Transport and Environment Committee

10.00am, Thursday, 19 August 2021

Leith Connections – Foot of the Walk to Ocean Terminal route and Low Traffic Neighbourhood

Executive/routine	**Executive**
Wards	**13 - Leith**
Council Commitments	16, 17, 18, 19, 43

1. Recommendations

1.1 It is recommended that Transport and Environment Committee:

1.1.1 Notes the results of community engagement on a Concept Design for Phase 1 of the Leith Connections project and on a trial Low Traffic Neighbourhood (LTN) in Leith;

1.1.2 Notes that measures associated with Phase 1 will remove through traffic from some streets within the area and are a key first stage towards implementing a full LTN at a later date;

1.1.3 Approves commencing the statutory process for the Traffic Regulation Order (TRO) necessary to implement the key restrictions on traffic movements associated with Phase 1, as specified in the report;

1.1.4 Notes that the statutory processes for the TRO necessary to implement the remaining restrictions on traffic movements and the changes to waiting and loading restrictions associated with Phase 1, along with the Redetermination Order (RSO) necessary for changes to kerblines, will be commenced when designs are further advanced and that this will be done under powers delegated to the Executive Director of Place;

1.1.5 Approves commencing the statutory process for the Experimental Traffic Regulation Order (ETRO) necessary to implement Phase 2 of the LTN on a trial basis, as specified in the report; and

1.1.6 Notes that the implementation of the project will not commence until after the completion of Trams to Newhaven construction work and associated traffic

management at the Foot of the Walk. This work is currently expected to be completed by July 2022 but this date may be subject to change.

Paul Lawrence

Executive Director of Place

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Report

Leith Connections - Foot of the Walk to Ocean Terminal route and Low Traffic Neighbourhood

2. Executive Summary

2.1 This report provides the results of community engagement on a Concept Design for Phase 1 of the Leith Connections project and on a trial Low Traffic Neighbourhood (LTN).

2.2 Phase 1 of the project will introduce several localised traffic restrictions, including at Sandport Place Bridge, to reduce through traffic levels in the area. It will also provide a segregated cycleway and associated street improvements along a route between the Foot of the Walk and Ocean Terminal, via Henderson Street and Commercial Street.

2.3 Phase 2 proposes to implement a trial LTN in the surrounding area.

2.4 The report also seeks approval to commence the statutory process for the Traffic Regulation Order (TRO) and Redetermination Order (RSO) necessary to implement the key restrictions on traffic movements associated with Phase 1.

2.5 Finally, the report seeks approval to commence the statutory process for the Experimental Traffic Regulation Order (ETRO) necessary to implement Phase 2 of the project, to introduce an LTN on a trial basis.

2.6 Feedback from the community engagement raised concerns about the potential introduction of these measures while Trams to Newhaven construction works are still ongoing in the local area. It is therefore now proposed that implementation will not commence until after the completion of Trams to Newhaven construction work and associated traffic management at the Foot of the Walk. This work is currently expected to be completed by July 2022 but this date may be subject to change.

2.7 It is expected that construction of the Phase 1 route will then take around one year to complete and that the Phase 2 LTN would operate on a trial basis for up to 18 months.

3. Background

3.1 The Council, in partnership with Sustrans, is developing proposals for a segregated cycleway and associated street improvements along a route between the Foot of

the Walk and Ocean Terminal. A commitment to deliver these improvements is contained within the Trams to Newhaven Final Business Case and it is intended that they will be delivered as Phase 1 of the Leith Connections project.

3.2 The Leith Connections project is a multi-million pound scheme that will transform the quality of walking, wheeling and cycling connections within the project area, as shown in the map provided in Appendix 1.

3.3 It is envisaged that the project will be delivered in two phases:

3.3.1 Phase 1 will provide a safe and attractive active travel link between the Foot of the Walk and Ocean Terminal, via Henderson Street and Commercial Street; and

3.3.2 Phase 2 will introduce a low traffic neighbourhood (LTN) in the area on a trial basis.

Phase 1- Foot of the Walk to Ocean Terminal route

3.4 The Phase 1 proposals include the creation of a new cycleway and pedestrian and wheeling improvements and is intended to:

3.4.1 Deliver a high-quality walking, wheeling and cycling route as an alternative to Constitution Street, part of which will become “Trams Only” upon completion of the Trams to Newhaven project;

3.4.2 Enable everyday journeys by foot or bike in the area around the new Tram route;

3.4.3 Improve connectivity across the city;

3.4.4 Improve accessibility to employment for more deprived areas along the Tram route; and

3.4.5 Integrate with the Council’s proposals for a ’QuietRoutes’ network.

3.5 A plan of the route is provided in Appendix 2. To date, proposals have been developed for the section of the route between the Foot of the Walk and the Dock Street/Commercial Street junction.

3.6 Work has recently started on a separate project to develop Concept Designs for several prioritised Transport Actions in North Edinburgh, contained within the Council’s Local Development Plan Action Programme. This includes developing proposals for improvements to the nearby Commercial Street/Ocean Drive junction. These proposals will influence the choice of the most appropriate route for the final section of the Leith Connections Phase 1 route, between Dock Street and Ocean Terminal. Both project teams are working in partnership to develop the best available solution.

3.7 The proposals for the Phase 1 route include a prohibition of motor vehicles at the Sandport Place Bridge, to create a new traffic free public realm space and link the Water of Leith Path to the Shore via a traffic free walking and wheeling route. This measure is one of the keys proposals which will help to reduce through traffic in the area and help with the development of a wider LTN.

3.8 Further prohibitions of motor vehicles are proposed on Coburg Street (at its junction with Great Junction Street, North Junction Street and Ferry Road), at Quayside Street (on the south eastern arm) and on Parliament Street and Yardheads (at their junctions with Henderson Street). It is also proposed to introduce a two-way bus gate on the Shore and a motor vehicle restriction at the western end of Burgess Street.

What is a Low Traffic Neighbourhood (LTN)?

3.9 An LTN aims to create a safer and more comfortable street environment for residents to walk, cycle, wheel and spend time in.

3.10 This is achieved by reducing the volume and speed of traffic, which in turn improves accessibility for local people to travel actively within their community. The reduction in traffic volume and speed is typically achieved through:

3.10.1 Modal filters that restrict access to certain streets for vehicles;

3.10.2 One-way streets; and

3.10.3 Traffic calming.

Why introduce LTNs in Edinburgh?

3.11 The City Mobility Plan (CMP) vision is that Edinburgh will be connected by a safer and more inclusive net zero carbon transport system delivering a healthier, thriving, fairer and compact capital city with a higher quality of life for all residents. Delivery of this vision is a key part of Edinburgh's commitment to achieve net zero carbon by 2030.

3.12 Within the CMP Section 4: Liveable Places, LTNs feature as a 'key element' 'to reduce car dependency, promote active travel, and increase the quality of public space'. This places LTNs as one aspect of a multi-stranded approach to delivery across the city.

3.13 A range of research on established LTNs has shown that they can be an effective approach for achieving the aims of the CMP:

3.13.1 Increased levels of active travel, particularly walking but also cycling;

3.13.2 Increased levels of road safety (by 3-4 times) for trips by walking, cycling and driving;

3.13.3 Decreased car/van ownership in LTN areas, compared to non-LTN areas;

3.13.4 Decreased car use; and

3.13.5 Decreased traffic on the boundary roads outside LTNs can also be achieved, as shown in Hackney and Railton. In cases where LTNs have seen increases in traffic on boundary roads, such as Tulse Hill and Stockwell, there is still an overall reduction in traffic when considering traffic levels as a whole, both within the LTN and on its surrounding roads. Importantly, in all these LTN's cycling has significantly increased, both within the LTN and on its surrounding roads. The longer-term studies of Waltham Forrest LTN has shown a 50% decrease in traffic across the LTN

area. Whilst there has been a small to moderate increase in traffic on boundary roads, the overall reduction in traffic is significant.

3.14 In Edinburgh, initial analysis of the impacts of modal filters introduced in the Blackford area has shown significant increases in the number of people cycling on Whitehouse Loan (refer to Appendix 3). These have also attracted support from some residents, local businesses and School Parent Councils in the area; in particular, from residents who feel that their streets are safer and easier for particularly vulnerable road users, such as children going to school, to cycle

Why an LTN in this area of Leith?

3.15 Concerns about intrusive traffic levels and speeding vehicles in certain streets in this area of Leith have been raised and documented for a number of years by local people.

3.16 The 2011 Census ward profile shows that Leith ward has 47.6%% of households with no access to cars within the household, the fifth highest out of 17 wards across the city. This compares to an average of 39.9% households without a car in Edinburgh citywide.

3.17 The project area connects to the North Edinburgh Path Network (NEPN), the Council's QuietRoute 10, National Cycle Network route 75 (NCN75) and the Leith Walk segregated cycling infrastructure being provided as part of the Trams to Newhaven project. Reducing traffic in the area, as part of the introduction of an LTN, could assist with introducing further improvements to the section of the QuietRoute between Sandport Place Bridge and Leith Links.

3.18 There are a large number of recently built housing developments in the Leith area, along with others that are currently in the planning stages, as set out in the Edinburgh Local Development Plan. These developments have the potential to increase the number of motor vehicle trips through this area, resulting in greater congestion on local streets and adverse impacts on local air quality. It is desirable therefore to put in place conditions that will encourage active and sustainable transport choices.

3.19 The Council's 2020 Commonplace survey, while focused on public identification of locations where physical distancing was a challenge, also identified multiple streets in the area where people felt that traffic volumes and speeds were an issue.

3.20 The Trams to Newhaven route is currently under construction and will be operational from Spring 2023. The project will provide local people with access to a sustainable mass rapid transit system and will impact on the movement of traffic within the surrounding area. A "tram only" restriction will be brought into operation on the section of Constitution Street between the Foot of the Walk and Coatfield Lane, eliminating the current north-south movement of general traffic, including cycles, on this part of Constitution Street.

3.21 Improving conditions for walking, wheeling and cycling in the area will improve accessibility to tram stops and bus stops in the area and support more people to choose to travel by public transport.

3.22 The data was then analysed against the metrics set out in the Edinburgh Street Design Guidance, Factsheet C1, for classifying a street in terms of traffic level and the infrastructure required to make it safe and attractive for cycling.

3.23 Whilst the above classification focuses on the relationship between cycling safety and traffic levels, traffic volumes and speeds also have a strong interaction with how safe and attractive streets feel for walking and wheeling. Research on established LTNs has shown that they can significantly increase levels of walking by residents post implementation, whilst decreases in traffic can also impact positively on wellbeing and community relationships. Further to this, as part of the monitoring plan that is being developed for the LTN, it is planned to undertake detailed walking analysis both before and during the trial implementation.

3.24 A summary of this traffic data, and the classification of each street, is set out in Appendix 4. The key findings showed there are a number of streets in the area where traffic levels are too high to be safe and attractive for cycling without further infrastructure to separate cyclists from traffic or lower traffic levels.

3.25 These include Constitution Street (which will have reduced vehicle movements due to the "Trams Only" section at its southern end), Links Place, Duncan Place, Links Gardens, Coburg Street and Henderson Street. In addition, the post-tram assessment model predicts that a similar situation will exist in Dock Street, the Shore, Burgess Street, Queen Charlotte Street and John's Place after the new tram line becomes operational.

3.26 Several of the streets forming the boundary of the project area also fall into this category, i.e. Baltic Street, Salamander Street, Duke Street, Great Junction Street and Commercial Street.

3.27 85th percentile speeds of more than 20mph were also recorded in speed surveys undertaken in a number of the 20mph speed limit roads in the area.

Why an Experimental Traffic Regulation Order (ETRO)?

3.28 It is recognised that some residents have concerns about the potential introduction of an LTN so an ETRO approach allows this to be done on a trial basis. This can then be monitored, modified (if required, and within the parameters of the ETRO) and consulted upon before any decision is made regarding permanent implementation. This will give the local community full involvement in the development of the LTN.

Project Interfaces

3.29 There are a number of Council projects underway currently that potentially impact on the nature and operation of streets in the area and the Leith Connections proposals are being developed in an integrated approach with input from colleagues from appropriate teams; in particular, Parking (for the Strategic Review of Parking), Waste Services (for the Communal Bin Review and ongoing requirements for waste collection) and the Trams to Newhaven project team.

3.30 A combined delivery schedule has recently been produced to keep the group, Community Councils Together on Trams, informed of progress and interfaces.

Stage 1 Initial Community Engagement

3.31 Having considered the background information and traffic data, the first stage of community engagement was undertaken between February and March 2021, with findings subsequently published. This initial stage of community engagement presented Concept Designs for Phase 1 and sought general feedback on travel behaviours and walking, wheeling and cycling conditions in the area to inform the design proposals for an LTN.

3.32 Details of the methods of community engagement that were undertaken during the Stage 1 community engagement are provided in Appendix 5.

3.33 The key findings of the Stage 1 community engagement were:

3.33.1 There is strong support for improvements to conditions for people walking in the area, with 67% Strongly Supporting and 13% Supporting improvements to walking conditions. 5% Opposed and 8% Strongly Opposed improvements to walking conditions;

3.33.2 There is strong support for improvements to conditions for people cycling in the area, with 62% Strongly Supporting and 13% Supporting improvements to cycling conditions;

3.33.3 60% Strongly Support, 12% Support and 6% Neither Support nor Oppose a segregated cycle path from the Foot of the Walk to Ocean Terminal. 266 responses related to safety, of which 133 agreed that the proposed segregated path would improve safety for cyclists, 56 agreed that it would improve pedestrian safety and 53 agreed that the current infrastructure is unsafe;

3.33.4 There is strong support for improvements to conditions for people walking in the area, with 67% Strongly Supporting and 13% Supporting improvements to walking conditions. 5% Opposed and 8% Strongly Opposed improvements to walking conditions;

3.33.5 There is strong support for improvements to conditions for people cycling in the area, with 62% Strongly Supporting and 13% Supporting improvements to cycling conditions;

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3.33.7 Responses from those living in streets adjacent to the measures at Sandport Place Bridge, Yardheads and Parliament Street also showed positive levels of support;

3.33.8 Safety of streets for walking (25%), safety of streets for cycling (35%) and lack of safe road crossings (14%) were the key barriers preventing more trips by walking and cycling; and

3.33.9 Most survey respondents said that traffic levels before the pandemic on streets in Leith were too high. The most frequently identified streets with high levels of traffic were Great Junction Street, Commercial Street, Duke Street.

3.34 Full results of the online survey and other community engagement activities are presented in the Leith Connections Stage 1 Engagement Report - Foot of the Walk to Ocean Terminal and in Stage 1 Engagement Report - Low Traffic Neighbourhood.

3.35 The results of this engagement reflected that people have quite differing views on traffic volumes and speeds, as well as conditions for walking and cycling. This may reflect the very localised nature of the high traffic levels, as shown in the traffic data, as well as how and where people currently use the streets. However, there is a clear indication that safety of streets and traffic volumes are a concern for many residents and visitors.

4. Main report

Phase 1 Foot of the Walk to Ocean Terminal Route

4.1 Design work for the Phase 1 route from the Foot of the Walk to Ocean Terminal is ongoing. A Stage 1 Road Safety Audit on the design to date has recently been completed and a Developed Design is now nearing completion. In order to deliver the route, it will be necessary to promote a TRO for restrictions on traffic movements and changes to waiting and loading restrictions, along with the RSO for changes to kerblines. Further details of the changes required to deliver the Phase 1 route are provided in Appendix 6.

Phase 2 LTN Concept Design

4.2 Based on traffic data, background information and the feedback from the first stage of community engagement, a Concept Design for an LTN in the surrounding area was developed, building on the measures proposed as part of the Phase 1 route.

Stage 2 Community Engagement Feedback

4.3 A second phase of community engagement was recently undertaken from 4 June to 11 July 2021. During this phase of engagement, the results from the earlier Stage 1 community engagement were published, along with a Concept Design for an LTN.

4.4 The key support for the project centres around creating improved public spaces in the area and benefits to pedestrian and cycling safety by reducing through motor traffic.

4.5 The main opposition to the project focuses on concerns that the current layout reduces opportunities for vehicle access and movements through the area and will

lead to increased traffic volumes on boundary roads, leading to congestion and impacts on air quality.

4.6 A detailed breakdown of the results from each part of the engagement is set out in Appendix 7. In depth summaries are provided in the engagement report.

Comparison with other LTN consultations

4.7 Whilst recognising that there are high levels of concerns regarding the LTN, it is important to note that trends from public engagement on other UK LTNs at the early stage of projects is that they often show high levels of concern from residents, particularly about prohibiting motor vehicle access, for example: Waltham Forrest and Crystal Palace.

4.8 It should also be noted that the longer-term trend on residents' views of LTNs can be quite different. In Waltham Forrest, whilst the initial engagement showed residents were quite divided between those in favour and those against, the longer-term results (after a year or more of implementation) were much more in favour of the LTN. 55% of residents stated they would not adjust the scheme, with only 17.6% preferring to adjust the scheme and 1.7% preferring to remove the scheme.

4.9 UK wide research has also reported that residents very frequently hold strong concerns about traffic levels increasing on certain streets due to LTNs and that LTN type interventions will not lead to traffic evaporation, the theory that reducing roadspace can reduce traffic levels. The research also indicates that these views are often unchanged when presented with the body of academic evidence which supports the theories traffic evaporation). These findings seem to correlate with the consultation results in Leith.

4.10 It is acknowledged that outcomes are likely to vary on a case-by-case basis but evidence from similar schemes shows that LTNs do not simply shift traffic from one place to another. The Frequently Asked Questions section within the public engagement materials acknowledged that in short term there may be a slight increase in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this. Over time, we see an overall reduction in the numbers of motor vehicles on roads, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys with walking, cycling or public transport as these options have become more accessible and attractive. This is known as traffic evaporation and has been observed in various road schemes around the world.

4.11 Although it's very difficult to predict the impact a specific scheme will have and modal shift, changes to trips and behaviours an examination of over 70 case studies of roadspace reallocation from eleven countries, and the collation of opinions from over 200 transport professionals worldwide notes that when schemes such as pedestrianisation, wider pavements or cycle lanes or bus (and other priority vehicle) lanes or road closures are introduced predictions of what will happen to traffic levels are usually excessively pessimistic.

4.12 Further, it may be relevant to highlight research which indicates that the general stress caused by the Covid-19 pandemic could play a part in increasing levels of

public concerns with LTNs in the UK, including, potentially, the Leith Connections engagement.

Supporting the community with more sustainable transport options

4.13 To complement the project, we are working with sustainable transport operators such as Enterprise Car Club, bus operators and Edinburgh Bike Hire to look at providing a suite of measures that can offer more sustainable transport choices to residents in the area.

Other Complimentary Measures

4.14 Additional dropped kerb crossing points will shortly be installed around Cables Wynd House and on Hermitage Place as part of separate Council workstreams. These will provide additional accessible crossing points in the area.

4.15 Additional measures to improve cycling and pedestrian safety on the QuietRoute 10 route through the area are also being investigated. Improved crossings around Leith Links are also being investigated to improve pedestrian safety and accessibility of crossings which may require minor amendments to waiting restrictions on Hermitage Place and Duncan Place.

4.16 The reallocation of street space proposed as part of the project will assist with the future provision of cycle hangers to allow secure on-street storage of residents' cycles and additional on-street cycle racks throughout the area.

5. Next Steps

Proposed Next Steps for the LTN

5.1 From feedback gathered during the community engagement and analysis of traffic data, it is clear that there are significant levels of intrusive through traffic in the area and that many local residents have concerns about it, particularly in relation to safety for children. Coupled to this, the Bike Life research in Edinburgh has consistently indicated that high traffic levels are one of the most significant barriers to more trips made by bicycle. Similarly, LTN research has shown decreases in traffic correlating to increases in walking.

5.2 Introducing segregated cycle infrastructure and an LTN is also consistent with the Council's CMP, forming one aspect of potential changes in the area to help increase the opportunities for people to travel sustainably as well as making transport more inclusive and affordable. These changes will, in turn, help achieve the Council's net zero carbon target by 2030 as well as improving safety, health and wellbeing.

5.3 However, following the community engagement, it is clear that there are also key concerns from many residents about reduced access by car, particularly to the Henderson Street area, increased congestion and air pollution on boundary roads, intrusive traffic shifting onto other streets within the LTN area and a lack of

alternative transport options to private cars, particularly if measures are introduced before completion of the Trams to Newhaven project.

5.4 Officers have carefully considered these concerns alongside the support for the measures proposed, potential benefits, traffic data and alignment with Council strategy. Based on this, it is recommended that that measures across the area are not implemented until after Trams to Newhaven construction work and associated traffic management at the Foot of the Walk is complete.

5.5 The proposed layout responds to the key concerns raised during the community engagement, whilst also delivering objectives of safer streets for walking, cycling, wheeling and spending time in, particularly for children. A plan showing the proposed layout is provided in Appendix 8.

5.6 The following are proposed as measures recommended to form the LTN:

- 5.6.1 A prohibition on motor vehicles entering Coburg Street, at its junction with Great Junction Street, North Junction Street and Ferry Road;
- 5.6.2 A prohibition of motor vehicles on Sandport Place Bridge;
- 5.6.3 A two way bus gate on the Shore;
- 5.6.4 A prohibition of motor vehicles restriction at the west end of Burgess Street;
- 5.6.5 A prohibition of motor vehicles restriction at the east ends of Parliament Street and Yardheads;
- 5.6.6 A prohibition of motor vehicles restriction between Wellington Place and John's Place;
- 5.6.7 A prohibition of motor vehicles restriction on the eastern arm of the John's Place/Queen Charlotte Street junction, forming a give and go system on the western arm;
- 5.6.8 A prohibition of motor vehicles restriction between Links Gardens and Links Place to reduce westbound traffic on QuietRoute 10.

5.7 All prohibitions of motor vehicles will be implemented by the use of physical barriers to motor vehicles, which will still allow access by walking, wheeling and cycling.

5.8 Some of the measures proposed above (in particular the prohibition of motor vehicles on Sandport Place Bridge) are part of the Phase 1 design but if not implemented alongside the Phase 2 measures the true implications of the LTN measures across the whole area cannot be properly assessed.

5.9 It is therefore proposed that the all measures are implemented in the same timescale and where required initially in similar temporary materials as the Phase 2 LTN trial measures, dependant on construction timescales for the Phase 1 route.

5.10 During the main construction phase of the Phase 1 route these will be developed with permanent materials.

5.11 Plans showing those measures that will be introduced under a permanent TRO and those that will be introduced on a trial basis, under an Experimental TRO are provided in Appendix 9.

Continued Community Engagement

5.12 Engagement is planned to continue throughout the TRO and ETRO consultation process and LTN trial. Though this process, residents will have the opportunity to provide their views on the revised Concept Design as well as to help shape the placemaking aspects and finer grain detail of the layouts. Particular effort will be made to reach out to young people and children, as understanding their views on the future of their streets is important and they are often underrepresented in public engagement.

Monitoring Plan

5.13 A comprehensive monitoring plan for the trial LTN is being developed with assistance from Sustrans' Research and Monitoring Unit. This will include a review of lessons learned from LTN monitoring across the UK. It is planned to involve community stakeholders in helping to inform the monitoring plan. Key themes for the plan currently include:

5.13.1 Community feedback about their streets and area;

5.13.2 Traffic changes;

5.13.3 Air quality;

5.13.4 Noise;

5.13.5 Businesses;

5.13.6 Emergency services;

5.13.7 Public transport;

5.13.8 Travel behaviours and modes;

5.13.9 Street usage changes; and

5.13.10 Road safety.

Potential Alternations to the Trial LTN Layout

5.14 The most effective way to conduct a trial LTN, under the ETRO process, is to have the ETRO set up before the start of the trial to allow for both the planned layout and any potential alterations. This allows for quick implementation of any changes that may be required during the trial. Such changes could occur in response to community engagement or traffic monitoring indicating, for example, a new intrusive traffic route through the LTN area.

5.15 If the potential alterations have not been included within the ETRO consultation process before the trial starts, there would be a lengthy period of delay between a desired change to the layout being identified and a new Order being drafted, consulted on, approved and implemented. For this reason, a number of potential

layout alternations will be allowed for within the ETRO, so that they can be readily implemented if required.

5.16 Details of these potential alterations and the rationale behind them are provided below. They have been informed by traffic data analysis and community feedback and any decision to implement them during the trial would be based upon monitoring results and further community feedback:

5.16.1 A prohibition of traffic on Links Gardens (or a bus gate, should a future bus route use this street);

5.16.2 A prohibition of traffic on John's Place at Queen Charlotte Street (or a bus gate, should a future bus route use this street);

5.16.3 A right turn only into Constitution Street for westbound traffic coming from Queen Charlotte Street, to help reduce through traffic in the Water Street area should the Burgess Street prohibition lead to increased traffic levels;

5.16.4 Prohibition of traffic at the junction of Poplar Lane and Fox Street should intrusive through traffic use this route;

5.16.5 Prohibition of traffic on Elbe Street should intrusive through traffic use this route; and

5.16.6 Amendments to waiting restrictions on Hermitage Place and Duncan Place to enable improved pedestrian crossings.

Project Timescales

5.17 A timeline of key steps is provided in Appendix 10.

5.18 Feedback from the community engagement raised concerns about the potential introduction of these measures while Trams to Newhaven construction works are still ongoing in the local area. It is therefore now proposed that implementation will not commence until after the completion of Trams to Newhaven construction work and associated traffic management at the Foot of the Walk. This work is currently expected to be completed by July 2022 but this date may be subject to change.

5.19 It is expected that construction of the Phase 1 route will then take around one year to complete and that the Phase 2 LTN would operate on a trial basis for up to 18 months.

6. Financial impact

6.1 Match funding for implementation of the project is being sought from the Scottish Government's/Sustrans' Places for Everyone fund, as indirect match funding linked to pedestrian and cycling infrastructure improvements being delivered as part of the Trams to Newhaven project.

6.2 The costs for implementation of the trial LTN, should it be approved by Committee, are being developed and will be presented to Committee in November the report on the results of the ETRO consultation. Implementation costs will be met by the Scottish Government's Places for Everyone grant funding, administered by Sustrans.

6.3 The cost associated with the statutory process to make the TRO and RSO for Phase 1 is estimated to be around £20,000 and this will be met by the Council's Cycling Capital Budget.

7. Stakeholder/Community Impact

7.1 In February 2021, Stage 1 community engagement on the Leith Connections project commenced. Details of the community engagement undertaken is outlined in paragraphs 3.31 to 3.35 of this report.

7.2 From 4 June to 11 July 2021, Stage 2 community engagement was undertaken, with online/postal surveys, leaflets, lamp post wraps and public co-design workshops. Detail of the engagement and its results are set out in paragraphs 4.6 to 4.8 and in Appendix 7.

7.3 Project community engagement materials during both periods of engagement were made available in a range of accessible formats on request. A specific question was asked within the online survey on whether respondents considered themselves to have a long term disability and follow up question of whether any specific considerations should inform design decisions. Analysis of these responses is included in Engagement Reports which do indicate concerns amongst this group, particularly over access issues.

7.4 Recommendations within the Pave the Way report have been considered during preparation of the community engagement and will be throughout any future trial or permanent implementation.

7.5 An interim Integrated Impact Assessment has been prepared and will be updated prior to implementation of any trial or permanent scheme. A local Edinburgh Access Panel member of the Community Reference Group was sought at the commencement of community engagement. As covid-19 restrictions we would also seek to reach out to other local disability and community groups.

7.6 Design of any temporary (and then permanent measures) will include ongoing engagement with the Edinburgh Access Panel particularly in relation to design/ layout of street furniture and placemaking materials. Monitoring of any schemes introduced will include ongoing consultation with persons with disabilities and we will undertake an audit of measures introduced to ensure compliance with accessibility standards.

7.7 The TRO and RSO will be advertised in the press and on the Traffic Orders page of the Council website, with letters also sent to statutory bodies representing persons likely to be affected by the proposals.

Further community engagement will be undertaken as part of the ETRO consultation process and during the trial LTN.

8. Background reading/external references

8.1 Stage 1 – Engagement Report for Foot of the Walk to Ocean Terminal.

8.2 Stage 1 - Engagement Report Low Traffic Neighbourhood

8.3 Stage 2 Engagement Report

9. Appendices

Appendix 1: Map of project area

Appendix 2: Phase 1 route plan

Appendix 3: Levels of cycling per month on Whitehouse Loan, before and after introduction of modal filters in February 2021

Appendix 4: Traffic data summary

Appendix 5: Methods of community engagement undertaken during the Stage 1 and Stage 2 community engagement

Appendix 6: Details of changes required to deliver Phase 1 route

Appendix 7: Detailed breakdown of the results from each part of the community engagement

Appendix 8: Leith Connections LTN proposal

Appendix 9: Summary of permanent and ETRO measures

Appendix 10: Project timescales

Appendix 1 – Leith Connections project area

Project Management Initials: Designer: AJS Checked: IM Approved: PM ISO A1 594mm x 841mm

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF HER MAJESTY'S STATIONERY OFFICE (C) CROWN COPYRIGHT. LICENCE NO. AL 100005220. ALL LOCATION IMAGES SOURCED FROM GOOGLE MAPS.

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AECOM

PROJECT

FOOT OF THE WALK TO OCEAN TERMINAL DEVELOPED DESIGN

CLIENT

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NOTES

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN

PROJECT NUMBER

60592779

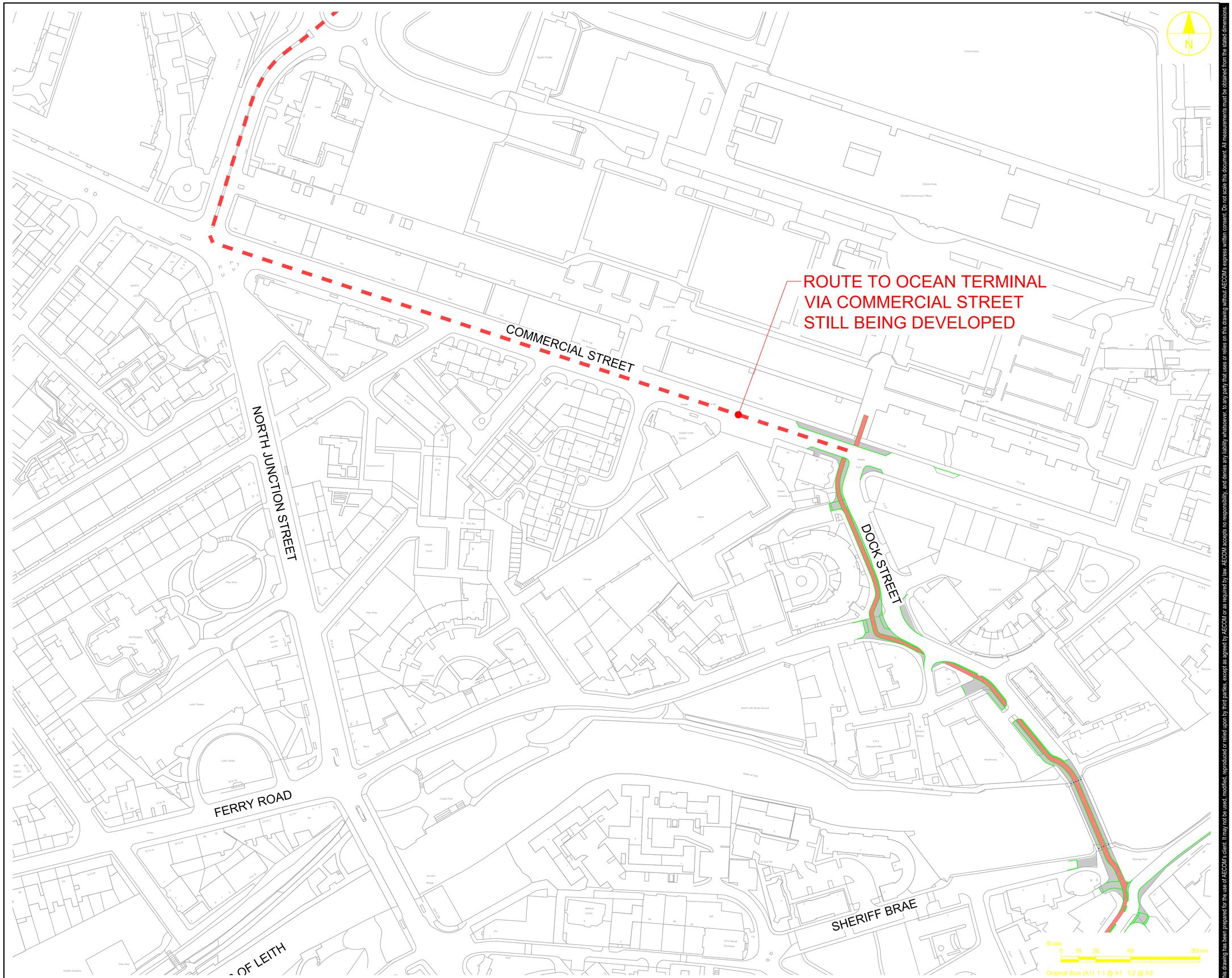
SHEET TITLE

GENERAL ARRANGEMENT OVERVIEW 1 OF 2

SHEET NUMBER

60592779-SHT-C-DD-0708

Project Management Initials: Designer: AJS Checked: IM Approved: PM ISO A1 594mm x 841mm



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PROJECT

FOOT OF THE WALK
TO OCEAN TERMINAL
DEVELOPED DESIGN

CLIENT

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

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ISSUE/REVISION

I/R	DATE	DESCRIPTION

KEY PLAN

PROJECT NUMBER

60592779

SHEET TITLE

GENERAL ARRANGEMENT
OVERVIEW 2 OF 2

SHEET NUMBER

60592779-SHT-C-DD-0709

Appendix 3 Levels of cycling per month on Whitehouse Loan, before and after introduction of modal filters in February 2021

	Number of bicycles per month			
Year	March	April	May	June
2020	430	349	455	441
2021	489	503	494	547
% increase	14%	44%	9%	24%

Leith Connections

Traffic Data Summary

Background

The following traffic data sources have been used to understand the baseline and forecast traffic conditions in the Leith LTN study area. Further details on the types, durations and results are summarised in this note, as per below;

Source	Dates	Pages
Automatic Traffic Counts	2019 and 2020	p.5-7
Junction Turning Counts	2019 and 2020	p.8-10
VISSIM traffic model link flows	2023	p.11-12

Background

The traffic data was analysed against the metrics set out in the Edinburgh Street Design Guidance, Factsheet C1, for classifying a street in terms of traffic levels and required infrastructure to make it safe and attractive for cycling.

As noted in the table extract to the right, any streets which are classed as ‘Medium’ traffic level or higher (+3000 vpd or +300 vph) then it is not considered safe for cycling on-road with traffic and segregation may be appropriate.

Flow / Speed Table

Flow (2 way)	Expected 85th percentile speed	
	20 mph Limit	
	<20 mph Very Low	>20 mph Low
Very Low Less than 1,500 vpd, Or 150 vph	Quiet Street	Quiet Street
Low 1,500-3,000 vpd, Or 150-300 vph	Quiet Street or cycle lanes	Quiet Street or cycle lanes
Medium 3,000-8,000 vpd, Or 300-800 vph	Cycle lanes or segregation from traffic	Cycle lanes or segregation from traffic
High 8,000-10,000 vpd, Or 800-1,000 vph	Cycle lanes or segregation from traffic (QR)	Cycle lanes or segregation from traffic (QR)
Very High Greater than 10,000 vpd	Cycle lanes or segregation from traffic (QR)	Cycle lanes or segregation from traffic (QR)

Background

We have used this approach to classify the streets where we have traffic data available across the study area. To help illustrate on the data maps, colour coding of the street category has been used as per below.

Flow / Speed Table
Flow (2 way)
Very Low Less than 1,500 vpd, Or 150 vph
Low 1,500-3,000 vpd, Or 150-300 vph
Medium 3,000-8,000 vpd, Or 300-800 vph
High 8,000-10,000 vpd, Or 800-1,000 vph
Very High Greater than 10,000 vpd

Quiet Residential Street

Strategic Road

Automatic Traffic Counts (ATC's)

Methodology

- An automatic counter is placed on street to survey traffic flow in both directions at each site.
- The outputs of the surveys were summarised separately for each site.
- Obtained ATC data provides **flow and speed information** by vehicle type for 15 minute intervals.

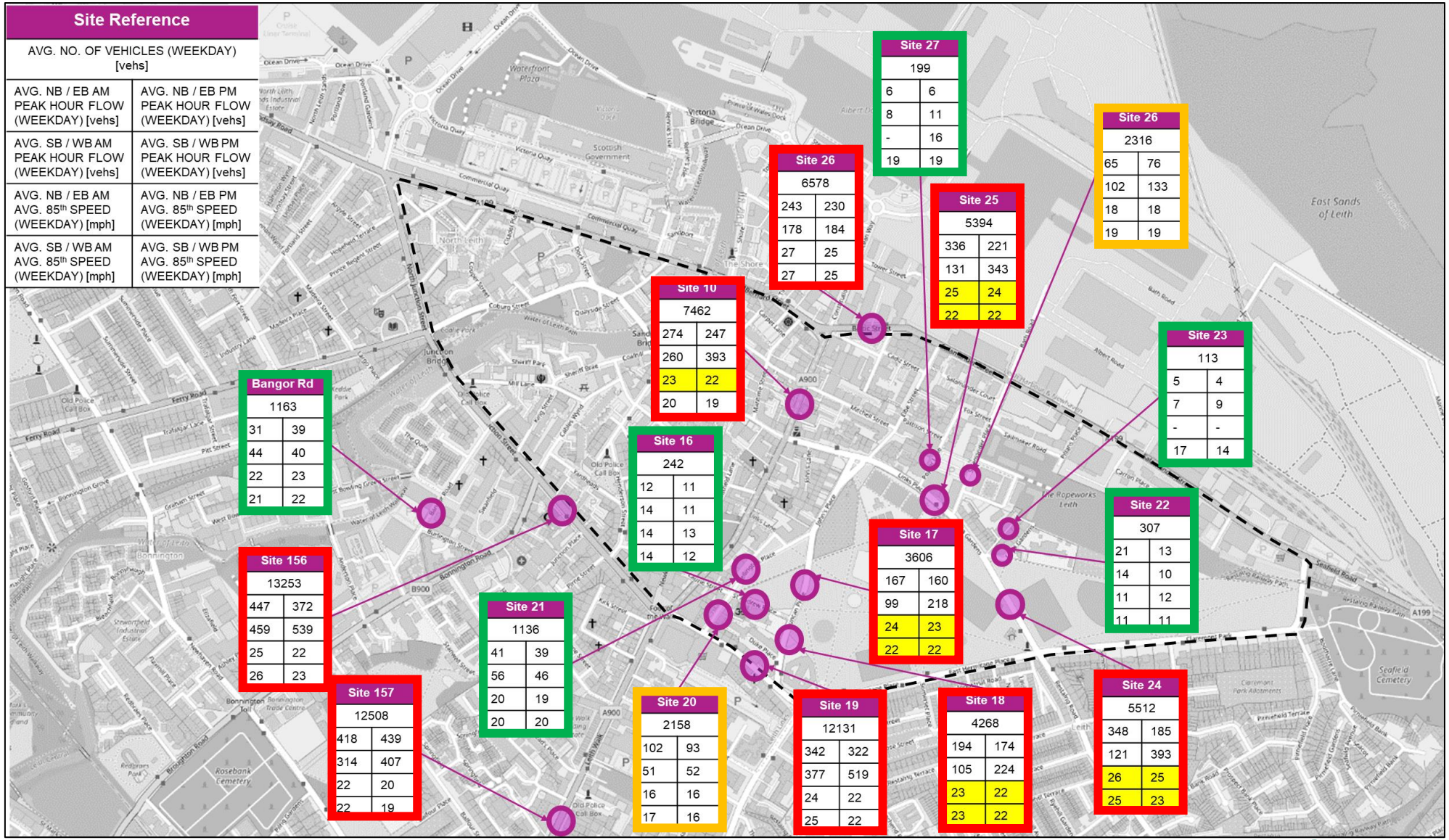
Overview

- ATC data was collected in two sets during **May 2019 for two weeks** and **December 2020 for a single week** respectively.

Automatic Traffic Counts Summary: May 2019 (2 weeks duration)

Flow / Speed Table

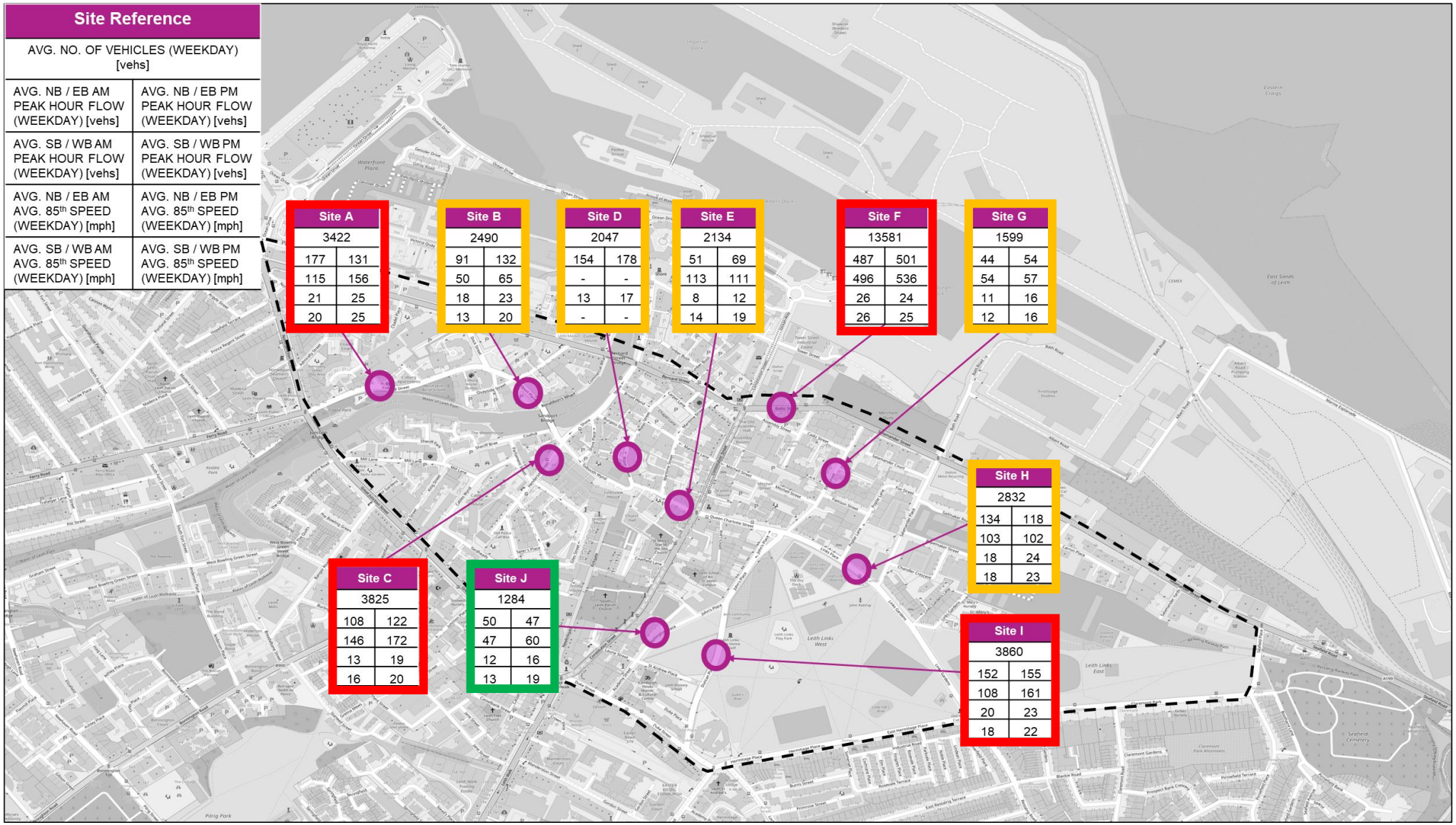
Flow (2 way)
Very Low Less than 1,500 vpd, Or 150 vph
Low 1,500-3,000 vpd, Or 150-300 vph
Medium 3,000-8,000 vpd, Or 300-800 vph
High 8,000-10,000 vpd, Or 800-1,000 vph
Very High Greater than 10,000 vpd



Automatic Traffic Counts Summary: December 2020 (1 week duration)

Flow / Speed Table

Flow (2 way)
Very Low **Less than 1,500 vpd,** **Or 150 vph**
Low **1,500-3,000 vpd,** **Or 150-300 vph**
Medium **3,000-8,000 vpd,** **Or 300-800 vph**
High **8,000-10,000 vpd,** **Or 800-1,000 vph**
Very High **Greater than** **10,000 vpd**



Junction Turning Counts (JTC) and Manual Classified Turning Counts (MCC)

Methodology

- Both JTC and MCC surveys were undertaken at junctions to ascertain traffic flows for each movement.
- JTC uses cameras and video software to count vehicles and turns, whereas MCC uses manual counts.
- The outputs of the surveys were summarised separately for each site.
- Obtained JTC and MCC data provides **flow information for every turn** at the junction **by vehicle type for 15 minute intervals**.

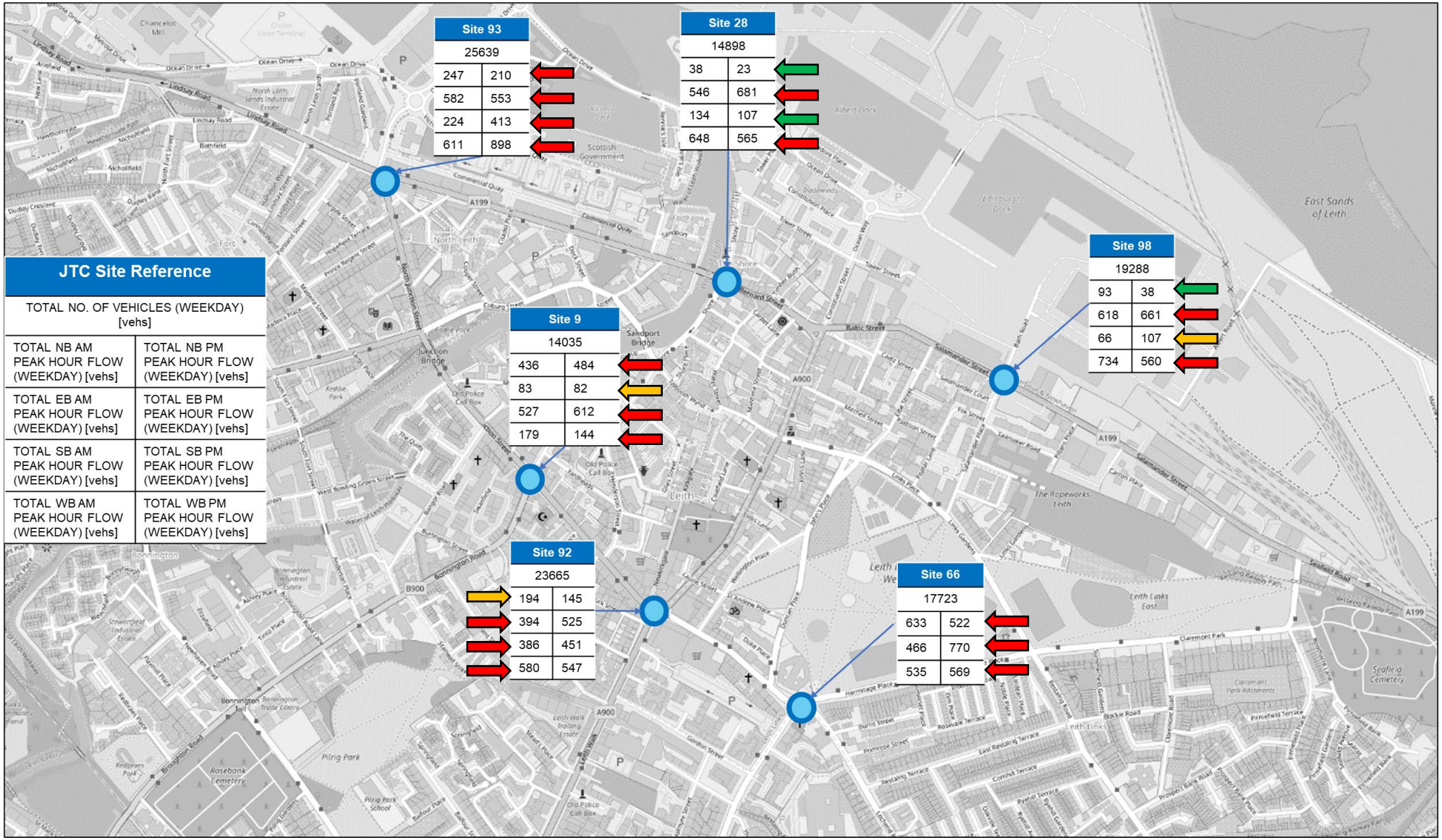
Overview

- Junction data was collected on **12th of June 2019 at 6 sites** in Leith area in Edinburgh.
- For 3 sites, JTC survey data was collected over **12 hour period (07:00-19:00)** and for other sites survey data was collected over **24 hour period (00:00-23:59)**.
- MCC data was collected on **2nd and 3rd of December 2020 at 6 sites** in Leith area in Edinburgh.
- The survey data was collected over **AM peak (07:00-09:30)** and **PM peak (16:00-19:00)** periods by vehicle type.

Junction Turning Counts: Summer 2019 (1 day duration)

Flow / Speed Table

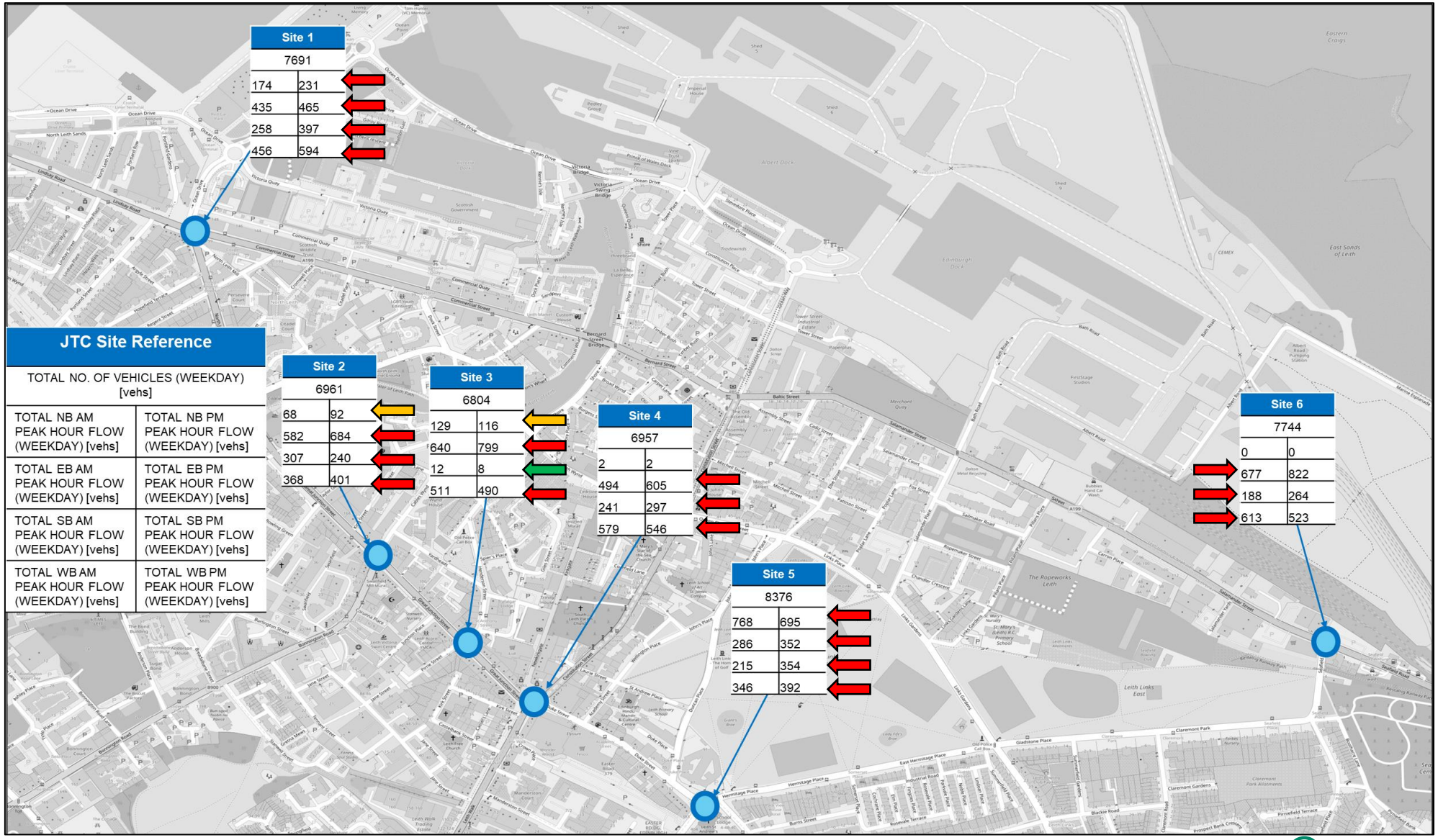
Flow (2 way)
Very Low Less than 1,500 vpd, Or 150 vph
Low 1,500-3,000 vpd, Or 150-300 vph
Medium 3,000-8,000 vpd, Or 300-800 vph
High 8,000-10,000 vpd, Or 800-1,000 vph
Very High Greater than 10,000 vpd



Manual Traffic Counts December 2020 (2 days duration)

Flow / Speed Table

Flow (2 way)
Very Low Less than 1,500 vpd, Or 150 vph
Low 1,500-3,000 vpd, Or 150-300 vph
Medium 3,000-8,000 vpd, Or 300-800 vph
High 8,000-10,000 vpd, Or 800-1,000 vph
Very High Greater than 10,000 vpd



VISSIM Link Flow Data 2023

Methodology

– Link flow data was obtained from the **VISSIM (microsimulation) tram assessment model by Jacobs** and screenshots of the network were sent to AECOM.

Overview

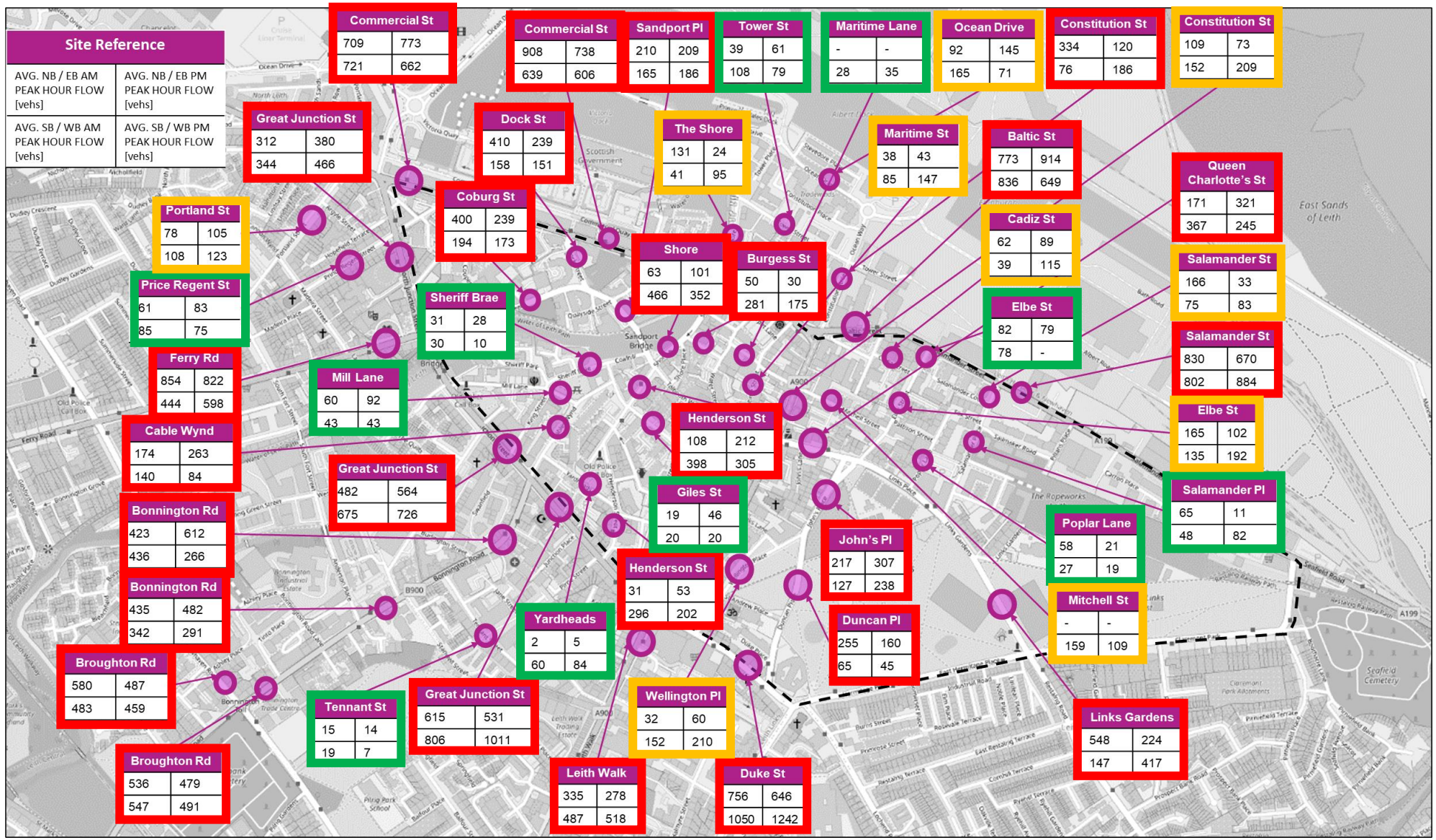
– Link flow data can be used to derive operational **traffic flow on minor streets** in the area.

– Obtained link flows are for the **AM peak hour (08:00-09:00)** and the **PM peak hour (17:00-18:00)** for all vehicle types.

VISSIM Link Flow Data 2023

Flow / Speed Table

Flow (2 way)
Very Low Less than 1,500 vpd, Or 150 vph
Low 1,500-3,000 vpd, Or 150-300 vph
Medium 3,000-8,000 vpd, Or 300-800 vph
High 8,000-10,000 vpd, Or 800-1,000 vph
Very High Greater than 10,000 vpd



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Appendix 5 Methods of community engagement undertaken during the Stage 1 and Stage 2 community engagement

Stage 1 community engagement

The Stage 1 community engagement took place during the period of Covid-19 pandemic restrictions which influenced the methods of engagement; the following engagement activities took place:

- Leaflets sent to all households and businesses in the project area, including the perimeter boundary roads. (circa 6,000 leaflets)
- Information shared via press releases and social media
- Posters within the area directing people to project information and the online survey
- Promotion of the project via the Trams to Newhaven newsletter
- Email notification to list of key stakeholders to raise awareness of the project
- Door to door visit and leaflet drop to all businesses within the project area
- Briefings with internal council departments
- Attendance by project team at Leith Links Community Council online meeting
- Meeting with the Edinburgh Access Panel
- Meeting with emergency services
- Formation of and meetings with a Community Reference Group, including representatives from Community Councils, Parent Councils, community organisations, local groups, local business representatives, and local members of the Access Panel, Living Streets and Spokes
- Attendance at public meeting arranged by Leith Links Community Council

Feedback was gathered via the above forums, via individual or organisation email responses and via an online survey to which 801 completed survey responses were received

Stage 2 community engagement

The Stage 2 community engagement also took place during the period of Covid-19 pandemic restrictions which influenced the methods of engagement; the following engagement activities took place:

- Leaflets sent to all households and businesses in the project area, including the perimeter boundary roads. (circa 6,000 leaflets)
- Information shared via press releases and social media

- Lamp post wraps at key local locations directing people to project information and the online survey
- Promotion of the project via the Trams to Newhaven newsletter
- Email notification to list of key stakeholders to raise awareness of the project
- Three online public co-design style workshops
- Door to door visit and leaflet drop to all businesses within the project area;
- Briefings with internal council departments
- Attendance by project team at Leith Links Community Council meeting
- Meeting with the Edinburgh Access Panel
- Meeting with emergency services
- Community Reference Group meetings, including representatives from Community Councils, Parent Councils, community organisations, local groups, local business representatives, and local members of the Access Panel, Living Streets and Spokes

Feedback was gathered via the above forums, via individual or organisation email responses and via an online survey to which 845 completed survey responses were received.

Appendix 6 Details of changes required to deliver Phase 1 route

In order to deliver the Phase 1 route, the following changes are required:

Great Junction Street

- section of existing carriageway to be redetermined as segregated cycleway
- section of existing carriageway to be redetermined as footway
- tie in with new segregated cycling facilities at the Foot of the Walk junction which are being designed and constructed by the Trams to Newhaven project

Henderson Street

- section of existing carriageway to be redetermined as segregated cycleway
- section of existing carriageway to be redetermined as footway

Sandport Place

- section of existing carriageway to be redetermined as segregated cycleway
- section of existing carriageway to be redetermined as footway, including the eastern leg of Quayside Street

Sandport Place Bridge

- prohibition of motor vehicles on bridge to be introduced, to create a pedestrian and cycling only route across the Water of Leith and associated community space
- section of existing carriageway to be redetermined as segregated cycleway
- section of existing carriageway to be redetermined as footway

Dock Street

- section of existing carriageway to be redetermined as segregated cycleway
- section of existing carriageway to be redetermined as footway.

Commercial Street

- Proposals currently being designed, in conjunction with the ongoing, separate work to develop Concept Designs for prioritised Transport Actions from the Local Development Plan Action Programme
- section of existing carriageway to be redetermined as segregated cycleway
- section of existing carriageway to be redetermined as footway

Ocean Drive

- Proposals currently being designed, in conjunction with the ongoing, separate work to develop Concept Designs for prioritised Transport Actions from the Local Development Plan Action Programme

- section of existing carriageway to be redetermined as segregated cycleway
- section of existing carriageway to be redetermined as footway

Yardheads, Parliament Street and Quayside Street

- Prohibitions of motor vehicles to be introduced at the eastern ends of the streets

Coburg Street

- Prohibitions of motor vehicle to be introduced the western end of the street

The Shore

- Implementation of a two way bus gate (currently operates northbound only) and restriction to motor vehicles at western end of Burgess Street to enable this.

Great Junction Street/Henderson Street

- New signalised junction

Dock Street/Commercial Street

- New signalised junction

Commercial Street/Lindsay Road

- Improvements to junction are currently being designed in conjunction with the ongoing, separate work to develop Concept Designs for prioritised Transport Actions from the Local Development Plan Action Programme

Loading and parking provision

Changes to loading provision and parking are also required at various locations along the route

Appendix 7 Detailed breakdown of the results from each part of the Stage 2 community engagement

Public co-design workshops

The workshops used online breakout rooms to facilitate in depth discussion on the proposed design. To focus the discussion, the LTN was divided into 3 areas with discussion on operational layout and placemaking aspects. The key feedback on each area is given below. The placemaking feedback was similar across all areas, so is summarised in a separate section below.

Area 1 Leith Links area – concerns were noted about current carriageway and footway condition on Salamander Place; lack of public transport in the area was noted, as Tram construction work has meant removal of bus services; differing views were expressed on the recent Links Gardens vehicle prohibition; the closure of the eastern side of the John's Place junction was generally positively received.

Area 2 The Shore area – full pedestrianisation of the Shore was raised within a number of groups as being desirable, the Sandport Place Bridge measures were welcomed by some as improvements to the safety and attractiveness of the area but others felt they unreasonably restrict motor vehicle movements across the area.

Area 3 Coburg Street and Yardheads – Coburg Street was noted by some as being an area of high traffic speeds; impact on traffic volumes on Commercial Street was raised as a concern; the junction at the western end of Coburg Street was noted as being of concern.

General comments across the area as a whole – general concerns on impacts on the wider road network, including congestion and air pollution; the amount of construction work currently ongoing in Leith, including Trams to Newhaven; impact on elderly and people with disabilities who rely on taxi services; lack of current bus provision was a frequent concern; difficulty of cycling on cobbles in the area.

Placemaking, all four areas – comments made included that any new features installed needs to be maintained (e.g. planters); street furniture needs to be in keeping with the conservation area; concern over potential for anti-social behaviour; potential to link with local groups and schools.

Online Surveys

The survey on the Council's Consultation Hub attracted 845 responses, 41% of which were from people who responded that they lived within the project area. Notwithstanding that response, 61% responded that their connection with the Leith LTN was, "I live here" showing that an additional 20% of people may live outside the project area but consider themselves to be impacted by the project due to how close to the project area they live.

All public responses

Considering the feedback from those who live outside in the proposed LTN area, and its boundary roads, the key results of the survey were:

General – for the first 3 measures described below, 7-12% of respondents responded that they don't have a view until they see the scheme working. Views expressed as Strongly Agree or Agree and Strongly Disagree or Disagree are totalled together below as support or oppose respectively:

Tolbooth Wynd at the junction with Water Street/Queen Charlotte Street - 46% supported the change with 47% opposed.

Burgess Street at the junction with the Shore - 49% supported the change with 43% opposed.

Wellington Place at the junction with John's Place - 46% supported the change with 46% opposed.

Mandatory right turn from Links Gardens into Salamander Place and mandatory left turn southbound on Salamander Place - 34% supported the change with 46% opposed.

Local Residents' responses

Considering the feedback from those who lived in the proposed LTN area, including the boundary roads, the key results for each of the proposed changes were:

General – for the first 3 measures described below, 8-10% of respondents responded that they don't have a view until they see the scheme working. Views expressed as Strongly Agree or Agree and Strongly Disagree or Disagree are totalled together below as support or oppose respectively:

Tolbooth Wynd at the junction with Water Street/Queen Charlotte Street - 48% supported the change with 43% opposed.

Burgess Street at the junction with the Shore - 52% supported the change with 41% opposed.

Wellington Place at the junction with John's Place - 46% supported the change with 45% opposed.

Mandatory right turn from Links Gardens into Salamander Place and mandatory left turn southbound on Salamander Place - 36% supported the change with 45% opposed.

Key concerns raised were impacts on congestion on existing routes and potential diversion of traffic onto different routes, difficulties in accessing the area by car, difficulties in navigating by vehicle around the area, mobility needs for elderly and disabled persons and that the changes are unnecessary.

Key benefits mentioned were improvements to pedestrian and cyclist safety by reducing traffic volumes and speeds, improvements to local public spaces and improvements to safety for school children

Amongst young people (aged 16-24) levels of support for traffic prohibition measures were slightly higher (51% - 55%) with slightly lower levels of support (48% support to 37% oppose) for the Links Gardens to Salamander Place proposal, similar to trends shown by analysis of all responses.

Edinburgh Access Panel

The project team has attended recent Edinburgh Access Panel monthly meetings to discuss the project. The panel noted that the measures should be consulted on and designed along with the local community. The location of any new street furniture features installed as part of placemaking proposals were noted as being of importance, along with street furniture visibility for the visually impaired and also the need for any street artwork to be sympathetic to the visually impaired and those with dementia. The need to retain blue badge parking revision was noted by the panel.

Local Businesses

27 responses to the survey were noted as being from businesses in the area. Email feedback has also been received from a small number of businesses. Benefits noted from business included improvements to safety and general improvement to the area, however, concerns over increased congestion and access were also noted.

Specific feedback was sought from businesses located around the Shore area about loading times, which will be used in the design of any exemptions from restrictions to permit loading activities. Possible changes required to the restriction at Sandport Place Bridge, to enable access to businesses on its western side, have also been discussed with businesses during site visits.

Emergency Services

No specific concerns were raised other than regarding bus gate enforcement. Emergency services would access any particular street/address from another street/direction where necessary, as long as they were aware of restrictions in advance. This will be facilitated by sharing final layout plans and also through the statutory TRO consultation process.

Leith Low Traffic Neighbourhood

Map Key

- Proposed restriction to motor traffic
- Proposed bus gate
- Proposed public space improvement
- Closed to traffic due to tram operations
- Ongoing monitoring of traffic levels

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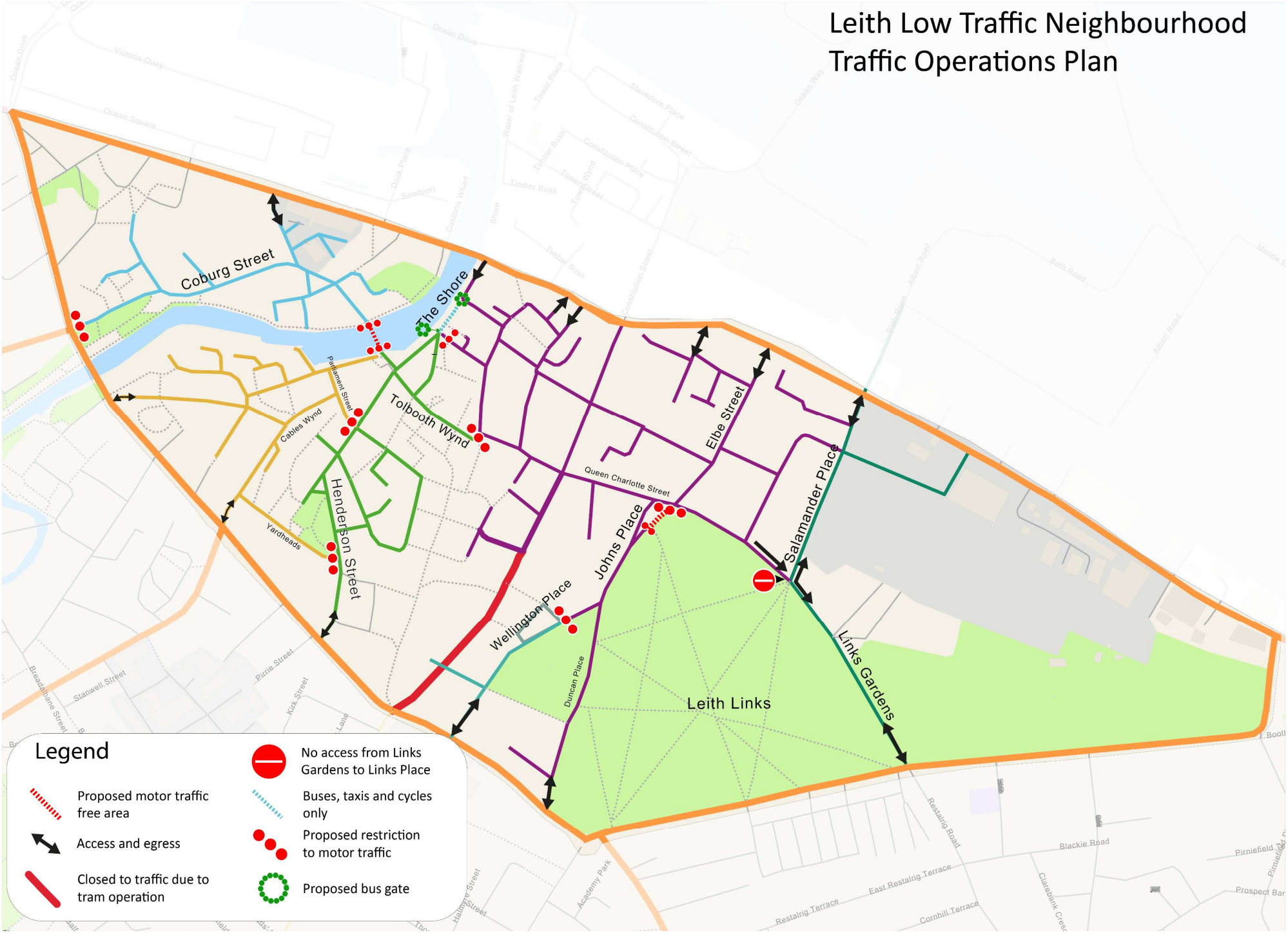
Leith Low Traffic Neighbourhood
Traffic Operations Plan




Phase 1 TRO moving restrictions
Moving order restriction to motor vehicles across Sandport Place Bridge and Parliament Street, Yardheads, Quayside Street, Coburg Street and Burgess Street.
= two way bus gate on Shore
Legend
Foot of the Walk to Ocean Terminal cycle route
Low Traffic Neighbourhood
Ocean Square
LEITH DOCKS
Stevedore Place
Constitution Street
Tower Street
LEITH
Bath Road
Coburg Street
Sandport Place
Tolbooth Wynd
Cables Wynd
Henderson Street
Yardheads
Queen Charlotte Street
Constitution Street
Johns Place
The Quilts
Bangor Road
New Kirkgate
Kirk Street
Leith Links
Links Gardens
Industrial Road
Burns Street
East Restalrig Terrace
Blackie Road
Claremont Road
Seafield Avenue
Pinkfield Place

Phase 2 Experimental TRO

- Tolbooth Wynd
- Wellington Place/ John Place
- Turning restriction at Links Gardens/ Salamander Place

= prohibition of westbound traffic Links Gardens to Links Place

Implemented as ETRO trial first, monitored and further feedback prior to modification or permanent implementation. Potential modifications included in ETRO.

Timeline

Design & monitoring
Public engagement/ consultation
Statutory process
Approval
Implementation/ construction

	Phase 1 route • TRO moving orders for: Sandport Place Bridge, Yardheads and Parliament St, Quayside St, Coburg Street • Bus only Shore moving order and Burgess Street • Waiting orders: Parking and loading restrictions • RSO following development of design	**Phase 2: LTN measures** • Tolbooth Wynd • John's Place • Links Garden to Links Place westbound prohibition • Other measures required based on trial	
Project stage	**TRO/ RSO**	**ETRO**	**TRO/ RSO**
Definition of proposals, and 'before' monitoring.	Aug – Mar 21	Aug 20 – Jun 21	
Present Concept design proposals and LTN layout to community	Feb-Mar 21	4 Jun – 11 Jul 21	
Transport & Environment Committee Report	19th Aug 21	19th Aug 21	
Preparation of orders and statutory consultation	Aug - Sep 21	Aug - Sep 21	
Publication of proposals	23 Sep 21	23 Sep 21	
Consideration and respond to objections	Oct 21	Oct 21	
Report back to TEC TRO and ETRO objections	11 Nov 21	11 Nov 21	
Implementation of ETRO proposals on experimental basis		Summer 22	
Implementation of Phase 1 moving restrictions where required for LTN layout with temporary materials	Summer 22		
Construction of Phase 1 route[2]	Summer 22 – Summer 23		

Monitoring of impact of experiment and modification of final scheme design		Summer 22 – Spring 23	
Statutory consultation process for permanent orders			Spring 23
Advertisement of permanent orders			Spring 23
Consideration of objections to permanent order (depending on whether these require referral to T&E Committee)			Summer 23
Implementation of permanent TRO/ RSO			Summer-Autumn 23
Landscaping/ public realm improvements within newly created spaces			Autumn 23 onwards

1. Objections can be set aside by the Transport and Environment committee in a similar manner to how committee currently deals with the majority of objections to permanent TROs.
2. For certain types of TRO and RSO, objections can trigger a Public Hearing. The timescales given here assume that this is not necessary. If a Hearing is necessary, the timescale from the start of an experimental TRO will often extend beyond 18 months and other delivery timescales will be impacted depending on location/ nature of objections.