

### UK ROADS LIAISON GROUP

The Network Management Board is one of four boards of the UK RLG:

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## RLG news

● The UK Roads Liaison Group launched a new 'Code of Practice on the Management of Electronic Traffic Equipment' in September. This code is the first to be written specifically for UK authorities' management of these assets.

Managed maintenance is vital to ensure effective performance for the whole life of each asset. The new code includes advice on collection and management of data using electronic equipment and integration of this technology with asset management plans.

The electronic equipment code also addresses the whole life cycle of the assets; it recommends consideration of maintenance requirements and whole life costs during design processes and prior to installation. Authorities should also develop an implementation plan, looking at short, medium and long term scenarios.

Maintenance programmes developed in line with this code will ensure prudent spending of available funds. By following its advice and recommendations, a future where assets have to be switched off or removed can be avoided. The new Code of Practice is available from [www.ukroadsliasongroup.org](http://www.ukroadsliasongroup.org)

# Survey backs relaxation of traffic order advertising

A UK Network Management Board survey has found the majority of local highway authorities want more flexibility in statutory requirements for notifying the public of Traffic Regulation Orders. The current approach can be costly and inefficient, writes Board Chairman Derek Turner.

Advertising Traffic Regulation Orders (TRO) in local newspapers is a statutory procedure for notifying changes to road or signing layouts. This process is often ineffective at reaching large numbers of people not resident or working in that area but likely to be directly affected by the change as they travel through. Additionally, the measures required to be advertised locally will not necessarily have a direct impact on local people.

The UK Network Management Board (NMB) has conducted a survey of local traffic authorities' use of advertising TROs and their views on the practice. Balance of notification type is weighted heavily towards temporary notices (85% reported from NMB survey responses). So it is likely that for short term temporary measures – sometimes lasting just a few hours on the street – the notification procedures that authorities are required to follow are onerous, expensive and disproportionately time consuming, taking many weeks to complete.

The majority (80%) of respondents to the NMB survey believe that advertising all traffic orders in a newspaper circulating in their local area does not offer the optimum way of reaching their target audience. Only 16% consider the current approach to offer good value for money.

Many of the authorities surveyed would prefer to make better use of resources and publicise proposed traffic orders on their websites, in local community buildings and by targeted leaflet drops. With the current fast pace of technology evolution, regulation should not constrain traffic authorities to use of any particular medium.

Traffic authorities should be allowed to publicise information in a manner that they consider to be most appropriate to local circumstances and not be regulated to follow a process in which they become a captive market for newspaper advertising.

This has led the NMB to arrive at two broad options for a way forward:

**1. Local flexibility and decision making** – replace the requirement to 'publish in a newspaper circulating in the local area' with 'publish in a form that best targets the local area'. This will 'future proof' the process, allowing traffic authorities to direct resources in ways most appropriate to local circumstances and enable measures to be introduced more efficiently.



TMO advertising in newspapers: onerous and expensive

**2. Adopt the approach taken in Northern Ireland** – for a temporary road closure (or other restriction such as a banned turn or speed limit) the Northern Ireland Roads Service is not required to make a Temporary Order but rather complete a Temporary Traffic Regulation (TTR). This is undertaken by issuing a Notice, but does not require publication of a Notice of Intention or a Notice of Making. This means that there is no formal method of



On site signing in Northern Ireland has been found to be more effective and less costly than newspaper advertising

objecting to a proposed TTR. The term Notice refers to the legislative process and not an actual notification that is circulated to interested parties.

Where a TTR is to be in place for longer than two weeks then Roads Service is required to publish a notification in a newspaper. It may also choose to notify through newspapers if the duration of a TTR or road closure is less than two weeks but has a major effect on traffic patterns.

Feedback from Northern Ireland suggests that on site signing (both yellow/black fixed plates and electronic EMS signs) is much more effective and less costly than advertising and the overall Roads Service approach seems to be effective; with no complaints regarding lack of notification of temporary closures or any concerns regarding the inability to object to a TTR.

The NMB carried out its research through an

online survey to investigate the perceived value and actual cost of current requirements to 'advertise traffic orders in a newspaper circulating in the local area'. The results of the survey should assist in the prioritisation of any review of statutory procedures.

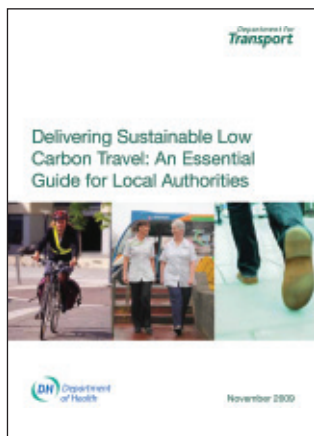
**Xtra-info:** [www.ukroadsliasongroup.org/traffic](http://www.ukroadsliasongroup.org/traffic)

## Understanding shift to sustainable modes

The Network Management Board has selected a number of key documents that provide useful advice to local authorities and practitioners on the principal influences that may bring a shift to modes of travel more sustainable than car use:

### Delivering Sustainable Low Carbon Travel: An Essential Guide for Local Authorities

The aim of this guide is to help make the business case for sustainable low carbon transportation initiatives, to bring these into the core of local



authorities' work; and to show how sustainable travel might best be delivered, measured and funded, drawing from examples of good practice from around the country. The guide includes a menu of sustainable travel initiatives, their benefits, examples of good practice and where more information and support are available.

### Making Smarter Choices

This document aims to help integration of 'smarter travel' into the way transport and land use planners, engineers, urban designers and other



'place making' professionals deal with key transport issues. Making Smarter Choices is a convenient guide to help transportation professionals understand the basics of smarter travel. An appendix gives examples of measures with their characteristics, costs, benefits and barriers.

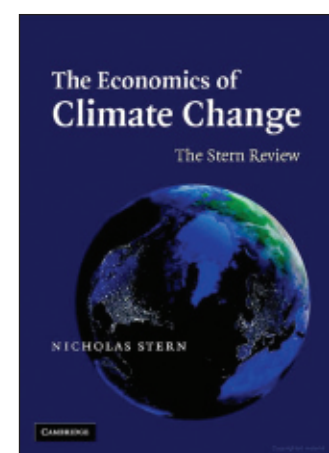


### Smarter Choices – Changing the Way We Travel

This draws from studies of the impact of soft measures, 24 specific initiatives and the experience of commercial, public and voluntary stakeholders involved in such schemes. Each of the soft factors is analysed separately, followed by an assessment of their combined potential impact.

### Stern Review: The Economics of Climate Change

This review has assessed a wide range of evidence on the impacts of climate change on economic costs; using a number of different techniques to assess costs and risks. From these perspectives, the evidence gathered by the Review leads to a simple conclusion: the benefits of



strong and early action far outweigh the economic costs of not acting.

**Xtra-info:** [www.ukroadsliasongroup.org/traffic/sustainable\\_modes.htm](http://www.ukroadsliasongroup.org/traffic/sustainable_modes.htm)