

WHY AREN'T TROs TRENDING

Permanent vs Experimental

Introduction



Batavus Personal.

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Over 25 years experience of highway design, construction & maintenance.

Worked for a contractor, developer, two local authorities with some freelance work.

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Introduction



Sweco plans and designs the cities and communities of the future. Whatever challenges our customers have, they can count on us to solve them

We are Europe’s leading architectural and engineering consultancy with 16,000 staff and 1,350 in the UK.

We have extensive active travel design experience across the UK and Europe delivering projects for a diverse portfolio of public and private sector clients.

National vs local



30mph sign.



Simple modal filter.

There's a basic (evolved) proposition that people can drive and park where they like unless modified by national law or local traffic regulation order.

Change is immediately pitched against the established status quo.

National (including devolved administrations)

Speed limits – national and restricted roads
(Locomotive Acts in the 19th Century)

Driving on the left (S28, Highways Act 1835)

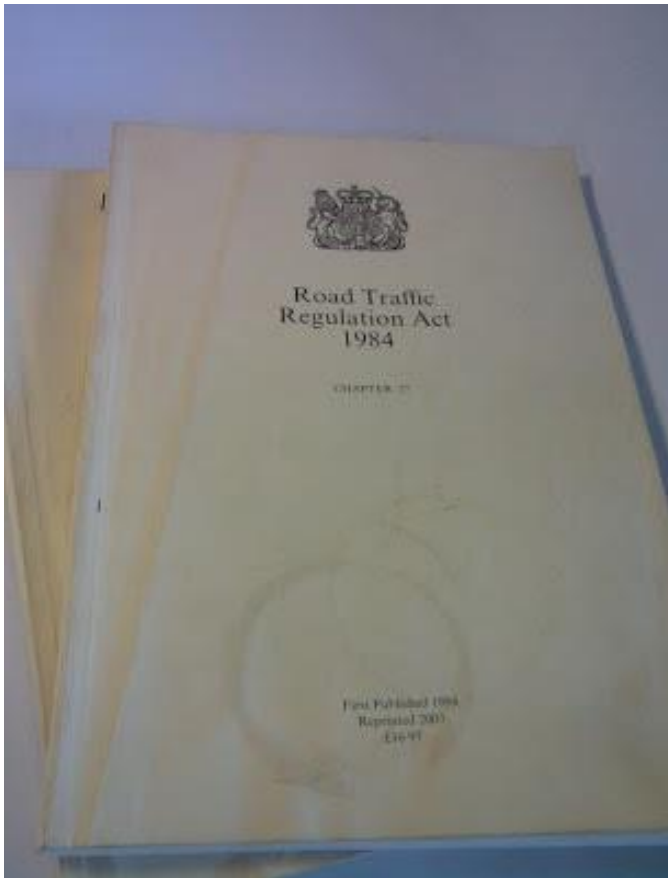
Local

Parking places

Prescribed routes – one-way, banned turns, no motor vehicles etc

Local speed limits

Traffic Regulation Orders



Road Traffic Act 1984.

Modifying local “rules”

Road Traffic Regulation Act 1984 (primary legislation). London has some peculiarities in terms of clauses and terminology – Traffic Management Orders.

Secondary legislation dealing with how traffic orders are dealt with as a process, including which organisations must be consulted – e.g. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Permanent Orders



Major cycleway scheme (with prescribed routes).

Proposal advertised and objections invited
At least 21 days for written objections (which should give reasons).

Decision made.

Traffic order “made” and comes into force.

Scheme implemented.



Small parking scheme..

Sometimes used alongside smaller scheme “non-statutory” consultations (although public bodies have other consultation duties).

Experimental Orders



Rapid space reallocation – City of London



Permanent changes following on.

Advertising that the experimental scheme is starting.

Install scheme

Initial 6-months for written objections from the date the Order commences

Decision made on whether the Experimental Order is made Permanent within 18-months from Date Order commences

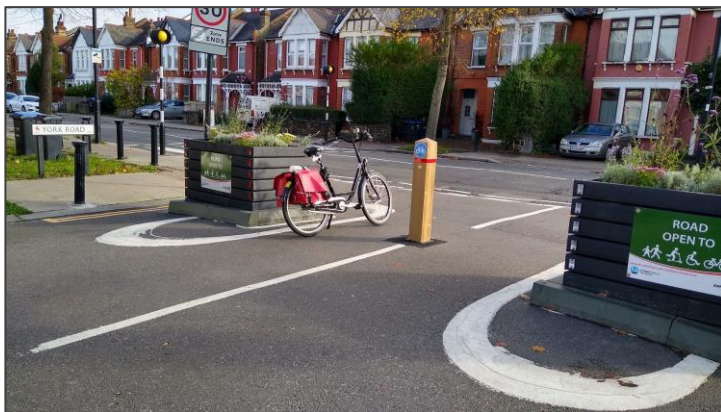
Traffic order “made” and comes into force

Opportunities for adjustment

The Hidden Aspects



Francis Road, Leyton.



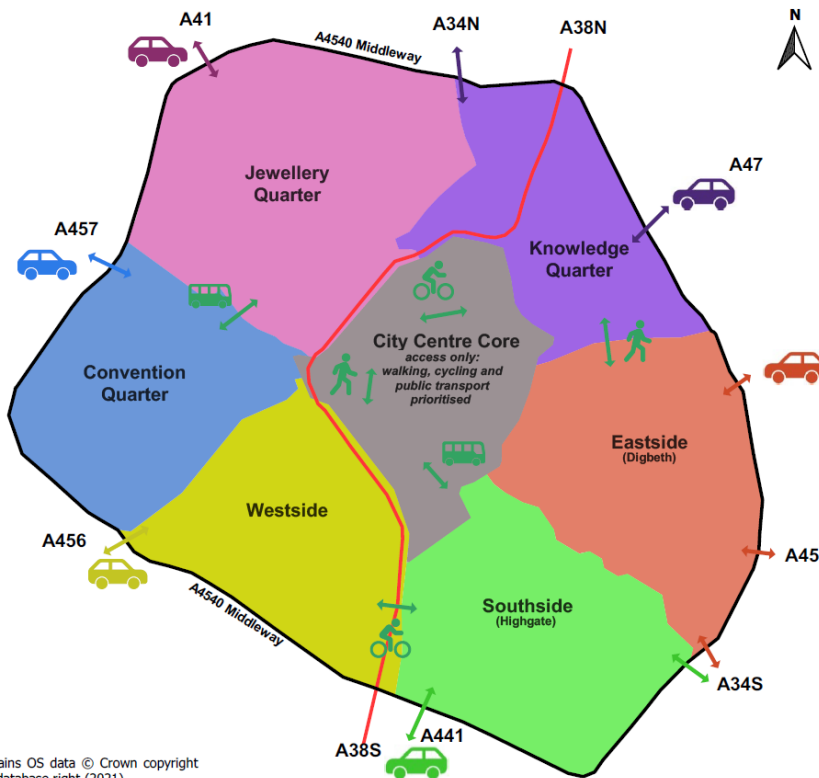
Enfield – Low Traffic Neighbourhood.

Traffic orders often just sit in the background when all the focus is on the scheme.

For larger permanent schemes, local authorities often deal with the “non statutory” consultation first and then advertise traffic orders just before implementation but people can still submit written objections which need to be properly considered.

Experimental orders are not usually dealt with in this way because there is no need to invite written objections before the experiment starts – the experiment *is* part of the consultation.

Case Study: Birmingham City Segments - Concept



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City Segments is inspired by the Ghent Circulation Plan.

The city centre (within the A4045 Middleway ring road) is divided into traffic cells (segments).

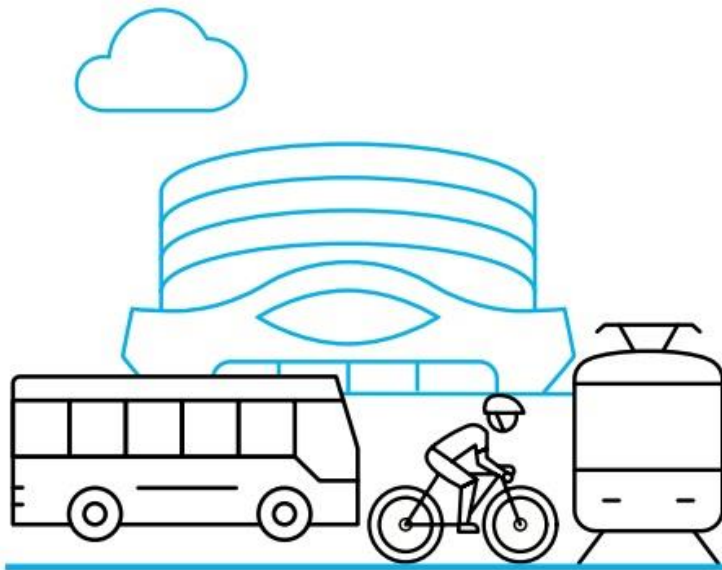
Motor traffic can access each cell from Middleway, but drivers must go back out the way they came – no driving between cells.

Walking, cycling and public transport is prioritised in the city core.

Case Study: Birmingham City Segments – Policy

January 2020

BIRMINGHAM TRANSPORT PLAN



Making a positive difference every day to people's lives



City Segments Scheme is in the draft Birmingham Transport Plan, January 2020 (referred to as traffic cells).

Covid-19 saw an acceleration of lots of transport interventions through the Emergency Transport Plan, May 2020 and many were delivered using Experimental Traffic Orders.

Case Study: Birmingham City Segments – EATF Delivery

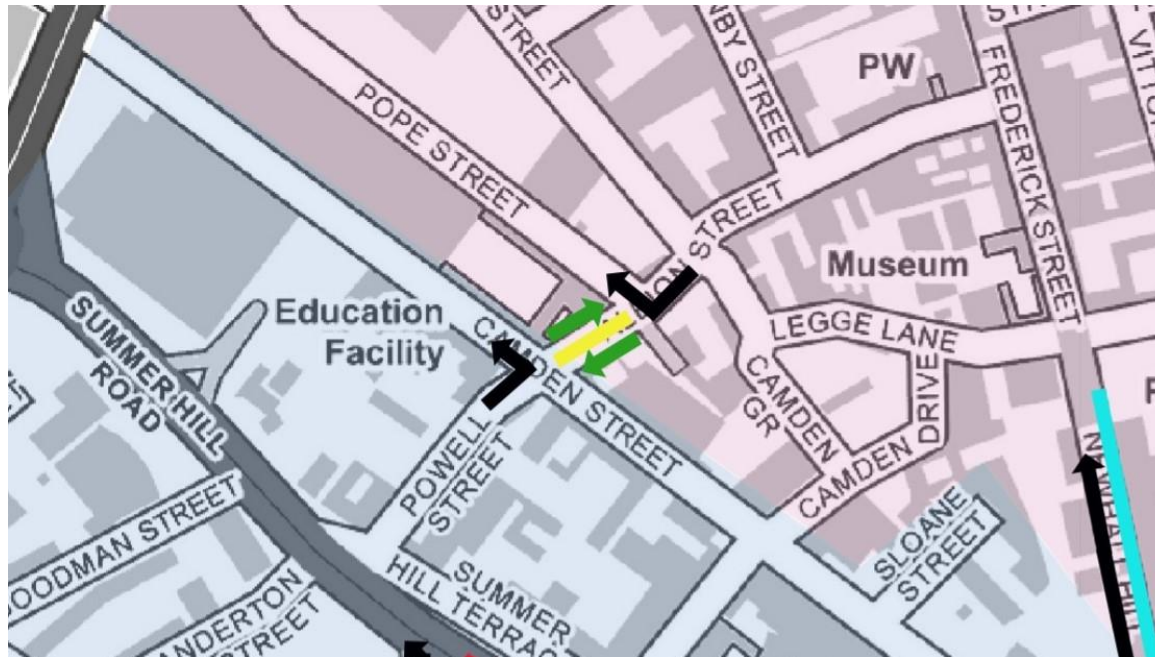


First group of interventions to deliver City Segments were brought forward using Experimental Orders with temporary materials.

New Town Row/ Lower Tower Street.

Traffic management for City Centre Traffic segments delivered experimentally under EATF.

Case Study: Birmingham City Segments – EATF Delivery



Rest of the interventions to complete the scheme were subject to non-statutory consultation which ended on 10th September.

Decisions to be taken on the scheme in the coming weeks, but very much framed as scheme to shape, rather than a referendum.

Details of proposed “school street” outside Jewellery Quarter Academy

So, Experimental vs Permanent?



Redbridge – cold feet and out it came.

Experimental allows schemes to be tried for size as part of the consultation, plus adjustments can be made along the way.

BUT

Implementation using temporary materials can create maintenance issues during the experimental stage.



Temporary barriers – maintenance issues

So, Experimental vs Permanent?



Judd Street, Camden – lots of engagement.



Many schemes never get off the drawing board.

Permanent perhaps gives more certainty that the scheme is being implemented, especially when used after the substantive decision is made.

BUT

Schemes sometimes never make it beyond the permanent order stage as it does become a bit “all or nothing” or sometimes schemes have to be modified after substantive objections.

Final Thoughts



Infrastructure giving up at a junction.



Lea Bridge Road – hard to deliver experimentally.

There is a fundamental challenge for authorities wanting to make change given how the traffic order process is in itself a change to the status quo.

Authorities develop schemes in policy terms have already set out their direction of travel and so shaping schemes becomes the focus.

Experimental vs permanent depends on what is being done, why it's being done and how it's being done.

Nothing is ever set in stone. Orders can be modified or revoked! The basic position ends up as the status quo.

Poll



Should we be making more use of the experimental process?

Contact



Continuous footway & cycle track.



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