

Traffic Regulation Orders

Why are they needed?

- To control or direct traffic.
- To reduce and manage congestion
- To reduce danger to all road users
- To prevent damage to roads, bridges etc.
- To preserve the character, or amenity, of an area
- Procedure for introduction.

We can implement TROs on private roads with the permission of the landowner.

A report explaining the need for a TRO is presented to a Cabinet Committee who consider the report are empowered to authorise the advertisement of the TRO.

TRO's are then advertised in the local press, emergency services consulted and notices are placed "on street" inviting comments from the general public
All comments are reported back to a Cabinet Committee and considered, the TRO may then be agreed for implementation

TROs have associated administrative and legal costs (around £1000 for a small order), as well as the cost of implementing the scheme on the road.

A Public Inquiry will be held, if objections to certain TROs i.e. access and loading restrictions, are not resolved.

Prioritisation

Prioritisation TRO's can generally only be proposed where a personal injury accident has occurred and investigation by the Police concludes that parked vehicles were a likely contributory factor to the accident.

Enforcement

Until appropriate lining and signing have been completed and the order formally confirmed, the TRO cannot be enforced.

Following parking decriminalisation, most TRO's that restrict or prohibit waiting are enforced by this Council via its contractor but TRO's relating to moving traffic offences such as speed restrictions and one way streets are the responsibility of the Police.