

Yorkshire Common Permit Scheme Annual Report 2012 - 13

Yorkshire Common Permit Scheme For Road Works and Street Works



Traffic Management Act 2004

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Glossary

DfT	Department for Transport
EToN	Electronic Transfer of Notices
FPN	Fixed Penalty Notice
KPI	Key Performance Information
KPM	Key Parity Measure
KSM	Key Success Measure
NPF	National Permits Forum
NRSWA	New Roads and Street Works Act 1991
PAA	Provisional Advance Authorisation
TMA	Traffic Management Act 2004
YCPS	Yorkshire Common Permit Scheme
YP3G	Yorkshire Permits Performance Practitioners Group
YPOG	Yorkshire Permits Operational Group
YPPG	Yorkshire Permit Planning Group
YPSB	Yorkshire Permits Strategic Board

Executive Summary

The Yorkshire Common Permit Scheme (YCPS) commenced operation on the 12th June 2012. The scheme is initially being operated in six authority areas, Barnsley, Doncaster, Kirklees, Leeds, Rotherham and Sheffield.

The scheme focuses attention on the strategically sensitive highway network and the New Roads and Street Works Act (NRSWA) noticing rules apply on the rest of the highway network.

This is the first annual evaluation of the YCPS covering the period from the end of the initial three month transitional period until the end of September 2013. Data in the report has been combined across all six participating members and individual authority data is supplied in the appendices.

The report evaluates the progress of the permit scheme in meeting both the stated objectives and parity of treatment of both works for road purposes and utility street works. In both respects the scheme is already demonstrating successful outcomes.

- Over 45,000 permit applications and variations were checked and co-ordinated, with 70% being granted.
- There has been a reduction in the average number of days of occupation of works from 6.10 days to 5.15 days. When combined with the reduction in numbers of works this equates to a reduction in the overall days of highway occupation of 46,283 days.
- Accuracy of information supplied by works promoters has improved, with more accurate dates, plotting of works and traffic management information now being available to coordinators and road users.

Before the scheme commenced operation, the permit authorities engaged with utility stakeholders in the design of the scheme and latterly in the operation of the scheme, through the establishment of the Yorkshire Permits Operational Group. This cooperation has resulted in the production of a single training package and a number of permit advice notes to smooth the operation of the scheme.

This first annual report has highlighted some areas where further development of the scheme and improved reporting capabilities are required to evaluate and maximise the scheme benefits. Work will continue with all stakeholders to achieve these goals and continue the successes achieved in the first evaluation period.

2 Introduction

Following approval by the Secretary of State, the Yorkshire Common Permit Scheme (YCPS) came into effect on 12 June 2012 in six local authority areas (Barnsley, Doncaster, Kirklees, Leeds, Rotherham, Sheffield) in Yorkshire.

Within the Scheme there was a transitional period of up to three months for Major works. This report gives an overview of the YCPS over its first full year of operation from October 2012 to September 2013, providing an examination of the available data regarding street and road work activities.

2.1 Background

Part 3 of the Traffic Management Act 2004 (TMA) allowed the introduction of permit schemes to enable the better management of work activities on the highway. In particular, it aimed to improve the ability of local authorities to control and coordinate utility companies' street works, and its own highway works, in order to minimise disruption and delay arising from works.

Permit schemes provides a change from the 'notification system' of the New Roads and Street Works Act 1991 (NRSWA), meaning that instead of informing a street authority about an intention to carry out works in the area, a works promoter would need to obtain a permit. Permit authorities can then grant a permit with conditions attached or refuse the permit application.

Work on what was to become the YCPS began in 2008 when the regulations and guidance relating to the operation of permit schemes became available. Authorities in Yorkshire reviewed the information and guidance, and those authorities that were interested in pursuing a permit scheme came together, along with a utility representative, in the Yorkshire Permit Planning Group (YPPG) to draft a proposed scheme and to prepare a submission to the Department of Transport (DfT).

The YPPG comprised representatives from each of the authorities intending to apply to operate a permit scheme and a representative from a utility company. The inclusion of a utility representative from the outset of planning for a permit scheme demonstrates the commitment of authorities to working collaboratively with all works promoters to ensure that the scheme that was developed would be workable and sustainable.

2.2 Permit Scheme Coverage and Objectives

Under the YCPS, registerable activities on roads that are reinstatement category 0, 1 or 2, or on category 3 or 4 streets that are traffic-sensitive, require a permit; activities on other streets continue to follow the NRSWA 'notification system' and are outside of the scope of the YCPS.

The objectives of the YCPS are:

- 2.2.1 Key Objective: Minimising delay and reducing disruption to road users arising from road and street works activity.

2.2.2 Parity Objective: Ensuring parity between promoters of street works and works for road purposes.

Supplementary Objectives:

2.2.3 To protect the structure of the street and the integrity of apparatus in it.

2.2.4 To encourage proactive, rather than reactive, attitudes to activities by promoters. The change in culture should result in the supply of more information to permit authorities, which will better enable them to manage their network, coordinate activities within their area and across adjacent authorities' areas, and reduce disruption to users of the highway. Information on road works and street works is provided to the general public enabling informed journey choices.

2.2.5 To ensure safety for those using, living or working on the street, including those engaged in activities controlled by the Permit Scheme.

2.2.6 To improve activity planning by all promoters.

2.2.7 An aid to help public transport efficiencies.

In addition, the YCPS was also designed to meet and support the following transport objectives:

2.2.8 To make substantial progress towards a low-carbon transport system.

2.2.9 To improve connectivity to support economic activity and economic growth.

2.2.10 To enhance the quality of life of people in the region's diverse communities, and visitors and commuters to the region (including health, safety, equality, air quality, noise and the natural environment).

Any activity carried out in the street has the potential to cause disruption depending on how long it lasts, where it is carried out, its scale and potential relation to other activities which may be taking place. The YCPS created an opportunity to realise a number of benefits to road users, local residents and businesses in the Yorkshire area through better control, planning and coordination of works, and a more robust framework for checking and challenging activities on the highway.

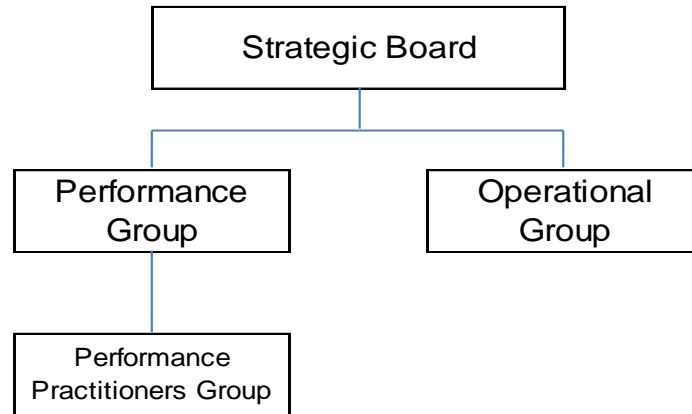
The YCPS intends to ensure that the conditions of the permit promote the expeditious movement of traffic through road works, reducing disruption and promoting safety at road and street works sites.

2.3 Governance Arrangements

The governance arrangements for the YCPS continue to reflect the intention of permit authorities to (a) make the operation of the Scheme transparent and (b) to engage from the outset with works promoters.

Figure 2.1 below shows the governance arrangements currently in place.

Fig. 2.1: YCPS - Governance Arrangements



2.3.1 Strategic Board

The YCPS is overseen by the Yorkshire Permits Strategic Board (YPSB), which comprises a representative from each of the permit authorities operating the scheme, and the joint chairs – one utility company and one permit authority – of the operational group (see below). The remit of the YPSB includes being the custodian of the Scheme, ensuring the monitoring and reporting of scheme objectives, ensuring parity of treatment between all promoters, ratifying all decisions about the Scheme, and establishing working groups as required and receiving reports.

Within the YPSB permit authorities developed an implementation plan, including updating the Gazetteer to identify permit streets and additional street data to help facilitate planning by promoters for works on permit streets.

Following implementation, the Strategic Board has turned its attention to monitoring performance and preparing the Annual Report, in addition to receiving reports from the National Permits Forum, the Performance Groups, and the Operational Group, including the approval of advice notes.

2.3.2 Permit Performance Group

When the YCPS came into effect permit authorities had a requirement to report on the performance of their schemes but there were no standard reporting formats available. The Yorkshire Permits Performance Group (YPPG) was formed as a sub-group of the YPSB, and was tasked with developing a performance reporting framework.

2.3.2.1 Permit Performance Practitioners Group

In order to ensure consistency between the individual permit authorities in reporting performance, particularly as two different notice management software systems were in use by authorities, and to deal with the limitation of EToN5 in extracting data, the Yorkshire Permit Performance Practitioners

Group (YP3G) was established. YP3G comprises representatives from each of the permit authorities, and the Group was tasked with making recommendations to the Performance Group regarding what data could be extracted from notice management systems, and how the data could be formulated for performance reporting purposes.

2.3.3 Operational Group

The group that deals with issues relating to the operation of the Scheme is the Yorkshire Permits Operational Group (YPOG), comprising a representative from each of the permit authorities and utility and transport authority promoters. YPOG has two joint chairs, one permit authority and one utility promoter, who also attend the YPSB.

YPOG was established in September 2011, nine months before the YCPS came into effect. This enabled authorities and promoters to discuss the implementation plan and to conduct joint testing of the IT systems. The early work of the Group also included agreeing and preparing a permits awareness and training package, which each authority and promoter then delivered within their own organisation, ensuring that a common message was given in order to drive the changes in culture and behaviour that would be required.

Subsequent meetings of YPOG have dealt with post-implementation issues regarding the operation of the Scheme, and have submitted to the Strategic Board for approval a number of advice notes to clarify aspects of Scheme operation and agreeing processes and procedures, and have discussed Scheme performance information.

3 Methodology

3.1 Methodology Introduction

In developing reasonable and reliable triggers for evaluating the performance of the YCPS both success and parity were used to demonstrate;

Success in terms of road occupations and reduction in vehicle delay.

Parity fairness in its application amongst all works promoters.

Key to analysing the schemes performance was defining an appropriate evaluation period, establishing a robust data set and reporting structure that allowed the YSPB to compare performance in terms of key parity and key success measures.

3.2 Evaluation Period

In order to capture sufficient data to allow for quality statistical analysis that demonstrates the performance of the YCPS, four key dates were identified:

3.2.1 Scheme Implementation Date

YCPS was implemented on the 12th June 2012 and signalled the switch over from the noticing regime to the operation of a permit scheme.

3.2.2 Full Operational Start Date

Due to the transition period between the old noticing regime and the new permit scheme a clear starting point for data collection highlighting pre and post-performance was not available until the scheme had been in operation for the life span of the transitional period. The 12th September 2012 being three months after the scheme commencement was selected to end the transition period and signify the start of the new scheme in respect of performance reporting.

3.2.3 Pre YCPS Data Collection Start Date

To signify the start of the data evaluation period and establish an “as was” bench mark that’s relevant to each type of measure two dates were established.

For Key Parity Measures (KPM’s) which mainly measure the application of the scheme across both utility and highway authority works promoters the 1st October 2012 was selected as the full start date for parity comparison.

For Key Success Measures (KSM’s) it was possible to use more historic data to compare against the changes that the YCPS had implemented therefore a date of the 1st July 2011 was selected to provide a more robust sample of data while still keeping the data realistic in terms of recent notice quality and improvements.

3.2.4 Post YCPS Data Collection End Date

To specify the end of the data evaluation period the 30th September 2013 is the nearest end of quarter date, one year after the YCPS full operational start date.

3.2.5 Exceptions

There are a few exceptions to the reporting date range rule due to a lack of data prior to the commencement of the scheme, e.g. Permit Refusal Condition Reasons this was not collected before the scheme commenced as it was not possible to refuse a notice.

3.3 Data Sources

Two highway management systems are used by the participating Yorkshire Highway Authorities Symology Insight by Barnsley, Doncaster, Leeds, Rotherham and Sheffield as well as Mayrise which is used by Kirklees.

All data is stored within the street works register of the respective authorities, each participating highway authority is responsible for its own street works register as well as the quality and consistency of data for any reports or statistics produced.

To measure the performance of the scheme, data sets from each authority were collated in separate strands that identified the scheme's success in relation to performance and the application of parity across all works promoters.

3.4 Performance Reporting

The YCPS contains Key Parity Measures (KPM's) and Key Success Measures (KSM's). Detailed information and analysis on the KPM's and KSM's are set out in section 4 of this report.

3.4.1 Key Parity Measures (KPM's)

In the YCPS, permit authorities are also the highway authority, and the highway authority is a promoter of its own maintenance and other highway and traffic activities. Permit authorities need to separate these functions within their organisations, and must demonstrate parity of treatment for all activity promoters, particularly between statutory undertakers and the highway authorities' own promoters. The aim of the KPM's is to ensure that permit authorities apply a consistent approach to all activities and activity promoters.

KPM's are drawn from Chapter 20 of the "Code of Practice for Permits", which sets out seven Key Performance Indicators (KPI's) that permit authorities can use to demonstrate parity of treatment. KPI's 1 and 2 are mandatory within all permit schemes, and then permit authorities must select at least two more KPI's on which to report.

There are five KPMs in the YCPS:

KPM1 – The number of permit and permit variations applications received, the number granted and the number refused.

KPM2 – The number of conditions applied by condition type

KPM3 – The proportion of approved extensions

KPM4 – The number of agreements to work in Section 58 and Section 58A restrictions

KPM5 – The percentage of PAA, permits and applications cancelled

3.4.2 Key Success Measures (KSM's)

Any activity carried out in the street has the potential to cause disruption. The introduction of the YCPS provides an opportunity to realise a number of benefits to road users, local residents and businesses in the permit areas through better control.

Permit authorities have established a series of measures that link to the scheme objectives and that are designed to track delivery of these anticipated benefits.

There are five measured KSM areas in the YCPS:

KSM1 – Minimising delay and reducing disruption to road users arising from street and road works activity

KSM2 – Reduction in remedial measures

KSM3 – Better information for road users

KSM4 – Improved compliance with the “Safety at Street Works and Road Works Code of Practice”

KSM5 – Improved activity planning

3.4.3 Intangible Benefits

In addition to the measured benefits, the YCPS also anticipated a number of intangible, unmeasured benefits, including:

- The need to book road space and undertake the activity within a specified time period would focus attention on improved planning and activity scheduling by works promoters.
- Administrative improvements through more consistent consideration of factors relating to proposed activities would lead to improved certainty that the activity would take place as planned. Also, appropriate and correct information exchange would take place first time.

- Improved standards of information between activity promoters and permit authorities would lead to improved relationships, cooperative working and mutual support.
- Improved public perception of the way in which activities were planned and undertaken.

Achieving these benefits will be part of the on-going work of permit authorities and promoters through YPSB and YPOG.

4 The Performance of the Yorkshire Common Permit Scheme

4.1 Key Parity Measures

4.1.1 KPM 1 - The number of permit and permit variation applications received, the number granted and the number refused.

The indicator is one of the two mandatory key parity indicators. It is measured by promoter and shown as the total number of permit, PAA and permit variation applications received, excluding any applications that are subsequently withdrawn; the number granted as a percentage of the total applications made and the number refused as a percentage of the total applications made.

The report is produced based on decision notices sent out by the Permit Authority and therefore does not include any applications that have not yet received a decision, or were superseded by a subsequent revised application before a decision was made. It shows the number of each notice type (PAA grant, PA grant, Variation grant, Refusal) as a percentage of the total number. The report includes any permits subsequently cancelled by the works promoter

Results

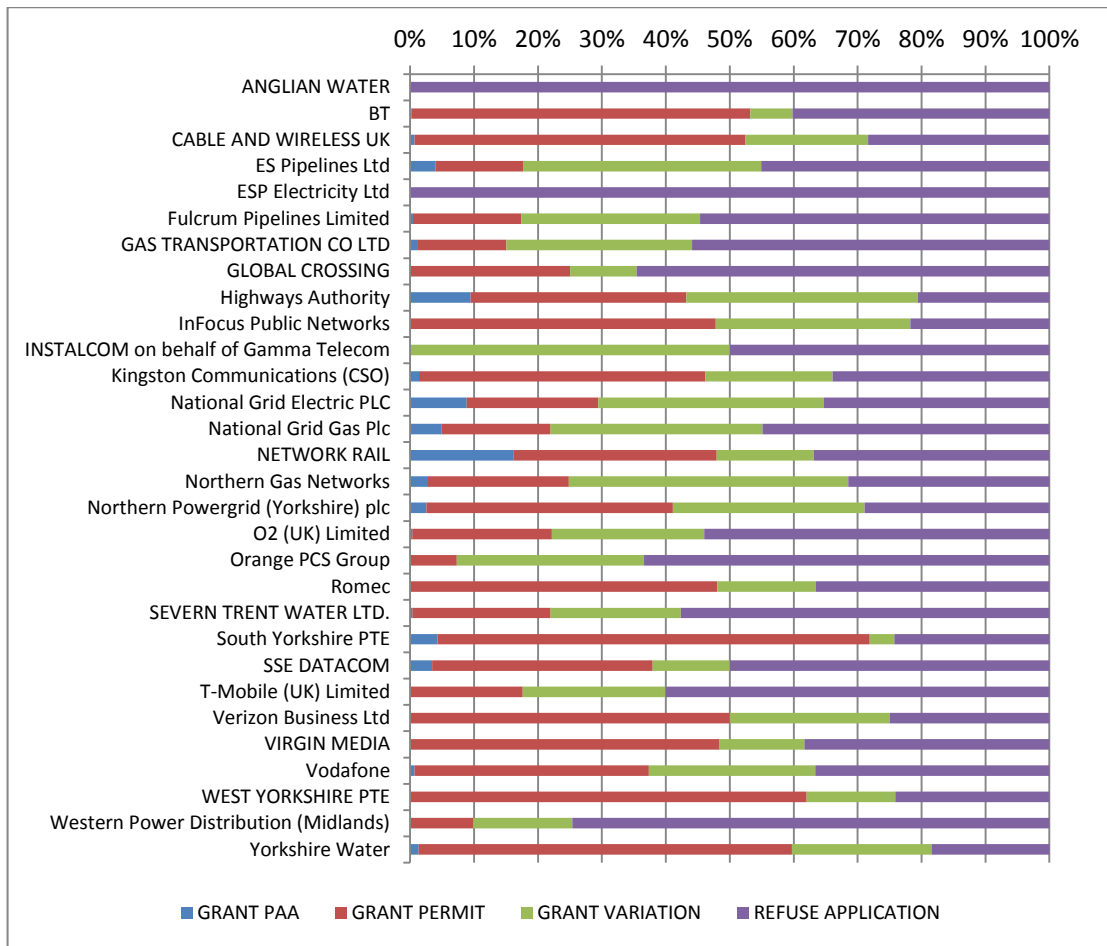


Chart 4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Number	%age of total	Number	%age of total
Permits / Variations granted	10314	79.39	22673	66.80
Permits / Variations refused	2677	20.61	11269	33.20
Total	12991		33942	

Table 4.1 Permit Applications and Decision Percentage

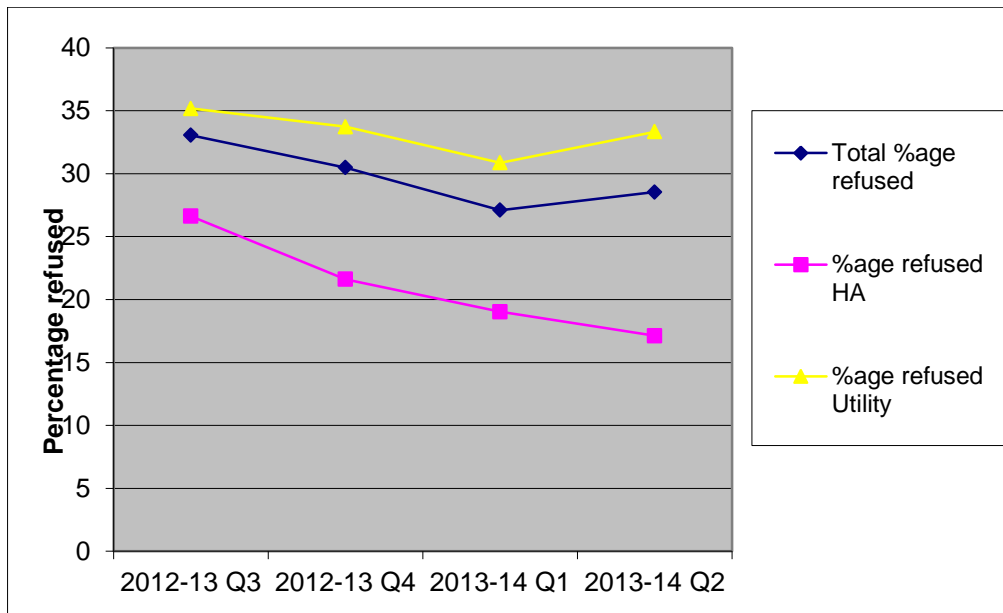


Chart 4.2 –Percentage Refusals

Interpretation of Results

Total number of permit applications. Table 4.1 shows that a total of 12,991 permit applications have been received for highway authority works and 33,942 for utility promoters. This equates to a split of 28% highway authority and 72% utility promoters.

Percentage refusals. Table 4.1 shows that a higher percentage of utility works applications 33% are refused in comparison with highway authority works 21%. The trend shown in chart 4.2 however demonstrates that over the initial year of the permit scheme operation, there has been a slight reduction in the refusal rate from both sets of work promoters.

Some initial analysis of the difference between refusal rates has been undertaken. Within highway authorities it is felt that the established communication networks between the employees generating permit applications and those checking the applications has helped ensure that many of the applications were discussed before being issued. Additional training sessions have been targeted at under-performing internal promoters to improve the quality of the applications. Network management teams are consulted on many works before they receive funding approval which allows some of the difficult traffic management issues to be discussed and agreed well in advance.

It should also be noted that there is a large difference in the refusal rates of the individual utility companies. The largest utility promoter also has demonstrated a similar compliance rate to the highway work promoters.

Utility promoters through YPOG are undertaking analysis of their own refusal rates and reasons for refusals and are holding training sessions for their staff where required.

4.1.2 KPM 2 – The number of conditions applied by condition type

This is the second of the two mandatory key parity indicators. It is measured by promoter and shown as the number of permits issued and the number of conditions applied, broken down into condition types. The number of each type being shown as a percentage of the total permits issued.

The KPM report is produced based on granted decision notices (PAA, PA and variation) sent out by the Permit Authority. It shows the total number of uses of each condition type as a percentage of the total number of granted applications. The most recent version of the conditions is used. The report also includes any permits subsequently cancelled by the works promoter.

Results

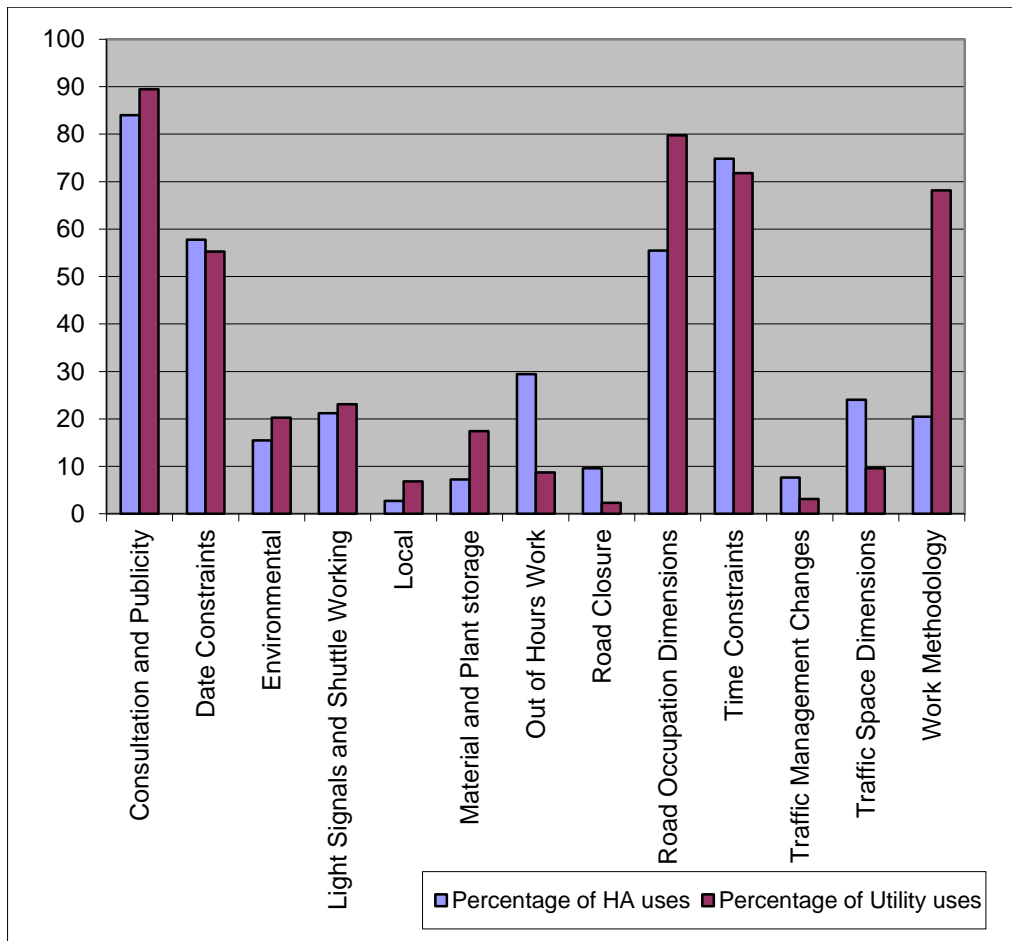


Chart 4.3 – Permit Condition Types Applied

Interpretation of Results

Overall a similar amount of conditions are applied to both highway authority works and utility works. This shows that a similar level of scrutiny and intervention is being undertaken by the permit authorities on both types of works.

There are some anomalies where more condition types are being applied to each set of works. Initial analysis has shown that this is most likely caused by the different scales of the works. For example many of the highway works are large patching or full width carriageway resurfacing schemes. This is the most likely explanation for the higher percentage of out of hours working conditions applied to highway works and also the lower level of road occupation dimensions.

Further detailed examination of some of the differences may be required in the future to ensure parity.

It should also be noted that the data for this indicator is obtained from information supplied by the work promoter and may not totally relate to the actual conditions specified in a free text field. Work is on-going at YPOG to try and ensure that these separate data areas are consistent.

Analysis of the data also shows that many of the permit applications include checked condition types that are not related to the conditions specified in the permit. This affects the quality of the data and work is being undertaken with works promoters to only provide a check against the relevant condition types.

4.1.3 KPM3 - The proportion of approved extensions

It has not been possible to extract accurate information on the number of extensions to permits that have been agreed because the functionality within the street works register is not currently available to do this automatically. This functionality is currently being developed and will be implemented as soon as practicable in the YCPS.

4.1.4 KPM4 - The number of agreements to work in Section 58 and Section 58A restrictions.

Production of this data has been limited because extraction of the data from the street works registers is not possible from reports.

Data manually collected on streets subject to a S58 restriction (following substantial road works) has shown that there are very few examples of non-exempt works taking place on the restricted section, during the restriction period.

4.1.5 KPM5 - The percentage of PAA, permits and applications cancelled

This parity indicator is measured by promoter and based on the total number of approved abandoned permits shown as a percentage of the total number of approved permits in the same period.

The volume of cancelled works phases is being reported as it indicates the quality of works programming that is undertaken by works promoters. It indicates the level of fees that are paid through approved permit applications that are subsequently not used due to cancellation of the works.

Results

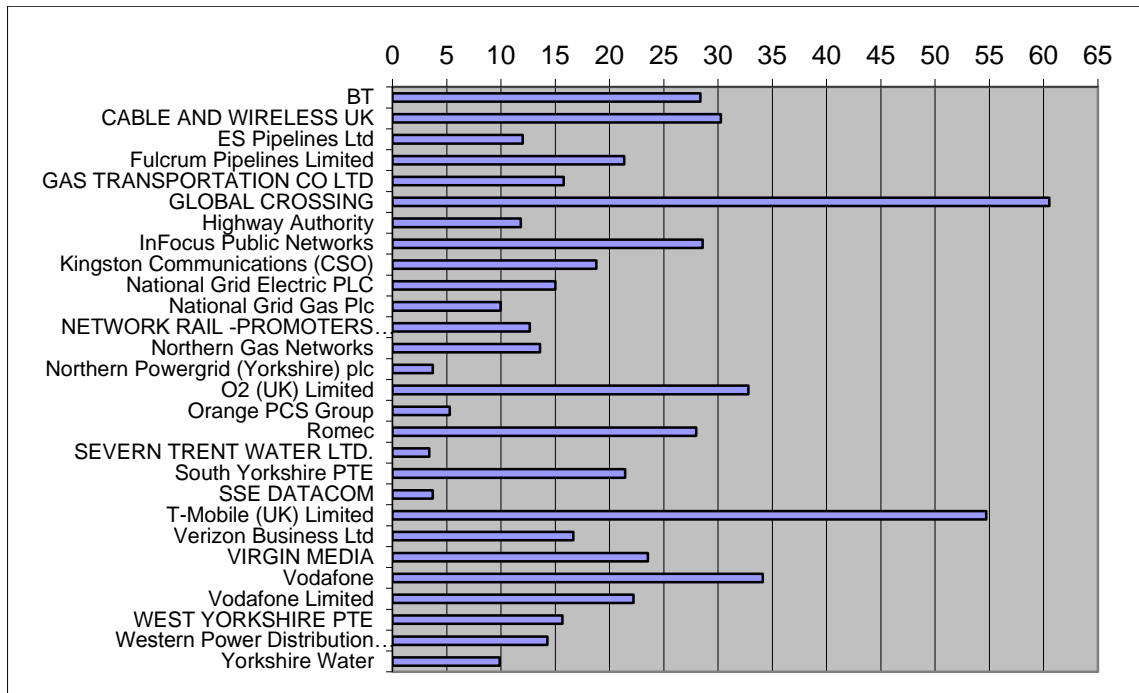


Chart 4.4 Permit Applications Abandoned

	Total Number Abandoned	Percentage Abandoned
Highway Promoter	895	11.82%
Utility Promoter	3507	15.53%

Table 4.2 – Summary of Permit Applications Abandoned

Interpretation of Results

One of the parity concerns highlighted during the design of the scheme was that participating highway authority promoters may issue speculative permit applications which were subsequently cancelled because they were not subject to permit fees.

The results shown in Chart 4.5 demonstrate that this has not been the case as the rate of highway authority cancellations 12% is lower than the average figure for all utility companies of 15%

The reactive nature of telecommunications work was also identified as an area of concern. The YCPS authorities have sought to deal with this issue by responding to requests for early starts as flexibly and quickly as possible.

4.2 Key Success Measures

4.2.1 KSM1 - Minimising delay and reducing disruption to road users arising from street and road works activity.

A series of measures have been developed to demonstrate the effectiveness of the scheme against the scheme objectives that were set out. This first

measure has been designed to show how the scheme has performed in minimising delay and reducing disruption to road users as a result of street and road works activity.

A practical measure of occupancy has been used whereby the average duration of all works has been calculated from the data contained in the street works register.

The report has been produced based on average durations on permit streets pre and post permit scheme introduction. These are displayed quarterly and plotted on a line graph. The report is produced from works stop notices served in the required period and is based on calendar days, not working days. Any durations over 50 days have been excluded from the report to avoid any long running works skewing the data.

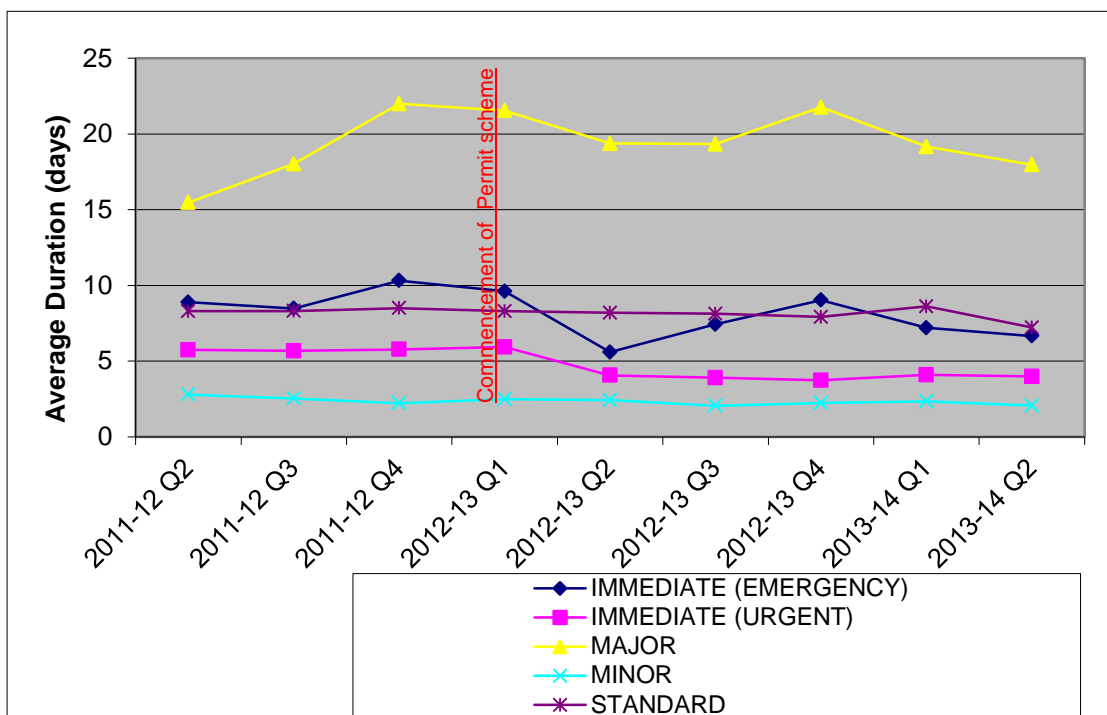


Chart 4.5 – Average Duration of all Works by Category

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Grand Total
2011-12 Q2	8.89	5.74	15.47	2.79	8.29	6.34
2011-12 Q3	8.47	5.67	18.02	2.53	8.31	6.01
2011-12 Q4	10.32	5.77	22.00	2.22	8.49	5.89
2012-13 Q1	9.61	5.93	21.54	2.48	8.30	6.15
2012-13 Q2	5.60	4.05	19.38	2.42	8.19	5.62
2012-13 Q3	7.43	3.90	19.33	2.05	8.13	5.09
2012-13 Q4	9.02	3.73	21.77	2.23	7.91	4.98
2013-14 Q1	7.19	4.09	19.16	2.34	8.61	5.01
2013-14 Q2	6.66	3.98	17.97	2.06	7.22	4.62
Grand Total	9.32	5.20	21.13	2.51	8.88	6.33

Table 4.3 – Average Duration of all Works

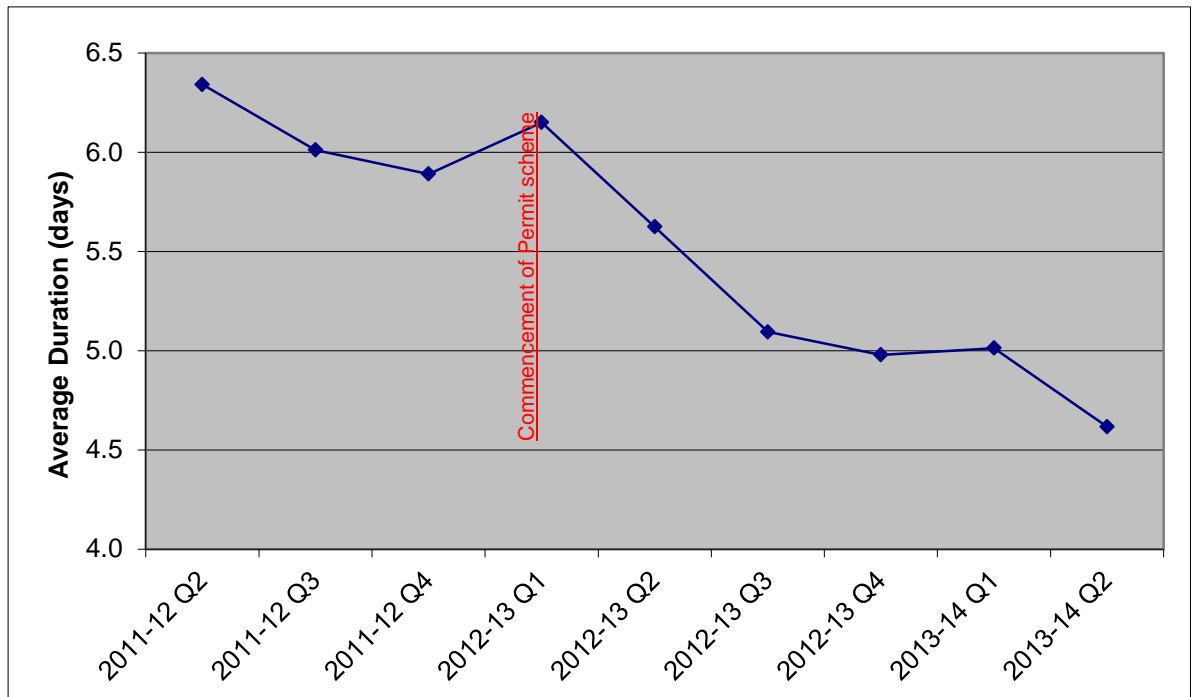


Chart 4.6 – Average Duration of all Works

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Grand Total
2011-12 Q2	287	1866	1069	3607	1763	8592
2011-12 Q3	385	1786	460	2773	1640	7044
2011-12 Q4	446	1833	413	3414	1581	7687
2012-13 Q1	333	1447	340	2401	1277	5798
2012-13 Q2	356	1098	462	2259	1019	5194
2012-13 Q3	345	1078	381	2730	1109	5643
2012-13 Q4	359	1444	372	3038	842	6055
2013-14 Q1	406	2715	549	3840	1144	8654
2013-14 Q2	333	1941	516	3331	834	6955
Grand Total	4847	21092	7941	39991	17265	91136

Table 4.4 Total Number of Works

Interpretation of results

Prior to the implementation of the permit scheme, from July 2011 to June 2012, 29,121 works were undertaken. The total duration of these works was 177,767 days, and the average duration was 6.10 days

After the introduction of the scheme from July 2012 to June 2013 25,546 works were undertaken. The total duration of works was 131,484 days. The average duration was 5.15 days

This gives a saving of 46,283 days over the first 12 months of the permit scheme

Alternatively, allowing for the reduction in the number of works, the reduction in average duration of 0.95 days when multiplied by the total number of works

during the first year of operation gives a total of 24,269 days of disruption saved across the six participating authorities during the reporting period.

4.2.2 KSM2 – Reduction in remedial measures

Two separate measures were originally proposed to demonstrate that the improved planning promoted by the permit scheme would result in a reduction in the number of remedial measures required as a result of the works activity.

The first measure was to compare the number of apparatus damages reported to asset owners before and after the permit scheme operational date. Unfortunately sufficient data has not been supplied by the asset owners to allow a reliable comparison to be published at this stage.

The second measure was to compare the number of remedial works undertaken by work promoters in comparison with the non-permit route network.

Results

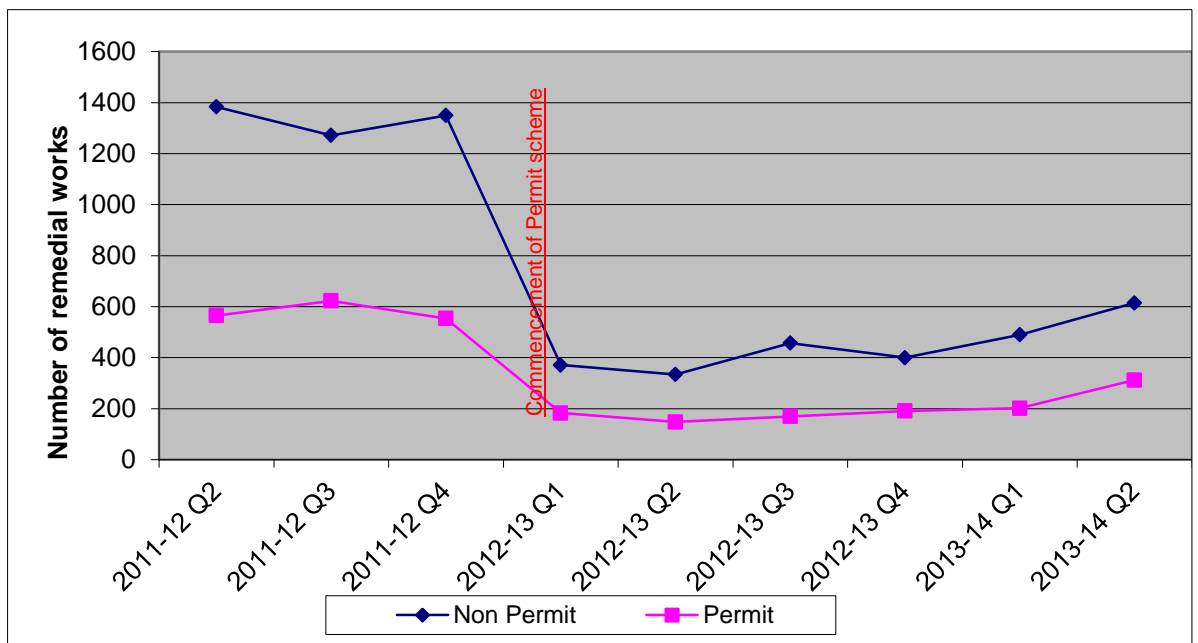


Chart 4.7 – Number of Remedial Works Undertaken

Interpretation of results

It appears that the baseline data collected before the scheme operational date has been significantly affected by a large volume of work associated with the South Yorkshire Digital Region project. This has caused a large fall in the number of remedial works just prior to the commencement of the scheme.

During the operation of the scheme there has been an increase in the number of remedial works undertaken on both the permit and non-permit route networks. In comparison the rate of increase on the permit street network has been much lower. Due to the duration of reinstatement guarantee periods this

indicator is intended as a long term indicator and will be monitored in future evaluation reports. As the impact of the scheme is analysed interventions may be required to help meet the objective to protect the structure of the street and the integrity of the apparatus in it.

4.2.3 KSM 3 – Better information for road users

One of the objectives of the scheme was that additional and reliable data provided by work promoters would lead to better information for road users. Measurement of this has focussed in three areas;

- Accurate location of works
- Reliable start and end dates of the works
- Good quality information about the potential disruptive effect of the works

The first measure (chart 4.9) analyses the plotting of the works and compares potential Fixed Penalty Notice (FPN) offences relating to the inaccurate geo-referencing provided by the works promoter. The report compares the potential FPN's identified from the street works register each quarter. The report includes data from both before and after the permit scheme operational date and is displayed graphically to provide a trend analysis.

The second measure (chart 4.10) compares the proposed start dates provided by the work promoter on the NRSWA S55 notice or permit application and the subsequent actual start date provided. Where the two dates match this is displayed as a percentage of the overall works. The report includes data from both before and after the permit scheme operational date and is displayed graphically to provide a trend analysis.

The third measure (table 5.5), required each permit authority to choose an investigatory random sample of 40 works (20 using road closures and 20 using temporary traffic control) over the same period (pre and post permit scheme operation), to compare the traffic management type identified on the notice or permit against application records served separately.

Results

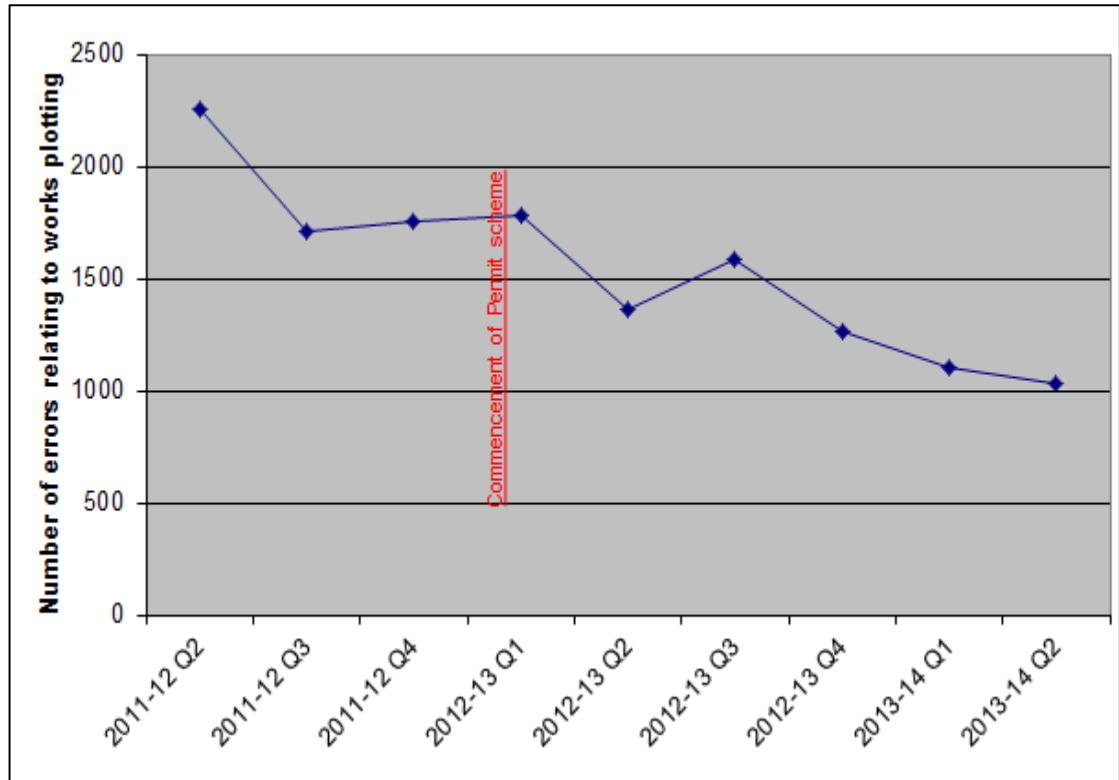


Chart 4.8 – Accuracy of Works Plotting

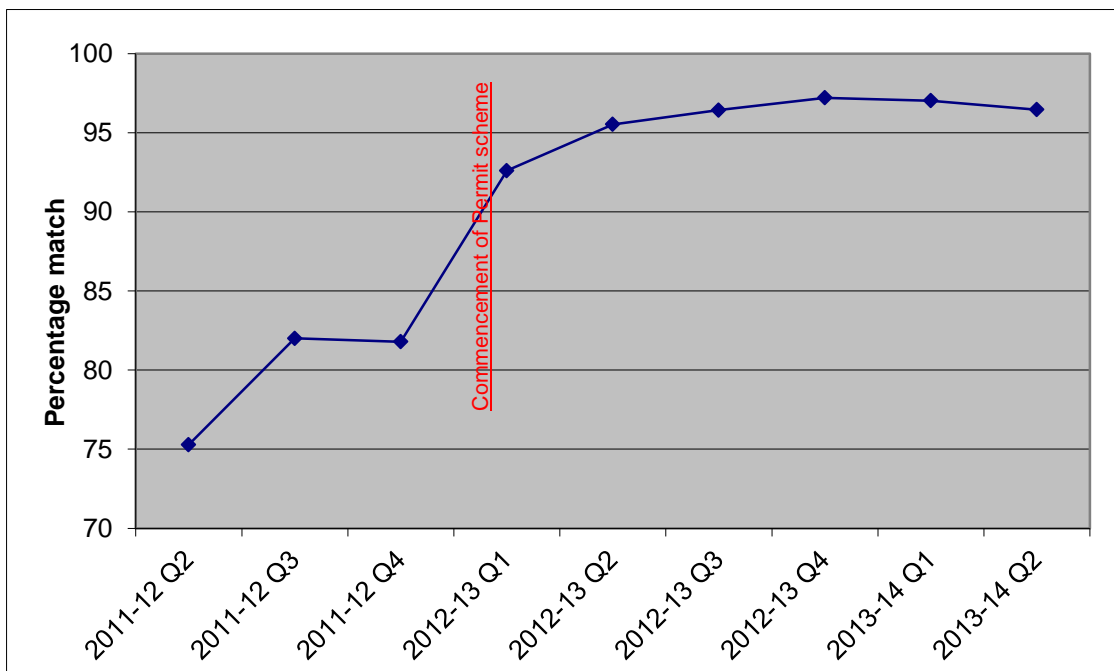


Chart 4.9 – Accuracy of Actual Start Date

Period	Random Sample	Correct TM on Street Works Register	Percentage correct
Oct-Dec 2011	191	153	80.10
Oct-Dec 2012	175	154	88.00

Table 4.5 – Accuracy of Traffic Management Information

Interpretation of results

The accuracy of works plotting in Chart 4.9 shows a sustained decrease in the number of identified errors over the life of the permit scheme, resulting in over half the number of errors now identified. The increased scrutiny of permit applications has led to much better information being provided to the road users and in particular public transport operators.

The accuracy of start dates in Chart 4.10 shows that over 95% of all works start dates are now reliable. This high level of reliability which was not available prior to the scheme commencement means that the permit authorities have a high degree of confidence in providing this information to road users to allow them to make informed journey choices.

The random sample of traffic management information shows an increase in the percentage of works where the correct traffic management information has been provided. It should be noted that due to the difficulty in gathering this data only a small sample was obtained.

As a direct result of the identified improvements all YCPS authorities have now provided data from their street works registers on the roadworks.org website and are promoting this to all relevant stakeholders. Work by Elgin (operators of roadworks.org) should also commence shortly on linking this to information supplied by public transport operators to provide a one-stop shop for journey time information. This would not have been possible prior to the introduction of the permit scheme and the improved quality of information that has been achieved.

4.2.4 KSM 4 – Improved compliance with the ‘Safety at Street Works and Road Works Code of Practice’

Inspections of works in progress (Category A) have been recorded by all the permit authorities before and after the permit scheme operational date for street works only. These inspections demonstrate the level of compliance with the code of practice.

The report shows graphically the quarterly percentage of Category A inspections compliant with the code of practice. The report is split between the permit street network and the non-permit street network.

Results

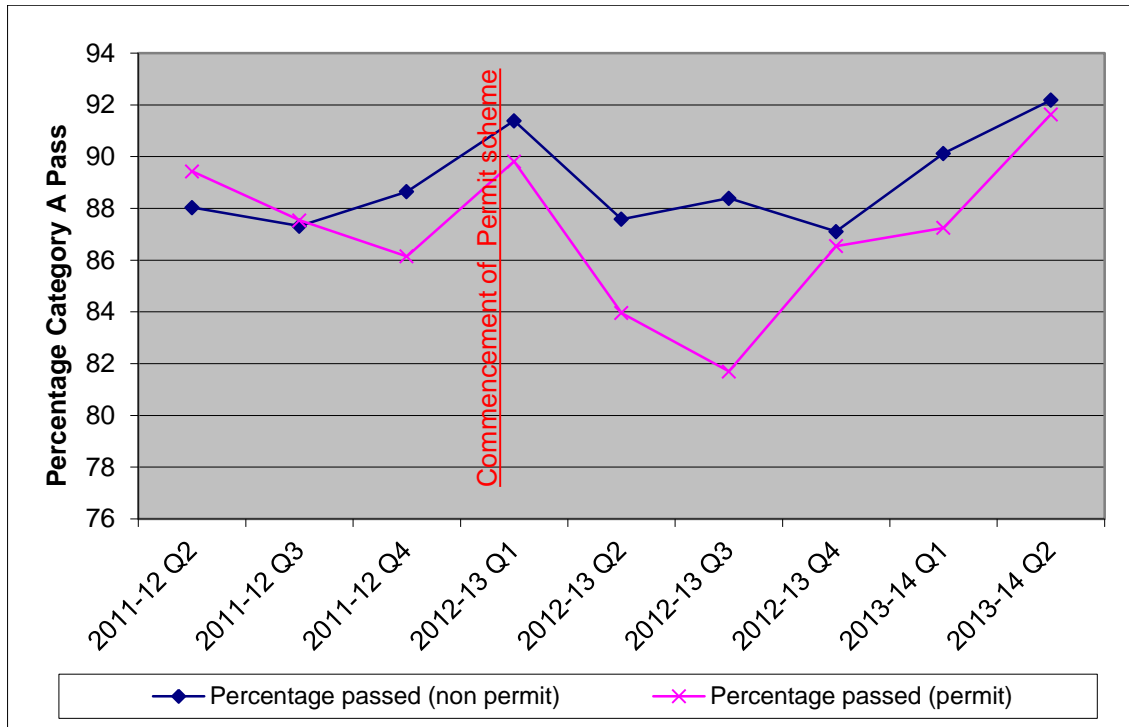


Chart 4.10 – Category A Inspection Compliance

Interpretation of Results

The YCPS authorities proposed this objective with the intention that the increased planning and scrutiny of works by both work promoters and the permit authorities would lead to an improvement in the quality of signing and guarding at road and street works sites.

The early results displayed in Chart 4.10 show that the overall compliance with the Safety Code has increased slightly over the period of pre and post scheme operation. The trend is similar to that of the non-permit route network and therefore at this early stage, the scheme appears to be having only a slight effect on the overall compliance with the Safety Code.

The fall in compliance at the start of the scheme was possibly caused by the increased scrutiny of works by street works inspectors as they spent longer on sites undertaking the permit compliance checks at the same visit. Since this point the compliance has improved and the gap to the non-permit route network compliance has narrowed.

4.2.5 KSM 5 – Improved activity planning

This indicator was intended to provide a measure of the use by work promoters of information about the affected street which is contained in the additional street data (ASD) in the street gazetteer.

Prior to the permit scheme operation, the permit authorities added to the information held in the ASD to try and assist work promoters in planning their works. This information included items such as bus lane operation, parking bays, and traffic signals.

The intention was to report on the number of instances where a permit had to be rejected because adequate details had not been provided with respect to any relevant ASD information.

During the operation of the scheme it became apparent that production of performance data was difficult to extract automatically from the street works system as it was held within free text fields.

A standardisation of refusal reasons will be developed through YPOG which should allow this information to be provided in future evaluation reports.

5 Conclusions

The main objectives of the Scheme were to minimise delay and reduce disruption arising from works on the highway, and to demonstrate parity of treatment amongst all works promoters.

KSM1 has shown that there has been a reduction in the number of works (down from 29,121 to 25,546), a reduction in the overall number of days of occupation (down by 46,283 days), and there has been reduction in the average number of days of occupation (down from an average of 6.10 days to 5.15 days per works.) This demonstrates that the Scheme is meeting one of its key objectives in minimising delay and reducing disruption.

The information obtained from KPM1 demonstrate that all works promoters are engaging with the process to obtain permits, and that permit authorities have demonstrated parity of treatment for its own authority works as well as for other works promoters. The wide range of refusal rates indicates that there is work to be done, by permit authorities and promoters, to improve consistency in making and dealing with permit applications and granting or refusing permits. The information from KPM2 on Conditions highlights a further area of improvement in consistency regarding the condition types and condition text required, as well as consistency in assessment by permit authorities.

In compiling the data, the limitations of the current EToN specification (EToN5) have meant that some performance measures cannot be reported on. It is anticipated that EToN6 may enable additional data to be collated in future, and should help to reduce the number of instances in which permits are refused.

Supplementary objectives in the Scheme included improving co-ordination and activity planning. KPM5 and KSM3 have shown that all promoters have similar, relatively low rates of permits being cancelled after being granted, and that accuracy of works actually starting on the expected start date has increased from approximately 82% (before the Scheme came into effect) to 97%.

This improved level of accuracy is also supported by results from other KSM3 measures, including accuracy of works plotting and traffic management type recorded. Together these have given confidence in publishing data from authorities' registers to Roadworks.org. This enables better information to be provided to road users and the public, as well as providing permit authorities and all work promoters with an effective co-ordination tool.

Other supplementary objectives in the Scheme were to protect the structure of the street and integrity of the apparatus in it, and to ensure the safety at works for people living, using and working on the street. KSM2, looking at the reduction in the number of remedial notices, is inconclusive at this time, mainly due to the lag of reinstatement defects still working through the process, i.e.

some defects relate to reinstatements executed prior to the commencement of the Scheme. This measure will need to be monitored over a longer duration in order to assess the effectiveness of the Scheme in driving down the number of defective reinstatements. Similarly, KSM4, looking at signing, lighting and guarding inspections, should be viewed as a longer-term measure, although early results have shown an improved performance on permit-category streets from less than 90% before the commencement of the Scheme to over 90% at the end of the reporting period.

Overall, the performance of the Scheme during its first full year of operation has demonstrated that it is meeting the objectives that were set-out. It is providing permit authorities with a valuable tool to help co-ordinate works, reduce delay and minimise disruption. It has encouraged more effective and efficient communication between permit authorities and all work promoters.

6 Recommendations

It is recommended that:

- 6.1 The YCPS continue to operate using the current arrangements. KSM1 has shown a reduction, both in average and total days of occupation, which, along with the outcomes from other performance measures, demonstrate that the Scheme is achieving its key objective to minimise delay and reduce disruption to road users arising from road and street works activities.
- 6.2 Governance arrangements. It is recommended that the governance arrangements (see section 2.3 above) continue to operate as currently constituted. A number of street authorities currently operating under NRSWA noticing have expressed a potential interest in operating under the YCPS. Any authorities that proceed to making an application, and obtain the relevant approval, will be incorporated into the current governance arrangements. The same recommendation applies also to any new activity promoters who commence operations in the YCPS area.
- 6.3 National Permits Forum. It is recommended that the YCPS continues to be represented at the National Permits Forum (NPF), in order to share and disseminate information and good practice relating to the operation of permit schemes.
- 6.4 Permit authorities continue to work with utility and highway authority promoters. The early and regular communication between permit authorities and works promoters was a key element in the successful transition to, and implementation of, the Scheme. This communication needs to continue in order to ensure the continued effective and efficient operation of the Scheme and culture change.
- 6.5 Goals over the next year are to:
 - a. Review performance measures to take account of improvements in data collection and data availability, particularly in light of developments provided by the introduction of the new EToN6 technical specification.
 - b. Implement the EToN6 technical specification, which takes effect from 1 April 2014, and which contains a number of changes and modifications that will affect how permit authorities and activity promoters deal with and manage permits, and may allow permit authorities to report on KPM3. As part of the wider migration to EToN6, it is recommended that permit authorities and promoters work together to ensure a successful change-over, and that permit processes and procedures are revised or modified as required.
 - c. Reduce the number of permit refusals. Work is being done through YPOG to facilitate this, and it is expected that changes in the technical specification, particularly the introduction of the "Permit Application Modification Request", will also help to reduce the number of permit refusals.

- d. Increase awareness of Roadworks.org as an information (for residents, business and road users) and coordination resource (for activity promoters.) KSM3 showed the improvement since the commencement of the YCPS of the quality of information provided by activity promoters in their notifications, helping to make Roadworks.org a reliable resource both within individual authority areas and regionally. With the Tour de France 2014 *Grand Depart* being held in Yorkshire in July 2014, accurate and timely information regarding works on the highway will be essential for permit authorities, promoters, and other stakeholders.
- e. Fee review. Permit authorities are committed to carrying out an annual fee review whilst the YCPS is in operation, to ensure that a balance is maintained between permit fee income and costs incurred in dealing with utility promoter permits. The first annual fee review due will cover the 12 months to 31 December 2013.
- f. Review of standard conditions. The standard conditions in the YCPS were developed prior to the approval and implementation of the Scheme. Permit authorities have undertaken to review the YCPS after the first full year's operation, and this review is now due.

Appendices

A - Barnsley MBC Individual Permit Scheme Feedback

KPM1 – The number of permit and permit variation applications received, the number granted and the number refused

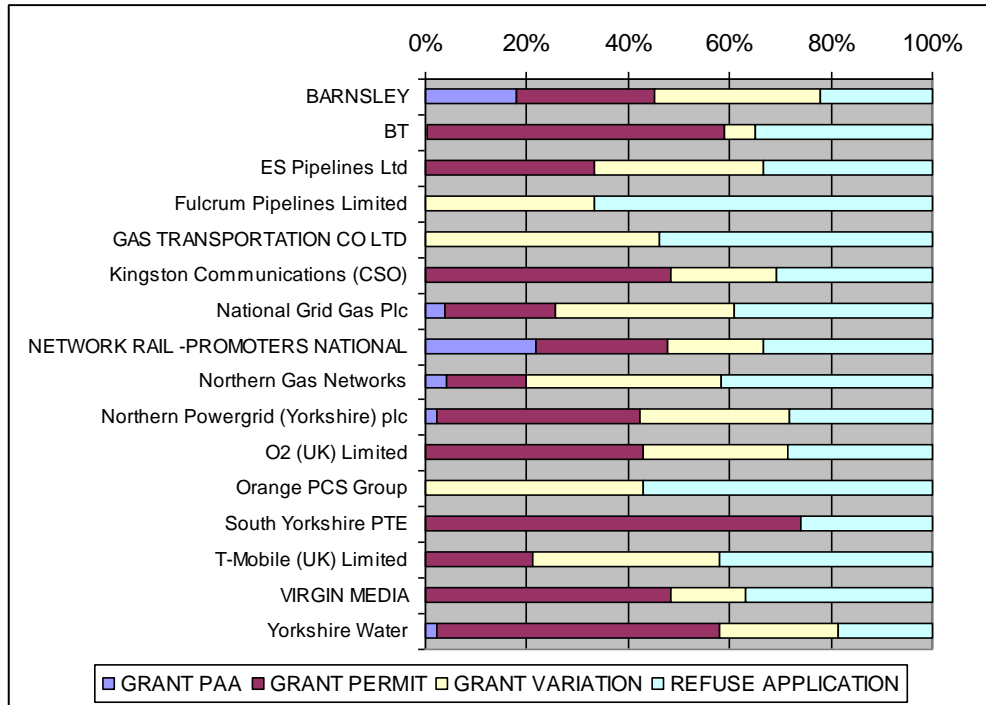


Chart A4.1 KPM1 Summary

Description	Highway Authority		Utility	
	Number	%age of total	Number	%age of total
Permits / Variations granted	472	77.76	1708	69.77
Permits / Variations refused	135	22.24	740	30.23
Total	607		2448	

Table A4.1 Permit Applications and Decision Percentages

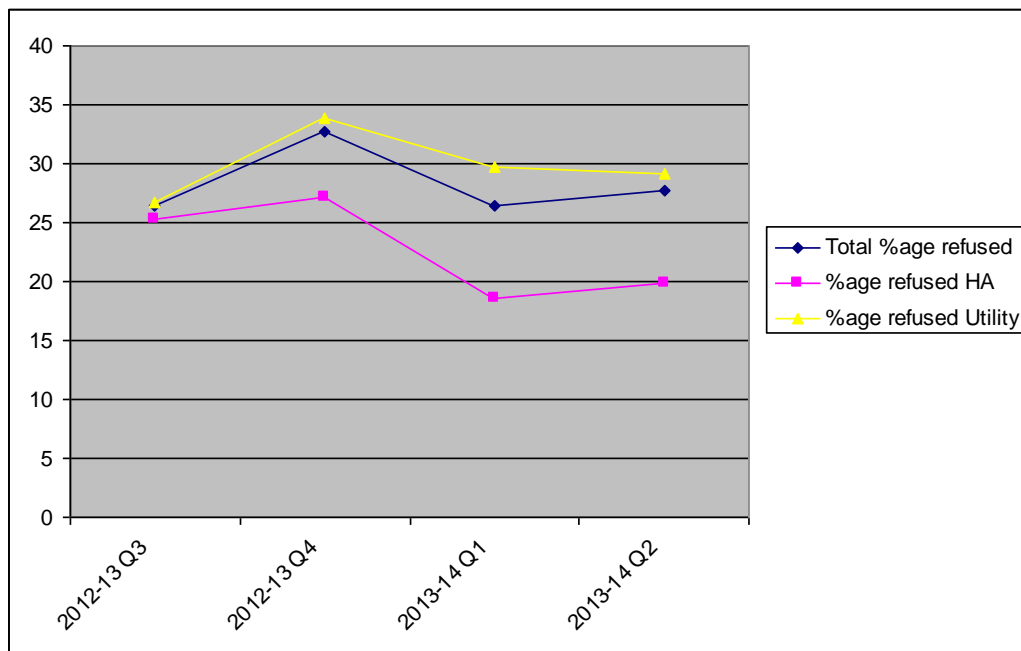


Chart A4.2 – Percentage Refusals

KPM2 The number of conditions applied by condition type

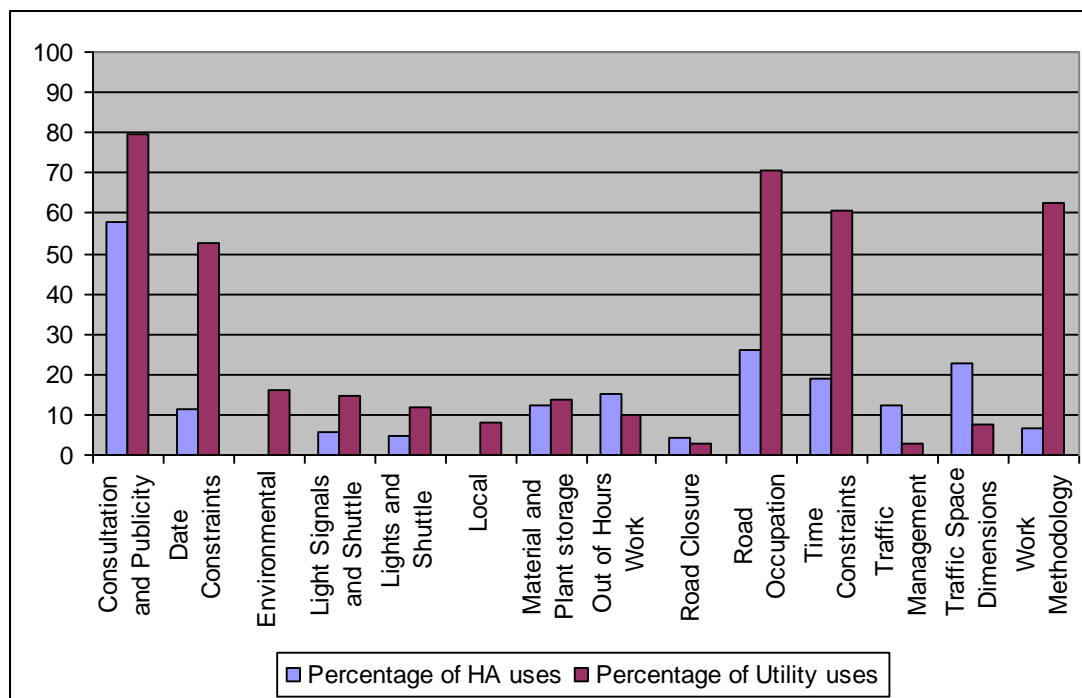


Chart A4.3 – Permit Condition Types Applied

KPM5 - The percentage of PAA, permits and applications cancelled

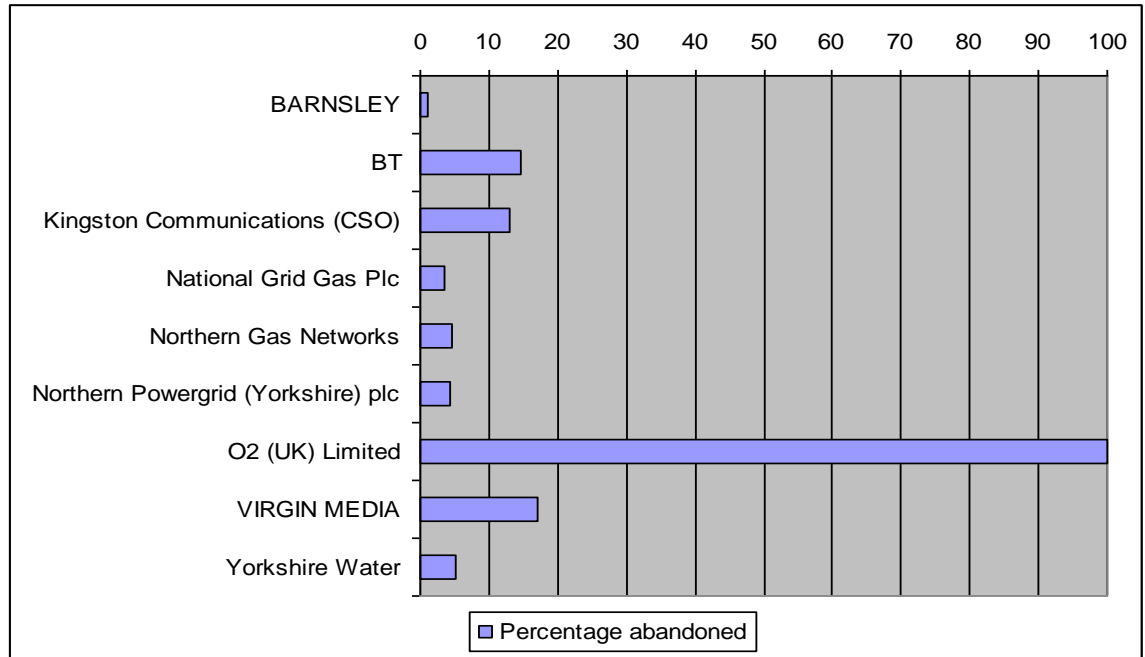


Chart A4.4 – Permit Applications Abandoned

	Total Number abandoned	Percentage abandoned
Highway Promoter	4	1.01
Utility Promoter	105	7.64

Table A4.2 - Summary of Permit Applications Abandoned

KSM1 -Minimising delay and reducing disruption to road users arising from street and road works activity

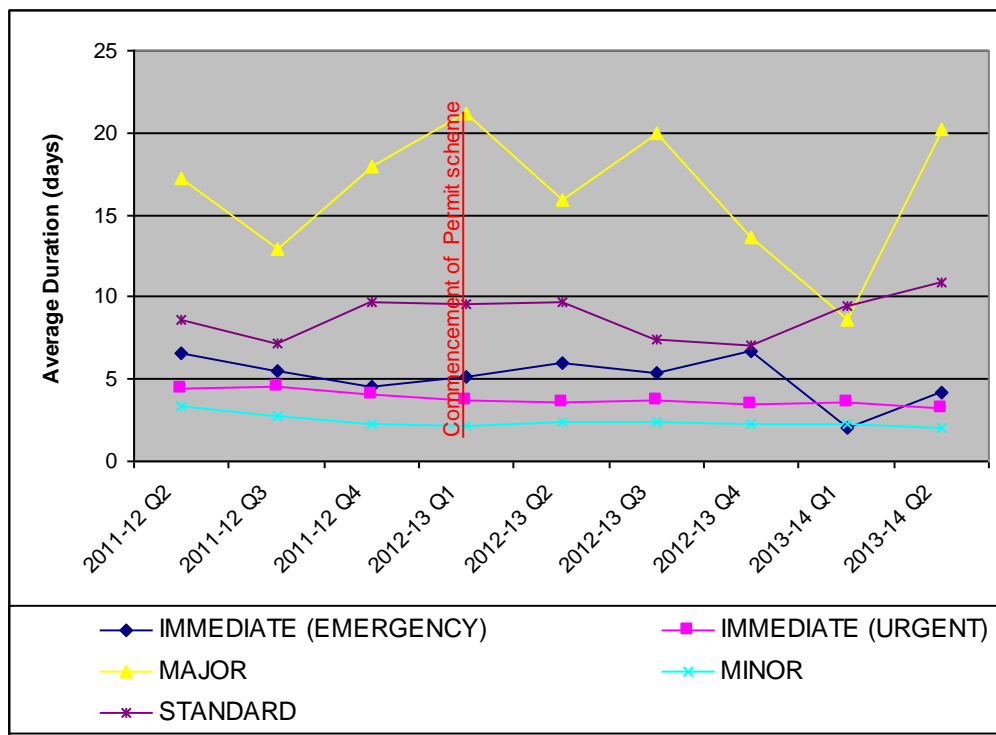


Chart A4.5 – Average Durations of all Works by Category

Quarter	IMMEDIATE (EM)	IMMEDIATE (UR)	MAJOR	MINOR	STANDARD	Combined
2011-12 Q2	6.55	4.44	17.26	3.39	8.59	6.11
2011-12 Q3	5.47	4.59	12.92	2.75	7.18	5.36
2011-12 Q4	4.50	4.08	17.92	2.33	9.71	4.75
2012-13 Q1	5.17	3.70	21.13	2.20	9.61	5.78
2012-13 Q2	5.93	3.53	15.96	2.44	9.65	5.25
2012-13 Q3	5.38	3.68	19.93	2.37	7.46	5.10
2012-13 Q4	6.67	3.47	13.65	2.26	7.07	4.38
2013-14 Q1	2.07	3.61	8.60	2.24	9.45	4.67
2013-14 Q2	4.13	3.27	20.25	2.04	10.83	4.82
Grand Total	5.40	3.97	16.68	2.67	8.73	5.56

Table A4.3 – Average duration of all Works

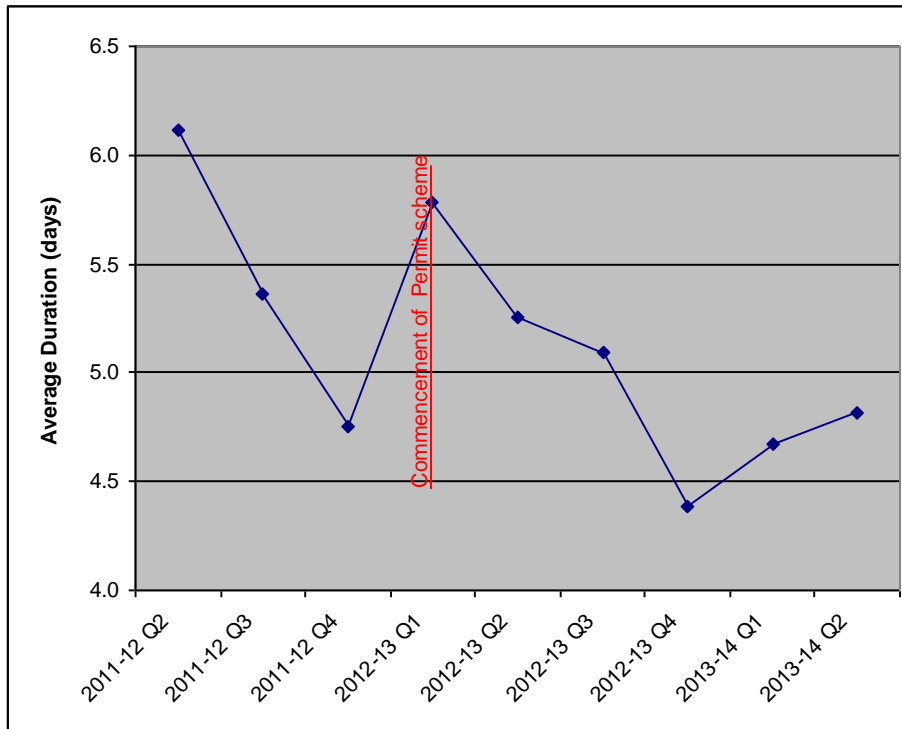


Chart A4.6 – Average Duration of all Works

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Grand Total
2011-12 Q2	22	142	42	284	215	705
2011-12 Q3	47	140	38	194	177	596
2011-12 Q4	32	158	26	286	94	596
2012-13 Q1	24	108	30	138	71	371
2012-13 Q2	27	85	26	128	48	314
2012-13 Q3	24	88	29	158	50	349
2012-13 Q4	18	135	26	152	61	392
2013-14 Q1	14	126	72	156	56	424
2013-14 Q2	30	96	16	132	48	322
Grand Total	387	1618	531	2662	1404	6602

Table A4.4 – Total Number of Works

KSM2 – Reduction in remedial measures

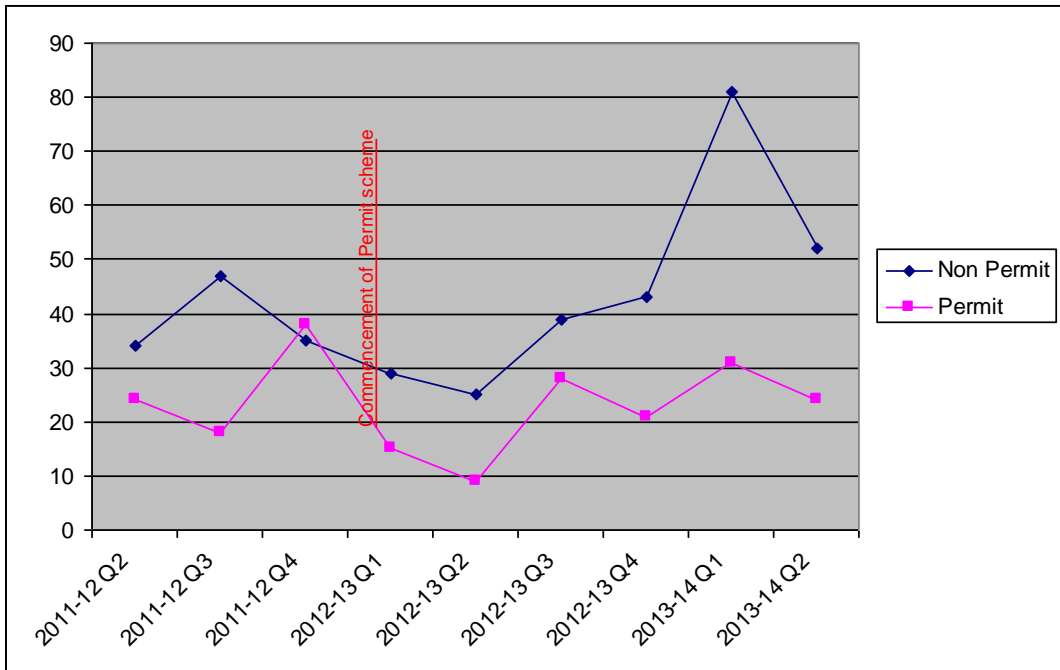


Chart A4.7 Number of Remedial Works Undertaken

KSM 3 – Better information for road users

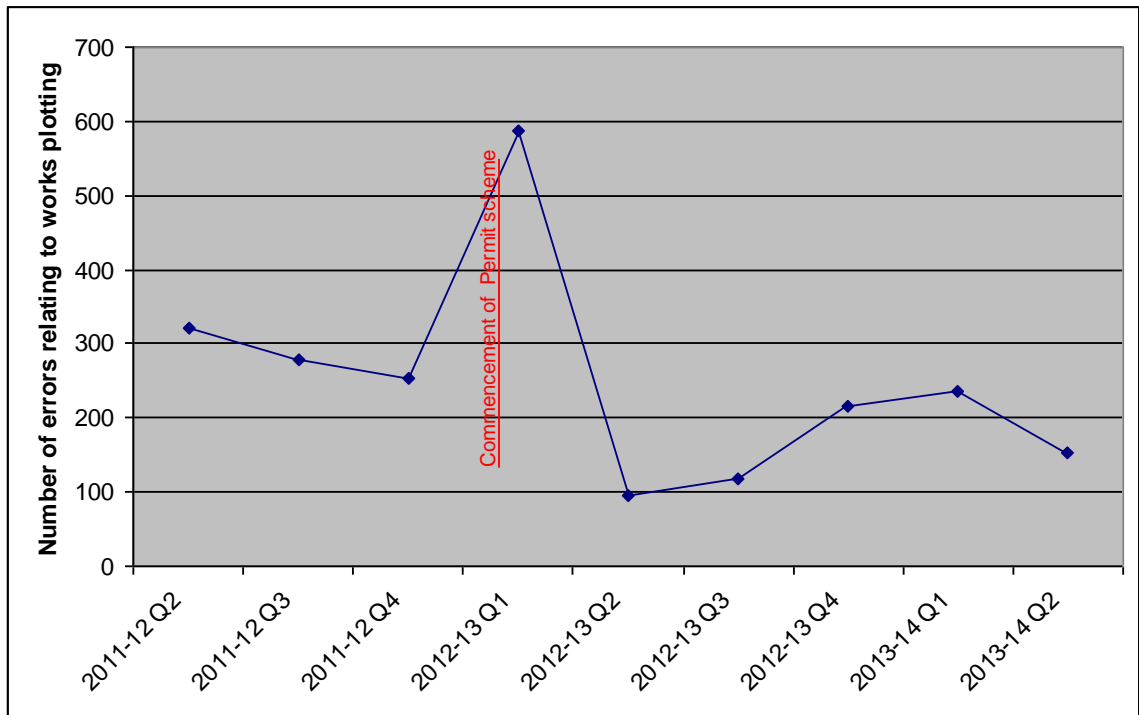


Chart A4.8 – Accuracy of Works Plotting

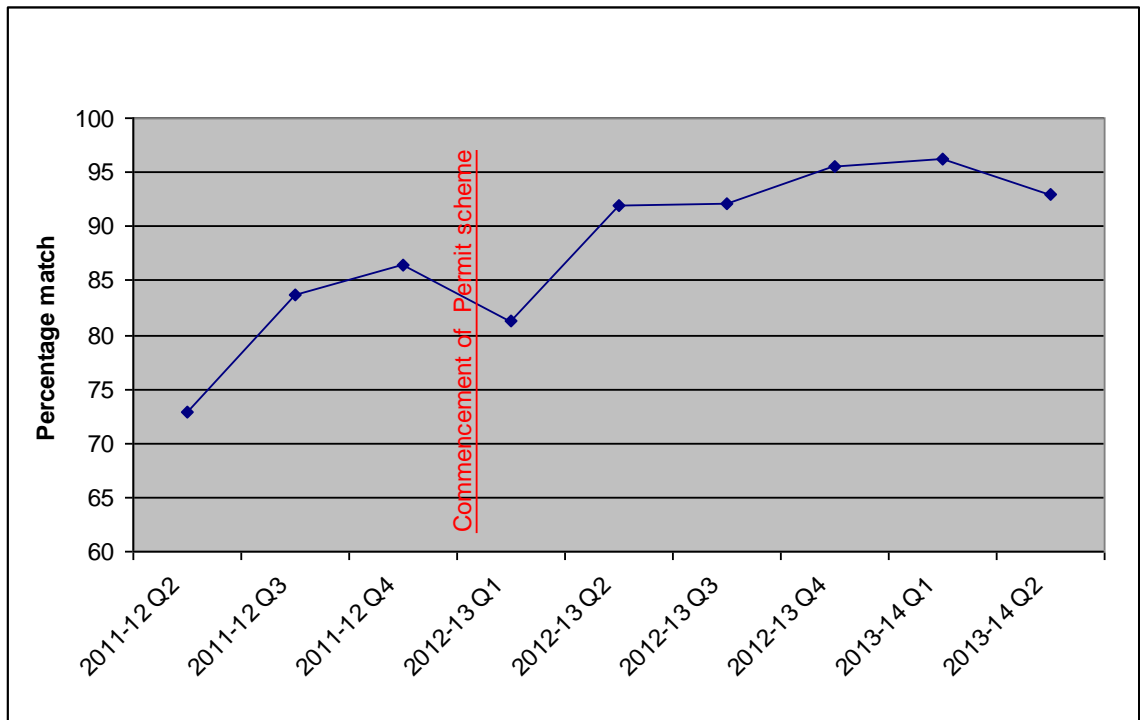


Chart A4.9 – Accuracy of Actual Start Date

	Oct-Dec 2011		Oct-Dec 2012	
	Incorrect	Correct	Incorrect	Correct
Traffic Management				
ROAD CLOSURE	4	12		15
Traffic signals	7	13	6	14
Percentage	30.56	69.44	17.14	82.86

Table A4.5 – Accuracy of Traffic Management Information

KSM 4 – Improved compliance with the ‘Safety at Street Works and Road Works Code of Practice’

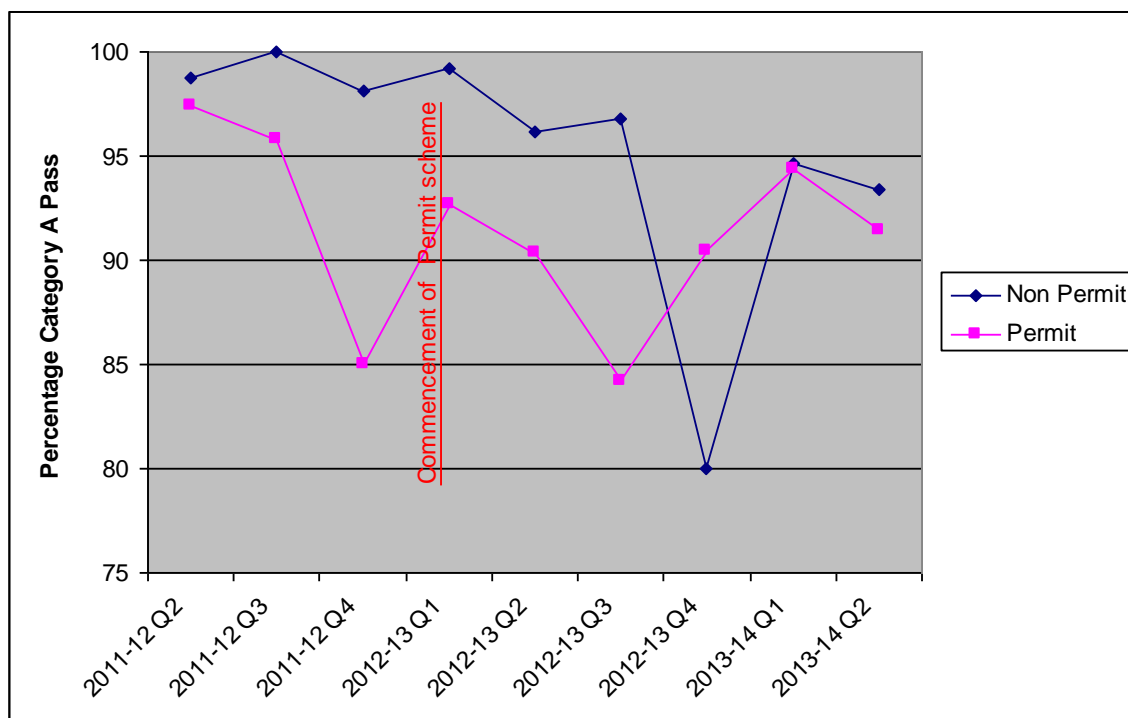


Chart A4.10 – Category A Inspection Compliance

B – Doncaster MBC Individual Permit Scheme Feedback

KPM1 – The number of permit and permit variation applications received, the number granted and the number refused.

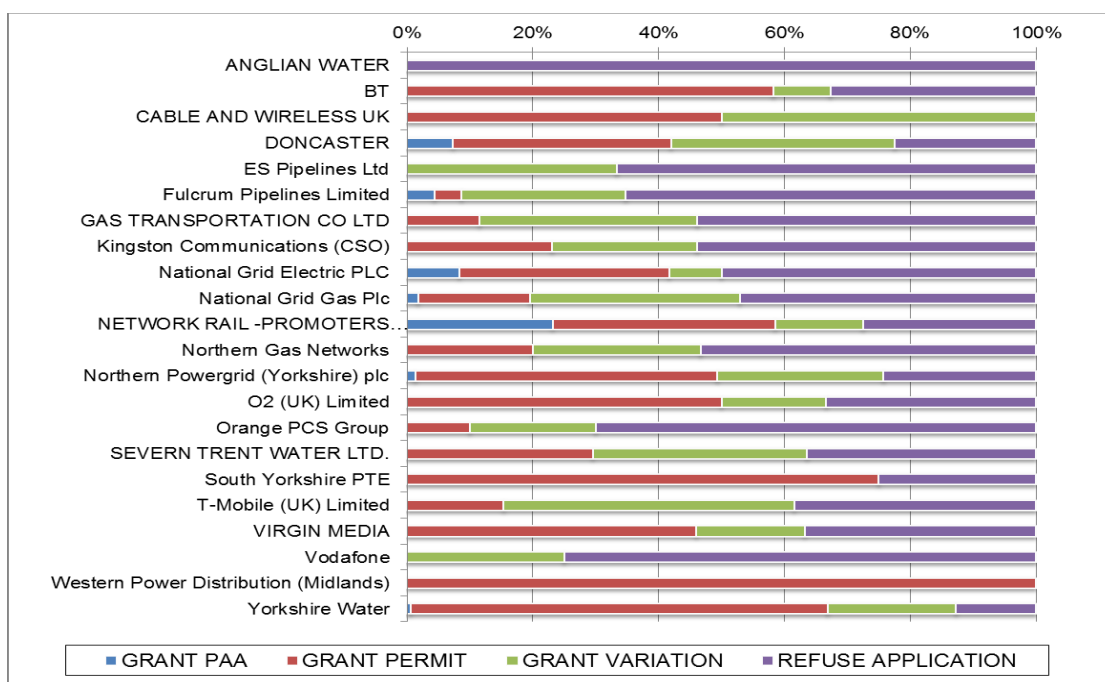


Chart B 4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Number	% of Totals	Number	% of Totals
Permits Variations / Granted	929	78.13	1905	69.91
Permits Variations / Refused	260	21.87	820	30.09
Totals	1189		2725	

Table B 4.1 – Permit Applications and Decision Percentage

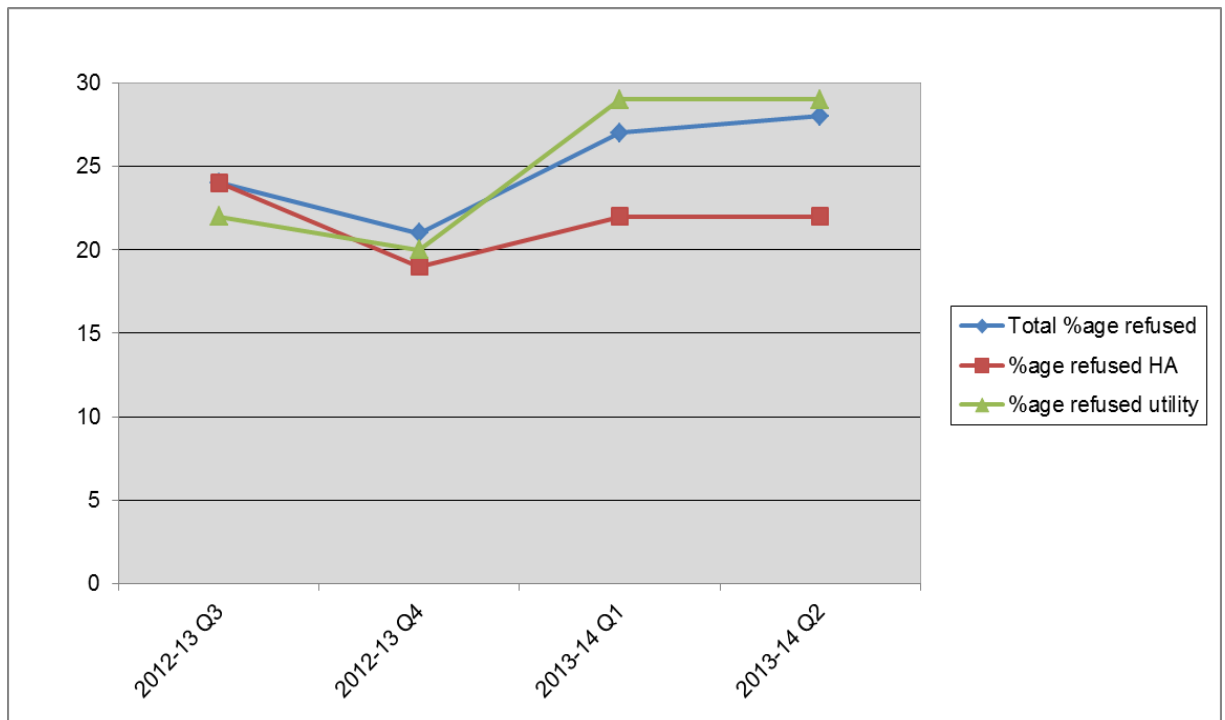


Chart B 4.2 – Percentage Refusals

KPM2 – The number of conditions applied by condition type

Due to ICT difficulties Doncaster MBC are not at this time able to report on this Key Parity Measure.

KPM5 – The percentage of PAA, permits and applications cancelled

	Total number abandoned	Percentage abandoned
Highway Promoter	13	1.45
Utility Promoter	177	9.30

Table B 4.2 – Summary of Permit Applications Abandoned

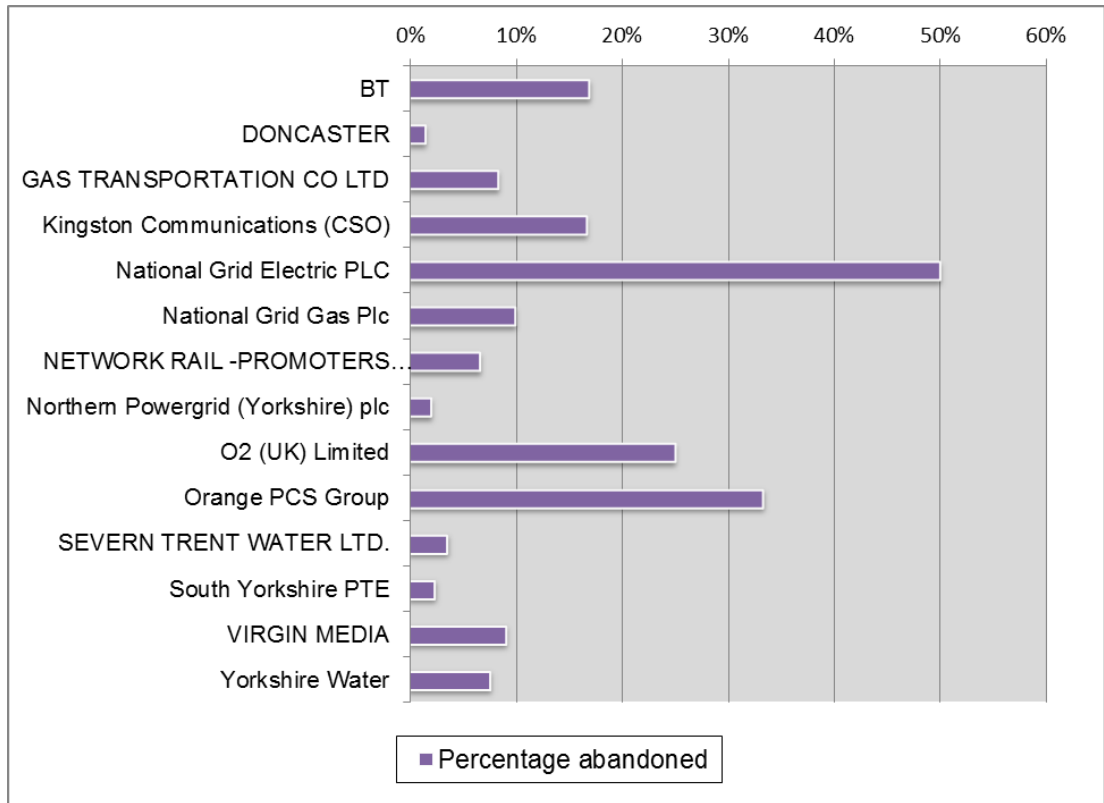


Chart B 4.4 – Permit Applications Abandoned

KSM1 – Minimising delay and reducing disruption to road users arising from street and road works activity

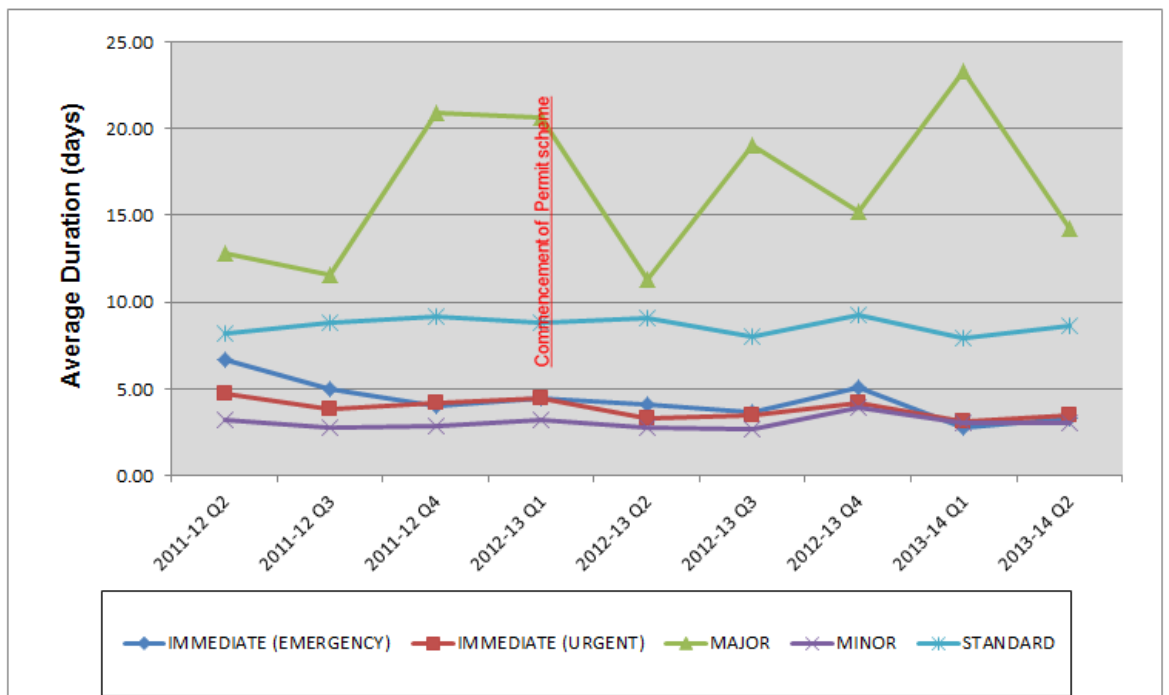


Chart B 4.5 – Average Duration of all Works by Category

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Grand Total
2011-12 Q2	6.67	4.68	12.85	3.21	8.18	6.58
2011-12 Q3	4.97	3.83	11.56	2.73	8.82	5.27
2011-12 Q4	4.05	4.18	20.87	2.83	9.13	5.24
2012-13 Q1	4.46	4.45	20.66	3.25	8.85	5.35
2012-13 Q2	4.06	3.33	11.33	2.74	9.12	4.40
2012-13 Q3	3.69	3.50	19.02	2.72	7.97	5.32
2012-13 Q4	5.05	4.16	15.23	3.93	9.24	5.59
2013-14 Q1	2.79	3.09	23.32	3.06	7.91	4.86
2013-14 Q2	3.29	3.50	14.23	3.00	8.63	5.03
Grand Total	4.26	3.87	15.07	3.03	8.65	5.36

Table B 4.3 Average Duration of Works

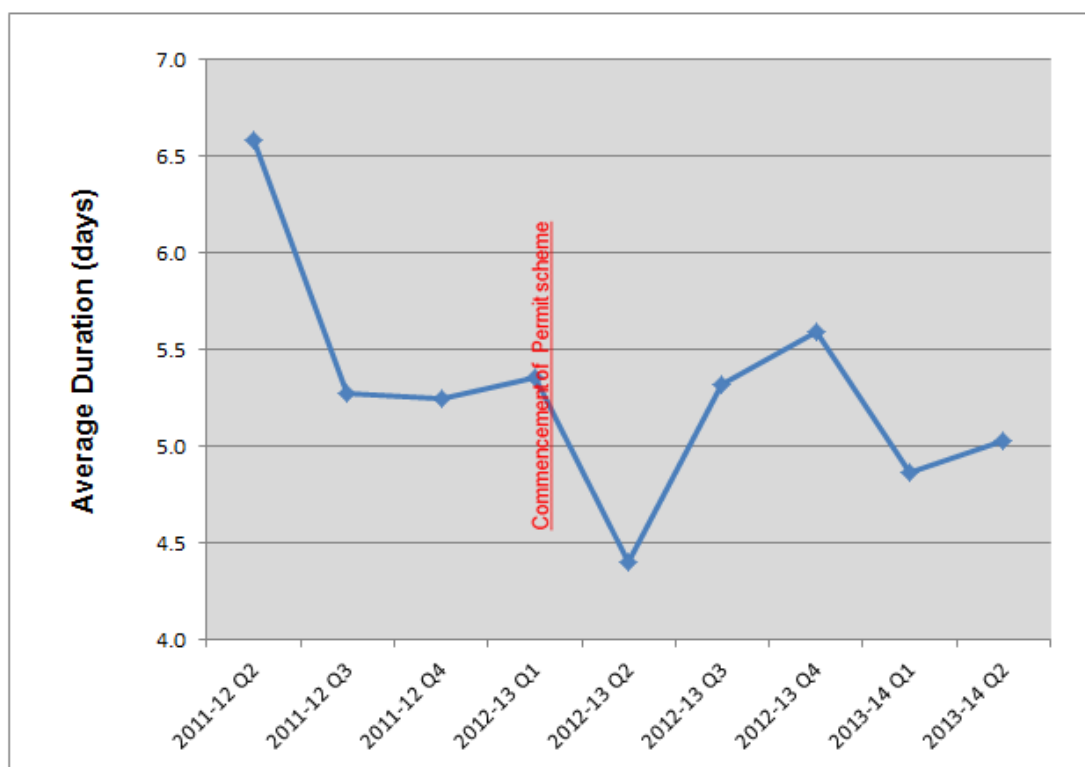


Chart B 4.6 – Average Duration of all Works

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Grand Total
2011-12 Q2	24	166	171	300	157	818
2011-12 Q3	30	132	90	350	147	749
2011-12 Q4	58	118	45	398	116	735
2012-13 Q1	28	110	29	263	67	497
2012-13 Q2	34	106	40	258	58	496
2012-13 Q3	35	134	54	247	77	547
2012-13 Q4	20	109	31	245	76	481
2013-14 Q1	19	129	31	261	54	494
2013-14 Q2	34	135	61	273	72	575
Grand Total	282	1139	552	2595	824	5392

Table B 4.4 – Total Numbers of Works

KSM 2 – Reduction in Remedial Measures

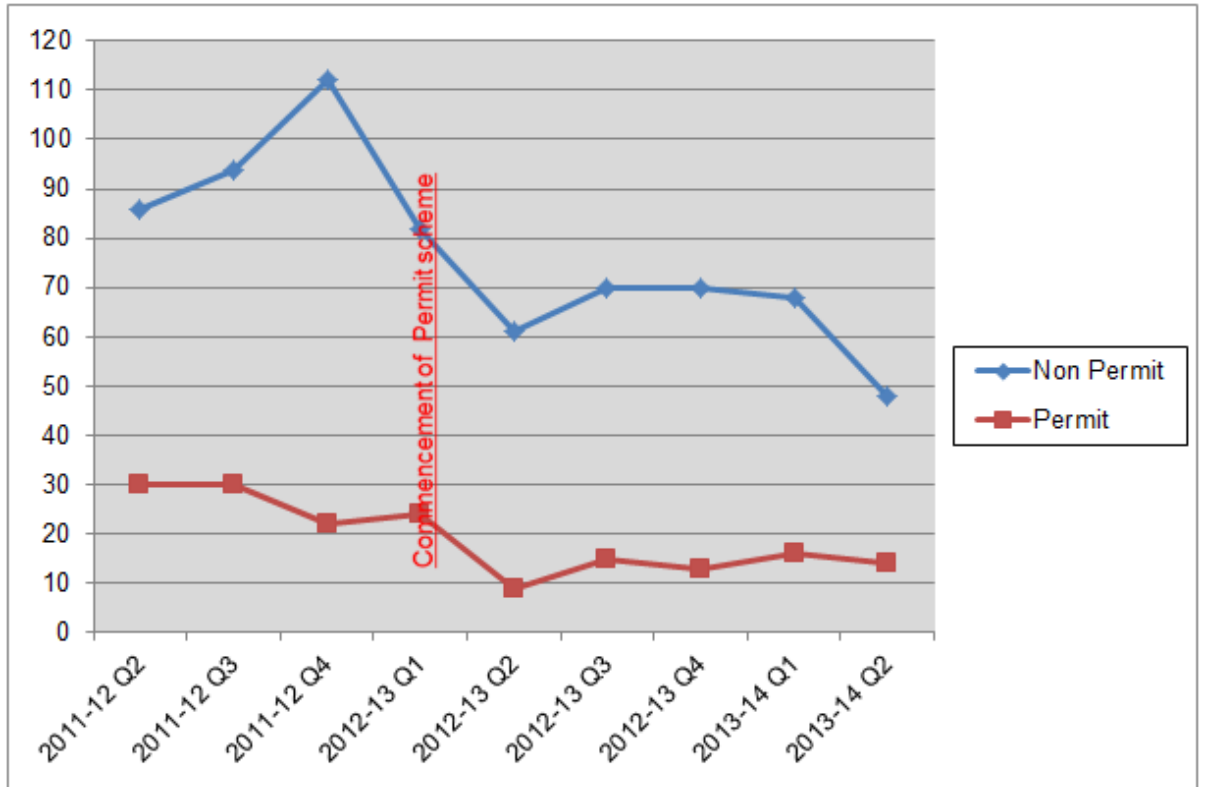


Chart B 4.7 – Number of Remedial Works Undertaken

KSM 3 – Better information for road users

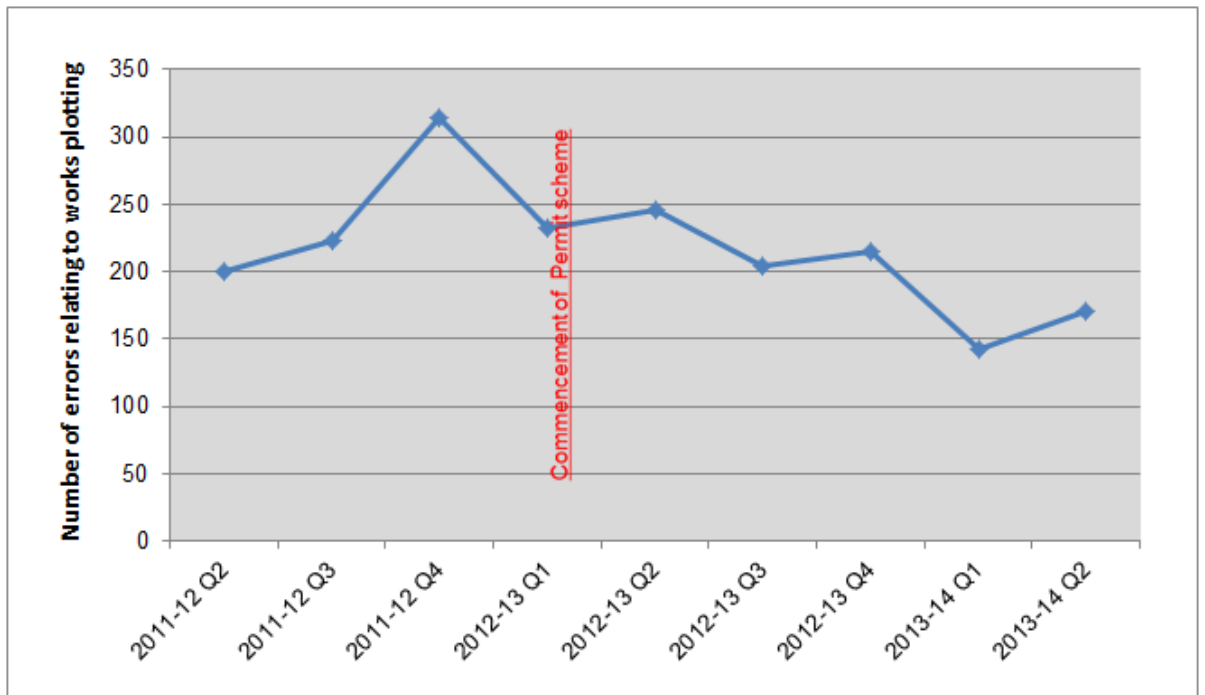


Chart B 4.8 – Accuracy of Works Plotting

Due to ICT difficulties Doncaster MBC are not at this time able to produce Chart B4.9 – Accuracy of actual start date.

	Oct-Dec 2011		Oct-Dec 2012	
	Incorrect	Correct	Incorrect	Correct
Traffic Management				
ROAD CLOSURE	2	18	0	20
Traffic signals	0	20	1	19
Percentage	5%	95%	2.50%	97.50%

Table B 4.5 Accuracy of Traffic Management Information

KSM4 – Improved compliance with the “Safety at Street Works and Road Works: a Code of Practice”

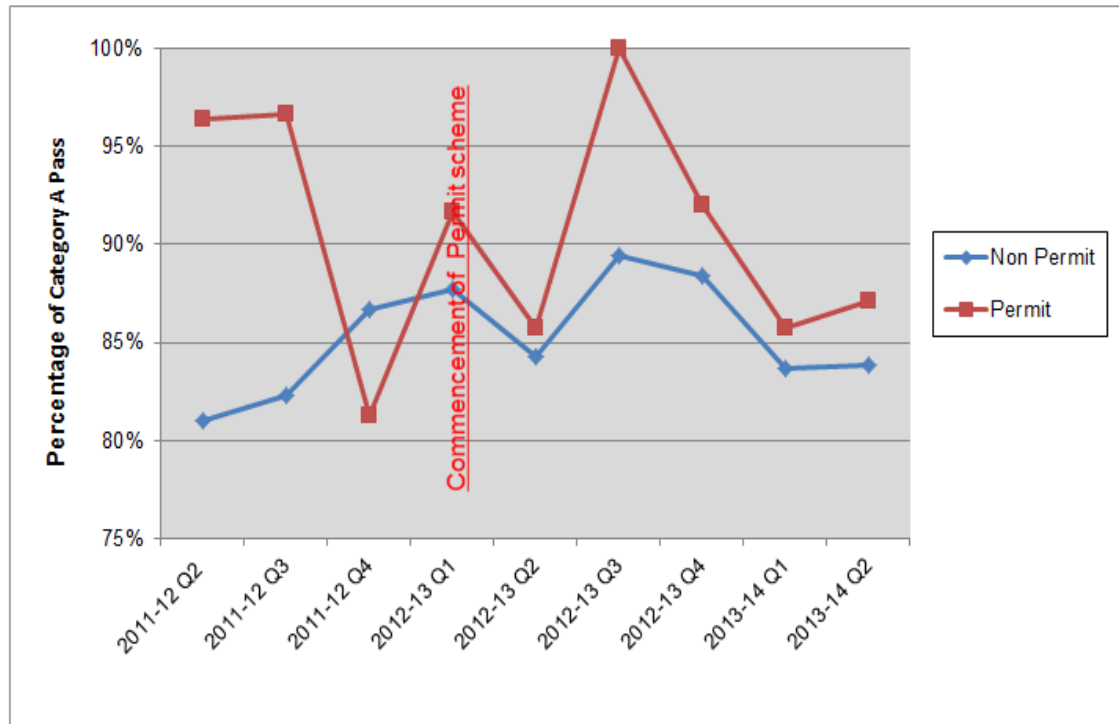


Chart B 4.10 – Category A Inspections Compliance

C – Kirklees MBC Individual Permit Scheme Feedback

KPM1 – The number of permit and permit variation applications received, the number granted and the number refused.

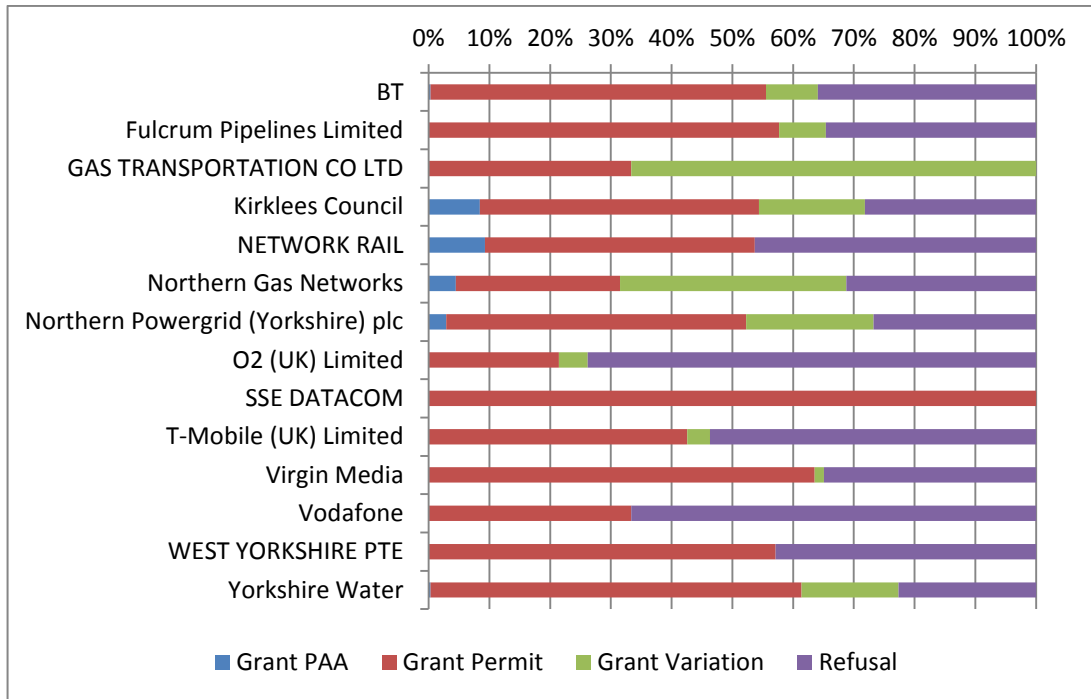


Chart C4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Number	% of total	Number	% of total
Permits / Variations granted	897	71.82%	4330	69.52%
Permits / Variations refused	352	28.18%	1898	30.48%
Total	1249		6228	

Table C4.1 – Permit Applications and Decision Percentage

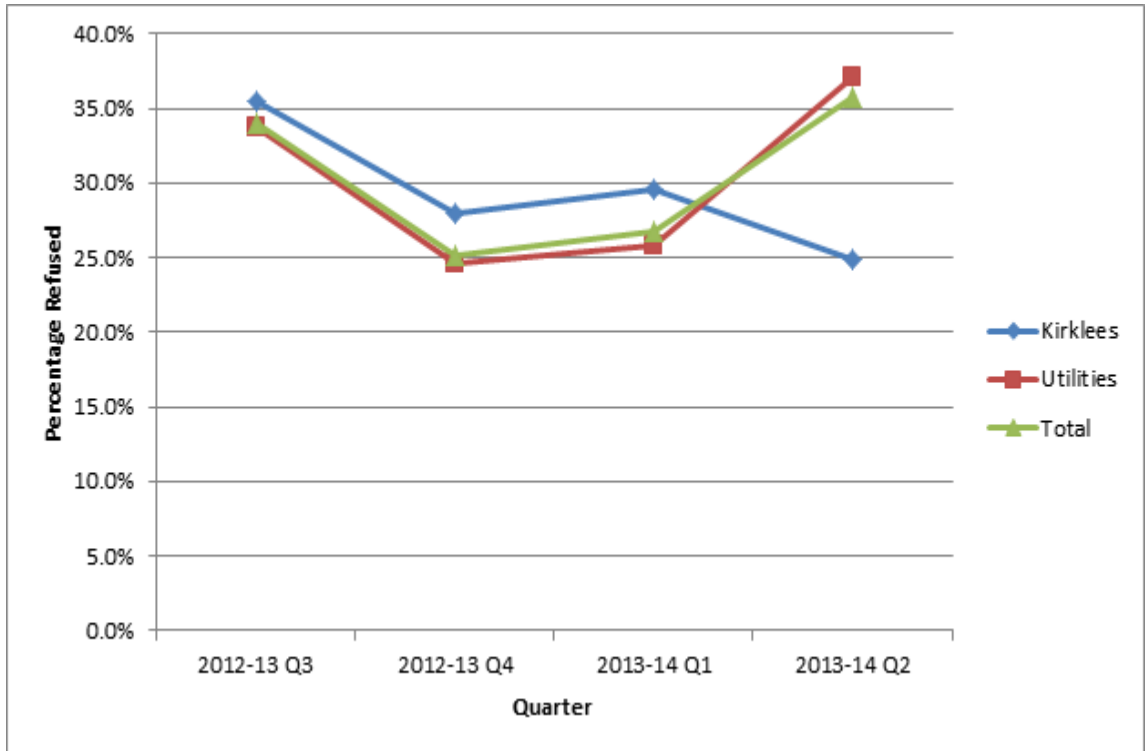


Chart C4.2 – Percentage Refusals

KPM2 – The number of conditions applied by condition type

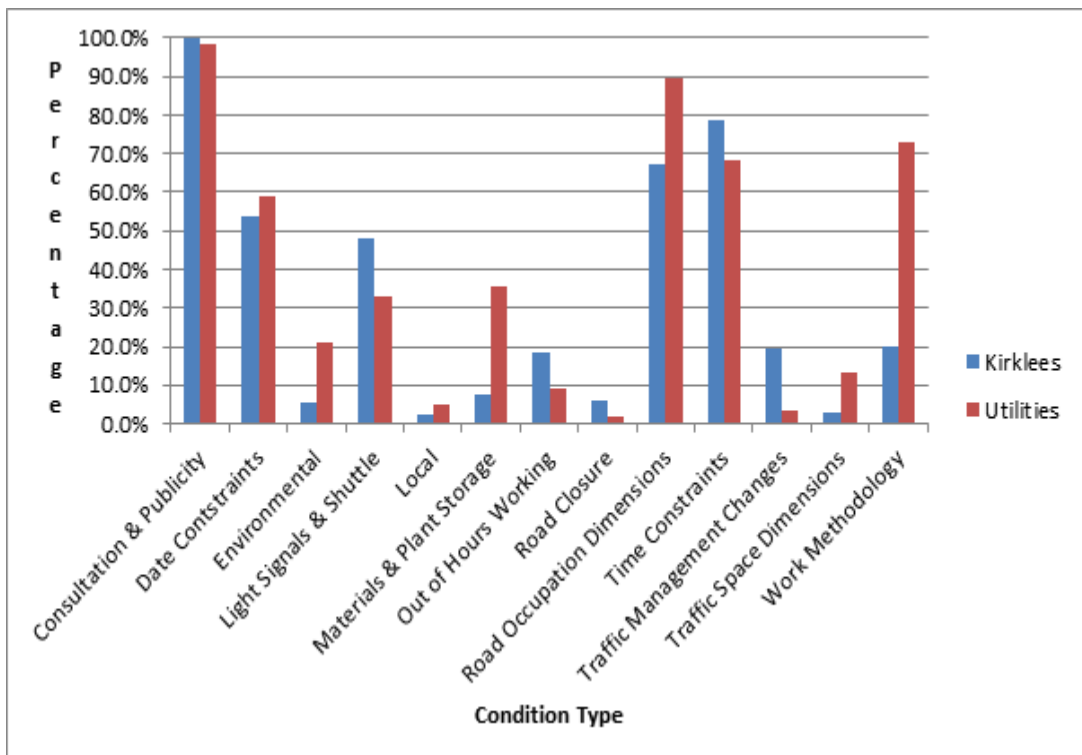


Chart C4.3 – Permit Condition Types Applied

KPM5 – The percentage of PAA, permits and applications cancelled

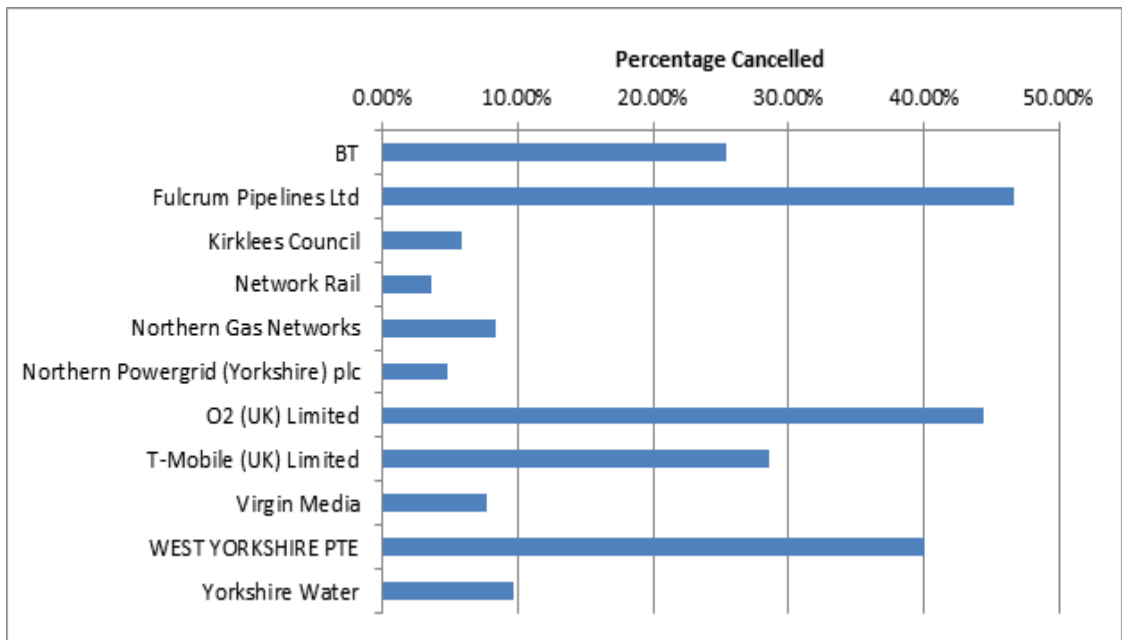


Chart C4.4 – Permit Applications Abandoned

Promoter	Total No. Cancelled	Percentage Cancelled
Kirklees Council	38	5.8%
Utility Companies	371	12.6%

Table C4.2 – Summary of Permit Applications Abandoned

KSM1 – Minimising delay and reducing disruption to road users arising from street and road works activity

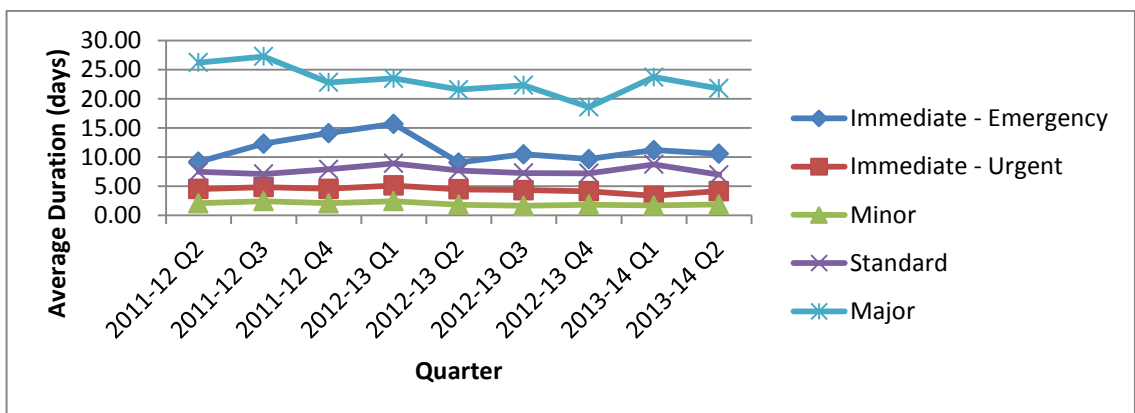


Chart C4.5 – Average Duration of all Works by Category

Quarter	Emergency	Urgent	Minor	Standard	Major	Combined
2011-12 Q2	9.20	4.51	2.08	7.46	26.20	4.89
2011-12 Q3	12.30	4.85	2.43	7.10	27.25	5.36
2011-12 Q4	14.10	4.55	2.07	7.91	22.79	5.13
2012-13 Q1	15.68	5.13	2.44	8.92	23.48	6.06
2012-13 Q2	9.06	4.47	1.84	7.72	21.57	4.96
2012-13 Q3	10.47	4.34	1.64	7.26	22.31	5.00
2012-13 Q4	9.65	4.14	1.83	7.22	18.58	4.60
2013-14 Q1	11.18	3.34	1.70	8.75	23.70	4.63
2013-14 Q2	10.55	4.16	1.87	6.98	21.76	5.20

Table C4.3 – Average Duration of all Works

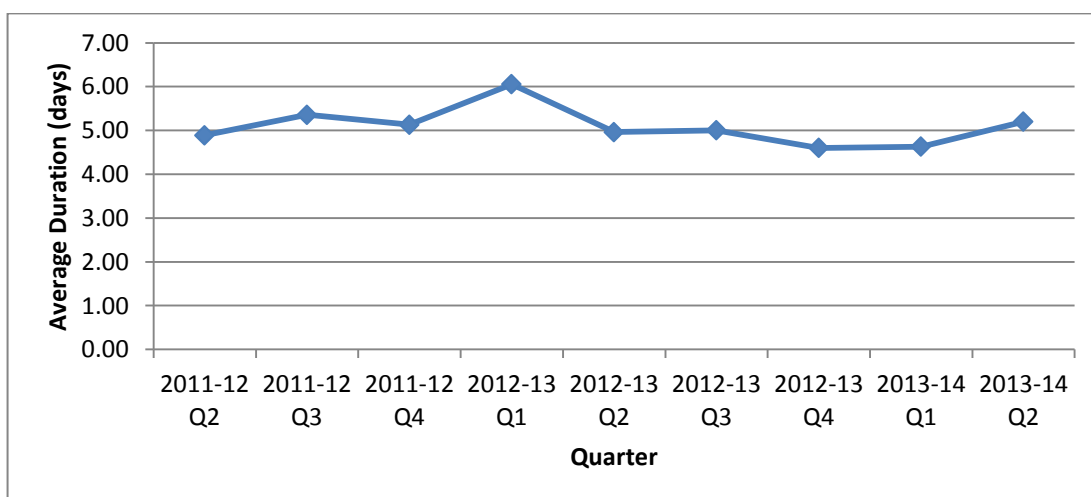


Chart C4.6 – Average Duration of all Works

Quarter	Emergency	Urgent	Minor	Standard	Major	Combined
2011-12 Q2	46	238	441	149	35	909
2011-12 Q3	71	235	318	118	16	758
2011-12 Q4	79	270	464	128	29	970
2012-13 Q1	44	215	299	159	23	740
2012-13 Q2	62	172	394	78	51	757
2012-13 Q3	49	154	343	91	45	682
2012-13 Q4	65	192	350	103	33	743
2013-14 Q1	55	177	425	99	37	793
2013-14 Q2	49	205	367	82	62	765

Table C4.4 – Total number of Works

KSM2 – Reduction in remedial measures

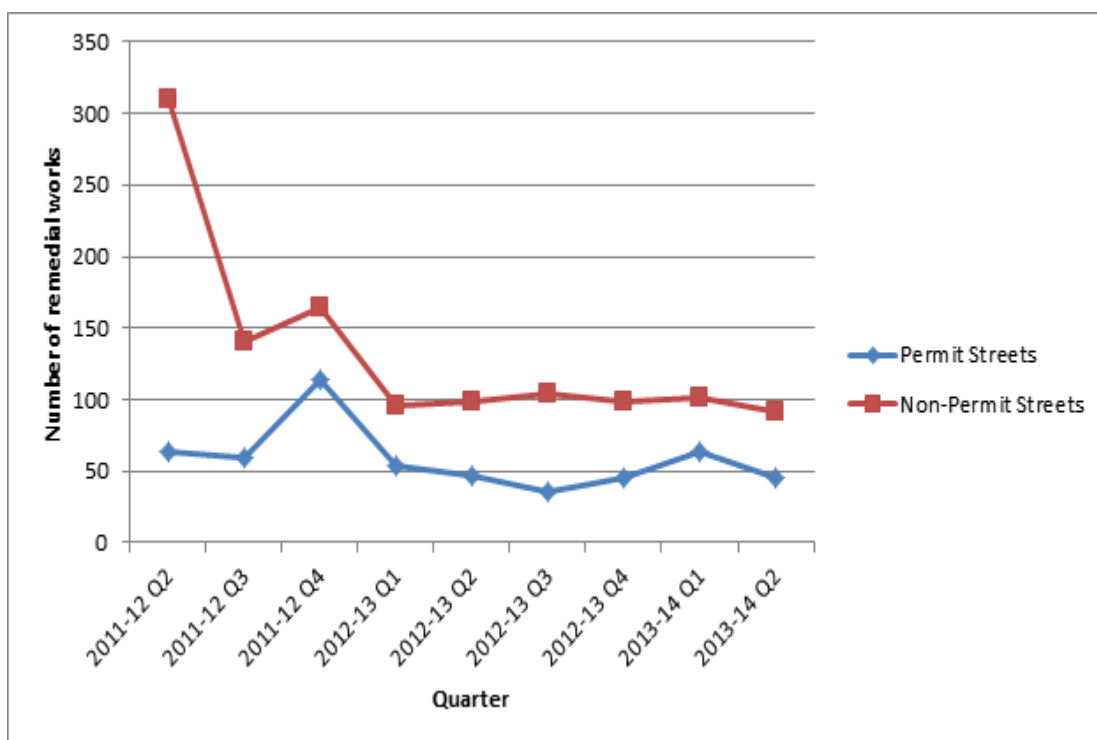


Chart C4.7 – Number of Remedial Works Undertaken

KSM3 – Better information for road users

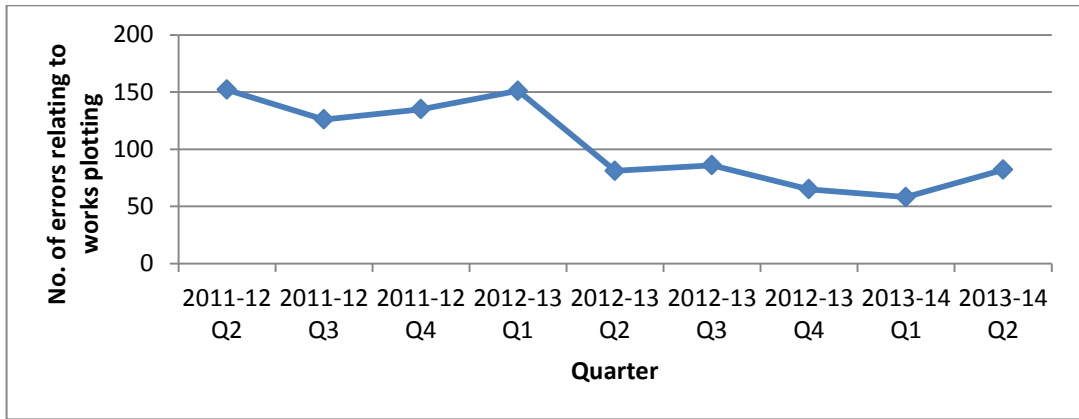


Chart C4.8 – Accuracy of Works Plotting

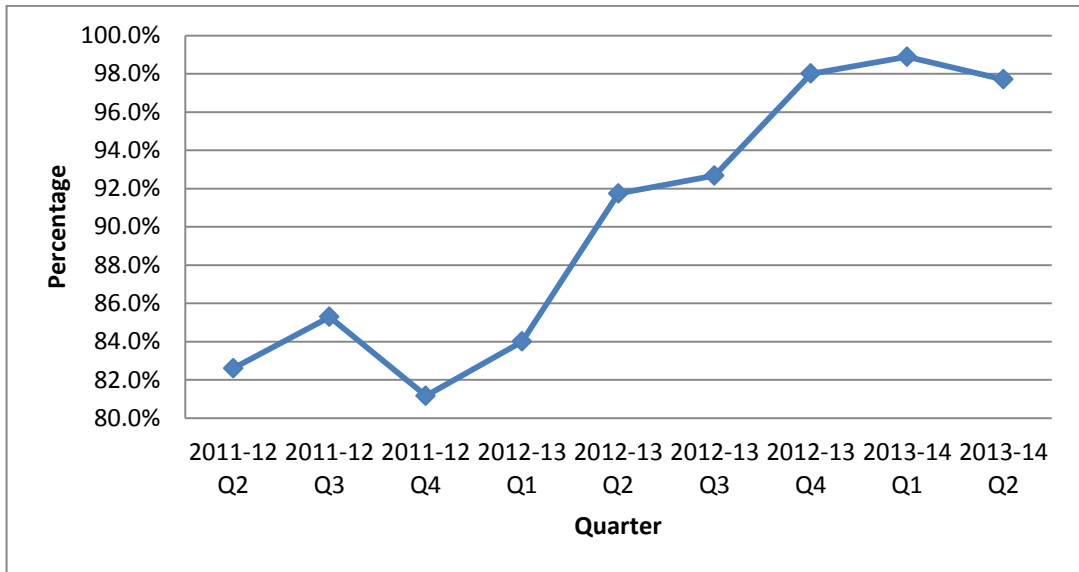


Chart C4.9 – Accuracy of Actual Start Date

	Oct-Dec 2011		Oct-Dec 2012	
	Incorrect	Correct	Incorrect	Correct
Traffic Management				
Road Closure or Traffic Signals	8	30	2	34
Percentage	21%	79%	6%	94%

Table C4.5 – Accuracy of Traffic Management Information

KSM4 – Improved compliance with the “Safety at Street Works and Road Works: a Code of Practice”

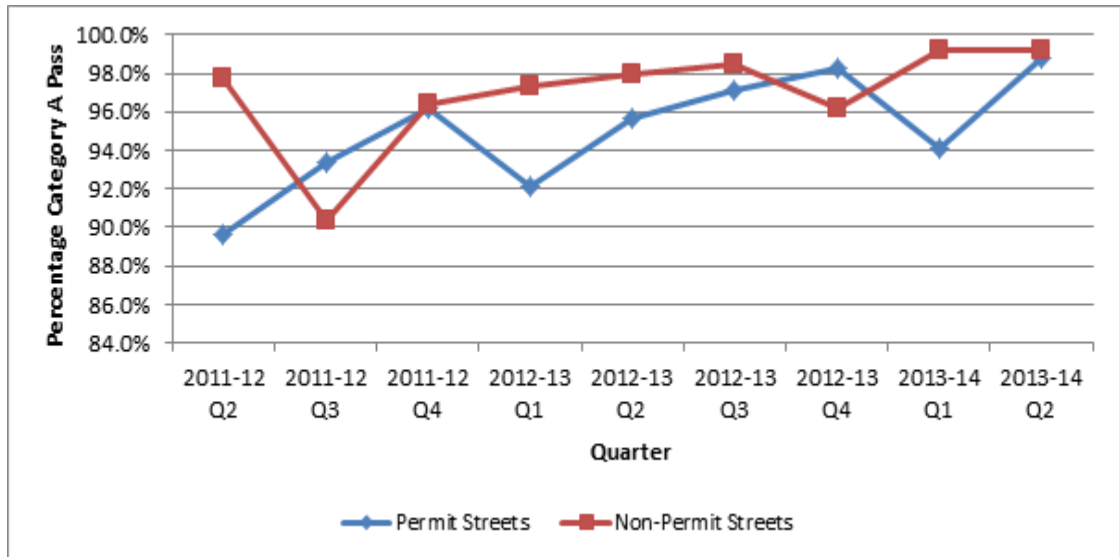


Chart 4.10 – Category A Inspection Compliance

D – Leeds CC Individual Permit Scheme Feedback

KPM1 – The number of permit and permit variation applications received, the number granted and the number refused.

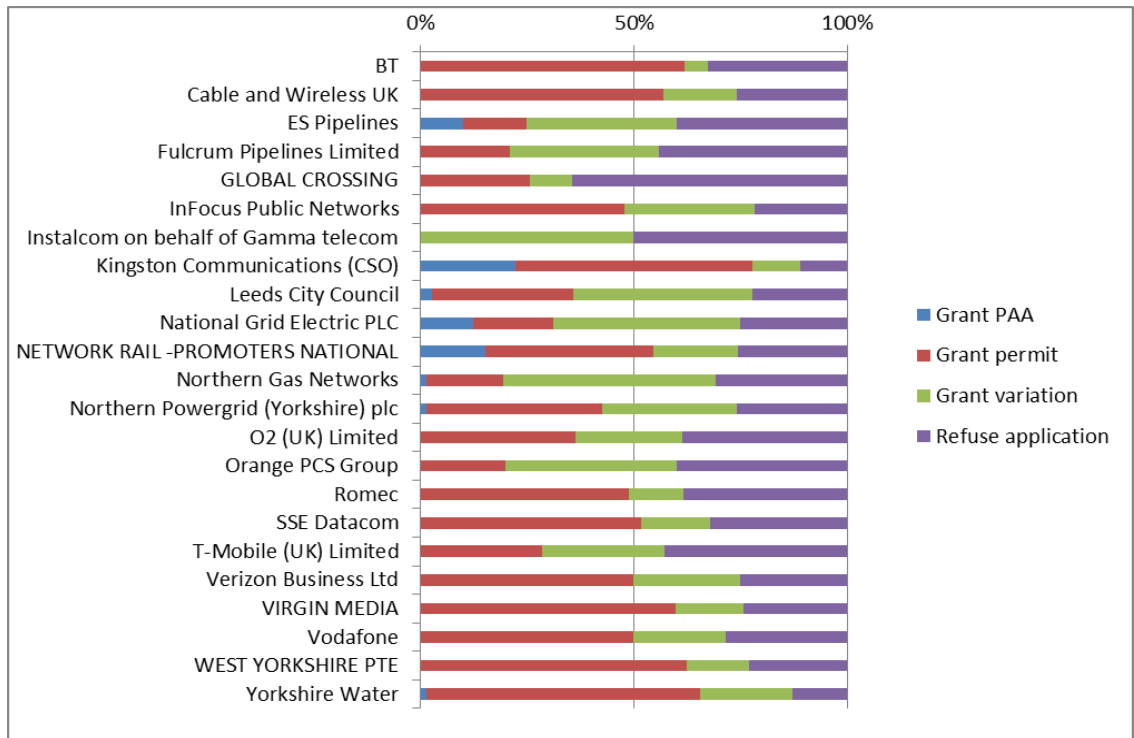


Chart D 4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Number	%age of total	Number	%age of total
Permits / Variations granted	3005	78	6873	74
Permits / Variations refused	860	22	2411	26
Total	3865		9284	

Table D 4.1 – Permit Applications and Decision Percentage

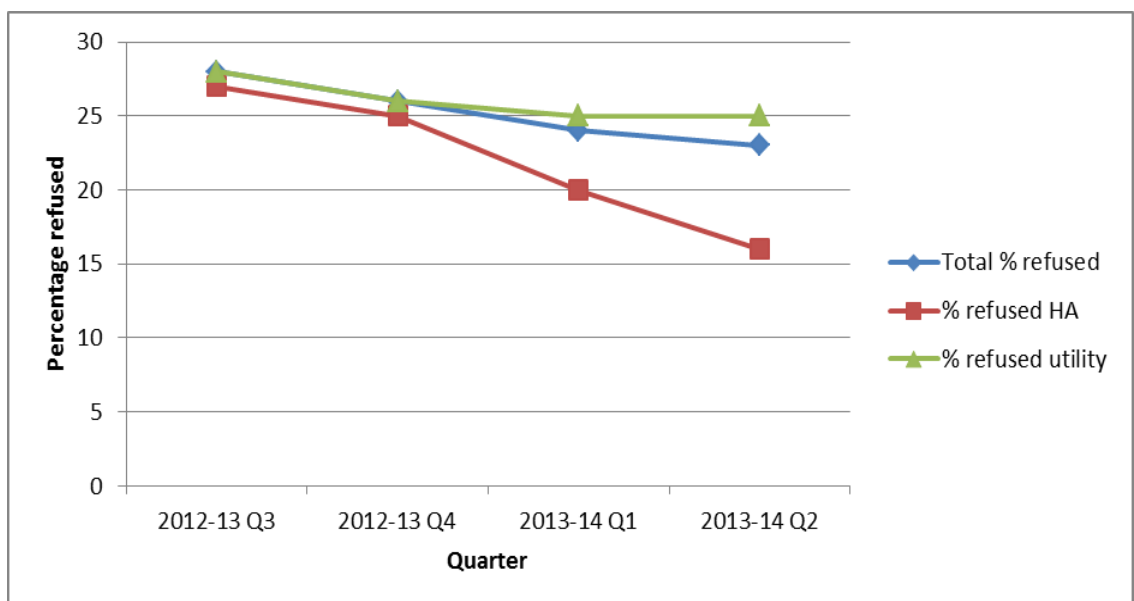


Chart D 4.2 – Percentage Refusals

KPM2 – The number of conditions applied by condition type

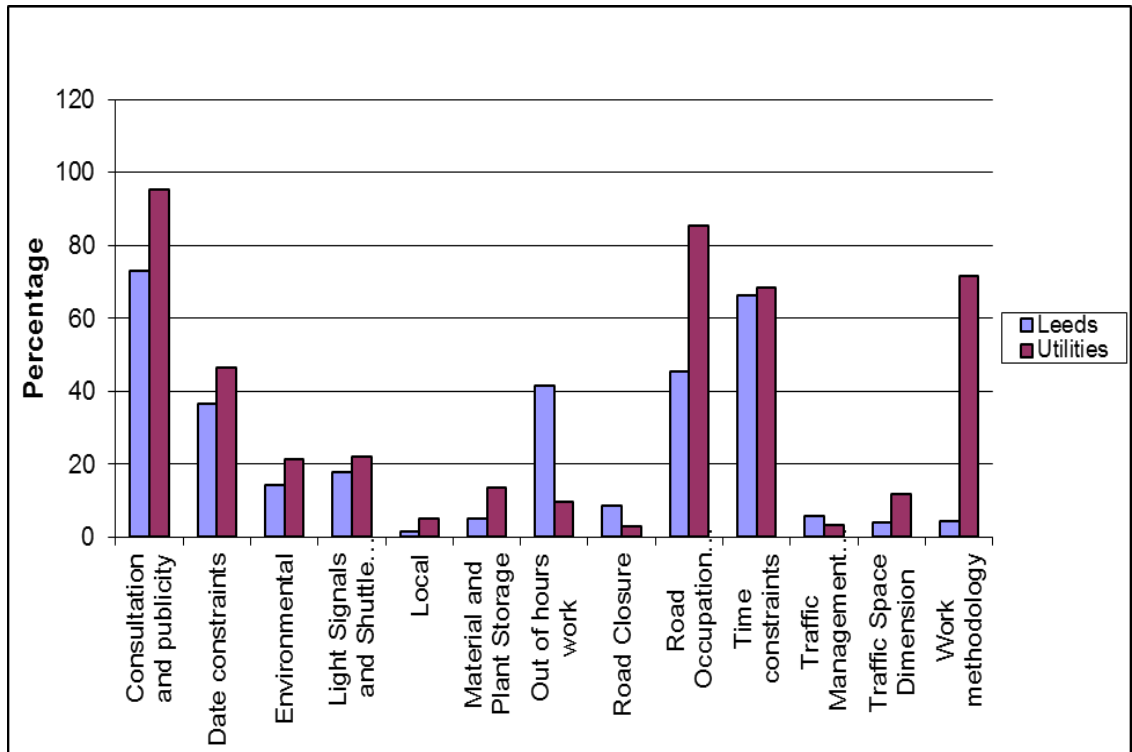


Chart D 4.3 – Permit Condition Types Applied

KPM5 – The percentage of PAA, permits and applications cancelled

	total number abandoned	Percentage abandoned
Highway Promoter	466	21.48
Utility Promoter	1784	25.29

Table D 4.2 – Summary of Permit Applications Abandoned

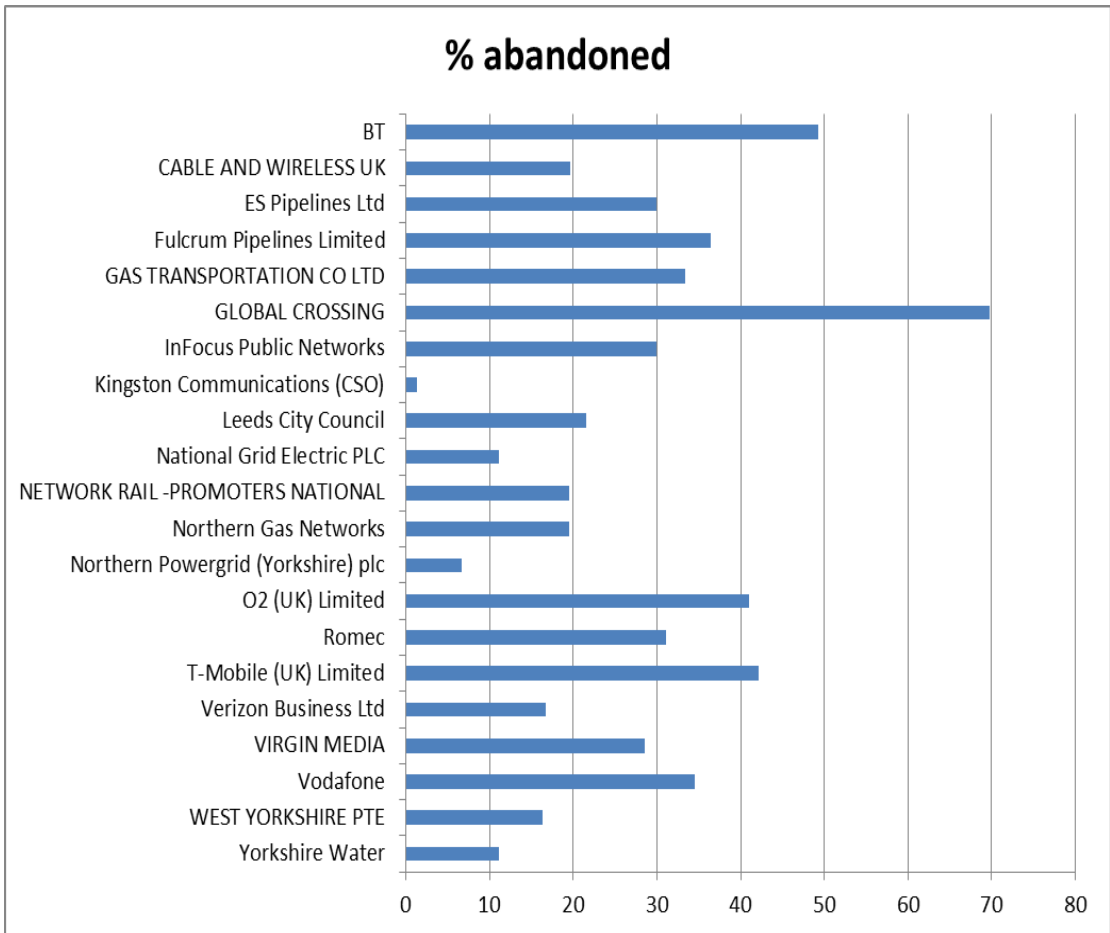


Chart D 4.4 – Permit Applications Abandoned

KSM1 – Minimising delay and reducing disruption

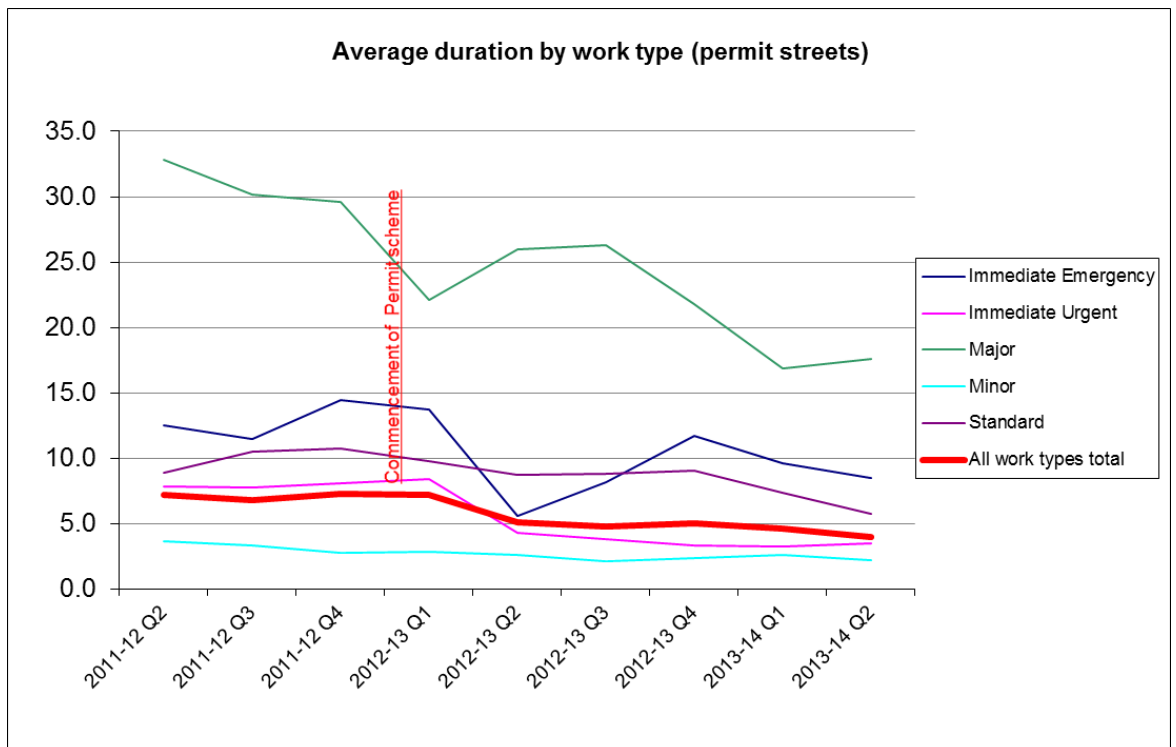


Chart D 4.5 – Average Duration of all Works by Category

	2011-12 Q2	2011-12 Q3	2011-12 Q4	2012-13 Q1	2012-13 Q2	2012-13 Q3	2012-13 Q4	2013-14 Q1	2013-14 Q2
Immediate Emergency	12.5	11.4	14.5	13.7	5.6	8.2	11.7	9.7	8.5
Immediate Urgent	7.8	7.7	8.1	8.4	4.3	3.8	3.3	3.3	3.5
Major	32.8	30.2	29.6	22.1	25.9	26.3	21.8	16.9	17.6
Minor	3.6	3.3	2.8	2.8	2.6	2.1	2.4	2.6	2.2
Standard	8.9	10.5	10.7	9.8	8.7	8.8	9.1	7.3	5.8
All work types total	7.2	6.8	7.3	7.2	5.1	4.8	5	4.6	3.94

Table D 4.3 – Average Duration of all Works

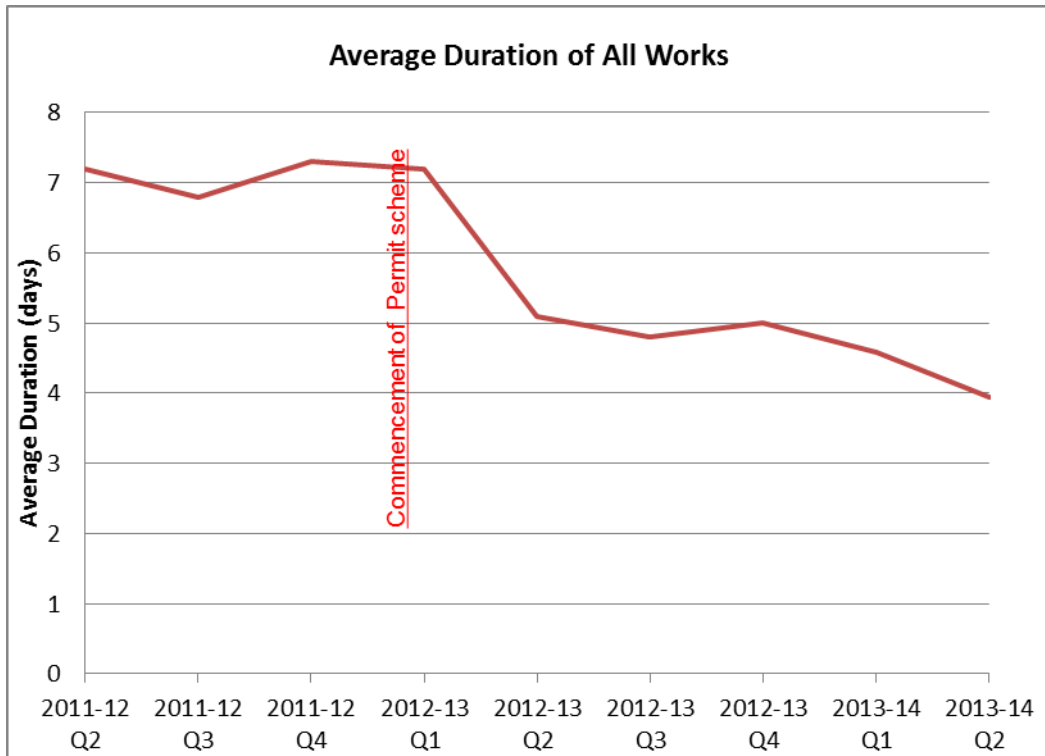


Chart D 4.6 – Average Duration of all Works

	Qtr 2 2011	Qtr 3 2011	Qtr 4 2011	Qtr 1 2012	Qtr 2 2012	Qtr 3 2012	Qtr 4 2012	Qtr 1 2013	Qtr 2 2013
Immediate Emergency	134	165	195	169	177	153	171	144	105
Immediate Urgent	686	731	716	512	373	354	424	434	411
Major	103	59	79	54	73	54	57	61	65
Minor	801	694	683	655	679	751	697	818	922
Standard	277	302	383	328	227	209	214	261	228
Total	2001	1951	2056	1718	1529	1521	1563	1718	1731

Table D 4.4 – Total Numbers of Works

KSM2 – Reduction in Remedial Measures

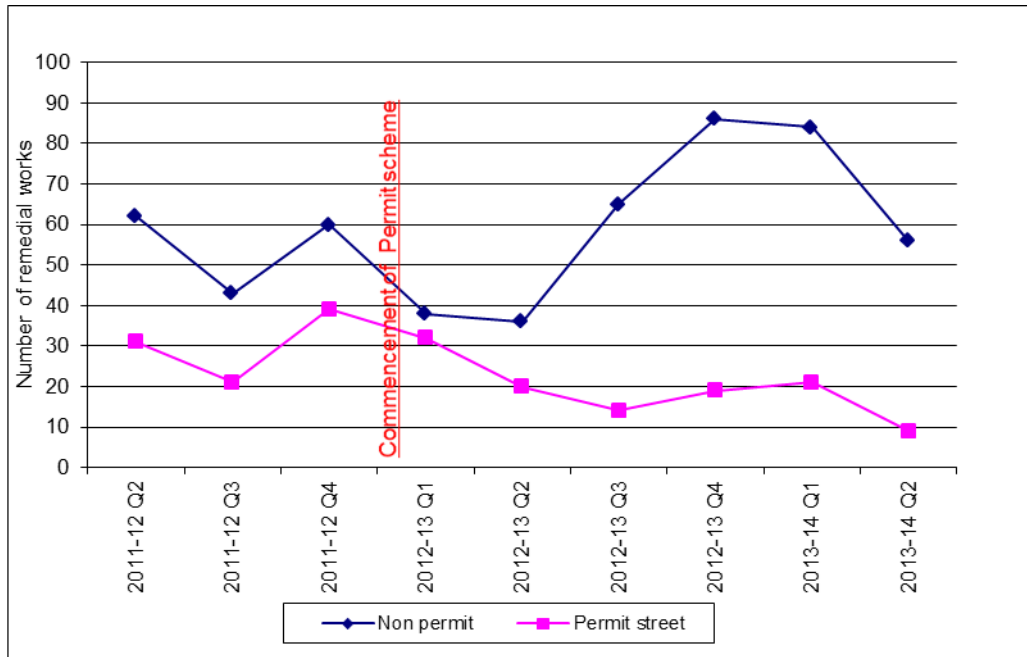


Chart D 4.7 – Number of Remedial Works Undertaken

KSM 3 – Better information for road users

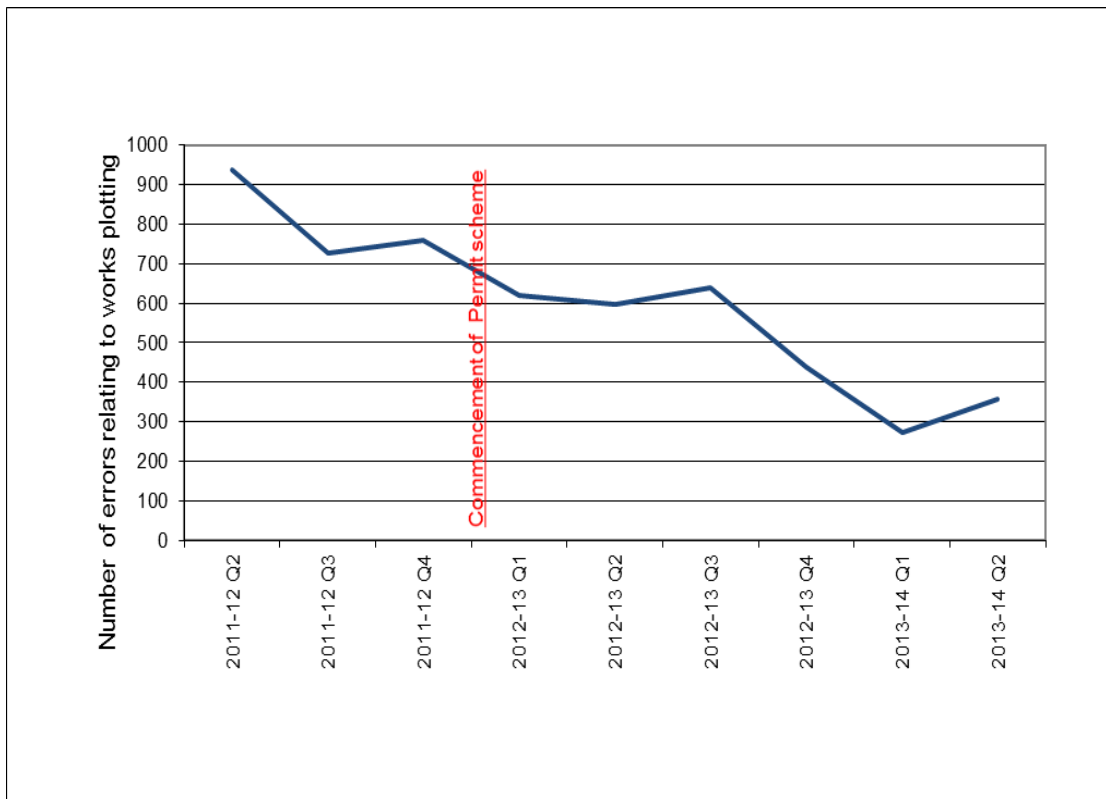


Chart D 4.8 Accuracy of Works Plotting

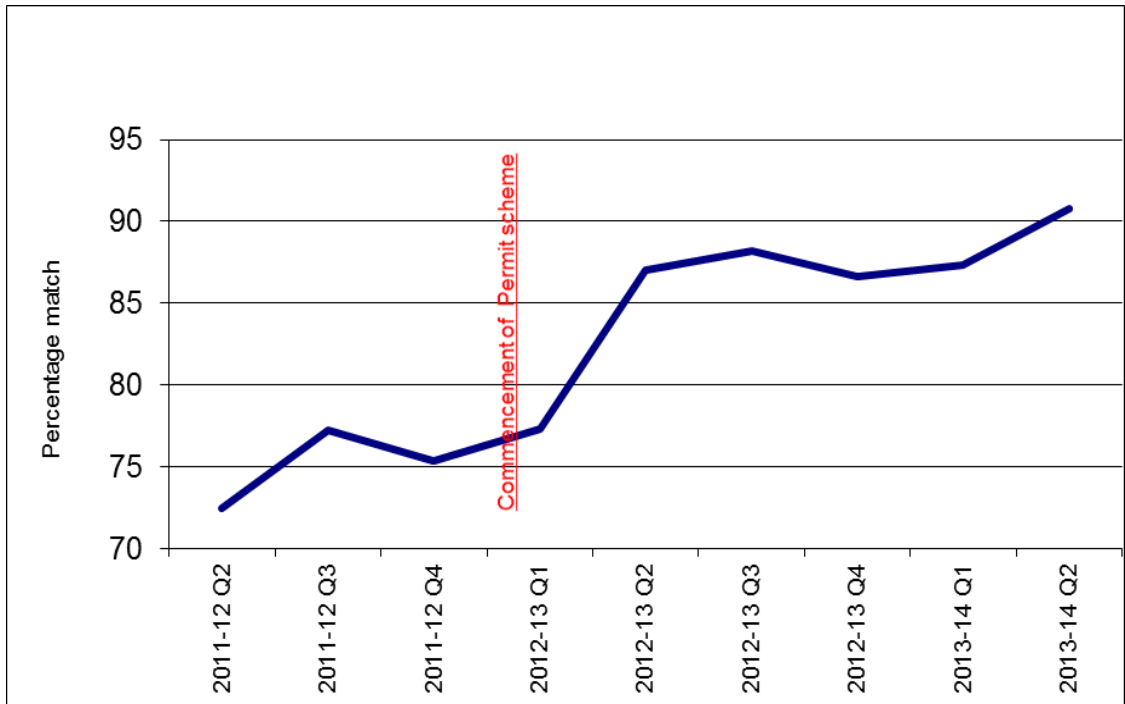


Chart D 4.9 Accuracy of Actual Start Date

Traffic Management				
	01/10/2011 - 31/12/2011		01/10/2012 - 31/12/2012	
Type of TM	Correct	Incorrect	Correct	Incorrect
Road closure	70%	30%	90%	10%
Temporary traffic signals	95%	5%	90%	10%
Total	82.5%	17.5%	90%	10%

Table D 4.5 Accuracy of Traffic Management Information

KSM4 – Improved compliance with the ‘Safety at Street Works and Road Works Code of Practice’

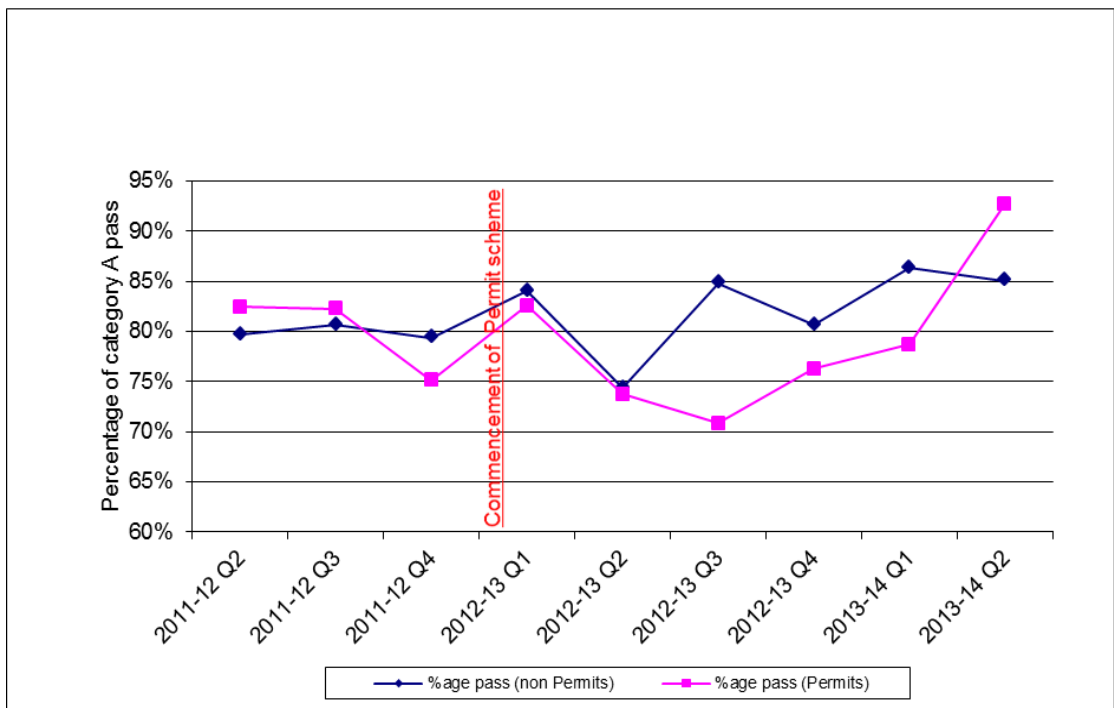


Chart D4.10 – Category A Inspection Compliance

E – Rotherham MBC Individual Permit Scheme Feedback

KPM1 - The number of permit and permit variation applications received, the number granted and the number refused.

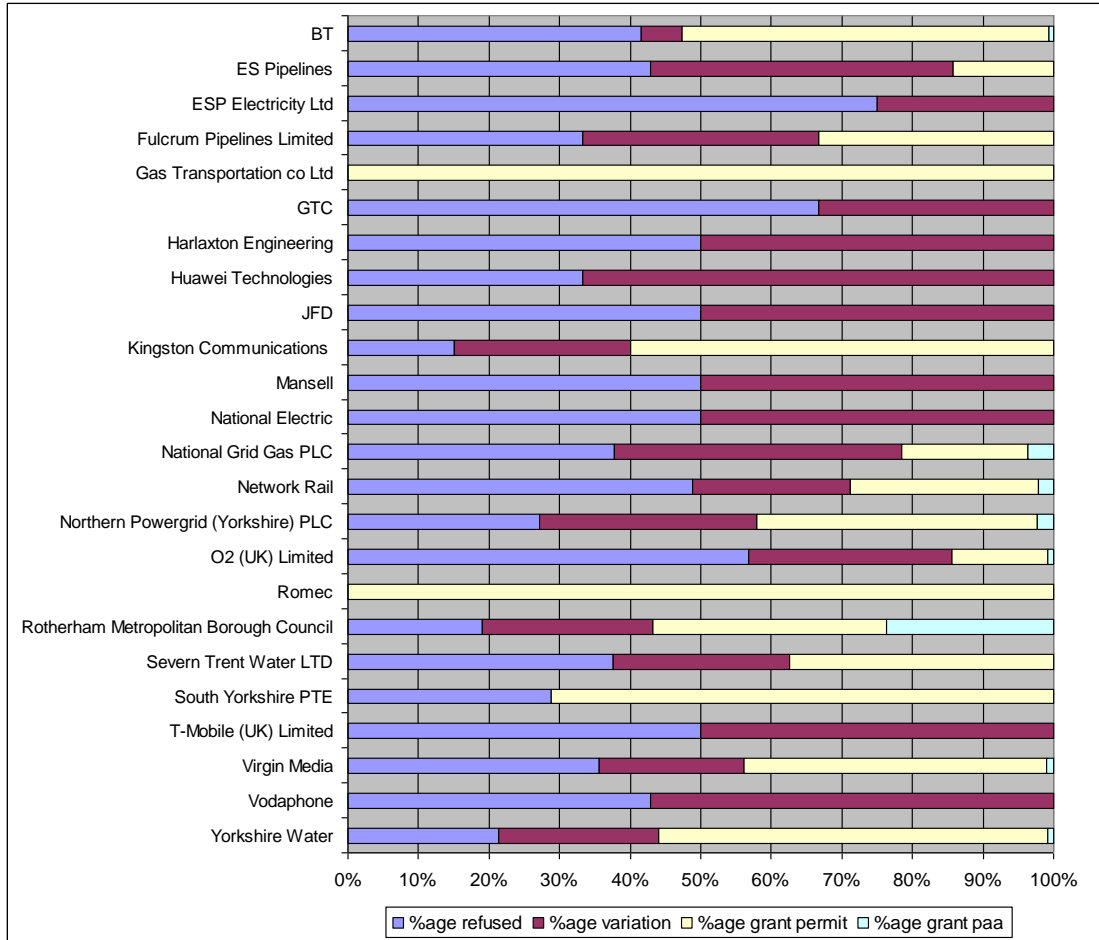


Chart E4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Number	%age of total	Number	%age of total
Permits / Variations granted	613	79.71	1890	64.61
Permits / Variations refused	156	20.29	1035	35.39
Total	769		2925	

Table E4.1 – Permit Applications and Decision Percentage

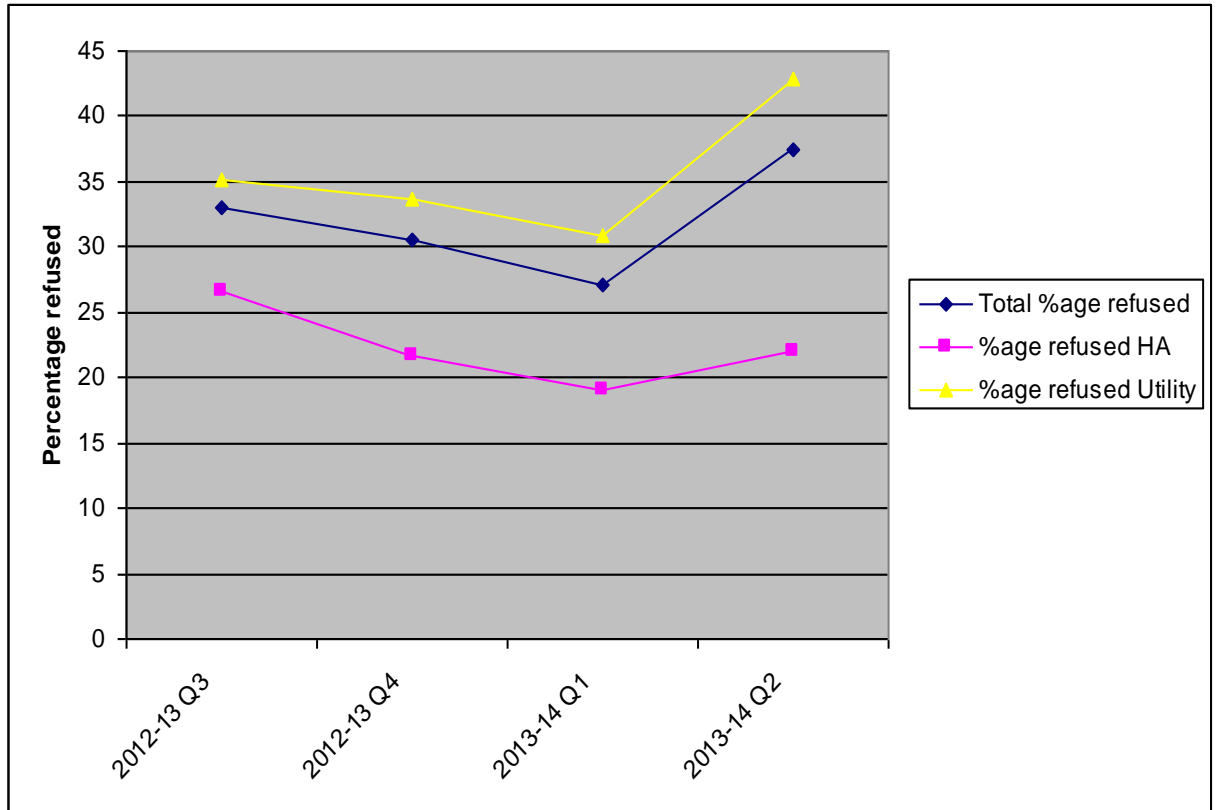


Chart E4.2 – Percentage Refusals

KPM 2 – The number of conditions applied by condition type

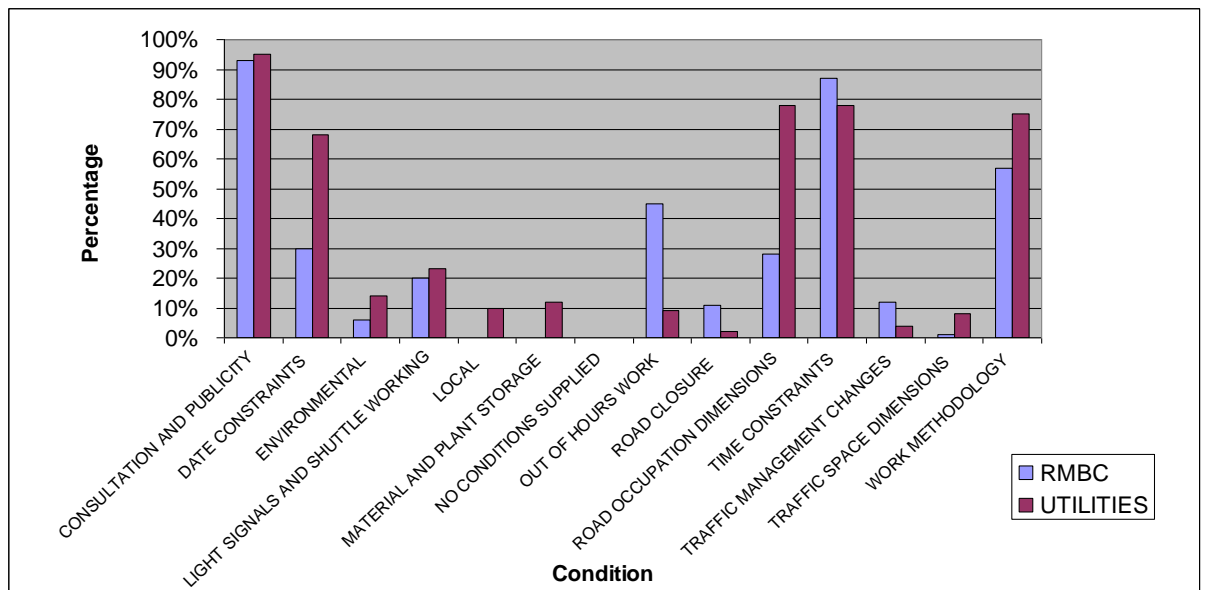


Chart E4.3 – Permit Condition Types Applied

KPM5 - The percentage of PAA, permits and applications cancelled

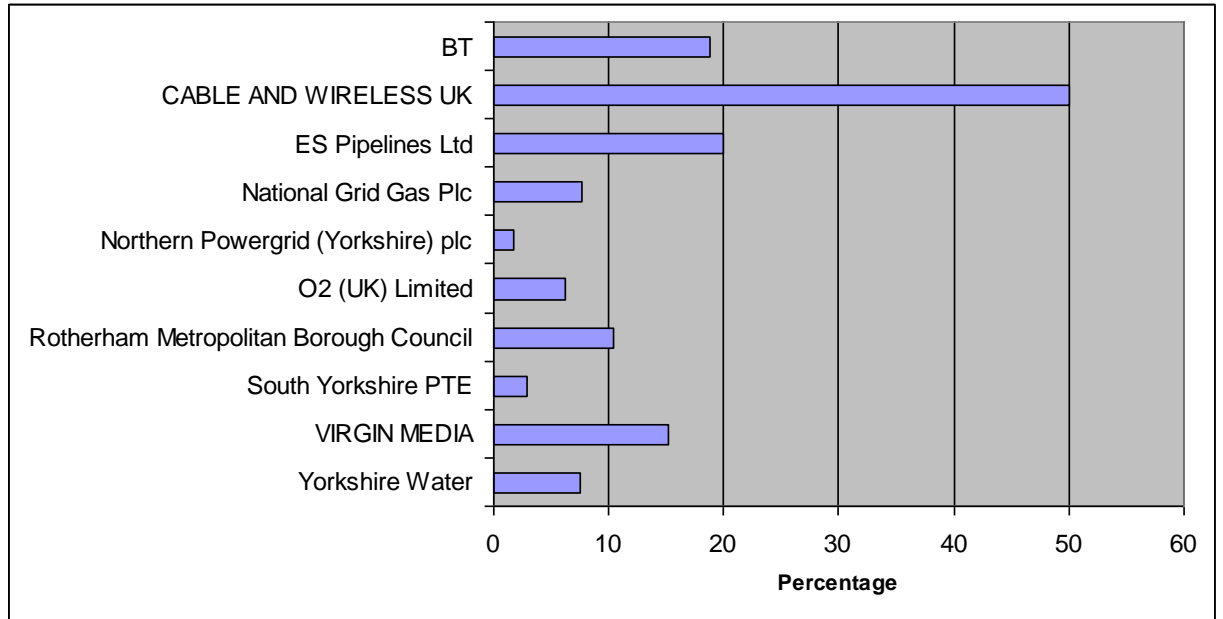


Chart E4.4 – Permit Applications Abandoned

	Total Number Abandoned	Percentage Abandoned
Highway Promoter	64	10.44
Utility Promoter	193	9.92

Table E4.2 – Summary of Permit Applications Abandoned

KSM1 - Minimising delay and reducing disruption to road users arising from street and road works activity.

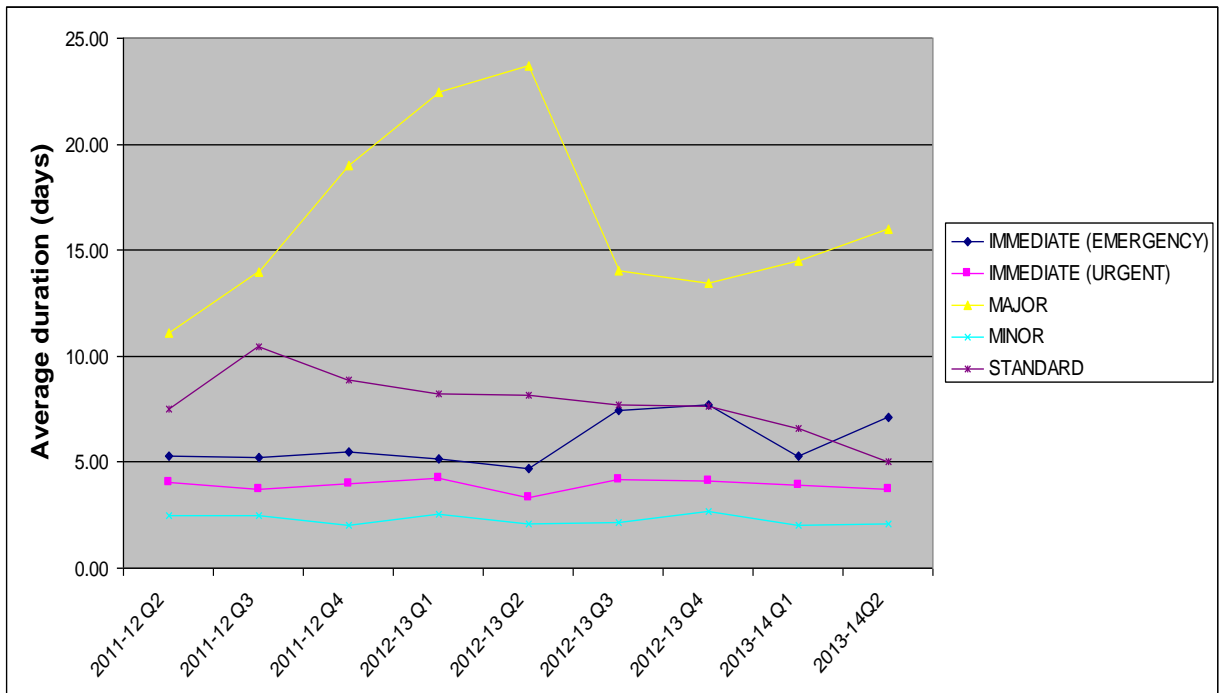


Chart E4.5 – Average Duration of all Works by Category

Quarter	Immediate (EM)	Immediate (UR)	Major	Minor	Standard	Combined
2011-12 Q2	5.30	4.02	11.12	2.46	7.51	5.27
2011-12 Q3	5.19	3.71	13.94	2.51	10.46	5.82
2011-12 Q4	5.51	3.99	19.00	2.04	8.86	4.55
2012-13 Q1	5.17	4.26	22.48	2.53	8.21	6.46
2012-13 Q2	4.68	3.31	23.67	2.07	8.19	5.74
2012-13 Q3	7.43	4.16	14.06	2.14	7.68	4.87
2012-13 Q4	7.71	4.08	13.45	2.67	7.62	6.00
2013-14 Q1	5.31	3.91	14.47	2.03	6.59	4.72
2013-14 Q2	7.11	3.75	15.96	2.07	5.00	4.43

Table E4.4 – Average duration all Works

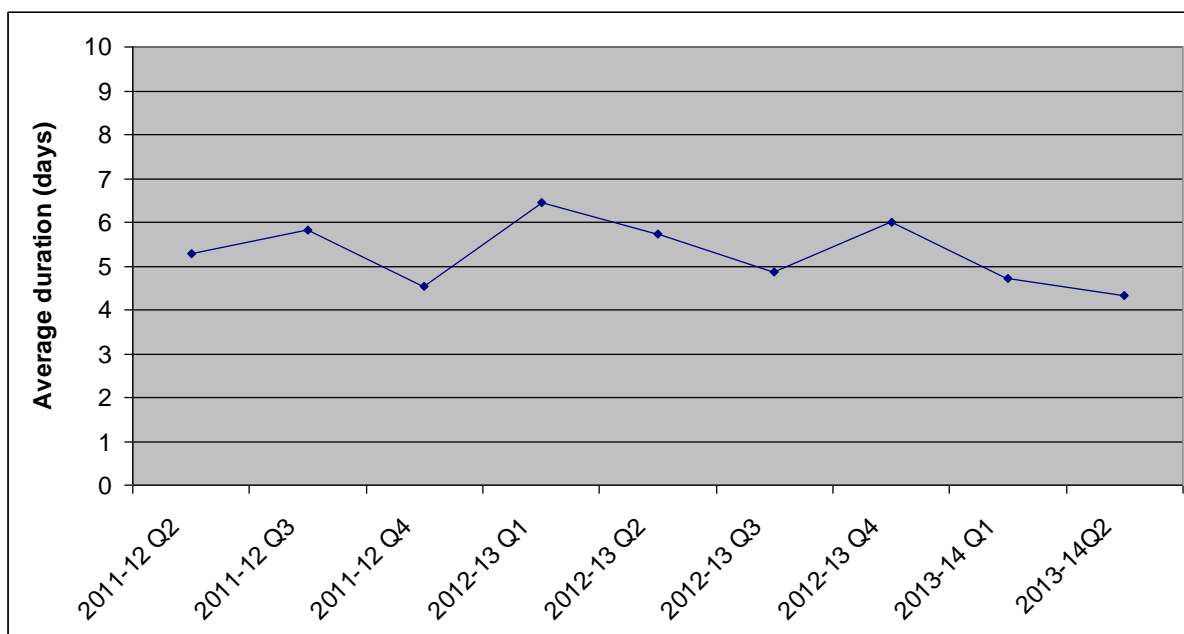


Chart E4.6 – Average Duration of all Works

Quarter	Immediate (EM)	Immediate (UR)	Major	Minor	Standard	Combined
2011-12 Q2	23	161	39	334	165	722
2011-12 Q3	26	150	32	218	170	596
2011-12 Q4	41	152	26	248	69	536
2012-13 Q1	35	126	27	241	76	505
2012-13 Q2	19	96	45	204	59	423
2012-13 Q3	28	98	34	214	63	437
2012-13 Q4	14	87	22	165	91	379
2013-14 Q1	16	122	32	164	111	445
2013-14 Q2	19	107	34	177	91	428

Table E4.4 – Total Number of Works

KSM2 – Reduction in remedial measures

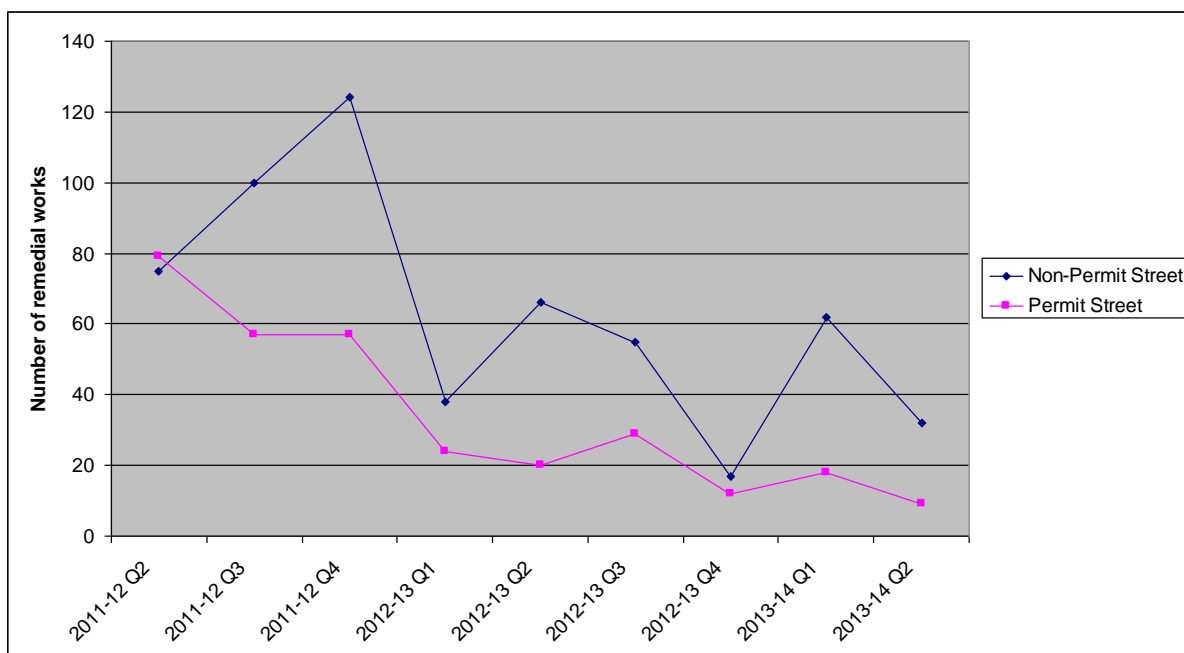


Chart E4.7 – Number of Remedial Works Undertaken

KSM 3 – Better information for road users

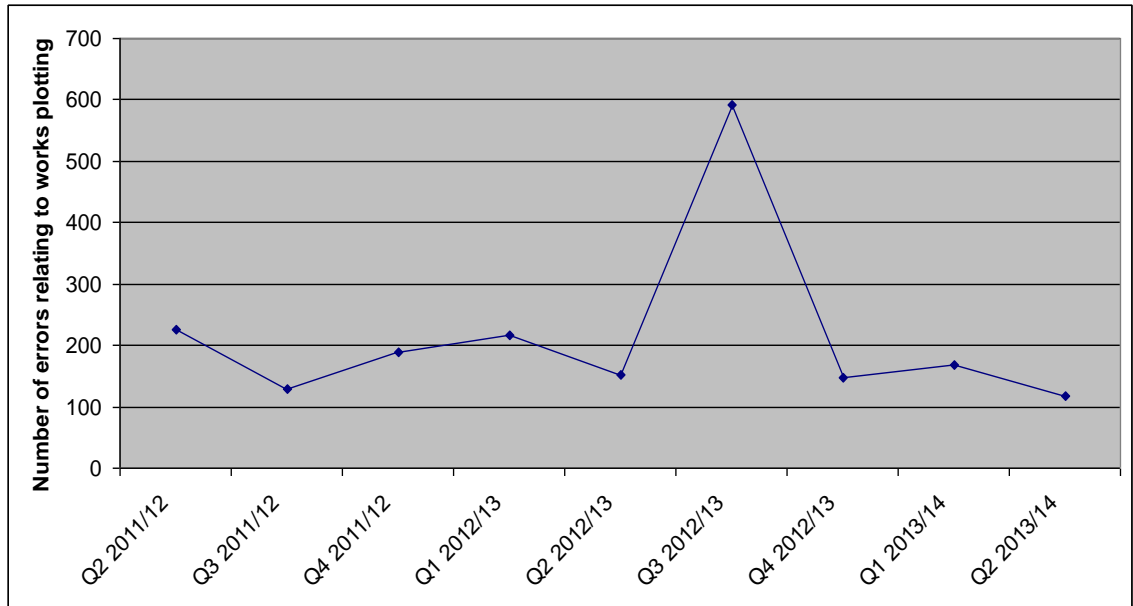


Chart E4.8 – Accuracy of Works Plotting

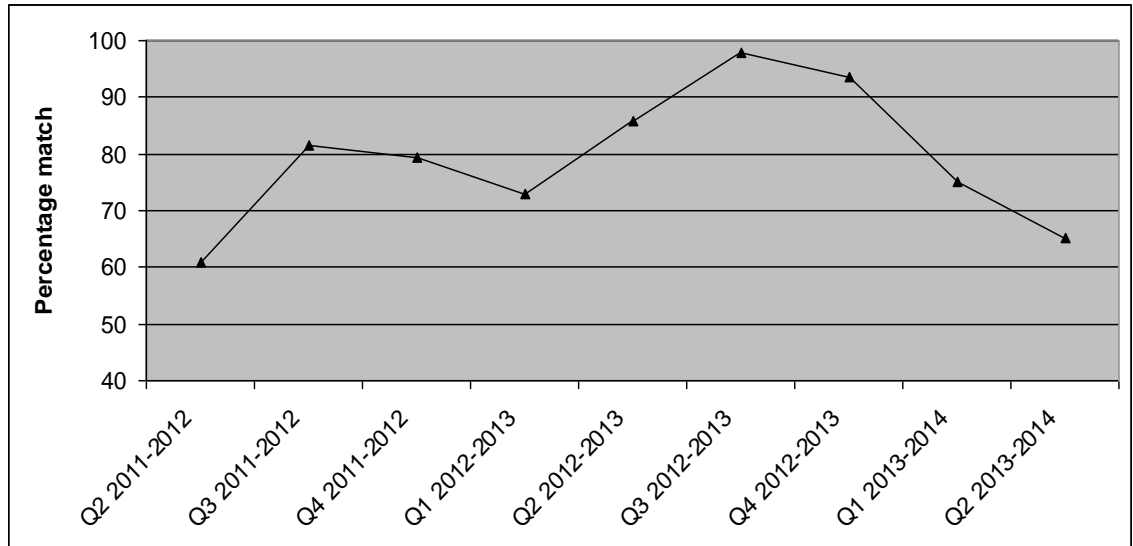


Chart E4.9 – Accuracy of Actual Start Date

	Oct-Dec 2011		Oct-Dec 2012	
	Incorrect	Correct	Incorrect	Correct
Traffic Management				
ROAD CLOSURE or Traffic signals	20	20	0	34
Percentage	50%	50%	100%	100%

Table E4.5 – Accuracy of Traffic Management Information

KSM 4 – Improved compliance with the ‘Safety at Street Works and Road Works Code of Practice’

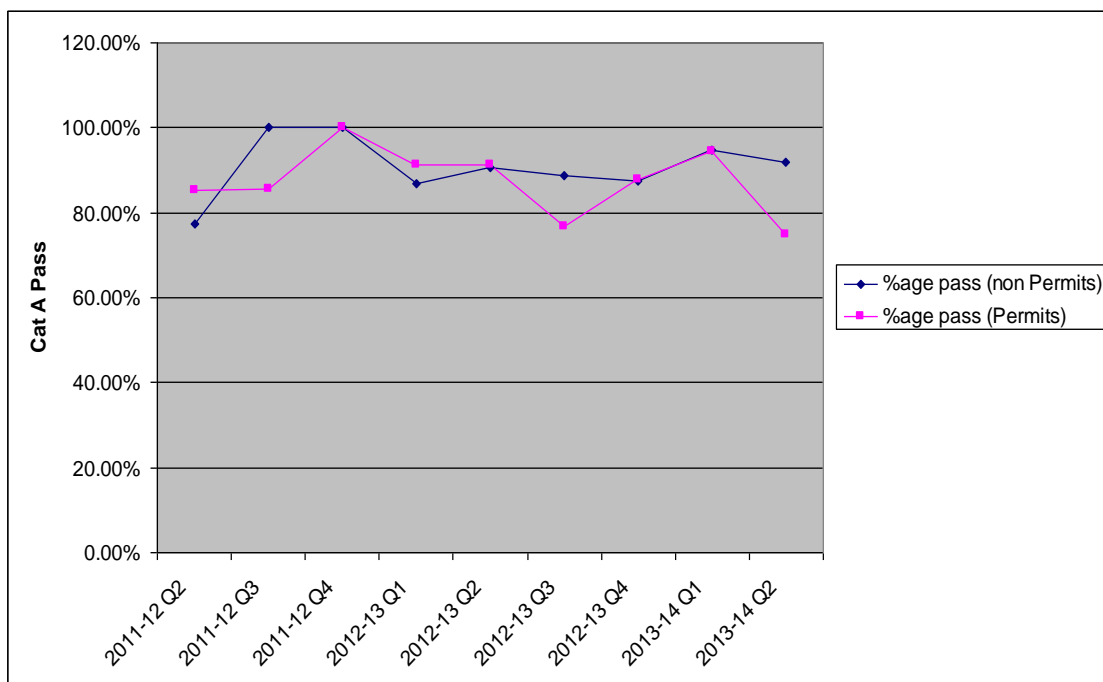


Chart E4.10 – Category A Inspection Compliance

F – Sheffield CC Individual Permit Scheme Feedback

KPM 1 – The number of permit and permit variation applications received, the number granted and the number refused.

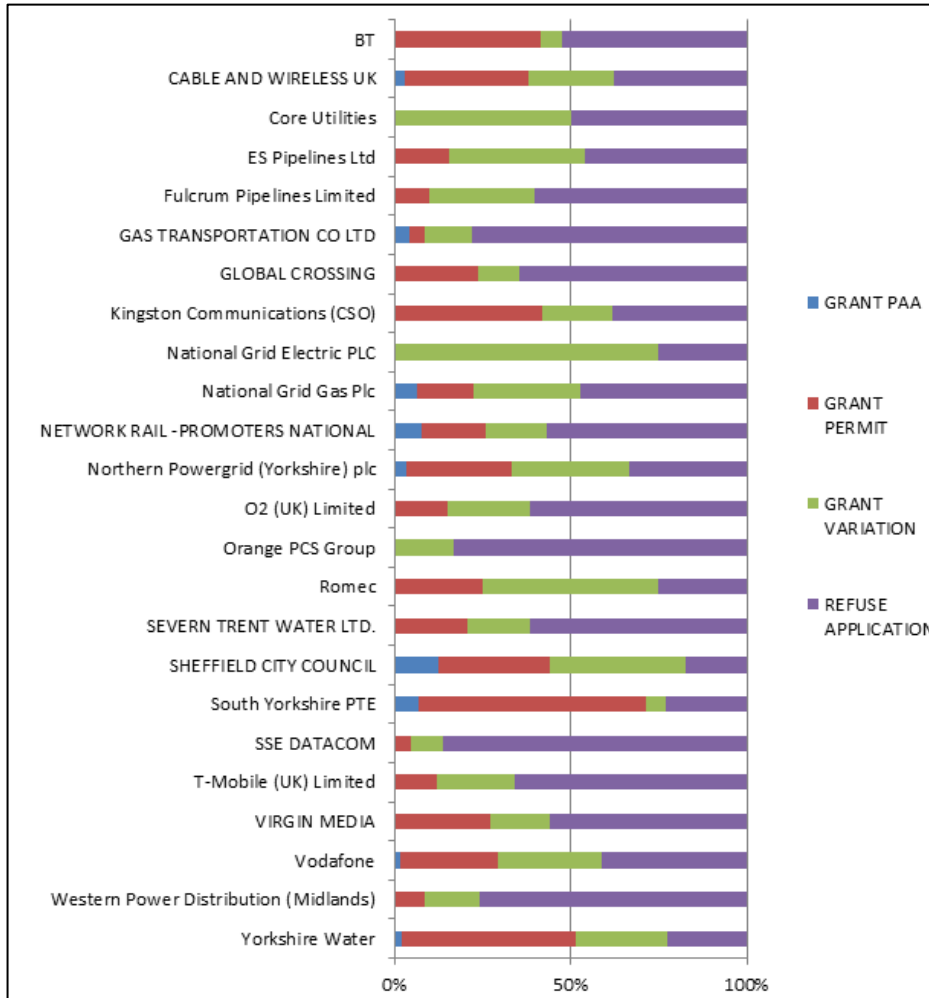


Chart F 4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Number	%age of total	Number	%age of total
Permits / Variations granted	4398	82.79%	5967	57.75%
Permits / Variations refused	914	17.21%	4365	42.25%
Total	5312		10332	

Table F 4.1 – Permit Applications and Decision Percentage

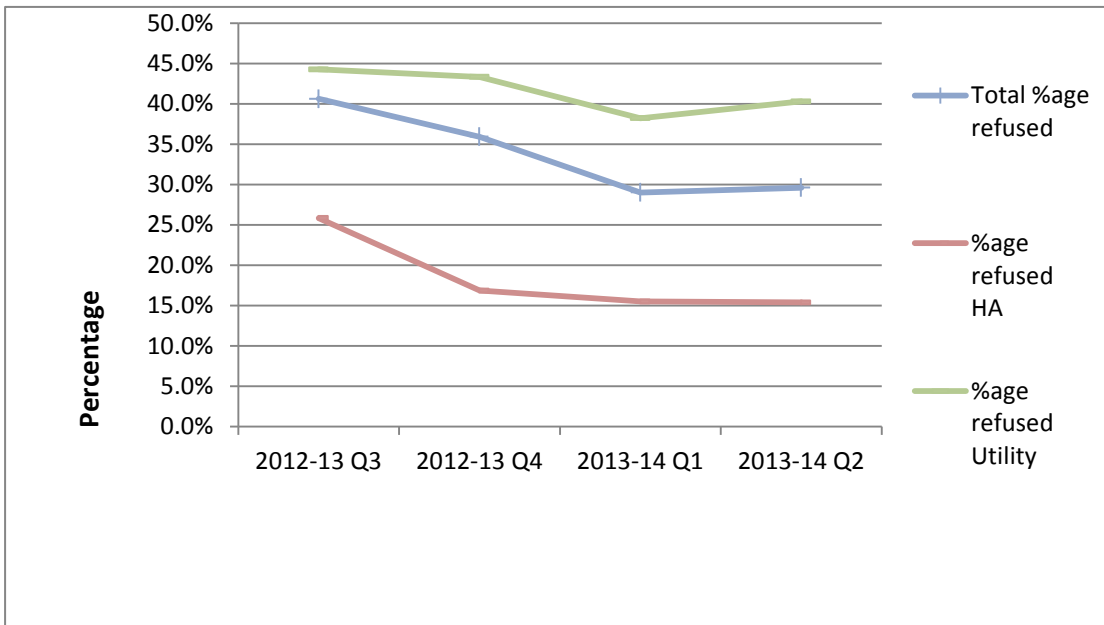


Chart F 4.2 – Percentage Refusals

KPM 2 – The number of conditions applied by conditions type

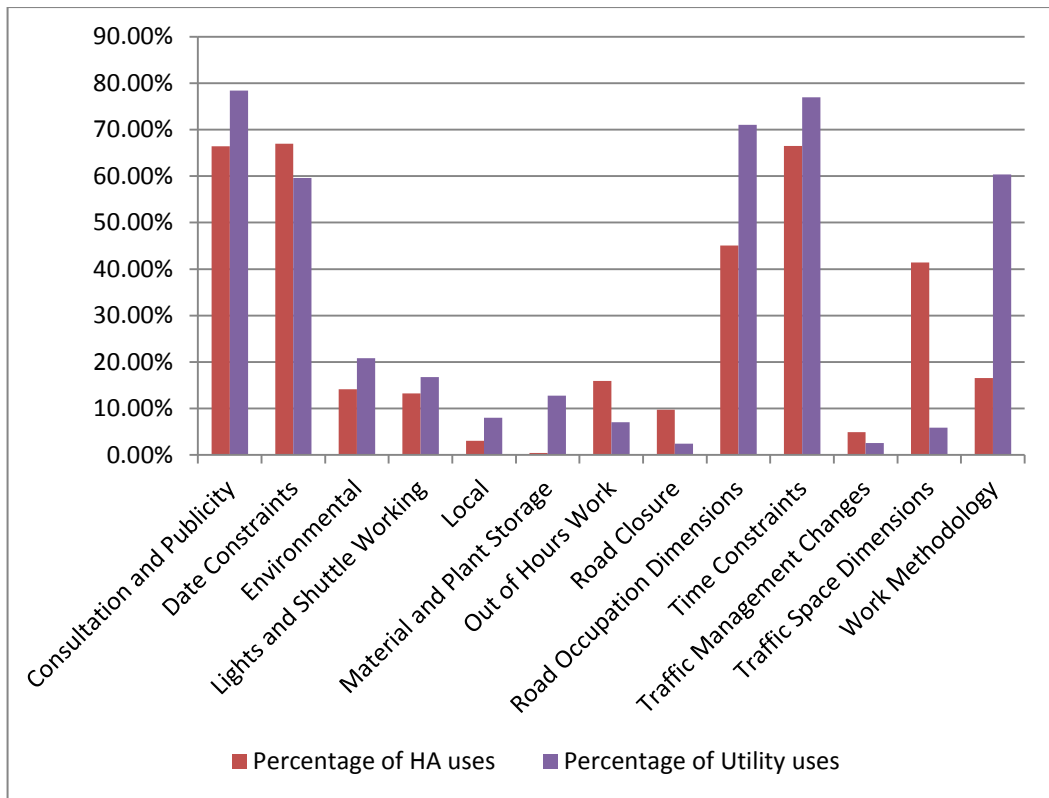


Chart F 4.3 – Permit Condition Types Applied

KPM 5 – The percentage of PAA, permits and applications cancelled

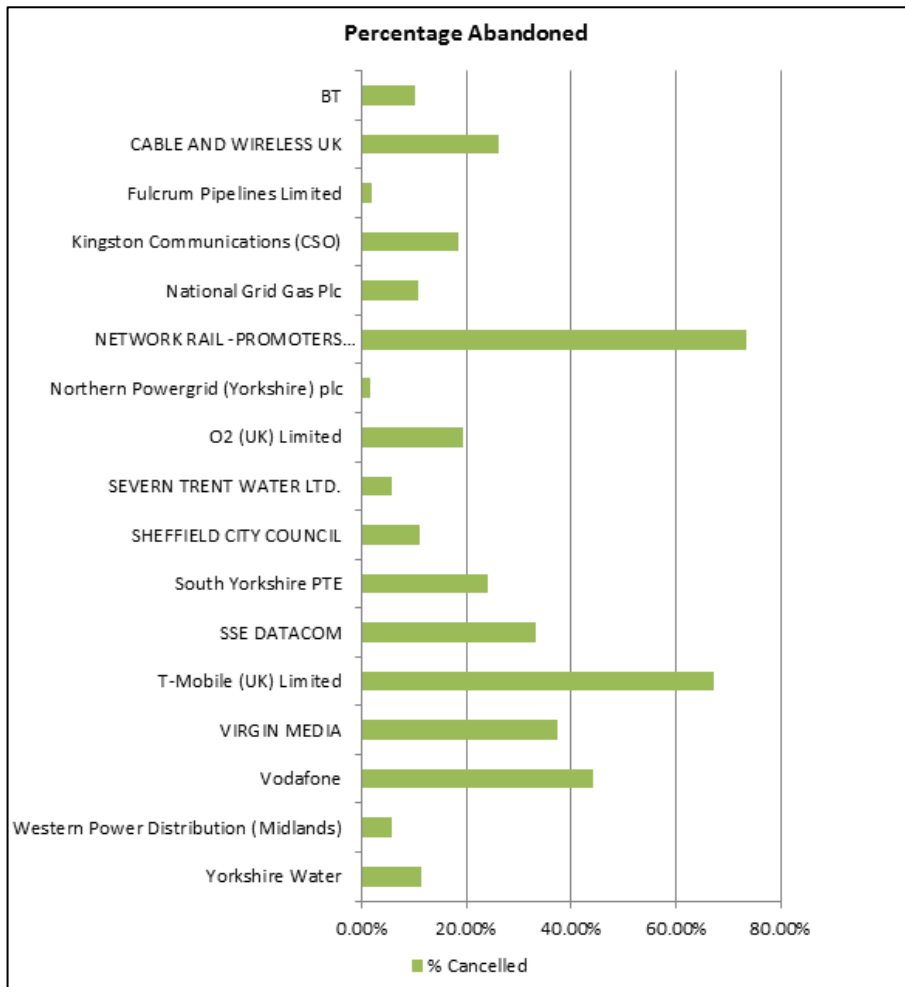


Chart F 4.4 – Permit Applications Abandoned

Promoter	Total No Cancelled	Percentage Cancelled
Sheffield CC	492	11.19%
Utility	740	12.46%

Table F 4.2 – Summary of Permit Applications Abandoned

KSM 1 – Minimising delay and reducing disruption to road users arising from street and road works activity.

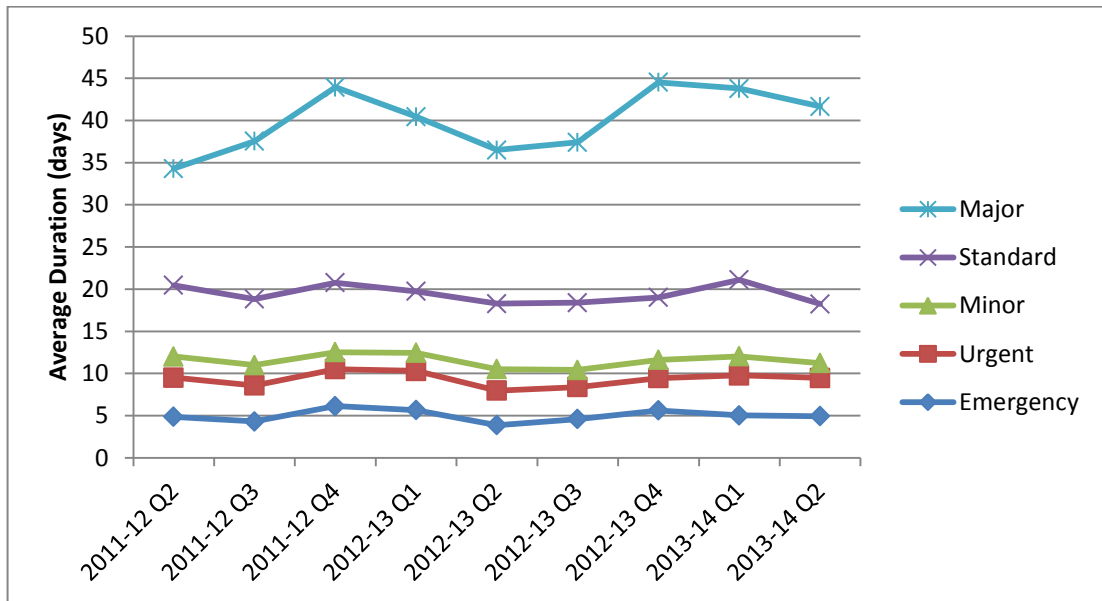


Chart F 4.5 – Average Duration of all Works by Category

Quarter	Emergency	Urgent	Minor	Standard	Major	Combined
2011-12 Q2	4.86	4.64	2.52	8.43	13.84	6.59
2011-12 Q3	4.31	4.26	2.41	7.84	18.71	5.93
2011-12 Q4	6.12	4.38	2.02	8.24	23.16	5.73
2012-13 Q1	5.64	4.66	2.15	7.29	20.71	5.76
2012-13 Q2	3.87	4.10	2.53	7.77	18.23	6.40
2012-13 Q3	4.58	3.81	2.02	7.98	19.01	5.38
2012-13 Q4	5.62	3.84	2.15	7.41	25.51	5.15
2013-14 Q1	5.03	4.75	2.26	9.06	22.69	5.51
2013-14 Q2	4.93	4.53	1.77	7.01	23.43	5.10

Table F 4.3 – Average Duration of all Works

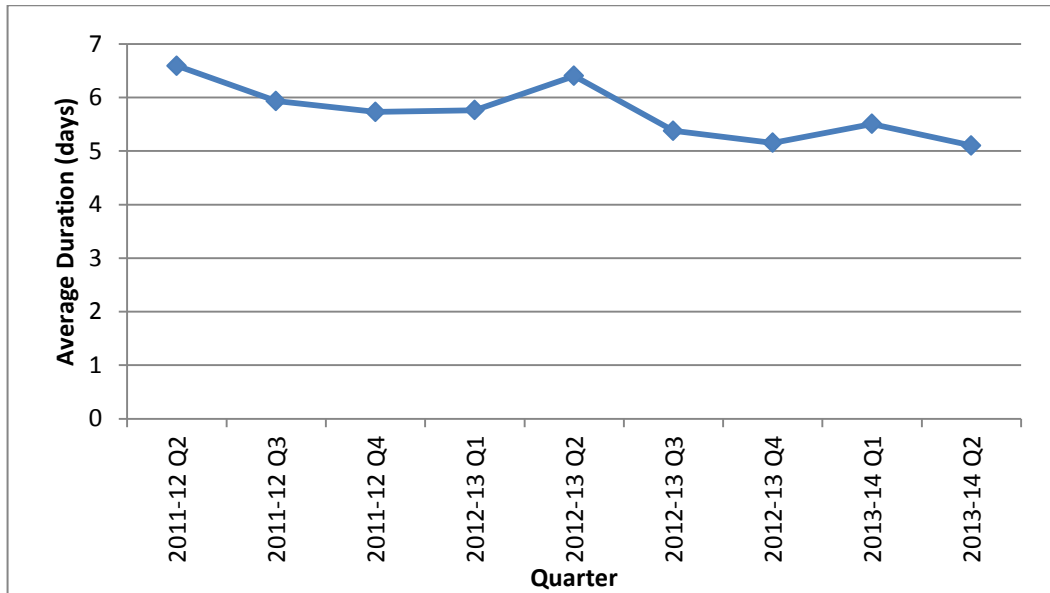


Chart F 4.6 – Average Duration of all works

Quarter	Emergency	Urgent	Minor	Standard	Major	Combined
2011-12 Q2	43	528	1491	854	770	3686
2011-12 Q3	68	482	1223	814	287	2874
2011-12 Q4	73	501	1586	875	249	3284
2012-13 Q1	56	447	939	623	197	2262
2012-13 Q2	55	328	761	586	257	1987
2012-13 Q3	79	333	1175	668	205	2460
2012-13 Q4	73	497	1442	298	210	2520
2013-14 Q1	106	1192	1478	351	262	3389
2013-14 Q2	46	424	930	135	169	1704

Table F 4.4 – Total Numbers of Works

KSM 2 – Reduction in remedial measures

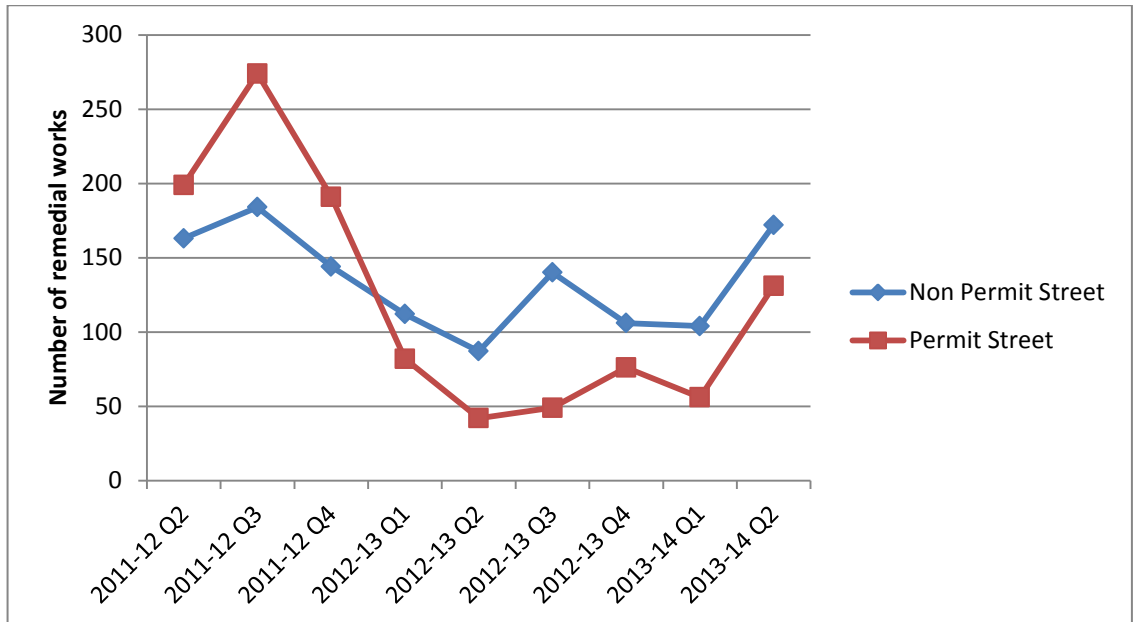


Chart F 4.7 – Number of Remedial Works Undertaken

KSM 3 – Better Information for Road Users

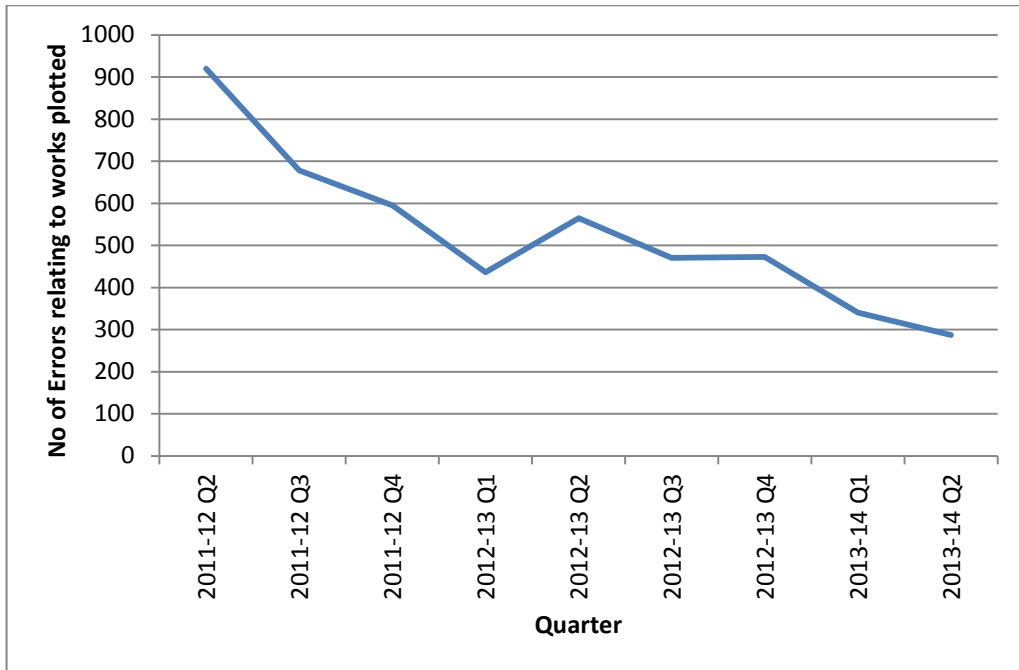


Chart F 4.8 – Accuracy of Works Plotting

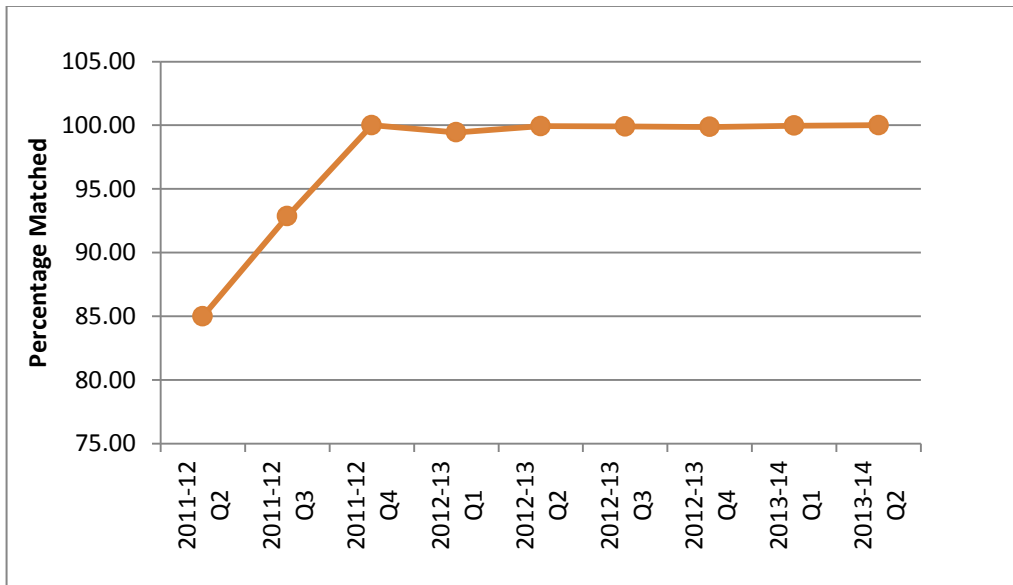


Chart F 4.9 – Accuracy of Actual Start Date

Table F 4.5 – Accuracy of Traffic Management Information

Sheffield City Council is unable to produce the data required to provide this table.

KSM 4 – Improved compliance with the ‘Safety at Street Works and Road Works Code of Practice’

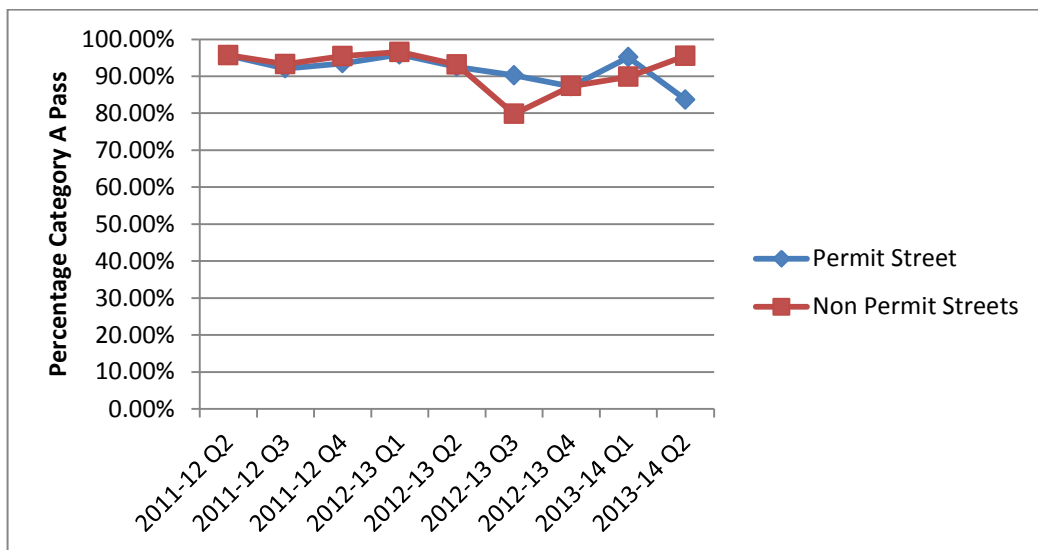


Chart F4.10 – Category A Inspection Compliance