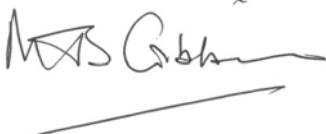
 Regulatory Policy Committee	OPINION	
Impact Assessment (IA)	Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2011	
Lead Department/Agency	Department for Transport	
Stage	Final	
Origin	Domestic	
Date submitted to RPC	19/10/2011	
RPC Opinion date and reference	24 /11/2011	RPC11-DfT-0909(2)
Overall Assessment	AMBER	
<p>The IA is fit for purpose. The revised IA addresses most of the issues raised in our previous Opinion of the 12 May 2011. However, a number of estimates are supported by qualitative arguments which have been provided separately to the RPC. The IA should be amended to include this additional information to aid readers understanding of the proposal.</p>		
<p>Identification of costs and benefits, and the impacts on small firms, public and third sector organisations, individuals and community groups and reflection of these in the choice of options</p> <p><i>Assumptions.</i> The IA adequately addresses most of the points raised in our previous Opinion. We had some reservation about the assumptions underpinning the analysis of some of the cost and benefits, specifically the estimated response (elasticity) of the length of overruns to the size of fines. In the absence of more robust evidence supporting some of the assumptions in the IA, the department has provided separate information to us explaining how it arrived at its assumptions and how these were widely supported at consultation. To aid readers understanding of the proposal, the IA should be amended to reflect this additional information.</p>		
<p>Have the necessary burden reductions required by One-in, One-out been identified and are they robust?</p> <p>The IA says that the proposal is out of scope of One-in, One-out as it relates to a penalty for non compliance with existing regulations. Given there is no change in the level of regulatory activity, this appears consistent with the current One-in, One-out methodology.</p>		
Signed 	Michael Gibbons, Chairman	