

REPORT TITLE: TRAFFIC REGULATION ORDER PROGRAMME 2017/2018

CABINET (TRAFFIC & PARKING) COMMITTEE

2 FEBRUARY 2017

PORTFOLIO HOLDER: COUNCILLOR WARWICK – ENVIRONMENT

REPORT OF ASSISTANT DIRECTOR (ENVIRONMENT)

Contact Officer: Neville Crisp / Corinne Phillips Tel No: 01962 848484 / 848326

Email ncrisp@winchester.gov.uk / cphillips@winchester.gov.uk

WARD(S): ALL

PURPOSE

To make a decision on which Traffic Regulation Orders are to be included in the Traffic Regulation Order Programme for 2017/2018.

RECOMMENDATIONS:

1. That the proposed Traffic Regulation Order Programme 2017/2018 be formally approved. (Appendix A to the report) and that delegated authority be given to the Assistant Director (Environment) to revise the programme with the agreement with the Portfolio Holder for Environment.
2. That the split of the WCC District for traffic management work be noted. (Appendix B to the report)

IMPLICATIONS:1 COMMUNITY STRATEGY OUTCOME

Traffic Regulation Orders (TROs) are implemented to support the Community Strategy objective of achieving a High Quality Environment and in particular in delivery of effective traffic management and support for transport provision.

2 FINANCIAL IMPLICATIONS

The various costs of preparation, advertising and physical introduction of TROs will be covered by either:

a) budget provided by Hampshire County Council to cover TROs implemented under the Traffic Management Agency Agreement, or

b) budget provided by Winchester City Council to cover TROs implemented under the Traffic Management Agency Agreement..

3 LEGAL AND PROCUREMENT IMPLICATIONS

Implementation of TROs is governed by Statutory Instruments which will be complied with fully during any individual TRO undertaken as part of the programme.

The staffing costs of implementing TROs will be covered as noted in Financial Implications above.

4 WORKFORCE IMPLICATIONS

None.

5 PROPERTY AND ASSET IMPLICATIONS

None.

6 CONSULTATION AND EQUALITY IMPACT ASSESSMENT

Any TROs undertaken as part of the programme will comply with all necessary consultation and equity requirements.

7 RISK MANAGEMENT

Risk	Mitigation	Opportunities
<i>Property</i>	N/A	
<i>Community Support – Lack of community support can undermine confidence in the Council's</i>	All TROs will go through appropriate consultation exercises to establish local support before being	

<i>ability to manage traffic controls appropriately on behalf of the County Council.</i>	pursued formally.	
<i>Timescales Failing to implement TROs in a timely fashion can undermine confidence in the Council's ability to manage traffic controls appropriately on behalf of the County Council.</i>	TROs will be prioritised and actioned accordingly taking account of highway safety and other considerations.	
<i>Project capacity See timescales above.</i>	The TRO Programme reflects available resources.	
<i>Financial / VfM No significant risks</i>	– See Financial Implications. The programme reflects available resources.	
<i>Legal No significant risks</i>	– See Legal and Procurement Implications.	
<i>Innovation N/A</i>		
<i>Reputation Failing to take appropriate measures in a timely fashion and not managing expectations of what the Council should be able to deliver for communities across the District each year can undermine confidence in the Council's ability to deal effectively with such matters on behalf of the highway authority (Hampshire County Council).</i>	All TROs will be assessed individually to ensure there are no reputational issues for the Council and value of agreeing an annual programme is to provide transparency and to show interested parties which schemes the Council expects to progress in the forthcoming year having due regard to highway safety issues and other traffic management matters which inform how individual schemes are prioritised for inclusion in the programme..	

8 SUPPORTING INFORMATION:

Due to changes in the Traffic Management Agency Agreement with Hampshire County the resources within the City Council's Engineering and Transport Team are being reduced slightly from April 2017 and consequently the number of TROs the team will be able to implement will be reduced

compared to previous years so as to align with available resources. However the reduction in work is modest..

The schemes included in the proposed TRO Programme for 2017/2018 have been prioritised and reflect the current capacity of the team so that the expectations of both the public and Members for the implementation of TROs can be managed accordingly in terms of the work to be undertaken in the forthcoming year. See Appendix A.

Due to staffing changes relating to the new Traffic Management Agency Agreement and to address the recent changes to the WCC District Ward boundaries it is proposed to split the district between the Council's Traffic Engineers to reflect the respective officers' working patterns when dealing with general traffic management enquiries. This will also result in a clearer division of the district. See Appendix B.

9 OTHER OPTIONS CONSIDERED AND REJECTED

N/A.

BACKGROUND DOCUMENTS:-

Previous Committee Reports:- None.

Other Background Documents:- None.

APPENDICES:

Appendix A – Traffic Regulation Order Programme 2017/2018

Appendix B – Plan showing WCC District split for general traffic management