

CABINET



Date of meeting:	11 November 2019
Title of Report:	Plymouth City Council Permit Scheme - Highways Permitting Scheme
Lead Member:	Cllr Mark Coker, Cabinet Member for Strategic planning and infrastructure
Lead Strategic Director:	Anthony Payne, Strategic Director for Place
Author:	Nikki Neale, Network Management – Highways & Traffic Management
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Your Reference:	NN301019
Key Decision:	No
Confidentiality:	Part 1

Purpose of Report

The Purpose of the report is to outline the benefits of adopting Plymouth City Council Scheme (PCCPS) and obtain agreement to proceed to statutory consultation in order to implement the PCCPS

Currently Statutory Undertakers have a right to occupy, which means Statutory Undertakers put their notices on the system & carry out their works. Under the new permitting scheme anyone wishing to carry out works on the public highway must initially apply to the City Council as Highway Authority for permission. As such the Highway Authority can refuse, approve and place conditions on each notice.

Under the permitting scheme anyone working on the public highway must display a permit board at each site, which will include information regarding the contractors and length and times of the works.

Recommendations and Reasons

It is recommended that Cabinet:

1. Agree for the Council to proceed to the statutory consultation process;

Reason : There is a statutory requirement for the Highways Authority to carry out a full consultation of stakeholders. Consultation must be for a minimum of 8 weeks giving sufficient time to adequately respond to consultees as set out in Statutory Guidance for Highways Authority Permit Schemes, Appendix B.

2. Agree that following the consultation process, any objections or comments are considered by the Cabinet Member Strategic Planning & Infrastructure and delegated authority is provided to the Head of Plymouth Highways to proceed to adopt the Plymouth City Council Permit Scheme.

Reason: In order to expedite the process and implement (if appropriate) PCCPS in line with DfT's desired timeline for adoption by 1st April 2020. The highways permitting scheme replaces the current noticing scheme and is being introduced following a directive by the DfT under the Traffic Management Act 2004.

The key objective of the Permit Scheme is to minimise delays to road users and give the City Council greater control of works being undertaken on its road network.

Alternative options considered and rejected

The alternative option is to continue under the current noticing scheme. This option is rejected as it contravenes the directive from the DfT to implement the scheme. In addition the existing noticing scheme gives less control for the Highway Authority of the network which would contravene the City Council's objective to reduce congestion and keep our City moving.

Relevance to the Corporate Plan and/or the Plymouth Plan

The proposals within this report support the Council in achieving the vision to be 'One of Europe's most vibrant waterfront cities, where an outstanding quality of life can be enjoyed by everyone'. The proposals within this report support the Councils priorities as a **Growing City** and a **Caring Council** through maintaining an efficient transport network, supporting economic growth that benefits as many people as possible and ensuring Plymouth is a welcoming city.

Implications for the Medium Term Financial Plan and Resource Implications:

The Permit Scheme is aimed at being self-financing. This includes overhead costs, including the funding of the additional staff required to administer the scheme (4 FTE) and covers all associated pensions & benefits, IT costs, management and invoicing for them.

The Permit Scheme costs and income must be kept separately from all other income. Regulators must see a clear separation between other costs & charges and an annual statement must be provided to the DfT.

The Highway Authority may not use the Permit Scheme to generate surplus revenue. Fees may only be used to cover the cost of the scheme. These fees will be reviewed annually.

The charging matrix we have selected is similar to other City Unitary Authorities.

Carbon Footprint (Environmental) Implications:

The Permit Scheme is aimed at giving the Highway Authority greater control of its highway network meaning that it is possible to reduce the amount of works during traffic sensitive times. This will reduce congestion on the network and as a by-product emissions from vehicles.

There are no perceived negative carbon implications from the implementation of the scheme

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not.*

No other implications

Appendices

**Add rows as required to box below*

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>

		1	2	3	4	5	6	7
A	Plymouth Permit Scheme Draft VI							
B	Statutory Guidance for Highways Authority Permit Schemes							

Background papers:

*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are **unpublished** works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based.

Title of any background paper(s)	Exemption Paragraph Number (if applicable)						
	1	2	3	4	5	6	7

Sign off:

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Originating Senior Leadership Team member: Anthony Payne											
Please confirm the Strategic Director(s) has agreed the report? Yes Date agreed: 31/10/2019											
Cabinet Member approval: Mark Coker, Cabinet Member for Strategic Planning and Infrastructure (verbally agreed) Date approved: 30/10/2019											