

**Meeting date:** 25<sup>th</sup> November 2020  
**Report to:** Highways and Environment Cabinet  
Member Decision Session  
**Subject/report title:** Traffic Regulation Orders – Annual Service Review and Priorities for 2021/2022  
**Report from:** Head of Highways  
**Report author/lead contact officer:** David Keaney/Paul Tovey



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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

**Public/private report:** Public

**Exempt by virtue of paragraph:** NA

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**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 2021/22.

**2. Decision(s) recommended**

2.1 Cabinet Member is asked to:

- (a) Note the contents of the report and progress in respect of the 2020/21 TRO programme, as detailed in Appendix B.
- (b) Approve the recommended TRO programme for 2021/22 as detailed in Appendix C.
- (c) Agree to receive the next update on the TRO programme at your decision-making session in November 2021.

**3. Matters for Consideration**

3.1 Traffic Regulation Orders (TROs) are the legal instruments that enable the Highway Authority to manage how traffic (people and vehicles) use the public highway. They underpin most restrictions on the highway network including speed limits, type of

vehicle movement and the parking of vehicles.

- 3.2 Throughout the year, the Council receives many requests from customers for TROs that fall into one of three groups:-
- I. **Council promoted or development projects** e.g. Local Transport Plan funded schemes such as the E-car club and development funded projects approved through the planning process. Funded externally, these are cost-neutral to the Council's Traffic Regulation Order budget, but do have staff resource implications.
  - II. **Emergency Services requests** as a result of operational issues, and
  - III. **Local residents and community representatives** including Ward Members, Parish Councils, Resident Associations and individual residents regarding a range of parking issues in local residential areas.
- 3.3 The cost associated with progressing requests from (II) and (III) above, is funded from an allocation from the Local Transport Plan capital budget. In recent years, the annual £30,000 budget was increased to £50,000 in 2020/21 in recognition of the high level of demand for this service. This funding covers the legal costs, as well as any physical works, such as signing and lining, necessary to ensure the order is enforceable on the street.
- 3.4 At present the estimated cost of a typical traffic regulation order is in the region of £2,500 - £3,000 per location. On average this level of funding enables the service to progress between 10 and 20 TROs per year, depending on the level of funding available.
- 3.5 In order to assist the Authority to manage and prioritise requests for new or amended TROs, the Council has an established prioritisation framework against which all such requests are considered. This prioritisation framework has worked well for about 10 years. It is reviewed annually and minor modifications have taken place to reflect current priorities. The latest version of the TRO framework used for this year's review is detailed in **Appendix A**.
- 3.6 Demand for TROs continues to be high and whilst the number of requests received this year has reduced, likely due to the impact of Covid19 and the changes in travel and parking behaviours that this prompted, demand continues to exceed the team's current capacity to progress them all in a single financial year. Officers continue to try and balance this position, however, it will be necessary to use the prioritisation process again to help manage the requests received this year, along with those on the reserve list, which in total relates to approximately 116 locations.
4. **What options have been considered and what is the evidence telling us about them?**
- TRO Programme 2020/21**
- 4.1 Appendix B provides a summary of the 2020/21 approved work programme and progress to date. This also includes details of all other council priority and developer funded TROs managed by the team in the 2020/21.

- 4.2 This year, there are 34 TRO's on the programme. 20 which form part of the approved expanded TRO programme for the current year, and a further 14 projects associated with development or council promoted works.
- 4.3 The number of TRO's the team are seeking to progress this year is significantly higher than previous years (50% increase). Whilst good progress has been made, the impact of Covid19 has delayed the programme and meant that a number of TRO's have not yet been progressed.
- 4.4 Difficulties in undertaking engagement with local communities as well as non-typical parking patterns across the borough following the introduction of the national lockdown led to the temporary suspension of work on the programme from March through to June.
- 4.5 A status summary of progress on the 34 TRO's forming part of this year's programme is shown below:
- |                                |           |
|--------------------------------|-----------|
| • Substantially complete       | <b>15</b> |
| • Advertised                   | <b>5</b>  |
| • In Progress                  | <b>8</b>  |
| • Awaiting further information | <b>3</b>  |
| • To be progressed             | <b>3</b>  |
- 4.6 Over 40% of this year's programme is now substantially complete, with a further 15% having been progressed to advertisement and which are anticipated to be substantially complete by the end of 2020.
- 4.7 A further 3 schemes are on hold awaiting further information from the scheme promoters and as such progression of these jobs has and will continue to be dictated by external factors and progressed as information becomes available.
- 4.8 The teams focus for the remainder of the 2020/21 is to progress as many of the remaining 11 schemes which remain on the programme. Of this number, work has commenced on 8 of the schemes, with work yet to start on the remaining 3.
- 4.9 The delay caused by Covid19 in progressing these 11 schemes (details of which are shown highlighted in blue and red in Appendix B) as well as the programme as a whole has meant that more schemes from this year's programme will be implemented over the more challenging winter months when weather conditions and ground temperatures can delay and affect the integrity of lining installed as part of a TRO. As such there will be an increased risk of any new lining installed over the coming months failing and needing to be repainted. This is an unavoidable consequence of the current circumstances and whilst it may be possible to delay implementation of schemes until March to avoid severe weather, it is suggested that residents of the borough who have been patiently waiting for and anticipating these schemes would prefer to see them on the ground sooner and any repairs made as necessary, rather than seeing a further 4 month delay before their implementation.
- 4.10 There is a clear risk that not all of the remaining 11 schemes, to be progressed, will be completed by the end of March 2021. Whilst it is anticipated that work on all ten will have commenced, it may be necessary to roll implementation of a number of the

schemes into to 2021/22.

### **2021/22 TRO programme**

- 4.11 The demand for measures to help resolve parking problems in our local residential areas remains high, and it will be necessary to follow the approved prioritisation process again for 2021/22.
- 4.12 Since the last review in November 2019, there have been 80 new requests for parking restrictions, many relating to adjacent roads which are associated with known problems. Therefore, the total number of sites included in this year's review process has slightly increased to a total of 116 locations and the outcome from the prioritisation process is detailed in Appendix C.
- 4.13 Last year, recognising the consistent level of demand for this service, which has historically always exceeded the available funding, a decision was taken to increase the associated budget from £30,000 to £50,000. This change enabled 20 sites to come forward as part of this year's programme and a similar level of investment will be required again this year, to sustain the current level of outputs.
- 4.14 Despite the difficulties presented by Covid19, the team has demonstrated that with suitable resources it is possible to progress an expanded programme of TRO's as part of the annual programme.
- 4.15 As part of the 2020/21 programme prioritisation process three options were considered. These remain relevant and which have been summarised below:

**Option 1: No change** – Keeping the capital budget at £50,000 and staff resource the same would enable the top 19 sites to be progressed in 2021/22. There would be a high degree of confidence, based on previous experience, that this programme is achievable.

**Option 2: Suspend the TRO programme** – Whilst it is a statutory process, the Council does not have to provide this service. This option would not be well supported by many residents / ward members who experience the anti-social problems associated with the inconsiderate parking that occurs at these locations on a daily basis. It would free up the £50,000 capital budget which could be used differently within the Community Liveability Programme and approximately 1 FTE from the Highway Management team, would need to be redeployed.

**Option 3: Reduce budget** – Fewer schemes would be able to be progressed based on the approved level of funding available from the capital programme and agreed by the Cabinet. This approach would provide more certainty to the programme being delivered and support other priorities that the Cabinet may wish to support.

- 4.16 The preferred option, will then need to feed into the overall programme management for the Local Transport Plan's capital allocation which will be the subject of a further report early in 2021.

## 5. Reasons for recommending preferred option

### 2020/21 TRO Programme

- 5.1 Appendix B demonstrates the progress that has been made on this year's TRO programme. Whilst the impact of Covid19 has delayed the delivery of the programme, it is anticipated that it will be substantially completed by the end of the current financial year. Additional resources have been brought in to facilitate this. It should be noted that in a typical year at this time the team would turn its focus onto next year's programme, carrying out surveys and preparing plans to enable the programme to commence immediately in April. With the delay caused by Covid19, this will not be possible which is likely to slow the initial delivery of the 2021/22 programme.

### 2021/22 TRO Programme

- 5.2 Of the 3 options set out in paragraph 4.15, option 1 will help the service respond to the most number of issues being raised by our local communities, helps deliver on the council priorities and will also have some specific road safety benefits.
- 5.3 It is expected that this sustained level of increased investment will enable the top 20 sites from Appendix A to be brought forward through the statutory TRO process in the 2021/22 financial year. Any further increase would result in additional staff being required with the appropriate specialist knowledge which would be difficult to guarantee.
- 5.4 Sites 21 to 55 from Appendix C are recommended to form a reserve list of scheme to be considered for funding that may be available in future years. It is further recommended that sites reference 56 to 112 should not be included at this time.
- 5.5 The final four locations are also proposed to be removed as they have been progressed through other means or have been combined with another location to add value.

## 6. Implications and Considerations

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

Priority:	Contribution:
<p>Economy:</p> <ol style="list-style-type: none"><li>1. Revitalising our towns and local centres.</li><li>2. UK Central (UKC) and maximising the opportunities of HS2.</li><li>3. Increase the supply of housing, especially affordable and social housing.</li></ol>	Supporting managed growth by supporting the Major Development projects
<p>Environment:</p> <ol style="list-style-type: none"><li>4. Enhance Solihull's natural environment.</li></ol>	By successfully challenging and co-ordinating proposed works the scheme can reduce delay and congestion, positively

<p>5. Improve Solihull's air quality. 6. Reduce Solihull's net carbon emissions.</p>	<p>contributing to the Council's wider air quality improvement targets.</p>
<p>People and Communities: 7. Take action to improve life chances in our most disadvantaged communities. 8. Enable communities to thrive. 9. Sustainable, quality, affordable provision for adults &amp; children with complex needs.</p>	<p>One of the key benefits of the Permit Scheme is that it enables improved notice and communication of works to effected communities. This in turn then enables the local community to make informed travel choices when planning journeys in the borough.</p>

## 6.2 Consultation and Scrutiny:

6.3 All TRO schemes in the TRO programme for 2021/22 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.

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

## 6.5 Financial implications:

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

6.7 There is a provisional TRO allocation in the 2021/22 Local Transport Plan capital programme of £50,000. It is recommended that this provisional budget is taken forward into the wider Local Transport Plan (LTP) capital allocation as a priority for funding in 2021/22 financial year. Full details of next year's capital allocation and associated programmes of work will be considered in a further report early in the new year, when the LTP allocation has been confirmed.

## 6.8 Legal implications:

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

## 6.10 Risk implications:

6.11 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.

6.12 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.

### **6.13 Equality implications:**

- 6.14 The priorities set out in Appendix C 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 practices.
- 6.15 Delivery of the 2021/22 programme will be undertaken in compliance with the relevant regulations as set out in section 6.4 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 is able to address any emerging issues and can ensure that, where appropriate and possible, the needs of all road users are considered and responded to.

### **7. List of appendices referred to**

- 7.1 Appendix A: Existing TRO Priority Scoring Framework
- 7.2 Appendix B: 2020/21 approved TRO work programme and progress to date
- 7.3 Appendix C: 2021/22 Proposed TRO Priority Programme

### **8. Background papers used to compile this report**

- 8.1 Traffic Regulation Orders - Annual Service Review and Priorities for 2020/21 Report – 20th November 2019 Cabinet Member Decision Session for Highways and Environment

### **9. List of other relevant documents**

- 9.1 NA