

Revised Traffic Regulation Order priority scoring framework

Section A*

Type of Request		
Emergency service requests	50	Where a request has been received from the Police, Fire or Ambulance services.
Road Safety	50	Where a location has been identified as part of the 2 year Local Safety Scheme Analysis and where parked vehicles have been identified as a contributory or causation factor in the narrative.
Request to change a speed limit	25	Where it has been identified that a change in speed limit would be beneficial, including requests for new mandatory or advisory school based 20mph restrictions.
Requests for Prescribed or Prohibited Driving or Movement Orders	25	Where it has been identified that a prescribed or prohibited driving or movement order would be beneficial.
Requests for orders to facilitate a development/highway scheme	25	Where it has been identified that an order would be of benefit to facilitate a development or highway scheme.
Requests for temporary orders to facilitate planned street or road works, or temporary events	25	Where requests are received to facilitate planned street or road works, or temporary events
Requests for Residents Only Parking Permit Schemes	20	Where requests are received to introduce resident Only Parking Permit Schemes.
Requests for Grass Verge or Pavement Parking Schemes	20	Where valid requests are received to introduce grass verge or pavement parking restriction schemes.
Corporate alignment	20	Where a request support or is linked to a Council priority or has a strategic fit to Highway Service objectives.
Operation matters	20	Where a request has been received from Parking Services to amend or clarify existing TRO's to allow effective enforcement, or from other internal service areas or transport operators.
Limited waiting	20	Where requests are made to introduce or amend limited waiting restrictions in order to support local commercial centres (business/shopping), e.g. one hour, no return within 2 hours.

Comment [DK1]: Revised process to aid efficiency of processing requests without materially affecting purpose of criteria.

Comment [DK2]: Clarification and inclusion of 20mph restrictions associated with school sites.

Comment [DK3]: This element has been removed as such requests are funded externally and progressed separately to this process.

Comment [DK4]: This element has been removed as such requests are funded externally and progressed separately to this process.

Comment [DK5]: This element has been removed as such requests are applicant funded and considered using a separate policy.

Comment [DK6]: Inclusion of the valid to aid clarity of process.

Comment [DK7]: New criteria to aid prioritisation of Council priorities.

* Note that where a request is assigned a score in Section A, no scores are assigned in sections B-E.

Appendix D

Section B

Route Characteristics		
Key Route Network or	10	Part of the West Midlands Combined Authority Key Route Network
Classified Road or	5	A, B or C Classified Road
Traffic Sensitive or	3	The location is on the list of 'Traffic Sensitive' streets
All other roads	1	Any other road

Comment [DK8]: New criteria recognising strategic and regional importance of the KRN.

Comment [DK9]: Removal of the C Classification to provide a greater differentiation between A, B and C classified roads.

Section C

Running Lane Widths		
<3.0m	5	Available running land width is <3.0m for more than 20m length
3.0-6.0m or	3	Available running land width is 3.0-6.0m for more than 20m length
>6.0m	1	Available running land width is > 6.0m

Section D

Running Lane Widths		
Parking at or near a junction with the Key Route Network	5	Parking is with 10 metres of a junction with the Key Route Network.
Parking at or near a junction or parking on a bend of >45 degrees or the brow of a hill.	1	Parking is within 10 metres of a junction or is located on a bend and is obscuring visibility
Parked vehicles on footpath/restricting footpath width of pedestrian dropped kerb	3	Vehicle is parked fully or partially on footpath or across pedestrian dropped kerb.
Bus Route	3	The location is on a bus route.

Comment [DK10]: New criteria to aid traffic management on too and off of the Key Route Network.

Comment [DK11]: Increased weighting to 3 in recognition of impact of footway parking and our commitment to target this as set out in the street charter.

Section E

Proximity to generators		
The location is associated with school parking or is within walking distance of a recognised generator of traffic.	5	The location is associated with school parking or is within 10 minutes walking distance (800m) of a traffic generator e.g. town centres, train stations, hospitals, recognised employment sites (such as JLR), medical centres, places of worship.
Linked requests	5	Locations where multiple requests affecting nearby can be delivered as a packaged of works to add value and minimise the impact of unintended displacement

Comment [DK12]: Removal of text

Comment [DK13]:

The Priority score is calculated as follows:

Section A + Section B + Section C + Section D + Section E