
Urban Environment Scrutiny Committee - Wednesday 22nd January 2014

Report of the Director of the Urban Environment

Traffic Regulation Orders – The Process

Purpose of Report

1. To provide Scrutiny Committee Members with an overview of the findings of the 'virtual' review of the Traffic Regulation Order process.

Background

2. On the 9th September 2013, Members of the Scrutiny Committee endorsed the scoping of the review which it was suggested would include an approved policy on delivering the service, a robust selection criteria and annual programme of works.

It should be noted that the programme would not include development related, temporary, emergency/urgent or experimental orders that are dealt with by separate processes.

3. There have been three mail outs of information as part of the virtual scrutiny process:-

17th October 2013 – Introduction to scoring requests which includes an outline of the scoring process, explanation of the elements and criteria within the scoring sheets and examples of how the scoring system is applied.

Member feedback suggested more points should be given to vulnerable road users and sustainable modes of transport. In these cases, it should be noted that the maximum score will apply so should not be an issue.

16th December 2013 – Improving the Traffic Regulation Order process which includes; an outline of the current TRO process, advantages of the current process, areas for improvement and proposed improvements to Member Consultation stages through the introduction of a Cross Party Members Working Group.

Member feedback suggested using local free newspapers rather than the regional commercial newspapers and possibly including proposals within Community Forum Agenda.

It should be noted that advertisement is a statutory requirement and must be made in a purchasable newspaper, potentially available to the whole of the community; local free papers do not satisfy this requirement. However, there is no reason why the issues could or should not be discussed at Community Forum meetings, but this would only be by way of informing the Members and receiving comments for consideration by the Members Working Group.

13th January 2014 – Improving the Traffic Regulation Order process continued, which includes initial sift, expectations of applicants, summary of trial programme and indicative timescales for implementation.

At the time of writing the report no feedback had been received, subsequent feedback will be verbally reported at the Final Report Scrutiny Committee meeting on Wednesday 22nd January 2014.

4. Annual Programme

It is proposed each year to develop an annual programme of Traffic Regulation Orders for implementation within the budget allocations provided from the Integrated Transport Block. This programme would include an initial prioritised list of proposed Traffic Regulation Orders and a further list of prioritised reserve proposals for inclusion should any of the initial proposals prove to be undeliverable.

5. Scoring Criteria

Proposed Traffic Regulation Orders to be included in the programme should be prioritised by an agreed scoring criteria; which identifies a number of key criteria. These criteria include:-

Physical

- Road type
- Width of carriageway
- Whether the road is used by public transport

Environmental

- Issues relating to visibility such as obstructive parking
- How long the problem exists during the day
- Who is affected by the problem

Community

- How the request has been made
- Impact on vulnerable users

It is anticipated that requests that fail to achieve one-third of the maximum potential points (i.e. 17 out of 51 points), would be deemed outside the scoring range and would not be subject to any further consideration.

6. Enhancements to Member Consultation

Ward Members do not have a formal opportunity to comment on the proposals following public consultation or at which point the views of the electorate are known. It is therefore suggested that a cross party working group of Members be created to agree the content of any future programme. It is anticipated that this group would meet to consider the outcome of the initial consultations at the latter end of the second quarter of the financial year. Consideration of reserved proposals that have been brought forward for inclusion in the programme will take place during the third quarter of the financial year.

7. Initial Sift

On receipt, requests will be subject to a technical check to determine their feasibility. Requests that are considered impractical or would compromise safety, will be rejected and the applicant informed of this. If the request is considered feasible, the applicant will be informed that the request will be considered in more detail for possible inclusion in the following annual programme.

8. Customer Expectations and Timescales

It is anticipated the applicant will be contacted within 2 weeks of their request, with the outcome of the initial sift and that if successfully included in the programme, further consultation will be undertaken as part of delivery of the annual programme and in accordance with any statutory requirements.

It is suggested that improving information available online, such as the public facing steps within the Traffic Regulation Order process and indicative timescales, would provide a greater level of transparency on what customers can reasonably expect.

9. Implementation of an Annual Programme

It is anticipated that requests having satisfied the initial sift will be considered on block during the third quarter of the financial year. The outcome of the budget allocations will then be used to inform the scale of the programme that will then be subject to consideration by the Cabinet Member and Shadow Cabinet Member for Transportation. The programme will then be subject to a decision of the Cabinet Member for Transportation for implementation in the following financial year.

10. Small scale changes / proposals held in reserve

In the event of a programmed Traffic Regulation Order proving to be undeliverable, the proposal will be deleted from the programme and a reserve proposal brought forward for inclusion in the programme.

Finance

11. The cost of operating the revised scrutiny arrangements will be contained within the existing budget allocations.

Traffic Regulation Orders are delivered using capital funds from the Integrated Transport Block.

Law

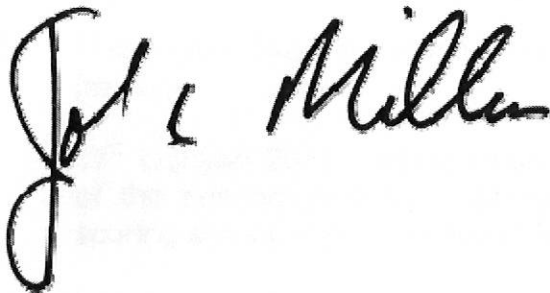
12. Scrutiny Committees are established in accordance with the provisions of the Local Government Act 1972 and the requirements of the Council's Constitution, which was adopted under the Local Government Act 2000, subsequent legislation and associated regulations and guidance.
13. Traffic Regulation 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

14. Provision exists within the recommended scrutiny arrangements for overview and scrutiny to be undertaken of the Council's policies on equality and diversity. The DUE Equality Action Plan includes a priority to ensure the Traffic Regulation Order process is accessible from protected groups, representative of the Borough's population.
15. 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.

Recommendations

16. That the DUE Scrutiny Committee recommend the following scrutiny outcomes to the Cabinet Member for Transportation:-
- a) All new requests for Traffic Regulation Orders be directed through an Annual Programme, with the exception of developmental, temporary, emergency/urgent or experimental orders which are dealt with by separate processes;
 - b) All new requests be subject to an initial sift to review feasibility resulting in a response being issued to the applicant;
 - c) A pre-defined scoring criteria be used to prioritise requests;
 - d) A Cross Party Members Working Group be set-up in order to consider proposals following public consultation.
 - e) Requests that fail to achieve one-third of the maximum potential points (i.e. 17 out of 51 points), would be deemed outside the scoring range and would not be subject to any further consideration;
 - f) Web Site contents be updated to reflect revised working arrangements.



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DUE Scrutiny Committee

Traffic Regulation Orders

Wednesday 22nd January 2014



Virtual Review

Agreed on the 9th September to undertake a virtual review of the process for assessing requests for Traffic Regulation Orders.

- Approved Policy
- Robust Selection and Prioritisation Process
- Annual Programme

NB this would not include regulations required to support Development, temporary, emergency/urgent or experimental regulations

Mail outs for Virtual Scrutiny

17th October 2013

- Scoring requests and the scoring process

16th December 2013

- Outline of current process
- Member consultation

13th January 2014

- Initial sift
- Expectations of applicants
- Summary of trial programme

Initial Sift

On receipt, requests will be subject to a technical check to determine their feasibility.

- Requests that are considered impractical, or would compromise safety, will be rejected and the applicant informed of this.
- If the request is considered feasible, the applicant will be informed that the request will be considered in more detail for possible inclusion in the forthcoming annual programme.



TRAFFIC REGULATION ORDER SCORE SHEET

Location: _____ Date Received: _____
 From: _____ (applicant) Person Yes/No: _____
 Summary of Request: _____

Supporting information attached: _____

Total score: _____ Scored by: _____

Applicant advised - date: _____

Scoring Criteria

Physical

- Road type
- Width of carriageway
- Whether the road is used by public transport

Environmental

- Issues affecting visibility such as obstructive parking
- How long the problem exists during the day
- Who is affected by the problem

Community

- How the request has been made
- Impact on vulnerable users

PHYSICAL

CRITERIA	DEFINITION	ALLOCATION	SCORE
Road Type	Primary Route Other Strategic Estate End of Road/ Residential	3 4 2 1	
Width of Carriageway	<6.5m 6.5 to 8.0m >8m	1 2 2	
Bus Route	Service Buses, winter timing	5	
Sub Score =			

ENVIRONMENTAL

CRITERIA	DEFINITION	ALLOCATION	SCORE
Foot Visibility Obstructive parking	Route Junctions in several streets Both sides of carriageway/ One side of carriageway	3 6 4 2 1	
Duration of problem	For 24 hours During daytime only During peak hours only During night time only For 1 hour periods	5 4 3 2 0	
Affected interests	Local Economy - Shops Commerce - Offices Heavy industry - residential Estate Residential properties	4 3 2 1	
Sub Score =			



Member Consultation

Ward Members do not have a formal opportunity to comment on the proposals following public consultation, or at which point, the views of the electorate are known.

- Cross party working group of Members be created to agree the content of any future programme;
- Consider the outcome of the initial consultations;
- Consideration of reserved proposals that have been brought forward for inclusion in the programme .

Annual Programme

TRO Trial Programme: 20 or more points (11 requests)

No	Location	Area	Reason for Request	Requestor	Scoring					TOTAL SCORE				
					Physical	Environ mental	Community							
1	Woodman Close / Bromsgrove Road	Halesowen	visibility at junction + traffic flow issues	2x + Councillor	8	3	5	6	4	1	6	0	0	33
2	George Road / Sedgley Road West	Dudley	visibility at junction	2x request	8	3	5	6	5	1	2	0	0	30
3	Badger Street / Kent Street / Greenhill Road	Upper Gornal	visibility at junction	public	8	3	5	6	3	1	0	0	0	26
4	Wollaston Road / Richardson Drive	Stourbridge	event problems at Ruskin Glass Centre	2x request	8	2	5	6	0	1	2	0	0	24
5	Hoadern Crescent / Stockwell Avenue	Quarry Bank	visibility at junction	public	2	3	0	6	4	1	0	5	2	23
6	Western Road / Heath Road	Stourbridge	visibility at junction	public	2	3	0	6	4	1	2	5	0	23
7	Delph Lane / Amblecote Road	Amblecote	visibility at junction	public	4	3	5	6	4	1	0	0	0	23
8	Vicarage Road / Bridle Road	Wollaston	visibility at junction	public	4	2	5	6	4	1	0	0	0	22
9	Nimmings Road / Holt Road	Halesowen	visibility at junction	public	4	2	5	6	4	1	0	0	0	22
10	Enville Street	Stourbridge	reduced visibility at minor access	public	8	2	5	1	4	1	0	0	0	21
11	Spies Lane	Halesowen	visibility at junction	public	4	1	5	6	4	1	0	0	0	21

Reserved Proposals

TRO Trial Programme: between 18 & 20 points (4 requests)

No	Location	Area	Reason for Request	Requestor	Scoring						TOTAL SCORE			
					Physical		Environ mental		Community					
1	Kenyon Close	Amblescote	over spill hospital parking	Councillor	1	3	0	4	4	1	6	0	0	19
2	Woodfield Avenue	Wollascote	traffic flow issues	public	2	3	0	8	5	1	0	0	0	19
3	Green Park Road	Dudley	traffic flow issues - narrow road / passing places	public	2	3	0	8	4	1	0	0	0	18
4	Gawne Lane	Cradley	HGV parking outside houses	public	4	2	5	1	5	1	0	0	0	18

Implementation of the programme

It is anticipated that requests having satisfied the initial sift will be considered on block during the third quarter of the financial year.

- The outcome of the budget allocations will be used to inform the scale of the programme.
- Consideration by the Cabinet Member and Shadow Cabinet Member for Transportation.
- Decision of the Cabinet Member for Transportation for implementation in the following financial year.

Recommendations

That the DUE Scrutiny Committee recommend the following scrutiny outcomes to the Cabinet Member for Transportation:-

- a) All requests for Traffic Regulation Orders be directed through an Annual Programme;
- b) All requests be subject to an initial sift to review feasibility resulting in a response being issued to the applicant;
- c) A pre-defined scoring criteria be used to prioritise requests;

Recommendations

- d) A Cross Party Members Working Group be set-up in order to consider proposals following public consultation;
- e) Requests that fail to achieve one-third of the maximum potential points (i.e. 17 out of 51 points), would be deemed outside the scoring range and would not be subject to any further consideration;
- f) Web Site contents be updated to reflect revised working arrangements.



Pitfield Row



Question and Answers



URBAN ENVIRONMENT SCRUTINY COMMITTEE

Wednesday 22nd January, 2014 at 6.00 p.m.
in Committee Room 2 at the Council House, Dudley

PRESENT:-

Councillor Tyler (Chair)
Councillor Hale (Vice Chair)
Councillors Ali, Duckworth, Hanif, Harley, J Jones, Jordan, Kettle, Sykes and Westwood

Officers

Assistant Director of Adult, Community and Housing Services (Housing Strategy and Private Sector) (Lead Officer to the Committee); Head of Traffic and Transportation, Principal Executive Support Officer (Both Directorate of the Urban Environment) and the Assistant Democratic Services Officer (Directorate of Corporate Resources).

34 DECLARATIONS OF INTEREST

No member declared an interest in any matter to be considered at this meeting.

35 MINUTES

RESOLVED

That the minutes of the meeting of the Committee held on 12th December, 2013, be approved as a correct record and signed.

36 PUBLIC FORUM

No matters were raised under this Agenda Item.

37 TRAFFIC REGULATION ORDERS – THE PROCESS

A report of the Director of the Urban Environment was submitted on an overview of the findings of the 'virtual' review of the Traffic Regulation Order process.

The Head of Traffic and Transportation presented the report and gave a short presentation relating to what a Traffic Regulation Order (TRO) was; the reasons for the establishment of the virtual scrutiny process; initial sift of requests received and the scoring criteria process; the proposed member consultation and the development of an annual programme and how this would be implemented.

Arising from the presentation of the report submitted, members asked questions and made comments and the Head of Traffic and Transportation responded as follows:-

- Creating none fee paying car parks would not necessarily alleviate all car parking problems, particularly in town centres, as these car parks could become popular and would deter people from parking on paid car parks. All free car parking spaces could be taken up by people who worked within that town and shoppers visiting would not then see any benefit.
- The scoring of TRO requests would be carried out by Transportation Officers against agreed criteria, prior to being circulated to Ward Members and the public, for consultation.
- A Member suggested that consideration be given to providing car parking permits to local residents that live within close proximity to a car park that is under-used to try and alleviate some of the on-street parking issues in these areas.
- It was hoped that the new process would speed up the implementation of orders and it was suggested that if Members were aware of a change in circumstances at a proposed TRO site, that Officers be informed.
- TRO requests would be accepted from the public by phone, in writing or via a Ward Member. All requests would be subject to a technical check and if determined feasible, would be put forward for further consideration.
- Members emphasised the importance of Ward Member involvement in the process and requested that they be notified following the scoring criteria process and before public consultation. All Members agreed that early intervention was necessary.
- Alternative ways of advertising future TRO's were discussed and it was suggested that a possible option would be for inclusion on Community Forum agenda's, when applicable, and to explore utilising social media.
- It was confirmed that TRO enforcement staff move around the whole borough and focus on active areas such as town centres. However if a particular issue is raised and needed to be addressed, enforcement officers would be flexible and move to that particular area to help resolve an issue.

- It was stated that a review of all TRO's had taken place in 2007 when the Council undertook the responsibility of the enforcement of all on-street parking restrictions in the borough. Additional orders had since been implemented, but there was no pro-active way to review these orders other than upon request.
- Excessive signage within the Borough was in the process of being reviewed. It was confirmed that there is a statutory requirement for signage to be displayed and if not displayed correctly the order may not be enforced.
- Council officers, due to legal restrictions, are unable to question people that park on-street, so officers have difficulty in ascertaining the identify and reason why people parked within a residential street and rely upon the person who submitted the TRO request to provide as much detail as possible.

The Chair on behalf of the Scrutiny Committee commended Officers on an excellent report and for all the hard work that had been put into the virtual scrutiny process which was considered to have worked well.

RESOLVED

- (i) That the information contained in the report submitted and presented at the meeting, in relation to the virtual review of the Traffic Regulation Order Process be noted.
- (ii) That the following outcomes, as updated in relation to notification of Ward Members, in the light of comments made at the meeting, be recommended to the Cabinet Member for Transport following the scrutiny of the Traffic Regulation Order process:-
 - (a) All new requests for Traffic Regulation Orders be directed through an Annual Programme, with the exception of developmental, temporary, emergency/urgent or experimental orders which are dealt with by separate processes.
 - (b) All new requests be subject to an initial sift to review feasibility resulting in a response being issued to the applicant.
 - (c) That pre-defined scoring criteria be used to prioritise requests and that Ward Members be notified following the scoring criteria process and before public consultation.

- (d) That a Cross Party Members Working Group be appointed to consider proposals following public consultation, with the membership to be on the basis of political proportionality, to be determined in due course.
 - (e) That requests that fail to achieve one-third of the maximum potential points (ie 17 out of 51 points), be deemed outside the scoring range and would not be subject to any further consideration.
 - (f) That website contents be updated to reflect revised working arrangements.
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The meeting ended at 7.00pm.

CHAIR