

Appendix I: Other procedures

TRAFFIC MANAGEMENT**TRAFFIC REGULATION ORDERS: a
guide for Developers and Consultants**

The management of traffic can be achieved through a variety of measures. Some of these will require the making of a TRAFFIC REGULATION ORDER (TRO).

What is a Traffic Regulation Order?

Examples of TROs are:

- U waiting restrictions
- speed limits
- one-way streets
- prohibitions of vehicles
- weight limits
- residents preference parking schemes

These forms of traffic management require a legal process of consultation and advertisement so that the views of all interested parties and the needs of different users can be taken into consideration.

Overleaf is a step by step guide to the TRO procedure.

Costs

Typical costs involved in a TRO are:

- At least £3000 Traffic Management staffing and administration costs for processing the TRO, increasing with complexity and risk
- £700 County Solicitor's staffing costs
- £1000 for each public notice in a local newspaper (minimum of 2 notices)
- Cost of works on site (the signs and lines required to enforce the Order): each scheme is unique and therefore there is no "typical" figure. As an indication, costs per scheme in recent years have ranged from £100 to £25,000
- Issuing works instructions, liaison with contractors and site supervision can be provided at extra cost if required.

These figures are a guide only. All work is costed on a rechargeable basis so the actual costs will be charged.

How long does the TRO process take?

TROs are very time-consuming & labour-intensive.

- Simple and non-controversial proposals which receive no objections still take at least 6 – 12 months to process.
- Controversial schemes have been known to take 3 – 4 years.
- Any designs, approvals and agreements should take into account that, even once the procedures have begun, there is no guarantee that a TRO will be implemented.
- All schemes, including minor ones, are still subject to the same lengthy legal procedures.

The requirement for and planning of a TRO needs to be considered at an early stage of a scheme. It should not be left until construction has started on site.

TRAFFIC REGULATION ORDER PROCEDURES

Leicestershire County Council process TROs in the following manner, based on general principles laid down in law:

1. Following receipt of a development inquiry, the site is investigated.
2. If it is considered that a new TRO is required, or an existing TRO requires amending, an initial proposal is created.
3. In some cases, initial consultations may be carried out with the Police, Network Management and local Councillors.
4. Full consultations are always carried out with the Emergency Services, hauliers' organisations, the local County Councillor, the Parish or Town Council the District Council and with any property directly affected by the proposal. Other groups consulted, depending on the type of Order, include cycling clubs, business organisations, local disability groups, motoring organisations, utility companies and walking groups.
5. Prior to publicly advertising the proposal, the local County Councillor is informed of the scheme.
6. Details of the proposal are drawn up and passed to the County Solicitor so that they can undertake the legal work of publicly advertising the proposal, including placing notices in the local press.
7. If any objections are received during the public advertisement period then we try to resolve them. If they can't be resolved then this is reported to Director for Environment and Transport and the Lead Member for a decision about whether to proceed, amend or abandon the proposal.
8. If the decision is to proceed then a date is agreed for the County Solicitor to arrange for the Order to come into effect and for the scheme to be completed. This date will be confirmed through a notice in the local press.
9. When the site works are complete, the Order will be brought into effect so that it can then be enforced.

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