

# Traffic Regulation Order Questions and Answers

## 1. What is a Traffic Regulation Order?

A Traffic Regulation Order (TRO) is a legal order, which allows the Highways Authority to regulate the speed, movement and parking of vehicles and regulate pedestrian movement, which are enforceable by law. The act governing Traffic Regulation Order's is The Road Traffic Regulation Act 1984.

## 2. Are there different types of TRO?

Yes there are different types of TRO, these are;

- Permanent TRO which would remain in force until superseded or revoked.
- Experimental order which may last for up to 18 months.
- Temporary order (for road works, or avoidance of danger to the public) which may last for up to six months for footpaths, bridleways, cycle tracks and byways open to all traffic; and up to 18 months on other roads, with extensions available in certain circumstances.

## 3. *This is the first I have heard of this TRO proposal, why have you not consulted with us?*

Generally on most schemes the consultation process is as follows;

- a) *Informal consultation* - We can carry out an informal consultation. A decision whether this stage will be of benefit to the scheme design is decided on a case by case basis. Informal consultation tends to consist of a letter drop to local residents directly affected by the scheme. At this stage we are not legally obliged to do so but in most cases will inform residents of a proposal as early as possible. We recognise that these are the people who will be largely affected by any proposal in their street or wider area. In some cases when a scheme covers a large area, public consultation open days are held in order to obtain an overview of the public's feeling towards a scheme before a proposal is drawn up. This can save time and money and ensures the highway authority is aware of local issues or concerns.
- b) *Statutory consultation* - Once officers have ascertained that a problem should be addressed and have detailed design proposals, consultation documents are sent to our statutory consultees and stakeholders. These being the emergency services, transport operators, district councils, county councillors and other interest groups. As a local authority, we are legally obliged to consult with statutory consultees. Under normal circumstances we request that they make any response/representations within 21 days.
- c) *Formal consultation* - The third and final stage is to advertise the proposed scheme. At this stage the general public has the opportunity to make comment. The scheme will be advertised in the local newspaper, notices will be placed on site and a copy of the documents can be found at Gloucestershire County Council, Shire Hall, Westgate Street, Gloucester. All documents related to the scheme may be held in the local library or local council building, if appropriate. Anybody is welcome to view the details of the scheme during opening hours. Documents related to a TRO are also held on our website and can be viewed at [www.goucestershire.gov.uk/tro](http://www.goucestershire.gov.uk/tro) 24 hours a day. Once the consultation process has finished officers will duly consider all comments made and attempt to resolve any objections and any necessary amendments to the scheme will be made accordingly.

**4. Where has this proposal come from? Nobody wants this?**

Requests usually come direct from members of the public or through the Local Highways Manager. Requests also come via Parish Councils or County Councillors, acting in the interest of local residents.

**5. I have phoned up before about this issue why hasn't anything been done about it?**

Most of the TRO requests we receive are small and we usually attempt to group a number of schemes together in order to reduce costs. This allows us to spend more money on more schemes around the county. Every reasonable request that comes in will be placed on our request list and dealt with accordingly via priority assessment. Anything that is seen to cause a major highway safety issue will be given priority. A typical traffic regulation order can take up to 12 months to complete.

**6. We really want the speed limit lowered. Why do we need traffic calming features as well?**

Speed limits are set to indicate drivers of a suitable speed for that section of road. The signs alone are not a guarantee that drivers will observe the new speed limit set. Speed limits are only one element of speed management. In a lot of cases they should be part of a package with other measures to manage speeds and improve road safety which includes engineering and landscaping standards that respect the needs of all road users, including pedestrians and raise the driver's awareness of their environment. These measures should enable traffic authorities to deliver speed limits and driving speeds that are safe and appropriate for the road and its surroundings, as well as help drivers to be more readily aware of the road environment and assess their own appropriate speeds at all times. If a speed limit is set in isolation, or is unrealistically low, it is likely to be ineffective and lead to disrespect for the speed limit. As well as requiring significant, and avoidable, enforcement costs, this may also result in substantial numbers of drivers continuing to travel at unacceptable speeds, thus increasing the risk of collisions and injuries. In summary, the new speed limit should be a realistic target for it to be effective.

**7. Why are you putting in other schemes such as speed limits and waiting restrictions when the money could be better spent on addressing pot holes and general road condition?**

In simple terms the money we spend on the highway network can come in two forms. Our capital pot is money allotted to us from central government and our revenue pot is money made from other sources such as council tax or developer contributions. In some cases this money can only be spent on specific works according to the legal agreement.

**8. Why can't we have a speed camera rather than speed humps? These will inconvenience everybody.**

Speed cameras are expensive in terms of implementation and maintenance. They are only used on major roads with heavy traffic flows, high accident records and a history of drivers exceeding the speed limit. Gloucestershire Highways preferred option is to install a more robust scheme that is self managing and not solely dependent on enforcement.

**9. What happens if I object to a TRO?**

Any objection to a scheme will be duly considered by relevant highways officers before a decision is made whether or not to make the order. All objectors will be notified of the decision.

## **10. Who enforces a TRO?**

Enforcement of parking restrictions is the responsibility of the County Council under the Traffic Management Act 2004, via Civil Enforcement Officers. All moving traffic TRO's (Weight limits, Speed Limits and prohibitions) are enforced by the police.