

ROTHERHAM METROPOLITAN BOROUGH COUNCIL

Rotherham Permit Scheme Supplementary Information



Big Hearts Big Changes

Rotherham
Metropolitan
Borough Council



**Rotherham Permit Scheme
Rotherham Borough Council**

**Working together to deliver
Part 3 of the
Traffic Management Act**

SCHEME SUPPLEMENTARY INFORMATION

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1. Introduction

The Rotherham Permit Scheme (RoPS), operating under the powers of the Traffic Management Act 2004 (TMA), is proposed to cover all streets, thereby extending the current scheme which covers road categories 0, 1 and 2, and 3 and 4 road categories designated traffic sensitive. It is proposed that Rotherham Council will introduce this proposal in October 2019. The mechanisms throughout the life cycle of the permit application will remain the same to ensure regional consistency is continued.

The performance of the current scheme has been evaluated and a report has been produced to demonstrate that the Permit Authority has achieved better management of activities on the highway network, as well as minimising the disruption caused by utility company street works and the Council's own highway works.

Rotherham Council acting as the Permit Authority will continue to demonstrate, at all times, parity between activity promoters, ensuring non-discrimination between permit applicants, as required by Regulation 4(c) of the Statutory Instrument 2007 No. 3372 as amended. The Permit Authority shall also continue to act, as stated in the RoPS, in the spirit of the aims of the Traffic Management Act 2004.

Activity promoters will be required to continue to contribute to the proper execution of the RoPS and to co-operate with the Permit Authority and other promoters to act in collaboration to minimise traffic disruption.

The Permit Authority and activity promoters will continue to provide the appropriate resources and capability to effectively and efficiently deliver the benefits of the RoPS.

This document contains information about those parts of the RoPS that are likely to be subject to change, for example the permit fees, or parts that are to be developed in conjunction with works promoters over the lifetime of the RoPS.

2. Background and Anticipated Benefits

The RoPS has been developed with the key objective of minimising delays to road users as a result of road and street works. The scheme will help to meet and support the Sheffield City Region Transport Strategy (SCRTS) which sets out the transport priorities for the City Region (Barnsley, Doncaster, Rotherham and Sheffield) up to 2040.

The SCRTS sets out on a strategic level the intentions to better connect the major urban and economic growth centres to enable the better flow of people, goods, businesses and ideas across the City Region (CR), as well as promoting the rural and visitor economies. By doing so this will help create jobs, secure new investment and grow CR economy. The vision for the future is the building of a transport system that works for everyone, connecting people to the places they want to go within the CR as well as nationally and internationally. The transport system will be safe, reliable, clean, green and affordable. It will be one of the best in the United Kingdom and Europe.

Supporting this vision are three goals:

- Residents and businesses connected to economic opportunity
- A cleaner and greener Sheffield City Region
- Safe, reliable and accessible transport network

Roads are getting safer, but young drivers, young motorcyclists and children are most at risk. We want to improve the links between our neighbourhoods and urban centres to provide quick and easy access to major centres of employment, services and leisure opportunities but we do not have the infrastructure to enable greater take up of cycling and walking at this time.

In the last ten years the number of people using buses has fallen by 18% and yet a quarter of all households do not have access to a car, nearly 1 in 5 residents live in a rural area and our population is ageing. A fifth of residents have a disability and some communities live in areas of high deprivation. We know getting around can be far from straightforward for these groups.

Technology is changing the way people access travel information and how they use the public transport system. To address these challenges, we have developed a series of specific policies to underpin our goals, which themselves are aligned to the Mayor's transport commitments. These will provide a framework to guide all decision-making processes related to our transport network up to 2040. The Transport Strategy Policies are as follows:

- Network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this;
- Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this;
- Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision;
- Improve air quality across the City Region to meet legal thresholds, supporting improved health and activity for all;
- Lead the way towards a low carbon transport network, including a zero-carbon public transport network
- Work in tandem with the planning and development community to create attractive places
- Ensure people feel safe when they travel and invest in our streets to make them more attractive places;
- Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel;
- Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces

It is essential therefore, that activities on the highway network are both well planned and monitored. The RoPS will form part of the overall strategy to effectively manage the highway network and will provide the tools to control activities on all streets within the Rotherham Borough. The RoPS will remove the occurrences of avoidable disruption on road categories 0, 1, 2, 3 and 4 streets by improved scrutiny and control through the permit scheme protocols.

3. Objectives

The objectives for the RoPS are:

- Minimising delay and reducing disruption to road users arising from road and street works activity;
- Ensuring parity between promoters of street works and works for road purposes;
- To improve activity planning by all promoters;
- To reduce the disruption caused by road and street works, which will assist in tackling delays and unpredictable journey times;
- To ensure best efforts in the co-ordination of road and street works;
- Pro-actively encourage concurrent works at similar geographic locations by different promoters;
- To encourage innovative working practices by road and street works promoters, in order to reduce the requirement for both time and space hence reducing delays.

4 Performance Monitoring

4.1 TPI Measures

A set of Key Performance Indicators (TPI) has been developed by the HAUC (England) Permit Forum to demonstrate the effectiveness of the scheme in meeting the stated objectives. Such TPI's may be redeveloped by the DfT and/or HAUC (England) and may be subject to change from time to time. Rotherham Council will always follow the latest TPI requirements:

- TPI-1 – Work Phases Started (Base Data);
- TPI-2 – Works Phases Completed (Base Data);
- TPI-3 – Days of Occupancy Phases Completed;
- TPI-4 – Average Duration of Works;
- TPI-5 – Phases Completed Involving Overrun;
- TPI-6 – Number of Deemed Permit Applications;
- TPI-7 – Number of Phase One Permanent Registrations.

4.2 Performance Indicators

The Permit Authority will demonstrate parity of treatment for all activity promoters, particularly between undertakers and its own activities as highway authority. To demonstrate these performance indicators will be used to capture this information for analysis.

- PI-1 – The Number of Permit and Permit Variation Applications;
- PI-2 – The Number of Conditions Applied by Condition Type;
- PI-3 – The Number of Approved Revised Durations;
- PI-4 – The Number of Occurrences of Reducing the Application Period.

4.3 Authority Measures

In order to measure the success of the scheme against Rotherham Council's specific authority objectives a series of measures will be used to capture the information for analysis.

- AM-1 Percentage Number of Compliant Permit Condition Inspections;
- AM-2 Number of Collaborative Works;
- AM-3 Percentage Number of Condition Types by Permits Granted;
- AM-4 Potential Days of Disruption Saved Through Duration Challenges;
- AM-5 Number of Days of Disruption Saved;
- AM-6 Reliability of Proposed Works Start Dates.

5. Benefit Tracking

Any activity carried out in the street has the potential to cause disruption depending on how long it lasts, where it is carried out, its scale and potential relation to other activities which may be taking place. The introduction of the RoPS provides the opportunity to realise a number of benefits to road users, local residents and businesses in the Rotherham Borough area through better control on all streets.

Rotherham Council has already established a series of measures designed to track delivery of the anticipated benefits to reflect the following:

- Meeting the permit scheme requirements;
- The drive towards continuous improvement;
- Particular issues relating to achievement of the stated benefits;
- Any potential revisions to the RoPS;
- New initiatives;
- Benefit proposals.

The Permit Authority shall assess the performance of all activity promoters. This assessment will be published annually or more frequently if deemed necessary by the Permit Authority.

6. Permit Fees

A permit fee will be chargeable for works undertaken on streets specified as reinstatement categories 0, 1, 2, 3 and 4 under NRSWA, as defined in the Specification for the Reinstatement of Openings in Highways. Tables in 6.1 and 6.2 set out the fees.

6.1 Road Category 0, 1, 2 and 3 & 4 Designated Traffic Sensitive

Fee levels per Permit or Provisional Advance Authorisation		
Road Category 0, 1, 2 and 3 & 4 Designated Traffic Sensitive		
	Rotherham Council Permit Fee	Maximum allowable fee (DfT)
Provisional Advance Authorisation	£95	£105
Major activity permit (1 to 3 days duration)	£58	£65
Major activity permit (4 to 10 days duration)	£118	£130
Major activity permit (11 days or more duration) and all major activities requiring a traffic regulation order	£213	£240
Standard activity permit	£118	£130
Minor activity permit	£58	£65
Immediate activity permit	£54	£60

Table 6.1

6.2 Road Category 3 & 4 Designated Non-Traffic Sensitive

Fee levels per Permit or Provisional Advance Authorisation		
Category 3 & 4 Designated Non-Traffic Sensitive		
	Rotherham Council Permit Fee	Maximum allowable fee (DfT)
Provisional Advance Authorisation	£63	£75
Major activity permit (1 to 3 days duration)	£41	£45
Major activity permit (4 to 10 days duration)	£66	£75
Major activity permit (11 days or more duration) and all major activities requiring a traffic regulation order	£118	£150
Standard activity permit	£66	£75
Minor activity permit	£41	£45
Immediate activity permit	£37	£40

Table 6.2

6.3 Variations

Fees for variations to permits are:

£45 - for road category 0, 1, 2 and 3 & 4 designated Traffic Sensitive

£35 - for road category 3 & 4 designated Non-Traffic Sensitive

6.4 Discount for Certain Works on Streets Designated Traffic Sensitive

Rotherham Council offers a 30% discount for works in traffic-sensitive streets where those works take place wholly outside traffic-sensitive times, in accordance with Amendment regulation 12 (b) which amends regulation 30.

Promoters must claim this concession by using the “Traffic Sensitive” “Applicable Designation” code in the specification for electronic data transfer to indicate that the

works will not take place during Traffic Sensitive times and should also note the claim for a discount as a condition in their permit application. As the permit fee will be based only on this information, and not on what a promoter says after the event has happened, it is therefore important to make applications as accurate as possible.

6.5 Additional Incentives

Where activity promoter's overall performance has a pass rate of 90% or more, based on Sample Category A plus B plus C inspections in a given sample inspection quarter, a 10% discount to permit applications fees will be given in the subsequent quarter. Performance will be reassessed each quarter and will be based on the Permit Authority's figures.

Where a permanent first time reinstatement is carried out on a Section 81 defect under The New Roads and Street Works Act 1991 (NRSWA) within the respective response time of that specific NRSWA Section 81 defect, Rotherham Council will waive the permit fee following a successful reinstatement inspection.

7. Permit Streets

The RoPS covers all streets including footpaths, byways, bridleways, cycle ways and service roads within the Rotherham Borough. A separate document 'Rotherham Permit Scheme Entire List of Permit Streets' provides a list of these streets.

A permit fee will be charged for those streets specified as reinstatement categories 0, 1, 2, 3 and 4 under NRSWA, as defined in the 'Specification for the Reinstatement of Openings in Highways'.