

Introduction of the West and Shires Permit Scheme

By

Staffordshire County Council

Response to Consultation

February 2020

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Introduction

The consultation on the introduction of the West and Shires Permit Scheme by Staffordshire County Council ran for a period of 12 weeks commencing on **Monday, 27 November 2019** with a deadline for receipt of responses no later than **Friday, 14 February 2020**. An online survey completed the consultation process, open to those affected by the introduction of the Scheme, as well as interested stakeholders and members of the public.

The consultation was concerned solely with the implementation of the permit scheme under Part 3 (sections 32 to 39) of the Traffic Management Act 2004 (TMA) and the associated Traffic Management Permit Scheme (England) 2015 (Amendment) Regulations.

As part of developing the Scheme, Staffordshire County Council (SCC) engaged early with key stakeholders. This provided an early opportunity to raise concerns ahead of the formal consultation offering a chance to review elements of the scheme document and to discuss permitting operations in neighbouring authorities. Statutory undertakers in particular were asked to share details of the consultation with colleagues to gather as much feedback as possible. To build on this SCC are continuing to engage with internal and external stakeholders.

Purpose of the report

The purpose of this report is to provide a summary of the responses received during the consultation on the implementation of the West and Shires Permit Scheme (WaSPS). All responses will be taken into consideration and if appropriate amendments will be made to the relevant documents consulted on.

Legislative changes

The Traffic Management Act 2004 (and the Traffic Management Permit Scheme (England) (Amendment) Regulations 2015), (hereinafter referred to as the Regulations), gives local authorities the powers to develop and operate a permit scheme to improve the management of works in the street undertaken by the highway authority (and its contractors) and utility companies (statutory undertakers) to minimise disruption from street and road works. These Regulations would put in place the legislative framework required to operate the scheme.

The Scheme provides a change from the 'notification system' of the New Roads and Street Works Act 1991 (NRSWA). Instead of informing the street authority about its intention to carry out works in the area, a works promoter will need to book time on the highway through a permit. Under the Scheme both statutory undertaker's activities and highway authority activities are treated in the same way with regard to co-ordination and the setting of conditions. SCC is required to demonstrate parity between activity promoters ensuring non-discrimination between permit applicants.

The WaSP scheme is a regional scheme; it is currently used by other authorities in the West Midlands (Shropshire, Worcestershire, Warwickshire, Coventry, Cheshire East, Telford & Wrekin).

Subject to the outcome of the consultation, the Scheme will apply in relation to all publicly maintainable streets within Staffordshire's road network and do not apply to Highways England roads, or to private streets.

Conducting the Consultation

What was the consultation about?

This consultation provided an opportunity for stakeholders and the public to provide comments on the proposed introduction of the West and Shires Permit Scheme in Staffordshire.

Consultation approach

The consultation documents and accompanying covering letter were issued to the 679 stakeholder organisation contacts listed in Appendix B, including statutory consultees such as DfT, neighbouring Highway Authority, Statutory Undertakers and emergency services.

Respondents to the consultation were invited to feedback via the Council's website and an online survey allowing them to comment on the proposed Scheme as it related to the associated regulations. All parties affected by the proposed legislative changes were encouraged to make contact with the Council to provide their views. The consultation closed on **Friday, 14 February 2020**.

How we will act on your responses

All responses have been collated within this report which is being made available through the Council's website or upon request.

SCC's commentary to the responses is provided in Appendix C, which also sets out whether any changes are required to the permit scheme, or whether clarification of the scope or operation of the scheme is required.

No personal data related to any respondent will be published or included within the application documents released by the Council and SCC will process personal data in accordance with the GDPR.

Questions and responses

The questionnaire asked respondents to answer ten questions with space provided for comments on each. The purpose of the questions asked were to find out what kind of support the introduction of the scheme is receiving from affected organisations and members of the public, as well as pick up any concerns that the introduction of the scheme might be causing.

This was with the intention to either allay people's concerns or take them into account and amend the scope or design of the scheme. The summary below sets out the number and type of response. Any additional comments received have been collated and responded to separately and can be found in Appendix C.

"s.50" refers to organisations or individuals who have been issued with a licence to carry out works on the highway to install or repair apparatus under Section 50 of the NRSWA.

Question 1 – Name, address and Company name or Organisation (if applicable)

There were 6 responses to Question 1.

Table 1: Responses to question 1

Consultee	Answered		Not Answered
Members of the public	0		0
Organisation (Local government)	2		0
Organisation (Utility)	3		0
Organisation (s.50)	1		0
TOTAL	6		0

Question 2 – Do you consider that a Permit Scheme is suited to the needs of Staffordshire?

There were 6 responses to Question 2.

Table 2: Responses to question 2

Consultee	Yes	No	Not Answered
Members of the public	0	0	0
Organisation (Local government)	2	0	0
Organisation (Utility)	2	1	0
Organisation (s.50)	1	0	0
TOTAL	5	1	0

Question 3 – Do you think the permit scheme reflects the statutory guidance for permits?

There were 6 responses to Question 3.

Table 3: Responses to question 3

Consultee	Yes	No	Not Answered
Members of the public	0	0	0
Organisation (Local government)	1	0	1
Organisation (Utility)	1	2	0
Organisation (s.50)	1	0	0
TOTAL	3	2	1

Question 4 – Do you think the Permit Scheme accurately reflects the requirements of The Traffic Management Permit Scheme (England) Regulations 2007 and as amended 2015?

There were 6 responses to Question 4.

Table 4: Responses to question 4

Consultee	Yes	No	Not Answered
Members of the public	0	0	0
Organisation (Local government)	1	0	1
Organisation (Utility)	1	2	0
Organisation (s.50)	1	0	0
TOTAL	3	2	1

Question 5 – Do you understand what conditions may be applied in granting a permit? (yes/no)

There were 6 responses to Question 5.

Table 5: Responses to question 5

Consultee	Yes	No	Not Answered
Members of the public	0	0	0
Organisation (Local government)	2	0	0
Organisation (Utility)	2	1	0
Organisation (s.50)	1	0	0
TOTAL	5	1	0

Question 6 – Are the penalties for not correctly applying for a permit clearly identified? (yes/no)

There were 6 responses to Question 6.

Table 6: Responses to question 6

Consultee	Yes	No	Not Answered
Members of the public	0	0	0

Organisation (Local government)	2	0	0
Organisation (Utility)	2	1	0
Organisation (s.50)	1	0	0
TOTAL	5	1	0

Question 7 – Are the penalties for not abiding by permit conditions clearly identified? (yes/no)

There were 6 responses to Question 7.

Table 7: Responses to question 7

Consultee	Yes	No	Not Answered
Members of the public	0	0	0
Organisation (Local government)	2	0	0
Organisation (Utility)	2	1	0
Organisation (s.50)	1	0	0
TOTAL	5	1	0

Question 8 – Do you think that the monitoring proposed for the scheme is adequate? (yes/no)

There were 6 responses to Question 8.

Table 8: Responses to question 8

Consultee	Yes	No	Not Answered
Members of the public	0	0	0
Organisation (Local government)	1	0	1
Organisation (Utility)	1	2	0
Organisation (s.50)	1	0	0
TOTAL	3	2	1

Question 9 – Do you understand the transition arrangements for the permit scheme? (Yes/no)

There were 6 responses to Question 9.

Table 9: Responses to question 9

Consultee	Yes	No	Not Answered
Members of the public	0	0	0
Organisation (Local government)	1	0	1
Organisation (Utility)	2	1	0
Organisation (s.50)	1	0	0
TOTAL	4	1	1

Question 10 – Are there any aspects of the Permit Scheme that require further clarification? (yes/no)

There were 6 responses to Question 10.

Table 10: Responses to question 10

Consultee	Yes	No	Not Answered
Members of the public	0	0	0
Organisation (Local government)	1	1	0
Organisation (Utility)	3	0	0
Organisation (s.50)	1	0	0
TOTAL	5	1	0

Summary

Information for the consultation provided insight into the need for the WaSP Scheme. The consultation engagement was publicised on Staffordshire Council's website;

- <https://www.staffordshire.gov.uk/Highways/licences/Permit-scheme-consultation.aspx>

The consultation was sent to 679 consultees with a total of 8 individual responses received – from Local Government, Utilities and licence holders (NRSWA section 50) who participated in the consultation online. Additional comments provided outside of the questionnaire by consultees largely in support of the scheme but required further clarification on individual processes or on regulations. All comments have been responded to separately. Detailed comments and responses in relation to the specific concerns for the WaSP Scheme are set out in Appendix C.

Recommendations

Following this consultation, there are no changes to the scheme document or related SCC-specific documentation. It is recommended that SCC proceeds to make the necessary legislative changes by way of Regulations to allow the implementation of the West and Shires Permit Scheme.

Appendices

Appendix A	Consultation response form
Appendix B	List of consultees
Appendix C	Consultee comments and SCC responses

Appendix A: Consultation Questionnaire

The introduction of the West and Shires Permit Scheme

In order to respond to this consultation online please go to the following web address:

<https://www.surveymonkey.co.uk/r/K7TZR9S>

Alternatively, responses or any other questions, requests or commentary not covered by the survey can be submitted by email direct to Staffordshire County Council at:

- permitconsultation@staffordshire.gov.uk

The deadline for receipt of responses is 5pm on **Friday 14th February 2020**.

Responses received after this date will not be included. All comments will be considered within the terms of the legislative framework of the TMA and associated regulations and codes of practice. A summary of the consultation will be made available on request.

1. Consultation Questions

Part 1: Information about you

Name and address

Company name or Organisation (if applicable)

Please circle or highlight from the list below which best describes your company

- Utility
- Small to medium enterprise (>50 employees)
- Large company
- Trade union
- Interest group
- Local government
- Central government
- Emergency services
- Member of the public
- If other please describe

If you are responding on behalf of an organisation or interest group how many members do you have?

How did you obtain the views of your members?

If you would like your response or details to be treated as confidential please explain why

Part 2: Your comments

-1- Had you heard of the Permit Scheme before (yes/no)?

-2- Do you consider that a Permit Scheme is suited to the needs of Staffordshire?

Please explain why yes/why no.

-3- Do you think the permit scheme reflects the statutory guidance for permits found at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/465803/statutory-guide-for-permit-schemes.pdf

If you answered “No” please explain in what areas the Permit Scheme does not reflect the requirements of the statutory guidance for permits

-4- Do you think the Permit Scheme accurately reflects the requirements of The Traffic Management Permit Scheme (England) Regulations 2007 and as amended 2015? As found at:

<http://www.legislation.gov.uk/ukxi/2007/3372/contents/made>

<http://www.legislation.gov.uk/ukxi/2015/958/contents/made>

If you answered “No” please explain in what way the Permit Scheme does not reflect the requirements of these regulations.

-5- Do you understand what conditions may be applied in granting a permit? (yes/no)

If you answered “No” please explain your reasons

-6- Are the penalties for not correctly applying for a permit clearly identified? (yes/no)

If you answered “No” please explain your reasons.

-7- Are the penalties for not abiding by permit conditions clearly identified? (yes/no)

If you answered “No” please explain your reasons.

-8- Do you think that the monitoring proposed for the scheme is adequate? (yes/no)

If you answered “No” please explain your reasons.

-9- Do you understand the transition arrangements for the permit scheme? (Yes/no)

If you answered “No” please explain your reasons.

-10- Are there any aspects of the Permit Scheme that require further clarification? (yes/no)

If you answered “Yes” please explain your reasons.

Appendix B: List of Consultees

Local Government / Emergency bodies	
Secretary of State (DfT)	Stafford Police
Stoke-on-Trent and Staffordshire Fire and Rescue Authority	Ambulance service
The Office of the Police and Crime Commissioner Staffordshire	Primary Care Trust
National JUG	National JAG
Highways England	

Council Name	
East Staffordshire Borough Council	East Staffordshire Borough Council
Cannock Chase District Council	East Staffordshire Borough Council
Stoke-on-Trent City Council	Stoke-on-Trent City Council
South Staffordshire District Council	East Staffordshire Borough Council
Newcastle Borough Council	Lichfield District Council
Staffordshire Moorlands District Council	Stafford Borough Council
Walsall Metropolitan Borough Council	Tamworth Borough Council
Birmingham City Council	Birmingham City Council
Cheshire East Council	Wolverhampton City Council
Derbyshire County Council	Cheshire West & Chester Council
Warwickshire County Council	Shropshire Council

Staffordshire County Council Cllrs	
Alan White CLLR	Alan Dudson CLLR
Ann Beech CLLR	Alastair Little CLLR
Ben Adams CLLR	Ann Edgeller CLLR
Bernard Williams CLLR	Bernard Peters CLLR
Bryan Jones CLLR	Bob Spencer CLLR
Charlotte Atkins CLLR	Carolyn Trowbridge CLLR
Conor Wileman CLLR	Colin Greatorex CLLR
David Brookes CLLR	Dave Jones CLLR
David Williams CLLR	David Smith CLLR
Gill Burnett CLLR	Derek Davis CLLR
Helen Fisher CLLR	Gill Heath CLLR
Ian Parry CLLR	Ian Lawson CLLR
Jason Jones CLLR	Janet Eagland CLLR
Jeremy Pert CLLR	Jeremy Oates CLLR
John Cooper CLLR	Jill Hood CLLR
Johnny McMahon CLLR	John Francis CLLR
Julia Jessel CLLR	Jonathan Price CLLR
Keith Flunder CLLR	Kath Perry CLLR
Kyle Robinson CLLR	Keith James CLLR
Mark Sutton CLLR	Mark Deaville CLLR
Martyn Tittley CLLR	Mark Winnington CLLR
Maureen Compton CLLR	Mike Sutherland CLLR
Mike Davies CLLR	Natasha Pullen CLLR
Mike Worthington CLLR	Paul Snape CLLR

Paul Northcott CLLR	Philip Atkins CLLR
Phil Hewitt CLLR	Ron Clarke CLLR
Philip White CLLR	Simon Tagg CLLR
Ross Ward CLLR	Susan Woodward CLLR
Stephen Sweeney CLLR	Tina Clements CLLR
Syed Hussain CLLR	Victoria Wilson CLLR
Trevor Johnson CLLR	

Parish council	
Armitage with Handsacre Parish Council	Alrewas Parish Council
Barlaston Parish Council	Bagnall Parish Council
Biddulph Town Council	Barton under Needwood Parish Council
Branston Parish Council	Bilbrook Parish Council
Brewood with Coven Parish Council	Brereton and Ravenhill Parish Council
Brown Edge Parish Council	Brindley Heath Parish Council
Burton Parish Council	Burntwood Town Council
Cheddleton Parish Council	Checkley Parish Council
Colton Parish Council	Codsall Parish Council
Endon with Stanley Parish Council	Colwich Parish Council
Fradley and Streethay Parish Council	Forsbrook Parish Council
Heath Hayes and Wimblebury Parish Council	Great Wyrley Parish Council
Huntington Parish Council	Hednesford Town Council
Kidsgrove Town Council	Ilam Parish Council
Kinver Parish Council	Kingstone Parish Council
Lichfield City Council	Lapley, Stretton and Wheaton Aston Parish Council
Marston Parish Council	Loggerheads Parish Council
Mayfield Parish Council	Mavesyn Ridware Parish Council
Perton Parish Council	Penkridge Parish Council
Salt and Enson Parish Council	Rocester Parish Council
Shenstone Parish Council	Sheen Parish Council
Stone Rural Parish Council	Stanton Parish Council
Swindon Parish Council	Stone Town Council
Uttoxeter Town Council	Tittesworth Parish Council
Waterhouses Parish Council	Wall Parish Council

Utility	
Severn Trent Water	Virgin Media
Amey/B/ham CC	Cadent Gas
Cadent	Cadent
Vodafone	Network Rail
Kier	Amey
Openreach	National Grid
Northern Powergrid	Openreach
Ericosson	Virgin Media
Northern Gas	ES Pipelines
Fulcrum	GTC-UK
UK Broadband	ESPUG

s.50 Organisations	
A Plant Lux - Traffic Control MGMT	Aptus Utilities
D Goodwin Driveway and Patio Services	CS Civils Groundworks Ltd
D McCarthy Brothers (Lichfield) Ltd	D L Haynes Groundworks Ltd
D Stone Ltd	D P Tarmacadam
George Law Ltd	Gater Developments Ltd
H H Construction Ltd	Griptrak Midlands Ltd
Hawk Plant Hire Ltd	H.B.Clews
Hills Contractors Limited	Heritage Driveways
I & M Shaw Tarmacing Services	Hornsby Ltd
J C Balls and Sons	Inex Home Improvements Ltd
Jack Moody Landscape and Civil Engineering	J S Construction (Shropshire) Ltd
Jeff Sumner Site Service	Jackson Civil Engineering Group Ltd
Joe Brown Contractors Ltd	JLC Groundworks Ltd
JS Landscapes	JM Builders (UK) Ltd
Kingstone Civil Engineering Ltd	Keble Heath Construction Ltd
L C Construction Ltd	Knowsley Surfacing Ltd
LARC Construction Ltd	L Healy Ltd
Wrights Landscapes	Lichfield Tarmacadam Ltd
Rob Keyzor Tree Surgeons	Internet Connections Ltd
Chandos Civil Engineering Ltd	DHS Contractors Ltd
Atlow Contracting Ltd	Asset Surfacing Ltd
Long Lane Contractors	A & R Fencing
Drayton Manor Park	Amey
S&R Construction Ltd	CSM Active
Ridgewood Contracts	Springett Surfacing
Westcot Contractors	Stretton Construction Ltd
Presentation Landscapes	N Plant Excavations Ltd
RA Dalton Ltd	J E Thompson Plant Hire
R W Services Contractors Ltd	Alliance Contracting Solutions Ltd
Friel Construction	South West Works
S J Chell	Chasetown Civil Engineering Ltd
AIM Utilities	Manterfield Drilling Ltd
highfield tunnelling	Rotary Construction Limited
Terrain Construction Ltd	Sitewise Services (Wellington) Ltd
BGS Utilities	Connect IT Utility Services Ltd
Safeplace Security Ltd	Dyno Rod
NORTH MIDLAND CONSTRUCTION	CPM Engineering Design Services LTD
D W HOLLAND	D T B Contracting
Derek Mawby Paving Ltd	DAB Civil Engineering Contractors Ltd
Elite Groundworks LTD	Earthexit Ltd
ESB Groundwork Contractors Ltd	Erris (Builders) Ltd
Danaher & Walsh (Civil Engineering) Ltd	Eurogold Gwks & Civil Eng. Contractor Ltd
Dave the Pave	Datom Utilities Ltd
Dawkes and Co. Ltd	David J Williams Civils Ltd
Deluxe Home Improvements	DDK CONSULTANCY LTD
Fitzgerald Contractors Ltd	First Direct Plant Hire
G & M Construction	Friel Construction Ltd
G J Lewis & Sons	G B Civil Engineering
Galliford Try Construction Central	Gallagher Construction(Northern)Ltd
Forkers Ltd	Harborough Drainage Services Ltd

Jumbo Skips Ltd	Callan Connect
1ST Choice Concrete Ltd	A6 Tree Care
A & S Contracting Services Ltd	A & L Contractors Ltd
A Parr Landscaping Services Ltd	A J Beaman Construction Ltd
Adroit Utilities Ltd	A.B.A. Services (Midland) Ltd
All Seasons Contracting Co Ltd	Alan Brown Surfacing Ltd
Atlas Building & Civil Engineering Ltd	Alsager Plant Hire & Groundwork Ltd
BAM Construction Ltd	Bailey Construction LTD
Argyle North West Construction Ltd	Apollo GCL Limited
Ashley Construction	Armishaw Contractors
Bemus Construction Services Ltd	Barnfield Construction
Caldwell Construction	Broad Oak Properties Ltd
Carr Groundworks	Carillion Utility Services (Nuneaton)
Costain Ltd	Chartley Groundworks 2003 Ltd
Marcon Fit Out Ltd	County Groundforce Ltd
Rhodes Civils Ltd	A&H Construction & Developments PLC
J Murphy	Amey
Cunningham	Coating Services Ltd
Westpoint Construction	Mark Taylor Groundworks
Compact Services & Son Ltd	Clay & Concrete Sewers Ltd
Sewer Connection Limited	JLES Central Ltd
Stafford and Rural Homes	Brownhills Ashphalt and Tarmac Ltd
SEP Ltd	BTS
Three Spires Glass Co Ltd	Butler Groundworks Limited
S Oldham Groundworks Ltd	TNS Europe
Lioncourt Homes Ltd	N.J.Boulton Contractors Ltd
Garden Services and Tree Surgery Ltd	Paul John Construction Ltd
Ashlane Construction Ltd	Star Civil Engineering Ltd
HRJ Gould L Ltd	Connex Civils Ltd
G Evans (Services) Ltd	Commhoist Logistics
Radical Energy Ltd	M & J Evans Construction Ltd
W T Riley & Son Ltd	North Staffs Pipe Services Ltd
Woodroeparr Construction Limited	Hilton Main Construction Ltd
B38 Projects Ltd	Croft Building & Conservation
A.L.E.	Heritage Building & Conservation
RCD Utility Services Ltd	MWH Treatment
JDS Contractors	Fletcher Civils & Surfacing
Field and Civil Engineering Ltd	Roe Contractors Ltd
All Seasons Landscape and Driveways Ltd	Kier Strategic Highways (formerly EM Highway Service)
Sharpes Cleaning and Maintenance Ltd	Lavin and Sons Construction Ltd
N & J Tree Service Ltd	Mac Groundworks Ltd
KJW Construction Limited	PM Harris Ltd
Harlequin Group Ltd	C R Macdonald Ltd
Proctor Building and Civil Engineering Ltd	M V Kelly
P N DALY	Butler Groundworks Limited
M & A Doocey Civil Engineering Ltd	M Lambe Construction Ltd
Tonbrie Construction Ltd	D R Reaney & Sons Ltd
Kettle & Talbot Ltd	Midland Tarmacadam Surfacing Ltd
Conley Utilities	Clarke Signs Midlands Ltd
Cheshire Maintenance & Developments	Pioneer Design and Build
D MCarthy Brothers Ltd	Fairway Landscapes Ltd
CDS Pipe Services Ltd	South Staffordshire Housing Association

W T Riley & Sons Ltd	Shelter Maintenance Limited
Rob Keysor	UKDN Waterflow (LG) Ltd
N & J Tree Services ltd	Compact Surfacing and Sons Ltd
Walton Homes Ltd	Marden Construction Ltd
Crossland Construction Ltd	Bartley Construction Limited
Campbell Installations Ltd	Trant Engineering Ltd
CADEX Utilities Ltd	Graham Swinson Builder Ltd
7Formation LTD	MSP Construction Ltd
P B Maintenance Solutions	H&R Groundworks and Landscaping Ltd
S Clewlow Civil Engineering	HS2
JT Property Services Ltd	McPhillips (Wellington) Ltd
Matrix Networks Ltd	Ironman Ltd
Broadband Digital (Virgin Media)	Parade Civil Engineering Limited
Kier	First Direct Contracting Ltd
Wealden leisure Ltd T/AS Freedom Leisure	D&G Utilities
P M Harris Ltd	Cubic Transportation Systems Ltd
Tudorworth Building Services	S & I Groundworks
Ryeland Developments LTD	Kier Infrastructure
A & H Construction Ltd	Signway Supplies (Datchet) Ltd
JPCS	Stuart Bowler Contractors
RJK Construction Ltd	Alliance Contracting Solutions Ltd
Novus Property Solutions	R & C Williams Ltd
Chas Smith	Intelligent Telecommunications Ltd
Aptus Utilities working on behalf of ESP Electrici	A J Law Contractors Ltd
Hawk Construction & Utilities Ltd	M & M Construction Ltd
Midlands Building and Construction Ltd	CCP Ltd
Innovation Property Group	Hollywood Civil Engineering Ltd
SBS Total FM	Allelys Heavy Haulage
Wales Environmental Group Solutions	Nedlon Civils Ltd
Killarney Telecommunications Ltd	A&R Testing Ltd
CML	Generator Power Ltd
K N Network Services	Wealden Leisure T/A Freedom Leisure
Central Glass & Windows Ltd	Shire Structures Ltd
John Farney Tarmacadam Contractors	Make Homes Ltd
M Ridgway Tarmacng Ltd	L Healy Ltd
Roadtech Cutting Services Ltd	Alan Brown Surfacing Ltd
Ron Hull Demolition Ltd	Chasescapes Ltd
St Modwen Developments Ltd.	Bridgeway Consulting Limited
R A Edwards & Partners	J D Groundworks Ltd
Impact Surfacing Ltd	G & J Civils
Wardray Services Ltd	Promac Construction Ltd
Cruden Construction Ltd	Truman Contractors
Chasescapes Limited	Ginger Root Print Ltd
J Anderson and Sons Ltd	Derbyshire Contracting Services Ltd
Westleigh Partnerships Limited	Hearth And Holland Chimney Cleaning Services Ltd
A.Surman & co ltd	Bridge Construction Limited
Megson Utilities Ltd	JP Landscapes & Construction Ltd
CAFOS	Civils and Construction Solutions Ltd
Matrix Networks Ltd	Midland Road Maintenance Ltd
MPB Contractors	MAC Civils Ltd
DWJ Harkin Ltd	Plant Developments
Carillion PLC	Groundforce 4u Ltd

Elite Building Staffordshire Ltd	Traffic Technology Ltd
Carillion Kier Joint Venture	Currell Lewis and Martin Ltd
Bassetlaw Construction Services Ltd	Direct Sewer Connections
S C Washington Ltd	Simons Constuction
T J Hayes and Son Ltd	Hydrotech Water Services
O'Reilly Construction	Monel Civil Engineering Limited
Balfour Beatty	Trueform Engineering Ltd
Joule Brady Ltd	Webb Building & Civils Contractors Ltd
ABC Electrification Ltd	Mx Specialised Services Ltd
Roy Beech (Contractors) Ltd	Shelutions Urban Furniture Ltd
P J Hirons Ltd	Together Build UK Ltd
Curzon Driveways	K Cagna Contractors Ltd
Engie Regeneration Ltd	Dixon Engineering Ltd
VHGC LTD	Greenford Ltd
Breheny Civil Engineering	East Midlands Sewers
PTR Design and Build Ltd	S J Gater Construction
Ansa Ltd	Hinks Ltd
MAP Group (UK) Ltd	C J Furey Construction Ltd
AGH Contract Services Ltd	County Drains Ltd
Direct Drives,Paths & Patios Ltd	D Morgan Plc
Nolan Build	WNGP Ltd
Carpvale (1995) Ltd	G Mcfadden Civils Ltd
Heartland Pipelines ltd	George Apostol Ltd
McIntyre	TGK Construction Co Ltd
Whittle Programmed Painting Ltd	Moss Groundworks Ltd
Serfis Construction and Engineering	BDS Yorkshire Ltd
M F O'Halloran	Trades and Labourers
Total Ground work services ltd	ClearChannel UK Ltd
Benbow Brothers Timber Ltd	Amphion Construction Ltd
G Plant Midlands Ltd	Drainstore Limited
Engie	T Bates Plant Hire Ltd
Gam Civil Engineering Limited	Strata Window & Joinery Centre
SRS Demolition and Groundworking Contractors Ltd	Direct Grab hire Ltd
R D Marsh Surfacing Contractors Ltd	J Anderson & Son Limited
Smith of Derby Ltd(clockmakers)	Creation Construction
Alconex Infrastructure & Solutions Ltd	Nationwide Plant Hire Limited
L Furze construction	Technicare T/A Blyth Group
Milto Construction ltd	S&S Pavers
Wodehouse Ltd	Buckingham Group Contracting Ltd
Firdale Construction	Broadstaff Construction Ltd
R Irwin T/A DSC	TIG Solutions
Nexus Utilities Ltd	Jarvale Construction Ltd
Oldham Groundworks Ltd	Arthur M Griffiths & Son Ltd
BB & M Midlands LTD	Keyzor
P I Macdonald and Son	Roy Stretton Builders Ltd
Twenty Twelve Civils	Central Landscapes & Driveways
Morelock Installations Ltd	Connect It Utility Services
Nicholls Colton Group Ltd	Glympton Construction Ltd
Subtechnics Ltd	BAT civil engineering Ltd
Property Repair Team	Freedom Leisure
M L Cope Builders	Chase Groundworks LTD
Defluo Plumbing & Drainage LTD	Traditional Driveways Ltd

Other interested parties	
Natural England	Country Landowners Association
Staffordshire Parish Councils Association	English Heritage
Visit Stafford	Environment Agency
Staffordshire Chamber of Commerce	Stafford Moors Association
British Horse Society (Staffordshire)	National Farmers Union
The Inland Waterways Association	CPRE (Staffordshire)

Appendix C: Additional comments and SCC responses

Notes on abbreviations, acronyms and references within this table. Further definition can be found in the WaSP scheme glossary:

ASD - Associated Street Data

EToN - Electronic Transfer of Notices

"HAUC guidance" - HAUC(England) Guidance on the Operation of Permit Schemes (Feb 2017)

NMD - Network Management Duty

PAA - Provisional Advance Authorisation

PA - Permit Application

Regulations - Traffic Management Permit Scheme (England) Regulations 2007 and as amended 2015

SM - Street Manager

"Statutory Guidance" - Statutory Guidance for Highway Authority Permit Schemes (October 2015)

"Statutory Guidance" relating to permit conditions - Statutory Guidance for Highway Authority Permit Schemes – Permit Scheme Conditions (March 2015)

SSS - Strategically Significant Street

TS - Traffic Sensitive

Consultee	Consultee - Additional Comments	SCC response
Severn Trent Water	<p>Page 16 – Section 4.2.5.1 Early Notification of Immediate Activities – This section of the document states “some streets or parts of a street are particularly vulnerable to traffic disruption. For these locations the permit authority may wish to have the earliest possible information about an immediate activity to enable it to initiate traffic management arrangements and provide information to the public that will mitigate the impact of the activity. These streets will be indicated within the authority’s ASD as those where “early notification of Immediate Activities is required”. Section 13.9 provides further detail on emergency traffic management measures.” This section as currently written would be a condition by default, and as it is it not one of the national conditions cannot be enforced, so to stop any future confusion we would respectfully ask for this section to be removed.</p>	<p>This is not a permit condition and is not specific to TMA. Under NRSWA a street authority can request early warning of immediate works on streets that it has designated on the ASD as vulnerable to traffic disruption. In these cases, the promoter should ring the authority’s specified number as soon as works become necessary or, at the latest, as soon as they begin. This is an expectation under NRSWA and it is within the remit of SCC in fulfilling their Network Management Duty to ensure that significant disruption is minimised on their network and this 'early warning' is utilized where necessary. SCC hope that promoters recognize the importance of the undertaking, even if it is not contained specifically within permit scheme statutory guidance.</p>

Severn Trent Water	<p>Page 21 – Section 5.3.1.4 Provisional Advance Authorisation - All PAAs must comply with the definitive format and content of both paper and electronic permit applications given in the EToN technical specification or subsequent amendments. This includes the requirement that a copy PAA is sent to any interested parties or organisations as detailed within the authority’s ASD (see section 5.4.4). It is not a requirement to send a PAA to other parties other than the authority, this is covered by the PAA fee</p>	<p>The WaSP scheme is required under regulation 11(6) to include provisions requiring a copy of each application for a PAA to be provided by the applicant upon request made by a relevant authority, and to any other person having apparatus in the street to which the application relates. This is normally facilitated by the ASD and the provisions within the technical specification. Where an organisation is not able to receive electronic communications in this manner it is a requirement that the promoter contacts them separately. Where possible SCC will also monitor such occasions and if necessary facilitate consultation between promoter and external organisation to ensure this is done.</p>
Severn Trent Water	<p>Page 23 – Section 5.4.4.2 Applications involving other interested parties - Electronic systems meeting the EToN technical specification should deal with this automatically. However, some interested parties may not have access to the electronic systems so they should be sent copies by an alternative method such as email or fax. This should be picked up by the HA when they are fulfilling their permit evaluation and made available to the relevant parties, this statement needs to specify that the permit authority will pass this information on</p>	<p>It is the responsibility of the promoter to apply and inform interested parties (as set out in the ASD) of their works activities, as per regulations 9(9) for a PA and 11(6) in the case of a PAA. Where possible SCC will also monitor such occasions and if necessary facilitate consultation between promoter and external organisation. As part of the assessment process SCC will also advise of other stakeholders it feels require additional information or consultation (for instance businesses affected by an activity). It is ultimately the responsibility of the promoter to engage or consult with relevant interested parties.</p>
Severn Trent Water	<p>Page 24 - Section 5.4.5.6 Permit start and end dates - On strategically significant streets, where an activity promoter identifies in advance that an activity cannot begin on the permit start date then the activity promoter must contact the Permit Authority on the previous day, by a means specified by the Permit Authority on its website or within the WaSP scheme Operational Guidance. All communications will be in line with the code of practice and the electronic notification of the permit, no separate website or rules are required</p>	<p>Noted. It is not the intention of WaSP or SCC to be notified in every instance. However in order to proactively manage the road network and successfully coordinate activities, SCC hopes that promoters recognise the importance of providing up-to-date information and making sure they inform SCC when the start of an activity is delayed, particularly where significant publicity or consultation has been undertaken, or where traffic management or other mitigation has been put in place prior to the intended start date.</p>

Severn Trent Water	<p>Page 25 – section 5.4.7.2 - The Permit Authority will consider a promoter’s request for an early start and such a request will not be unreasonably refused. An early start must be applied for in the manner requested by the Permit Authority as detailed in the WaSP scheme Operational Guidance. This may be via an initial phone call or email, or directly via EToN. All communications need to be in line with the code of practice and the electronic notification of the permit, the WASP operational guidance does not supersede any of the statutory documents applicable</p>	<p>Noted. All electronic communications for WaSP will comply with legislation or technical specification as required, however, all methods stated in 5.4.7.2 are accepted by SCC for requesting early starts. The method used by the promoter may be dependent on how much notification is given for the early start request. In any case the promoters must apply for a permit giving the correct lead time.</p>
Severn Trent Water	<p>Page 45 – Section 8.4.3.2 – Cancelling a permit - On strategically significant streets the cancellation should be submitted on the day before the due permit start date so that the Permit Authority can put in place any mitigating action it feels necessary. This cannot be enforced as current rules apply, these notices shall be given no later than the next working day</p>	<p>Noted. While it is not a statutory requirement, it is important that a permit that is no longer required is cancelled as soon as possible to allow the road space to be made available for other works promoters, particularly where activities are undertaken on a SS Street. SCC hopes that promoters recognise the importance of providing up-to-date information and making sure they inform the authority when works will no longer take place particularly where significant publicity or consultation has been undertaken, or where traffic management or other mitigation has been put in place prior to the intended start date.</p>
Severn Trent Water	<p>Page 52 – Section 11.3.1.3 – Breaching the conditions – Conditions will apply to immediate activities for the period before a permit is issued (see section 6.10). The WaSP scheme authorities may also detail further conditions that should be applied to all Immediate activities within their Addendum (Chapter 18) or as part of the WaSP scheme Operational Guidance. This cannot be enforced the only conditions that can be enforced are the national conditions, the WASP operation guidance document does not overrule current legislation documents</p>	<p>As detailed in Chapter 6, the conditions as contained in Statutory Guidance will be used where necessary. Where conditions are placed on an Immediate permit application by the promoter it is necessary for the site to comply with those conditions. A scheme may also attach specific conditions onto all Immediate works (regulation 13), and where this is intended to be used these conditions will be contained within the scheme Annex or the Operational Guidance. At this point in time SCC does not intend to do so.</p>

Severn Trent Water	<p>Page 60 – Section 13.9.2.4 – Streets subject to Immediate Notification - The promoter or contractor should adhere to any directions or recommendations that are made by the Authority in these cases so that the surrounding network impact may be managed by the authority. This cannot be enforced the only conditions that can be enforced are the national conditions</p>	<p>This is not a permit condition and is not specific to TMA. Under NRSWA a street authority can request early warning of immediate works on streets that it has designated on the ASD as vulnerable to traffic disruption. In these cases, the promoter should ring the authority’s specified number as soon as works become necessary or, at the latest, as soon as they begin. This is an expectation under NRSWA and it is within the remit of SCC in fulfilling their network management duty to ensure that significant disruption is minimised on their network and this 'early warning' is utilized where necessary. SCC hope that promoters recognize the importance of the undertaking, even if it is not contained specifically within permit scheme statutory guidance.</p>
Severn Trent Water	<p>Page 62 – Section 13.11.1.9 – Temporary Traffic Signals - For Immediate activities the traffic signal application must be submitted with the Immediate application where it is anticipated that temporary traffic signals are to be used. Where the activity is taking place in a strategically significant street the activity promoter must contact the Permit Authority by telephone immediately to inform them. This statement should be in line with Regulation 13 which states Promoters of Immediate activities should be required to apply for a permit within two hours of the activity starting or by 10 am on the next working day. Can SCC please remove their proposed statement as it will lead to confusion between Highway and Utility staff who may not be as familiar with this regulation.</p>	<p>The intention of much of this chapter is to mirror and expand on the equivalent section in the ‘Code of Practice for the Co-ordination of Street Works and Works for Road Purposes and Related Matters’ and to provide additional information to that contained in the permit conditions guidance. Therefore, specific reference to conditions is not made but manner of operation and considerations needed are provided. Where temporary traffic signals are required on Immediate works there is a requirement to submit the relevant permission or notification forms either electronically (if available in the technical specification), or via email etc., at the same time as the Immediate permit application so the two can be assessed together. In particularly sensitive locations, or those close to existing static signals junctions it is expected that the promoter contacts SCC in advance of the application both to comply with the Road Traffic Regulations Act requirements and to take advice regarding the set-up or suitability of the traffic management and discuss safety requirements, including agreeing the appropriate action for the static signals.</p>
Severn Trent Water	<p>Throughout the Staffordshire permit scheme document there is reference made to the technical specification to ETON – SCC may wish to change this to current legislation as there will not be any ETON specification when street works manager arrives</p>	<p>At the time of application, the current system for sending electronic communications is defined within the EToN Technical Specification (ETS) version 6 and it is a requirement of the application procedure to comply with current regulations. In April 2020 the Department for Transport (DfT) intends to introduce Street Manager (SM). Section 3.1.2 of the SCC scheme Annex sets this out and notes that, in line with all WaSP authorities and many other schemes across the country, all reference in the document to</p>

		<p>EToN should be read as referring to the SM technical specifications once the transition is made.</p>
<p>Virgin Media</p>	<p>Virgin Media don't feel that the scheme is suited to the needs of Staffordshire due to some roads being rural . Virgin Media are disappointed that Staffordshire Council's Permit Scheme and associated fee's will apply to all classification of roads. If the council chooses to apply permits to 100% of streets, contrary to advice from Ministers, Virgin Media requests that Staffordshire Council grant permits for category 3 and 4 roads by default and for those permits to be at zero fee levels</p>	<p>The rationale for the requirement of permits on all streets is based on a need to understand and manage the impact that works in non-SSS can have elsewhere on the network (rather than just traffic flows in those specific locations per se). It also ensures that health and safety on site is a priority on every road, and enables strong network management across the board. SCC have a duty to all road users to minimise disruption and inconvenience and it is important to consider the substantial rural businesses and communities who rely on a widely dispersed but highly important road network for them. It should be noted that permitting on all streets is the preferred option of the DfT (and a 'Noticing' regime is no longer supported)and it is also a requirement to ensure that the cost of operating a permit scheme for SUs covered by the permit fees and is cost neutral for SCC which is why there is a tiered fee structure available to use and spread the cost.</p>

Virgin Media	Although the look of the document is very professional, there is too much detail with repetitive information which adds to confusion. Some points of reference are incorrectly directed to sections. There is confusion between standard and local conditions due to the terminology used. We do accept the document shows parity however.	Noted. A review and update of the WaSP scheme document may be undertaken to correct and or update the content, however, as a multi-authority document, this requires consultation amongst the WaSPS Authorities first, which was not practical in advance of SCC's application. There are no significant differences between the scheme document and current guidance or regulation, and where anything is superseded by newer regulations it is set out in the document that all WaSP authorities will follow the latest regulation or statutory guidance. As detailed in Chapter 6, the conditions as contained in Statutory Guidance will be used where necessary. There is no reference in the scheme to "standard conditions", nor to "local conditions" outside of the context of NCT13.
Virgin Media	Although the objectives are very clear, the conditions proposed are confusing and add administration burden unnecessarily.	As detailed in Chapter 6, the conditions as contained in Statutory Guidance will be used where necessary. These are use across the whole industry.
Virgin Media	Anything that requires an operation guidance note is evidence enough that it is complicated. A permit scheme to be effective and operable with day to day admin staff and operatives in the highway needs to be kept simple	Operational guidance was developed, at the request of the SUs who attended the development and informal consultation meetings of WaSPS, to help set out some of the differences across the region for technical and operational reasons that cannot be included in the permit scheme itself, for instance because it is not defined fully in the regulations or wider HAUC guidance or where processes are NRSWA specific. Most general day-to-day operations of a permit scheme are well defined and generally dictated by the technical specification or system requirements.
Virgin Media	Although concessions are welcomed, Virgin Media believe the administrative burden associated with the fee discounts and incentives will make the process impracticable.	Certain discounts are set out in regulations 31(4) and 30(3A) and so are required to be included in the scheme. Others have been defined together with the wider industry during the development of the WaSP scheme. Discounts are there to be requested and applied if the promoter wishes. WaSP authorities are always happy to consider adding incentives where they feel a promoter is making genuine attempts to improve or enhance their working methodology or practice to help the permit scheme run smoothly and successfully for everyone.

Virgin Media	Virgin Media believe that if the extension of permit duration has been granted by the Authority, then this would invalidate any overrun charges, during the extended period of the permit	Granting an extension to the end date of a permit on an activity that may overrun allows the promoter to continue working under the same permit since a permit will expire once the end date has passed; this will mean that the promoter is working illegally. The works duration, which falls under NRSWA Section 74 known as the 'reasonable period', is distinct from the permit duration and where SCC believes that an extension is not valid it may charge for an overrun. This has been understood since the inception of permit schemes and is clearly defined in HAUC guidance and is not a new concept.
Virgin Media	What happens to revenue generated from permit fees if they exceed the allowable cost of the scheme?	In accordance with Regulation 16A, SCC will review its level of fees to ensure that the overall fee income does not exceed the allowable costs. If a sustained surplus or deficit occurs over a number of years the fee levels will be adjusted accordingly. Refer WaSPS 9.7 and SCC Annex 3.1.8
Virgin Media	Will Staffordshire County Council be sending out draft invoices prior to the final invoice being generated, to avoid delay in case of any discrepancies?	As set out in the SCC scheme Annex (3.1.9), it is the intention to issue draft invoices prior to final invoicing.
Openreach	As a balanced view Openreach would support higher fees on strategically significant streets i.e. cat 0 -2 and traffic sensitive streets if this will help the authority cover the costs of running a permit scheme. Openreach, however, do not support the introduction of fees on the lower category of streets.	Noted. The charging mechanisms are set out by regulations and provide for fees on all roads if required by the scheme. The fees levels relate to Staffordshire's need to cover the costs of operation for SUs. Loading charges on the higher category of road would not necessarily cover the cost of the scheme given the cap on fee levels.
Openreach	Openreach would also like further clarification/discussion around the volume of highway works compared to utility works	It is unclear from this comment what further clarification is sought. In terms of visibility, this will be provided in the Annual Report.
Openreach	Our understanding is that this scheme will apply to all streets. We suggest this is reviewed ?	The rationale for the requirement of permits on all streets is based on a need to understand and manage the impact that works in non-strategically significant streets (SSS) can have elsewhere on the network (rather than just traffic flows in those specific locations per se). It ensures that health and safety on site is a priority on every road, and enables strong network management across the board. SCC have a duty to all road users to minimise disruption and inconvenience. It should be noted that permitting on all streets is the preferred option of the DfT and a 'Noticing' regime is no longer supported.

Openreach	<p>DfT Advice Note for local highway authorities developing new or varying existing permit schemes states “unless there is a very strong benefit case otherwise; it is strongly recommended that permit fees are only applied to the more strategically significant roads: Category 1, 2 roads and Traffic Sensitive Street roads. This will mean that although permits would still be required for works on non-strategic routes, it should be very unlikely that these works would attract a permit fee. These permit applications would receive only ‘notice’ equivalent treatment by the authority.”</p>	<p>Charging mechanisms are set out by regulation and SCC have complied fully with the regulations and statutory guidance in setting fee levels within the bounds set by DfT, taking into account their NMD and the requirement to cover the cost of permitting for SUs and remain cost neutral.</p>
Openreach	<p>By setting the fees to the proposed levels Openreach would have to consider future projects for G-Fast and Superfast Broadband rollout in Staffordshire to be not commercially viable. An alternative is for consumer prices to be increased to cover the level in permit fees.</p>	<p>SCC will not comment on the future operation model necessary for Openreach to carry out its statutory duties or its commercial decisions. The charging mechanisms are set out in regulations and the fee profile is provided by DfT to ensure SCC can cover the costs of operation of the scheme for SUs.</p>
Openreach	<p>Openreach therefore do not support SCC proposal to charge for all permits. Openreach believe whilst permits may still be applied for and agreed on category 3, 4 and non TS routes; the equivalent of noticing treatment should be given to these permits.</p>	<p>The rationale for the requirement of permits on all streets is based on a need to understand and manage the impact that works in non-strategically significant streets (SSS) can have elsewhere on the network (rather than just traffic flows in those specific locations per se). It ensures that health and safety on site is a priority on every road, and enables strong network management across the board. SCC have a duty to all road users to minimise disruption and inconvenience. It should be noted that permitting on all streets is the preferred option of the DfT and it is also a requirement to ensure that the cost of operating a permit scheme for SUs covered by the permit fees and is cost neutral for the Authority.</p>

Openreach	Clarity is a must on the format of “figures” on the board , from the outset we need to inform our teams if the full 24 digits of the permit is required or reduced identifier adopted by a percentage of HA’s .	What constitutes the 'permit reference number' is defined by the technical specification (potentially Street Manager as from April 2020). SCC will follow general convention within the industry and will expect sites to display the 'works reference number', i.e. without the suffix attached by EToN or SM protocols. Clarity should be sought from HAUC if there is no specific guidance on this. Promoters should contact SCC to discuss this if they have further questions, although this is not specific to SCC.
Openreach	To assist smooth permit application and granting more detail on “advanced publicity “ request needed.	It is common under both Noticing and Permitting that occasionally an authority may require a promoter to arrange for advance publicity of their activities. Normally this is related to the management of TTROs and/or major works (for instance letter drops, or signs set out in advance). This is site specific and is not required in every application. WaSP 5.3 provides some examples to typical situation where advance publicity may be requested. Refer also to national condition NCT11b
Openreach	More clarity and type of “illustrations” you may request – not enough detail on when they will be needed or not ?	It is common under both Noticing and Permitting that occasionally an authority may require additional detail to that contained within the permit application or Notice. This is site specific and is not required in every case. WaSP 5.5.6.1 describes the general term 'illustration'. Refer also to Statutory Guidance 3.3 and HAUC 2.2.
Openreach	Openreach request that Authorities present Permit draft charges on a monthly basis and in Excel spreadsheet format, as the charges need to be uploaded to our system as a .csv file. Openreach are not able to convert PDF format into Excel spreadsheet or .csv format. Production of charges in Excel format will enable us to process these charges in a timely manner	As noted in the SCC scheme Annex 3.1.9, SCC will issue draft invoices prior to final invoicing, where possible in a format that is easily accessible to promoters.
Western Power Distribution	WPD would expect conditions to be used as per the HAUC(England) Guidance.	As detailed in Chapter 6, the conditions as contained in Statutory Guidance will be used where necessary.

Western Power Distribution	WPD would expect conditions to be imposed reasonably, and in compliance with the HAUC(England) Guidance and DfT Statutory Guidance.	Noted. It is not the intention to act unreasonably and as stated in Chapter 6, the conditions as contained in Statutory Guidance will be used where necessary.
Western Power Distribution	WPD believe that the monitoring will be an area that Staffordshire will provide a high level of KPI reporting in. However, in our experience we have not seen all permit authorities complying with the Regulations with regard to timeliness of evaluation reports or the quality of data within these reports, or KPI reports that should demonstrate both the benefits of the permit scheme against a baseline of noticing performance and parity of treatment for all works promoters.	SCC intends on complying with the publication commitments of the Scheme monitoring and evaluation requirements. The KPIs required by the DfT are set out in Statutory Guidance, and HAUC provide an evaluation report template for use by local authorities. Quality of information is key to being able to produce these Annual Reports and SCC will work closely with these works promoters to identify and seek improvement on the quality of data where appropriate.
Western Power Distribution	Staffordshire is unique in that is the first permit scheme to include the transition process from noticing to permits at the same time as transition from EToN to Street Manager. There are some areas that may need further discussion, particularly for Major Works where the s54 is already served.	The basic rules of transition are set out in section 9.7 of the statutory guidance and therefore SCC must adhere to this. In addition, the scheme is scheduled to go live at the same time as the transition from EToN to Street Manager therefore the scheme must also meet the requirements of this change. As noted in the SCC scheme Annex 3.1.11.6, a local agreement prior to the scheme start date with regards to certain works types or specific categories might be agreed between SCC and individual promoters. Promoters with specific concerns or that have activities that require special attention should contact SCC following the end of the consultation.

<p>Western Power Distribution</p>	<p>No. WPD feel that the Permit Scheme document itself is longer than needed and includes direct lifts from other documents (e.g. Code of Practice for Co-ordination). These documents will be revised and reissued which will mean that the Permit Scheme document is different to nationally recognised guidance. This may cause issues in the future, as the Permit scheme cannot extend existing legislation but must sit within the legislation as it stands. We note that there are "musts" that are "shoulds" in statutory guidance, and there are references to EToN that need updating. We are pleased to note the detail provided to substantiate the permit fees, which are set at a reasonable level.</p>	<p>A review and update of the WaSP scheme document may be undertaken to correct and or update the content, however, as a multi-authority document, this requires consultation amongst the WaSPS Authorities first, which was not practical in advance of SCC's application. There are no significant differences between the scheme document and current guidance or regulation, and where anything is superseded by newer regulations it is set out in the document that WaSP authorities will follow the latest regulation or statutory guidance.</p> <p>At the time of application, the current system for sending electronic communications is defined within the EToN Technical Specification (ETS) version 6. In April 2020 the Department for Transport (DfT) intends to introduce Street Manager (SM). Section 3.1.2 of the SCC scheme Annex sets this out and also notes that, in line with all WaSP authorities and many other schemes across the country, all reference in the document to EToN should be read as referring to the SM technical specifications once this system is introduced.</p>
<p>Newcastle Borough Council</p>	<p>Clarification needs in respect of regular works on the highway such as grass cutting, litter picking, street sweeping, herbicide treatment. These types of operations should not require permits.</p>	<p>The WaSP scheme only applies to activities that are specified or set out as 'Registerable Activities'. Primarily this relates to SU and 'works for road purposes', see section 4.2. If a borough or parish council undertakes such an activity then it should apply for a permit.</p> <p>Whilst the majority of activities would not require a permit, there are wider benefits of undertaking these activities in a manner and time that reduces the impact upon other highway users and reduces safety risk to those undertaking the activities in the highway, e.g. avoiding peak traffic flows and school opening and closing times.</p>