

**North Yorkshire Council**  
**Environment Executive Members**

**28 February 2025**

**North Yorkshire Permit Scheme – Evaluation Report years 4-6**

**Report of the Assistant Director - Highways and Infrastructure**

<b>1.0 PURPOSE OF REPORT</b>
1.1 To seek approval to publish the North Yorkshire Permit Scheme Evaluation Report for years 4-6 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 This report covers the fourth, fifth and sixth years from 1 April 2021 to 31 March 2024.

**3.0 BACKGROUND**

- 3.1 The North Yorkshire Permit Scheme was established on 7 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 2024. Below are the results of that evaluation.

**4.0 REPORT CONTENT**

- 4.1 The Consultant rates the North Yorkshire County Permit Scheme as Excellent.
- 4.2 One of the most impressive achievements is that Permit applications have been effectively managed, and inspections undertaken during the past three years whilst the volume of applications has been increasing.

**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 These are set out below:

	<b>Year 4</b>	<b>Year 5</b>	<b>Year 6</b>
Permit and Permit Variation Fees	1,683,815	1,874,028	1,775,475
Permit Scheme Costs	1,645,462	1,961,473	2,063,836
<b>Net (Surplus)/Cost Pressure</b>	<b>(38,353)</b>	<b>87,445</b>	<b>288,361</b>

- 6.2 Permit scheme losses highlighted in years five and six have been covered from a combination of FPN and S74 overrun charges and inspections.
- 6.3 It is expected that costs associated with the permit scheme will continue to increase and associated fee income will not recover these costs, therefore a report seeking to review the permit scheme fees and increase to the maximum level allowed by DfT will be submitted separately to this report.
- 6.4 The table below shows current and proposed permit fee structure:

**Figure 1**

<b>Road Category 0 to 2 and Traffic Sensitive Streets</b>			
	Current permit fee	Proposed permit fee	DfT maximum allowable fee
Provisional Advance Authorisation	£98	£105	£105
Major works over 10 days duration and all major works requiring a traffic regulation order	£200	£240	£240
Major works (4 to 10 days duration)	£130	£130	£130
Major works (up to 3 days duration)	£65	£65	£65
Standard activity permit	£117	£130	£130
Minor activity permit	£65	£65	£65
Immediate activity permit	£54	£60	£60
Permit Variation	£45	£45	£45
<b>Road Category 3 to 4 and Non-Traffic Sensitive Streets</b>			
	Current permit fee	Proposed permit fee	DfT maximum allowable fee
Provisional Advance Authorisation	£31	£75	£75
Major works over 10 days duration and all major works requiring a traffic regulation order	£54	£150	£150
Major works (4 to 10 days duration)	£54	£75	£75
Major works (up to 3 days duration)	£45	£45	£45
Standard activity permit	£37	£75	£75
Minor activity permit	£23	£45	£45
Immediate activity permit	£22	£40	£40
Permit Variation	£35	£35	£35

## 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 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 is an evaluation of the existing scheme, see Appendix A.

## **9.0 CLIMATE CHANGE IMPLICATIONS**

9.1 No climate change implications as it is an evaluation of the existing scheme, see Appendix B.

## **10.0 REASONS FOR RECOMMENDATIONS**

10.1 The team consistently co-ordinates all road and street works in North Yorkshire and take the time to review almost every application and apply conditions to minimise the impact of the works on the users of the network.

10.2 There are still some difficulties gathering accurate data from the IT system, but this has improved, and it expected to continue to improve over the following years.

10.3 The Permit team and Promoters will continue to work together and make improvements to minimise the impact of works on the highway network.

10.4 The entire network is being managed to the best of the team's ability with the tools and resources available to them and is a considerable achievement and worthy of praise, however, in its current format, operational costs are now higher than revenue and are expected to continue to rise whilst revenue falls.

10.5 To maintain a balanced position over the next one to three years it is recommend that permit fees are increased to the maximum level allowed by the DfT to ensure that scheme running costs are covered as set out in the regulations.

## **11.0 RECOMMENDATION (S)**

11.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation agree to the publishing of these permit scheme evaluations.

11.2 To note a further report seeking a review of permit scheme fees and charges will be submitted in due course.

## **APPENDICES**

Appendix A - Equalities Impact Assessment

Appendix B - Climate Impact Assessment

## **BACKGROUND DOCUMENTS:**

Annual permit evaluation report year 4-6

Barrie Mason  
Assistant Director - Highways and Infrastructure  
County Hall  
Northallerton  
28 February 2025

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

<b>Initial equality impact assessment screening form</b>			
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.			
<b>Directorate</b>	Environment		
<b>Service area</b>	Network strategy		
<b>Proposal being screened</b>	Evaluation reports years 4-6 NY Permit scheme		
<b>Officer(s) carrying out screening</b>	Alex Hollifield		
<b>What are you proposing to do?</b>	Seek approval to publish years 4-6 Permit Scheme Evaluation reports		
<b>Why are you proposing this? What are the desired outcomes?</b>	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.		
<b>Does the proposal involve a significant commitment or removal of resources?</b> Please give details.	The report points to the potential to recruit more staff to cover the existing workload.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b>			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>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.</b>			
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	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (for example, disabled people's access to public transport)? Please give details.	none		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (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.			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	X	Continue to full EIA:
<b>Reason for decision</b>	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.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date 25/05/24</b>	17/02/25		

**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](mailto:climatechange@northyorks.gov.uk)

<b>Title of proposal</b>	<b>Seeking approval to undertake a formal consultation for a Lane Rental Scheme</b>
<b>Brief description of proposal</b>	<b>To seek approval to publish years 4-6 of the North Yorkshire permit scheme evaluation reports, as required by the Department for Transport.</b>
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Network Strategy</b>
<b>Lead officer</b>	<b>Alex Hollifield</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	

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.

<b>Decision (Please tick one option)</b>	Full CCIA not relevant or proportionate:	X	Continue to full CCIA:	
<b>Reason for decision</b>	The publication of the evaluation reports should have no climate impact.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	17/02/25			