

REPORT TO: Environment and Urban Renewal Policy Performance Board (PPB)

DATE: 26th February 2020

REPORTING OFFICER: Strategic Director – Enterprise, Community and Resources.

PORTFOLIO: Transportation

SUBJECT: Traffic Regulation Orders

WARDS: Borough Wide

1.0 PURPOSE OF REPORT

- 1.1 This report updates the Board on the consolidation of non-moving Traffic Regulation Orders (note that speed limit orders have already been consolidated). This covers features such as yellow lines, clear way designations etc.
- 1.2 A Traffic Regulation Order (TRO) is a legal tool which allows a local authority to restrict, regulate, or prevent the use of any named road. The most common use of TROs is to impose restrictions, such as speed limits and one way streets.

2.0 RECOMMENDED: That

1. The Board notes the progress on the consolidation of the non-moving Traffic Regulation Orders (TROs).
2. The Board are asked to review and comment on the most pressing TROs to be progressed, once the consolidation Orders for Runcorn and Widnes are made (paragraph 4.4).

3.0 SUPPORTING INFORMATION

- 3.1 The Road Traffic Regulation Act 1984 imposes a duty on local authorities to exercise their traffic regulation powers to secure the safe passage of all traffic, including walkers, horse riders, cyclists, and motor and horse-drawn vehicles.
- 3.2 The consolidation of speed limit orders has already been undertaken. Those orders have now been defined by maps, rather than textual description. This work has been welcomed by the Police as it makes prosecution straight forward, due to the accuracy of the records held.
- 3.3 Work is now being under taken across the entire Borough to ensure that all road markings displayed on the streets correspond with the records held for

those orders. This ensures that all orders remain enforceable with a very high degree of confidence.

- 3.4 Detailed inspections and surveys of every road in the Borough were undertaken to see how the signs and road markings for the existing TROs correspond with the existing paper orders. This work was initially carried out in Widnes, before moving to Runcorn in autumn 2019.
- 3.5 The Widnes surveys revealed some anomalies, the majority of which highlighted errors, such as: where signage did not match road markings; signs or road markings did not correspond with the existing TRO; or where the condition of signs and markings were found to be in such poor repair the TRO would be unenforceable. The Traffic Management Team has been addressing these anomalies and has carried out 80% of the remedial work on the Widnes anomalies.
- 3.6 The initial Runcorn site surveys have recently been completed. Results of the Runcorn site work is currently being transferred onto a mapping database and details of variances in signage and road markings will be published. As with Widnes, the anomalies found in Runcorn will need to be addressed prior to any consolidation Order being made.
- 3.7 It is anticipated that moving to a map-based system for TROs will make future Orders simpler to process and will have the following benefits: a variation Order is all that is required; it will be easier to undertake more complex area-wide TROs; and statutory consultations will not require written schedules and multiple small-scale plans, as the consultation documents will be easy to read and based on digital map-based articles.

4.0 POLICY IMPLICATIONS

- 4.1 The approach taken on Traffic Regulation Orders (TROs) is consistent with the policies and approaches incorporated in Halton's Local Transport Plan and Liverpool City Region's Transport Plan for Growth.
- 4.2 Streamlining the TRO process and reforming the way consultations are carried out in Halton meets the recommendations laid out in the Department for Transport's Traffic Signs Regulations and General Directions (2016).
- 4.3 The number of individual TROs being actioned has been limited due to the focus on progressing the Runcorn and Widnes consolidation Orders described above, together with team capacity reducing to three staff, as a result of the Council's ongoing response to Government grant reductions. A backlog of individual TROs exists (paragraph 4.4). Priority for TRO requests is given to those Orders that would most improve road safety or ease congestion at critical bottlenecks in the road network.
- 4.4 Once the consolidation Order for Widnes is made it is proposed to undertake the following series of TRO activities:

- a) Runcorn Consolidation Order (resolution of any anomalies prior to the Order being made, equivalent to the work described for Widnes in paragraph 3.5).
- b) Widnes South. The existing Orders for the area of Widnes between Ashley Way and Lugsdale Road are no longer appropriate and remain from when the Market and Widnes Station were located here. There are waiting and loading restrictions on roads that are now highly residential and these do limit on-street parking amenity in an area that is now much quieter than it used to be. Easing on-street parking restrictions will create much more parking amenity for householders, but waiting restrictions at junctions and access points will be retained for safety.
- c) Fairfield Road / Appleton Village. Intervention to deal with congestion during peak hours and provide junction protection. Precise scheme needs to be developed.
- d) Albert Road junctions with Edwin Street and William Street. Small lengths of junction protection yellow lines required as vehicles are parking here making it increasingly difficult for vehicles emerging from side roads to see properly.
- e) Berry Road (south side). Waiting restrictions required from Hale Road junction to beyond tight bend (cars are parking on both sides making access to properties difficult). Intervention based on multiple complaints from residents and Councillors.
- f) Cornubia Road, near junction with Tan House Lane. Complaints that cars parked on both sides of the road near the junction are making it difficult for HGVs to gain access.
- g) Moorfield Road, outside Sports and Social Club. Park on Moorfield Road can compromise visibility for cars emerging from the car park and for the School Crossing Patrol who operates here. Complaints received about parking congestion. Restrictions would only be introduced on the western side of the road where there are no frontages.
- h) Ditton Road, west of Moor Lane interchange. Complaints about HGVs parking up on the footway and causing damage.
- i) Hough Green Road (junctions with Afton, Arley Drive, Bechers, Downside). Complaints about cars parking right up to the junctions, especially during pick-up and drop-off times at the local schools. Several collisions reported at these junctions and junction protection is required to improve visibility for emerging vehicles.
- j) Moor Lane, adjacent to McDonalds. In the evening cars are parked up both sides and vehicles queueing for the drive-through often make this road impassable for vehicles trying to access Smith Road and Egypt Street. Intervention in the form of 'no waiting at any time' proposed on McDonalds side only (no impact on on-street parking amenity for houses opposite).

- k) Daresbury Village in vicinity of school, additional yellow lines to prevent long stretches of parked cars restricting road width and making bus navigation difficult. Requested by Arriva following difficulties navigating through village.

5.0 OTHER IMPLICATIONS

- 5.1 None.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

- 6.1 Well maintained and free-flowing roads contribute both directly and indirectly to all of the five Council priorities. Good transport networks are fundamental to economic growth, employment, and sustainable communities.

7.0 RISK ANALYSIS

- 7.1 N/A

8.0 EQUALITY AND DIVERSITY ISSUES

- 9.1 There are no Equality and Diversity implications arising as a result of the proposed.

9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
Traffic Regulation Orders	Municipal Building	Ian Saxby