Digital Traffic Regulation Orders (D-TRO) Beta FAQ

Question	Answer	Category	ID
What different types of TROs are in scope of D-TRO?	D-TRO relates to "traffic regulation measures" as specified in the section 93 of the Automated Vehicles (AV) Act 2024 meaning an order or notice under any of the following provisions of the Road Traffic Regulation Act (RTRA) 1984 — (a) section 1 (traffic regulation orders), (b) section 6 (orders regulating traffic in Greater London), (c) section 9 (experimental traffic orders), (d) section 14 (temporary orders and notices), (e) section 16A (special events), or (f) or section 84 (speed limits).	1. TRO types	1.01
Do expired/revoked TROs have to be sent to D-TRO?	No. We will only need new and amended TROs (including revocations, where the original TRO is known to the D-TRO service). However, if any TROs held in D-TRO are subsequently revoked they will be retained on the system for a period to be determined for archive purposes.	1. TRO types	1.02
Why are the RTRA 1984 sections that cover on-street parking places (s32, 45, etc) missing from the AV Act 2024?	These sections were not included as they relate to issues such off-street parking, fees, etc. Our focus is on the requirements of The AV Act 2024 which achieved Royal Assent in May 2024. The current plan is that there will be a public consultation on the relevant secondary legislation in due course.	1. TRO types	1.03
Will D-TRO accept experimental speed limits made outside London?	All experimental orders made under section 9 of the RTRA 1984 are in scope. The D-TRO MVP (Minimum Viable Product) will only address the types of TRO listed in the AV Act 2024, but this could be expanded over time.	1. TRO types	1.04

Question	Answer	Category	ID
Will it be necessary to upload speed limits for lengths of road not covered by orders but National Speed Limit / General speed limit for restricted roads defaults?	The D-TRO Beta MVP (Minimum Viable Product) is for TRO types defined in the AV Act 2024 only. Other types of data may eventually be allowed to be sent to D-TRO.	1. TRO types	1.05
Are proposed orders in scope of D-TRO?	Yes. The MVP includes Notice of Proposals for Permanent TROs and Notice of Intention for Temporary TROs. Note: During Webinar #1 we incorrectly stated that proposed orders are not in scope. Please accept our apologies for any confusion caused.	1. TRO types	1.06
Many districts use Town Police Clauses Act 1847 for temp closures presumably these will need digital input?	The D-TRO Beta MVP is for TRO types defined in the AV Act 2024 only. Other types of order may eventually be allowed for. However, we have no current plans to review existing legislation including the Town Police Clauses Act or the RTRA Act 1984.	1. TRO types	1.07
If TTROs are included in the scope, has there been any work on how payments are made to TRAs?	D-TRO is an API-first service. Applications and associated payments made between the applicant and the TRA are not in the scope.	1. TRO types	1.08
If all our data is centralised, is there a hope at a much later date that all TROs will be represented via DfT on a public-facing map-based webpage?	The D-TRO Service is planned to be an API-only service.	1. TRO types	1.09
How much time (for a simple-to-complex TRO) would it take LAs (that don't have a DSP) to meet this requirement to publish their TROs into the D-TRO service?	This is dependent on what software the LA uses and how they set-up the API interface. We envisage once the API is configured in alignment with the Data Specification, publishing a D-TRO to the service will largely automated and will not take a significant length of time.	1. TRO types	1.10

Question	Answer	Category	ID
Does a TTRO always have to have a corresponding permanent TRO to link to? If not, how useful is a TTRO without relating to the permanent TRO?	It's quite common to have a totally standalone TTRO. The data model has been developed to enable linkages between the TTRO to the permanent TRO. To be precise, the data model allows for a linkage between permanent and temporary, but it doesn't require it.	1. TRO types	1.11
Are on-street parking TROs in scope of D-TRO?	The types of orders that are in scope of D-TRO are those listed in the AV Act 2024 (see 1.1). D-TRO will also be able to accept other information that can be sent voluntarily. If parking or other provisions are made under the sections included in the Act, then it will be mandatory to submit the data. We will be able to provide more information about what is mandatory and what will be voluntary when the regulations are published for consultation.	1. TRO types	1.12
Are other miscellaneous orders that affect the network going to be captured by D-TRO? e.g. Town Police Clauses Act (TPCA) closures, Traffic Signs Regulations and General Directions provisions that don't require TROs (e.g. bus stops, pedestrian crossings), multi-site TTROs, retrospective and real-time emergency TROs.	See 1.12	1. TRO types	1.13
Why aren't Anti-Terrorist TROs (ATTROs) in scope of D-TRO?	ATTROs are not included due to national security reasons.	1. TRO types	1.14
Are taxi ranks specifically in scope of D-TRO?	See 1.12	1. TRO types	1.15

Question	Answer	Category	ID
Are there are plans to collect restricted road information? (30mph by virtue of street lighting). As these will not have any TROs behind them due to the historic street lighting.	See 1.12	1. TRO types	1.16
When do Traffic Regulation Authorities (TRAs) need to send their digital TROs to the D-TRO service?	There are several key phases and milestone dates in the development and operation of D-TRO. The current planned timetable is: w/c 14 October 2024 – Private Beta launch December 2024 – Public Beta launch These dates are subject to change. Dates beyond this, including the dates for new and then existing TROs to be added to D-TRO, will be subject to the views of DfT Ministers and the eventual making of statutory regulations (the process for which includes a public consultation).	2. Legal	2.01
Will we be able to advertise TROs digitally (on our own website or via a government portal) rather than in newspapers?	The AV Act 2024 doesn't change any existing legislation, e.g. the RTRA 1984 and associated regulations. The existing requirements for the advertising of TROs will remain in place.	2. Legal	2.02
Is there an estimate of when the draft regulations will be published for consultation & when the requirement to publish DTROs will come into force?	We expect the draft regulations, which will contain the dates by which new and old orders should be published to D-TRO, to be published for consultation in late 2024.	2. Legal	2.03
A TTRO is valid for up to 18 months. How would we re-advertise?	TROs are only valid for 18 months if that is how long that they are written as. Advertising of TROs is separate to D-TRO. See 2.02.	2. Legal	2.04

Question	Answer	Category	ID
What are the dates for sending a) new TROs and b) existing TROs to the D-TRO service?	See 2.03.	2. Legal	2.05
When will the requirements of the Automated Vehicles Bill become law?	The Automated Vehicles Bill passed through all its parliamentary stages and attained Royal Assent on Monday 20 May 2024, becoming, in the process, The Automated Vehicles (AV) Act 2024. The timing of next steps and any regulations will be subject to approval by DfT Ministers.	2. Legal	2.06
Will a summary of changes in Legislation be produced by DfT for Authorities to be clear of requirements for producing a legal order and requirements for uploading the data?	Now that the AV Act 2024 has become law there are associated Explanatory Notes. The timing of next steps and any regulations will be subject to approval by DfT Ministers. The project team will produce guidance and publish this on the D-TRO Working Group's website at: https://ttf.uk.net/digital-traffic-regulation-orders-d-tro/	2. Legal	2.07
Will the digitalisation stop the need for advertising in the local press?	No. The AV Act 2024 doesn't change any existing legislation, e.g. the RTRA 1984 and associated regulations. See 2.02.	2. Legal	2.08
Will the legislation cover the whole of the UK or just England & Wales? What about Scotland and Northern Ireland?	The AV Act 2024 was for England only during the main part of its passage through Parliament. However, in the final stages, the applicability of section 93 was extended to include Wales. The Welsh Government now also has the power to make regulations. We are open to D-TRO being used by all the Devolved Administrations including Scotland and Northern Ireland and have had initial discussions with them on this subject.	2. Legal	2.09
Will there be an expected date for uploading all new and existing TROs? Will time (and potentially resource) be afforded highway authorities that have many historical TROs in paper form only?	See 2.03.	2. Legal	2.10

Question	Answer	Category	ID
Has time been left in the forward programme for authorities that do not have a D-TRO solution to procure one? We will need to identify a budget from 2025/26 onwards and, as the spend continues forwards in perpetuity, this may become a full procurement process depending upon contracts lengths and yearly costs.	The exact programme for the full roll-out of D-TRO is not yet decided. We expect the draft regulations, which will contain the dates by which new and old orders should be published to D-TRO, to be published for consultation in late 2024. After the consultation, the roll-out dates will be confirmed. See 2.03.	2. Legal	2.11
What work is being undertaken to identify the resource required to deliver the legislative requirements and is any funding available for publishing digital TROs?	We are continuing our stakeholder engagement for Beta. This includes assessing the level of maturity amongst TRAs via the D-TRO Survey and will extend to targeted user research involving all the different types of TRA (e.g. County Council, Unitary, Combined Authority, Metropolitan, London, Non-Metropolitan District). We are working with TRAs without a Digital Solution Provider or in-house service to understand the blockers. We appreciate that funding is a problem for some TRAs but by employing the above approach we hope to make the onboarding to D-TRO as smooth and painless as possible.	3. Funding	3.01
Will DfT pay for the extra costs of moving from GIS-based restrictions to a DSP for the publication of D-TROs?	No. We appreciate that funding is a problem for some TRAs, but the DfT is not in a position to be able to fund TRAs in this manner.	3. Funding	3.02
Why is there no funding for local authorities who get no benefit from this mandate?	See 3.01 and 3.02	3. Funding	3.03

Question	Answer	Category	ID
What are the potential savings / benefits for TRAs engaging / implementing D-TROs?	The D-TRO Service is part of a wider goal across Government to digitise and improve data provision. Making TRO data available to consumers (e.g., SatNav companies, utility companies, etc) from a central source using a consistent data specification will enable improved services across the sector, for example, through: • better planned and managed works to reduce impacts on congestion (e.g., through more collaboration between utility companies) • better network management (e.g., through more accurate information provision to road users) and innovation at kerbside • innovations in Intelligent Transport Systems/Connected and Automated Vehicles would require this data to successfully deliver future services	3. Funding	3.04
Does the DfT expect to engage with data consumers on how the D-TRO "Publish API" is expected to be specified?	Yes. Selected Data Consumers have been informed about the Data Specification and attended the technical webinars on 14 June, 8 July, 7 August and 5 September 2024. We will continue to expand our engagement with Data Consumers. A further technical webinar is on 10 October 2024. Technical documentation is published on our Public External GitHub at: https://github.com/department-for-transport-public/D-TRO	4. Technical	4.01
Am I right in thinking that there is no need to work with a parking app to act as an intermediate when supplying the data to DfT?	All submissions to the D-TRO service by a TRA or a DSP will need to comply with the TRO Data Specification. This could be achieved with procured software or an in-house solution.	4. Technical	4.02
Will the TTROs link into Street Manager for real-time updates?	We recognise that an interface to Street Manager is desirable, but it is not in the current plan for MVP.	4. Technical	4.03

Question	Answer	Category	ID
Can AI be used to convert text-based TROs into a format that can be machined read by the data model?	Whilst we can see that using AI to convert text-based TROs into digital TROs (and even vice versa) is an excellent concept it is not one that forms part of our plans for the Minimum Viable Product (MVP) of the D-TRO service.	4. Technical	4.04
Can the system accept polygons or only restrictions based on polylines?	The D-TRO Beta Data Specification permits the use of various forms of geometry including both use of polygons and polylines. This requirement may change in the future.	4. Technical	4.05
Does the API support the bulk submission of DTROs?	Yes. The D-TRO service supports individual or bulk submissions via an Application Programming Interface (API).	4. Technical	4.06
How will TRAs that use their own in-house systems for digitising TROs be able to join in with the Beta testing? What is expected of those TRAs that don't have the standard support of a DSP?	The D-TRO service is agnostic to type of software that is used to generate and publish digital TROs. We will accept digital TROs from DSPs and from TRAs directly. All submissions to the D-TRO service will need to comply with the D-TRO Data Specification. We are onboarding TRAs that don't work with a DSP in our Private Beta.	4. Technical	4.07
How would the proposed data model consume map-based schedules? Particularly when maps are exported as a raster to reduce file size?	All submissions to the D-TRO service will need to comply with the D-TRO Data Specification. It will not be possible to simply upload maps in raster format. The provisions of the TRO will need to be encoded in JSON format conforming to the D-TRO Data Specification. This will include appropriate geospatial referencing.	4. Technical	4.08
If TROs are already mapped on an internal GIS system, will this suffice while keeping text schedules or will schedules be forced into a mapped format?	All submissions to the D-TRO service will need to comply with the D-TRO Data Specification which requires a defined set of data concerning the essential informational content of the TRO to be provided.	4. Technical	4.09

Question	Answer	Category	ID
We use GIS already for digitising TROs. We would like to continue with this and would therefore be keen to put this case forward in the Private Beta.	As mentioned in other answers, all submissions to the D-TRO service will need to comply with the D-TRO Data Specification. The provisions of the TRO will need to be encoded in JSON format conforming to the D-TRO Data Specification. This will include appropriate geospatial referencing.	4. Technical	4.10
Is the intention to publish an actual Map, or just make the API available for others to use as they wish?	D-TRO Service is an API-first service. The extract API is available to data consumers. The D-TRO Service does not have a map facility.	4. Technical	4.11
Is there an open data element associated with the output API? if so - at what stage of the product development lifecycle? Is a specification available?	Yes, D-TRO works with an openly available data model (available via our Public Private External GitHub at: https://github.com/department-for-transport-public/D-TRO … and the Extract API will be free and open to use subject to complying with the Terms of Use of the D-TRO service.	4. Technical	4.12
What is GitHub?	GitHub is a web-based platform used for version control and collaboration on software projects. It allows developers to host their code repositories, track changes to their codebase, and manage collaborative development workflows. Our Public External repository, which is open to all, is at: https://github.com/department-for-transport-public/D-TRO The code for the D-TRO system is held in a public external repository on PA Consulting's GitHub. This repository will be transitioned to the DfT's GitHub estate in time for the launch of Private Beta. **Note:** in order to actively participate on the GitHub repository (e.g. commenting on issues), you will require a GitHub username, but these are available free of charge.	4. Technical	4.13

Question	Answer	Category	ID
Am I right in thinking that authorities which already use Appyway, Parkmap, etc for D-TROs will NOT need to use the GitHub? I understand details will be passed to DfT by those services.	Yes, that is probably going to be the position for those TRAs although we would certainly welcome all TRAs regardless of how their capability works to use our Public External GitHub at: https://github.com/department-for-transport-public/D-TRO	4. Technical	4.14
Some LAs have moved to map-based schedules and some still use text-based schedules. Will both work with the D-TRO API?	All submissions to the D-TRO service will need to comply with the TRO Data Specification and the requirements on its data structure.	4. Technical	4.15
What exactly is 'digital' in terms of a digital TRO? Is a pdf scanned copy digital? Is a Word copy digital? Is a Word copy saved as pdf digital?	All submissions to the D-TRO service will need to comply with the TRO Data Specification. TROs written in Word or scanned pdfs are therefore not compliant. The TRA would need to model the provisions of the TRO digitally in accordance with the TRO Data Specification and submit them to the D-TRO service via the API.	4. Technical	4.16
What format does the uploaded TRO need to be in, to be accepted / processed by the D-TRO service?	The D-TRO Data Specification specifies a particular configuration using JSON (JavaScript Notation).	4. Technical	4.17
What is the level of validation applied to the incoming D-TRO records on the Publish API?	A basic set of rules for the logical validation of submitted records will be applied. The validation rules are published on GitHub at: https://github.com/department-for-transport-public/D-TRO	4. Technical	4.18
Which geospatial co-ordinate system will be used and to what level of accuracy?	The D-TRO Data Specification specifies the use of OSGB36 as its coordinate referencing system.	4. Technical	4.19

Question	Answer	Category	ID
Which parts of TROs need to be sent to D-TRO? Is it the entire order or just selected parts of them?	The D-TRO Data Specification requires a defined set of data concerning the essential informational content of the TRO, not the TRO document itself. The final specification for exactly what is required to be published to the D-TRO service will be confirmed ahead of Private Beta, but we will not require the full transcript of the TRO. Certain elements will not be required including the preamble, articles and the legal sign-off.	4. Technical	4.20
Will D-TRO be able to accept exported data from QGIS?	All submissions to the D-TRO service will need to comply with the TRO Data Specification. Software users (e.g. of QGIS) should check that their systems can provide exports to meet this need. This is beyond the scope of the DfT D-TRO Beta Service delivery.	4. Technical	4.21
How closely aligned is the new D-TRO data specification with Open Mobility Foundation's Curb Data Specification (CDS) that many North American cities are adopting? Is the D-TRO specification a completely new and independent standard?	The standard has been developed in alignment with several European and international standards, detailed further in the user guide. We can come back on any specific alignment to the CDS but it is our understanding that CDS isn't fully functionally aligned to D-TRO.	4. Technical	4.22
Will the DfT supply software that will convert geodata into text-based API data for transmission?	No. See other replies.	4. Technical	4.23
Could you recommend a XMI viewer other than Enterprise Architect (EA) (I can see we have an EA data specification in GitHub)?	Notepad++ can open the XMI file but not the QEA file. It views it as a tree structure but is a bit basic. There are several commercial software packages able to read the XMI files (to name a few: Lucidchart, Concept Draw, MagicDraw, Microsoft Visio, Rational Rose and others). Please note that the DfT does not endorse these products.	4. Technical	4.24

Question	Answer	Category	ID
Will the Interface Control Documents (ICDs) include the DDL schema needed to create an in-house SQL database (for in-house testing prior to transmission)?	We are currently investigating this. It may be possible for us to publish a DDL schema further along in Beta.	4. Technical	4.25
Will it be possible to query all D-TROs in a geographic zone?	Yes. Geographic querying will be enabled by defining a bounding box using coordinates.	4. Technical	4.26
For real-time TTROs, we need an "on-off" button. This would allow the site workers to go live and shutdown the TTRO giving a real-time indication of its status.	This feature is not in the MVP for D-TRO but it could possibly be introduced in the future. The D-TRO service does specify how you provide this data – not how this is address practically at an operational level. All submissions to the D-TRO service will need to comply with the D-TRO Data Specification and the requirements on its data structure.	4. Technical	4.27
When will credentials to the API be shared to each participating organisation? Is there a way to get access before Private Beta launches?	Access to the API will be via Google Apigee API keys. Onboarding to the D-TRO Integration environment commenced on 16 September 2024. We anticipate that the start of Private Beta will be on 14 October 2024.	4. Technical	4.28
Are there any special considerations for the increased roll-out of electric vehicle public charging infrastructure that local authorities need to be aware of?	No. There are no special considerations that we are aware of.	4. Technical	4.29

Question	Answer	Category	ID
In the last webinar, you mentioned that a JSON example of TTROs will be made available soon. Any sense of timelines on that?	Additional JSON examples, including one for a TTRO, were released as part of the version 3.2.3 Data Specification on 4 October 2024. We hope to be able to release additional examples (including TTROs) as the project progresses.	4. Technical	4.30
When should we expect other TTRO JSON Examples and API Test, Pre-Production and Production URLs?	See 4.28.	4. Technical	4.31
Are we supposed to authenticate with specific TRA (traffic regulation authority) User and report the TTROs for them specifically? Or a single user (one.network) and report all the TTROs like that?	A Digital Service Provider (DSP) must authenticate with a specific Traffic Regulation Authority (TRA) and use that authentication to report TROs specifically for them. For any additional TRAs, the DSP must register separately for each TRA.	4. Technical	4.32

Question	Answer	Category	ID
My main issue is why GeoJSON as a file type has been dropped? The justification I've seen, about an incompatibility with BNG, is simply incorrect. It's easy to embed CRS 27700 (BNG) within GeoJSON, and GeoJSON would allow authorities who already have digitised TROs within a GIS to supply what they have seamlessly. There are quite a few of us authorities in this position. I'd encourage other authorities who already use a GIS for TROs to contribute to the feedback.	Following the HM Government guidance on various topics relating to choice of encoding standards and use of coordinate reference systems for UK-centred, road-oriented data sets, the options available become limited. There is government guidance that says if this is just spatial data set that is primarily centred on Great Britain, then you should be using British National Grid (BNG) as the baseline. Although it is possible to use BNG within GeoJSON, the 2016 standard edition recommends use of WGS84 as a coordinate reference system (alternate coordinate reference systems should only be used by "closed communities" – it would be difficult to argue D-TRO data suppliers and data consumers would meet this criteria). Discussions with the Geospatial Commission did not highlight specific concerns with the approach and technical choices being made in D-TRO. Use of British National Grid as the coordinate referencing system for D-TRO was confirmed. However, we do continue to review options, and the use of mainstream standardised geospatial standards-based formats.	4. Technical	4.33
How many TRAs already use ESRI ArcMap / ArcPro / ArcGISOnline which has an out of the box API endpoint that would provide live access to this data?	We would be interested to know the number of TRAs that currently use these software packages. Our survey at the beginning of Beta indicated that there was a small proportion of all TRAs that use this type of software, but we are unsighted on the specifics of exactly which packages this involved. We launched a follow-up survey in August 2024 to provide more insight on this. The survey is aimed at TRAs and should take around 3 minutes to complete: https://forms.office.com/e/JHBpzceSAPA further survey is being prepared.	4. Technical	4.34
Has the DfT talked to the Geospatial Commission about the data formats being used with D-TRO (e.g. GeoJSON, WKT embedded within JSON)?	See 4.33	4. Technical	4.35

Question	Answer	Category	ID
Has there been a discussion on the use of Web Feature Service (WFS)? We could easily expose all our data to the DfT using this method. This would potentially negate the need for us to transfer anything.	We are discussing internally the viability of supporting WFS. However, this is definitely not part of our Minimum Viable Product (MVP) for Beta. See 4.34.	4. Technical	4.36
We noticed in the schema that there are no regulationTypes for temporary - only for permanent and moving. How do we map them (e.g. Road closure)?	The data model and the schema are not necessarily perfect. There may well be examples where missing elements relating to Regulation type are noted and we thank the technical community for their valued input in this regard. It would be very useful to get some input if you think you have a list of that sort of nature (see the GitHub issue on this topic). We will consider revising the data specification.	4. Technical	4.37
Why has British National Grid (BNG) been chosen as opposed to, say, WSG84 which is used by Google? But I would prefer to submit data via several GIS file formats, i.e. GPKG (geopackages).	Cabinet Office guidance recommends the use of British National Grid for data sets that are centred on Great Britain: https://www.gov.uk/guidance/uk-geospatial-data-standards-coordinate-reference-systems This was part of the discussion with the Geospatial Commission. See 4.33.	4. Technical	4.38
Why does government guidance limit us to JSON? The National Underground Asset Register (NUAR) for example is a DSIT project and this will accept supply in any GIS file format.	Again, Cabinet Office guidance prefers the use of JSON as a data format. This does not exclude the potential use of GeoJSON, which is a derivative of JSON. See also 4.33.	4. Technical	4.39

Question	Answer	Category	ID
Is there a reason why, if we have our own in-house geospatial solution for TROs, DfT aren't providing a R or Python library for transforming that data and instead forcing us to use a DSP? Note, this is not a question about the API. It's about transforming standard GIS data to JSON before delivery to API	The D-TRO team have been using technologies such as ASP, .NET Core and JSON for the creation of the D-TRO services. These represent the easiest way of transporting data. Beta builds on the technologies that we had in Alpha. We are not against any other technology but assess that this is the best technology to continue to use and implement this service.	4. Technical	4.40
How will local exemptions be included for publishing? For instance, we exempt vehicles delivering perishable goods.	This question links well into the sort of feedback will Beta project will bring. The data model supports the coding of conditions and exceptions that relate to vehicle usage and payload type. These don't currently include perishable goods, but this is a quite reasonable addition. We welcome inputs such as this. This synchronises our work on standardised terms and definitions. Please see the issue on our GitHub repository: (D-TRO Standard terms and definitions · Issue #6 · department-for-transport-public/D-TRO (github.com)).	4. Technical	4.41
Is it possible for our own GIS/LSG staff send via an API to this technology or will we need to purchase a bespoke system	Yes, we are aware of some councils working on their own solutions. As long as it's being sent in the format in the Data Specification, we are agnostic on how you do it. See also 4.7, 4.10 and other answers.	4. Technical	4.42
Has there been any movement on the possibility of extending the data specification to include GeoJSON again as was included originally?	This is not something we plan to introduce in the MVP. In the longer-term there several discussions on-going regarding the possibility of extending D-TRO to use different formats. For example, DfT recently had an informative discussion with the Geospatial Commission around their approach on the National Underground Asset Register, as this is different to that currently adopted by D-TRO.	4. Technical	4.43

Question	Answer	Category	ID
When are we expecting you to comment on the standard definitions? How will we be alerted?	Please see: https://github.com/department-for-transport-public/D-TRO/issues/6 Subscribe to GitHub notifications in order to be alerted when a user comments and please feel free to add your own comments.	4. Technical	4.44
When will you publish TTRO JSON example files?	Updated JSON example files were be published on GitHub on 4 October 2024. See 4.30.	4. Technical	4.45
Is there a clear definition of what TRO info will be published as open data for innovators to use? And if yes, what's the timing for publishing?	Everything that is submitted will be part of the open data feed, but everything that is submitted is not all of what is in the TRO. All of what is in the TRO is in the legal version of the TRO that is made by the Council, and it contains all the articles and preambles and other worded texts that are written in a TRO. The D-TRO that is sent to the D-TRO Service, is a digital extract of that set of information. The slim example file that is on GitHub shows the minimum set of information that is required in order to constitute a digital TRO. More examples which will be made available as the project progresses.	4. Technical	4.46
Is there an intention to link any spatial information with OS data or the NSG?	In the Data Specification's data model there is a link across to Unique Street Reference Numbers (USRNs) which are part of the National Street Gazetteer. There is an expectation of the draft secondary legislation, that is in preparation, that is that where USRNs exist, then the expectation is if where you have the obligation to supply data a TROs and their constituent provisions, that where USRNs exist related to the TRO's regulated places, this linked data to USRN shall be supplied that you identified the link's USRN. That can't be universally the case, because you may have TROs that relate to other byways and not all authorities have all their byways within the NSG. There may be some byways which don't have USRNs.	4. Technical	4.47

Question	Answer	Category	ID
How do I, as a Data Consumer, list and filter the data? As consumers, it's essential to be able to take TROs from a particular date.	We acknowledge that the instructions on how to list and filter and data, contained in the Interface Control Documents (ICDs), were incomplete. This will be addressed in the latest updated versions of the ICDs (due 9 October 2024).	4. Technical	4.48
Does the DfT have an interest in the expiry date of a TTRO?	We need to know when the order is due to end and when the actual road closure itself ends is different. Organisations write their traffic orders in in different ways. The regulations will make that clear and this will be in the consultation. Ideally we would have both dates but that's subject to the regulations and the consultation.	4. Technical	4.49
Have combined authorities taken the lead in D-TROs on behalf of the local authorities (TRAs)?	It is our understanding that it's possible for a Combined Authority to create and publish TROs on behalf of a TRA that exists within its area of authority. The D-TRO service will allow TRAs that are Combined Authorities to post to D-TRO on behalf of those lower-level TRAs.	5. Service	5.01
Are there plans for there to be a government provided portal akin to Street Manager portal	Yes, there are plans in the Beta development for a Service / Developer Portal.	5. Service	5.02
If DfT have an expectation that the data will be utilised by "sat nav" providers, and geospatial data providers to support transport and logistic operations. Are the DfT planning on agreeing to SLAs with the API output?	Yes, there will be Terms of Use relating to the use of the D-TRO service that publisher and consumers will be required to sign up to.	5. Service	5.03
If using a TRO software, will the software providers be the conduit to upload TROs to central database?	The current D-TRO service design allows a TRA to confirm who their DSP is and delegate the rights for that DSP to publish TROs on behalf of the TRA.	5. Service	5.04

Question	Answer	Category	ID
If you are holding the data, are you intending to sell the data on to the utilities and vehicle makers, etc to help fund the process, both set up costs and going forward?	No. D-TRO is conceived as a free-to-use service and the DfT has no plans to sell data.	5. Service	5.05
Will there be a public viewing page?	No. D-TRO is conceived and being developed as an API-first service.	5. Service	5.06
Will this system be charged for in the coming years after setup?	No. D-TRO is conceived as a free-to-use service and the DfT has no plans to sell data or charge fees. We don't have any legal power to charge TRAs for the service. Ministers could choose to charge for the data or some of the data in theory. But government policy is open by default.	5. Service	5.07
Is there a plan to associate D-TROs with kerb and road assets through the data model? Typically, signage is managed in separate asset management systems, even though they are interdependent. Many authorities are keen on integrating their asset management systems with their new D-TRO management systems, so we are wondering if the data model with facilitate that.	DfT have considered linking TRO records to road infrastructure. This does not form part of the MVP for Beta but may be considered in the future road map of developments.	5. Service	5.08

Question	Answer	Category	ID
Are D-TRO webinars available to view after the event? Will the materials from the webinars and other events be shared?	All D-TRO webinars are available to view on our YouTube playlist.	6. Admin	6.01
Can you advise what exactly the Beta will entail so if a TRA volunteers to participate we know exactly what is expected of us please?	Broadly speaking the main strands will be user research in the form of interviews, workshops, focus groups through which we will discover how users wish to interact with the service and technical testing in which TRAs, DSPs and Data Consumers will publish TROs to and extract TROs from the D-TRO service. Private Beta is expected to launch on 14 October 2024.	6. Admin	6.02
Do the software providers all have solutions which cover both Temporary & Permanent Orders?	We are aware that TRAs may use different DSPs for permanent and/or temporary orders. Some TRAs may also make permanent and/or digital TROs themselves. The D-TRO service itself is agnostic to how the digital TROs are created if the data being submitted complies with the Data Specification.	6. Admin	6.03
How do we find the correct software provider, are there any that can be recommended?	The DfT cannot make a recommendation due to the need to remain impartial, but all the main DSPs are active in the D-TRO Working Group and others may be available for TRAs to consult with and establish a working partnership. It also remains possible for TRAs to establish their own in-house capability to publish digital TROs.	6. Admin	6.04
Is there anything LAs can do when making orders now to facilitate making these digital in the future?	Joining the D-TRO Working Group is a good place to start. We will also be starting Technical Sub-Groups shortly to progress the technical elements of D-TRO. You may also wish to volunteer to participate in the D-TRO Beta project. We also will continue to hold webinars and will publish various guidance documents.	6. Admin	6.05
Our orders are already digital- and map-based as we publish them using a DSP so why do we need to duplicate this?	It is expected that DSPs and their products will want to become D-TRO compliant, and it will become a routine part of their service to allow a TRA's TROs to be published to D-TRO. Therefore, TRAs that are already working with a DSP are a step ahead in the path towards being able to comply with D-TRO.	6. Admin	6.06

Question	Answer	Category	ID
We have just started to work with a DSP. Presumably those details will be shared with the D-TRO programme, without further input from the us as a TRA?	Yes. Provided your DSP is engaged with the D-TRO Beta programme, all the TROs that you make as a TRA will be able to be shared with the D-TRO system in a compliant format.	6. Admin	6.07
What advice would you give to TRAs needing to convert text-based TRO records into data that can be migrated digitally?	If a TRA doesn't currently have the capability to create digital TROs they could, in the first instance, approach a digital solution provider with a view to partnering with them to enable this functionality. Alternatively, it may be possible for the TRA to create their own digital TROs in-house using proprietary software.	6. Admin	6.08
What level of training will be provided to local authorities?	There are no plans for any training to be supplied by the government. If TRAs need to add a software capability, its users may need to be trained on that. If you already have software, we are keen that any required changes are minimal.	6. Admin	6.09
When you say free to use - can you please expand, will this include submit, view, access the API?	Yes, D-TRO is conceived as a completely free-to-use service, but this will be subject to compliance with our fair use policy and the Terms of Use for publishing and extracting digital TROs.	6. Admin	6.10
Why didn't DfT commission one TRO software provider with a standard fixed subscription fee for LAs to help struggling LAs implement this imposed change?	This was not an approach that the DfT was able to consider due to rules regarding procurement and the necessity to remain impartial with respect to the commercial market for DSPs.	6. Admin	6.11

Question	Answer	Category	ID
Why has it taken so long for this to come about? What were the barriers that needed to be overcome?	The story of D-TRO essentially begins in 2018 with the publication of the Local Transport Data Discovery (aka The North Highland Report) which set out the DfT's digital vision for the modernisation of transport-related services. This was followed by TRO Discovery (2019), TRO Policy Alpha (2020), TRO Data Model Alpha (2021) and the D-TRO Alpha (2023). The DfT decided to adopt an Agile approach to developing what needed to be done to make digital TROs a reality and the D-TRO Beta is the logical conclusion of that process. We acknowledge that it has taken some time to get this far we are now making real progress to bring the project to life.	6. Admin	6.12
How many TRAs taking part in Private Beta will not be using a DSP?	There are currently 5 TRAs included in Private Beta who are not using a DSP.	6. Admin	6.13
How much involvement will be required/expected in Private Beta?	The purpose of Private Beta is to obtain feedback to improve the service. We appreciate that different organisations will have different levels of availability. We are using a variety of mechanisms to gather feedback from simple surveys to in-person interviews with those who are involved in advanced levels of participation right up to full digital testing.	6. Admin	6.14
I have responded to say that we would be happy to be involved in the beta but never got and confirmations that I am aware of, the councils that you state are signed up - do they know who they are?	List published at: https://github.com/department-for-transport-public/D-TRO/blob/main/Beta-01-DfT-D-TRO-Participants-List.pdf	6. Admin	6.15
Who do we contact about joining the D-TRO Beta Working Group?	See TTF website at https://ttf.uk.net/digital-traffic-regulation-orders-d-tro/ or email dtro@dft.gov.uk.	6. Admin	6.16