including objections to some aspects of what is being proposed, are set out in the attached note:</p> <p>Craigleith/Blackhall Community Council comments on Traffic Road Orders (TRO)</p> <p>TRO/21/27 Travelling Safely North Area</p> <p>TRO/21/30 Travelling Safely West Area</p> <p>Craigleith/Blackhall Community Council notes that "Travelling Safely" is the name now being used by Edinburgh Council instead of "Spaces for People", and relates to changes in road layout introduced during the public health Covid emergency period in 2020 and 2021. TRO/21/27 and TRO/21/30 cover changes to the road layout in the Craigleith/Blackhall Community Council area, TRO/21/27 on Crewe Road South and Comely Bank Roundabout and TRO/21/30 covering measures in the Queensferry Road corridor including bus lanes.</p> <p>Craigleith/Blackhall Community Council is supportive of the City Council's overall objectives in the City Mobility Plan making it easier to move around the city in a greener and safer manner. The Community Council is however concerned that the interests of local communities, such as Craigleith and Blackhall have been given insufficient weight and attention and their interests should not be overridden in seeking to impose some of the proposed changes on a permanent basis. It is disappointing therefore that the statement of reasons in the TROs are generic and ignore the interests of local communities.</p> <p>TRO/21//27 - while we understand the need for improved cycle access to the Western General Hospital, we are not persuaded the width of Crewe Road South is sufficient to accommodate two cycle lanes with bollards, two lanes for general traffic as well as accommodating emergency ambulances - we are concerned that there is not sufficient width for general traffic to provide easy passage for emergency vehicles.</p> <p>TRO/21/30 - given the reasons and justifications in support of the TROs are city wide, as already noted, the City Council has failed to provide the local community with justifications for the specific changes on Queensferry Road. As a consequence, the Community Council's view is that the City Council's proposals give priority to individuals living outside the city over local residents, making it more difficult for local residents to move within the community and to adjacent communities.</p> <p>We note that the move to make the bus lanes permanent and double yellow line restrictions requires significant detailed regulations to provide for exceptions. Significant in its omission are the elderly who could be disadvantaged by the changes. Only a small number of residents use blue badges which is provided for in the regulations, but other elderly residents also have mobility problems and who are often dependent on both official lifts, such as the NHS, and non official lifts from neighbours and friends to and from places. These elderly residents and their drivers will be severely penalised by the Council's TRO regulations. This is an important consideration given the age structure of the local community in Craigleith and Blackhall with its large number of elderly residents.</p> <p>Bus lanes - Craigleith/Blackhall Community Council objects to the proposed extension of bus lane operation to 24/7, 365 days a year. There is no objection to the retention of the current hours of bus lane operation as clearly shown on the accompanying plans as part of the consultations on the TROs. However with reduced frequencies and unreliability of Lothian Bus city services, as well as a possible forthcoming reduction in bus services, particularly service 41, residents using Stagecoach buses from outside the City would be the main beneficiaries, not the local community. Additionally it would lead to more frequent traffic build-up on Hillhouse Road and Queensferry Road resulting in increased pollution and slower local journeys. We note the proposed changes apply only to the recent bus lane additions and not to the bus lanes introduced 20 years ago, the periods of operation which remain unaltered and which we welcome.</p> <p>Queensferry Road - the changes to the road layout as part of the Travelling Safely initiative have made Queensferry Road less safe, particularly the Craigleith Road junction and the Orchard Roads junction. Both local residents and at community council meetings, significant concern has been expressed about the removal of one of the exit traffic lane city bound on Queensferry Road after the Craigleith Road junction traffic lights.</p> <p>Before the TRO changes are adopted legally, changes to the junction are essential to ensure road users can travel safely along Queensferry Road. The pre-Travelling Safely layout should therefore be reinstated with two exit lanes city bound, even if it requires the removal of a short section of west bound bus lane at the Holiday Inn. This bus lane provides only limited benefits for buses.</p> <p>Orchard Road junction - the introduction of bollards to separate the cycle route from the main carriageway at the junction west bound has resulted in an unsatisfactory chicane for road users. This safety problem needs to be addressed.</p>	Crewe Road South	Object
28	<p>I would like to comment but I can't work out the diagrams for Ferry Road below - there are no road names anywhere, its impossible to decipher!</p> <p>I found it hard to understand the diagram, but I think that the area of Ferry Rd where it turns into Pilton Drive has a really weird extension of the cycle lane which I find quite dangerous. If you're turning right you just don't see the cycle lane, and if you're turning left you have to turn in front of it. I'm really not sure I can see it in the plan below, but if you can get this message to the right person I would be grateful thank you.</p>	<p>Ferry Road</p> <p><i>*Two Submissions</i></p>	Object
29	My comments on the Cycle routes in the Silverknowes Area. Safe route using Silverknowes Place and Court is rarely used and cyclists prefer the direct rote of Silverknowes Road (the joining point from court to Road/Road East into a 2-way lane is potentially unsafe). The ban on cars on Silverknowes Road prevents my wife with mobility problems accessing the foreshore. It is used by cyclists but an alternative scheme using a pavement on one side could be tried but is there sufficient cycle use to justify an over engineered bus lane with a 20 min interval between buses? The alternative route via Salvesen has a new housing development and the double yellow lines are largely ignored making a collision likely; As a minimum only retain the yellow lines on the bend and not on the straight bits where visibility is excellent and would allow some parking for houses without driveways. The cycle path on Silverknowes Parkway on the house side has caused great inconvenience to residents, delivery and work vehicles and causes delays to buses and other traffic when Council lorries are uplifting recycling bins. Solution= create 2 way path on park side of what was a dual carriageway that worked for all. An alternative would be a sign indicating that cyclists have priority in inside lane and only loading permitted by vehicles. At present traders are using grass verges or the cul de sac that forms part of Silverknowes Parkway causing congestion. Silverknowes Road North could have a 20mph limit. The number of accidents on this road increased following the changes from none to one!	West Shore Road/Marine Drive	Object
30	I am writing with regard to the Silverknowes 'Spaces for People' project. 1) The quiet cycle route along Silverknowes Road, Court and Place: I travel on this route daily and hardly ever see anyone cycling there. This was a waste of money and resources; an unnecessary inconvenience to residents; and the restrictions should be removed. It is so annoying that after resurfacing Silverknowes Road the plastic blocks were replaced damaging the new road. 2) The cycle route along Silverknowes Parkway. Again, I regularly use this route and have hardly ever seen a cyclist. Instead of making a cycle lane on the road a much safer option would have been to make a cycle lane along the edge of the park. This was another waste of money and resources; a real nuisance for the residents; and the measures should be removed. 3) The closure	West Shore Road/Marine Drive	Object

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	of Silverknowes Road North down to the promenade-How could anyone think it a good idea to channel all traffic to the promenade via Marine Drive? That was not a safe option and severely inconvenienced residents. Silverknowes Road North was a wide road which could accommodate all road users. A speed camera would have addressed speeding vehicles. The measures imposed on Silverknowes Road North should be removed. 4) West Shore Road at Gypsy Brae - There was no useful reason for closing this road and it should be opened up again. Please, in future, consult with the public and local residents groups before imposing costly and potentially contentious traffic control measures.		
31	TRO/21/30 I believe all the spaces for people changes in Silverknowes should be removed Including the closure of the road at Gypsy Brae which surprisingly isn't mentioned I have lived in the area for over 30 years and can see no benefit in what the Council has done I haven't seen any cyclists leaving the main road to cycle down the Court and the Place The lanes aren't used and it makes the turning from the main road up the Place dangerous The road to the beach is wide enough to have cars and bikes safely Cars now go past peoples homes at Salvesen to get to the beach again causing more of a problem than they did previously The cycle lanes are often filled with litter and branches and don't seem a good option Please remove the barrier preventing us from driving along the road to Granton why is it necessary? A once attractive area is now cluttered with bollards and signs	West Shore Road/Marine Drive	Object
32	I am writing to oppose the permanent closure of Silverknowes Road down to the promenade. We have lived in this area for over 40 years and used this road almost every day to go for walks with family or walking the dogs. My father is in his 80s and so having to drive an extra 2 miles just to go down to the beach has put a huge strain on him. And my mother who loved visiting the beach every day unfortunately rarely got to go in the final years of her life. There is absolutely no need now for that road to be closed. It is wide enough for cars to safely go around cyclists and the pavements are safe for pedestrians. Please re open this road so that the local people can have their beach back! This week we have had to deal with a ridiculous amount of traffic on Silverknowes Road due to Silverknowes Parkway being closed eastbound. This would not have been such a problem if the beach road was open. And, why is Gypsy Brae still closed? That is the quickest way for us to get to lower Granton. Absolute shambles and pointless! As for the "Quiet cycle route" along Silverknowes Road, Court & Place I have yet to see anyone use it. Always they choose to go straight down Silverknowes Road. That was a complete and utter waste of time and money.	West Shore Road/Marine Drive	Object
33	I understand that feedback is still being invited on the Spaces for People project until May this year. I live in Silverknowes Dell, and have fed back on previous occasions on the bollards put in place along Silverknowes Road and Silverknowes Road North in particular. While I understand that the Spaces for People project was run with the aim of creating safer areas for pedestrians and cyclists, and there are some areas where this has been done well, Silverknowes Road and Silverknowes Road North are definitely exceptions. I am a driver, pedestrian and a cyclist, so have an all-round perspective: 1) As a cyclist, the Silverknowes Road North section leading up from the beach towards Silverknowes Golf Club has - if anything - become more dangerous than it was when it was fully open to traffic. The cycle lanes weave between double and single lane, dropping to single lane on corners where there is not full visibility. I have had several very close misses on those corners, because cyclists coming downhill have to suddenly change direction and into the road when they see me coming. There was also a very serious injury to a cyclist along that stretch of road. A road of that width does not need such an over-complicated lane presentation. If a cycle path really must be installed, surely one on each side of the road is all that's needed. 2) As a cyclist and a driver, the bollards and cycle lane on the lower end of Silverknowes Road is ridiculous. No cyclist peels off right from Silverknowes Road following the cycle path when all they need to do is carry straight on down the hill to the roundabout. But what the bollards do present is a hurdle for drivers, but with no benefit to anyone else. I really suggest these are removed completely. Also can you consider removing the bollards from the fork that joins Silverknowes Road just before Silverknowes Crescent? That is also an obstruction that has caused problems but with no benefit. 3) The West Shore Road area at Gypsy Brae being blocked off to traffic is also completely unnecessary. That road offers a viable alternative to traffic routes along Granton. Again, I used to cycle that route regularly long before it was closed off to traffic, and I never once encountered any problems. Blocking the road has increased the traffic along Granton. The number of times in the past that the barriers were removed by members of the public should be an indication that it does not work for the benefit of anyone, and as representatives of the Edinburgh public can you please recognise that and open the road up again. 4) As a general point, from a drivers' perspective there are several roads (such as the B701) which block up with traffic because where a car is turning right, other cars cannot pass around them because of the bollards. Again, there are virtually never any cyclists on this road. Please reconsider some of these placements because they are extremely unpopular, and cause annoyance, great inconvenience and severe traffic problems at times.	West Shore Road/Marine Drive	Object
34	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
35	I am wholeheartedly in support of encouraging active travel. The benefits of active travel are widespread and fall broadly into two categories: 1. Improved health benefits - Improved physical health, reduced obesity, diabetes, cardiovascular disease - Improves mental health 2. Better for the climate, which in turn results in reduced pollution, better environmental health and a global level improved bio-diversity. 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. 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.	All	Support
36	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

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37	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
38	<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
39	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
40	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
41	<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
42	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
43	<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
44	<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
45	<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>	All	Support

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	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.		
46	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 impression 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
47	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
48	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
49	I am an Edinburgh resident and very much in favour of the improved cycling provisions planned 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
50	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 pollution, which is rarely the case given the overwhelming amount of car traffic.	All	Support
51	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 the same time as working to reduce the traffic flow into the city (e.g. Park and ride near Fairmilehead)	All	Support
52	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
53	As an Edinburgh resident I cycle, walk and drive in the city. 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. 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. So please keep these lanes but keep them maintained and swept e.g. wet leaves are a bit of a skid risk	All	Support
54	I'm writing to comment on the Travelling Safely Experimental Traffic Regulation Orders. 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:	All	Support

Appendix 14 - Register of ETRO/21/27B responses

Ref	Representation text	Scheme	Category
	<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>		
55	<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
56	<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
57	<p>I am commenting about the Travelling Safely Experimental Traffic Regulation Orders. I strongly support the lanes, there are undoubtedly problems to be resolved and major improvements that should be made. The Duddingstone Road layouts have improved the road safety and conditions for Lothian buses. I think that one similar installation which has been an outstanding success is that in Loganlea Drive. The one way system and parking restrictions at the school have improved conditions for all the road users. This positive approach is required through out the city</p>	All	Support
58	<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
59	<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
60	<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>	All	Support

Ref	Representation text	Scheme	Category
	<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>		
61	<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
62	<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
63	<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
64	<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
65	<p>I'm writing in support of the Travelling Safely Experimental Traffic Regulation Order and wanted to make some suggestions for improvements.</p> <p>On Rodney Street heading north I think the cycle path should be lengthened in a number of places.</p> <p>First is outside of the church which should be made continuous. It is used as a make-shift loading bay and pushes families such as mine into traffic.</p> <p>Furthermore, the bus stops further down could be consolidated into one and the cycle lane can be extended again. The timetables to not overlap.</p> <p>The cycle lane going south, outside Bearded Baker etc, on Rodney Street could also be extended. Putting the parking and loading further into the road would replicate infrastructure that has been successfully implemented elsewhere in the city.</p> <p>Finally, please could you ensure there is a continuous bike lane going up Broughton Street? There is so much space and it feels so dangerous going up there.</p> <p>More generally I hope the scheme is kept city wide, expanded and improved on.</p> <p>Thanks for your efforts and hard work.</p>	All	Support
66	<p>Sensible changes that have bedded in well. Please consider extending these further to provide extra protection and to deal with junctions and roundabouts.</p>	All	Support
67	<p>We are writing in support of TRO/21/27B North Area. We believe that active travel schemes should be enhanced, made contiguous, and expanded across the city.</p> <p>Yours sincerely,</p> <p>[REDACTED] on behalf of Blackford Safe Routes [REDACTED]</p> <p>-- Blackford Safe Routes (James Gillespie's Primary School travel committee)</p>	All	Support
68	<p>I am writing in support of TRO/21/27B, North Area. I believe that active travel schemes should be enhanced, made contiguous, and expanded across the city.</p>	All	Support

Ref	Representation text	Scheme	Category
69	<p>I am a regular user, on my bicycle, of all of the routes in the above consultation. The segregation, with bollards, from motor vehicles, has made my journeys much safer as they prevent vehicles cutting into the bike lanes as happens elsewhere where there are no physical barriers. Before the 'wands' were installed I quite regularly had motorists driving into my braking space, passing dangerously close, or indeed parking on the cycle lane.</p> <p>I strongly support the retention of all the bollarded cycle routes, in fact I would like to see them extended.</p>	All	Support
70	<p>Re: North Edinburgh area ETRO/21/27B</p> <p>I am writing to ask you to retain and improve these 'Spaces for People' schemes and 'Travelling Safely' measures in the interests of promoting active travel, safety, and progression to 'Net Zero'. I live in the Craighleith Hill area, and travel almost everywhere by bicycle, cycling every day, especially locally obviously, but indeed all over Edinburgh and sometimes beyond. These schemes make a big difference, and they can be improved on too.</p> <p>With regard to some specific improvements that can be made, as a member of Spokes, I cannot do better than to quote what they say:</p> <p>“Where lane defender units have been used in cycleways, efforts should be made to replace these with more permanent materials such as adhesive Scan kerbs as used on Holyrood Road. This both improves the visual appearance of the cycleway and provides a more continuous protected nature to the route. Many of the schemes do not cater adequately for cycle safety at junctions. These are the greatest danger areas, and also the sections most likely to deter people from using a bike. An otherwise attractive segregated route with a difficult junction at the end or elsewhere is likely to deter many potential cyclists from using any of the route.</p> <p>There are numerous instances across the scheme areas where cycleways have an unacceptably poor surface from their time as vehicle lanes. Given the narrow nature of many of the cycleways, this can cause acute issues for cyclists. Notably, those taking avoiding action may potentially strike a lane defender. The surface of all cycleways should be reviewed, and suitable resurfacing undertaken where required. Where motor vehicle prohibitions are proposed, access should always be retained for people walking and cycling - including on non-standard cycles such as cargo bikes and trikes. There are numerous sections of cycleway where kerbside motor access is allowed and provided. Any instance of this, which forces cyclists to rejoin traffic, reduces the safety and attractiveness of the route and should be avoided where possible. The use of floating parking and loading bays, as well as relocating loading to side streets, has been successful in the city and should be used in further locations. Cleaning of the cycleways it often irregular and their tends to be a build up of mulch and debris in a number of locations. Drivers parking/waiting close to the start or end of segregated areas making it difficult on entry and dangerous on exit requiring cyclists to immediately pull out to overtake. For example, this is especially a problem on Rodney Street northbound just after the Bellevue Chapel on a Sunday when it appears that chapel-goers are parking on the yellow line as close as they can to the chapel.</p> <p>SPECIFICS</p> <p>Bellevue to Canonmills & Broughton Street Significant changes are likely to be needed to the ETRO. We are concerned that cycle facilities have been removed between Canonmills and Broughton Road. The ETRO must include traffic restrictions which allow for safe and convenient cycle routes throughout. The uphill cycle lane here is extremely valuable for cyclist safety and confidence. Furthermore, this cycle lane should be extended to the top of the street - it is clearly possible given that the inside lane here has been closed as part of the tram-work Traffic Management Plan. Finally, any waiting/loading restrictions that support the roundabout safety measures must be retained and extended to provide for direct pedestrian crossing facilities at the footway build-outs.</p> <p>Adding an Early Release traffic signals at the junction with Broughton Road are needed so that southbound cyclists can get up the hill and out of the way of left turning vehicles. Also helpful for those heading north to get a good start and “take the lane” for going ahead to Inverleith Terrace via Huntly Street.</p> <p>Also: Red surfacing has just been added across the mouth of East Claremont Street – this is welcomed as drivers often creep out causing cyclists to veer out of the cycleway.</p> <p>Crewe Road South The surface in the cycle lanes is very poor, and should be improved.</p> <p>At Comely Bank Roundabout, the geometry of the roundabout should be changed so that drivers cannot use the desire line and go straight across the hatching from Craighleith Road to Comely Bank Road, “ or from Orchard Brae to Crewe Road South.</p> <p>“Ferry Road Waiting by coaches should not be permitted, alternative waiting areas should be provided. Even if drop-off only is permitted, this brings the alternatives either of a large group of people exiting from the bus into the cycle lane, or, if the parking is kerbside, forcing cyclists out into the main traffic lane outside of the bus.”</p>	All	Support
71	<p>Please see a revised response with simply Spokes' contact details added at the end.</p> <p>regards, [REDACTED] Travelling Safely – TRO/21/27B [North area schemes]</p> <p>INTRO</p> <p>Spokes strongly supports the North Edinburgh TRO/ETRO and its significant contribution to encouraging people to walk, cycle and use public transport in the city.</p> <p>Where lane defender units have been used in cycleways, efforts should be made to replace, these with more permanent materials such as Scan kerbs as used on Holyrood Road. This both improves the visual appearance of the cycleway and provides a more continuous, protected nature to the route.</p> <p>Many of the schemes do not cater adequately for cycle safety at junctions, and this should be improved as the schemes are taken forward. These are the greatest danger areas, and also the sections most likely to deter people from using a bike. An otherwise attractive segregated route with a difficult junction at the end or elsewhere is likely to deter many potential cyclists from using any of the route.</p> <p>There are numerous instances across the scheme areas where cycleways have an unacceptably poor surface from their time as vehicle lanes. Given the narrow nature of many of the cycleways, this can cause acute issues for cyclists. Notably, those taking avoiding action may potentially strike a lane defender. The surface of all cycleways should be reviewed, and suitable resurfacing undertaken where required. Where motor vehicle prohibitions are proposed, access should always be retained for people walking and cycling - including on non-standard cycles such as cargo bikes and trikes. There are numerous sections of cycleway where kerbside motor access is allowed and provided. Any instance of this, which forces cyclists to rejoin traffic, reduces the safety and attractiveness of the route and should be avoided where possible. The use of floating parking and loading bays, as well as relocating loading to side streets, has been successful in the city and should be used in further locations. Drivers parking/waiting close to the start or end of segregated areas making it difficult on entry and dangerous on exit requiring cyclists to immediately pull out to overtake. For example, this is especially a problem on Rodney Street northbound just after the Bellevue Chapel on a Sunday. Cleaning of the cycleways it is often irregular and there tends to be a build up of mulch and debris in a number of locations.</p> <p>SPECIFICS</p> <p>Crewe Road South</p> <p>The protected cycleways have proved highly popular especially for access to the Western General Hospital and need to be retained along with the carriageways reduction at the Orchard Brae roundabout.</p>	All	Support

Ref	Representation text	Scheme	Category
	<p>1. There is a significant build out towards the northern end of the road for a pedestrian crossing. Due to the reduced lane width, there is a gap in the cycle protection and cyclists have to merge with traffic. Alternative solutions are required, such as a cycle by-pass around the back of the crossing, so that cyclist protection for southbound cyclists can be continuous. Clearly such an intervention was outside of the scope of the “temporary measures” but should be implemented now.</p> <p>2. The surface in the cycle lanes is very poor, and should be improved.</p> <p>3. At Comely Bank Roundabout, the geometry of the roundabout should be physically changed so that drivers cannot use the desire-line and go straight across the hatching from eg Craighleith Road to Comely Bank Road. Recent observation is that the lane narrowing markings on the roundabout are being abused and having limited effect at traffic calming. Cyclists are also in danger of being overtaken on the roundabout and then “left-hooked” when drivers get back into the lane. A more effective intervention is required.</p> <p>Ferry Road The protected cycle-ways on Ferry Road have been very welcome and they should be improved and made permanent.</p> <p>1. Options for safe cycling, linking to other cycle routes, should be investigated at the junction with Inverleith Terrace and at the Ferry Road/Crewe Road South roundabout. This roundabout is a major deterrent to cycling in the area and came out with a high score in the Major Junctions Review. It poses a significant danger to cyclists.</p> <p>2. Waiting by coaches should not be permitted, alternative waiting areas should be provided. Even if drop-off only is permitted, this brings the alternatives either of a large group of people exiting from the coach into the cycle lane, or, if the parking is kerbside, forcing cyclists out into the main traffic lane outside of the coach. There are also many bus stops, causing similar problems for cycling. Consideration should be given to introducing floating bus-stops so that cyclists have continuous protection.</p> <p>3. The cycleway surface is very poor and needs to be resurfaced in some places. Also, debris often builds up in the cycleway - more responsive cleaning should be provided.</p> <p>West Shore Road and Marine Drive Spokes welcomes the interventions on West Shore Road (WSR) and Marine Drive and would like to see further interventions and improvements. The new development on Marine Drive has provided an excellent off-road cycle path. West Shore Road is a very popular, mainly leisure, cycle route and needs further attention and a safe link to the existing off-road path on Lower Granton Road. More and more businesses are opening up on this road (WSR) and it is getting busier and busier and traffic at times includes large lorries and drivers often speed. One of our members wrote “I do cycle down West Shore Road, and I find it really challenging. I usually cycle with my kids on that road, and the cars, while there’s not a lot, they pass fast and tight because of the road design. The pavement of the road itself is poor and I have had a flat tyre on this stretch of road - which was really stressful on my cargo bike! We had to lock it up and take a taxi home - there’s no other option when my cargo bike goes down.” The footway surface is not a suitable alternative for children and is discontinuous. The original proposal had been for a protected cycleway, but this was not progressed. The closure at Gypsy Brae has helped to significantly reduce the traffic, especially from what it would have been given the extensive construction work on Marine Drive etc.</p> <p>1. The segregated cycleway option should be re-investigated and will prove very popular with residents of the new developments, where some really excellent cycle infrastructure is being implemented.</p> <p>2. In the short term, the council should proceed with the proposed introduction of a 20mph limit, supported by speed reduction infrastructure. Also, as mentioned in “Spokes response to the Spaces for People Consultation – West Shore Road 2 April 2021”, the barriers at the cycle feature that was introduced to enable access to the waterfront, need to be spaced further apart to make them more navigable by bike - especially larger and cargo bikes. These were not changed at the time of implementation due to the limited scope of the project.</p> <p>Bellevue to Canonmills & Broughton Street The protected cycleways from Canonmills to Broughton Street have been very welcome and are being well used and should be improved and made permanent together with the footway extensions that have resulted in carriageway space reductions at junctions. Broughton St is a vital link and an important destination in its own right, and retaining the uphill protected cycleway is absolutely vital. for both purposes, particularly given that cyclists will be travelling relatively slowly compared to motor vehicles on this uphill stretch. Broughton Street is the least steep way of getting into the Centre from the North and is thus very attractive to cyclists. We received the following from one of our members: “I am writing in strong support of retaining the bike lanes along the Bellevue to Canonmills route. My wife and I recently purchased our flat on Rodney St. and its accessibility by bicycle was a central factor in our property purchase. I commute and travel every day by bicycle up this route, often several times per day, and would not feel safe doing so if I had to weave around parked cars, or did not have the safety of a divided lane. The route could still use improvement, but it is a huge step in the right direction. Beyond its personal value, I see how many, many people use the route, especially because it connects to the Goldenacre and Warrison paths. Even though cycle route 75 takes a different path, the steepness of the hill and the cobbles along Scotland St. make it very impractical (and almost impossible) to comfortably cycle. In effect, the Bellevue to Canonmills route is the true route connecting the northside active travel paths to the city centre, and hopefully soon to the exciting George St. and Meadows to George St. developments.”</p> <p>Firstly, we will cover issues mainly concerned with the southbound (uphill) cycleway).</p> <p>1. We are concerned that cycle defenders have been removed between Canonmills and Broughton Road southbound. The replacement works should include continuous protection for cyclists and the waiting restrictions modified as necessary.</p> <p>2. An Early Release traffic signal at the junction with Broughton Road is needed so that southbound cyclists can get up the hill and out of the way of left turning vehicles. This would also be helpful for those heading north to get a good start and “take the lane” for going ahead to Inverleith Terrace via Huntly Street.</p> <p>3. Cyclists are exposed to danger when a bus is at the stop just beyond Heriot Hill Terrace. This and other bus-stops along the route should be redesigned to provide continuous protection for cyclists - eg using floating bus stops.</p> <p>4. The footway extension on Rodney Street southbound needs to be considered in conjunction with making the cycleway up to East Claremont St permanent.</p> <p>5. Spokes has noticed that red surfacing has recently been added across the mouth of East Claremont Street – this is welcomed as drivers often creep out causing cyclists to veer out of the cycleway. The same treatment should be applied at all side-street crossings and at any pinch points (although these will hopefully be eliminated) and where possible the give-way markings moved back a little.</p> <p>6. The cycle protection finishes before the double-length bus stops at the end of Bellevue and needs to be extended up to the roundabout. This will require a redesign and infrastructure interventions such as floating bus stops in the very wide space available.</p> <p>7. The carriageway narrowings on all of the approaches to the Broughton Street roundabout are very welcome and should be made permanent as footway. Whilst some were added as footway extensions, providing a desire-line crossing for pedestrians that so choose, they serve the dual purpose of narrowing the approach lanes thus slowing vehicles consistent with the markings reducing the width of the carriageway on the roundabout. However, the markings are often ignored by drivers and should be replaced with more physical interventions. Consider also making the “desire-line” pedestrians crossing more formal.</p> <p>8. The southbound cycleway on Broughton Street has some problems that need to be addressed, for example drivers parking close to the start of the cycleway and interruptions for bus stop space and side street crossings, where the cycleway needs to be made more obvious. Consideration should be given to improving these situations as part of the changes to make it permanent.</p>		

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	<p>9. Being the least steep way of getting into the Centre from the North, Broughton Street is very attractive to cyclists that are deterred from using Scotland Street and Dublin Street, due to their steepness and the very poor cobbles. However, many cyclists are not comfortable with the segregation ending before the top of the street and prefer to turn right into Albany Street before reaching the top. There is nowhere for cyclists to wait safely to make this turn. Attention is needed as to how to make this manoeuvre safer for cyclists. The footway on the west side is also dangerous for pedestrians with many drivers turning left into Albany Street and the unpredictability of drivers turning right into it - also as to whether they are going to give way to pedestrians! On top of this, southbound drivers sometimes queue jump and ignore the keep left signs on the traffic island and drive up the "wrong" side of the road. The junction needs to be redesigned to make it safer for all.</p> <p>10. The southbound protected cycle-way should be extended to the top of the street (as referred to in 9), to link up with the Picardy Place, Leith Walk and York Place (CCWEL) cycleways.</p> <p>Moving on now to the Northbound (downhill cycleway) Contrary to some views, the Northbound protected cycleway is well used and a benefit to cyclists of all ages and abilities. It has some challenges, largely due to the constraints of the temporary works. In making this permanent, solutions should be found for these deficiencies. Ideally we would like a downhill protected cycleway included on Broughton Street, but recognise that there are more constraints there. Cycling downhill before the protection was installed was not an attractive option and totally unsuitable for those not used to driving in traffic and should not be considered as an alternative to resolving the problems. The opportunity should also be taken to improve access to and from Picardy Place by bicycle - there is no direct cycle route to Broughton Street from the CCWEL on York Place and the current road markings are highly dangerous putting cyclists in danger of being undertaken and then left-hooked.</p> <ol style="list-style-type: none"> 1. There are several side-streets and openings that interrupt the continuity of the protection. These can be made safer with red surfacing, radius tightening and suitable kerbing separation. 2. There are several bus stops where the buses either have a lay-by or stop in the cycleway. Again, these can be redesigned to provide continuous or improved protection for cyclists. 3. Vehicles are allowed to park in the cycleway at various times and sometimes park close to the end of the cycleway causing cyclists to make a sharp turn putting them at risk from following drivers. Where parking is necessary it should be moved to the offside of the cycleway. 4. The protected cycleway should continue up to the Eyre Place/Broughton Road junction. 5. Cycle symbols should be added to the carriageway surface to guide cyclists to the offside lane for proceeding straight ahead to Inverleith Terrace and to warn drivers of their proximity <p>IN CONCLUSION Spokes feels that all of these schemes have been a great success, despite the limitations of the temporary provision and the speed at which they had to be installed. Much should have been learnt about how well they have worked and hopefully can be applied to the making permanent of the facilities.</p> <p>Thank-you for the opportunity to comment and we look forward to working with the project team on the implementation of the permanent schemes.</p>		
72	<p>TRO/21/27B - North Area, ETRO/21/28A - East Area, TRO/21/30A - West Area, TRO/21/30B - Silverknowes Area, and TRO/23/23A - Arboretum Place.</p> <p>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.</p> <p>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.</p>	All	Support
73	<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 slippy 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
74	<p>Having bought an electric cargo bike in lieu of a second car for the household in 2022, at this point in time our family - two adults and two children under ten - travel as much as possible around the city by cycle, particularly where our journey would be less than five miles. This is in keeping with our goals to reduce our climate impact, to do what we can to lessen the contribution our leisure travel around Edinburgh to congestion as the city grows rapidly, and because - with the right infrastructure - cycling remains the fastest and most convenient way to travel around Edinburgh for most of our trips.</p> <p>Edinburgh does not yet have a sufficient network of safe, protected cycleways, though promising projects like CCWEL, Roseburn to (almost the) Union Canal and sections of capital maintenance segregate cycleway like those found on London Rd, Holyrood Rd and Lasswade Rd (albeit far too briefly) are starting to deliver. These lanes are vital to the ability of my young kids to be able to cycle safely separated from motor traffic, particularly in these days of distracted drivers using mobile phones and vehicle choices skewing towards ever wider, taller and heavier vehicles at the expense of the safety of those outside the vehicle.</p> <p>The 'spaces for people' era lanes are vital to retain and build upon for the continued establishment of a high quality cycle network. For the council to hit its 2030 target of a 30% reduction in car kilometres travelled, it must hold its nerve through consultations like this one, where folks will invariably resist change, and also blame worsening congestion not on Edinburgh's growth but instead on the removal of parking in favour of safe space for people using bikes.</p> <p>I have used the Bellevue to Canonmills section of the North ETRO a number of times when running errands by cargo bike to pick up second hand items in Bellevue, and also when distributing paper programmes on behalf of the Edinburgh Festival of Cycling. Moreover, the existence of such protections for cycles - even this far away from my house - benefits me because I know that I can plan journeys through the area that are safer because of the segregated lanes provided.</p> <p>My experience of the lanes as a motorist have been mostly positive - prior to the implementation of the measures, I would be driving past parked cars, and now I'm driving past a bike lane - if anything, there's more carriageway space now rather than less on this account. I don't like the appearance of the 'orca' bollards and I would like to see the network progress with kerb segregated lanes a la Holyrood Rd and other examples. I would also like to see the council commit to a red or sandstone-coloured asphalt treatment universally for cycleways, to help other road users more clearly identify cycle infrastructure to avoid walking or driving along it; Edinburgh is a real hodge-podge of surface treatments and it is not cohesive enough to be able to understand its design language without a lot of cognitive overhead as a result.</p>	All <i>*(Submitted individually)</i> Bellevue to Canonmills	Support

Appendix 14 - Register of ETRO/21/27B responses

Ref	Representation text	Scheme	Category
	<p>While I have not frequently used the lanes on Crewe Road South, when I have needed to in order to reach friends in Drylaw or access Granton to the north, the segregated lanes provided are a key aspect of cycling safely on this road. It's plenty wide enough to accommodate and the level of traffic here is otherwise very intimidating, even to experienced cycle users like myself.</p> <p>As I have said in another submission - the 'spaces for people' era lanes are vital to retain and build upon for the continued establishment of a high quality cycle network. For the council to hit its 2030 target of a 30% reduction in car kilometres travelled, it must hold its nerve through consultations like this one, where folks will invariably resist change, and also blame worsening congestion not on Edinburgh's growth but instead on the removal of parking in favour of safe space for people using bikes.</p> <p>Again, provision of safe and segregated cycleways on busy roads like Ferry Rd is important even for experienced cycle users. I had cause to use these lanes one evening in early January and the difference they make to improving cycling at night is tremendous - particularly as an alternative to the parallel section of Quiet Route 11 which can feel unsafe at night as a more secluded route. My criticism here would be that the lanes on Ferry Rd are only in the 'middle' section rather than running all the way to e.g. Ocean Terminal.</p> <p>As I have said in prior submissions - the 'spaces for people' era lanes are vital to retain and build upon for the continued establishment of a high quality cycle network. For the council to hit its 2030 target of a 30% reduction in car kilometres travelled, it must hold its nerve through consultations like this one, where folks will invariably resist change, and also blame worsening congestion not on Edinburgh's growth but instead on the removal of parking in favour of safe space for people using bikes.</p> <p>The cycle lanes at West Shore and Marine Drive are welcome infrastructure for a beautiful part of the city to visit by bike. The roundabouts at Muirhouse and Silverknowes ends of the parkway remain difficult to navigate, and are surely candidates for a CYCLOPS roundabout treatment? At present, some aspects feel like being 'dumped' at a roundabout as a result, with all the cycling affordances evaporating in a very car-centric way.</p> <p>As stated in my other responses - the 'spaces for people' era lanes are vital to retain and build upon for the continued establishment of a high quality cycle network. For the council to hit its 2030 target of a 30% reduction in car kilometres travelled, it must hold its nerve through consultations like this one, where folks will invariably resist change, and also blame worsening congestion not on Edinburgh's growth but instead on the removal of parking in favour of safe space for people using bikes.</p>	<p>Crewe Road South</p> <p>Ferry Road</p> <p>West Shore - Marine Drive</p>	
75	<p>I am supportive of the scheme. I do think in the future that Broughton Street roundabout and the bottom of Broughton Street, London Street, East London Street and Bellevue needs completely redesigned. The use of street space is extremely inefficient, there could be much larger pavements, smaller carriageways, removal of the garden roundabout and replacement with large moon shaped raised gardens in each of the corners. These would a) increase the green space, b) separate the traffic from pedestrians, c) create sheltered spaces for benches and seats to allow people to stop and chat and create a more communal space rather than a space of pure (largely vehicular dominated) circulation. It could also reduce the issues of water run off by increasing the areas rain can soak away as there would be less hard surfaces.</p>	Bellevue to Canonmills	Support
76	<p>As a cyclist who travels to work leaving the safety of the cycle path to begin the climb to the city centre I use Rodney Street, Bellevue and Broughton Street. The segregated section provides a measure of protection as travelling uphill means slower progress and potentially impatient passing by vehicles. The uphill cycle lane here is therefore extremely valuable for cyclist safety and confidence. Furthermore, this cycle lane should be extended to the top of the street. The current waiting/loading restrictions that support the roundabout safety measures must be retained as they slow traffic and could be extended. Adding Early Release traffic signals at the junction with Broughton Road are needed so that cyclists can get up the hill and out of the way of left turning vehicles. Such traffic management systems are a significant step in enhanced cyclist safety and should be widely introduced on all junctions.</p> <p>When heading down Bellevue and Rodney Street towards Canonmills I would remove the current bollards as they create a very narrow cycle lane which is frequently full of leaves and dirt. Given the 20 mph Speedlimit cyclists can keep up with traffic. The removal might free up space to widen the lane that protects cyclists going slowly uphill.</p>	Bellevue to Canonmills	Support
77	<p>I write to support the ETRO measures along Bellevue to Canonmills which are necessary to allow the retention of the segregated cycle lanes. I use these regularly, and they make the route safer for cyclists without having any negative effect on other road traffic. I would like to see the current lane defenders replaced where possible by more permanent materials such as adhesive "Scan Kerb" as used on Holyrood Road. This both improves the visual appearance of the cycleway and provides a more continuous protected nature to the route. This also reduces the risk of pedestrians tripping. In addition, the surfaces of the cycle lanes should be repaired where necessary, as currently much of the length is very uneven and in urgent need of repair.</p>	Bellevue to Canonmills	Support
78	<p>My name is [REDACTED], and I am the owner and occupant of [REDACTED].</p> <p>I am writing in strong support of retaining the bike lanes along the Bellevue to Canonmills route. My wife and I recently purchased our flat on Rodney St. and its accessibility by bicycle was a central factor in our property purchase. I commute and travel every day by bicycle up this route, often several times per day, and would not feel safe doing so if I had to weave around parked cars, or did not have the safety of a divided lane. The route could still use improvement, but it is a huge step in the right direction. Beyond its personal value, I see how many, many people use the route, especially because it connects to the Goldenacre and Warrison paths. Even though cycle route 75 takes a different path, the steepness of the hill and the cobbles along Scotland St. make it very impractical (and almost impossible) to comfortably cycle. In effect, the Bellevue to Canonmills route is the true route connecting the northside active travel paths to the city center, and hopefully soon to the exciting George St. and Meadows to George St. developments.</p> <p>Thank you for your efforts to make Edinburgh a more bike and person friendly city.</p>	Bellevue to Canonmills	Support
79	<p>I support continuation of the ETRO on Broughton Street. The 20mph zone in this area is rarely followed by motorists and the narrowing or the road has in someways limited speeding vehicles.</p> <p>The road surface however is not suitable for cars let alone cyclists with the number of pot holes and crumbling surfaces.</p> <p>Cyclists are often forced to use the main road because the cycle designated areas are in such poor condition.</p>	Bellevue to Canonmills	Support
80	<p>I am writing to support the retention of the changes, especially the segregated cycle lanes and pavement extensions on Broughton Street, which I use most days.</p> <p>I live very nearby and use these schemes to travel to work, the shops, or taking my son to after school club. They make the road feel much safer especially when walking or cycling with a child.</p>	Bellevue to Canonmills	Support
81	<p>I cycle West Shore Road with my children and support all means to make this road safer to cycle. We often end up on the West Harbour Cycle infrastructure and are stuck using this road to get to the beach routes. Cars pass quickly and tightly because of the parked cars, and the road surface is poor - I suffered a flat tyre on this road with my kids just recently. I had to lock up my bike and take them home via taxi, and rent a truck later to pick up my bike. Really stressful! It would be great if the two different cycling paths could be linked up safely on West Shore Road.</p>	West Shore - Marine Drive	Support
82	<p>Herewith I object against TRO/21/27 (Craigleith/Queensferry Road traffic lights where two lanes are forced to merge into one on a major arterial route).</p>	Out of scope	Query

Appendix 14 - Register of ETRO/21/27B responses

Ref	Representation text	Scheme	Category
83	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
84	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
85	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

Appendix 15 - Specific main themes raised in relation to each scheme under ETRO/21/27B with responses and actions

Table 1 Schedule of the main themes raised through objections to ETRO/21/27, ETRO/21/27A and ETRO/21/27B specific to the Bellevue to Canonmills scheme

Theme ref	Objection theme	Additional information and Response	Action	Number of Objections
BC.01	Pedestrian buildouts achieved with soft segregation units do not serve any purpose and / or are unsafe	<p>All the pavement buildouts delivered at crossing points and junctions as part of the Bellevue to Canonmills scheme give more space for pavement users.</p> <p>The City Mobility Plan and its Circulation Plan (Our Future Streets) identifies this corridor as:</p> <ul style="list-style-type: none"> • a Place • part of the primary cycling network • part of the primary walking network (southern half of the scheme from the roundabout) <p>This determination prioritises measures that enhance walking and cycling movements to and through the corridor. The pavement buildouts delivered with the soft segregation units and enabled by some of the restrictions trialled by the ETRO have allowed an early implementation of these Council ambitions for this corridor.</p> <p>It is also worth noting that the pedestrianised areas, whilst enabled by some of the restrictions trialled, are not part of the ETRO as such.</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> <p>All the designated crossing points and desire lines are free of soft segregation units.</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>	No action recommended, however there will be 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.	7

Appendix 15 - Specific main themes raised in relation to each scheme under ETRO/21/27B with responses and actions

Theme ref	Objection theme	Additional information and Response	Action	Number of Objections
		<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>		
BC.02	The Broughton roundabout has now reduced capacity and its causing traffic congestion and pollution	<p>The pavement buildouts delivered at the roundabout as part of the Bellevue to Canonmills scheme give more space for pavement users.</p> <p>The City Mobility Plan and its Circulation Plan (Our Future Streets) identifies this corridor as:</p> <ul style="list-style-type: none"> • a Place • part of the primary cycling network • part of the primary walking network (southern half of the scheme from the roundabout) <p>This determination prioritises measures that enhance walking and cycling movements to and through the corridor. The pavement buildouts delivered with the soft segregation units and enabled by some of the restrictions trialled by the ETRO have allowed an early implementation of these Council ambitions for this corridor.</p> <p>The Council has non-automatic monitoring (passive diffusion tubes) along this corridor and on the statutory report on air quality, the 2024 Air Quality Annual Progress Report, NO₂ levels are shown to be well within the legal objectives for this (predominately) traffic related pollutant, following a similar trend to previous years.</p> <p>The monitoring data suggests that the measures have not had any negative effects on traffic flows.</p>	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	7

Appendix 15 - Specific main themes raised in relation to each scheme under ETRO/21/27B with responses and actions

Theme ref	Objection theme	Additional information and Response	Action	Number of Objections
		<p>However, 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/21/27B.</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>		
BC.03	The cycle track, as trialled, is not useful for cyclists / used	<p>Segregation improves safety for cyclists since these have their allocated road space separated from other traffic by physical barriers.</p> <p>The measures were developed to support the aims of wider Council policies and standards such as the City Mobility Plan, net zero goals and the Edinburgh Street Design Guidance. The City Mobility Plan and its Circulation Plan (Our Future Streets) identifies this corridor as part of the primary cycle network and recommends protected cycle tracks along its length.</p> <p>See 4.62 to 4.70 and Appendices 9 and 10 concerning monitoring activities evidencing use of the measures in ETRO/21/27B.</p>	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.	5
BC.04	The removal of the pedestrian guardrail at the Broughton roundabout has encouraged pedestrians to cross the road dangerously	<p>The City Mobility Plan and its Circulation Plan (Our Future Streets) identifies this corridor as:</p> <ul style="list-style-type: none"> • a Place • part of the primary cycling network • part of the primary walking network (southern half of the scheme from the roundabout) <p>This determination prioritises measures that enhance walking and cycling movements to and through the corridor. The pavement buildouts delivered with the soft segregation units and enabled by some of the restrictions trialled by the ETRO have allowed an early implementation of these aspirations for this corridor.</p>	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	2

Appendix 15 - Specific main themes raised in relation to each scheme under ETRO/21/27B with responses and actions

Theme ref	Objection theme	Additional information and Response	Action	Number of Objections
		<p>The removal of the pedestrian guardrails supports wider Council policies to declutter pavements and improve accessibility.</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 and with care.</p>		
BC.05	Specific concerns about loading, waiting and parking	<p>The City Mobility Plan and its Circulation Plan (Our Future Streets) identifies this corridor as:</p> <ul style="list-style-type: none"> • a Place • part of the primary cycling network • part of the primary walking network (southern half of the scheme from the roundabout) <p>This determination prioritises measures that enhance walking and cycling movements to and through the corridor. The measures trialled as part of this ETRO have allowed an early implementation of these Council ambitions for this corridor.</p>	<p>It is recommended to remove some of the measures trialled on the southern arm of the Broughton roundabout should the order be made permanent.</p> <p>Appendix 17 captures this change.</p>	1

Appendix 15 - Specific main themes raised in relation to each scheme under ETRO/21/27B with responses and actions

Table 2 Schedule of the main themes raised through objections to ETRO/21/27, ETRO/21/27A and ETRO/21/27B specific to the Crewe Road South scheme

Theme ref	Objection theme	Additional information and Response	Action	Number of Objections
CRS.01	Concerns related to the width of the carriageway after the implementation of the cycle tracks along the corridor making it difficult for emergency vehicles	<p>The emergency services are a statutory consultee and they have not raised any objections to the measures.</p> <p>The City Mobility Plan and its Circulation Plan (Our Future Streets) identifies this corridor as part of the primary cycle network and recommends protected cycle tracks along its length.</p> <p>The measures delivered under the Travelling Safely programme for this corridor have enabled the Council to trial an earlier implementation of this framework at this location.</p>	Recommendation to set aside the objection that raised this theme on the grounds of supporting policy for street space reallocation and not having received any objections from emergency services; no action recommended.	1

Appendix 15 - Specific main themes raised in relation to each scheme under ETRO/21/27B with responses and actions

Table 3 Schedule of the main themes raised through objections to ETRO/21/27, ETRO/21/27A and ETRO/21/27B specific to the Ferry Road scheme

Theme ref	Objection theme	Additional information and Response	Action	Number of Objections
FR.01	Road safety concerns at the Pilton Drive junction related to the visibility of the bike lane and cyclists using it for vehicles turning in and out of the junction	<p>The junction is signalised and cyclists follow the same light sequences as general traffic. There is ample visibility at the junction for all road users to be aware of each other and the light sequences ensure that turning movements are coordinated as appropriate.</p> <p>Drivers and motorists should follow the Highway Code, specifically Rule 180 that requires drivers and motorists to wait until “there is a safe gap between them and any oncoming vehicle and watching out for cyclists, motorcyclists, pedestrians and other road users.”</p> <p>All measures were subject to a Road Safety Audit.</p>	Recommendation to set aside the objection that raised this theme on the grounds of supporting policy for street space reallocation; no action recommended.	1

Appendix 15 - Specific main themes raised in relation to each scheme under ETRO/21/27B with responses and actions

Table 4 Schedule of the main themes raised through objections to ETRO/21/27, ETRO/21/27A and ETRO/21/27B specific to the West Shore Road / Marine Drive scheme

Theme ref	Objection theme	Additional information and Response	Action	Number of Objections
WR.01	General opposition to the changes to traffic operations / the project	<p>The measures were developed to support the aims of wider Council policies and standards such as the City Mobility Plan, net zero goals and the Edinburgh Street Design Guidance. The City Mobility Plan and its Circulation Plan (Our Future Streets) identifies this corridor as part of the primary cycle network. The localised traffic prohibition allows for a considerable reduction in traffic levels, as through traffic has been removed from the corridor. The waiting and loading restrictions improve visibility and road safety for all road and pavement users. These measures improve the appeal and safety of the corridor for people walking, wheeling and cycling in line with the Circulation Plan.</p> <p>All measures delivered under the Travelling Safely programme have enabled the Council to trial an earlier implementation of this framework on some corridors and locations.</p>	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	4
WR.02	The traffic prohibitions at West Shore Road have increased traffic on other corridors	<p>The measures were developed to support the aims of wider Council policies and standards such as the City Mobility Plan, net zero goals and the Edinburgh Street Design Guidance. 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 and its Circulation Plan (Our Future Streets) identifies this corridor as part of the primary cycle network. The localised traffic prohibition allows for a considerable reduction in traffic as through traffic has been removed from the corridor. This reduction of traffic increases the appeal and safety of the corridor for people walking, wheeling and cycling in line with the Circulation Plan.</p> <p>All measures delivered under the Travelling Safely programme have enabled the Council to trial an earlier implementation of this framework on some corridors and locations.</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.	2

Appendix 15 - Specific main themes raised in relation to each scheme under ETRO/21/27B with responses and actions


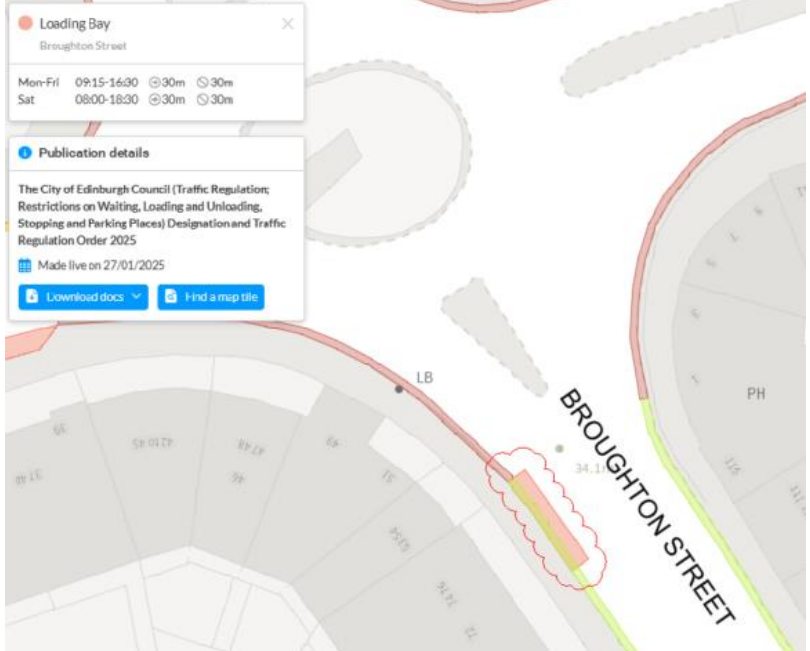
WR.03	The traffic prohibitions at West Shore Road have made some routes longer	<p>The measures were developed to support the aims of wider Council policies and standards such as the City Mobility Plan, net zero goals and the Edinburgh Street Design Guidance. All homes and businesses are still accessible by motor vehicle. The route to some destinations may be different or longer.</p> <p>Our Future Streets, the circulation plan for Edinburgh, provides a clear framework for allocating street space across the city including key travel corridors. All measures delivered under the Travelling Safely programme have enabled the Council to trial an earlier implementation of this framework on some corridors and locations.</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 the objection that raised this theme on the grounds of supporting policy for street space reallocation; no action recommended.	1
WR.04	The waiting restrictions on Marine Drive are unnecessary beyond the bend	The restrictions at Marine Drive that are not on the bend are in front of properties that have private driveways. The restrictions deter parking in front of and near those driveways and improve road safety for all road users when manoeuvring in and out of them by enabling ample visibility.	Recommendation to set aside the objection that raised this theme on the grounds of road safety considerations; no action recommended.	1

Appendix 16 - Schedule of objections considered material against each scheme under ETRO/21/27B

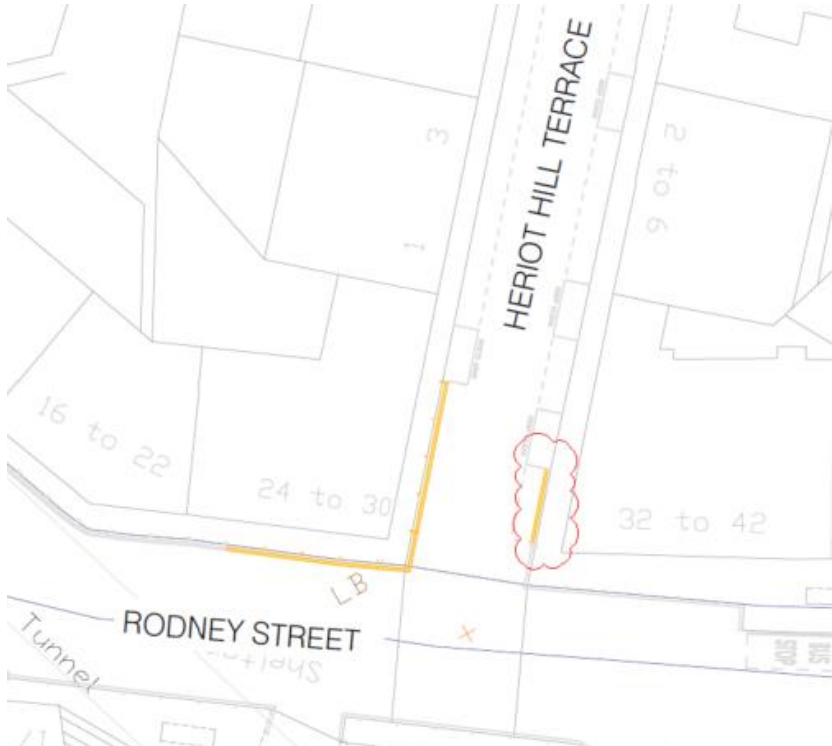
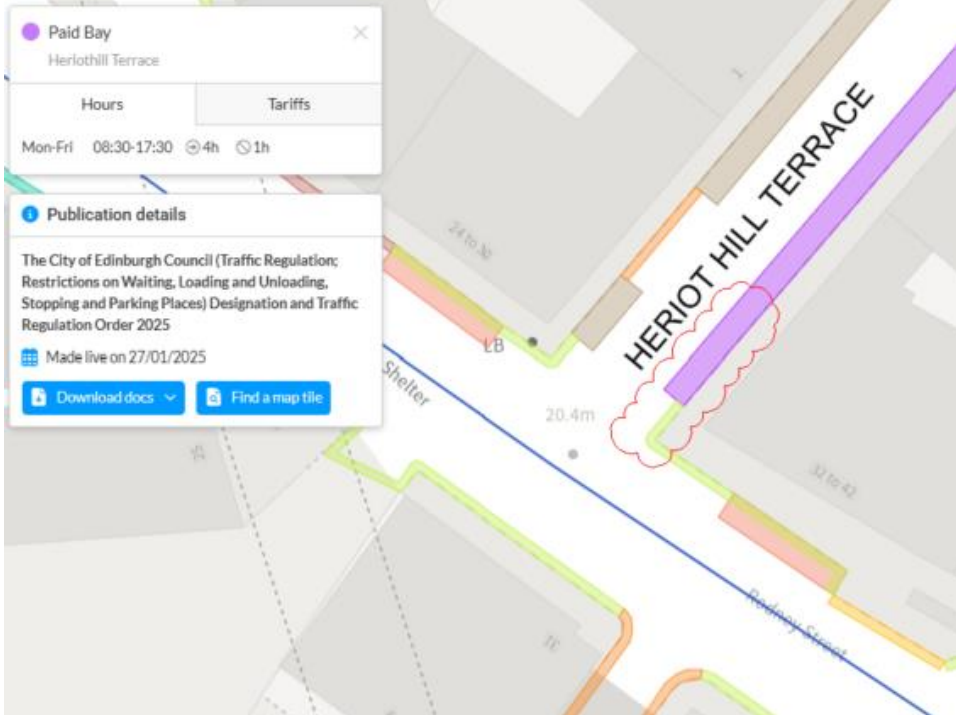
Theme ref		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Objection theme		Concerns with changes to loading or waiting provisions	Impact on Access for residents or businesses due to closures	The project has made it more difficult for people with mobility/accessibility issues, protected characteristics 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 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 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 resultant 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	Soft segregation units narrow the carriage way and/or obstruct vehicles that need to overtake at junctions	Soft segregation units reduce the usability of the cycle lanes (including lane width concerns and right turning challenges)
Raised in relation to	General submissions	2	3	3	1	3	4	5	7	5	4	4	9	6	3	4	9	3	6	2	7	3
	Bellevue to Canonmills	0	0	0	0	0	0	0	7	7	0	6	6	5	1	4	1	0	0	6	5	0
	Crewe Road South	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
	Ferry Road	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
	West Shore Road / Marine Drive	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0
	All ETRO/21/27B (TOTAL)	2	3	3	2	3	6	6	15	13	4	10	15	11	4	8	14	4	6	8	13	3

Appendix 17 - Recommended amendments for ETRO/21/27B

1. Recommended amendments to locations with 24hr loading restrictions


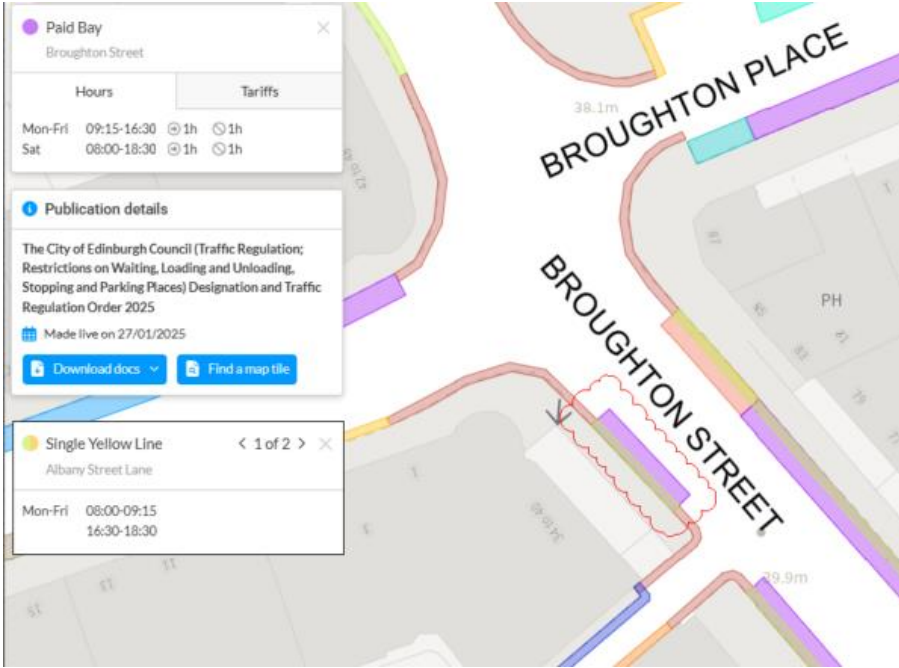
Ref	Scheme: Bellevue to Canonmills				Road: Broughton Street			
BC.01	Tried measures				Recommended change			
	RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING				RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING			
	<i>1)</i> Road in Edinburgh	<i>2)</i> Length of Road	<i>3)</i> Restriction of Waiting Restricted Hours	<i>4)</i> Prohibition of Loading and Unloading Prohibited Hours	<i>1)</i> Road in Edinburgh	<i>2)</i> Length of Road	<i>3)</i> Restriction of Waiting Restricted Hours	<i>4)</i> Prohibition of Loading and Unloading Prohibited Hours
	Broughton Street	West side, from a point 28 metres or thereby south of the extended south-eastern kerbline of London Street, southwards for a distance of 13 metres or thereby;	At any time	At any time	Broughton Street	West side, from a point 28 metres or thereby south of the extended south-eastern kerbline of London Street, southwards for a distance of 13 metres or thereby;	At any time	Revert back to parent Order
								


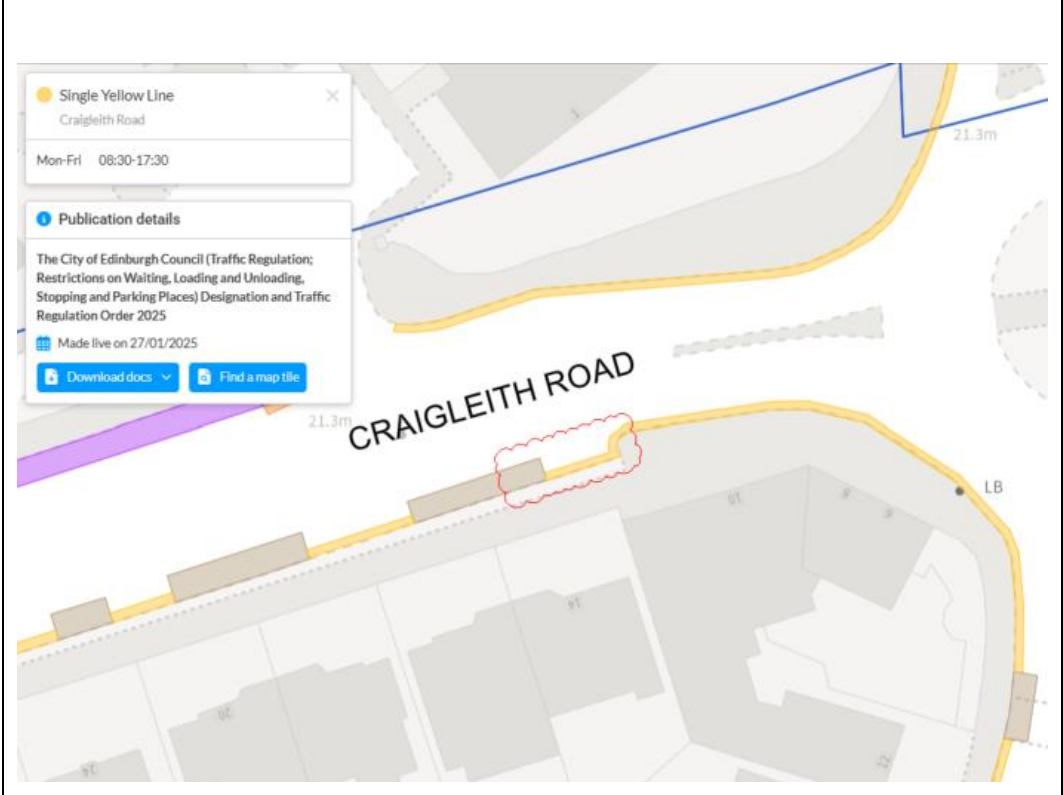
2. Recommended amendments to restrictions not trialed on the ground

Ref	Scheme: Bellevue to Canonmills	Road: Heriot Hill Terrace						
BC.03	<p>Trialled measures</p> <p>RESTRICTION OF WAITING</p> <table border="1" data-bbox="185 363 1061 582"> <thead> <tr> <th data-bbox="185 363 367 456">1) Road in Edinburgh</th> <th data-bbox="367 363 893 456">2) Length of Road</th> <th data-bbox="893 363 1061 456">3) Restricted Hours</th> </tr> </thead> <tbody> <tr> <td data-bbox="185 456 367 582">Heriot Hill Terrace</td> <td data-bbox="367 456 893 582">South-east side, from a point 3.5 metres or thereby north of the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 6 metres or thereby;</td> <td data-bbox="893 456 1061 582">At any time</td> </tr> </tbody> </table>	1) Road in Edinburgh	2) Length of Road	3) Restricted Hours	Heriot Hill Terrace	South-east side, from a point 3.5 metres or thereby north of the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 6 metres or thereby;	At any time	<p>Recommended change</p>
1) Road in Edinburgh	2) Length of Road	3) Restricted Hours						
Heriot Hill Terrace	South-east side, from a point 3.5 metres or thereby north of the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 6 metres or thereby;	At any time						
		 <p>The popup information includes:</p> <ul style="list-style-type: none"> Paid Bay (Heriohill Terrace) Hours: Mon-Fri 08:30-17:30 (4h, 1h) Publication details: The City of Edinburgh Council (Traffic Regulation; Restrictions on Waiting, Loading and Unloading, Stopping and Parking Places) Designation and Traffic Regulation Order 2025 Made live on: 27/01/2025 Buttons: Download docs, Find a map file 						

Ref	Scheme: Bellevue to Canonmills	Road: Heriot Hill Terrace															
BC.04	Trialled measures		Recommended change														
	RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING		RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING														
	<table border="1"> <thead> <tr> <th>(1) Road in Edinburgh</th> <th>(2) Length of Road</th> <th>(3) Restriction of Waiting Restricted Hours</th> <th>(4) Prohibition of Loading and Unloading Prohibited Hours</th> </tr> </thead> <tbody> <tr> <td>Heriot Hill Terrace</td> <td>North-west side, from the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 19.5 metres or thereby;</td> <td>At any time</td> <td>Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm</td> </tr> </tbody> </table>	(1) Road in Edinburgh	(2) Length of Road	(3) Restriction of Waiting Restricted Hours	(4) Prohibition of Loading and Unloading Prohibited Hours	Heriot Hill Terrace	North-west side, from the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 19.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm	<table border="1"> <thead> <tr> <th>(1) Road in Edinburgh</th> <th>(2) Length of Road</th> <th>(3) Restriction of Waiting Restricted Hours</th> <th>(4) Prohibition of Loading and Unloading Prohibited Hours</th> </tr> </thead> <tbody> <tr> <td>Heriot Hill Terrace</td> <td>North-west side, from the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 19.5 metres or thereby;</td> <td>At any time</td> <td>-</td> </tr> </tbody> </table>	(1) Road in Edinburgh	(2) Length of Road	(3) Restriction of Waiting Restricted Hours	(4) Prohibition of Loading and Unloading Prohibited Hours	Heriot Hill Terrace	North-west side, from the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 19.5 metres or thereby;	At any time
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(1) Road in Edinburgh	(2) Length of Road	(3) Restriction of Waiting Restricted Hours	(4) Prohibition of Loading and Unloading Prohibited Hours														
Heriot Hill Terrace	North-west side, from the extended north-eastern kerbline of Rodney Street, north-eastwards for a distance of 19.5 metres or thereby;	At any time	-														



Ref	Scheme: Bellevue to Canonmills	Road: Broughton Street								
BC.05	<p>Trialled measures</p> <p>RESTRICTION OF WAITING PROHIBITION OF LOADING AND UNLOADING</p> <table border="1" data-bbox="190 331 1120 678"> <thead> <tr> <th data-bbox="190 331 340 518">(1) <i>Road in Edinburgh</i></th> <th data-bbox="340 331 768 518">(2) <i>Length of Road</i></th> <th data-bbox="768 331 902 518">(3) <i>Restriction of Waiting Restricted Hours</i></th> <th data-bbox="902 331 1120 518">(4) <i>Prohibition of Loading and Unloading Prohibited Hours</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="190 518 340 678">Broughton Street</td> <td data-bbox="340 518 768 678">West side, from a point 23 metres or thereby north of the extended northern kerbline of Barony Street, northwards for a distance of 12.5 metres or thereby;</td> <td data-bbox="768 518 902 678">At any time</td> <td data-bbox="902 518 1120 678">Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm</td> </tr> </tbody> </table>	(1) <i>Road in Edinburgh</i>	(2) <i>Length of Road</i>	(3) <i>Restriction of Waiting Restricted Hours</i>	(4) <i>Prohibition of Loading and Unloading Prohibited Hours</i>	Broughton Street	West side, from a point 23 metres or thereby north of the extended northern kerbline of Barony Street, northwards for a distance of 12.5 metres or thereby;	At any time	Monday to Friday: 8.00am – 9.15am and 4.30pm – 6:00pm	<p>Recommended change</p> <p>Remove measures from Order, should it be made permanent, and revert to parent Order.</p>
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Ref	Scheme: Crewe Road South	Road: Craigleith Road						
CS.02	<p>Trialled measures</p> <p>RESTRICTION OF WAITING</p> <table border="1" data-bbox="185 300 1061 523"> <thead> <tr> <th data-bbox="185 300 367 395"><i>1)</i> Road in <i>Edinburgh</i></th> <th data-bbox="367 300 891 395"><i>(2)</i> Length of Road</th> <th data-bbox="891 300 1061 395"><i>(3)</i> Restricted Hours</th> </tr> </thead> <tbody> <tr> <td data-bbox="185 395 367 523">Craigleith Road</td> <td data-bbox="367 395 891 523">South side, from a point 37 metres or thereby west of the extended western kerbline of Orchard Road, westwards for a distance of 16 metres or thereby;</td> <td data-bbox="891 395 1061 523">At any time</td> </tr> </tbody> </table>	<i>1)</i> Road in <i>Edinburgh</i>	<i>(2)</i> Length of Road	<i>(3)</i> Restricted Hours	Craigleith Road	South side, from a point 37 metres or thereby west of the extended western kerbline of Orchard Road, westwards for a distance of 16 metres or thereby;	At any time	<p>Recommended change</p> <p>Remove measures from Order, should it be made permanent, and revert to parent Order.</p>
<i>1)</i> Road in <i>Edinburgh</i>	<i>(2)</i> Length of Road	<i>(3)</i> Restricted Hours						
Craigleith Road	South side, from a point 37 metres or thereby west of the extended western kerbline of Orchard Road, westwards for a distance of 16 metres or thereby;	At any time						
								

Appendix 22 - Register of ETRO/21/23A responses

Ref	Representation text	Scheme	Category
1	<p>These correctly labled '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 'triated' 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 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>	<p>All (including Arboretum Place)</p> <p><i>*Two Submissions</i></p>	Object
2	<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 (including Arboretum Place)	Objection
3	<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 (including Arboretum Place)	Object
4	<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 (including Arboretum Place)	Object
5	<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>	All (including Arboretum Place)	Object

Appendix 22 - Register of ETRO/21/23A responses

Ref	Representation text	Scheme	Category
	<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>		
6	<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. 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 (including Arboretum Place)	Objection
7	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 (including Arboretum Place)	Objection
8	I can confirm that i objrct Craigleith Junction) measures TRO/21/30 with all the others in the area being TRO/21/27.	All (including Arboretum Place)	Objection
9	Sent from my iPadMy name is [REDACTED], I reside @ [REDACTED]. My e-mail address is. [REDACTED] I wish to object to both of the above proposals. TITLE: RO/21/30. & TRO/21/27	All (including Arboretum Place)	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 (including Arboretum Place)	Objection
11	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 (including Arboretum Place)	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 (including Arboretum Place)	Objection
13	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 (including Arboretum Place)	Objection
14	<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 (including Arboretum Place)	Objection
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 (including Arboretum Place)	Objection
16	<p>I am writing to comment on, question, and object to a number of the elements of the introduced trial transport measures around the City. I am not, generally, a writer of letters to committees or representatives, as the decisions made across a wide range of matters are generally understandable, sensible and balanced. However, having now lived in Edinburgh for over 15 years, I have been more and more dismayed at some of the elements of the recent transport trials, a number of which seem, on balance, to have non-trivial adverse consequences, intended or otherwise. These consequences do not seem to be being appropriately considered or given suitable weighting in ongoing decisions in the overall plans. My comments are limited to areas I have seen and incidents I have witnessed, however I imagine these could be extrapolated to other areas of the City with similar measures. I should also add, for background and context, that I am a keen runner and cyclist, and bus user, as well as a hybrid-car driver.</p> <p>General</p> <p>The principles of aiming for net zero by 2030 cannot be argued with – indeed, the associated more pleasant environment, and contribution to a more sustainable world is something all should, and generally do, actively support.</p> <p>However, there is significant frustration brought about for road users, mainly for vehicles drivers, as a result of some of the measures currently on trial, and I would ask what consideration has been given to this. Similarly, what assumptions have been made in relation to electric vehicle use in the years ahead?</p> <p>Scottish weather needs considered. In poor, icy, wet, windy or other inclement conditions, preferable, and arguably safer, methods of transport involve not being directly exposed to the elements of the weather. As such, cycle bollards, limiting the use if significant portions of roads, is not, when weather conditions are making travelling more hazardous, contributing to enhanced safety, particularly where visibility is reduced.</p> <p>Cycle lane bollards (specifically Queensferry Road , Ferry Road , Crewe Road South)</p>	All (including Arboretum Place)	Objection

Ref	Representation text	Scheme	Category
	<p>I have witnessed a number of near misses on the above roads due to bollards which have been erected where drivers would not, rightfully, expected them to be. More specifically, a couple of examples have been at Craighleith outside the Esso petrol station, just prior to the left turn into Craighleith Crescent , where bollards appear after the bus stop; similarly on Crewe Road South , and also Queensferry Road, where bollards are in place, then stop for a traffic island, then commence again.</p> <p>Bollards also cause issues where vehicles are turning right, and other vehicles cannot pass them on the left due to the bollards – this then causes congestion, increased emissions, and heightened driver frustration.</p> <p>A more related general point is why has Ferry Road has had bollards placed on it, when there is already a cycle track literally less than 100 metres from it? Overall, I have actually seen little use of the cycle lanes on these roads. The cycle path network in Edinburgh is good, and well used. I use it myself frequently, and enjoy it very much. I am struggling to understand, therefore, why there is seen to be a need to actively look to move bikes onto roads. Is there an ultimate end game, or overarching principle that is not being publicised, which is driving some of these changes?</p> <p>In summary, in these times of cost of living pressures, and other pressure on public finances, is this really the best use of public funds at this current time?</p> <p>Roseburn</p> <p>After months of disruption, the resulting road layout seems bizarre. But on top of this, I heard that local traders are not being compensated for business disruption during this....because it would create a costly precedent for other works?! Given the questionable outcome of the works, the sensible thing to do, therefore, would be not to actually do anything – save the money used, do not disrupt local businesses, and use the funds for other, more needed and balanced projects, such as road surface maintenance and pot hole repair.</p> <p>Overall</p> <p>So, in summary my questions to be addressed are:</p> <ol style="list-style-type: none"> 1. What cost benefit analysis has been done on actual cycle lane usage since the erection of the bollards? 2. What proactive measures are in place to gauge feedback on the trials? While I have written on this occasion, it is not something I normally do....and the general ad hoc feedback I have heard across a wide range of people has been anything but positive. 3. Why have bollards for cycle lanes been erected on Ferry Road, when there is already a cycle track less than 100m from this road? 4. Will the cost of removal of bollards, if that is what happens, be supported by the Scottish Government as well, or will it be cost prohibitive because the answer to this is no? 5. How much has the positive impact of electric vehicles (both private and public) and the related reduction in emissions been factored into plans, which seem heavily weighted to the reduction and/or elimination of any vehicular element in the future? 6. How has the impact of increased congestion, driver frustration and related mental health issues, been considered as part of the overall plan? 7. And finally, what was the pre-work evidence for the change, and disruption, at Roseburn? <p>Given the governmental funding element related to these points, I have also written to my MSP.</p>		
17	<p>Bike lane consultations: ETRO/21/30A & ETRO/21/30B; ETRO/21/27A & ETRO/23/23</p> <p>As a regular cyclist in Edinburgh over the past 30 years, I'm happy to give my feedback on the cycle lanes established in my local area, as indicated above.</p> <ol style="list-style-type: none"> 1. Use of bollards <p>Though these may provide a sense of security for novice cyclists, they are in fact a bit of a danger, for the following reasons:</p> <ol style="list-style-type: none"> a) they constrain the width of the lane, preventing safe overtaking of cyclists by other cyclists. b) they render it harder to turn right across the street, since a tight turn is needed between the bollards and their longer mountings. c) traffic cannot pull in to an empty lane on the left, if needed to allow emergency vehicles to pass by. d) the lanes cannot be cleaned by mechanised road sweepers, allowing the build up of foreign objects like glass, stones, sticks and leaves. This can be highly dangerous. <ol style="list-style-type: none"> 2. Use of coloured surfacing <p>Clear making of cycle priority lanes avoids these issues and has been tried and tested over many years. In Denmark, it is illegal for vehicles to enter such lanes unless there is an emergency, so why not here? After all, it's already illegal to park on double yellow lines or cross over a solid line in the centre of the road. Legislation needs to catch up here to avoid needless waste on bollards and plinths.</p> <ol style="list-style-type: none"> 3. Paved cycle lanes <p>The current fashion has to be commended, though the cost of these is so much greater than the provision of coloured lanes. However, there is an issue at bus stops. In such cases, pedestrians have priority over cycles when boarding a bus and cyclists have to either wait or pass the bus on the right (potentially dangerous for novice cyclists). This is a hazard for pedestrians as paved cycle lanes encourage greater speed. The solution is to place a chicane before each stop and to paint the boarding area with cross hatching, like a box junction.</p> <p>I hope these ideas are useful for your consultation, since they aim to combine practicality with cost effectiveness.</p>	All (including Arboretum Place)	Objection
18	<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 (including Arboretum Place)	Support
19	<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 health 2. 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.</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 (including Arboretum Place)	Support
20	<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>	All (including Arboretum Place)	Support

Appendix 22 - Register of ETRO/21/23A responses

Ref	Representation text	Scheme	Category
	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.		
21	I am just writing to express my support for the Travelling Safely proposal to make the Spaces For People bike lane ETROs permanent.	All (including Arboretum Place)	Support
22	<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 (including Arboretum Place)	Support
23	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 (including Arboretum Place)	Support
24	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 (including Arboretum Place)	Support
25	<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 (including Arboretum Place)	Support
26	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 (including Arboretum Place)	Support
27	<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 (including Arboretum Place)	Support
28	<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 (including Arboretum Place)	Support
29	<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>	All (including Arboretum Place)	Support

Appendix 22 - Register of ETRO/21/23A responses


Ref	Representation text	Scheme	Category
	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.		
30	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 impression 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 (including Arboretum Place)	Support
31	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 (including Arboretum Place)	Support
32	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 (including Arboretum Place)	Support
33	I am an Edinburgh resident and very much in favour of the improved cycling provisions planned 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 (including Arboretum Place)	Support
34	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 pollution, which is rarely the case given the overwhelming amount of car traffic.	All (including Arboretum Place)	Support
35	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 the same time as working to reduce the traffic flow into the city (e.g. Park and ride near Fairmilehead)	All (including Arboretum Place)	Support
36	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 (including Arboretum Place)	Support
37	As an Edinburgh resident I cycle, walk and drive in the city. 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. 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. So please keep these lanes but keep them maintained and swept e.g. wet leaves are a bit of a skid risk	All (including Arboretum Place)	Support
38	I'm writing to comment on the Travelling Safely Experimental Traffic Regulation Orders.	All (including Arboretum Place)	Support

Ref	Representation text	Scheme	Category
	<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>		
39	<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 (including Arboretum Place)	Support
40	<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 (including Arboretum Place)	Support
41	<p>I am commenting about the Travelling Safely Experimental Traffic Regulation Orders. I strongly support the lanes, there are undoubtedly problems to be resolved and major improvements that should be made. The Duddingstone Road layouts have improved the road safety and conditions for Lothian buses. I think that one similar installation which has been an outstanding success is that in Loganlea Drive. The one way system and parking restrictions at the school have improved conditions for all the road users. This positive approach is required through out the city</p>	All (including Arboretum Place)	Support
42	<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 (including Arboretum Place)	Support
43	<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 (including Arboretum Place)	Support

Ref	Representation text	Scheme	Category
44	<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 (including Arboretum Place)	Support
45	<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 (including Arboretum Place)	Support
46	<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 (including Arboretum Place)	Support
47	<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 (including Arboretum Place)	Support
48	<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 (including Arboretum Place)	Support
49	<p>I'm writing in support of the Travelling Safely Experimental Traffic Regulation Order and wanted to make some suggestions for improvements.</p> <p>On Rodney Street heading north I think the cycle path should be lengthened in a number of places.</p> <p>First is outside of the church which should be made continuous. It is used as a make-shift loading bay and pushes families such as mine into traffic.</p> <p>Furthermore, the bus stops further down could be consolidated into one and the cycle lane can be extended again. The timetables to not overlap.</p> <p>The cycle lane going south, outside Bearded Baker etc, on Rodney Street could also be extended. Putting the parking and loading further into the road would replicate infrastructure that has been successfully implemented elsewhere in the city.</p> <p>Finally, please could you ensure there is a continuous bike lane going up Broughton Street? There is so much space and it feels so dangerous going up there.</p> <p>More generally I hope the scheme is kept city wide, expanded and improved on.</p> <p>Thanks for your efforts and hard work.</p>	All (including Arboretum Place)	Support
50	<p>TRO/21/27B - North Area, ETRO/21/28A - East Area, TRO/21/30A - West Area, TRO/21/30B - Silverknowes Area, and TRO/23/23A - Arboretum Place.</p> <p>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.</p> <p>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 don't have time for consultants but who are extremely supportive of our city transitioning away from prioritising cars.</p>	Arboretum Place	Support
51	<p>I am strongly in support of these proposals. This has previously been a dangerous area due to the number of cars moving and reversing in an area with a large amount of pedestrians crossing with many young people and children.</p>	Arboretum Place	Support

Appendix 22 - Register of ETRO/21/23A responses

Ref	Representation text	Scheme	Category
52	Please accept this email in support of the above noted ETRO.	Arboretum Place	Support
53	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
54	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
55	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
56	I see from the "Plan" on the TRO website that you are proposing yellow lines with no blips on both sides of the crescents. Please confirm that this indicates that blue badge parking will be allowed beside the kerbs within the crescents. Please ensure the blue badge parking spaces on Arboretum Place and in the circle outside RBG are protected. The plan on the website indicates single yellow lines. Can I assume blue badge parking will be allowed on them as well as in the designated spaces?	Out of scope <i>*Two Submissions</i>	Query

Ref	Representation attachments	Scheme	Category
19	<div data-bbox="394 247 522 352" style="text-align: center;">  </div> <div data-bbox="736 279 1228 352" style="text-align: center;"> <p>NEW TOWN & BROUGHTON COMMUNITY COUNCIL</p> </div> <p data-bbox="308 443 1065 474">North Area (Broughton Street to Canonmills) ETRO (TRO/21/27B)</p> <p data-bbox="308 506 1207 909">The New Town and Broughton Community Council (NTBCC) objects to the retention of many of the measures introduced under the Spaces for People initiative along the route from Canonmills to Broughton Street. These were intended to be a temporary response to the pandemic. There is no longer a justification to retain many of these measures or continue to evaluate them using an ETRO. Instead, those that are no longer serving a useful purpose should be removed immediately and those that have proven their value should be made permanent. The nature of the temporary measures does not properly support increased active travel and has created additional hazards for pedestrians, cyclists and other road users as well as increasing congestion on a busy arterial route leading to more air pollution in a residential and local neighbourhood area.</p> <p data-bbox="308 947 1199 1146">We also note that the plans provided with the ETRO only provide information on the waiting and loading restrictions. Apart from within the stated reasons for ETRO, no information is provided on the actual measures which were the reason for introducing the revised waiting and loading restrictions. This makes it very difficult for members of the public to provide meaningful feedback on the ETRO.</p> <p data-bbox="308 1184 1207 1451">No evidence has been provided of any monitoring that has been undertaken while this ETRO has been in effect nor does the ETRO set out any plans for such monitoring which is surely one of the key reasons for continuing to have these temporary measures in place. NTBCC requested greater involvement in decisions regarding these temporary measures through a Participation Request but was persuaded that this could be accomplished through more informal means. Unfortunately, this engagement with the local community has not been delivered.</p> <p data-bbox="308 1488 1190 1724">The original Spaces for People measures and their subsequent retention using the ETRO has been a missed opportunity to address the concerns raised by local residents and businesses. Following consultation conducted by the New Town and Broughton Community Council in 2021, it was clear that increasing pavement widths and making the area safer for pedestrians were the priorities for most respondents. These priorities have been largely ignored by the changes introduced by the Council under the Spaces for People initiative.</p> <div data-bbox="1270 401 2095 495" style="background-color: #e0e0e0; padding: 5px;"> <p>We urge the Council to look again at the active travel needs of this neighbourhood area with a new perspective that properly responds to the needs of the community.</p> </div> <div data-bbox="1270 533 2119 627" style="background-color: #e0e0e0; padding: 5px;"> <p>We have set out below our position on each of the measures and associated waiting/loading restrictions by referencing the specific sheet numbers of the drawings included with the ETRO.</p> </div> <p data-bbox="1270 665 1362 695">Sheet 1</p> <div data-bbox="1270 699 2139 993" style="background-color: #e0e0e0; padding: 5px;"> <p>The sheet shows a section of no waiting or loading on the southbound side of Canonmills between Munro Place and Broughton Road. This change should be made permanent to remove parked or waiting vehicles blocking a very narrow and congested section of road. These restrictions were introduced to remove potential blockages for cyclists and other vehicles using this section of road approaching the junction with Broughton Road. This was one of a number of measures intended to improve the safety of this junction for cyclists and pedestrians. It would appear that some of these measures have been quietly forgotten.</p> </div> <p data-bbox="1270 1031 2145 1457" style="background-color: #e0e0e0; padding: 5px;"> <p>We raised particular concerns due the very narrow width of pavement on the north side of Broughton Road given the significant number of pedestrians using this section of pavement. Nothing was done to extend the width of this pavement/waiting area. The ETRO could have been used to evaluate a reconfiguration of this junction to increase space for pedestrians. There was also a no right-hand turn introduced at this junction to prevent south bound traffic turning into Eyre Place. This was intended to improve traffic flows at this junction and thus reduce the likelihood of traffic build-up back towards Huntley Street. We have noted that the road sign has been removed. Why has this restriction been removed? Given the uphill nature of this section of road for cyclists, consideration should have been given to introducing a segregated cycle path and an early start light for cyclists at this junction. Both measures would have a very positive impact on the safety of cyclists.</p> </p>		

The sheet shows waiting and loading restrictions on the northbound side of Canonmills between the junction of Eyre Place and Huntley Street. We believe that these measures should be made permanent and loading restrictions should be extended to 24 hours per day on the section closest to Eyre Place as it is on a bend reducing visibility for approaching traffic and requiring cyclists to move into the centre of the road.

Ref	Representation attachments	Scheme	Category
	<p>The waiting and loading restrictions at the junction of Rodney Street and Herriot Hill Terrace should be made permanent to reduce potential congestion for southbound traffic using Rodney Street, removing the need for cyclists to move into the centre of the road and improving visibility for traffic turning out of Herriot Hill Terrace.</p> <p>The segregated cycle lane on the downhill northbound side of Rodney street should be removed as it ends abruptly at the first of two bus stops. Cyclists should instead be given priority in the main carriage way. The waiting and loading restrictions should be made permanent given the proximity of the bus stops on both sides of the road at this point. The loading restrictions should be extended to cover the full period that bus services operate on this route. Priority should be given to improving the segregated cycle lane on the opposite uphill southbound side of the road especially as it passes the bus stop.</p> <p>Sheet 3 We support the continuation of the parking and loading restrictions on west side Bellevue and Rodney Street but believe that the small sections of segregated cycle lane should not be retained on this downhill section of road. These are of limited benefit to cyclists who are entering and leaving these sections due to the presence of two bus stops on this side of the road, the junction with Cornwallis Place and a controlled pedestrian crossing. One of the missing elements of this sheet is the pavement build out at the north side of the junction with Cornwallis Place. This should either made permanent or removed as the temporary infrastructure is a hazard to pedestrians especially those who are wheeling or visually impaired. The segregated cycle lane on the east uphill side of Rodney Street beyond the bus stop by Herriot Hill Terrace to East Claremont Street should be made permanent and the temporary pavement build out removed to provide more space for this cycle lane.</p> <p>Sheet 4 Again, this sheet fails to show many of the Spaces for People measures which are being retained under this ETRO. The segregated cycle lane on the west side of Bellevue should be removed as it does not serve any useful purpose and increases the risks to cyclists leaving the cycle lane just before the bus stop and re-entering the main carriageway. The parking and loading restrictions should be made permanent to reduce the need for cyclists to avoid parked cars especially given the number of junctions and the pedestrian crossing island between East Claremont Street and Bellevue Place.</p> <p>In contrast the lack of a dedicated cycle lane on the east uphill side of Bellevue reduces the benefit of the segregated cycle lane from Rodney Street. Given</p>		

that this route is part of the National Cycle Network, consideration should be given to creating a segregated cycle lane from East Claremont Street to the Broughton Roundabout. This would require some modification of the side junctions and the bus stop on Mansfield Place. The sheet shows no pavement build out at the centre refuge of the East Claremont Street junction. The temporary measures should be made permanent to improve pedestrian safety by restricting the width of the junction.

Sheet 5

The sheet once more fails to show the extent of the temporary measures introduced under the Spaces for People which this ETRO is seeking to retain. These measures include roadway width restrictions and pavement extensions. We object to the retention of these measures around the Broughton roundabout. The pavement widths are already more than adequate and by providing the temporary build outs, pedestrians are encouraged to cross the roads adjacent to the roundabout away from the controlled crossings increasing the risk to them of an accident. As a consequence of these buildouts, traffic is constrained to a single lane entering and leaving the roundabout increasing congestion and thus atmospheric pollution.

The temporary barriers that were installed in the centre of Mansfield Place were never justified by the need to provide additional space for active travel and should be removed. If it is deemed necessary to restrict the ability of vehicles to cross the carriageway, then this should be approved under a full TRO. The section of no parking and loading restrictions on the west side of Broughton Street on the approach to the roundabout should be removed to provide additional parking and loading space for residents, disabled drivers, businesses and visitors. Further consideration of this junction should be undertaken to improve the safety of cyclists travelling along the National Cycle Route and to restrict through traffic along East London Street.

Sheet 6

This sheet shows additional waiting and loading restrictions on the east side of Broughton Street between Broughton Place and Forth Street. What is not shown is the small section of segregated cycle lane. This should be removed, and further effort should be focussed on improving cyclist safety on the National Cycle Route and in particular Dublin Street with its direct connections to the CCWEL route. Broughton Street is not a suitable route for southbound cyclists to be using to access the City Centre due to the significant conflicts identified by the Council in the 'Our Future Streets Technical Summary Report' presented to the Transport and Environment Committee in February 2024.

Ref	Representation attachments	Scheme	Category
	<p>The temporary build-out of the pavement on the corner of Barony Street and Broughton Street should be made permanent and the temporary measures removed as they pose a hazard to pedestrians especially those with restricted mobility or vision.</p> <p>All of the waiting restrictions in this section of Broughton Street should be re-evaluated based on the impact of the communal bin review in this area and the loss of other parking spaces in adjacent streets.</p> <p>Sheet 7 The sheet shows additional loading and waiting restrictions on the southbound side of Broughton Street between Broughton Place approaching the junction with Picardy Place. We believe that these restrictions are beneficial to maintaining proper traffic flow at this junction. This encourages traffic to use this route to access Picardy Place rather than use other routes including East London Street to avoid congestion. This change should be made permanent, and the restrictions apply 24 hours per day.</p> <p>The sheet shows a no waiting area on the north side of Forth Street close the junction with Broughton Street but with loading allowed during certain times. We objected to this becoming a loading area as Forth Street is a one-way street thus requiring any commercial vehicles that have completed their loading/unloading operations to travel through narrow residential streets in order to return to the main road. Having checked the actual site, it would appear that the sign showing the loading restrictions has been removed so that this is now apparently only a no waiting area. While there is some benefit of removing parked vehicles near the junction this has resulted in loss of parking spaces for residents and people using the shops on Broughton Street. This change should be reviewed when the TRO for the next phase of the communal bin review is prepared.</p> <p>Also on this sheet is a new section of no waiting but with limited loading allowed on the northbound side of Broughton Street between York Lane and Albany Street. This is opposite a bus stop and loading area on the southbound side of the road. Given the proximity of this section of road to Albany Street, we agree that parking should be restricted especially as it is also close to a pedestrian island crossing. This change should be made permanent.</p>		

Ref	Representation attachments	Scheme	Category
27	<p>Craigeith/Blackhall Community Council comments on Traffic Road Orders (TRO)</p> <p>TRO/21/27 Travelling Safely North Area TRO/21/30 Travelling Safely West Area</p> <p>Craigeith/Blackhall Community Council notes that “Travelling Safely” is the name now being used by Edinburgh Council instead of “Spaces for People”, and relates to changes in road layout introduced during the public health Covid emergency period in 2020 and 2021. TRO/21/27 and TRO/21/30 cover changes to the road layout in the Craigeith/Blackhall Community Council area, TRO/21/27 on Crewe Road South and Comely Bank Roundabout and TRO/21/30 covering measures in the Queensferry Road corridor including bus lanes.</p> <p>Craigeith/Blackhall Community Council is supportive of the City Council’s overall objectives in the City Mobility Plan making it easier to move around the city in a greener and safer manner. The Community Council is however concerned that the interests of local communities, such as Craigeith and Blackhall have been given insufficient weight and attention and their interests should not be overridden in seeking to impose some of the proposed changes on a permanent basis. It is disappointing therefore that the statement of reasons in the TROs are generic and ignore the interests of local communities.</p> <p>TRO/21//27 - while we understand the need for improved cycle access to the Western General Hospital, we are not persuaded the width of Crewe Road South is sufficient to accommodate two cycle lanes with bollards, two lanes for general traffic as well as accommodating emergency ambulances - we are concerned that there is not sufficient width for general traffic to provide easy passage for emergency vehicles.</p> <p>TRO/21/30 - given the reasons and justifications in support of the TROs are city wide, as already noted, the City Council has failed to provide the local community with justifications for the specific changes on Queensferry Road. As a consequence, the Community Council’s view is that the City Council’s proposals give priority to individuals living outside the city over local residents, making it more difficult for local residents to move within the community and to adjacent communities.</p> <p>We note that the move to make the bus lanes permanent and double yellow line restrictions requires significant detailed regulations to provide for exceptions. Significant in its omission are the elderly who could be disadvantaged by the changes. Only a small number of residents use blue badges which is provided for in the regulations, but other elderly residents also have mobility problems and who are often dependent on both official lifts, such as the NHS, and non official lifts from neighbours and friends to and from places. These elderly residents and their drivers will be severely penalised by the Council’s TRO regulations. This is</p>	Crewe Road South	Object

an important consideration given the age structure of the local community in Craigeith and Blackhall with its large number of elderly residents.


Bus lanes - Craigeith/Blackhall Community Council objects to the proposed extension of bus lane operation to 24/7, 365 days a year. There is no objection to the retention of the current hours of bus lane operation as clearly shown on the accompanying plans as part of the consultations on the TROs. However with reduced frequencies and unreliability of Lothian Bus city services, as well as a possible forthcoming reduction in bus services, particularly service 41, residents using Stagecoach buses from outside the City would be the main beneficiaries, not the local community. Additionally it would lead to more frequent traffic build-up on Hillhouse Road and Queensferry Road resulting in increased pollution and slower local journeys. We note the proposed changes apply only to the recent bus lane additions and not to the bus lanes introduced 20 years ago, the periods of operation which remain unaltered and which we welcome.



Queensferry Road - the changes to the road layout as part of the Travelling Safely initiative have made Queensferry Road less safe, particularly the Craigeith Road junction and the Orchard Roads junction. Both local residents and at community council meetings, significant concern has been expressed about the removal of one of the exit traffic lane city bound on Queensferry Road after the Craigeith Road junction traffic lights.


Before the TRO changes are adopted legally, changes to the junction are essential to ensure road users can travel safely along Queensferry Road. The pre-Travelling Safely layout should therefore be reinstated with two exit lanes city bound, even if it requires the removal of a short section of west bound bus lane at the Holiday Inn. This bus lane provides only limited benefits for buses.



Orchard Road junction - the introduction of bollards to separate the cycle route from the main carriageway at the junction west bound has resulted in an unsatisfactory chicane for road users. This safety problem needs to be addressed.




██████████
Secretary - sec.cbcc@gmail.com
Craigeith/Blackhall Community Council
2 April 2023
██████████
Edinburgh EH██████████


Ref	Representation attachments	Scheme	Category
65		All	Support

Ref	Representation attachments	Scheme	Category
71	<div style="text-align: right; margin-bottom: 20px;">  </div> <div style="text-align: center; margin-bottom: 20px;">  </div> <p>Travelling Safely – TRO/21/27B [North area schemes]</p> <p>INTRO</p> <p>Spokes strongly supports the North Edinburgh TRO/ETRO and its significant contribution to encouraging people to walk, cycle and use public transport in the city.</p> <p>Where lane defender units have been used in cycleways, efforts should be made to replace these with more permanent materials such as Scan kerbs as used on Holyrood Road. This both improves the visual appearance of the cycleway and provides a more continuous protected nature to the route.</p> <p>Many of the schemes do not cater adequately for cycle safety at junctions, and this should be improved as the schemes are taken forward. These are the greatest danger areas, and also the sections most likely to deter people from using a bike. An otherwise attractive segregated route with a difficult junction at the end or elsewhere is likely to deter many potential cyclists from using any of the route.</p> <p>There are numerous instances across the scheme areas where cycleways have an unacceptably poor surface from their time as vehicle lanes. Given the narrow nature of many of the cycleways, this can cause acute issues for cyclists. Notably, those taking avoiding action may potentially strike a lane defender. The surface of all cycleways should be reviewed, and suitable resurfacing undertaken where required.</p> <p>Where motor vehicle prohibitions are proposed, access should always be retained for people walking and cycling - including on non-standard cycles such as cargo bikes and trikes.</p> <p>There are numerous sections of cycleway where kerbside motor access is allowed and provided. Any instance of this, which forces cyclists to rejoin traffic, reduces the safety and attractiveness of the route and should be avoided where possible. The use of floating parking and loading bays, as well as relocating loading to side streets, has been successful in the city and should be used in further locations.</p> <p>Drivers parking/waiting close to the start or end of segregated areas making it difficult on entry and dangerous on exit requiring cyclists to immediately pull out to overtake. For example, this is especially a problem on Rodney Street northbound just after the Bellevue Chapel on a Sunday.</p> <p>Cleaning of the cycleways it is often irregular and there tends to be a build up of mulch and debris in a number of locations.</p> <p>SPECIFICS</p> <p>Crewe Road South</p> <p>The protected cycleways have proved highly popular especially for access to the Western General Hospital and need to be retained along with the carriageways reduction at the Orchard Brae roundabout.</p> <ol style="list-style-type: none"> 1. There is a significant build out towards the northern end of the road for a pedestrian crossing. Due to the reduced lane width, there is a gap in the cycle protection and cyclists have to merge with traffic. Alternative solutions are required, such as a cycle by-pass around the back of the crossing, so that cyclist protection for southbound cyclists can be continuous. Clearly such an intervention was outside of the scope of the "temporary measures" but should be implemented now. 2. The surface in the cycle lanes is very poor, and should be improved. 3. At Comely Bank Roundabout, the geometry of the roundabout should be physically changed so that drivers cannot use the desire-line and go straight across the hatching from eg Craighleith Road to Comely Bank Road. Recent observation is that the lane narrowing markings on the roundabout are being abused and having limited effect at traffic calming. Cyclists are also in danger of being overtaken on the roundabout and then "left-hooked" when drivers get back into the lane. A more effective intervention is required. <p>Ferry Road</p> <p>The protected cycle-ways on Ferry Road have been very welcome and they should be improved and made permanent.</p> <ol style="list-style-type: none"> 1. Options for safe cycling, linking to other cycle routes, should be investigated at the junction with Inverleith Terrace and at the Ferry Road/Crewe Road South roundabout. This roundabout is a major deterrent to cycling in the area and came out with a high score in the Major Junctions Review. It poses a significant danger to cyclists. 2. Waiting by coaches should not be permitted, alternative waiting areas should be provided. Even if drop-off only is permitted, this brings the alternatives either of a large group of people exiting from the coach into the cycle lane, or, if the parking is 	All	Support

Ref	Representation attachments	Scheme	Category
	<div style="display: flex; justify-content: space-between;">   </div> <p>kerbside, forcing cyclists out into the main traffic lane outside of the coach. There are also many bus stops, causing similar problems for cycling. Consideration should be given to introducing floating bus-stops so that cyclists have continuous protection.</p> <p>3. The cycleway surface is very poor and needs to be resurfaced in some places. Also, debris often builds up in the cycleway - more responsive cleaning should be provided.</p> <p>West Shore Road and Marine Drive</p> <p>Spokes welcomes the interventions on West Shore Road (WSR) and Marine Drive and would like to see further interventions and improvements. The new development on Marine Drive has provided an excellent off-road cycle path. West Shore Road is a very popular, mainly leisure, cycle route and needs further attention and a safe link to the existing off-road path on Lower Granton Road.</p> <p>More and more businesses are opening up on this road (WSR) and it is getting busier and busier and traffic at times includes large lorries and drivers often speed. One of our members wrote "I do cycle down West Shore Road, and I find it really challenging. I usually cycle with my kids on that road, and the cars, while there's not a lot, they pass fast and tight because of the road design. The pavement of the road itself is poor and I have had a flat tyre on this stretch of road - which was really stressful on my cargo bike! We had to lock it up and take a taxi home - there's no other option when my cargo bike goes down."</p> <p>The footway surface is not a suitable alternative for children and is discontinuous. The original proposal had been for a protected cycleway, but this was not progressed. The closure at Gypsy Brae has helped to significantly reduce the traffic, especially from what it would have been given the extensive construction work on Marine Drive etc.</p> <ol style="list-style-type: none"> 1. The segregated cycleway option should be re-investigated and will prove very popular with residents of the new developments, where some really excellent cycle infrastructure is being implemented. 2. In the short term, the council should proceed with the proposed introduction of a 20mph limit, supported by speed reduction infrastructure. Also, as mentioned in "Spokes response to the Spaces for People Consultation – West Shore Road 2 April 2021", the barriers at the cycle feature that was introduced to enable access to the waterfront, need to be spaced further apart to make them more navigable by bike - especially larger and cargo bikes. These were not changed at the time of implementation due to the limited scope of the project. <p>Bellevue to Canonmills & Broughton Street</p>	<p>The protected cycleways from Canonmills to Broughton Street have been very welcome and are being well used and should be improved and made permanent together with the footway extensions that have resulted in carriageway space reductions at junctions.</p> <p>Broughton St is a vital link and an important destination in its own right, and retaining the uphill protected cycleway is absolutely vital. For both purposes, particularly given that cyclists will be travelling relatively slowly compared to motor vehicles on this uphill stretch. Broughton Street is the least steep way of getting into the Centre from the North and is thus very attractive to cyclists.</p> <p>We received the following from one of our members:</p> <p><i>"I am writing in strong support of retaining the bike lanes along the Bellevue to Canonmills route. My wife and I recently purchased our flat on Rodney St. and its accessibility by bicycle was a central factor in our property purchase. I commute and travel every day by bicycle up this route, often several times per day, and would not feel safe doing so if I had to weave around parked cars, or did not have the safety of a divided lane. The route could still use improvement, but it is a huge step in the right direction. Beyond its personal value, I see how many, many people use the route, especially because it connects to the Goldenacre and Warrison paths. Even though cycle route 75 takes a different path, the steepness of the hill and the cobbles along Scotland St. make it very impractical (and almost impossible) to comfortably cycle. In effect, the Bellevue to Canonmills route is the true route connecting the northside active travel paths to the city centre, and hopefully soon to the exciting George St. and Meadows to George St. developments."</i></p> <p>Firstly, we will cover issues mainly concerned with the southbound (uphill) cycleway).</p> <ol style="list-style-type: none"> 1. We are concerned that cycle defenders have been removed between Canonmills and Broughton Road southbound. The replacement works should include continuous protection for cyclists and the waiting restrictions modified as necessary. 2. An Early Release traffic signal at the junction with Broughton Road is needed so that southbound cyclists can get up the hill and out of the way of left turning vehicles. This would also be helpful for those heading north to get a good start and "take the lane" for going ahead to Inverleith Terrace via Huntly Street. 3. Cyclists are exposed to danger when a bus is at the stop just beyond Heriot Hill Terrace. This and other bus-stops along the route should be redesigned to provide continuous protection for cyclists - eg using floating bus stops. 4. The footway extension on Rodney Street southbound needs to be considered in conjunction with making the cycleway up to East Claremont St permanent. 	

Ref	Representation attachments	Scheme	Category
	<div style="display: flex; justify-content: space-between; align-items: flex-start;"> <div style="width: 48%;">  <p>5. Spokes has noticed that red surfacing has recently been added across the mouth of East Claremont Street – this is welcomed as drivers often creep out causing cyclists to veer out of the cycleway. The same treatment should be applied at all side-street crossings and at any pinch points (although these will hopefully be eliminated) and where possible the give-way markings moved back a little.</p> <p>6. The cycle protection finishes before the double-length bus stops at the end of Bellevue and needs to be extended up to the roundabout. This will require a redesign and infrastructure interventions such as floating bus stops in the very wide space available.</p> <p>7. The carriageway narrowings on all of the approaches to the Broughton Street roundabout are very welcome and should be made permanent as footway. Whilst some were added as footway extensions, providing a desire-line crossing for pedestrians that so choose, they serve the dual purpose of narrowing the approach lanes thus slowing vehicles consistent with the markings reducing the width of the carriageway on the roundabout. However, the markings are often ignored by drivers and should be replaced with more physical interventions. Consider also making the “desire-line” pedestrians crossing more formal.</p> <p>8. The southbound cycleway on Broughton Street has some problems that need to be addressed, for example drivers parking close to the start of the cycleway and interruptions for bus stop space and side street crossings, where the cycleway needs to be made more obvious. Consideration should be given to improving these situations as part of the changes to make it permanent.</p> <p>9. Being the least steep way of getting into the Centre from the North, Broughton Street is very attractive to cyclists that are deterred from using Scotland Street and Dublin Street, due to their steepness and the very poor cobbles. However, many cyclists are not comfortable with the segregation ending before the top of the street and prefer to turn right into Albany Street before reaching the top. There is nowhere for cyclists to wait safely to make this turn. Attention is needed as to how to make this manoeuvre safer for cyclists. The footway on the west side is also dangerous for pedestrians with many drivers turning left into Albany Street and the unpredictability of drivers turning right into it - also as to whether they are going to give way to pedestrians! On top of this, southbound drivers sometimes queue jump and ignore the keep left signs on the traffic island and drive up the “wrong” side of the road. The junction needs to be redesigned to make it safer for all.</p> <p>10. The southbound protected cycle-way should be extended to the top of the street (as referred to in 9), to link up with the Picardy Place, Leith Walk and York Place (CCWEL) cycleways.</p> </div> <div style="width: 48%;">  <p>Moving on now to the Northbound (downhill cycleway)</p> <p>Contrary to some views, the Northbound protected cycleway is well used and a benefit to cyclists of all ages and abilities. It has some challenges, largely due to the constraints of the temporary works. In making this permanent, solutions should be found for these deficiencies. Ideally we would like a downhill protected cycleway included on Broughton Street, but recognise that there are more constraints there. Cycling downhill before the protection was installed was not an attractive option and totally unsuitable for those not used to driving in traffic and should not be considered as an alternative to resolving the problems.</p> <p>The opportunity should also be taken to improve access to and from Picardy Place by bicycle - there is no direct cycle route to Broughton Street from the CCWEL on York Place and the current road markings are highly dangerous putting cyclists in danger of being undertaken and then left-hooked.</p> <ol style="list-style-type: none"> 1. There are several side-streets and openings that interrupt the continuity of the protection. These can be made safer with red surfacing, radius tightening and suitable kerbing separation. 2. There are several bus stops where the buses either have a lay-by or stop in the cycleway. Again, these can be redesigned to provide continuous or improved protection for cyclists. 3. Vehicles are allowed to park in the cycleway at various times and sometimes park close to the end of the cycleway causing cyclists to make a sharp turn putting them at risk from following drivers. Where parking is necessary it should be moved to the offside of the cycleway. 4. The protected cycleway should continue up to the Eyre Place/Broughton Road junction. 5. Cycle symbols should be added to the carriageway surface to guide cyclists to the offside lane for proceeding straight ahead to Inverleith Terrace and to warn drivers of their proximity <p>IN CONCLUSION</p> <p>Spokes feels that all of these schemes have been a great success, despite the limitations of the temporary provision and the speed at which they had to be installed. Much should have been learnt about how well they have worked and hopefully can be applied to the making permanent of the facilities.</p> <p>Thank-you for the opportunity to comment and we look forward to working with the project team on the implementation of the permanent schemes.</p> </div> </div>		

Ref	Representation attachments	Scheme	Category
	  Spokes 15 Feb 2025 spokes@spokes.org.uk St. Martin's Community Resource Centre, 232 Dalry Road, Edinburgh EH11 2JG 		

Ref	Representation attachments	Scheme	Category
49		All (including Arboretum Place)	Support

Appendix 26 – 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
- Widening 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 27 - 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
Seafield Street		19,000		September 2025	26/27
Seafield 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
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 28 - Upgrading of Infrastructure at Measures Retained Permanently – Citywide map of prioritised measures



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Appendix 29 - Representations received to ETRO/21/27, ETRO/21/27A and ETRO/21/27B, 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/21/27, ETRO/21/27A or ETRO/21/27B.

Table 1 Representations to ETRO/21/27, ETRO/21/27A and ETRO/21/27B

	First Advert		Second Advert	Third Advert		TOTAL (not accounting for blank comments)	TOTAL (Collating responses from the same individual across all adverts)	
	General representations relating to all or more than one Travelling Safely ETRO	Specific representations relating to ETRO/21/27	Specific representations relating to ETRO/21/27A	Specific representations relating to ETRO/21/27B				
	As received	Collating responses from the same individual	As received (all responses were from different individuals)	As received	As received	Collating responses from the same individual		
Objections	17	16	7	0	11	10	35	33
Support	32	32	1	0	18	15	51	48
Neutral/Queries	3	3	1	0	0	0	4	4
Blank	0	0	0	0	1	1	-	-
TOTAL	52	51	9	0	30	26	90	85

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

Table 2 Objections to ETRO/21/27, ETRO/21/27A and ETRO/21/27B by route/location

	Bellevue to Canonmills	Crewe Road South	Ferry Road	West Shore Road / Marine Drive
General objections	18			
Objections with specific references	8	1	1	5

A schedule of the main themes raised through objections to ETRO/21/27, ETRO/21/27A and ETRO/21/27B is presented in Table 3 below. The table presents a summary of the theme, response and proposed action.

Two of the general support representations to ETRO/21/27B were from Blackford Safe Routes (James Gillespie's Primary School travel committee) and Spokes.

The sections immediately following the table also consider the main points that objectors raised that specifically relate to certain routes or locations. Due to the specific grounds that some objections refer to and the specific designs and context of each scheme, Appendix 15 presents a summary of scheme specific themes, responses and proposed actions associated with each route or location.

Appendix 16 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/21/27, ETRO/21/27A and ETRO/21/27B

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, loading and waiting was deemed unsafe or not physically possible at the times promoted.</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 these streets.</p> <p>Where restrictions have been introduced near businesses (Bellevue to Canonmills scheme), there is an allowance nearby where loading is permitted or these only restrict loading at certain times.</p>	See Appendix 17 and below for recommended changes to waiting provisions.	2
02	Impact on access for residents or businesses due to closures or changes	<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>There was only one road closure trialled as part of ETRO/21/27B. See below concerning specific matters related to this trial measure.</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; no action recommended.	3

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>There was only one road closure trialled as part of ETRO/21/27B. See below concerning specific matters related to this trial measure.</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> <p>Should there be a special requirement for accessible parking bays near a specific property due to additional parking pressure, a request for a Disabled Person’s Parking Place (DPPP) can be submitted to the Council for consideration.</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.	3
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 and cycling 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; no action recommended.	2
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.	3

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>All homes and businesses are still accessible by motor vehicle. The route to some destinations may be different or longer.</p> <p>Our Future Streets, the circulation plan for Edinburgh, provides a clear framework for reallocating streetspace across the city including key travel corridors. Measures delivered under the Travelling Safely programme have enabled the Council to trial an earlier implementation of this framework on some corridors and locations.</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.	6
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>Our Future Streets, the circulation plan for Edinburgh, provides a clear framework for reallocating streetspace across the city including key travel corridors. Measures delivered under the Travelling Safely programme have enabled the Council to trial an earlier implementation of this framework on some corridors and locations.</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.	6

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 delivered as part of the Bellevue to Canonmills scheme 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. 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 manoeuvres required by cyclists at junctions (see theme 21).</p>	<p>No action recommended, however there will be 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>	15

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 delivered as part of the Bellevue to Canonmills scheme 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>	13
10	Impact on road safety for public transport 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.</p> <p>Measures enabled by ETRO/21/27B 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/21/27B.</p>	<p>Recommendation to set aside objections that raise this theme on the grounds of them not being relevant nor material against the trialed measures; no action recommended.</p>	4

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 delivered as part of the Bellevue to Canonmills scheme 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.</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> <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 there will be 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>	10

Theme ref	Objection theme	Response	Action	Number of Objections
12	Impact on additional motor vehicle use resultant 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>Traffic related pollution 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/21/27B.</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> <p>All objections that were specific were in relation to the measures trialled as part of the Bellevue to Canonmills scheme. The Council has non-automatic monitoring (passive diffusion tubes) along this corridor and on the statutory report on air quality, the 2024 Air Quality Annual Progress Report, NO₂ levels are shown to be well within the legal objectives for this (predominately) traffic related pollutant, following a similar trend to previous years.</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.	15
13	Measures are not used	See Appendices 9, 10 and 32 concerning monitoring activities evidencing use of the measures in ETRO/21/27B.	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.	11

Theme ref	Objection theme	Response	Action	Number of Objections
14	Measures are not maintained	<p>Any road/pavement defects or damaged infrastructure can be reported to the Council for inspection. Any damage will be categorised and repairs prioritised as appropriate.</p> <p>Objectors also raised concerns around the cleanliness of the soft segregated cycle tracks enabled by the measures. These are part of a cleaning schedule as per any other part of the adopted network of roads and pavement.</p>	<p>No action recommended, however there will be 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.</p>	4
15	The consultation / ETRO / legal process is flawed or has not been followed	<p>The Council has undertaken the required steps for the traffic orders process.</p>	<p>Recommendation to set aside objections that raise this theme on the grounds of the Council having followed the legal process; no action recommended.</p>	8
16	General opposition to the changes to traffic operations / the project	<p>The measures were developed to support the aims of wider Council policies and standards such as the City Mobility Plan, net zero goals and the Edinburgh Street Design Guidance. 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>Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.</p>	14

Theme ref	Objection theme	Response	Action	Number of Objections
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.	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.	4
18	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. A budgetary allowance has been included within the Council's new 10-year City Mobility Plan Capital Investment Programme for a multi-year rolling work programme to upgrade infrastructure at Travelling Safely schemes that are retained permanently. This Programme will be reviewed on an annual basis. Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis.	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	6
19	Measures are not needed post-pandemic	The measures were developed to support the aims of wider Council policies and standards such as the City Mobility Plan, Edinburgh City Centre Transformation, net zero goals and the Edinburgh Street Design Guidance.	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.	8

Theme ref	Objection theme	Response	Action	Number of Objections
20	Soft segregation units narrow the carriageway and / or obstruct vehicles that need to overtake at junctions	<p>Most of the objections around this theme were raised against the measures delivered as part of the Bellevue to Canonmills scheme but also against all corridors where the new restrictions have enabled the implementation of soft segregated cycle tracks.</p> <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 physical inability to overtake at locations where this was possible prior to the measures being implemented is a natural consequence of street space reallocation.</p> <p>Our Future Streets, the circulation plan for Edinburgh, provides a clear framework for reallocating street space across the city including key travel corridors. Measures delivered under the Travelling Safely programme have enabled the Council to trial an earlier implementation of this framework on some corridors and locations.</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.	13
21	Soft segregation units reduce the usability of the cycle lanes (including lane width concerns and right turning challenges)	<p>All the objections around this theme were raised against all corridors where the new restrictions have enabled the implementation of soft segregated cycle tracks.</p> <p>The designs implemented are compliant with absolute minimum width recommended for unidirectional cycle track designs near carriageways. Cycling by Design and Edinburgh Street Design Guidance recommend an absolute minimum of 1.5m effective width.</p> <p>Segregation improves safety for cyclists since these have their allocated street space separated from other traffic by physical barriers.</p> <p>All measures were subject to a Road Safety Audit.</p> <p>The risks raised by the objectors are largely a factor of the trial nature of the measures which did not allow for the relocation of kerblines which, in turn, constrains street space reallocation options.</p>	The future implementation of integrated sustainable transport projects along some corridors may allow further redistribution of street space to be considered.	3

General objections

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

Bellevue to Canonmills

There were eight objections that referred to specific aspects of this scheme, including one from New Town and Broughton Community Council (NTBCC) which contained very specific comments around the measures trialled. Their submission contained more expressions of support for the retention of specific measures than requests for removal.

Three objectors concurred with the majority of points raised by NTBCC. Four of the objections raised matters that were quite general and objected to the trial measures included in the scheme as a whole.

The NTBCC objection also contains several suggestions that would require the introduction of more onerous restrictions and/or that are beyond the scope of the current trial.

Table 1 of Appendix 15 captures the main specific themes raised in the objections that are considered material against the measures trialled along this corridor, with the Council's responses and proposed actions.

The objection from NTBCC also raised material grounds relating to a specific measure that would require to be referred to a Public Hearing for determination. These are in relation to a section of parking and loading restrictions trialled near the Broughton roundabout and the impact these have on the ability of motor vehicles to park and load.

As noted in paragraphs 8.10 - 8.11 of the Report, there is unlikely to be enough time to complete this process and give due consideration to the concerns raised. As such, it is recommended to make the order less onerous and reduce the hours when loading is not permitted to partially address the objection and avoid the requirement to refer the objection to a Public Hearing. The benefit of proceeding with the other measures contained within the ETRO is considered to outweigh the consequences of reducing the operating hours of the loading restrictions.

Should this recommendation be approved, the need for additional loading restrictions will be reviewed and, if necessary, consideration will be given to implementing these through a new TRO process.

Appendix 17 captures in detail all the recommended changes to ETRO/21/27B to address this objection.

Some limited sections of waiting and loading restrictions on Broughton Street, Heriot Hill Terrace and Rodney Street that were advertised in ETRO/21/27B were never

implemented on site. Appendix 17 provides details of where this has happened. A trial of these restrictions has not therefore been conducted and so it is recommended that these restrictions should be removed from ETRO/21/27B, should the Order be made permanent.

Crewe Road South

There was one objection that referred to specific aspects of this scheme. The representation was from Craigleith/Blackhall Community Council.

Table 2 of Appendix 15 captures the specific theme raised in the objection that is considered material against the measures trialled along this corridor, with the Council's response.

The objection raised concerns around the adequacy of the width of the road for general traffic and emergency vehicles.

A small section of waiting restrictions on Craigleith Road that was advertised in ETRO/21/27B was never implemented on site.

Appendix 17 provides details of where this has happened. A trial of these restrictions has not therefore been conducted and so it is recommended that these restrictions should be removed from ETRO/21/27B, should the Order be made permanent.

Ferry Road

There was one objection that referred to specific aspects of this scheme.

Table 3 of Appendix 15 captures the specific theme raised in the objection that is considered material against the measures trialled along this corridor, with the Council's response.

The objection questioned the visibility of the bike lane and approaching cyclists for turning vehicles at the Pilton Drive junction.

West Shore Road / Marine Drive

There were five objections that referred to specific aspects of this scheme.

Table 4 of Appendix 15 captures the specific themes raised in the objections that are considered material against the measures trialled as part of this scheme, with the Council's responses.

Most of the objections raised general concerns and opposition to the scheme. One objection questioned a section of waiting restrictions on Marine Drive and requested a reduction in length.

Representations received in support of the measures

Table 4 below provides the numbers of support representations, categorised by route or location.

Table 4 Representations received in support of ETRO/21/27, ETRO/21/27A and ETRO/21/27B by route/location

	Bellevue to Canonmills	Crewe Road South	Ferry Road	West Shore Road / Marine Drive
General Support	40			
Submissions with specific references	7	1	1	2

General support representations mentioned the improved safety that the measures enabled by the ETRO bring to cyclists and pedestrians, including young children. They also mention how the restrictions deter parking and obstructions on the cycle tracks making travelling by bike more efficient, safer and accessible. Some comments also mention the health and climate benefits that active travel brings and how the infrastructure installed encourages modal shift.

Eight of the representations received in support of ETRO/21/27B, had references to specific schemes. These praised the more balanced street space reallocation towards non-motorised users on key transport routes and the number of cyclists making use of the infrastructure enabled by the restrictions introduced by the ETRO.

With regards to the closure of West Shore Road, the submissions reference the safety benefits for pedestrians and cyclists of not having to share the space with as many motor vehicles as prior to the prohibition being implemented.

Many submissions request further measures and infrastructure extending within and beyond the current scope of the schemes.

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/21/27, ETRO/21/27A or ETRO/21/27B have been received from the emergency services.

Appendix 31 - Representations received to ETRO/21/27 (Arboretum Place only), ETRO/23/23 and ETRO/23/23A, 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/21/27 (Arboretum Place only), ETRO/23/23 or ETRO/23/23A.

Table 1 Representations to ETRO/21/27 (Arboretum Place only), ETRO/23/23 and ETRO/23/23A

	First Advert <i>(when measures were part of the North Area ETRO)</i>		Second Advert <i>(advertised individually)</i>	Third Advert <i>(advertised individually)</i>		TOTAL	TOTAL (Collating responses from the same individual across all adverts)
	General representations relating to all or more than one Travelling Safely ETROs	Specific representations relating to ETRO/21/27	Specific representations relating to ETRO/23/23	Specific representations relating to ETRO/23/23A	Specific representations relating to ETRO/23/23A		
	As received	Collating responses from the same individual	As received (all responses were from different individuals)	As received	As received	Collating responses from the same individual	
Objections	16	15	1	0	1	1	18
Support	31	31	1	0	3	3	35
Neutral/Queries	3	3	0	0	2	1	5
TOTAL	50	49	2	0	6	5	58

Of all the objections received across all three advertising periods, there were none that raised any specific matters relating to the measures on Arboretum Place.

Only one support submission raised matters specifically around these measures. A specific query was also submitted by the Edinburgh Access Panel, seeking clarification around the measures and Blue Badge holders' parking provision. This was received in response to ETRO/23/23A.

A schedule of the main themes raised through objections to ETRO/21/27 (Arboretum Place only), ETRO/23/23 and ETRO/23/23A is presented in Table 2 below. The table presents a summary of the theme, response and proposed action.

Table 2 Schedule of the main themes raised through objections to ETRO/21/27 (Arboretum Place only), ETRO/23/23 and ETRO/23/23A

Theme ref	Objection theme	Response	Action	Number of Objections
01	Concerns with changes to loading or waiting provisions*	<p>* This theme comes from general objections that refer to all Travelling Safely ETROs schemes in general.</p> <p>Loading and waiting prohibitions implemented by this ETRO were implemented at key locations on Arboretum Place with the purposes of:</p> <ul style="list-style-type: none"> • enabling areas to drop off and collect near the entrances to Inverleith Park and the Royal Botanic Gardens; • enabling areas that would allow Blue Badge holders to park; and • prioritising pedestrian crossing movements by providing shorter crossing points on the natural desire lines. <p>There are no restrictions in the vicinity of any businesses and the measures still allow for loading and unloading near the area.</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 measures; no action recommended.	2
02	Impact on access for residents or businesses due to closures or changes*	<p>* This theme comes from general objections that refer to other Travelling Safely ETROs schemes where traffic prohibitions have been promoted.</p> <p>The ETRO at Arboretum Place does not include any traffic prohibitions.</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.	2
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>* This theme comes from general objections that refer to traffic prohibitions and kerbside restrictions promoted by other Travelling Safely ETROs.</p> <p>The ETRO at Arboretum Place has:</p> <ul style="list-style-type: none"> • enabled areas to drop off and collect near the entrance to Inverleith Park and the Royal Botanic Gardens; and • enabled areas that allow Blue Badge holders to park. 	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 measures; no action recommended.	3

Theme ref	Objection theme	Response	Action	Number of Objections
04	Impact on parking spaces availability and displacement of parking elsewhere*	<p>* This theme comes from general objections that refer to traffic prohibitions and kerbside restrictions promoted by other Travelling Safely ETROs.</p> <p>The measures were developed to support the aims of wider Council policies and standards such as the City Mobility Plan, net zero goals and the Edinburgh Street Design Guidance. These policies prioritise pedestrian space over motor vehicle space.</p> <p>Whilst the measures have reduced the number of general parking spaces directly in front of the Inverleith Park and the Royal Botanic Gardens entrances, there are numerous pay and display bays along the rest of Arboretum Place. Disabled Person's Parking Places have been provided as part of the scheme.</p>	Recommendation to set aside this objection 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.	1
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>* This theme comes from general objections that refer to traffic prohibitions and kerbside restrictions promoted by other Travelling Safely ETROs.</p> <p>The ETRO at Arboretum Place does not include any traffic prohibitions.</p> <p>There are numerous pay and display bays along the rest of Arboretum Place.</p> <p>The measures promoted under this ETRO have:</p> <ul style="list-style-type: none"> • enabled areas to drop off and collect near the entrance to Inverleith Park and the Royal Botanic Gardens; and • enabled areas that allow Blue Badge holders to park. 	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	3
06	Impact on local traffic management including moving and increasing traffic elsewhere*	<p>* This theme comes from general objections that refer to traffic prohibitions and measures promoted by other Travelling Safely ETROs.</p> <p>The ETRO at Arboretum Place does not include any traffic prohibitions.</p> <p>This scheme has not had any impact on traffic flows and general traffic journey times, as the interventions focused mainly around pedestrianising portions of the carriageway outwith the main traffic route along Arboretum Place.</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.	4

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>* This theme comes from general objections that refer to traffic prohibitions and measures promoted by other Travelling Safely ETROs.</p> <p>The ETRO at Arboretum Place does not include any traffic prohibitions.</p> <p>This scheme has not had any impact on traffic flows and general traffic journey times, as the interventions focused mainly around pedestrianising portions of the carriageway outwith the main traffic route along Arboretum Place.</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.	5
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/23/23A.</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.	6

Theme ref	Objection theme	Response	Action	Number of Objections
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>However, the measures at Arboretum Place have enabled the installation of soft segregation units on the carriageway to delineate the new pedestrianised areas.</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 there will be 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>	4
10	Impact on road safety for public transport 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/23/23A 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/23/23A.</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>	4

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>*This theme comes from general objections mostly referencing the soft segregation units used to delineate cycle tracks and new pedestrianised areas enabled by other Travelling Safely ETROs.</p> <p>The measures at Arboretum Place have, however, also enabled the installation of soft segregation units on the carriageway to delineate the new pedestrianised areas.</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> <p>No units have been installed on desire lines or at designated crossing points for pavement users.</p> <p>Many of the measures implemented by this ETRO seek to prioritise pedestrian movements in a busy pedestrian environment like the entrance to the Royal Botanic Gardens.</p> <p>Infrastructure and measures have been installed accounting for the City's transport hierarchy that puts pedestrians and cyclists at the top.</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 there will be 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>	4

Theme ref	Objection theme	Response	Action	Number of Objections
12	Impact on additional motor vehicle use resultant and pollution*	<p>* This theme comes from general objections that refer to traffic prohibitions and measures promoted by other Travelling Safely ETROs.</p> <p>The ETRO at Arboretum Place does not include any traffic prohibitions.</p> <p>This scheme has not had any impact on traffic flows and general traffic journey times as the interventions focused mainly around pedestrianising portions of the carriageway outwith the main traffic route along Arboretum Place.</p>	<p>Recommendation to set aside objections that raise this theme on the grounds of them not being relevant to the trialled measures; no action recommended.</p>	8
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/23/23A.</p> <p>See below and Appendix 12 regarding informal and anecdotal observations evidencing use of the measures implemented and enabled by ETRO/23/23A.</p>	<p>Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation and informal monitoring data captured evidencing use; no action recommended.</p>	5
14	Measures are not maintained*	<p>*This theme comes from general objections mostly referencing the soft segregated cycle tracks enabled by other Travelling Safely ETROs.</p> <p>Any road/pavement defects or damaged infrastructure can be reported to the Council for inspection. Any damage will be categorised and repairs prioritised as appropriate.</p>	<p>No action recommended, however there will be 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.</p>	3

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.	Recommendation to set aside objections that raise this theme on the grounds of the Council having followed the legal process; no action recommended.	4
16	General opposition to the changes to traffic operations / the project	The measures were developed to support the aims of wider Council policies and standards such as the City Mobility Plan, net zero goals and the Edinburgh Street Design Guidance. 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.	8
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.	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
18	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. A budgetary allowance has been included within the Council's new 10-year City Mobility Plan Capital Investment Programme for a multi-year rolling work programme to upgrade infrastructure at Travelling Safely schemes that are retained permanently. This Programme will be reviewed on an annual basis. Upgrades to Travelling Safely infrastructure will be delivered on a prioritised basis.	Recommendation to set aside objections that raise this theme on the grounds of supporting policy for street space reallocation; no action recommended.	5

Theme ref	Objection theme	Response	Action	Number of Objections
19	Measures are not needed post-pandemic	The measures were developed to support the aims of wider Council policies and standards such as the City Mobility Plan, Edinburgh City Centre Transformation, net zero goals and the Edinburgh Street Design Guidance.	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.	2

Representations received in support of the measures

From the 35 representations received in support of ETRO/21/23A, three had specific references to the measures introduced by this ETRO. Two of those submissions praised the more balanced street space reallocation towards non-motorised users in the area specifically mentioning easier walking movements in a space that was previously used by motor vehicles to manoeuvre.

The rest of support representations contained general comments in relation to all the Travelling Safely ETROs, referencing the health and climate benefits that active travel brings and how the infrastructure installed encourages modal shift.

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/21/27, ETRO/23/23 or ETRO/23/23A have been received from the emergency services.

Appendix 32 - Summary of monitoring activity findings for measures delivered under ETRO/21/27B

Monitoring and evaluation results

Appendices 9 and 10 provide the full reports covering the monitoring activities conducted to evaluate the impacts of the trial measures in the North Area. This Appendix summarises the findings and highlights relevant points raised in relation to measures delivered under ETRO/21/27B.

On-street cycle video surveys

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:

- 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;
- 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;
- 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;
- At 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
- 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

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:

- The percentage of cyclists that interact with buses was generally very low;
- The percentage of cyclists that interact with buses often varied greatly between days; and
- 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).

Cycle user counts

User count surveys were undertaken in June 2023, with a follow up round of counts for most locations taking place in February 2025.

Four of the survey points were in the North Area: on Rodney Street, Ferry Road, Crewe Road South and West Shore Road. West Shore Road was only surveyed in 2023.

Table 1 below captures the average weekly numbers of cyclists per route between June 2023 and February 2025.

Table 1 Cycle user counts conducted for schemes part of ETRO/21/27B

Scheme	June 2023 User Count (07:00-19:00)	Feb 2025 User Count (07:00-19:00)	% Difference 2023 to 2025
Rodney Street	580	621	+ 7%
Crewe Road South	309	257	- 17 %
Ferry Road	131	84	- 39%

On Rodney Street, the number of cyclists remained consistent across the two monitoring periods reflecting a clear commuting trend. This route has remained one of the most heavily used Travelling Safely schemes in the city, with over 100 cyclists recorded in a single hour during the 2025 survey.

The findings on this route are also consistent with other routes close to and connecting to the city centre. These generally experienced less variation between June 2023 and February 2025 than other routes.

Both Crewe Road South and Ferry Road saw a decrease in the average number of cyclists recorded compared to their baselines.

These 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.

The data from 2023 showed that West Shore Road acted primarily as a leisure route. This, together with the limited associated infrastructure, informed the decision to not conduct weekday surveys in 2025. For completeness, in 2023 the scheme saw an average of 119 users per day during the week, increasing to 198 on the weekend.

The lower figures recorded on Crewe Road South and Ferry Road are likely to be 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

Since 2021, and the recovery from the pandemic, traffic levels have risen across the city but are still just below pre-pandemic levels. The [Department for Transport](#) reports 13.7% more miles driven in Edinburgh in 2024 than in 2021 with a steady year-on-year growth of around 1.4% since 2022.

This trend suggests that traffic levels are continuing to rise across the United Kingdom every year. Should this steady growth continue, 2025 traffic levels may surpass pre-pandemic levels.

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 trial schemes.

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.

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.

On the Broughton Street corridor, the data shows that journey times in 2023 and 2024 were consistently lower than those recorded in 2018 and 2019. This trend could be observed all throughout the day in both travel directions. The curves from 2024 and 2023 have flattened compared to the baseline years, indicating more consistent journey times throughout the day.

For the Crewe Road South corridor there was no INRIX journey time data available for 2018. As such, 2019 was considered as the baseline for this corridor. In the northbound direction, general traffic journey times in 2024 were higher than in 2023 but remained below 2019 levels. In the southbound direction, journey times had returned to 2019 levels without exceeding them.

On Ferry Road, all the curves of the surveyed years follow the same pattern with clear morning and evening peak hours in both directions, showing that the corridor has retained its orbital road function following implementation of the measures, with delays occurring at those times. Journey times in 2024 were consistent with 2023 across both directions, with levels remaining below those from 2019.

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.

On-Street User Intercept Survey

User intercept surveys were carried out on Rodney Street. 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.

The surveys were carried out on Rodney Street over three different 3-hour periods in October 2023. Across the three survey periods, 30 cyclists stopped to participate in the survey out of the 198 cyclists recorded (15% survey completion rate).

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.

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.

Some respondents provided further feedback mentioning how the scheme had encouraged them to choose and change their travel over other corridors. They also highlighted the safety benefits of the scheme, especially when travelling uphill.

Due to the relatively low demographic sample and the particular context of the Bellevue to Canonmills scheme, the conclusions inferred from the survey cannot be extrapolated to other Travelling Safely schemes. However, they do illustrate how one scheme from the programme has influenced user behaviour change, modal shift and route choice.

Mobility Workshop

In March 2024, Stantec hosted an inclusive mobility workshop on behalf of the Council. There were attendees representing a range of organisations representing vulnerable groups, people with disabilities and minority groups. Key issues discussed were:

- Concerns related to floating parking due to difficulties alighting onto carriageway level; difficulties crossing the road and cycle lanes; and around the perceived trip hazard that the rubber segregation units constitute;
- Improvements that could be made to address these concerns by upgrading the facilities 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);
- 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; and
- Perceived limited crossing opportunities along some measures and the need for more and additional warning signage to encourage cyclists to stop at crossing points.

Appendix 34 - Summary of monitoring activity findings for measures delivered under ETRO/23/23A

Monitoring and evaluation results

No specific monitoring activities were conducted for the trial measures introduced by ETRO/23/23A at Arboretum Place as there was no suitable baseline data against which to draw comparisons, due to the measures being focused around introducing pedestrianised areas on the carriageway.

Informal and anecdotal observations of the area show that the areas that have been pedestrianised with the use of soft segregation units have encouraged pedestrians to make more use of the carriageway. This has improved the area's access and appeal by providing crossings that are shorter and on natural desire lines.

However, some motor vehicles have continued to make use of the carriageway within the pedestrianised areas, despite the physical measures put in place to deter this. This behaviour creates a road safety risk to pavement users in those areas as they are now sharing space with moving motor vehicles, albeit those vehicles are moving at low speed.

Appendix 12 presents photos taken since the implementation of the measures evidencing the use of the area and summarises the findings observed.

This scheme has not had any impact on traffic flows and general traffic journey times as the interventions focused mainly around pedestrianising portions of the carriageway outwith the main traffic route along Arboretum Place.

The same key findings relating to the mobility workshop conducted as part of the programme, as noted in Appendix 32 for ETRO/21/27B, are applicable to ETRO/23/23A.

The Edinburgh Street Design Guidance and City Mobility Plan set out the Council's design standards and vision for a people-focused city, with people walking and wheeling at the top of the transport hierarchy. All measures implemented as part of ETRO/23/23A contribute towards this, by delivering measures that give priority to pavement users whilst having no impact on traffic flows or journey times.