

CITY OF PLYMOUTH

Subject: Community Events and Road Closures (Update)

Committee: Growth & Prosperity Overview & Scrutiny Panel

Date: 17 October 2011

Cabinet Member: Councillor Wogens , Cabinet Member for Transport & Highways

CMT Member: Director for Development and Regeneration

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Ref:

Key Decision: N

Part: Part I

Executive Summary:

Community Events and Road Closures

Officers have developed a draft 'Events on the Public Highway Policy' which pulls together the recommendations of the Scrutiny Task and Finish group. These recommendations are derived from extensive work undertaken by officers and members and follow analysis of various costing options, government advice, and risk and legal implications. This policy will provide the framework for new guidance on events giving officers and events organisers a clear understanding of their responsibilities and charges.

The draft policy, proposes:

- The categorisation of events based on their potential to disrupt the highway network. Category 3 deals with closures of quiet residential type roads for small events such as street parties and fetes; it is proposed that no charge for Temporary Traffic Regulation Orders (TTRO's) will be levied in respect of such events. Categories 1 and 2 relate to events on more important routes; the charges for these will subsidise the cost of (TTRO's) for Category 3 events.
- Using the categories as the basis for defining the charges levied for road closures
- Reducing the level of Public Liability Insurance required by event organisers for Category 3 events
- Adopting an Approved List of externally organised community and charity events for which TTRO's will be funded by the Highways revenue budget. The 'Approved List' will be produced in time for 2012/13 events programme.

The criteria and selection process dictating which events will be included in the list is still to be determined, however, it is proposed that the list will be reviewed annually with changes being agreed with the Cabinet Member for Transport following consultation with Members

- Discontinuing the advertising of TTRO's in the local press
- Requiring organising departments to meet the costs of TTRO's

Stakeholders are currently being consulted on the proposals with a view to incorporating any changes before submitting to Cabinet in December.

Invest to Save

Officers have been considering options that would make positive in-roads to the footway maintenance back-log whilst reducing the number of insurance claims against the authority arising from trips and falls. Consequently, the council's insurance premiums, and by extension, the Transport and Highways' insurance contributions may be significantly reduced over time. This would enable footway revenue expenditure to be diverted into carriageway repairs.

Having analysed the footway claims data, it is clear that the City Centre and the St Peters and the Waterfront areas represent the authority's greatest exposure to risk. The initial consideration was the investment of £0.5 to £1m in footway works in these areas. However, as there appears to be no pattern, or clusters, of accidents which might point to the areas of footway that need capital investment it has been difficult to make a viable business case, i.e. one where savings on insurance claims would significantly offset the costs of footway works.

Officers are now considering a lower cost option involving the introduction of an additional, dedicated, works gang into the area to improve reactivity to safety defects and to make smaller scale permanent repairs to defects before they present a risk to safety. Options and costs for these are still being considered, and if viable, an Invest to Save bid will be made by January 2011.