

STATEMENT OF REASONS

TRAVELLING SAFELY EXPERIMENTAL TRAFFIC ORDER:

THE CITY OF EDINBURGH COUNCIL (TRAFFIC REGULATION; RESTRICTIONS ON WAITING, LOADING AND UNLOADING AND BUS LANES: COMISTON ROAD AREA) (NO. 1) EXPERIMENTAL TRAFFIC ORDER 2024 - TRO/21/29C

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.

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