

Meeting date: 29 November 2018
Report to: Transport and Highways Cabinet



Subject/report title: **Traffic Regulation Orders – Annual Service Review and Priorities for 2019/2020**
Report from: Head of Highway Services
Report author/lead contact officer: David Keaney/Paul Tovey

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

Public/private report: Public

Exempt by virtue of paragraph: Select an Exemption paragraph from the Quick Parts drop-down list

1. Purpose of Report

- 1.1 To provide Cabinet Member with an update on the Traffic Regulation Order (TRO) programme and agree service priorities for 2019/20.

2. Decision(s) recommended

- 2.1 Cabinet Member is asked to:
- (a) Note the progress being made on the 2018/19 TRO programme and the service improvement to bring forward the TRO prioritisation process.
 - (b) approve the recommended TRO programme for 2019/20 as detailed in Appendix C
 - (c) approve the revised scoring framework and points scoring system to be used in the future, as detailed in Appendix D and section 5.5 of this report.

3. What is the issue?

- 3.1 **Traffic Regulation Order (TRO) Programme** - As part of the on-going review to deliver efficiencies from within this service, a review of the TRO process has been carried out. This identified the potential to implement schemes in the summer with

lower costs than during the winter months, when work can be aborted or extended due to bad weather. This efficiency saving may facilitate the completion of additional schemes within the existing budget. Approval of the TRO programme in November allows for early consultation and facilitates site implementation during the optimal period from April to September.

- 3.2 This report considers the outcome from the review of TRO requests received since the last review, which was carried out in March 2018. This includes the outcome from the scheme prioritisation process; reviews the current scoring policy and recommends a number of potential schemes that should be progressed.
- 3.3 Implementation of the approved 2018/19 TRO programme is still on-going, and this change will add some pressure during the second half of this financial year as the team manages consultation and delivery of both the 2018/19 and 2019/20 TRO programmes simultaneously. The team is confident this change can be achieved successfully and will lead to more efficient and effective delivery of the service in future years.
- 3.4 Overall, the prioritisation process has worked well and continues to help manage demand for TRO's, which are the legal instruments that enable the Highway Authority to manage how traffic (people and vehicles) use the public highway. They can apply to the regulation of speed, weight, movement and parking of vehicles as well as regulating pedestrian movement.
- 3.5 Throughout the year, the Council receives many requests from customers for TRO's that fall into one of three groups:-
 - (a) **Council promoted or development projects** e.g. Local Transport Plan funded schemes such as Solihull Gateway and development projects such as Parkgate residential development. Funded externally by the works promoter, these are cost-neutral to the Council.
 - (b) **Emergency Services requests** for operational issues.
 - (c) **Local residents and community representatives** including Ward Members, Parish Councils and Resident Associations.
- 3.6 The costs associated with progressing requests from these last two groups are funded by a Highway Service Traffic Regulation Order capital budget which is currently set at £30,000. This funding covers the administrative and legal costs of progressing, making and advertising the order, as well as the subsequent signing and lining, and any associated costs to bring the new restriction into force.
- 3.7 At present the estimated cost of a typical traffic regulation order is in the order of £2,500 - 3,000. On average this equates to 10-12 TRO's per year.

TRO Programme 2018/19

- 3.8 The existing TRO Priority Scoring Framework against which all requests for new or amended traffic regulation orders are considered against is detailed in **Appendix A**.
- 3.9 **Appendix B** provides a summary of the 2018/19 approved work programme and

progress to date. This also includes details of all other Council and developer promoted TRO's included in the 2018/19 programmes.

Schools Streets

3.10 The Council's School Streets Pilot, an innovative initiative to restrict vehicle use in the vicinity of three schools in the borough and encourage sustainable travel, whilst addressing school gate parking concerns, has been in place for over 12 months. The scheme is operating well and whilst enforcement remains a challenge it is considered that the schemes are adding value. Both the BBC and ITV news recently presented positive reports on the scheme. It is intended to present a full update report on the outcomes of this project in January 2019.

4. What options have been considered and what is the evidence telling us about them?

2019/20 TRO programme

4.1 Demand for TRO's remains high and therefore, it is therefore necessary and appropriate to follow the approved prioritisation process.

4.2 Over the period April to September 2018, 58 new requests for parking restrictions have been received and overall 80 locations have been considered as part of this year's prioritisation programme (58 new and 22 from the 2018/19 reserve list). All but two requests have been related to parking issues. Having prioritised all of the sites (see Appendix C) following the current established framework, it is recommended that the following sites should form the 2019/20 programme of priorities and can be delivered from the available budget:

1. Land Lane and Elmdon Lane - Bickenhill
2. Valley Road and Rangoon Road - Elmdon
3. Bickenhill Lane - Bickenhill
4. Stratford Road, Service Road - Shirley South
5. Haslucks Green Road - Shirley West
6. Warwick Road (Dovehouse Parade) - Olton
7. Saxon Way – Fordbridge and Kingshurst
8. Elms Close & Redlands Road - Silhill
9. Blackcat Close, Nineacres Drive & Arderne Drive - Kingshurst & Fordbridge
10. Station Road - Dorridge and Hockley Heath
11. Kenilworth Road - Knowle
12. Meriden Road, Hampton in Arden - Bickenhill

Review of TRO Priority Framework

4.3 The current priority framework was established in 2010, and has been reviewed annually to ensure service requests are considered fairly, consistently and

transparently.

4.4 Having reviewed the current framework again this year, some minor changes are proposed including the following measures:

- Recognition of the Key Route Network within the scoring programme to prioritise requests that impact on this strategic and regionally important network.
- Establishment of a corporate alignment score to ensure that requests supporting, or linked to, a council priority or which have a strategic fit with a Highway Service objective can be appropriately prioritised. Examples could include proposals relating to or associated with Midland Metro or SPRINT or which would drive forward the decluttering programme, for example through the removal of environmental weight limits where they no longer serve a specific purpose.
- An increase in prioritisation for requests associated with obstructive parking in recognition of the Council's commitment to support vulnerable road users through our Street Charter.
- Removal of Developer proposed requests and requests for temporary TRO's as these are now externally funded and fall outside the remit of this programme.
- Requests for resident parking permit schemes, as these are resident led, externally funded and would be considered on a case-by-case basis.

4.5 A full break down of the proposed changes to the scoring programme are set out within **Appendix D**.

5. Reasons for recommending preferred option

2019/20 TRO Programme

5.1 It is considered that progressing the 12 schemes identified in section 4.2 of this report will aid and facilitate the passage of traffic, as per our statutory duty; assist with local convenience and can be delivered from the available budget. It is therefore recommended that these schemes should make up the 2019/20 TRO programme.

5.2 A full summary of this year's prioritisation process is detailed in Appendix C, and this also includes those sites which will be carried forward and form the reserve list (sites 13-38) should sites fail at consultation or additional resources become available. It is suggested that any site scoring less than 11 points (sites 39-80) should be removed from this and future priority programmes as they are unlikely to progress over the next 3 years. These sites will only be reconsidered if there is a significant change to the parking conditions.

5.3 Appendix E maps the locations of the TRO requests forming this year's prioritisation process.

Review of TRO Priority Framework

5.4 The introduction of this new scoring matrix will enable a finer level of grading for locations than is currently possible and as such aid the overall prioritisation process.

Moving forward it is likely that sites will score more highly than in the current system as locations which meet the Authority's strategic and operational objectives for the network are recognised and prioritised. As such whilst typically sites scoring more than 14 points are prioritised and those with less than 11 removed from the programme altogether, it is suggested that the bar should now be raised.

- 5.5 Moving forward it is suggested that sites scoring more than 20 points are prioritised and those with less than 14 may be removed from the programme altogether, regardless of the number of locations within each scoring category. Doing so will ensure that only those locations that have the potential to add significant value to road users, local residents and our management of the network to meet strategic objectives will proceed in future.

6. Implications and Considerations

6.1 Delivery of key themes in the Council Plan:

- 6.1.1 How will the options/proposals in this report contribute to the delivery of the key themes in the Council Plan? (select which themes apply and briefly state how the options / proposals in this report contribute to their delivery):

The options/proposals in this report will contribute to the delivery of the following Council Priority(ies):

- Managed Growth by supporting the Major Development projects
- Build Stronger Communities by helping to manage on-street parking in residential communities, and
- Deliver Value by using the Strategic Highway Contract and the Lean implementation process.

6.2 Implications for children and young people, vulnerable groups and particular communities:

- 6.2.1 None as a result of the recommendations in this report.

6.3 Consultation and Scrutiny:

- 6.3.1 All 12 TRO schemes in the TRO programme for 2019/20 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.

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

6.4 Financial implications:

- 6.4.1 There is a provisionally allocation in the 2019/20 Local Transport Plan capital programme of £30,000. If approved, this will be sufficient to deliver the suggested TRO programme.

6.5 Legal implications:

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

6.5.2 Risk implications:

(a) 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.

(b) The Approach is not intended to eliminate all risks and not all the risks identified can be managed all of the time. Also, risks will still exist that have not been identified.

(c) 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.

6.6 Statutory Equality Duty:

6.6.1 No issues identified as part of this report.

7. List of appendices referred to:

7.1 Appendix A: Existing TRO Priority Scoring Framework

7.2 Appendix B: 2018/19 approved work programme and progress to date

7.3 Appendix C: 2019/20 Proposed Priority Programme

7.4 Appendix D: Proposed TRO Priority Scoring Framework

7.5 Appendix E: Map showing 2019/20 Proposed Priority Programme

8. Background papers used to compile this report:

8.1 Traffic Regulation Orders - Annual Service Review and Priorities for 2018/19 Report – 8th March 2018 Cabinet Member Decision Session for Transport and Highways

9. List of other relevant documents:

9.1 NA