

REPORT FOR DECISION

Agenda Item	
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DECISION OF:	CABINET
DATE:	2 SEPTEMBER 2015
SUBJECT:	GREATER MANCHESTER ROAD ACTIVITIES PERMIT SCHEME - CHANGES TO THE SCHEME TO ENSURE COMPLIANCE WITH THE AMENDED 2015 PERMIT SCHEME REGULATIONS
REPORT FROM:	COUNCILLOR TONY ISHERWOOD - CABINET MEMBER FOR ENVIRONMENT
CONTACT OFFICER:	David Fowler, Assistant Director (Localities)
TYPE OF DECISION:	CABINET KEY DECISION
FREEDOM OF INFORMATION/STATUS:	This paper is within the public domain
SUMMARY:	This report advises Members of the effect of legislative changes on the Greater Manchester Road Activity Permit Scheme (GMRAPS), the impact of the Key Route Network (KRN) on its operation and the necessary changes and processes to be carried out to ensure compliance.
OPTIONS & RECOMMENDED OPTION	<p>Recommended option:</p> <ol style="list-style-type: none"> 1. That the proposals outlined in this report be approved, and that Officers be authorised to take the necessary action to agree the legal changes necessary to the GMRAPS documentation, to issue the Order and to approve the Deed of Variation <p>Alternative option: That the proposals be not approved</p> <p>This is not recommended, as it would mean that the GMRAPS scheme would no longer be compliant with legislation and could not be lawfully operated.</p>
IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes

1.3 A summary of the main amendments to the Regulations that apply to GMRAPS are as follows:-

- Enables local highways authorities or strategic highway companies to vary or revoke existing schemes and removes the requirement to ask the Secretary of State.
- All schemes must adopt standard wording and numbering for permit conditions as set out in the Statutory Guidance for Highway Authority Permit Schemes – Permit Scheme Conditions dated March 2015.
- A new evaluation regime has been introduced – Evaluation is required after each of the first 3 years and then 3 yearly after that. In carrying out the evaluation, an evaluation shall include consideration of (a) whether the fee structure needs to be changed in light of any surplus or deficit; the costs and benefits (whether or not financial) of operating the scheme; and whether the scheme is meeting key performance indicators where these are set out in the Guidance. The outcome of the evaluation is to be made available within 3 months to the relevant consultees.
- The introduction of additional permit categories that offer discount for works taking place outside of traffic- sensitive times on the main category 0-2 highways.

1.4 In addition to the national amended Regulations, the Greater Manchester Combined Authority (GMCA) agreed on 24 February 2015 that TfGM's role within GMRAPS would be extended to "jointly agree" applications on the Key Route Network (KRN) with the Districts.

1.5 This new role will require new procedures and systems establishing within the bounds of existing national legislation. The enhanced process on the KRN recognises TfGM's role in the initial consideration of the permit application together with an enhanced approach to the management of the mitigation of the consequences of the works by the relevant Local Authority.

1.6 It is anticipated the outcomes of the enhanced KRN approval procedure will have the beneficial consequences of further reducing roadworks' impact on traffic signal operation and public transport whilst improve stakeholder communication and co-ordination thereby making travel easier in Greater Manchester.

1.7 To account for the increased work to deliver the enhanced KRN responsibilities, it is therefore proposed to increase the distribution of Permit Fees in certain key areas. The distribution of income between the Districts and TfGM resources will be determined in consultation with the Districts.

1.8 The new reimbursement rates for the consideration of Permit Applications on the Key Route Network have been consulted on with all Greater Manchester Local Authorities to ensure consideration of KRN permit applications are undertaken consistent, timely manner across the sub-region.

2.0 ISSUES

2.1 Risk Management

The key risk is that of not meeting the national legislative deadline of being compliant with the amended legislation by 1 October 2015.

2.2 Equality and Diversity

The Equality Analysis has not identified any adverse impacts.

3.0 CONCLUSION

- 3.1 TfGM in their administrative capacity for GMRAPS have requested that the Council in its capacity as the local Highways Authority approves the Deed of Variation that considers the changes to the amended Regulations and the new KRN processes by the 1 October 2015.
- 3.2 The Council has also been requested to issue the Order, with amended scheme document attached by the 3 September 2015; confirming that the amended scheme will come into effect on the 1 October 2015. At the same time TfGM will provide no less than four weeks' notice for statutory consultees for all 10 AGMA Orders coming into effect.
- 3.3 The legislative changes to be adopted were to be reported to GMCA at the scheduled meeting on the 28 August 2015.
- 3.4 The new operational aspects as per the amended Regulations will start on the 1 October 2015 with documentation, website and software updated.
- 3.5 The new operational aspects of the Key Route Network is anticipated to start on the 1 April 2016, when the new increase of the distribution of Permit Fees for consideration of permits on the KRN will also be introduced.

List of Background Papers:-

E-mail correspondence with Transport for Greater Manchester including draft documents

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