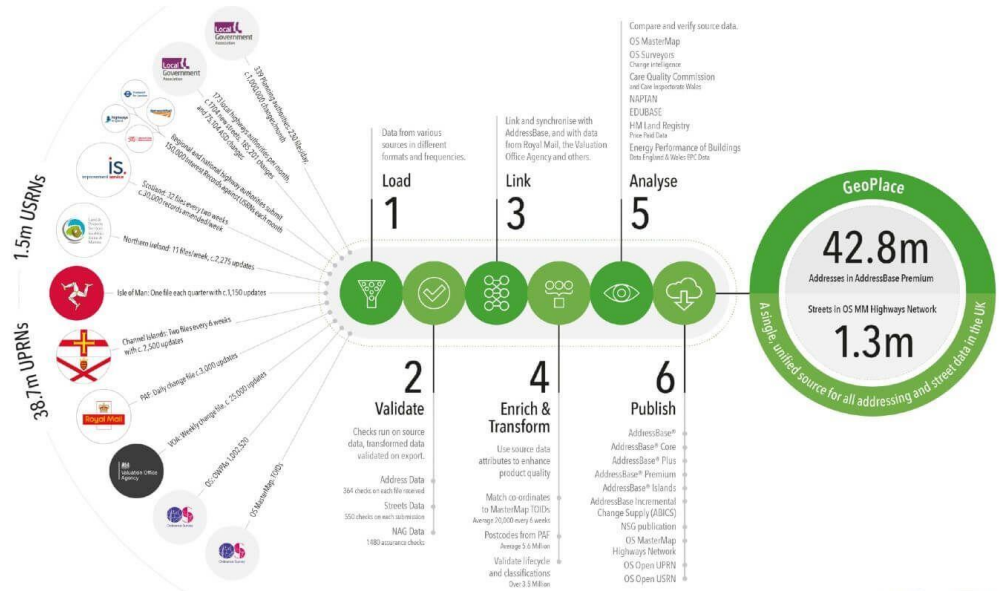# TROs – Why aren't they trending?

Hello and Good Morning!

Unique referencing provides a 'golden thread' to connect organisations, decisions and processes

The **Unique Property Reference Number (UPRN)** is the unique identifier for every location with an address in the UK

The **Unique Street Reference Number (USRN)** is the unique identifier for every street in the UK

- Unambiguous and persistent
- The means to link, share and locate streets, land and property with accuracy and confidence
- Machine readable

UPRN and USRN open data as of 1st July 2020 and their use mandated for government by GDS under Open Government License (OGL)

Local Authority Transport Data Discovery

LOCAL TRANSPORT
DATA DISCOVERY

Department for Transport

northhighland
WORLDWIDE CONSULTING
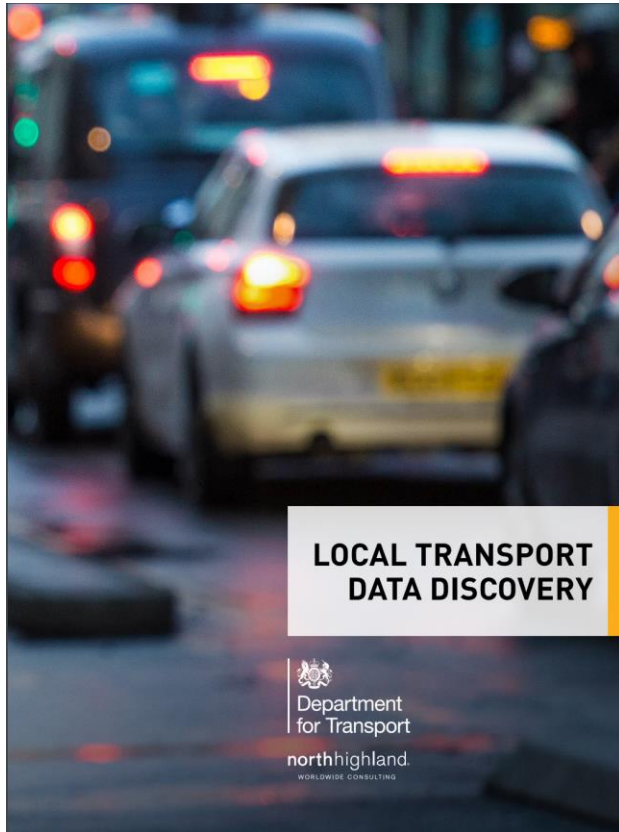
- TRO data is difficult and time consuming to access, clean and process,

- TRO data is not in a standardised, machine readable format,

- TROs lack of centralised point of reference,

- private sector organisations are being forced to collect TRO data manually, and

- the current process for amending and implementing a TRO to be labour intensive, time consuming, and costly.
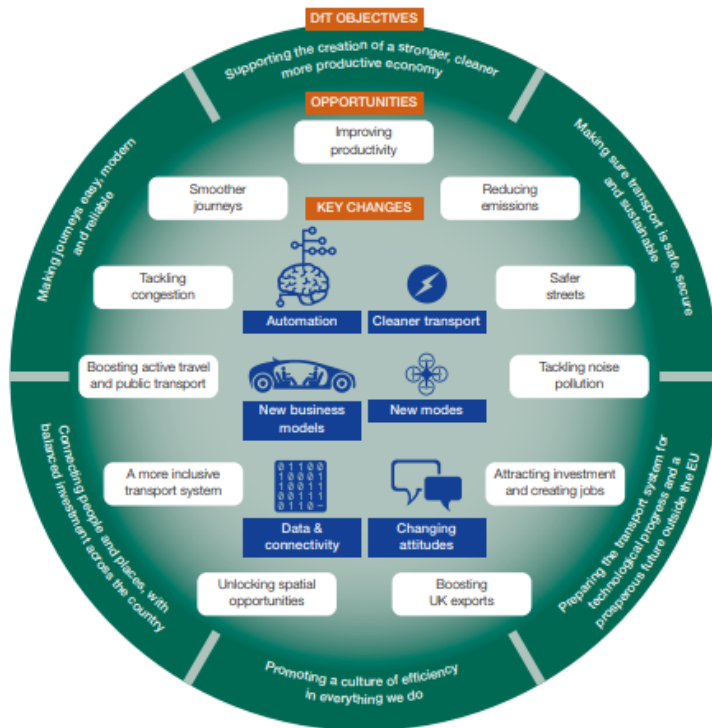
northhighland
WORLDWIDE CONSULTING

A collaboration

Collect evidence into the process by which TROs are made, and how TRO data is stored and used to help inform our response to 4 Industrial challenges.

Create a guide to help Local Authorities understand how they can work within the limits of current legislation based on best practice in the current landscape.

Develop a draft Data Model for TROs with the intention to make TRO data accessible to the public, the digital mapping industry and to help develop the international TRO landscape.
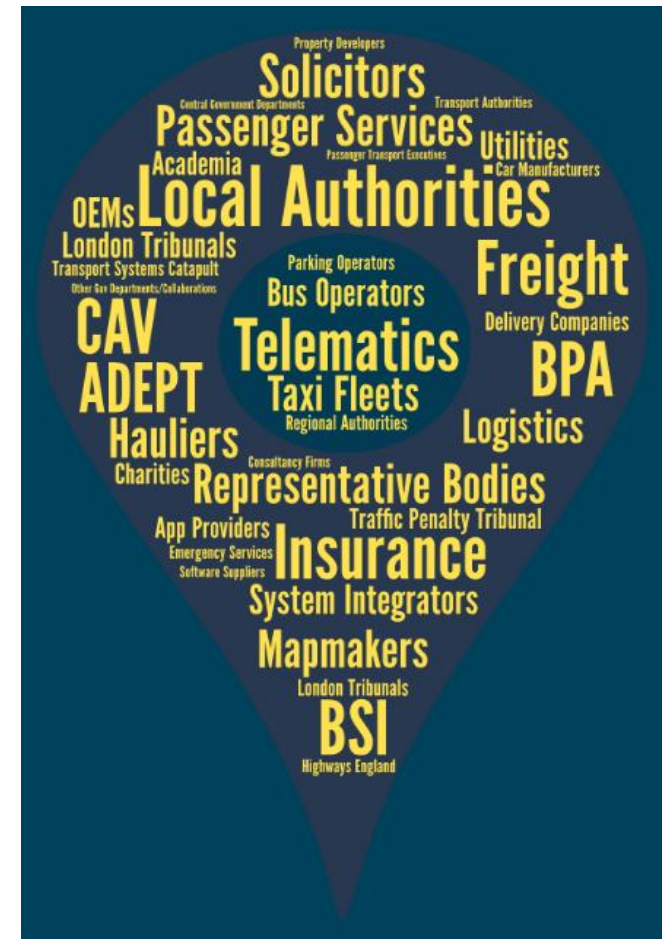
TRO Landscape

By some numbers:

400 Authorities across Great Britain

14,300 permanent Traffic Regulation Orders (TROs) annually at a projected cost of **£62.7m.**

Authorities also create Temporary Traffic Regulation Orders (TTROs).

The number of TTROs created by authorities is estimated at **39,000** at a projected cost to industry of **£63.7m**.

Almost **90%** of TTROs are attributed to streetworks.

The TRO Landscape is vast with an array of organisations that
a) interact with the legislative process
b) have a need for TRO data in order to provide services

www.geoplace.co.uk

TRO Discovery – Key Themes and Insights

The following key themes emerged throughout the Discovery. They are explained in further detail in the document

Data

- Availability
- Timeliness
- Content
- Accuracy
- Quality
- Digital Maturity
- Open Data

Legislation

- Secretary of State Approvals
- Convey Information
- Newspaper Advertising
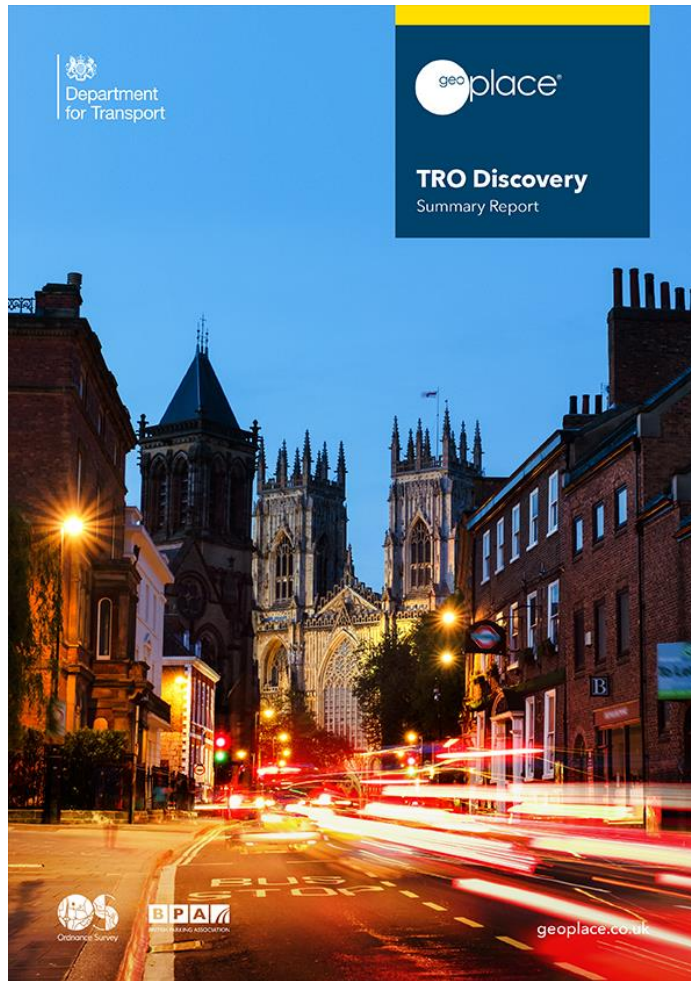- Consultation
- Complexity

Future of Mobility

- Dynamic TROs
- Connected & Automated Vehicles (CAVs)
- Network Rollouts

Consistency

- Knowledge
- TTRO Application
- Transparency of TTRO Costs

TRO Discovery – Outcomes

The TRO Discovery Project completed in May 2019 with the summary report published in August 2019

GeoPlace made 23 recommendations to DfT with 5 next step activities which are detailed in the document

https://www.geoplace.co.uk/trodiscovery

www.geoplace.co.uk

Our Recommendations:

1	Initiate pilot activities to assess how the draft Data Model for Traffic Regulation Order information and data meets user needs
2	Undertake a review of existing legislation to ensure it is fit for purpose, and identify proposals for future improvements
3	Conduct further research to establish what additional network change data is required to meet user needs, and consider how it could be made available
4	Conduct further research to establish how current processes associated with TROs and TTROs can be refined to meet user needs
5	The British Parking Association should release and promote their guidance document

These build on the following recommendations:

North Highland Local Authority Transport Data Discovery:

- Local authorities should be helped to focus on making more high-quality data open
- More effective investment in infrastructure to harvest local authority data, and open data initiatives to improve data sharing
- Improve collaboration between local authorities, Highways England and the private sector
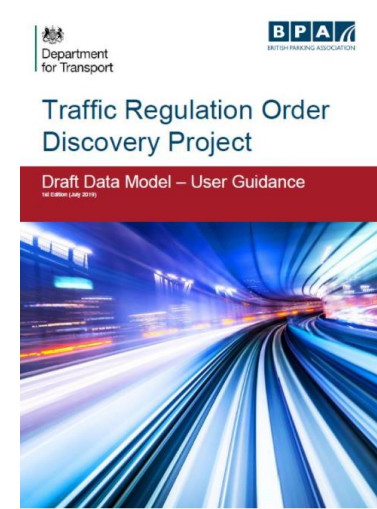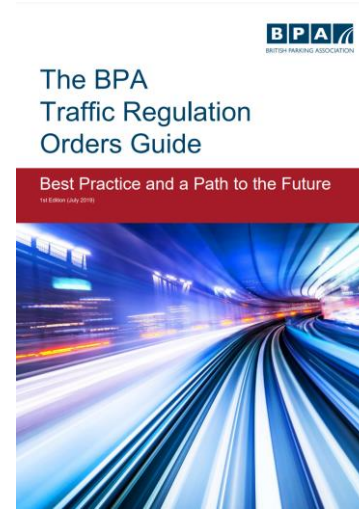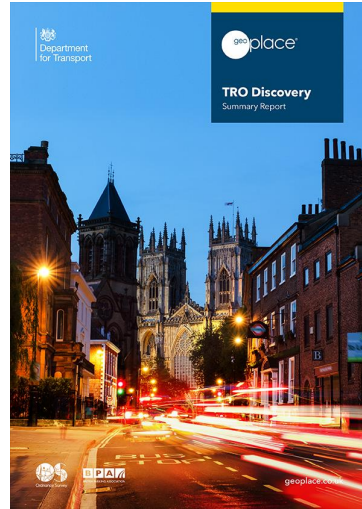
The activities can additionally facilitate projects that contribute towards the Future of Mobility: Urban Strategy

Future of Mobility: Urban Strategy principles:

- New modes of transport and new mobility services must be safe and secure by design
- Mobility innovation must help to reduce congestion through more efficient use of limited road space
- The marketplace for mobility must be open, to stimulate innovation and give the best deal to consumers
- New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users
- Data from new mobility services must be shared, where appropriate, to improve choice and the operation of the transport system

DfT's next steps...

Discovery:

Alpha/Beta:

Final Thoughts

TROs are trending

3.1m children in England going to schools in areas with toxic air

16 August 2021

ULEZ expansion

From 25 October 2021, the existing central London Ultra Low Emission Zone (ULEZ) will expand to create a single larger zone up to, but not including, the North Circular Road (A406) and South Circular

Exeter primary schools adopt new traffic calming measures
Published: 8 September 2021

Exeter primary schools adopt new traffic calming measures

Two schools in Exeter have started their new academic year with the introduction of permanent changes to the environment outside their gates.

From Wednesday 8 September, Ladysmith Primary and Whipton Barton Federation in Exeter, will adopt the School Streets measures to restrict traffic outside the schools during drop off and pick up times.

The schools have been taking part in a scheme trial over the past year. They found that restricting motor vehicle access outside the school entrance at the start and end of the school day reduced congestion and pollution.

Air pollution linked to greater risk of COVID-19 hospitalisation

06 September 2021

· New report confirms exposure to air pollution before the pandemic increases the risk of hospital admissions from COVID-19

· Report also highlights air pollution's role in increasing hospital admissions for other lung infections, which has been previously overlooked

· Mayor says bold action needed now to tackle toxic air to build resilience to COVID-19 & other respiratory infectious diseases

MPs and peers call for new Highways Act to support active travel in England

● All Party Parliamentary Group for Cycling and Walking publishes report ahead of forthcoming second Cycling and Walking Investment Strategy

by SIMON_MACMICHAEL   MON, SEP 20, 2021 17:03   💬 16

Members of the House of Commons and House of Lords have call
government to make changes to the Highways Act to encourage l
England to invest in active travel initiatives.

Published today with the support of folding-bike firm Brompton Bicycle,
All-Party Parliamentary Group for Cycling and Walking (APPGCW) ac
forthcoming second Cycling and Walking Investment Strategy (CWIS2)

From the Minister of State
Chris Heaton-Harris MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: XXXXXXXXXX
E-Mail: XXXXXXX@dft.gov.uk

Web site: www.gov.uk/dft

30 July 2021

To: Leaders of all combined, transport and highway authorities in England

Dear Council Leader,

Active travel schemes supported by Government funding

Over the last year, cycling has risen by 46%. In 2020, we saw the highest level of cycling on the public highway since the 1960s, and the greatest year-on-year increase in post-war history. Many people have started cycling for shorter journeys, saving appreciable amounts of pollution, noise, CO2 and traffic danger. In some cities the delivery bike has become as normal a sight as the delivery van. Even after these remarkable rises, according to one leading retailer, a further 37 per cent of the population now wants to buy a bike.

These things have been made possible, in part, by hundreds of school streets, pop-up cycle lanes, and Low Traffic Neighbourhoods implemented under the Government's Emergency Active Travel Fund (EATF) and under statutory Network Management Duty guidance. For all the controversy these schemes can sometimes cause, there is strong and growing evidence that they command public support.

Hello Newtown. I want to gauge some local opinion about something that bothers me a little bit, but I haven't seen mentioned anywhere.

We live on Military road, as everyone knows it's a noisy, busy access route, which we have to live with. My concern is the amount of SPEEDING, that goes on here. All through the day and night. I was outside just now for 6 minutes before I saw my first speeding motorist.

I think it's a 30 zone, but many cars, trucks, vans, motorcycles, taxi... **See More**

👍 26   46 Comments

Does anyone know how long Ipswich Road South is closed for? It's a nightmare. And can anyone recommend the next quickest route out to the A12 from New Town?

👍 2   27 Comments

News story
£338 million package to further fuel active travel boom

Funding for infrastructure upgrades, changes to The Highway Code and new requirements to ensure that active travel schemes' effects are properly assessed.

The new road rage: bitter rows break out over UK's low-traffic neighbourhoods

As barriers and signs go up to stop rat runs and promote cycling and walking, communities are deeply divided over the benefits

Thank You

Contact:

abbas.lokat@geoplace.co.uk

Related Blog post:

https://www.geoplace.co.uk/blog/2021/traffic-regulation-orders-tro