
To: Infrastructure, Land and Environment Policy Board

On: 8 November 2023

Report by: Director of Environment, Housing & Infrastructure

Heading: Renfrewshire Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Consolidation) Order 202*. (Ref TRO 1000), Sustained Objections

1. Summary

- 1.1. In terms of the Road Traffic Regulation Act 1984 and the Council's Scheme of Delegation, the making of a Traffic Regulation Order (TRO) is delegated to the Director of Environment, Housing & Infrastructure after consultation with the Convener of the Infrastructure, Land and Environment Policy Board and the Elected Members.
- 1.2. This proposed TRO allows Renfrewshire Council to align all existing Traffic Regulation Orders within Renfrewshire, containing waiting and loading restrictions that are marked on-street, into a single digital format to modernise and increase the efficiency of Traffic Management within the service.
- 1.3. On the 06 September 2023 the above TRO was advertised for public consultation with a closing date of 04 October 2023. No objections, four acknowledgments and two requests for clarity on how to access the proposed order were received. The proposed TRO records the waiting and loading restrictions which were surveyed as being present on Renfrewshire's roads between July and November 2019 plus nominal additions of small traffic orders promoted between November 2019 and September 2023. No restrictions not already marked on-street are included in the proposed TRO.
- 1.4. Normally if no objections are received the Director of Environment, Housing and Infrastructure has delegated power to make the traffic order. In this instance given the significance of the traffic order in providing a baseline position from which all future amendment orders will be measured, it is considered appropriate that the Board notes the order is being made.
- 1.5. The making of the order is a major improvement to the administration and enforcement of all Renfrewshire Council's existing waiting and loading restrictions and will provide the public with a much more streamlined service going forward and reduce the length of time taken for a Traffic Regulation Order to be made.

- 1.6. The digital map of the proposal and its Articles are here
<https://ren.maps.arcgis.com/apps/instant/sidebar/index.html?appid=7c1f0325b4b34251aefcd7527a586dfa>
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2. Recommendations

It is recommended that the Infrastructure, Land and Environment Policy Board:

- 2.1. Notes the report outlining the making of the order by the Director of Environment, Housing and Infrastructure under delegated authority.
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3. Background

- 3.1. This Order is considered necessary for Renfrewshire Council to align all existing Traffic Regulation Orders within Renfrewshire, containing waiting and loading restrictions that are marked on-street, into a single digital format to modernise and increase the efficiency of Traffic Management within the service.
- 3.2. Up until now, Renfrewshire's TROs have been recorded on paper documents with written descriptive schedules explaining the type, location and extent of waiting and loading restrictions in words. TROs have been produced one by one for individual places when circumstances have required them. They date back to the 1930s and have been written in different styles by different authorities. Interpretation of the TROs is difficult and can lead to mistakes in transferring the information to the markings and signs on the road. Filing the paper TROs takes up space, over time some have been lost and retrieving specific items is increasingly time consuming. This all makes the administration of Renfrewshire's TROs inefficient and inaccurate.
- 3.3. In July 2019 an extensive four-year process began with a survey of all Renfrewshire's on-street waiting and loading restrictions and parking spaces. Over time some errors had inevitably been made in the refurbishing of road markings and signs, so a comprehensive query exercise followed to correct any anomalies with the minimum of alteration. Digital maps of the survey were created to form the basis of the consolidation order and articles (the legal description of the way in which the restrictions are enforced and the consequence of disobeying them) created by combining relevant sections from previous existing orders.
- 3.4. The TRO was duly drafted and on 06 September 2023 it was advertised for public comment with responses by 04 October 2023.

4. Consultation Results

- 4.1. The proposal, being a consolidation order, went through a single-stage consultation process as normal. It was issued by email on 06 September 2023 to emergency services, public utilities, local road user groups, local community groups and local ward Members. On the same date it was advertised in the Paisley and Renfrewshire Gazette to the public, all for responses by 04 October 2023. All communications included the hyperlink to the TellmeScotland website where the digital map file and articles were made available to view.
<https://www.tellmesotland.gov.uk/notices/renfrewshire/traffic/00000300798>
- 4.2. Seven responses were received. One response expressed 'no objections' from Police Scotland. Four responses acknowledged receipt of the consultation. Two responses requested help in accessing the proposed order.

Respondent	Response
Police Scotland	No objections
Councillor 1	Acknowledgment
Councillor 2	Acknowledgment
Councillor 3	Acknowledgment
Councillor 4	Acknowledgment and request for help to access the proposed order
Renfrew Community Council	Advised conclusion of their discussion would be forwarded in August but no further response has been received
British Telecom	Request for help to access the proposed order

- 4.3. Officers consider the responses tabled above do not prevent the passage of the proposed order and recommend that the Renfrewshire Council (Prohibition and Restriction of Waiting and Loading and Parking Places) (Consolidation) Order 202* be made as advertised.

5. Consideration of the objections

- 5.1. Normally if no objections are received The Director of Environment, Housing and Infrastructure has delegated power to make the traffic order. In this instance given the significance of the traffic order in providing a baseline position from which all future amendment orders will be measured, it is considered appropriate that the Board notes the making of the order.

Implications of the Report

1. **Financial** - the capital and revenue costs of implementing and maintaining the proposed lines and signs and the digital map is accommodated within existing budgets.
2. **HR & Organisational Development** – *N/A*.
3. **Community Planning**
 - Children and Young People** – *N/A*
 - Community Care, Health & Well-being** – *N/A*
 - Empowering our Communities** – *N/A*
 - Greener** – *N/A*
 - Jobs and the Economy** – *N/A*
 - Safer and Stronger** – *N/A*

4. **Legal** - *The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.*
5. **Property/Assets** – *N/A*
6. **Information Technology** – *N/A*
7. **Equality & Human Rights** -
 - (a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – The primary reason for the proposal is for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising
9. **Procurement** – *N/A*
10. **Risk** - no risks have been identified in relation to the proposal.
11. **Privacy Impact** – *N/A*
12. **CoSLA Policy Position** – *N/A.*
13. **Climate Change** – *N/A*

List of Background Papers - none

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