

Appendix I: Traffic Regulation Orders (TRO)

- [Section TRO1: What is a Traffic Regulation Order?](#)
- [Section TRO2: Costs](#)
- [Section TRO3: How long does the TRO process take?](#)
- [Section TRO4 TRO procedures](#)

Section TRO1: What is a Traffic Regulation Order?

1.1 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).

1.2 Examples of TRO's are:

- Waiting restrictions;
- Speed limits;
- One way streets;
- Prohibitions of vehicles
- Weight limits
- Residents parking schemes.

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

Section TRO2: Costs

1.4 Typical costs involved in a TRO are:

- Traffic Management staffing costs;
- Legal Services staffing costs;
- Advertising and consultation costs;
- Cost of work on site;
- Site supervision costs.

Section TRO3: How long does the TRO process take?

1.5 TRO's are very time consuming and 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
- This can be due to objections being received.

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- All schemes, including minor ones, are still subject to the same lengthy legal procedures.
- 1.6 The requirement for and planning of a TRO need to be considered at an early stage of a scheme. It should not be left until construction has started on site.

Section TRO4: TRO Procedures

- 1.7 The way that Local Authorities must process TRO's is laid down in law. Here is how City of Wolverhampton Council processes Traffic Management TRO's.
- 1.8 A Green decision Notice containing details of the proposal is presented to the Transportation & Highways board for information, comment and approval. The approval given is to implement the proposal subject to there being no outstanding objections.
- 1.9 If approved by the board and then signed off by the Portfolio Holder and Director, the 21 day statutory consultation period then commences soon after, which includes legal notices in the press and erected on street.
- 2.0 In addition letters and plans are sent to residents who are directly affected by the proposed Order(s), with a copy to members prior to delivery to residents. Members will be briefed face to face prior to this if the proposal is viewed as contentious. Other bodies such as the emergency services, Centro and Bu Operators etc are also consulted.
- 2.1 If objections are received during the consultation process, then we try and resolve them. If they cannot be resolved, then the proposals cannot be implemented at that point. A further Green Decision Notice is then presented to the Board outlining the response to the consultation and detailing the objections, with a recommendation on how to move forward.
- 2.2 All objectors are informed in writing if the decision is to proceed.
- 2.3 If the decision is to proceed, details of works on site are drawn up (road signs, yellow lines etc) and a date is agreed for Legal Services 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.
- 2.4 Works are carried out on site ready for the Order to come into effect and so that enforcement can be undertaken.