



## **Borough of Telford and Wrekin**

### **Communities Scrutiny Committee**

**Tuesday 8 July 2025**

**6.00 pm**

**Council Chamber, Third Floor, Southwater One, Telford, TF3 4JG**

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<b>Democratic Services:</b>	<b>Paige Starkey</b>	<b>01952 380110</b>
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<b>Committee Members:</b>	<b>Councillors E Davies (Chair), E Aston (Vice-Chair), F Doran, S Handley, G Luter, P J Scott and G Thomas</b>
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<b>6.0</b>	<b>Traffic Regulation Orders in Telford and Wrekin</b>	<b>3 - 8</b>
	To review the process and procedure for developing and delivering Traffic Regulation Orders.	

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Telford & Wrekin  
Co-operative Council

Protect, care and invest  
to create a better borough

## Borough of Telford and Wrekin

### Communities Scrutiny Committee

Tuesday 8 July 2025

### Traffic Regulation Orders in Telford and Wrekin

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<b>Cabinet Member:</b>	Cllr Richard Overton – Deputy Leader and Cabinet Member: Highways, Housing & Enforcement
<b>Lead Director:</b>	Dean Sargeant – Director: Neighbourhood & Enforcement Services
<b>Service Area:</b>	Neighbourhood & Enforcement Services
<b>Report Author:</b>	Adam Brookes – SDM: Highways, Engineering & Project Delivery
<b>Officer Contact Details</b>	<b>Tel:</b> 01952 384645 <b>Email:</b> adam.brookes@telford.gov.uk
<b>Wards Affected:</b>	All Wards
<b>Key Decision:</b>	Not Key Decision
<b>Forward Plan:</b>	Not Applicable
<b>Report considered by:</b>	SMT – 24 June 2025 Communities Scrutiny Committee – 8 July 2025

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#### 1.0 Recommendations for decision/noting:

Communities Scrutiny Committee is recommended to:

- 1.1 Note the process and procedure for developing and delivering a Traffic Regulation Order (TRO).
- 1.2 Endorse the approach, prioritisation and delivery of Traffic Regulation Order delivery while offering suggestions for enhancement.

#### 2.0 Purpose of Report

- 2.1 This report provides Communities Scrutiny with an update on the process and procedure for developing and delivering a Traffic Regulation Order (TRO).

- 2.2 In addition, this report outlines the progress in prioritisation and delivery of Traffic Regulation Order and associated schemes across the borough.

### **3.0 Background**

- 3.1 Telford & Wrekin Council is committed to improving road safety for all users. TROs are a key mechanism in delivering these improvements, enabling the Council to manage traffic effectively and respond to local needs.
- 3.2 TROs are legal instruments that the Council, in its role as Highway Authority, uses to regulate traffic movement. This includes the implementation of speed limits, parking restrictions, and vehicle access controls.
- 3.3 Over the past five years, the Council has invested more than £7 million in road safety improvements and education initiatives. These include the introduction of 20mph zones, safer routes to school, and targeted behaviour change campaigns.
- 3.4 Many of these physical measures, such as speed limit changes, parking controls, and movement restrictions are underpinned by TROs. Approximately 400 locations in the borough have benefitted from a TROs over the last three years, demonstrating the scale and reach of this investment.
- 3.5 The Council works closely with Ward Members and Town and Parish Councils to identify, plan and deliver schemes that address local priorities and community concerns. This collaborative approach ensures that interventions are responsive and locally supported.
- 3.6 TROs and associated road safety schemes are prioritised using a data-led approach. This includes analysis of road traffic collision data, traffic volume and speed surveys, and feedback from residents and elected members.
- 3.7 To support local engagement, the Council has developed a Traffic and Road Safety report for each Town and Parish area. These annual reports outline known enquiries, current year works, and future planned schemes.
- 3.8 These reports are shared with Ward Members and Town and Parish Councils on an annual basis with the aim of providing opportunity to inform prioritisation and raise additional areas of focus.
- 3.9 To date, the Traffic and Road Safety reports have been well received by Ward Members and Town and Parish Councils. This supports the development of future capital programmes and ensures the Council delivers on local priorities. The reports are updated on an annual basis to ensure Members and Town and Parish Councils are kept up to date on progress.
- 3.10 To improve efficiency and modernise the TRO process, the Council has implemented a new digital TRO management system. This system supports a map-based approach and streamlines internal workflows.

- 3.11 All current and proposed TROs are now available online ([TRO - Public Consultation](#)), enhancing residents ability to review and provide feedback on proposals. Complimented by local consultation, this new approach supports understanding of proposed measures while encouraging engagement.

#### **4.0 Summary of main proposals**

- 4.1 The Council remains committed to improving road safety for all users. A combined approach of education, engagement, and physical infrastructure interventions, many of which are underpinned by TROs, aims to reduce road traffic collisions and promote safer travel behaviour.
- 4.2 Town and Parish Area Traffic and Road Safety Reports have been developed to provide a clear overview of known enquiries, requests, and concerns. These reports also outline planned works for the current year and identify future priorities, supporting prioritisation and engagement.
- 4.3 Continued development and implementation of the Council's digital TRO management system will enhance the delivery of road safety improvements and measures to regulate vehicle movement. The system improves public access to TRO information while facilitating efficient delivery.

#### **5.0 Legal Process**

- 5.1 The making of a TRO involves a formal legal process which includes public consultation, advertisement, and consideration of objections; these are specified in the Road Traffic Regulation Act 1984 (as amended) ("RTRA 1984") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("LATOPR 1996").
- 5.2 The process includes the following stages:

**Consultation** – Before making a TRO, a traffic authority must consult with the chief police officer for the area, with the emergency services and other public bodies to the extent that the TRO would affect their services. Local interest groups such as residents and businesses may be consulted where appropriate. (Paragraph 20, Schedule 9 RTRA 1984 and Regulation 6 LATOPR 1996).

**Notice and Publicity** – Advertisement of the proposal by formal notice ('Notice of Proposals') in a local newspaper and displaying notices in the roads affected by the order. A 21-day objection period commences the day the notice is advertised during which interested parties may raise objections. Details which must be included in the Notice of Proposals are set out in Schedule 1 LATOPR 1996.

The traffic authority must send a copy of the Notice of Proposals to the relevant consultees. (Regulation 7(1) – (2) LATOPR 1996).

Copies of the TRO and Notice of Proposals must also be available for inspection from the date the Notice is first published, until six weeks after the date the order is made (Regulation 7(4) LATOPR 1996).

**Objections** – Objections received during the 21-day consultation period must be considered by the traffic authority before it makes a TRO (Regulation 13 LATOPR). In certain circumstances, a public inquiry may be held, to include where an objection has been made to the TRO which is not frivolous, and the objection has not been withdrawn.

**Time period for making the TRO** – Where serious objections are not received, the TRO is formally made and introduced. It must be made between 21 days and 2 years following the publication date of the Notice of Proposals (Regulation 16 LATOPR 1996).

Within 14 days of making the TRO, the traffic authority must publish a notice stating that the order has been made ("Notice of Making") in a local newspaper (Regulation 17 LATOPR 1996).

- 5.3 Once a TRO has been made, and before it comes into force, the authority must ensure that traffic signs are placed on or near the road which provide adequate information about the effect of the order. The signs must be maintained for as long as the order remains in force. (Regulation 18 LATOPR 1996).

## **6.0 Key Risks**

- 6.1 There is a risk that the implementation of physical measures may not achieve the intended outcomes in improving road safety for all highway users. To mitigate this, the Council undertakes post-implementation reviews to assess effectiveness and determine whether further modifications or complementary measures are required.
- 6.2 While it is a legal requirement to consult with local residents during the delivery of a TRO, levels of engagement at the consultation stage can be limited. This may result in concerns or objections being raised after a TRO has been installed. The Council continues to explore effective ways to enhance public engagement, including further development of the digital TRO management system to improve accessibility and transparency.

## **7.0 Council Priorities**

- 7.1 The commitment to improving road safety for all users supports the following priorities:
- Every child, young person, and adult lives well in their community;
  - Everyone benefits from a thriving economy;
  - All neighbourhoods are a great place to live.

## **8.0 Financial Implications**

- 8.1 All TROs and associated delivery are funded through a combination of capital grants alongside external bids funding where available.

- 8.2 The implementation of a digital TRO management system has improved efficiency of delivery through streamlining internal processes.
- 8.3 Where appropriate, contributions from Ward Members, Town and Parish Councils, and developers (e.g. via Section 106 agreements) are used to support scheme delivery, ensuring alignment with local priorities and maximising value for money.

## **9.0 Legal and HR Implications**

- 9.1 As the Highway Authority, the Council has statutory powers under the Road Traffic Regulation Act 1984 to introduce TROs. These powers enable the Council to regulate traffic movement and implement restrictions such as speed limits, parking controls, and access prohibitions.
- 9.2 The process for making TROs is governed by legal requirements, including public consultation and formal advertisement. These powers are underpinned by the Council's broader duties under the Highways Act 1980, which include the management, maintenance, and improvement of the highway network.
- 9.3 There are no HR implications directly arising from this report.

## **10.0 Ward Implications**

- 10.1 This report has borough-wide implications, with all wards affected by the development, prioritisation, and delivery of TROs and associated road safety schemes.

## **11.0 Health, Social and Economic Implications**

- 11.1 A safe and accessible highway network supports healthier communities by encouraging active and sustainable travel modes such as walking and cycling. When combined with road safety education and training, these measures empower residents with the confidence and awareness needed to navigate the highway safely and responsibly.
- 11.2 A free-flowing and well-managed transport network contributes to the economic vitality of the borough by reducing congestion, improving journey reliability, and supporting access to employment, education, and services.
- 11.3 Road traffic collisions can cause significant disruption and place pressure on emergency services. Reducing the frequency and severity of such incidents remains a key priority for the Council, and investment in physical enhancements and preventative measures will continue.

## **12.0 Equality and Diversity Implications**

- 12.1 Road safety activities are designed to benefit all highway users. The Council tailors interventions to ensure the design of physical measures accommodates pedestrians, cyclists, and those with mobility needs. This is complemented by the

delivery of education and training programmes that are accessible and relevant to the community.

- 12.2 Through engagement with Ward Members, Town and Parish Councils, and local communities, the Council seeks to identify and address specific concerns that may disproportionately affect vulnerable or underrepresented groups, ensuring that road safety improvements contribute to a fairer and more equitable transport network.

### 13.0 Climate Change, Biodiversity and Environmental Implications

- 13.1 TROs play a vital role in supporting the Council's climate and environmental objectives. By enabling the introduction of measures such as speed limits, pedestrian zones, cycle lanes, and restricted vehicle access, TROs help to promote behaviour change towards more sustainable travel choices. This contributes to a reduction in vehicle miles travelled, improved air quality, and supports the Council's ambition to carbon neutrality.
- 13.2 The implementation of TROs aligns with the Council's wider decarbonisation strategy, which includes the use of low-carbon construction materials, the transition to a lower-emission fleet, and the development of climate-resilient infrastructure. These efforts contribute to both mitigation and adaptation goals within the Council's Climate Change Action Plan.
- 13.3 The digitisation of TROs through the new online management system further supports environmental objectives by streamlining internal processes and enhancing public engagement. Improved transparency and accessibility help residents better understand and support environmentally beneficial schemes, increasing the likelihood of long-term behavioural change.

### 14.0 Background Papers

- 1 Road Safety Strategy 2015
- 2 Communities Scrutiny Report – 15 November 2022
- 3 Communities Scrutiny Report – 13 November 2024

### 15.0 Appendices

None.

### 16.0 Report Sign Off

Signed off by	Date sent	Date signed off	Initials
Director	30/06/2025	01/06/2025	DRS
Legal	27/06/2025	30/06/2025	RP
Finance	30/07/2025	01/07/2025	PT