

North Yorkshire Council

Environment Executive Members

11 October 2024

The North Yorkshire Permit Scheme – Evaluation Report years 1- 3

Report of the Assistant Director – Highways & Transportation, Parking Services, Street Scene and Parks & Grounds

1.0 PURPOSE OF REPORT

- 1.1 To seek approval from the Corporate Director - Environment in consultation with the Executive Member for Highways and Transportation to publish the North Yorkshire Permit Scheme Evaluation Report for years one to three and their outcomes and recommendations for development of the Scheme.

2.0 SUMMARY

- 2.1 As part of the Department for Transport (DfT) requirements for operating a Permit Scheme, the Authority is required to provide evaluations of its scheme to ensure that it is delivering on its perceived outcomes. Initially reports are produced annually for the first three years of operation, before moving to a three-year reporting cycle.
- 2.2 The first-year report covers a 14-month period from the 01 February 2018 to the end of March 2019 inclusive.
- 2.3 The second-year report covers a 12-month period from the 01 April 2019 to the end of March 2020 inclusive.
- 2.4 The third-year report covers a 12-month period from the 01 April 2020 to the end of March 2021 inclusive.

3.0 BACKGROUND

- 3.1 The North Yorkshire Permit Scheme was established on 07 February 2018. Evaluation documents were produced for its initial implementation, however due to service constraints, the following years evaluations were delayed.
- 3.2 Evaluations of the permit scheme have been produced up to the end of March 2021. Below are the results of that evaluation.

4.0 REPORT CONTENT

- 4.1 In the first and second years, the scheme is graded as **EXCELLENT** due to the number of permits responded to with very few permits deemed. Deemed permits relates to automatically granted permits when not assessed by the Permit Team which ultimately results in a loss of permit fee income.
- 4.2 The third year is graded as **GOOD** due to the sharp increase in deemed permits. Reason – system issue

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 No alternative options are required to be considered as it is a DfT requirement to produce these reports to assess the successfulness of the North Yorkshire Permit Scheme.

6.0 FINANCIAL IMPLICATIONS

6.1 In year one £1,364,004 of Permit and Permit Variation fee income was received.

6.2 In year two £1,702,398 of Permit and Permit Variation fee income was received.

6.3 In year three £1,581,746 of Permit and Permit Variation fee income was received.

6.4 Total fee income is increasing due to the increasing number of permit applications, which is attributed to the rise in government funded fibre schemes.

6.5 In year one, £1,364,004 of costs were allocated to the Permit Scheme. This resulted in a balanced position.

6.6 In year two, £1,370,772 of costs were allocated to the Permit Scheme. This resulted in a surplus of around £331,626.

6.7 In year three, £1,450,646 of costs were allocated to the Permit Scheme. This resulted in a surplus of around £131,100.

6.8 In the forthcoming three-year period, income is expected to be significantly lower than scheme operational costs, due to rising staff costs. Therefore, over the proceeding one to three years a loss position is forecast. As a result, the net surplus in the first three years of the permit scheme are planned to help offset the net loss position.

6.9 To compound matters, additional staff resource are also going to be required to manage forecast expected increases in application volumes due to the government backed fibre schemes to ensure better fibre infrastructure to the County's market towns and rural hinterland. These extra pressures would be putting further strain on already limited budgets.

6.10 Therefore, there was a need to consider an adjustment (increase) in fee rates to ensure costs and income were balanced over the coming several years which will be proposed in a further report to the Corporate Director and Environment Executive Member, to propose an increase in the fees to the current maximum level allowed by DfT.

6.11 The current estimate of additional income from increasing the fees alone, is around an extra £400,000 per year which is required to cover the cost of the permit scheme operation. This will be detailed in a further report for the Corporate Director for Environment in conjunction with Executive Member for Highways and Transportation

7.0 LEGAL IMPLICATIONS

7.1 There is a requirement for the Authority to comply with the Traffic Management Act 2004 and the Traffic Management Permit Scheme (England) Regulations 2007 (as amended) and to have regard to the statutory guidance when operating a street works permit scheme. A permit scheme does not alter or reduce the Authority's duties as relevant under the New Roads and Street Works Act 1991

7.2 No legal implications are foreseen arising from this report as it is a requirement of the Regulations to evaluate the existing scheme every 12 months for the first three years and thereafter every three years.

7.3 The evaluation is required to cover the costs and benefits of the scheme and review the level of fees. It is also requirement that the Authority confirms that the Permit Scheme has been prepared in accordance with the Regulations and regard has been given to the statutory guidance.

7.4 Before a variation of the scheme is undertaken there is a requirement to consult.

8.0 EQUALITIES IMPLICATIONS

8.1 No equalities implications foreseen as it's an evaluation of the existing scheme. See Appendix A

9.0 CLIMATE CHANGE IMPLICATIONS

9.1 No climate change implications as it's an evaluation of the existing scheme. See Appendix B

10.0 HUMAN RESOURCES IMPLICATIONS

10.1 No Human Resource implications as it is the evaluation of an existing scheme.

11.0 REASONS FOR RECOMMENDATIONS

11.1 It is important to note that during the past three years there have been major IT system changes nationally and Permit Teams have been transitioning to the DfT's Street Manager system and a variety of existing systems and interfaces have been developed and tested.

11.2 This has resulted in many gaps and anomalies in the evaluation report. This situation is resolving itself, resulting in increased data allowing increased analysis and management focus.

11.3 The IT system's ability to produce reports consistent with the industry's agreed indicators and measures has been a major concern, however, more recent improvements can already be seen in the data recorded in this report and will continue to improve over time.

11.4 Historically, the industry has agreed on a range of reports that none of the system providers have been able to produce. The central government initiative to develop a new single central IT system called Street Manager is replacing current providers and will hopefully clarify Key Performance Indicators (KPIs) and management reporting requirements in future years.

11.5 COVID-19 and the broadband rollout has impacted the industry enormously over the past three years, significantly increasing permit and inspection workloads for Street Works teams across all Highway Authorities.

11.6 The Permit Team's ability to deliver the full range of permit functions during this period of turmoil is worthy of note and merit however, in its current format, the workload and rising cost of living means that the current level of service delivery is not sustainable unless additional resource is acquired, funded through the raising of the permit fees. This will be the subject of a separate report to Corporate Director in conjunction with the Executive Member for Highways and Transportation

12.0 RECOMMENDATIONS

- 12.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transport agree to the publishing of these permit scheme evaluations.
- 12.2 To note a further report seeking a review to permit scheme fees and charges will be submitted in due course.

APPENDICIES

Appendix A - Equalities Impact Assessment

Appendix B - Climate Impact Assessment

BACKGROUND DOCUMENTS:

Annual permit evaluation report year 1

Annual permit evaluation report year 2

Annual permit evaluation report year 3

Barrie Mason

Assistant Director – Highways & Transportation, Parking Services,
Street Scene, Parks and Grounds

County Hall

Northallerton

11 October 2024

Report Author – Alex Hollifield, Team Leader, Network Information and Compliance
Presenter of Report –Allan McVeigh, Head of Network Strategy

Initial equality impact assessment screening form This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Network strategy		
Proposal being screened	Evaluation reports years one to three NY Permit scheme		
Officer(s) carrying out screening	Alex Hollifield		
What are you proposing to do?	Seek approval to publish years one to three Permit Scheme Evaluation reports		
Why are you proposing this? What are the desired outcomes?	As part of the requirement from DfT, an annual evaluation report of permit scheme is required to assess the schemes effectiveness of minimising disruption to the travelling public.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The third-year report points to the potential to recruit more staff to cover the existing workload.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics. As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	none		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics?	None		

Please explain why you have reached this conclusion.			
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	The evaluation reports shouldn't really affect anyone with protected characteristics. Its purpose is to measure the effectiveness of the existing scheme and improve coordination of works and reduce disruption.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	27/09/2024		

Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process.

If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	Seeking approval to undertake a formal consultation for a Lane Rental Scheme
Brief description of proposal	To seek approval to publish years one to three of the North Yorkshire permit scheme evaluation reports, as required by the Department for Transport.
Directorate	Environment
Service area	Network Strategy
Lead officer	Alex Hollifield
Names and roles of other people involved in carrying out the impact assessment	

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	No Effect on emissions	No effect on emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	No effect on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact, then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

Decision (Please tick one option)	Full CCIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full CCIA:	<input type="checkbox"/>
Reason for decision	The publication of the evaluation reports should have no climate impact.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	27/09/2024			