Question	Answer
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 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).
Do expired/revoked TROs have to be sent to D-TRO?	No. We will only need new and amended TROs. 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.
Why are the RTRA 1984 sections that cover on-street parking places (s32, 45, etc) missing from the Automated Vehicles Act 2024?	These sections were not included as they relate to issues such off-street parking, fees, etc. Our focus for the requirements of what is now the Automated Vehicles Act 2024 was for TROs made on the public road network which will include any TROs made, for example, under sections 1, 6, 9, or 14 of the RTRA 84. Some of these may be used to designate on-street parking and will be included in D-TRO. Other information can be included in D-TRO in the future on a voluntary basis, in time and if there is a user need. The National Parking Platform might collate some of the information e.g. re prices.
Will D-TRO accept experimental speed limits made outside London?	All experimental orders made under section 9 of the Road Traffic Regulation Act (RTRA) 1984 are in scope. The D-TRO MVP (Minimum Viable Product) will only address the types of TRO listed in the Automated Vehicles Act 2024, but this could be expanded over time.
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 Automated Vehicles Act 2024 only. Other types of data may eventually be allowed to be sent to D-TRO.

Question	Answer
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.
Many districts use Town & Police Clauses Act 1847 for temp closures presumably these will need digital input?	The D-TRO Beta MVP (Minimum Viable Product) is for TRO types defined in the Automated Vehicles Act 2024 only. Other types of order may eventually be allowed for.
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 currently preparing our stakeholder engagement approach for Beta. This includes assessing the level of maturity amongst TRAs via the recent 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 especially keen to work with TRAs of 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.
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: August 2024 – Private Beta launch December 2024 – Public Beta launch Dates beyond this will be subject to regulation. In the light of the election being called, timescales will need to be approved by incoming ministers of the next government.
When will the requirements of the Automated Vehicles Bill become law?	The Automated Vehicles Bill has passed through all of its parliamentary stages and attained Royal Assent on Monday 20 May 2024, becoming in the process The Automated Vehicles Act 2024. The timing of next steps and any regulations will be subject to approval by new Ministers following the Election.

Question	Answer
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 Automated Vehicles Act 2024 has become law there will be an associated Explanatory Memorandum. The timing of next steps and any regulations will be subject to approval by new Ministers following the Election. The project team will produce guidance and publish this on the D-TRO Working Group's website.
Will the digitalisation stop the need for advertising in the local press?	No. The Automated Vehicles Act 2024 doesn't change any existing legislation, e.g. the Road Traffic Regulation Act (RTRA) 1984 and associated regulations.
Will the legislation cover the whole of the UK or just England & Wales? What about Scotland and Northern Ireland?	The Automated Vehicles 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.
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?	Yes, but this will be subject to approval by new ministers. We will update this after the election.
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 software you procure or an in-house solution.
Can AI be used to covert 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.
Can the system accept polygons or only restrictions based on polylines?	The D-TRO Beta Data Specification permits both use of polygons and polylines. This requirement may change in the future.
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).

Question	Answer
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 Digital Solution Provider (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 TRO Data Specification.
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.
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.
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.
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 Private External Github, access to which is available on request), and the Extract API will be free and open to use subject to complying with the Terms and Conditions of the D-TRO service.
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.
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.

Question	Answer
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).
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 will be published.
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.
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.
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. QGIS can probably provide exports to meet this need. This is beyond the scope of the DfT D-TRO Beta Service delivery.
Will the DfT supply software that will convert geodata into text-based API data for transmission?	No. See other replies.
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.
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 and Conditions relating to the use of the D-TRO service that publisher and consumers will be required to sign up to.

Question	Answer
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 Digital Solution Provider (DSP) is and delegate the rights for that DSP to publish TROs on behalf of the TRA.
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.
Will there be a public viewing page?	No. D-TRO is conceived and being developed as an API-first service.
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.
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 will be made available to view for a limited period via the webinar Live Event link. DfT internal security policies prohibit us from sharing webinar videos on social media and/or YouTube. However, we plan to set up a YouTube channel for the sharing of other video content. The slides from the Working Group meetings and webinars will be made available via the TTF website.
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.
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?	We are currently working on the precise specification of what working on the Beta will entail. 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. More information will be circulated on this in coming weeks.

Question	Answer
Do the software providers all have solutions which cover both Temporary & Permanent Orders?	We are aware that Traffic Regulation Authorities (TRAs) may use different Digital Solution Providers (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.
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 Digital Solution Providers (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.
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. LAs 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.
Our orders are already digital and map based as we publish them using a Digital Solution Provider 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 TRAs 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.
We have just started to work with a Digital Solution Provider (DSP). Presumably those details will be shared with the D-TRO programme, without further input from the us as a Traffic Regulation Authority (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.
What advice would you give to Traffic Regulation Authorities 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.

Question	Answer
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.
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 and Conditions for publishing and extracting digital TROs.
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.
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 Digital Solution Providers.
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.