

## **Revised Traffic Regulation Order priority scoring framework**

### **Section A**

| <b>Type of Request</b>   |    |  |
|--|----|--|
| Emergency service requests                                       | 50 | Where a request has been received from the Police, Fire or Ambulance services.   |
| Road Safety  | 50 | Where a location has been identified as part of the 2 year Local Safety Scheme Analysis and where parked vehicles have been identified as a contributory or causation factor in the narrative. |
| Request to change a speed limit                                  | 25 | Where it has been identified that a change in speed limit would be beneficial, including requests for new mandatory or advisory school based 20mph restrictions.                               |
| Requests for Prescribed or Prohibited Driving or Movement Orders | 25 | Where it has been identified that a prescribed or prohibited driving or movement order would be beneficial.  |
| Requests for Grass Verge or Pavement Parking Schemes             | 20 | Where valid requests are received to introduce grass verge or pavement parking restriction schemes.  |
| Corporate alignment  | 20 | Where a request support or is linked to a Council priority or has a strategic fit to Highway Service objectives.   |
| Operation matters  | 20 | Where a request has been received from Parking Services to amend or clarify existing TROs to allow effective enforcement, or from other internal service areas or transport operators.         |
| Limited waiting  | 20 | Where requests are made to introduce or amend limited waiting restrictions in order to support local commercial centres (business/shopping), e.g. one hour, no return within 2 hours.          |

## **Section B**

| <b>Route Characteristics</b> |    |  |
|------------------------------|----|--|
| Key Route Network or         | 10 | Part of the West Midlands Combined Authority Key Route Network |
| Classified Road or           | 5  | A, B Classified Road   |
| Traffic Sensitive or         | 3  | The location is on the list of 'Traffic Sensitive' streets     |
| All other roads              | 1  | Any other road   |

## **Section C**

| <b>Running Lane Widths</b> |   |   |
|----------------------------|---|---|
| <3.0m                      | 5 | Available running land width is <3.0m for more than 20m length    |
| 3.0-6.0m or                | 3 | Available running land width is 3.0-6.0m for more than 20m length |
| >6.0m                      | 1 | Available running land width is > 6.0m                            |

## **Section D**

| <b>Running Lane Widths</b>   |   |   |
|--|---|---|
| Parking at or near a junction with the Key Route Network                                 | 5 | Parking is within 10 metres of a junction with the Key Route Network.                         |
| Parking at or near a junction or parking on a bend of >45 degrees or the brow of a hill. | 1 | Parking is within 10 metres of a junction or is located on a bend and is obscuring visibility |
| Parked vehicles on footpath/restricting footpath width of pedestrian dropped kerb        | 3 | Vehicle is parked fully or partially on footpath or across pedestrian dropped kerb.           |
| Bus Route  | 3 | The location is on a bus route.   |

## **Section E**

| <b>Proximity</b>   |   |  |
|--|---|--|
| The location is associated with school parking or is within walking distance of a recognised generator of traffic. | 5 | The location is associated with school parking or is within 10 minutes walking distance (800m) of a traffic generator e.g. town centres, train stations, hospitals, recognised employment sites (such as JLR), medical centres, places of worship. |
| Linked requests  | 5 | Locations where multiple requests affecting nearby roads can be delivered as a package of works to add value and minimise the impact of unintended displacement.   |

**The Priority score is calculated as follows:**

**Section A + Section B + Section C + Section D + Section E**