



SUFFOLK
HIGHWAYS
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Traffic Regulation Orders

Quick Guide

**Our commitment to transparent and
accountable traffic and parking
management**

What is a Traffic Regulation Order?

A Traffic Regulation Order (TRO) is a legal document made by a local authority in the UK to manage traffic movement and parking on roads. TROs are used to implement a wide range of traffic controls and restrictions.

Common purposes of a TRO include:

- Speed limits (e.g. reducing a road from 40mph to 30mph)
- Parking restrictions (e.g. double yellow lines, residents-only parking)
- One-way streets
- Weight limits for vehicles
- Bus lanes or cycle lanes
- Pedestrian zones

What types of TRO are there?

Permanent TROs:

- They introduce long-term restrictions or prohibitions on traffic, like speed limits, one-way streets, or parking restrictions. They are established through a formal legal process.

Temporary TROs:

- These are used for short-term situations where traffic needs to be restricted, such as during roadworks, events, or when there is a need to avoid danger to the public.

Experimental TROs:

- These are used to test out new traffic management measures to see if they are effective before making them permanent.

How are TROs processed and how are decisions made?

To determine if requests are reasonable, we follow a few steps:

- Requests should be made via the town or parish council and supported by the County Councillor
- We undertake informal consultation to gather local views and make adjustments as needed
- We undertake mandatory consultation with statutory consultees, such as emergency services
- Formal advertisement is placed in the local press and on site
- A report is prepared to include responses to the formal advertisement
- The report is reviewed by the Cabinet Member and Head of Transport Strategy, for their approval
- If approved, the sealing of an order is made to make the restriction legal
- The TRO is implemented on site

Restrictions associated with stopping, waiting, loading and parking can be viewed on [Suffolk Traffic Orders](#).



How long does the TRO process take?

Timescales can vary depending on complexity, a typical timescale can be between 12 to 18 months.

There are a few variables outside of our control that can affect timescales for delivery, such as:

- Agreeing the required measures with stakeholders
- Complexity of the restriction and potential objections
- Negotiation with objectors
- Mandatory consultation
- Legal sealing of the order

How much will it cost?

Costs can vary greatly depending on the type and extent of the TRO.

Costs can range upwards from £3,000 for professional services including design, consultation, TRO preparation and publishing the new restriction on the Traff Web portal. The average cost is around £6,500.

Costs for construction range upwards from £1000, the average being about £3,200.

If a TRO is funded by a third party (e.g. a town or parish council), VAT may be recoverable, depending on who incurs and pays the costs.

Speed Limits

Speed limits are managed in line with Traffic Regulation Orders (TROs). Suffolk County Council's Cabinet approved a revised speed limit policy in December 2014, providing a clear framework for assessing changes to existing limits and setting appropriate limits for new roads. This policy was developed through engagement with key stakeholders by the Roads and Transport Policy Development Panel, a cross-party group of councillors, and is kept under regular review.

Details of those policies can be found at [Suffolk Roadsafe](#).



Working with local communities

Town and Parish Councils are encouraged to speak to their County Councillor at an early stage.

By engaging early, we can provide advice, guidance and support for any situation requiring a TRO.

For more information

Visit the [traffic management and road safety page](#) on our website