

**Kirklees Council
Environment Services**

**The Kirklees
Streetworks Permit
Scheme**

**Year 1 Modified Scheme
Evaluation Report**

July 2021

DOCUMENT INFORMATION

Report Date	July 2021
Project Name	Modified Permit Scheme Evaluation Report Yr1
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Directorate	Environment Services
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Version	FINAL Approved Version 6, Accessibility Checked

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Source data that cannot be effectively presented in suitable format has been supplied in a separate source data document.

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EXECUTIVE SUMMARY

The modified Kirklees Council Permit Scheme (KPS) was introduced on 4th March 2020 and this report covers the first year to the 28th February 2021. The purpose of this report is to evaluate the impact of the Permit Scheme, its operational performance and give consideration to the fee structure, the costs and benefits of operating the scheme and whether the Permit Scheme is meeting key performance indicators where these are set out in the Guidance.

The original Permit Scheme was part of the Yorkshire Common Permit Scheme (YCPS) which was submitted to the Secretary of State in September 2011 and revised in January 2012 and again in September 2015 to comply with the amended Regulations as set out in the Deregulation Act 2015.

The KPS document was modified in 2019 to include all streets, to incorporate changes to the electronic management system, changes to Regulations and better meets the specific objectives of Kirklees Council.

The Permit Scheme is not intended to prevent activities necessary for the maintenance or improvement of the road network or the services running underneath it. It is designed to make available the necessary resources to achieve an appropriate balance between the interests of the various parties and where possible, bring about effective co-ordination between all the different competing interests.

There are a wide range of indicators and measures that the industry has been discussing and agreeing that should be reported on. Some of these are possible to report on and some require further work or system changes to prepare. This evaluation identifies all the indicators and measures agreed by the industry, through various representative groups. Although some data is not available currently, the requirement and format has been documented in this evaluation so that it can be identified easily identified and worked in following years.

When the modified KPS was being developed a Benefit to Cost Ratio was prepared using predicted costs and volumes of applications with a 5% reduction in works impact. Now there are actual costs and volumes this has been rerun using the same network data and the yearly actuals are shown below and in Table 64.

This indicates that even with the impact of COVID-19 the Permit Scheme is very beneficial to society and within a level anticipated by the original analysis.

HIGHWAY AUTHORITY COST BENEFIT ANALYSIS RESULTS

Net Present Value Benefits	Year 1 Predicted	£10,068,094
Net Present Value Benefits	Year 1 Actuals	£7,441,708
Net Present Value of Costs	Year 1 Predicted	£948,798
Net Present Value of Costs	Year 1 Actuals	£1,199,916
Net Present Value of Scheme	Year 1 Predicted	£8,868,178
Net Present Value of Scheme	Year 1 Actuals	£6,492,910
Benefit to Cost Ratio	Year 1 Predicted	8.39
Benefit to Cost Ratio	Year 1 Actuals	7.84

HIGHWAY NETWORK SUMMARY PERFORMANCE REPORT

One of the anticipated key benefits of any Permit Scheme is an increase in traffic speeds as a result of a reduction in traffic delay or disruption, caused by road works.

Reduced disruption on the highway network is also expected to cause a reduction in collision and a reduction in fuel consumption and associated CO2 emissions.

However, these measures also need to be considered alongside improvements in other safety developments such as automatic car collision mitigation systems and the ongoing introduction of electric vehicles.

Details on the calculation process is provided in the Authority Measures section below.

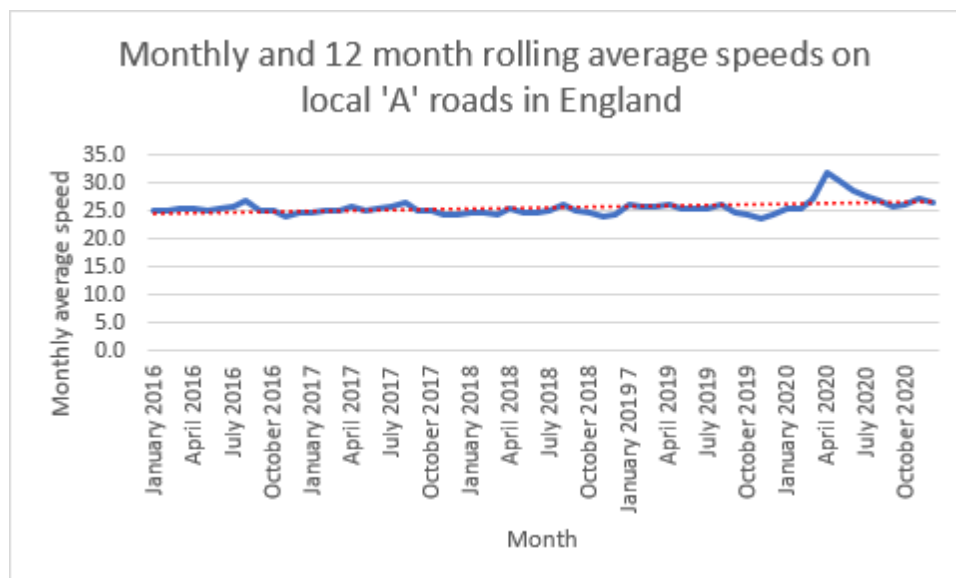
In summary, during the first year of operation of the modified Kirklees Permit Scheme these impacts listed below were seen.

However, the COVID-19 pandemic had a huge impact on traffic flows which fluctuated during the year.

Therefore, it is not possible to attribute these impacts to the increased scope of the modified Kirklees Permit Scheme.

- Traffic flow (the average number of vehicles travelling along a given stretch of the road network per day)
 - Traffic flow decreased by 23% during the year
- Journey Time Reliability and Average journey times
 - There has been a decrease in delay of 15% during the year
- Average Traffic Speed
 - There has been an increase in average speed of 5% during the year
- Carbon emissions
 - Data has been collected from the DfT on traffic flow sites on major and minor roads in Kirklees that identifies 102 locations as shown on Table 54 and 55 with traffic flows by vehicle type.
 - This data shows that traffic levels have decreased by 23% from 2019 to 2020
 - The summary data shows that there has been increase in traffic speed of 10%
 - The summary data shows that there has a decreased in carbon emissions of 24% during the year
- Collisions
 - There has been a decrease of 20% in collisions compared to 2019 collisions
 - This is a decrease of 17% based on the predicted trends

Across the whole of the UK there was a decrease in delay of 20% and increase in speed of 8%.



Due to the fluctuations during the COVID-19 pandemic it is not possible to confirm that the modified Permit Scheme has reduced traffic delay on the network.

In addition, due to these fluctuations it is also not able to confirm if journey time reliability has improved.

However, this assessment of the impact of the COVID-19 pandemic on the performance of the highway network in Kirklees potentially provides useful data on the impact of societal shifts such as more home working and home shopping, although this will no doubt be analysed nationally for years to come.

PERMIT SCHEME SUMMARY PERFORMANCE REPORT

It is important to note that during the past year there have been major IT system changes nationally and Permit Teams have been transitioning to the DfT's Street Manager system and a variety of existing systems and interfaces have been developed and tested. This has resulted in many gaps in the data seen below and throughout this report. This situation is expected to resolve itself over the next couple of years resulting in increased data allowing increased analysis and management focus.

During the first year of operation of the modified Permit Scheme 18,151 Permit applications were received from Utility Promoters and Highway Authority Promoters which is circa 13% higher than anticipated.

This total includes applications that were granted but subsequently cancelled by the Promoters before the works were undertaken.

14,189 Permits were granted which is 78% of applications and a common percentage seen across the industry.

8,316 Variations to Permits were received which is substantially more than the number anticipated by the DfT prescribed matrix at circa 800. Varying Permits as opposed to refusing them is an effective co-ordination process demonstrating a dialogue between the Permit Team and Promoters to ensure the works cause the minimum disruption possible. Substantially high volumes of Variations is seen across the industry now that the process managing Permits is better understood and delivered.

93% of applications were from Utility promoters and 7% from highways promoters.

78% of Utility applications were granted.

82% of highway works were granted. This is within 10% and demonstrates parity of treatment.

Before the permit scheme was modified and included all works, on average 82% of highway works and 74% of Utility applications were granted.

The average individual Permit cost to Promoters was £52.

The anticipated volume of Permits was circa 16,000. Therefore, even with the impact of COVID-19, applications were higher than expected and additional staff were deployed to manage this increased volume.

Average durations of major works is 16 days and is on the lower side of the range seen across the industry by the consultant of 16 to 20 days. Before the permit scheme was modified and included all works, the average duration for major works was 19 days.

364 Permits were refused for various reasons which is 2% of applications. The Permit team can refuse a Permit application when they consider that elements of the application (e.g. timing, location or conditions) are not acceptable.

29,996 conditions were attached to Permits. This is a very positive indicator and demonstrates that Promoters are considering the impact of works and agreeing how they will be undertaken with the Permit Team.

174 inspections were undertaken to monitor the delivery of these conditions and only 1 was found to be non-compliant. This is a very positive result, and the volume of conditions inspections is expected to substantially rise post COVID-19 as this has impacted the ability to undertake this important work.

The team received 1,448 customer enquiries during the year. The average number of enquiries over the past 9 years has been 1,703 and a downward trend is evident. This positive result can be attributed to better signage by promoters and general improvements in communication about works schedules and their need.

There were 46 occasions of collaborative working and this is a valuable achievement by the team.

The days saved from this co-ordination discussions with Promoters totalled 383. This is a valuable achievement by the team. At an average cost of works of £600 per day at 2002 prices the societal saving from this activity equates to £229,800 for the year.

There were 6 cases of working without a Permit which is a very positive result on the surface but further monitoring needs to be undertaken to ensure this is a true representation of the amount of illegal works. COVID-19 has adversely impacted the ability to undertake this important monitoring work.

There were a total 304 breaches in the year most of which are system generated breaches such as a registration not received within 10 days of works stop notice. Managers need to consider increased compliance monitoring to ensure a true reflection of the level of compliance is recorded post COVID-19. The impact and effectiveness of the Permit Scheme is reliant on compliance with requirements so is a critical area to focus on when things return to normal.

FIRST YEAR ISSUES

COVID-19 has impacted enormously on the team's ability to deliver a range of permit functions, however, even with an increased workload the core functions of the modified permit scheme have been delivered and this is an outstanding achievement by the whole team and their managers.

The IT system's ability to produce reports consistent with the industry's agreed indicators and measures is a major problem and it is hoped this will improve over time.

Historically, the industry has agreed on a range of reports that none of the system providers have been able to produce. The central government initiative to develop a new single central IT system called Street Manager is replacing current providers and will hopefully clarify KPI reporting requirements in future years.

STAFF

Following a restructuring a vacancy remains for a full-time permit co-ordinator. This has placed an additional workload on the existing team members.

In addition to the planned team of 8 (7 currently) needed to manage the normal anticipated volume of work, an additional 2 full time staff were deployed due to the increased workload caused by the City Fibre roll out.

The Permit Scheme is expected to be fully resourced in 2022.

Actual operational requirements and operating costs are now better understood and fully accounted for.

OPERATIONAL COSTS

Operational costs are higher than budget figures due to higher than anticipated volumes of work. See table 62.

CONCLUSIONS

This report provides evaluation findings of key indicators and measures for the Modified Kirklees Permit Scheme after its first year of operation.

Overall, and considering the impact of the COVID-19 Pandemic, the Permit Scheme has been designed and implemented well. Extensive experience has now been gained by the restructured team on how permit schemes operate, and nationally legislation and guidance is being updated.

The DfT are advising Authorities to consider updating the text of the scheme documents to a simplified version future proofed and ready for Lane Rental.

The team consistently co-ordinate all road and street works in Kirklees and take the time to review each and every application and apply conditions to minimise the impact of the works on the users of the network.

Fee income is expected to be inline with scheme operational costs going forward. Therefore, there is no need to consider an adjustment in fee rates to ensure costs and income are balanced over the coming several years.

There are still some difficulties gathering accurate data from the IT system but this is expected to improved considerably over the following years.

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

Works are being Permitted and co-ordinated effectively against a backdrop of an unprecedented international pandemic. This has resulted in the entire network being managed to the best of the team's ability with the tools and resources available to them and is a considerable achievement and worthy of praise.

The introduction of the modified Permit Scheme which require permits and therefore co-ordination of all works has led to a better control of the entire network and of the works undertaken on it.

LOOKING FORWARD

The Permit Scheme will continue to maintain its effectiveness over the following years with a focus on these key areas.

- Consider a Lane Rental Scheme to reduce works durations and better align the charges for works with the cost of the disruption they cause.
- Consider how the team can respond to the increasing level of delivery of major schemes (both council and third party promoted) which has the potential to have a major disruptive impact on the Kirklees network.
- Monitor the DfT's new Street Manager system and feedback the need to improve data recording and reporting.
- Continuing staff recruitment, training and development.
 - Consider increasing the monitoring of breaches and subsequent application of penalties. Following this monitor behavioural changes that have resulted so the impact can be assessed.
- Consider how the Permit Team can support other initiatives within the highways area such as programmes to assess the level of compliance with Specification of the Reinstatement of Openings in Highways (SROH).
- Consider how the team can respond to the Councils and Wy Combined Authority climate change emergency declaration with a net zero target by 2038.

DEVELOPING THE PERMIT SCHEME

During 2019 and after an initial high-level financial assessment, consideration of the local needs and discussion with internal stakeholders, operational partners, consultants and neighboring Highway Authorities, Kirklees Council has decided that the most appropriate scheme for Kirklees is one that would operate on all streets.

The Kirklees Permit Scheme has been designed to assist Kirklees Council to manage the existing local road network for the benefit of all road users. The Permit Scheme will support existing activities and priorities of the Council and will provide a

positive benefit. The Scheme will also encourage the undertakers, including those working for and on behalf of the Highway Authority to work in collaboration.

The Permit Scheme has previously been operationally and proactively focused on Strategically Significant Streets and to further the overall cultural shift to better management of the network. However, now the permit scheme has been modified co-ordination of all activities on all streets is being undertaken to deliver effective and proactive management of the entire network and give consideration to the needs of all highway users and stakeholders such as local community bus operators.

Lower fees are charged for activities on non-traffic sensitive streets and category 3 and 4 roads in-line with national guidance and DfT requirements.

PERMIT SCHEME OBJECTIVES

The transport vision for Kirklees Council is:

All activities on highways have the potential to reduce the width of the street available to traffic, pedestrians and other users and have the potential to also inconvenience businesses and local residents.

The scale of disruption caused is relative to the type of activities being undertaken and the capacity of the street. Activities where the traffic flow is close to, or exceeds, the physical capacity of the street will have the potential to cause congestion, disruption and delays.

The objective of the permit scheme is to improve the strategic and operational management of the highway network through better planning, scheduling and management of activities. Minimising delay for any road or pavement user is expected to be a key objective of a permit scheme”.

The permit scheme will enable better co-ordination of activities throughout the highway network, ensure that competing demands for space or time in the street, including traffic, can be resolved in a positive and constructive way.

The objectives and benefits of the Kirklees Council Permit Scheme are:

- Reduced disruption on the road network
- Improvements to overall network management
- A reduction in delays to the travelling public
- A reduction in costs to businesses caused by delays
- Promotion of a safer environment

Reduced carbon emissions

The Permit Scheme objectives will be facilitated by improving performance in line with the Permit Authority’s Network Management Duty in relation to the following key factors:

- Enhanced co-ordination and co-operation
- Encouragement of partnership working between the Permit Authority, all Promoters and key stakeholders
- Provision of more accurate and timely information to be communicated between all stakeholders including members of the public

- Promotion and encouragement of collaborative working
- Improvement in timing and duration of activities particularly in relation to the busiest streets within the network
- Promotion of dialogue with regard to the way activities are to be carried out
- Enhanced programming of activities and better forward planning by all Promoters

ALIGNED OBJECTIVES

The Kirklees Council Permit Scheme objectives aligned to the Transport Strategy 2040 are;

- To support the delivery of an efficient, safe and reliable road network for all users, that creates new opportunities for jobs and housing.
- To support the delivery of a step-change in the reliability of journey times for people and goods, and to provide high quality infrastructure for all users.
- To support growth in the economy in an inclusive way, and to meet the demand for travel in a sustainable manner.

APPENDIX 1 - EVALUATION BACKGROUND

PERMIT SCHEME EVALUATION

Swift Argent Ltd was commissioned by Kirklees Council (KC) in 2021 to evaluate the performance of the first year of the KPS as a requirement set out in The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 regulation 16A.

The modified KPS was implemented on 4th March 2020 and the purpose of this report is to evaluate the Permit Scheme in respect to these successes and consider the fee structure, the costs, and benefits of operating the Scheme and whether the Permit Scheme is meeting key performance indicators where these are set out in the Guidance.

SCOPE OF WORK

In order to evaluate the performance of a Permit Scheme a number of data items are required to enable analysis.

All data should be readily available within the street works IT system of the respective Highway Authority. Financial information should be available from the Authority finance department and certain data is collected from DfT statistics.

The individual data items are set out later in this report for each indicator but will include the following categories.

- Number of Permits granted, modified, and refused
- Conditions applied for
- Variations and extensions and early starts
- Location of roadworks
- Permit fees
- Operational costs
- Travel times and reliability
- Carbon Impacts

As part of the initial assessment for the introduction of a Permit Scheme and the subsequent application to the Secretary of State for Transport or preparation of a Local Order, the Highway Authority is required to conduct a Cost Benefit Analysis (CBA) on the likelihood of a Scheme to deliver value for money to society (as a benefit to cost ratio).

This CBA is based on the principles of the Department for Transport's New Approach to Transport Appraisals (NATA) framework and include broad assumptions on the costs and benefits of a Permit Scheme. This gives a base in order to make assessment of aims to be achieved.

REPORT STRUCTURE

- Executive Summary
- Cost Benefit Analysis
- Network Performance
- Permit Scheme Performance
- Evaluation Background
- Key Performance Indicator Data
- HAUC TPI Measures
- Authority Measures
- Costs and Income

KEY PERFORMANCE INDICATORS

A set of Key Performance Indicators (KPIs) and Objective Measures (OMs) are set out below to demonstrate parity of treatment between works for road purposes and street works undertaken by statutory undertakers.

Section 20.3 of the Permits Code of Practice states that every Authority that wants to run a Permit Scheme must explain how it intends to demonstrate parity of treatment for promoters in its application.

The Code contains seven KPIs that could be used for this purpose. The recording of KPIs 1 and 2 is a mandatory requirement of all Permit Schemes.

Authorities should select at least two others which they consider will demonstrate parity across their Permit Scheme. Authorities can also include their own KPIs.

- KPI 1 The number of Permit and Permit variation applications received, the number granted, and the number refused. (Breakdown of the data into applications granted and refused in relation to highway authority works for road purposes and works by utility promoters, and provide a comparison with the percentage of Permits granted. Also, the data is further broken down by activity type into applications granted and refused.)
- KPI 2 The number of conditions applied by condition type.
- KPI 3 The number of approved extensions
- KPI 4 The number of occurrences of reducing the application period (early starts).
- KPI 5 The number of agreements to work in Section 58 and Section 58A restrictions. (Details of Section 58 and 58A restrictions will be provided as required under Section 8.3 of the TMA Code of Practice for Permits.)
- KPI 6 The proportion of times that a Permit authority intervenes on applications
- KPI 7 Number of inspections carried out to monitor conditions

The Statutory Guidance for Highway Authority Permit Schemes October 2015 set out TMA Permit Indicators (TPIs) for Permit Schemes are additional to the general TMA Performance Indicators, which are already being produced. The TPIs focus on occupancy, co-ordination, and inspections, and there for relate mainly to the stages

of the works from works start to final conclusion. These additional Permit indicators focus more on the process of Permit applications and responses, prior to the works being carried out.

- TPI1 Works Phases Started (Base Data)
- TPI2 Works Phases Completed (Base Data)
- TPI3 Days of Occupancy Phases Completed
- TPI4 Average Duration of Works Phases Completed
- TPI5 Phases Completed on time
- TPI6 Number of deemed Permit applications
- TPI7 Number of Phase One Permanent Registrations

In addition to DfT KPIs and HAUC TPIs. The authority can collate its own data. These measures should reflect the business case and objectives put forward in the Scheme submission documentation.

- AM 1 Average duration of works by Permit type
- AM 2 Inspections (% age of total undertaken and failures)
- AM 3 Days of Disruption Saved/ Number of collaborative works
- AM 4 Response Code – broken down by promoter
- AM 5 FPNs (Permit Breaches)
- AM 6 Levels of Customer Enquiries
- AM 7 Average Journey Times (as detailed below)
- AM 8 Journey time reliability (as detailed below)
- AM 9 Road Traffic Collisions (as detailed below)
- AM 10 Carbon Emissions (as detailed below)
- AM 11 Profit/Loss (as detailed below)

AVERAGE JOURNEY TIMES

A key benefit of the Permit Scheme will be to increase speeds, i.e. a reduction in journey times per unit distance travelled due to a reduction in delay caused by roadworks.

It is estimated that delays in a dense urban network across 12 hours of operation is attributed to;

- 10% is estimated to be due to road works
- 10% is estimated to be due to unplanned incidents
- 5% is estimated to be due to control devices
- 25% is estimated to be due to non-recurrent delays on roads
- 50% other factors such as traffic volume, driver behaviour, speed, junction delays and other interactions

A 5% reduction in road works would account for a 0.5% reduction in total delay or 10% reduction 1% reduction on total delay.

The DfT publish data quarterly statistical data on road congestion on locally managed 'A' roads and is measured by estimating the average speed achieved by vehicles during the weekday morning peak from 7am to 10am. Average speeds are presented at national, regional, and local highway authority level. Analysis by TfL has determined that on average between 07:00 to 19:00 across the network, delay accounts for about one third of journey times, the remaining two thirds approximates to the free flow or unhindered journey component so that a 5% reduction in roadworks would see an expected improvement of 0.17%.

The data is generated through in-vehicle GPS units as part of the satellite navigation and stolen vehicle tracking services Teletrac Navman provides to their customers. The specific raw data used to derive the Department's journey time statistics consist of 10-second GPS location reports for these vehicles for the period during which their ignition is on.

There are two ways to measure average journey times using this data (a) either comparing passed average journey times before permit scheme and during permit scheme for that authority; or (b) compare permitted authority to non-permitted authority local to the area with similar characteristics. The later assumes that all network outcomes are equal and any difference is attributable to the permit scheme.

JOURNEY TIME RELIABILITY

It is expected that a key benefit of a Permit Scheme will be an improvement in journey time reliability on the network. Journey time reliability is measured using ANPR (Automatic Number Plate Recognition) cameras with some authorities such as TfL, Essex, Bedfordshire that is an accurate mechanism for monitoring journey times to provide a meaningful measure of overall network performance.

Although ANPR cameras are becoming more of a necessity for highway authorities to prove that traffic management measures are reducing congestion as part of the TMA (Traffic Management Act) these are generally only used for major roads where there is the most congestion.

A further method is to model the relationship between journey time and standard deviation.

This method is suggested in WebTAG and would compare the standard deviation of variability between the Permitted and non-Permitted authorities.

ROAD TRAFFIC COLLISIONS

The presence of roadworks in itself has a higher rate of collisions due to queuing traffic and driver frustration causing erratic behaviour.

There are a number of measures that are used to minimise confusion and risk to drivers that can result from better management through a Permit Scheme in addition to the reduction in roadworks themselves.

This may include approval of traffic management plans, better signage, diversion routes, average speed cameras, reduced duration and disruption.

Accidents on the public highway in Great Britain, reported to the police and which involve personal injury or death are recorded by police officers onto a STATS 19 report form with information relating to that accident.

The DfT is responsible for collection of STATS 19 data and forms the basis for annual statistics and is updated quarterly for all local authorities.

To measure the effectiveness of a Permit Scheme on road traffic collisions data can be analysed for the Permitted authority before and after the Scheme start and compare trends with non-Permitted authorities.

CARBON EMISSIONS

An outcome of reduced congestion is the reduction in fuel consumption and CO₂ emissions. The fuel consumption that causes CO₂ emissions is very sensitive to several factors and include driver behaviour, vehicle, road types and traffic conditions.

Due to multiple variables a comprehensive carbon model is used as a methodology to accurately estimate how congestion reduction will reduce CO₂.

A typical driving trip consists of idling, accelerating, cruising, and decelerating. An average trip would produce about 330 grams per mile (g/mi) of CO₂ emissions.

The figure below shows a typical speed emission curve and shows at lower speeds with high accelerating and decelerating in congestion has much higher emissions.

As speed increases congestion decreases.

On motorways with speeds above 65mph emissions increase as engines are under strain.

AVERAGE SPEED OVER CO₂ EMISSIONS

The National Transport Model (NTM) is the Department for Transport's main strategic policy testing and forecasting tool used to forecast traffic levels and the subsequent congestion and emissions impacts on the national road network of Great Britain (GB).

Curves for 'ultimate' CO₂ emissions can be derived directly from the fuel consumption by converting the units from litre/100km to g fuel/km and applying a

simple conversion factor based on the carbon content of petrol and diesel fuels. To calculate fuel consumption as set out in WebTAG the following

Fuel consumption is estimated using a function of the form: $L = a/v + b + c.v + d.v^2$

Where:

L = consumption, expressed in litres per kilometre;

v = average speed in kilometres per hour; and

a, b, c, d are parameters defined for each vehicle category.

The revised fuel consumption aggregated equation for WebTAG vehicle groups was derived (TRL unpublished report "Fuel Consumption Equations" dated 29 September 2008) using the results from the New UK Road Vehicle Emission .

Parameters for each vehicle category are set out in Table A 1.3.8 of WebTAG as shown on Table 1 in the source data document.

WEBTAG – FUEL CONSUMPTION PARAMETER VALUES

The DfT have developed a carbon tool to allow local authorities to assess the potential effects of transport interventions on carbon emissions in their area.

The tool will output results on the total change in carbon emissions.

The Scheme details are entered into the tool and include the time period, type of road, type of area, region and year affected.

Affected modes are selected and default vehicle mix is used based on speed curves from national derived data. For each affected mode the daily distance and number of vehicles is entered.

The vehicle speeds before and after intervention are recorded. This will generate the CO₂ emissions before and after intervention.

SURPLUS / DEFICIT

The Scheme surplus / deficit is made up of the staff and operational costs and Permit fee. The maximum charge per Permit type is shown on Table 2 below.

Each Authority sets their own fee structure reflecting on the potential number of Permits and anticipated operational costs.

The operational cost includes the initial start-up costs, additional staff administering and co-ordinating Permit Applications which includes Street Work Officers, Street Work Co-ordinators and Manager(s).

TABLE 2 STATUTORY PERMIT FEE RATES

Provisional Advance	Road Category 0-2 or Traffic-sensitive £105	Road Category 3-4 and non traffic-sensitive £75
Major works – over 10 days and all major works requiring a traffic regulation order.	Road Category 0-2 or Traffic-sensitive £240	Road Category 3-4 and non traffic-sensitive £75
Major works – 4 to 10 days	Road Category 0-2 or Traffic-sensitive £130	Road Category 3-4 and non traffic-sensitive £75
Major works – up to 3 days	Road Category 0-2 or Traffic-sensitive £65	Road Category 3-4 and non traffic-sensitive £45
Activity Standard	Road Category 0-2 or Traffic-sensitive £130	Road Category 3-4 and non traffic-sensitive £75
Activity Minor	Road Category 0-2 or Traffic-sensitive £65	Road Category 3-4 and non traffic-sensitive £45
Immediate Activity	Road Category 0-2 or Traffic-sensitive £60	Road Category 3-4 and non traffic-sensitive £40
Permit Variation	Road Category 0-2 or Traffic-sensitive £45	Road Category 3-4 and non traffic-sensitive £35

The surplus / deficit is the Permit fee revenue minus the operational cost. The result will enable the authority to understand if they are applying the correct fee structure or need to review staff levels.

APPENDIX 2 - KEY PERFORMANCE INDICATOR DATA

KPI 1

The number of Permit and Permit variation applications received, the number granted and the number refused.

Table 3 below shows a breakdown of Permit applications received granted and refused. This excludes Provisional Permit Applications (PAAs).

Data on Applications and Variations that are superseded is being removed from this and future reports as applications and variations applied for and granted is the meaningful data.

Data is further broken down into Permit applications received, granted and refused related to Highway Authority works and Utilities works on Table 4 below.

TABLE 3 KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION APPLICATIONS RECEIVED, THE NUMBER GRANTED AND THE NUMBER REFUSED AND DEEMED. YEAR 1

Year 1 Total Applications Received	18,151	
Year 1 Total Variations Received	8,316	
Year 1 Applications Granted	14,189	Which is 78% of the total
Year 1 Variations Granted	1,564	Which is 19% of the total
Year 1 Applications Refused	364	Which is 2% of the total
Year 1 Variations Refused	67	Which is 1% of the total
Year 1 Applications Deemed	81	Which is <1% of the total
Year 1 Variations Deemed	2	Which is <1% of the total

TABLE 4 KPI 1 PERMIT APPLICATIONS BY PROMOTER. YEAR 1

Highway Authority Year 1 Total Permit Applications	1,201	Which is 7% of the total
Utility Year 1 Total Permit Applications	16,950	Which is 93% of the total
Highway Authority Year 1 Total Applications Granted	982	Which is 82% of the total
Utility Year 1 Total Applications Granted	13,207	Which is 78% of the total
Highway Authority Year 1 Total Applications Refused	67	Which is 6% of the total
Utility Total Applications Refused	297	Which is 2% of the total
Highway Authority Year 1 Total Permit Variations	1,194	Which is 14% of the total
Utility Total Permit Variations	7,121	Which is 86% of the total
Highway Authority Year 1 Total Variations Granted	539	Which is 45% of the total
Utility Total Variations Granted	1025	Which is 14% of the total
Highway Authority Year 1 Total Variations Refused	67	Which is 6% of the total
Utility Total Variations Refused	0	

TABLE 5 KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION APPLICATIONS RECEIVED, GRANTED, REFUSED AND DEEMED BY PROMOTER. YEAR 1

Highway Authority	Applications Received	Variations Received	Applications Granted	Variations Granted	Applications Refused	Variations Refused	Applications Deemed	Variations Deemed
	1,136	1,194	997	539	67	67	3	2
BT	Applications Received 1,975	Variations Received 525	Applications Granted 1,397	Variations Granted 0	Applications Refused 64	Variations Refused 0	Applications Deemed 4	Variations Deemed 0
City of London Telecomms	Applications Received 1	Variations Received 0	Applications Granted 0	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
CityFibre Networks Limited	Applications Received 3,154	Variations Received 2,726	Applications Granted 0	Variations Granted 64	Applications Refused 0	Variations Refused 0	Applications Deemed 11	Variations Deemed 0
Department for Transport Stat Roads	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Energy Assets Networks Limited (formerly Utility Distribution)	Applications Received 4	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Eunetworks	Applications Received 99	Variations Received 25	Applications Granted 47	Variations Granted 0	Applications Refused 29	Variations Refused 0	Applications Deemed 2	Variations Deemed 0
Fulcrum Pipelines Limited	Applications Received 4	Variations Received 0	Applications Granted 3	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0

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Gas Transportation Co Limited	Applications Received 6	Variations Received 0	Applications Granted 4	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Geo	Applications Received 9	Variations Received 0	Applications Granted 8	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Global Utility Connections	Applications Received 1	Variations Received 0	Applications Granted 0	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Highways England	Applications Received 12	Variations Received 0	Applications Granted 8	Variations Granted 0	Applications Refused 3	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Last Mile Electricity Limited (formerly Global Utility)	Applications Received 6	Variations Received 9	Applications Granted 4	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Last Mile Gas Limited	Applications Received 2	Variations Received 4	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Metro West Yorkshire Combined Authority	Applications Received 36	Variations Received 1	Applications Granted 28	Variations Granted 0	Applications Refused 4	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Murphy Power Distribution	Applications Received 16	Variations Received 7	Applications Granted 9	Variations Granted 0	Applications Refused 4	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Network Rail	Applications Received 253	Variations Received 53	Applications Granted 186	Variations Granted 0	Applications Refused 10	Variations Refused 0	Applications Deemed 2	Variations Deemed 0

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Northern Gas Networks	Applications Received 1,456	Variations Received 1,008	Applications Granted 1,062	Variations Granted 0	Applications Refused 15	Variations Refused 0	Applications Deemed 10	Variations Deemed 0
Northern Powergrid (Northeast) PLC	Applications Received 1	Variations Received 0	Applications Granted 0	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Northern Powergrid (Northeast) PLC	Applications Received 2,094	Variations Received 818	Applications Granted 1,923	Variations Granted 0	Applications Refused 17	Variations Refused 0	Applications Deemed 12	Variations Deemed 0
O2 (UK) Limited	Applications Received 17	Variations Received 0	Applications Granted 0	Variations Granted 0	Applications Refused 3	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Opal Telecom	Applications Received 699	Variations Received 572	Applications Granted 569	Variations Granted 0	Applications Refused 15	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Quickline Communications Limited	Applications Received 1	Variations Received 3	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Romec Limited	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
T-Mobile (UK) Limited	Applications Received 90	Variations Received 28	Applications Granted 63	Variations Granted 0	Applications Refused 5	Variations Refused 0	Applications Deemed 5	Variations Deemed 0
Virgin Media	Applications Received 1,598	Variations Received 252	Applications Granted 1,240	Variations Granted 0	Applications Refused 15	Variations Refused 0	Applications Deemed 0	Variations Deemed 0

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Vodafone Group	Applications Received 2	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Yorkshire Water	Applications Received 5,412	Variations Received 1,090	Applications Granted 4,007	Variations Granted 0	Applications Refused 53	Variations Refused 0	Applications Deemed 32	Variations Deemed 0
Utility Total	Applications Received 6,950	Variations Received 7,121	Applications Granted 13,207	Variations Granted 0	Applications Refused 297	Variations Refused 0	Applications Deemed 78	Variations Deemed 0

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TABLE 6 KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 0-2 AND TRAFFIC SENSITIVE STREETS FOR UTILITY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 78						
Major Permit Applications	Permits Granted 78 which is 7%	Permits Refused 3 which is 6%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 24 which is 7%
Standard Permit Applications	Permits Granted 125 which is 12%	Permits Refused 20 which is 38%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 54 which is 17%
Minor Permit Applications	Permits Granted 484 which is 45%	Permits Refused 30 which is 57%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 225 which is 69%
Immediate Permit Applications	Permits Granted 379 which is 36%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 23 which is 7%
Total Applications	Permits Granted 1,144	Permits Refused 53	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 326

TABLE 7 KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 3-4 NON TRAFFIC SENSITIVE STREETS FOR UTILITY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 1,249						
Major Permit Applications	Permits Granted 1,249 which is 9%	Permits Refused 17 which is 7%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0
Standard Permit Applications	Permits Granted 2,008 which is 15%	Permits Refused 67 which is 27%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 564 which is 19%
Minor Permit Applications	Permits Granted 4,344 which is 32%	Permits Refused 157 which is 64%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1,762 which is 61%
Immediate Permit Applications	Permits Granted 4,540 which is 34%	Permits Refused 3 which is 1%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 195 which is 7%
Total Applications	Permits Granted 13,390	Permits Refused 244	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 2,904

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TABLE 8 KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR UTILITY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 1,327						
Major Permit Applications	Permits Granted 1,327 which is 9%	Permits Refused 20 which is 7%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 407 which is 13%
Standard Permit Applications	Permits Granted 2,133 which is 15%	Permits Refused 87 which is 29%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 618 which is 19%
Minor Permit Applications	Permits Granted 4,828 which is 33%	Permits Refused 187 which is 63%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1,987 which is 62%
Immediate Permit Applications	Permits Granted 4,919 which is 34%	Permits Refused 3 which is 1%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 218 which is 7%
Total Applications	Permits Granted 14,534	Permits Refused 297	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 3,230

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TABLE 9 KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 0-2 AND TRAFFIC SENSITIVE STREETS FOR HIGHWAY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 72						
Major Permit Applications	Permits Granted 72 which is 23%	Permits Refused 7 which is 20%	Variations Granted 67 which is 36%	Variations Refused 7 which is 20%	Deemed Permit Applications 0	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 12 which is 23%
Standard Permit Applications	Permits Granted 97 which is 31%	Permits Refused 13 which is 37%	Variations Granted 59 which is 31%	Variations Refused 13 which is 37%	Deemed Permit Applications 1 which is 100%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 23 which is 38%
Minor Permit Applications	Permits Granted 127 which is 41%	Permits Refused 15 which is 43%	Variations Granted 55 which is 29%	Variations Refused 15 which is 43%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 24 which is 39%
Immediate Permit Applications	Permits Granted 14 which is 5%	Permits Refused 0	Variations Granted 7 which is 4%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 2 which is 3%
Total Applications	Permits Granted 310	Permits Refused 35	Variations Granted 188	Variations Refused 35	Deemed Permit Applications 1	Deemed Permit Variations 20	Cancelled or Aborted Applications 61

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TABLE 10 KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 3-4 NON TRAFFIC SENSITIVE STREETS FOR HIGHWAY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 168						
Major Permit Applications	Permits Granted 168 which is 25%	Permits Refused 18 which is 56%	Variations Granted 104 which is 30%	Variations Refused 0	Deemed Permit Applications 1 which is 50%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 42 which is 47%
Standard Permit Applications	Permits Granted 190 which is 28%	Permits Refused 4 which is 13%	Variations Granted 110 which is 31%	Variations Refused 4 which is 12%	Deemed Permit Applications 0	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 18 which is 20%
Minor Permit Applications	Permits Granted 264 which is 39%	Permits Refused 10 which is 31%	Variations Granted 102 which is 29%	Variations Refused 10 which is 31%	Deemed Permit Applications 1 which is 50%	Deemed Permit Variations 0	Cancelled or Aborted Applications 26 which is 29%
Immediate Permit Applications	Permits Granted 50 which is 10%	Permits Refused 0	Variations Granted 35 which is 10%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 3 which is 3%
Total Applications	Permits Granted 672	Permits Refused 32	Variations Granted 351	Variations Refused 32	Deemed Permit Applications 2	Deemed Permit Variations 20	Cancelled or Aborted Applications 89

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TABLE 11 KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR HIGHWAY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 240							
Major Permit Applications	Permits Granted 240 which is 24%	Permits Refused 25 which is 37%	Variations Granted 171 which is 32%	Variations Refused 25 which is 37%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 41 which is 27%	
Standard Permit Applications	Permits Granted 287 which is 29%	Permits Refused 17 which is 25%	Variations Granted 169 which is 31%	Variations Refused 17 which is 25%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 50 which is 33%	
Minor Permit Applications	Permits Granted 391 which is 40%	Permits Refused 25 which is 37%	Variations Granted 157 which is 29%	Variations Refused 25 which is 37%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 0	Cancelled or Aborted Applications 5 which is 3%	
Immediate Permit Applications	Permits Granted 64 which is 7%	Permits Refused 0	Variations Granted 42 which is 8%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0	
Total Applications	Permits Granted 982	Permits Refused 67	Variations Granted 539	Variations Refused 67	Deemed Permit Applications 3	Deemed Permit Variations 2	Cancelled or Aborted Applications 150	

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TABLE 12 KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 0-2 AND TRAFFIC SENSITIVE STREETS FOR ALL WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 150						
Major Permit Applications	Permits Granted 150 which is 11%	Permits Refused 10 which is 11%	Variations Granted 67 which is 36%	Variations Refused 7 which is 20%	Deemed Permit Applications 0	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 36 which is 9%
Standard Permit Applications	Permits Granted 222 which is 16%	Permits Refused 33 which is 38%	Variations Granted 59 which is 31%	Variations Refused 13 which is 37%	Deemed Permit Applications 1 which is 100%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 77 which is 20%
Minor Permit Applications	Permits Granted 611 which is 44%	Permits Refused 45 which is 51%	Variations Granted 55 which is 29%	Variations Refused 15 which is 37%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 249 which is 64%
Immediate Permit Applications	Permits Granted 393 which is 29%	Permits Refused 0	Variations Granted 7 which is 4%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 25 which is 6%
Total Applications	Permits Granted 1,376	Permits Refused 88	Variations Granted 188	Variations Refused 35	Deemed Permit Applications 1	Deemed Permit Variations 2	Cancelled or Aborted Applications 387

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TABLE 13 KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 3-4 NON TRAFFIC SENSITIVE STREETS FOR ALL WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 1,417						
Major Permit Applications	Permits Granted 1,417 which is 11%	Permits Refused 35 which is 13%	Variations Granted 104 which is 30%	Variations Refused 18 which is 56%	Deemed Permit Applications 1 which is 50%	Deemed Permit Variations 0	Cancelled or Aborted Applications 425 which is 14%
Standard Permit Applications	Permits Granted 2,198 which is 17%	Permits Refused 71 which is 26%	Variations Granted 110 which is 31%	Variations Refused 4 which is 13%	Deemed Permit Applications 0	Deemed Permit Variations 0%	Cancelled or Aborted Applications 582 which is 19%
Minor Permit Applications	Permits Granted 4,608 which is 36%	Permits Refused 167 which is 60%	Variations Granted 102 which is 29%	Variations Refused 10 which is 31%	Deemed Permit Applications 1 which is 50%	Deemed Permit Variations 0	Cancelled or Aborted Applications 1,788 which is 60%
Immediate Permit Applications	Permits Granted 4,590 which is 36%	Permits Refused 3 which is 1%	Variations Granted 35 which is 1%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 198 which is 7%
Total Applications	Permits Granted 12,813	Permits Refused 276	Variations Granted 351	Variations Refused 32	Deemed Permit Applications 2	Deemed Permit Variations 0	Cancelled or Aborted Applications 2,993

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TABLE 14 KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION GRANTED, NUMBER REFUSED, DEEMED SUPERSEDED AND CANCELLED FOR ALL WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 1,567							
Major Permit Applications	Permits Granted 1,567 which is 11%	Permits Refused 45 which is 12%	Variations Granted 171 which is 32%	Variations Refused 25 which is 37%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 461 which is 14%	
Standard Permit Applications	Permits Granted 2,420 which is 17%	Permits Refused 104 which is 29%	Variations Granted 169 which is 31%	Variations Refused 17 which is 25%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 659 which is 19%	
Minor Permit Applications	Permits Granted 5,219 which is 37%	Permits Refused 212 which is 58%	Variations Granted 157 which is 29%	Variations Refused 25 which is 37%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 0	Cancelled or Aborted Applications 2,037 which is 60%	
Immediate Permit Applications	Permits Granted 4,983 which is 35%	Permits Refused 3 which is 1%	Variations Granted 42 which is 8%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 223 which is 7%	
Total Applications	Permits Granted 14,189	Permits Refused 364	Variations Granted 539	Variations Refused 67	Deemed Permit Applications 3	Deemed Permit Variations 2	Cancelled or Aborted Applications 3,380	

KPI 2 THE NUMBER OF CONDITIONS APPLIED BY CONDITION TYPE.

Table 15 shows that 30,000 conditions were agreed with works Promoters, with the highest being time constraints and consultation and publicity.

91% of conditions attached to applications were attached to Utility works.

Conditions are attached to applications by the Works Promoter or when requested by the Permit Authority and help deliver the Permit Scheme objectives and societal benefits.

TABLE 15 KPI 2 THE NUMBER OF CONDITIONS APPLIED BY CONDITION TYPE. YEAR 1

Date Constraints	Utility Works 2,909	Highway Authority Works 244	Total is 3,153
Time Constraints	Utility Works 8,232	Highway Authority Works 878	Total is 9,110
Out of Hours Work	Utility Works 1,546	Highway Authority Works 422	Total is 1,968
Material and Plant Storage	Utility Works 1,087	Highway Authority Works 69	Total is 1,156
Road Occupation Dimensions	Utility Works 3,752	Highway Authority Works 159	Total is 3,911
Traffic Space Dimensions	Utility Works 1,320	Highway Authority Works 89	Total is 1,409
Road Closure	Utility Works 769	Highway Authority Works 215	Total is 984
Light Signals and Shuttle Working	Utility Works 919	Highway Authority Works 143	Total is 1,062
Traffic Management Changes	Utility Works 586	Highway Authority Works 55	Total is 641
Work Methodology	Utility Works 2,160	Highway Authority Works 29	Total is 2,189
Consultation and Publicity	Utility Works 3,618	Highway Authority Works 404	Total is 4,022
Environmental	Utility Works 152	Highway Authority Works 39	Total is 191
Local	Utility Works 200	Highway Authority Works 0	Total is 200
Total	Utility Works 27,250	Highway Authority Works 2,746	Total is 29,996

KPI 3, THE NUMBER OF APPROVED EXTENSIONS DURING THE YEAR.

TABLE 16 KPI 3 THE NUMBER OF APPROVED EXTENSIONS, YEAR 1, AGREED EXTENTIONS

April	Highway Authority 12	Utilities 145	Total is 157
May	Highway Authority 4	Utilities 170	Total is 174
June	Highway Authority 15	Utilities 267	Total is 282
July	Highway Authority 23	Utilities 275	Total is 298
August	Highway Authority 22	Utilities 350	Total is 372
September	Highway Authority 25	Utilities 353	Total is 378
October	Highway Authority 15	Utilities 447	Total is 462
November	Highway Authority 17	Utilities 164	Total is 181
December	Highway Authority 19	Utilities 149	Total is 168
January	Highway Authority 16	Utilities 178	Total is 194
February	Highway Authority 36	Utilities 331	Total is 367
March	Highway Authority 42	Utilities 397	Total is 439
Total	Highway Authority 246	Utilities 3,226	Total is 3,472

KPI 7 NUMBER OF INSPECTIONS CARRIED OUT TO MONITOR CONDITIONS

This KPI is broken down by promoter and shown as the number of sample permit condition checks carried out as a percentage of those issued.

TABLE 17 KPI 7 NUMBER OF INSPECTIONS CARRIED OUT BY PROMOTER TO MONITOR CONDITIONS. YEAR 1

Highway Authority	Total inspections 1	Passed 1	Non-Compliant 0
BT	Total inspections 6	Passed 6	Non-Compliant 0
City of London Telecomms	Total inspections 0	Passed 0	Non-Compliant 0
Cityfibre Metro Networks Limited	Total inspections is13	Passed 12	Non-Compliant 1
Northern Gas Networks	Total inspections 23	Passed 23	Non-Compliant 0
Northern Powergrid (Northeast) PLC	Total inspections i 56	Passed 56	Non-Compliant 0
Virgin Media	Total inspections 9	Passed 9	Non-Compliant 0
Vodafone Group	Total inspections 0	Passed 0	Non-Compliant 0
Yorkshire Water	Total inspections 67	Passed 67	Non-Compliant 0
Total	Total inspections 174	Passed 173	Non-Compliant 1

APPENDIX 2A - HAUC TPI MEASURES

TABLE 18 TPI 1 WORKS PHASES STARTED (BASE DATA) BY PROMOTER. YEAR 1

All Promoters	Major 1,443	Standard 2,239	Minor 5,141	Urgent 4,360	Emergency 627	Total is 13,810
Highway Authority	Major 202	Standard 172	Minor 341	Urgent 40	Emergency 23	Total is 778
Utilities	Major 1,241	Standard 2,067	Minor 4,800	Urgent 4,320	Emergency 604	Total is 13,032

TABLE 19 TPI 1 WORKS PHASES STARTED (BASE DATA) BY HIGHWAY AUTHORITY. YEAR 1

Reinstatement Category 1	Major 30	Standard 36	Minor 97	Urgent 5	Emergency 1	Total is 169
Reinstatement Category 2	Major 31	Standard 36	Minor 60	Urgent 5	Emergency 3	Total is 135
Reinstatement Category 3	Major 47	Standard 32	Minor 50	Urgent 8	Emergency 8	Total is 145
Reinstatement Category 4	Major 92	Standard 67	Minor 134	Urgent 21	Emergency 10	Total is 324
Reinstatement Category Other or Footway	Major 2	Standard 1	Minor 0	Urgent 1	Emergency 1	Total is 5

TABLE 20 TPI 2 WORKS PHASES COMPLETED (BASE DATA). YEAR 1

Reinstatement Category 1	Major 124	Standard 194	Minor 805	Urgent 469	Emergency 111	Total is 1,703
Reinstatement Category 2	Major 150	Standard 229	Minor 661	Urgent 493	Emergency 79	Total is 1,612
Reinstatement Category 3	Major 231	Standard 305	Minor 895	Urgent 775	Emergency 114	Total is 2,320
Reinstatement Category 4	Major 715	Standard 1,298	Minor 2,389	Urgent 2,525	Emergency 293	Total is 7,220
Reinstatement Category Other Footway	Major 21	Standard 41	Minor 50	Urgent 58	Emergency 7	Total is 177

TABLE 21 TPI 2 WORKS PHASES COMPLETED (BASE DATA) BY PROMOTER. YEAR 1

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All Promoters	Major 1,367	Standard 2,141	Minor 5,064	Urgent 4,317	Emergency 611	Total is 13,500
Highway Authority	Major 213	Standard 192	Minor 349	Urgent 36	Emergency 22	Total is 812
Utilities	Major 1,154	Standard 1,949	Minor 4,715	Urgent 4,281	Emergency 589	Total is 12,688

TABLE 22 TPI 2 WORKS PHASES COMPLETED (BASE DATA) FOR HIGHWAY AUTHORITY WORKS BY REINSTATEMENT CATEGORY. YEAR 1

Reinstatement Category 1	Major 24	Standard 37	Minor 70	Urgent 1	Emergency 0	Total is 132
Reinstatement Category 2	Major 35	Standard 40	Minor 69	Urgent 5	Emergency 3	Total is 152
Reinstatement Category 3	Major 51	Standard 37	Minor 59	Urgent 8	Emergency 8	Total is 163
Reinstatement Category 4	Major 99	Standard 76	Minor 150	Urgent 21	Emergency 10	Total is 356
Reinstatement Category Other Footway	Major 4	Standard 2	Minor 1	Urgent 1	Emergency 1	Total is 9

TABLE 23 TPI 2 WORKS PHASES COMPLETED (BASE DATA) FOR UTILITY WORKS BY REINSTATEMENT CATEGORY. YEAR 1

Reinstatement Category 1	Major 127	Standard 194	Minor 810	Urgent 470	Emergency 110	Total is 1,711
Reinstatement Category 2	Major 165	Standard 220	Minor 662	Urgent 497	Emergency 79	Total is 1,623
Reinstatement Category 3	Major 216	Standard 283	Minor 870	Urgent 770	Emergency 109	Total is 2,248
Reinstatement Category 4	Major 631	Standard 1,214	Minor 2,327	Urgent 2,486	Emergency 284	Total is 6,942
Reinstatement Category Other Footway	Major 15	Standard 38	Minor 46	Urgent 58	Emergency 7	Total is 164

TABLE 24 TPI 3 DAYS OF OCCUPANCY PHASES COMPLETED BY PROMOTER. YEAR 1

All Promoters	Major 21,730	Standard 12,726	Minor 7,866	Urgent 20,304	Emergency 3,595	Total is 66,221
Highway Authority	Major 3,312	Standard 1,328	Minor 601	Urgent 181	Emergency 512	Total is 5,934
Utilities	Major 18,418	Standard 11,398	Minor 7,265	Urgent 20,123	Emergency 3,083	Total is 60,287

TABLE 25(A) TPI 3 DAYS OF OCCUPANCY PHASES COMPLETED FOR HIGHWAY AUTHORITY WORKS BY REINSTATEMENT CATEGORY AND TRAFFIC SENSITIVITY STREET. YEAR 1

Traffic Sensitive Reinstatement Category 1	Major 136	Standard 144	Minor 73	Urgent 12	Emergency 1	Total is 366
Traffic Sensitive Reinstatement Category 2	Major 39	Standard 10	Minor 0	Urgent 0	Emergency 0	Total is 49
Traffic Sensitive Reinstatement Category 3	Major 0	Standard 0	Minor 0	Urgent 0	Emergency 0	Total is 0
Traffic Sensitive Reinstatement Category 4	Major 0	Standard 0	Minor 4	Urgent 0	Emergency 0	Total is 4

TABLE 25(B) TPI 3 DAYS OF OCCUPANCY PHASES COMPLETED FOR HIGHWAY AUTHORITY WORKS BY REINSTATEMENT CATEGORY AND NON-TRAFFIC SENSITIVITY STREET. YEAR 1

Traffic Sensitive Reinstatement Category 1	Major 273	Standard 201	Minor 52	Urgent 2	Emergency 0	Total is 528
Traffic Sensitive Reinstatement Category 2	Major 351	Standard 284	Minor 104	Urgent 17	Emergency 11	Total is 767
Traffic Sensitive Reinstatement Category 3	Major 1,084	Standard 217	Minor 98	Urgent 27	Emergency 407	Total is 1,833
Traffic Sensitive Reinstatement Category 4	Major 1,385	Standard 468	Minor 270	Urgent 122	Emergency 91	Total is 2,336
Traffic Sensitive Reinstatement Category HA footway	Major 31	Standard 0	Minor 0	Urgent 0	Emergency 0	Total is 31
Traffic Sensitive Reinstatement Category HD footway	Major 13	Standard 4	Minor 0	Urgent 1	Emergency 2	Total is 20

TABLE 26(A) TPI 3 DAYS OF OCCUPANCY PHASES COMPLETED FOR UTILITY WORKS BY REINSTATEMENT CATEGORY AND TRAFFIC SENSITIVITY STREET. YEAR 1 TRAFFIC SENSITIVE

Reinstatement Category 1	Major 1,204	Standard 621	Minor 600	Urgent 995	Emergency 453	Total is 3,873
Reinstatement Category 2	Major 147	Standard 62	Minor 54	Urgent 82	Emergency 16	Total is 361
Reinstatement Category 3	Major 0	Standard 0	Minor 0	Urgent 9	Emergency 0	Total is 9
Reinstatement Category 4	Major 8	Standard 0	Minor 0	Urgent 0	Emergency 0	Total is 8

TABLE 26(B) TPI 3 DAYS OF OCCUPANCY PHASES COMPLETED FOR UTILITY WORKS BY REINSTATEMENT CATEGORY AND TRAFFIC SENSITIVITY STREET. YEAR 1 NON-TRAFFIC SENSITIVE

Reinstatement Category 1	Major 1,262	Standard 448	Minor 460	Urgent 617	Emergency 228	Total is 3,015
Reinstatement Category 2	Major 2,591	Standard 1,146	Minor 971	Urgent 1,949	Emergency 338	Total is 6,995
Reinstatement Category 3	Major 3,428	Standard 1,682	Minor 1,370	Urgent 2,898	Emergency 597	Total is 9,975
Reinstatement Category 4	Major 9,778	Standard 7,439	Minor 3,810	Urgent 13,573	Emergency 1,451	Total is 36,051

TABLE 27 TPI 4 AVERAGE DURATION OF WORKS PHASES COMPLETED. YEAR 1

Major works	Highway Authority 17	Utility 16
Standard works	Highway Authority 8	Utility 6
Minor works	Highway Authority 2	Utility 2
Immediate Urgent works	Highway Authority 5	Utility 5
Immediate Emergency works	Highway Authority 23	Utility 5

TABLE 28 TPI 5 PHASES COMPLETED ON TIME. YEAR 1

This information is not available at this time.

TABLE 29 TPI 6 NUMBER OF DEEMED PERMIT APPLICATIONS. YEAR 1

Highway Authority	3
Utility	79

TABLE 30 TPI 7 NUMBER OF PHASE ONE PERMANENT REGISTRATIONS

This information is not available at this time.

TABLE 31(A) TPI7 NUMBER OF PHASE ONE PERMANENT REGISTRATIONS FOR HIGHWAY AUTHORITY WORKS BY REINSTATEMENT CATEGORY AND TRAFFIC SENSITIVITY STREET

This information is not available at this time.

TABLE 32(A) TPI7 NUMBER OF PHASE ONE PERMANENT REGISTRATIONS FOR UTILITY WORKS BY REINSTATEMENT CATEGORY AND TRAFFIC SENSITIVITY STREET

This information is not available at this time.

APPENDIX 2B - PERMIT APPLICATIONS DATA

TABLE 33 NUMBER OF PAA APPLICATIONS SUBMITTED

Year 1
751

TABLE 34 NUMBER OF PAA APPLICATIONS GRANTED

Year 1
751

TABLE 35 NUMBER OF PAA APPLICATIONS DEEMED

Year 1
23

TABLE 36 NUMBER OF “INITIAL” PERMIT APPLICATIONS SUBMITTED FOR A WORKS PHASE

This information is not available at this time.

TABLE 37 NUMBER OF PERMIT APPLICATIONS GRANTED ON FIRST APPLICATION SUBMISSION

This information is not available at this time.

TABLE 38 NUMBER OF “MODIFIED” APPLICATIONS SUBMITTED PRIOR TO PERMIT BEING GRANTED OR DEEMED

This information is not available at this time.

TABLE 39 NUMBER OF PERMIT APPLICATIONS DEEMED

Year 1
79

TABLE 40 NUMBER OF APPLICATIONS CANCELLED PRIOR TO GRANT / DEEMED

This information is not available at this time.

TABLE 41 NUMBER OF GRANTED / DEEMED PERMITS FOR WHICH AN ACTUAL START NEVER OCCURRED

This information is not available at this time.

TABLE 42 NUMBER OF AUTHORITY IMPOSED VARIATIONS / REVOKES

Year 1
157

TABLE 43 NUMBER OF DURATION VARIATIONS AFTER WORKS STARTED

This information is not available at this time.

TABLE 44 NUMBER OF DURATION VARIATIONS REFUSED

This information is not available at this time.

TABLE 45 NUMBER OF PERMIT APPLICATIONS WITH “COLLABORATION INDICATOR” SET. YEAR 1

Year 1 is 46

APPENDIX 2C - AUTHORITY MEASURES

TABLE 46 AM 1 AVERAGE DURATION OF WORKS IN DAYS BY PERMIT TYPE. YEAR 1

Major Works	Highway Authority 17	Utility 16
Standard Works	Highway Authority 8	Utility 6
Minor Works	Highway Authority 2	Utility 2
Immediate Urgent Works	Highway Authority 5	Utility 5
Immediate Emergency Works	Highway Authority 23	Utility 5

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TABLE 47 AM 2 CATEGORY A, B AND C INSPECTIONS (PERCENTAGE OF TOTAL UNDERTAKEN AND FAILURES) YEAR 1 BY PROMOTER BY ACTIVITY TYPE BY PROMOTER

Highway Authority	Total Inspections done 1	Total Failures 0	Total Failure rate is 0%
BT	Total Inspections done 6	Total Failures 0	Total Failure rate is 0%
Cityfibre Metro Networks Limited	Total Inspections done 13	Total Failures 1	Total Failure rate is 8%
Northern Gas Networks	Total Inspections done 23	Total Failures 0	Total Failure rate is 0%
Norther Powergrid (Northeast) PLC	Total Inspections done 56	Total Failures 0	Total Failure rate is 0%
Virgin Media	Total Inspections done 9	Total Failures 0	Total Failure rate is 0%
Yorkshire Water	Total Inspections done 67	Total Failures 0	Total Failure rate is 0%
Total	Total Inspections done 174	Total Failures 1	Total Failure rate is 1%

TABLE 48 AM 3 - DAYS OF DISRUPTION SAVED/ NUMBER OF COLLABORATIVE WORKS, YEAR 1

Type	Number of Collaborative Works	Days Saved
Permit	35	No Data
Trench Sharing	11	No Data
Total	46	No Data

AM 4 - RESPONSE CODE

Information regarding refusals by Promoter is not available at this time.

Previous response codes have been replaced with the table below.

The below table outlines 5 categories for reporting on Permit Refusals and Modification Requests, further refusals codes and sample text are provided for specific refusals reasons within those broad categories.

Authorities should wherever possible utilise the detailed codes in preference to the generic codes (e.g. RC11 or RC12 should be used over RC10) as this will drive more meaningful outputs and identify areas of improvement in permit applications, therefore only the codes below should be used to bring National consistency.

Both Authorities and Undertakers can report on this data and use the results to drive improvements in the quality of Permit Applications.

It is very important to note that whatever code is used, the reason for the refusal must be entirely clear.

If using the general codes (RC10, RC20), the specific reason must be clearly stated.

Please also refer to Regulation 9 (10) of the amended Regulations.

Equally, all works promoters should be fully aware it is an offence to undertake works without a valid permit.

Each code is worded ambiguously, so the Highway Authority will need to specify if it requires a refusal or modification.

PERMIT RESPONSE CODES, TYPE, DESCRIPTION AND SUGGESTED TEXT

Permit Response Code RC10 Missing Information	This would include instances where required conditions have not been provided/are not necessary or conflict. The works description or location information provided is insufficient. Use this code for missing information issues not covered by the below.
Permit Response Code RC11 Condition Not Provided/Not Necessary	You have omitted essential conditions for these works. If you still plan to proceed with the activity, you must supply the appropriate conditions within the conditions text box. [NAME] [Tel]
Permit Response Code RC12 TM Not Received	Please provide the required [illustration/traffic management drawing/works activity footprint] for this activity. Please supply the required plan and submit a new application once you have received approval. [NAME] [Tel]
Permit Response Code RC20 Incorrect Details on Permit	This would include where the dates, USRN or primary recipient of the Permit are incorrect. Use this code for incorrect Permit detail issues not covered by the below.
Permit Response Code RC21 Incorrect Primary Recipient	You have incorrectly selected XXX as the primary recipient of the permit. If you still plan to proceed with this activity you must submit a new permit application ensuring that you have issued it to the correct permitting authority. [NAME] [Tel]
Permit Response Code RC22 Location Issues	Your location description and map coordinates conflict, preventing effective coordination of these works. If you still plan to proceed with the activity you must amend this information. [NAME] [Tel]
Permit Response Code RC23 Conflicting Information	You have conflicting information contained within your permit application. You state [Example 1] which conflicts with [Example 2] If you still plan to proceed with the activity you must supply consistent information. [NAME] [Tel]
Permit Response Code RC30 Co-ordination Issues	This would include where the works will cause any sort of conflict (e.g with an event.) Use this code for co-ordination issues not covered by the below.
Permit Response Code RC31 Clash of Works	Your works will conflict with other activities for your proposed dates at this location, and collaboration is not possible. Please submit a new permit application with alternative dates. The conflicting works are estimated to be completed on [XX/XX/XXXX]. [NAME] [Tel]
Permit Response Code RC32 Timing of Works	You have not specified the precise [Times/Days] that your work site(s) will be occupying the public highway. If you still plan to proceed with this activity you must supply the necessary timing information. [NAME] [Tel]
Permit Response Code RC33 Collaboration / Co-ordination	Your works will conflict with other activities for your proposed dates at this location. Please confirm you can co-ordinate your works with the party who are (Name of Conflicting Promoter). If you still plan to proceed with this activity you must submit a new permit application with alternative dates or an agreement of collaboration. The conflicting works are estimated to be completed on [XX/XX/XXXX] by (XXXXX promoter). [NAME] [Tel]

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Permit Response Code RC40 Lack of Approval	This would include where TM approval has not been given, an early start has not been sought, the duration applied for is not viewed as acceptable or where the Permit applied for does not reflect prior agreements made. Use this code for general lack of approval or the codes below for a specific issue.
Permit Response Code RC41 Incorrect TM	You have not gained the relevant [TM plan/WAF/site meeting] (delete as appropriate) approval for these works. [NAME] [Tel]
Permit Response Code RC42 Early Start Agreement	No Early Start Agreement has [not been obtained/not been justified] for this activity. [NAME] [Tel]
Permit Response Code RC43 S.58 Restriction	This street is protected by a section 58 restriction. Please provided evidence that you have the relevant agreement to work within this restriction. [NAME] [Tel]
Permit Response Code RC44 Duration	The duration is considered to be excessive / insufficient [delete as required] because [XX]. Please specify a duration not longer than [XX] working days. [NAME] [Tel]
Permit Response Code RC50 Other	Any other reason not covered – As above you must clearly state the refusal reason – this category should be kept to a minimum otherwise the quality of the data can be diluted and made less useful in driving performance improvement.

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TABLE 49(A) AM 4 PERMIT RESPONSE CODES ISSUED BY PROMOTER. YEAR 1

Highway Authority	8 RC10s issued	14 RC11s issued	29 RC12s issued	5 RC20s issued		5 RC22s issued	16 RC23s issued	2 RC30s issued	12 RC31s issued		1 RC33s issued	15 RC40s issued	2 RC41s issued	2 RC42s issued	1 RC43s issued		38 RC50s issued
BT	2 RC10s issued	6 RC11s issued	56 RC12s issued	7 RC20s issued		2 RC22s issued	4 RC23s issued	4 RC30s issued	47 RC31s issued	6 RC32s issued	3 RC33s issued	43 RC40s issued	3 RC41s issued		1 RC43s issued	12 RC44s issued	88 RC50s issued
Cityfibre Metro Networks Limited	6 RC10s issued	9 RC11s issued	5 RC12s issued	11 RC20s issued		3 RC22s issued	6 RC23s issued	16 RC30s issued	45 RC31s issued		3 RC33s issued	50 RC40s issued	5 RC41s issued		12 RC43s issued	16 RC44s issued	90 RC50s issued
Energy Assets Networks Limited (Formerly Utility Distribution)		1 RC11s issued															
Eunetworks																	74 RC50s issued
Geo																	2 RC50s issued
Highways England									1 RC31s issued								2 RC50s issued
Last Mile Gas Limited			1 RC12s issued														
Murphy Power Distribution Limited		3 RC11s issued		1 RC20s issued					2 RC31s issued			1 RC40s issued					3 RC50s issued

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Network Rail	2 RC10s issued		28 RC12s issued	3 RC20s issued			1 RC23s issued					3 RC40s issued	12 RC41s issued		2 RC43s issued		7 RC50s issued
Northern Gas Networks	1 RC10s issued	1 RC11s issued	15 RC12s issued	1 RC20s issued			11 RC23s issued	4 RC30s issued	9 RC31s issued	2 RC32s issued		15 RC40s issued			1 RC43s issued		21 RC50s issued
Norther Powergrid (Northeast) PLC	3 RC10s issued		3 RC12s issued				7 RC23s issued	4 RC30s issued	10 RC31s issued		3 RC33s issued	5 RC40s issued	7 RC41s issued				19 RC50s issued
O2 UK Limited																	7 RC50s issued
Opal Telecom	2 RC10s issued		4 RC12s issued	2 RC20s issued		1 RC22s issued	13 RC23s issued		3 RC31s issued			11 RC40s issued	4 RC41s issued		3 RC43s issued	2 RC44s issued	7 RC50s issued
T-Mobile UK Limited			3 RC12s issued						1 RC31s issued			2 RC40s issued					7 RC50s issued
Virgin Media		2 RC11s issued	3 RC12s issued			1 RC22s issued	2 RC23s issued		31 RC31s issued		9 RC33s issued	2 RC40s issued	1 RC41s issued			2 RC44s issued	1 RC50s issued
Yorkshire Water	2 RC10s issued	5 RC11s issued	26 RC12s issued	14 RC20s issued	1 RC21s issued	12 RC22s issued	9 RC23s issued	12 RC30s issued	28 RC31s issued	5 RC32s issued	2 RC33s issued	50 RC40s issued	22 RC41s issued		7 RC43s issued	19 RC44s issued	75 RC50s issued
Utility Total	18 RC10s issued	27 RC11s issued	145 RC12s issued	39 RC20s issued	1 RC21s issued	19 RC22s issued	53 RC23s issued	40 RC30s issued	177 RC31s issued	13 RC32s issued	20 RC33s issued	182 RC40s issued	54 RC41s issued		26 RC43s issued	51 RC44s issued	403 RC50s issued

AM 5 FPNS (PERMIT BREACHES)

Table 50 below shows the number of fixed penalty notices. Under section 74 (7B) failure to give a notice under regulation 74 (charge for occupation of the highway where works unreasonably delayed); under section 19 (1) working without a Permit and under 20 (1) Permit breaches. There were a total 310 breaches in the first year of the modified scheme.

The Permit Authority will continue to work with Promoters to reduce the number of FPN's.

PERMIT BREACH CODE DESCRIPTIONS

Code 70(6)	Failure to comply with requirements to give notice of completion of reinstatement
Code 74(7B)	Failure to give a notice under regulation 74 (charge for occupation of the highway where works unreasonably delayed)
Code 19(1)	Works without a permit
Code 20(1)	Permit breaches

TABLE 50(A) AM 5 FPNS (PERMIT BREACHES) – BROKEN DOWN BY PROMOTER. YEAR 1

Highway Authority	70(6) is 6	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 6
BT	70(6) is 17	74(7B) is 2	19(1) is 1	20(1) is 0	Total is 20
City of London Telecomms	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Cityfibre Metro Networks	70(6) is 0	74(7B) is 7	19(1) is 0	20(1) is 0	Total is 7
Department for Transport Stat Roads	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Energy Assets Networks	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Eunetworks	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Fulcrum Pipelines Limited	70(6) is 1	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 1
Gas Transportation Co Limited	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
GEO	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0

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Global Utility Connections	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Highways England	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Last Mile Electricity Limited	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Last Mile Gas Limited	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Metro West Yorkshire	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Murphy Power Distribution	70(6) is 4	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 4
Network Rail	70(6) is 7	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 7
Northern Gas Networks	70(6) is 8	74(7B) is 1	19(1) is 0	20(1) is 0	Total is 9
Northern Powergrid (Northern) PLC	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Northern Powergrid (Yorkshire) PLC	70(6) is 11	74(7B) is 3	19(1) is 0	20(1) is 0	Total is 14
O2 (UK) Limited	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Opal Telecom	70(6) is 7	74(7B) is 0	19(1) is 0	20(1) is 1	Total is 8
Quickline Communications	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Romec Limited	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
T-Mobile (UK) Limited	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Virgin Media	70(6) is 5	74(7B) is 1	19(1) is 0	20(1) is 1	Total is 7
Vodafone Group	70(6) is 0	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 0
Yorkshire Water	70(6) is 123	74(7B) is 8	19(1) is 4	20(1) is 2	Total is 137
Utility Total	70(6) is 273	74(7B) is 22	19(1) is 6	20(1) is 3	Total is 304

TABLE 51 AM 6 - LEVELS OF CUSTOMER ENQUIRIES. YEAR 1

Year 1 number of instances, 1,448	Types of Enquiry data is available at this time.
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AM 7 AVERAGE JOURNEY TIME AND AM8 JOURNEY TIME RELIABILITY

One of the anticipated key benefits of the Permit Scheme is an increase in traffic speeds as a result of a reduction in the delay to traffic caused by road works.

As set out in the scope in Section 3.4 of this Evaluation, for a 5% reduction in delay, there is an expected improvement of 0.17% in journey time savings.

From September 2015 to March 2021 DfT purchases data about vehicle speeds and journey times from Teletrac Navman.

This data is generated through in-vehicle GPS units as part of the satellite navigation and stolen vehicle tracking services Teletrac Navman provides to their customers.

The specific raw data used to derive the Department's journey time statistics consist of 10-second GPS location reports for these vehicles for the period during which their ignition is on.

As part of the service provided to the Department, Teletrac Navman map these GPS location reports to the Ordnance Survey Mastermap and then use this information to reconstruct the routes taken by their customers as they move through the road network.

These reconstructed journeys, combined with the time stamps on the associated GPS location reports, allow Teletrac Navman to estimate the time taken by these vehicles to traverse each route network link.

The data also allows journey times to be associated with a particular link direction if the link in question can be traversed in either direction. Where the 10-second GPS location reports don't fall exactly on the start and end of each link, interpolation is used to estimate the time taken by the vehicles to complete each link.

Only data generated from cars, light goods vehicles and heavy goods vehicles are used to estimate journey times. All public service vehicles (e.g. buses) are excluded from the statistics as their frequent stopping/starting would report much slower journey times than actually prevail on the road.

For 2019 pre-Permit Scheme and 2020 post-Permit Scheme data is presented on Local A roads comparing delay of vehicles and traffic speed. Data is shown on Table 52 and shows a decrease in delay of 15% and increase in speed of 5% based on the assumption that all other network outcomes are equal.

Table 58 shows that traffic flows have decreased by 23% due to numerous lock downs through the Covid pandemic. In comparing to the whole of the UK there was a decrease in delay of 20% and increase in speed of 8%.

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Due to the fluctuate effects during the Covid pandemic it is not possible to confirm that the permit scheme has had some effect on reducing traffic delay on the network. Due to fluctuations, it is also not able to confirm if journey time reliability has improved.

For Table 52, AM7, Average Journey Times, Year 1, Kirklees Local 'A' Road Delay 2019-2020 Source Road Congestion Statistics, DfT please see attached source data document.

AM 9 ROAD TRAFFIC COLLISIONS

Road Traffic collisions have been analysed for 2019 pre-Permit Scheme and 2020 post-Permit Scheme.

To estimate the predicted collisions post-scheme compared to the actual data collected, trends were analysed from reported collision statistics from 2014-2018 PIA that shows an annual average reduction of 17 collisions or 1.4 per month.

The actual data as shown on Table 53 below shows that there has been a decrease of 20% in collisions compared to the 2019 collisions and decrease of 17% based on the predicted trends.

As there has been a reduction in traffic flow that could have contributed to reduction in collisions it is not possible to confirm a positive benefit of the Permit Scheme.

A contributing factor to reduced collisions through the scheme would be reduced disruption of road works by improved traffic management, signage and diversion routes and less variable speeds reducing the risks to drivers.

TABLE 53(A) AM 9 ROAD TRAFFIC COLLISIONS. YEAR 1

January 2019	Total is 53	Predicted January 2020	Total is 51	Actual for January 2020	Total is 52	Difference is 101%
February 2019	Total is 51	Predicted February 2020	Total is 49	Actual for February 2020	Total is 50	Difference is 101%
March 2019	Total is 50	Predicted March 2020	Total is 49	Actual for March 2020	Total is 38	Difference is 78%
April 2019	Total is 43	Predicted April 2020	Total is 42	Actual for April 2020	Total is 20	Difference is 48%
May 2019	Total is 50	Predicted May 2020	Total is 49	Actual for May 2020	Total is 33	Difference is 68%
June 2019	Total is 48	Predicted June 2020	Total is 47	Actual for June 2020	Total is 38	Difference is 82%
July 2019	Total is 47	Predicted July 2020	Total is 46	Actual for July 2020	Total is 39	Difference is 86%
August 2019	Total is 51	Predicted August 2020	Total is 49	Actual for August 2020	Total is 46	Difference is 93%
September 2019	Total is 48	Predicted September 2020	Total is 47	Actual for September 2020	Total is 44	Difference is 95%
October 2019	Total is 42	Predicted October 2020	Total is 41	Actual for October 2020	Total is 36	Difference is 88%
November 2019	Total is 52	Predicted November 2020	Total is 50	Actual for November 2020	Total is 37	Difference is 73%
December 2019	Total is 42	Predicted December 2020	Total is 41	Actual for December 2020	Total is 31	Difference is 76%
Total	Total is 577	Predicted Total	Total is 560	Actual Total for 2020	Total is 464	Difference is 83%

AM 10 CARBON EMISSIONS

The result of reduced congestion is a reduction in fuel consumption and therefore CO2 emissions.

Data has been collected from the DfT on traffic flow sites on major and minor roads in Kirklees that identifies 102 locations as shown on Table 54 and 55 with traffic flows by vehicle type.

The data show that traffic levels have decreased by 23% from 2019 to 2020.

The average traffic speed from the DfT on Table 56 has been used for comparison.

The DfT carbon tool has been used using the traffic flow and average speed to predict carbon emissions that is summarized in Table 57.

Table 58 compares output pre-Permit Scheme and post-Permit Scheme.

The summary shows that there has been increase in traffic speed of 10% and carbon emissions have decreased by 24%.

The reduction in traffic flow has contributed to reduced delays, increased speed and reduced carbon emissions and is a very positive outcome for the network, however, it is not possible to confirm if the modified Permit Scheme has reduced any carbon output.

As the modified Permit Scheme continues the Highway Authority will continue to work with Utilities to reduce disruption wherever possible and monitor these elements.

For Table 54(a) AM 10 Carbon Emissions - DfT Traffic Count Sites, please see attached source data document.

For Table 55(a) AM 10 Carbon Emissions - Traffic Count Data, Year 1, 2019 Flow Data, Pre-scheme, please see attached source data document.

For Table 55(B) AM 10 Carbon Emissions - Traffic Count Data Year 2020 Flow Data Post-scheme, please see attached source data document.

TABLE 56 AM 10 CARBON EMISSIONS TRAFFIC SPEED

Average traffic speed (miles per mile) (Source DfT Congestion & Reliability Statistics Table CGN0501b) Average traffic speeds on local 'A' roads

2019 pre-scheme is 20.7
2020 post-scheme is 22.8

For Table 57(A) AM 10 Carbon Emissions - DfT Sites, Year 1, 2020, Total Emissions (thousand tonnes CO2) Pre-scheme, please see source data document.

For Table 57(B) AM 10 Carbon Emissions - DfT Sites, Year 1, 2020, Total Emissions (thousand tonnes CO2) Post-scheme, please see source data document.

TABLE 58 (A) AM 10 CARBON EMISSIONS – SUMMARY. 2019 CARBON OUTPUT PRE-SCHEME

Pedal Cycles	Traffic Flow 4,997	Average speed (mph) 20.7	Emission (g CO ₂ / km) 0
Motorcycles	Traffic Flow 7,529	Average speed (mph) 20.7	Emission (g CO ₂ / km) 2.41
Cars Taxis	Traffic Flow 1,099,531	Average speed (mph) 20.7	Emission (g CO ₂ / km) 71.92
Buses Coaches	Traffic Flow 10,161	Average speed (mph) 20.7	Emission (g CO ₂ / km) 3.43
Light Goods Vehicles	Traffic Flow 166,097	Average speed (mph) 20.7	Emission (g CO ₂ / km) 16.03
2 Axle Rigid HGV	Traffic Flow 16,782	Average speed (mph) 20.7	Emission (g CO ₂ / km) 3.03
3 Axle Rigid HGV	Traffic Flow 3,566	Average speed (mph) 20.7	Emission (g CO ₂ / km) 3.03
4 or 5 Axle Rigid HGV	Traffic Flow 3,860	Average speed (mph) 20.7	Emission (g CO ₂ / km) 3.03
3 or 4 Axle Artic HGV	Traffic Flow 1,693	Average speed (mph) 20.7	Emission (g CO ₂ / km) 1.91
5 Axle Artic HGV	Traffic Flow 5,165	Average speed (mph) 20.7	Emission (g CO ₂ / km) 1.91
6 or More Axle Artic HGV	Traffic Flow 4,441	Average speed (mph) 20.7	Emission (g CO ₂ / km) 1.91
All HGVs	Traffic Flow 35,500	Average speed (mph) 20.7	Emission (g CO ₂ / km) 14.82
All Motor Vehicles	Traffic Flow 1,318,810	Average speed (mph) 20.7	Emission (g CO ₂ / km) 108.62

TABLE 58 (B) AM 10 CARBON EMISSIONS – SUMMARY. 2020 CARBON OUTPUT POST-SCHEME

Pedal Cycles	Traffic Flow 6,051	Average speed (mph) 22.8	Emission (g CO ₂ / km) 0
Motorcycles	Traffic Flow 5,252	Average speed (mph) 22.8	Emission (g CO ₂ / km) 1.63
Cars Taxis	Traffic Flow 823,894	Average speed (mph) 22.8	Emission (g CO ₂ / km) 51.87
Buses Coaches	Traffic Flow 6,580	Average speed (mph) 22.8	Emission (g CO ₂ / km) 2.06
Light Goods Vehicles	Traffic Flow 145,247	Average speed (mph) 22.8	Emission (g CO ₂ / km) 13.56
2 Axle Rigid HGV	Traffic Flow 16,430	Average speed (mph) 22.8	Emission (g CO ₂ / km) 2.74
3 Axle Rigid HGV	Traffic Flow 3,000	Average speed (mph) 22.8	Emission (g CO ₂ / km) 2.74
4 or 5 Axle Rigid HGV	Traffic Flow 3,695	Average speed (mph) 22.8	Emission (g CO ₂ / km) 2.74
3 or 4 Axle Artic HGV	Traffic Flow 1,460	Average speed (mph) 22.8	Emission (g CO ₂ / km) 1.65
5 Axle Artic HGV	Traffic Flow 3,841	Average speed (mph) 22.8	Emission (g CO ₂ / km) 1.65
6 or More Axle Artic HGV	Traffic Flow 5,039	Average speed (mph) 22.8	Emission (g CO ₂ / km) 1.65
All HGVs	Traffic Flow 33,468	Average speed (mph) 22.8	Emission (g CO ₂ / km) 13.18
All Motor Vehicles	Traffic Flow 1,014,445	Average speed (mph) 22.8	Emission (g CO ₂ / km) 82.30

TABLE 58 (C) AM 10 CARBON EMISSIONS – SUMMARY. CARBON OUTPUT COMPARISON

Pedal Cycles	Traffic Flow +21%	Speed +10%	Emission (g CO ₂ / km) Speed 0%
Motorcycles	Traffic Flow -30%	Speed +10%	Emission (g CO ₂ / km) Speed -32%
Cars Taxis	Traffic Flow -25%	Speed +10%	Emission (g CO ₂ / km) Speed -28%
Buses Coaches	Traffic Flow -35%	Speed +10%	Emission (g CO ₂ / km) Speed -40%
Light Goods Vehicles	Traffic Flow -13%	Speed +10%	Emission (g CO ₂ / km) Speed -15%
2 Axle Rigid HGV	Traffic Flow -2%	Speed +10%	Emission (g CO ₂ / km) Speed -9%
3 Axle Rigid HGV	Traffic Flow -16%	Speed +10%	Emission (g CO ₂ / km) Speed -9%
4 or 5 Axle Rigid HGV	Traffic Flow -4%	Speed +10%	Emission (g CO ₂ / km) Speed -9%
3 or 4 Axle Artic HGV	Traffic Flow -14%	Speed +10%	Emission (g CO ₂ / km) Speed -14%
5 Axle Artic HGV	Traffic Flow -26%	Speed +10%	Emission (g CO ₂ / km) Speed -14%
6 or More Axle Artic HGV	Traffic Flow 13%	Speed +10%	Emission (g CO ₂ / km) Speed -14%
All HGVs	Traffic Flow -6%	Speed +10%	Emission (g CO ₂ / km) Speed -11%
All Motor Vehicles	Traffic Flow -23%	Speed +10%	Emission (g CO ₂ / km) Speed -24%

TABLE 59 KPI 4 THE NUMBER OF OCCURRENCES OF REDUCING THE APPLICATION PERIOD (EARLY STARTS). YEAR 1

This KPI shows where promoters start their works without having to comply with the minimum Permit application lead-in period, commonly known as early start agreements.

March	Highway Authority 30	Utilities 138	Total is 168
April	Highway Authority 35	Utilities 261	Total is 296
May	Highway Authority 26	Utilities 290	Total is 316
June	Highway Authority 45	Utilities 230	Total is 275
July	Highway Authority 61	Utilities 142	Total is 203
August	Highway Authority 34	Utilities 211	Total is 245
September	Highway Authority 37	Utilities 177	Total is 214
October	Highway Authority 28	Utilities 142	Total is 170
November	Highway Authority 19	Utilities 135	Total is 154
December	Highway Authority 30	Utilities 55	Total is 85
January	Highway Authority 23	Utilities 118	Total is 141
February	Highway Authority 11	Utilities 241	Total is 252
Total	Highway Authority 379	Utilities 2,140	Total is 2,519

KPI 5 TABLE 60 KPI 5 THE NUMBER OF AGREEMENTS TO WORK IN SECTION 58 AND SECTION 58A RESTRICTIONS. YEAR 1

This information is not available at this time.

TABLE 61 KPI 6, THE PROPORTION OF TIMES THAT A PERMIT AUTHORITY INTERVENES ON APPLICATIONS. YEAR 1

This information is not available at this time.

APPENDIX 3 COSTS AND INCOME

FEE INCOME

This permit scheme evaluation report covers the period from the 4th March 2020 to the end of February 2021 inclusive.

£1,235,040 of Permit and Permit Variation fee income was received.

This total fee income included exceptional income from the major roll out of City Fibre in Kirklees which generated an additional £325,000.

Total fee income was 32% greater than expected due to the exceptional number of permit applications which were 30% higher than originally anticipated.

Excluding this exceptional income revenue was £909,000 which is 8% more than originally budgeted for.

COSTS BUDGETS AND ACTUALS

Following a restructuring and due to the increased workload caused by the City Fibre roll out an additional 2 staff were deployed above the original budgeted number of 8.

The Permit Scheme is expected to continue to be fully resourced in 2021/22.

Actual operational requirements and operating costs are now better understood and fully accounted for.

Costs are less than fee income by circa £286,242 (23%). This surplus will be carried forward.

The volume of permit applications was circa 30% higher than originally anticipated for the year.

Additional staffing was deployed to manage the additional volume of applications.

An additional spend on IT Support is expected to continue in 2021/22.

Over the next 1 to 3 years a balanced position is expected to arise, assuming permit volumes, costs and fees return to normal levels and then remain relatively consistent.

As fee income is anticipated to be the same or less than costs over the next several years, no consideration will be given changing Permit fees in 2021/22.

TABLE 62 AM 11 COSTS BUDGETS AGAINST ACTUALS

KPI Production	Year 1 Budget £30,000	Year 1 Actual £24,500
Invoicing	Year 1 Budget £50,000	Year 1 Actual £65,000
IT support	Year 1 Budget £25,000	Year 1 Actual £70,000
Unauthorised / Abandoned works	Year 1 Budget £40,000	Year 1 Actual £52,000
Management Overhead	Year 1 Budget £25,000	Year 1 Actual £45,000
Training	Year 1 Budget £10,000	Year 1 Actual £0
Staff	Year 1 Budget £660,000	Year 1 Actual £692,298
Totals	Year 1 Budget £840,000	Year 1 Actual £948,798

AVERAGE PERMIT COST AND COST BENEFIT ANALYSIS

By dividing the number of Utility Permits granted by the Permit Scheme cost an average cost per Permit can be calculated.

This is a useful indicator of the general scheme costs to Utilities and can be compared to other schemes to show a general financial efficiency level.

TABLE 63 AM 11 AVERAGE PERMIT COST, YEAR 1

Total Utility Permit Applications 16,950	Total Scheme Cost £948,798	Average Permit Cost £56
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TABLE 64 HIGHWAY AUTHORITY COST BENEFIT RESULTS. 5% REDUCTION IN WORKS IMPACT

Net Present Value of Benefits	Opening Year Predicted £10,068,094	Opening Year Actuals £7,441,708
Net Present Value of Costs	Opening Year Predicted £1,199,916	Opening Year Actuals £948,798
Net Present Value of Permit Scheme	Opening Year Predicted £8,868,178	Opening Year Actuals £6,492,910
Benefit to Cost Ratio	Opening Year Predicted 8.39	Opening Year Actuals 7.84

END