

## RECORD OF EXECUTIVE DECISION

Tuesday, 21 October 2014

**Decision No:** (CAB 14/15 13471)

DECISION-MAKER:	CABINET
PORTFOLIO AREA:	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT
SUBJECT:	*SOUTHAMPTON PERMIT SCHEME FOR MANAGEMENT OF ROADWORKS AND OTHER ACTIVITIES ON THE ROAD NETWORK
AUTHOR:	John Harvey

### THE DECISION

- (i) To approve the submission of the Southampton Permit Scheme application (Scheme as set out in Appendix 1) to the Department of Transport requesting approval of the scheme design;
- (ii) To approve that the Southampton Permit Scheme should be a full scheme that applies to all works on all roads and requires a fee to be paid by Statutory Undertakers for all works on all roads per the fee schedule set out in the Scheme attached at Appendix 1;
- (iii) To delegate to The Head of Transport, Highways and Parking the ability to amend the scheme prior to submission and to take all decisions regarding the operational aspects of the project; and
- (iv) To note that a further report will be brought to Cabinet later in the year to consider the Department of Transport approval of the scheme design and approve the implementation of the scheme.

### REASONS FOR THE DECISION

1. The Department of Transport requires a full submission in order that they can consider the scheme design prior to preparing a Statutory Instrument (SI) to empower the scheme.
2. A full scheme will ensure that the Council has control over the entire highways network and is able to manage all works and qualifying activities.
3. There are a number of operational and set up decisions required to implement the scheme.
4. The Department of Transport will give the Council 28 days to accept the approved scheme and agree a start date which must be before 31<sup>st</sup> March 2015.

## **DETAILS OF ANY ALTERNATIVE OPTIONS**

### **Option 1: Do Nothing**

This would involve retaining the existing 'Notice' System with minimum statutory controls. This provides greater flexibility for statutory undertakers and works promoters to minimise their costs. This flexibility is due to the large window within which works promoters can plan to carry out their works. There is evidence that some over order so as to keep their labour busy and then cancel the notices they don't need. This leads to last minute changes with confusion and disruption.

The existing scheme has less coordination powers for works within the highway. Only limited information, which is subject to change without consent, is available to other road users. Works often disrupt bus services and lead to additional costs to run extra/replacement services as a result.

### **Option 2: Permits and Notices**

This would involve having Chargeable Permits on 0, 1 & 2 Category Roads and Traffic Sensitive Streets, whilst retaining Notices (as existing) for 3 & 4 Category Roads and non Traffic Sensitive Streets.

This would provide greater control on the strategic road network, including all Principal Roads, Main Distributor, Local Access, HGV Access routes and all bus routes. This is likely to reduce the number of street works on the strategic road network, which will reduce disruption and burden to business and other road users. Permitted works would demand more detailed advance information enabling better assessment of the impact of the proposed works.

However, only partial cost recovery would be possible. Only costs associated with dealing with Permits issued to statutory undertakers are recovered through fees. The Notice regime would still be non-chargeable.

With two systems in operation, road works on the majority of the road network, including nearly all urban roads would still only be coordinated by agreement with limited statutory powers available to the Council to improve coordination / communications etc.

### **Option 3: Permits (Chargeable and Deemed)**

This would involve having Chargeable Permits required on 0,1,& 2 Category Roads and Traffic Sensitive Streets, with non-chargeable 'Deemed' Permits required on 3 & 4 category Roads and non Traffic Sensitive Streets.

One system would be in operation with Full Permit Powers (controls to force coordination, time / duration of works etc) available to the Council. This is likely to reduce the number of works on the road network, which will reduce disruption and burden to business and other road users.

However, some costs are still borne by the Council in relation to dealing with works on non hierarchy roads. Only partial cost recovery would be possible.

**OTHER RELEVANT MATTERS CONCERNING THE DECISION**

None.

**CONFLICTS OF INTEREST**

None.

**CONFIRMED AS A TRUE RECORD**

We certify that the decision this document records was made in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 and is a true and accurate record of that decision.

Date: 21 October 2014

Decision Maker:  
The Cabinet

Proper Officer:  
Pat Wood

**SCRUTINY**

Note: This decision will come in to force at the expiry of 5 working days from the date of publication subject to any review under the Council's Scrutiny "Call-In" provisions.

Call-In Period expires on

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*