

GROWTH AND PROSPERITY OSP

Community Events and Road Closure Policy



PLYMOUTH
CITY COUNCIL

I Introduction

In 2010, the Growth and Prosperity Panel established a Task and Finish Group to review the department's charges and procedures for Community Events and Road Closures. The outcome of the Task and Finish review is the draft Events on the Public Highway policy, which was adopted by Cabinet on 7th February 2012.

The policy draws on the recommendations of the Scrutiny review and details Plymouth City Council's approach, as a local highway authority, for managing pre-planned events i.e. sporting events, carnivals, parades, street parties and entertainments etc. on the public highway. This is an important step in fulfilling the Council's Network Management Duty established by the Traffic Management Act 2004, and aids in limiting the negative impact of such activities on the network.

2 Scrutiny recommendations

The five scrutiny recommendations and the subsequent actions taken were as follows:

- 1) *That representations be made to central government in relation to the medium used to advertise Temporary Traffic Regulation Orders (TTRO's) e.g. Local government association, department for transport, secretary of state for communities and local government.*

Communication received from the Department for Communities and Local Government (DCLG) in February 2011, advised that the guidance on making 'special events' orders had been withdrawn by the Department for Transport, effectively removing any explicit recommendation for advertising TTRO's in newspapers. This is reflected in the policy which limits advertising of proposed TTRO's to on-street and on-line notices. Additionally, event organisers are required by the policy to undertake full stakeholder consultation on the proposed event.

The cessation of newspaper advertising has enabled the charges for event related TTRO's to be significantly reduced.

- 2) *That there be an approved list of events for which the council will provide TTROs free of charge and that this will be approved by the cabinet member for transport. The list will include civic and other similar events that have been held across the city for at least the last 5 years, and will be reviewed on an annual basis.*

The need for a list of 'approved events' was agreed in principle; however, it was established that further work was needed to determine how best to manage this situation once the new policy had been introduced and after the Events and Economic Development teams, and their associated budgets, had merged under the new Place Directorate.

Now that this restructure has been completed, Plymouth City Council's Events team have been integrated in to the Place Directorate, providing the opportunity for all matters relating to events in the city to be coordinated, including decisions on charges.

- 3) *That the department of the council responsible for the decision to hold any event not included in the approved list should provide the budget for the reimbursement of the cost of the TTROs to transport & highways.*

Again, this was agreed in principle, however, as with 2, above, it was felt that this work should be progressed after the formation of the new Place Directorate when full budget implications could be properly considered.

The Place Directorate is now the focus for PCC led events and costs associated with PCC led events will, in the main, be met from the Directorate's budget.

- 4) *That TTROs continue to be advertised in the local newspaper for all events except those falling within the criteria for street parties and fetes (pending any government response from the representation).*

The withdrawal of government guidance effectively removed the need to advertise TTRO's in the local press. The costs of such advertisements formed the significant part of the cost of the TTRO process and therefore to continue to advertise in that manner would have impacted upon the ability to reduce the charges for event related TTRO's.

- 5) *That a charging policy be implemented based on the proposed categories and charges, and be reviewed annually (or sooner if a change of law) with any changes to be approved by cabinet member for transport. The criteria are to be finalised by officers.*

The policy introduced a new, reduced charging regime for event road closures, with charges differentiated based upon the category of road to be closed. There are three levels of charges, Category 1, £500, Category 2, £250 and Category 3, no charge. This compares favourably to the previous blanket charge of £1000.