

Meeting date: 28th November 2022

Report to: Cabinet Member for Environment and Infrastructure

Report title: **Traffic Regulation Orders – Annual Service Review and Priorities for 2022/2023**

Report from: Paul Tovey – Head of Highway Management

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Wards affected:

- All Wards | Bickenhill | Blythe | Castle Bromwich | Chelmsley Wood |
 Dorridge/Hockley Heath | Elmdon | Kingshurst/Fordbridge | Knowle |
 Lyndon | Meriden | Olton | Shirley East | Shirley South |
 Shirley West | Silhill | Smith's Wood | St Alphege
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Public/private report: Public

1. Executive Summary

- 1.1 Traffic Regulation Orders (TROs) are used by the Highway Authority to support how the public highway is used and operates.
- 1.2 Each year the Council receives a high number of requests for new or amended TRO restrictions, many of which relate to parking. Through this report it will agree the priorities for the TRO service in the 2023/24 financial year.

2. Decision(s) Recommended

- 2.1 The Cabinet Member is asked to:
- (a) note the contents of the report and progress in respect of the 2022/23 TRO programme, as detailed in **Appendix B**.
 - (b) approve the recommended TRO programme for 2023/24 as detailed in **Appendix C**.
 - (c) agree to receive the next update on the TRO programme at the decision-making session in November 2023.

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3. Matters for Consideration

- 3.1 Traffic Regulation Orders (TROs) are the legal instruments that enable the Highway Authority to manage traffic (people and vehicles) on the public highway. They underpin most restrictions on the highway network including speed limits, movement, and parking restrictions.
- 3.2 Throughout the year, the Council receives many requests from customers for TROs. These typically fall into one of three groups: -
- I. **Council promoted or development projects** – Typically funded through the City Regional Sustainable Transport Settlement (CRSTS) programme or development funded projects approved through the planning process. These Traffic Regulation Orders must be given a priority and therefore, have staff resource and programme implications.
 - II. **Emergency Services requests** – Given high priority because of operational and safety issues, and
 - III. **Local residents and community representatives** including Ward Members, Parish Councils, Resident Associations and individual residents regarding a range of parking and traffic management issues.
- 3.3 The cost associated with progressing requests from (II) and (III) above, is funded from a £50,000 allocation from the City Region Sustainable Transport Settlements (CRSTS) capital budget. This budget covers the legal costs and physical works including signing and lining measures to ensure the Orders are enforceable. Evaluating the individual projects and taking them through the statutory consultation process is funded through the Highway Management staff revenue allocation.
- 3.4 The cost of a TRO order has typically been in the region of £2,500 to £3,000 per location. More complex and area wide schemes are now coming forward which significantly increase this cost. to approximately £5,000 per scheme. It is expected that 10 TRO schemes per year can be progressed from the available funding.
- 3.5 To manage and prioritise TRO requests for new or amended restrictions a well-established prioritisation framework has been used as detailed in **Appendix A**. This approach provides an open and consistent approach in line with the Council's transport policies and priorities.
- 4. What options have been considered and what is the evidence telling us about them?**

2022/23 Programme Performance Update:

- 4.1 The TROs progressed so far in the current financial year are set out in Appendix B, including those carried forward from previous financial year. In total 32 TROs have been worked on in 2022/23 as set out in the table below:

Stage	2021/22 Programme	2022/23 Programme	Total
To be progressed	0	0	0
Advertised	2	7	9
In Progress	0	5	5
On hold/deferred	0	1	1
Substantially Complete	8	9	17
Total			32

- 4.2 Of the 32 TROs referenced above, 53% are now substantially complete and a further 28% have been progressed to advertisement and are progressing through the final stages of the TRO process. The Leys Lane, Meriden scheme is currently on hold due to the temporary impact of the Fillongley Road bridge closure. Work on this scheme will recommence in Q1 of 2023 following the reopening of the road and engagement with Parish and Ward Councillors.
- 4.3 The 2022/23 programme is progressing well and anticipated to be substantially complete by the end of March 2023.

2023/24 Proposed Programme:

- 4.4 A total of 92 locations (77 new and 22 pre-existing requests) have been processed as detailed in **Appendix C**.
- 4.5 When considering the expected staff and financial resources, it is proposed that the top 36 schemes should form the 2023/24 TRO programme. This is consistent with previous years and would, if no further requests were received, establish a programme that would take a minimum of three years to deliver.
- 4.6 As in previous years, this will mean the lower scoring requests that are not closely aligned to the Council's transport policy or priorities will not be carried forward. The only situation in which this may change, is if there has been a material change which requires reassessment, or if there is an opportunity to deliver a scheme as part of a linked request with an already prioritised scheme. This is an important element, as managing the impact of displacement activity associated with a new TRO is a key consideration when developing proposals and adds efficiency into the programme.
- 4.7 However, it is anticipated that requests for new restrictions will continue to come forward over the next 12 months. Any that do so will be added to the reserve list and prioritised as part of the 2024/25 assessment process.
- 4.8 If the proposed TRO programme is approved, the annual TRO £50,000 capital allocation will then go forward for consideration as part of the CRSTS Local Network Improvement Programme (LNIP) overall highways capital programme which will be the subject of a further report early in 2023.

5. Reasons for recommending preferred option

2022/23 Programme Performance Update:

- 5.1 **Appendix B** sets out progress against this year's TRO programme. No further decisions are required as part of this report.

2023/24 Proposed Programme:

- 5.2 The scale of this programme when combined with those sites carried forward will again present a significant package of work.
- 5.3 Sites 1 to 36 from Appendix C are recommended to form the priority for future years TRO work programmes. The team will work through and complete as many of this list as possible, with any schemes not committed, be put forward for consideration in the next year's prioritisation process. It is further recommended that sites reference 37 to 92 should not be included in the programme as these are unlikely to come forward in the short to medium term.

6. Implications and Considerations

- 6.1 State how the proposals in this report contribute to the priorities in the [Council Plan](#):

Priority:	Contribution:
<p>People and Communities:</p> <ol style="list-style-type: none">1. Improving outcomes for children and young people in Solihull.2. Good quality, responsive, and dignified care and support for Adults in Solihull when they need it.3. Take action to improve life chances and health outcomes in our most disadvantaged communities.4. Enable communities to thrive.	<p>Traffic regulation orders provide a range of tools which can benefit communities and individuals including those with specific needs such as through the provision of blue badge parking spaces. All traffic regulation orders are subject to statutory consultation which enables schemes to be adapted and tailored to the needs of individuals as appropriate.</p>
<p>Economy:</p> <ol style="list-style-type: none">5. Develop and promote the borough's economy, with a focus on revitalising our town and local centres.6. Maximising the opportunities of UK Central and HS2.7. Increase the supply of affordable and social housing that is environmentally sustainable.	<p>Parking restrictions provide an effective tool to enhance the use and viability of the network, addressing known and anticipated issues to aid residents, businesses and local communities generally.</p>

Priority:	Contribution:
Environment: 8. Enhance our natural environment, improve air quality and reduce net carbon emissions.	The proactive use of traffic regulation orders enables the local authority to influence how the network is used and has the potential reduce traffic volumes and prevent certain movements which have the potential to aid the operation of the network and the surrounding environment.
9. Promote employee wellbeing	The implementation of effective parking restrictions will aid the operation of the network and enhance people's ability to use and access facilities located on the network including places of work.

6.2 Consultation and Scrutiny:

6.2.1. All TRO schemes in the TRO programme for 2023/24 will be subject to the associated statutory TRO consultation process. This provides an opportunity to residents and road user groups to make representation to the Council in respect of any proposed changes.

6.2.2. The TRO service has not recently been considered through the Council's Scrutiny Board process.

6.3 Financial implications:

6.3.1. The key financial implications are considered in the main body of this report.

6.3.2. The recommended approach results in a provisional TRO allocation in the 2023/24 Local Network Improvement Programme (LNIP) capital programme of £50,000. It is therefore recommended that this provisional budget is taken forward into the wider CRSTS capital allocation through which the LNIP is funded, as a priority for funding in the 2023/24 financial year.

6.3.3. Full details of next year's capital allocation and associated programmes of work will be considered in a further report early in 2023.

6.4 Legal implications:

6.4.1. Traffic Regulation Orders are introduced in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 2012.

6.5 Risk implications, including Risk Appetite:

6.5.1. Based on the available information it is the officers' opinion that there are no net "Red" risks to the Council associated with the recommendation of the report. The Corporate Risk Management Approach has been complied with to identify and assess the significant risks associated with this decision / project. This includes (but is not limited to) political, legislation and reputation risks.

6.5.2. The approach is not intended to eliminate all risks and not all the risks identified can be managed all the time. Also, risks will still exist that have not been identified.

6.6 Equality implications:

6.6.1. The priorities set out in Appendix B of this report are intended to aid the overall operation of the network and will have a particular benefit to vulnerable road users who can be significantly impacted by poor or inconsiderate parking behaviours.

6.6.2. Delivery of the current programme and that proposed for 2023/24 will be undertaken in compliance with the relevant regulations as set out in section 6.3 of this report and include public engagement and consultation to ensure that the public are able to feed in and influence any scheme before being implemented. Through this process the Council can address any emerging equality issues and can ensure that, where appropriate and possible, the needs of all road users are considered and responded to.

6.7 Linkages to our work with the West Midlands Combined Authority (WMCA), Local Enterprise Partnership or the Birmingham & Solihull Integrated Care System (ICS):

6.7.1. Delivery of an effective TRO programme assists with the effective operation of the whole highway network. Through the prioritisation matrix, additional weighting is provided for those requests effecting the Key Route Network which is the collection of the busiest main road routes across the region, and which have been identified as key to supporting the main strategic demand flows of people, goods and services, serving large traffic volumes and providing connections to the national strategic network.

6.7.2. West Midlands Combined Authority (WMCA) through the West Midlands Mayor have concurrent powers on the Key Route Network in the following areas:

- Road Safety
- Bus Lane Contravention
- Permit Schemes
- Air Quality

6.7.3. The TRO programme actively contributes to supporting the shared objectives of the Key Route Network as well as the co-ordination duties as set out in the Traffic Management Act 2004.

7. List of appendices referred to

7.1 Appendix A: Existing TRO Priority Scoring Framework

7.2 Appendix B: 2022/23 approved TRO work programme and progress to date

7.3 Appendix C: 2023/24 Proposed TRO Priority Programme

8. Background papers used to compile this report

- 8.1 Traffic Regulation Orders - Annual Service Review and Priorities for 2022/23 Report – December 2021 Cabinet Member Decision Session for Highways and Environment.

9. List of Other Relevant Documents

- 9.1 NA