

## **Community Networks Highways Scheme Appendix 2 - Briefing Note on Traffic Regulation Orders**

Highway Authorities can place various restrictions on traffic within their areas by way of a legal process to create Traffic Regulation Orders (TROs).

Measures delivered may include access and directional restrictions, speed limits, waiting and loading restrictions, overtaking restrictions and provision of disabled parking bays. The Community Networks Highways Scheme can include these measures, but excludes residents parking schemes.

All TRO's have to be justified for one of the following reasons:

- Avoiding danger to road users
- Preventing damage to the road or a building,
- Facilitating the passage of traffic (including pedestrians),
- Preventing use of a road by unsuitable traffic,
- Preserving the character or amenity of the area and addressing air quality.

Following the standard procedure, Highway Authorities are required by law to consult on TROs for a minimum of 21 days. In Cornwall this is usually carried out by Cormac on behalf of the Council. All consultations are published with a notice at the site where the restriction will be placed, in newspapers and online (<http://www.cornwall.gov.uk/Trafficconsult>). Statutory bodies such as the Police and Fire Brigade are also notified. Anyone may support or object to the proposals by sending written responses stating their reasons within the consultation period. All responses received are considered by Cornwall Council prior to any decision being made on whether all or part of the TRO proposal is finalised as a permanent restriction.

A TRO for a Community Network Area can include a package of several different types of orders (waiting, disabled parking bays and loading restrictions and a speed limit or access restrictions come under different parts of the Road Traffic Regulation Act). This gives some economies of scale, reducing numbers of site visits and orders can be combined in a single public notice.

If a package of orders are consulted upon at the same time, the proposals can be modified before they are 'sealed' (made legally enforceable) i.e. *not all proposals have to be supported*. As an example, if a consultation was undertaken for 20 waiting restrictions in a town, you may find that following analysis of the consultation responses, 15 are constructed as advertised, 3 are modified and 2 do not proceed. Restrictions can normally only be modified to a *lesser* form (or length) so a No Waiting At Any Time could be reduced to a daytime only restriction or similar. If an increase in restriction is requested by residents following the consultation, a further consultation is normally required prior to making the changes to ensure that everyone affected is informed. Further consultation will add costs to a scheme depending upon the extents required.

An order is not legally enforceable until it is legally sealed, this has to be completed within two years of the initial legal notice and after all signs/lines indicating the restriction are in place.

Each CNP will have the consultation costs of one TRO a year paid for as part of this scheme. Design and construction costs are not included; this comes from the budget allocation of £50,000. A normal consultation costs £5500 for a limited number of waiting restrictions in a single locality. The TRO consultation cost for other restrictions is similar but construction costs will vary considerably upon the size and type of restrictions required. The stages for a TRO are set out below

#### Stage 1 – Scheme Inception

Project management - scheme set up / invoicing / order requisition / archiving / scheme close down

Client updates

Checking / Approvals

#### Stage 2 – Preliminary Design and Consultation

Site visit #1 Scope out/measurements

Production of consultation plans

Drafting of TRO / Notice / Legal documentation

Production of Consultation Package / Egov (online consultation finder)

Site Visit #2 (Erect site notices)

Enquires /responses to consultation

New Road and Street Works Act (NRSWA) searches/checking/collation

#### Stage 3 – Scheme Approval

Production of consultation report

Scheme feedback meeting

CC Approval

Reply to Consultation respondees

Egov updates

#### Stage 4 – Construction Package

Landsearches update

Production of Construction Package/ drawings/ Short Duration Project Management Plan

Production of Final TRO / Final Notice

Collating / checking of NRSWAs

#### Stage 5 – Post Construction

Site visit #3 (post-works check)

ParkMap Team Entry

Sealing of Order

Final Distribution of Order including issue press notice

Create 'as built' plans