

Traffic Road Orders (TRO)

Travelling Safely North Area TRO/21/27

<https://www.edinburgh.gov.uk/downloads/download/15272/travelling-safely-north-area-experimental-order-various-roads-tro2127>

TRO/21/30 Travelling Safely West Area

<https://www.edinburgh.gov.uk/downloads/download/15275/travelling-safely-west-area-experimental-order-various-roads-tro2130>

“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 to encourage increased cycling and walking. Subject to consultation the TROs, when approved, extend the measures introduced at that time.

Furthermore, the City Council states that the “measures will be monitored and evaluated during the first year and considered for retention under separate traffic orders as appropriate.”

TRO/21/27 relates to measures on Crewe Road South and Comely Bank Roundabout and TRO/21/30 covers measures in the Queensferry Road corridor including bus lanes. Both TROs also include proposals affecting other community council areas. There is a single, common statement of reasons for all these TRO measures in the city and this is included at appendix 1 for information.

TRO/21/27 covers waiting and delivery restrictions on Crewe Road North and Comely Bank Road. The waiting restrictions are double yellow lines.

Likewise TRO/21/30 has similar waiting - double yellow lines - and delivery restrictions for Queensferry Road between Dean Bridge and Craigleith Road junction. Additionally west of the Craigleith Road the TRO seeks to continue the bus lanes introduced on Queensferry Road in 2020 - west bound approaching the Craigleith Road traffic lights, east bound from Maidencraig Crescent to Craigleith Crescent, and the short extension to the existing bus lane at Hillhouse Road.

The associated legal document seeks to make the bus lane restrictions apply at any time ie 24 hours a day, 365 days a year. However the associated plans show the restrictions being time limited each day Monday to Friday consistent with the current restrictions. The proposed restrictions at any time would not - currently - apply to the older bus lane on Hillhouse Road.

The consultation on TRO/21/30 does not specifically cover the detailed changes in the road layout of the Craigleith Road/Queensferry Road junction which has

arguably made the junction significantly less safe for road users. Likewise it does not cover specifically the poor road layout at the Orchard Roads junctions, particularly west bound on Queensferry Road.

AWD

15 March 2023

Appendix

STATEMENT OF REASONS

TRAVELING SAFELY EXPERIMENTAL TRAFFIC ORDERS: -

TRO/21/26 EXPERIMENTAL TRAFFIC REGULATION ORDER – CITY CENTRE AREA

TRO/21/27 EXPERIMENTAL TRAFFIC REGULATION ORDER – NORTH AREA

TRO/21/28 EXPERIMENTAL TRAFFIC REGULATION ORDER – EAST AREA

TRO/21/29 EXPERIMENTAL TRAFFIC REGULATION ORDER – SOUTH AREA

TRO/21/30 EXPERIMENTAL TRAFFIC REGULATION ORDER – WEST AREA

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

In 2020 and 2021, the Council introduced a series of measures across the city in response to the public health emergency (Coronavirus (COVID-19)). On 18th August 2022 the Council approved proposals to use Experimental Traffic Regulation Orders (ETROs) for the majority of the existing schemes which facilitate walking, wheeling and cycling around the city.

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

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

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

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