**Urban Environment Scrutiny Committee – 9<sup>th</sup> September 2013**

**Report of the Lead Officer**

**Traffic Regulation Order Processes**

**Purpose of Report**

1.      To seek the Committee's views on the virtual scrutiny process suggested by Members to review Traffic Regulation Order (TRO) processes.

**Background**

2.      The making of Traffic Regulation Orders to control waiting and traffic movement is enshrined by Legislation contained in the Road Traffic Act 1984.  The Act dictates the Statutory processes necessary to make Regulations.  In addition to this, at this time, a number of additional processes are undertaken in order to satisfy the Council's Constitution and inform the decision making process as indicated at Appendix A.

3.      The service currently processes all feasible requests made for TRO's and undertake Statutory and wider consultation as indicated at Appendix B.  This approach has led to a significant backlog of requests as a consequence of the volume of requests, and in recent years a reduction in staffing resource as a result of budget pressures.

4.      At the request of former and current Cabinet Members for Transportation, officers have investigated streamlining the process with the view to providing operating efficiencies and a more transparent service to members and the public.  It is suggested this would include an approved policy on delivering the service, a robust selection criteria and an annual programme of works as operated in other areas of the overall Traffic & Transportation Service.

5.      At present Elected Members other than the Cabinet Member for Transportation, do not have a formal opportunity to comment on the proposals following public consultation or at the point where views of the local residents are known.  It is therefore suggested that a cross party working group of Members be created to agree the content of any future programme.

6.      Having been considered by the Chair of the Scrutiny Committee it has been agreed that the process will be scrutinised "virtually" and for this purpose it is recommended that a trial be undertaken to prepare an annual programme, the outcome of which can be considered by the Committee.

7.      As an initial suggestion, to act as a basis for discussion, Appendix C is attached.  Officers from DUE will be at Committee to talk Members through the scoring criteria

**Finance**

8.   TRO's are delivered using capital funds from the Integrated Transport Block.

**Law**

9.   Traffic Regulation Orders are made under powers contained in Section 1 of the Road Traffic Regulation Act 1984 subject to regulations laid down by the Secretary of State.

**Equality Impact**

10.   The control of obstructive parking, and the prevention of intrusive lorry movements in residential areas, assists vulnerable road users, including children, older people and disabled people.

11.   The proposals contained in this report are consistent with the Council's Equality and Diversity Policy.

**Recommendation**

12.   It is recommended that the review:-

   - Ensures the TRO process for individual requests is clear to all stakeholders;

   - Determines a transparent criteria for testing the priority and practicality of individual requests;

   - Agrees a criteria for an initial sift of requests to identify and prioritise any imminent safety issues;

   - Ensures all requests are effectively processed;

   - Determines whether existing Consultation processes are robust;

   - Considers the feasibility of creating a Cross Party Members Advisory Group to consider TRO's;

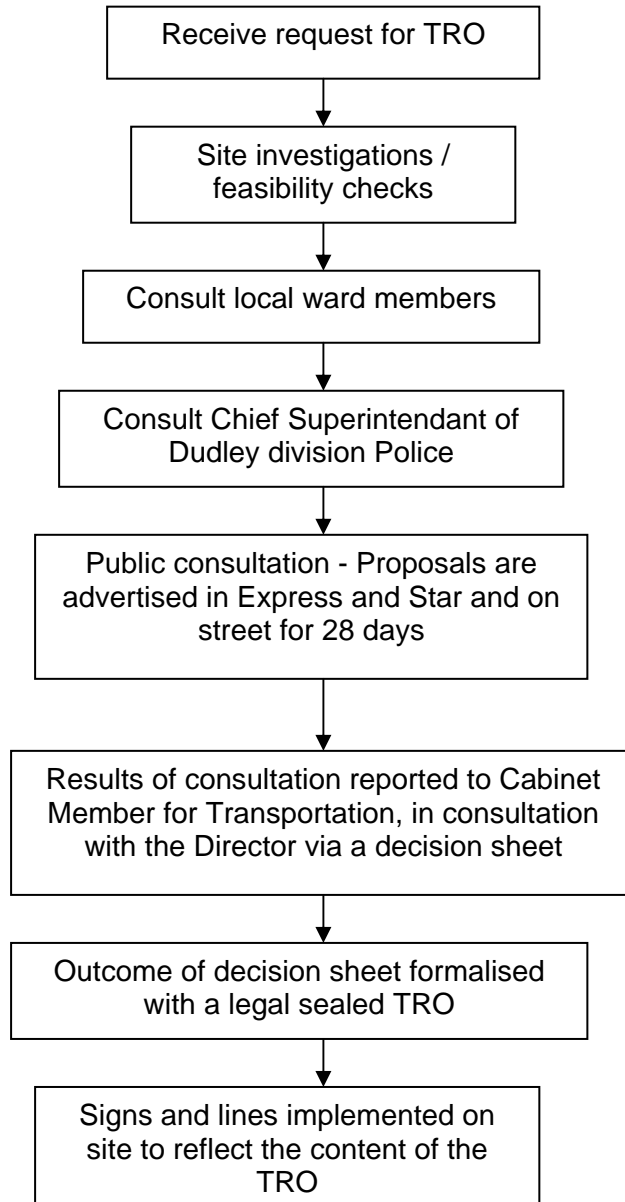   - Undertake and prepare a trial programme for consideration of the committee.

**Ron Sims**
**Lead Officer**


Contact Officer:      Ron Sims
                      Telephone: 01384 815005
                      Email: ron.sims@dudley.gov.uk

## Outline of current Traffic Regulation Order (TRO) statutory process

Receive request for TRO

↓

Site investigations / feasibility checks

↓

Consult local ward members

↓

Consult Chief Superintendant of Dudley division Police

↓

Public consultation - Proposals are advertised in Express and Star and on street for 28 days

↓

Results of consultation reported to Cabinet Member for Transportation, in consultation with the Director via a decision sheet

↓

Outcome of decision sheet formalised with a legal sealed TRO

↓

Signs and lines implemented on site to reflect the content of the TRO

## Consultation Process

| Legally required | Additional consultation carried out by Dudley MBC |
|---|---|
| Public notice in the Express and Star newspaper | Public Notice posted on street for 28 days |
| Public Transport operators | The Auto Cycle Union |
| Chief Officer of NHS (for Ambulance operations) | The British Horse Society |
| Chief Officer of the fire brigade | Byways and Bridleways Trust |
| The Fright Transport Association | Commons, Open Spaces and Footpaths Preservation Society |
| The Road Haulage Association | The Ramblers Association |
| Other organisations (if any) representing persons likely to be affected by any provision in the order as the order making authority thinks it appropriate to consult | GPU Power |
| | South Staffordshire Waterworks Co |
| | Nokia |
| | Severn Trent Water Ltd |
| | British Telecommunications |
| | Royal Mail |
| | Dudley Primary Care Trust |
| | British Gas Plc |
| | Virgin Media |
| | Environment Agency |
| | |

# TRAFFIC REGULATION ORDER SCORE SHEET

Location…………………….                    Date Received…………………….

From………………… (contact)                    Petition Yes / No

Summary of Request

………………………………………………………………………………………………………………

………………………………………………………………………………………………………………

Supporting information attached yes/no

Total score……………………Scored by……………………Initials…………………………….

Applicant advised – date……/……/……

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| **PHYSICAL** |
| --- |

| CRITERIA | DEFINITION | ALLOCATION | SCORE |
| --- | --- | --- | --- |
| Road Type | Primary Route | 8 | |
| | Other Strategic | 4 | |
| | Estate | 2 | |
| | End of Route / Residential | 1 | |
| Width of Carriageway | <6.5m | 3 | |
| | 6.5 to 9.0m | 2 | |
| | >9m | 1 | |
| Bus Route | Service Buses, winter gritting | 5 | |

Sub Score =

| **ENVIRONMENTAL** |
| --- |

| CRITERIA | DEFINITION | ALLOCATION | SCORE |
| --- | --- | --- | --- |
| Poor Visibility, Obstructive parking | Route | 8 | |
| | Junctions | 6 | |
| | In several streets | 4 | |
| | Both sides of carriageway | 2 | |
| | One side of carriageway | 1 | |
| Duration of problem | For 24 hours | 5 | |
| | During daytime only | 4 | |
| | During peak hours only | 3 | |
| | During night time only | 2 | |
| | For short periods | 0 | |
| Affected Interests | Local Economy - Shops | 4 | |
| | Commerce - Offices | 3 | |
| | Heavy Industry – Industrial Estate | 2 | |
| | Residential properties | 1 | |

Sub Score =

**COMMUNITY**

| CRITERIA | DEFINITION | ALLOCATION | SCORE |
|---|---|:---:|:---:|
| Engagement | Petition<br>Emergency Services<br>Ward Councillor<br>Refuse Collection/Council Service<br>Multiple Public – more than 2 in street<br>Single requestor | 10<br>8<br>6<br>4<br>2<br>0 | |
| Vulnerable Road Users / Assistance for environmental travel | Pedestrians / Cyclists / Disabled<br>Equestrian | 0 (Zero)<br>or 5 | |
| Healthy Lifestyles | Will assist healthier forms of travel | 2 | |

Sub Score =

| | |
|---|---|
| **Total Score**<br>*(max = 51)* | |