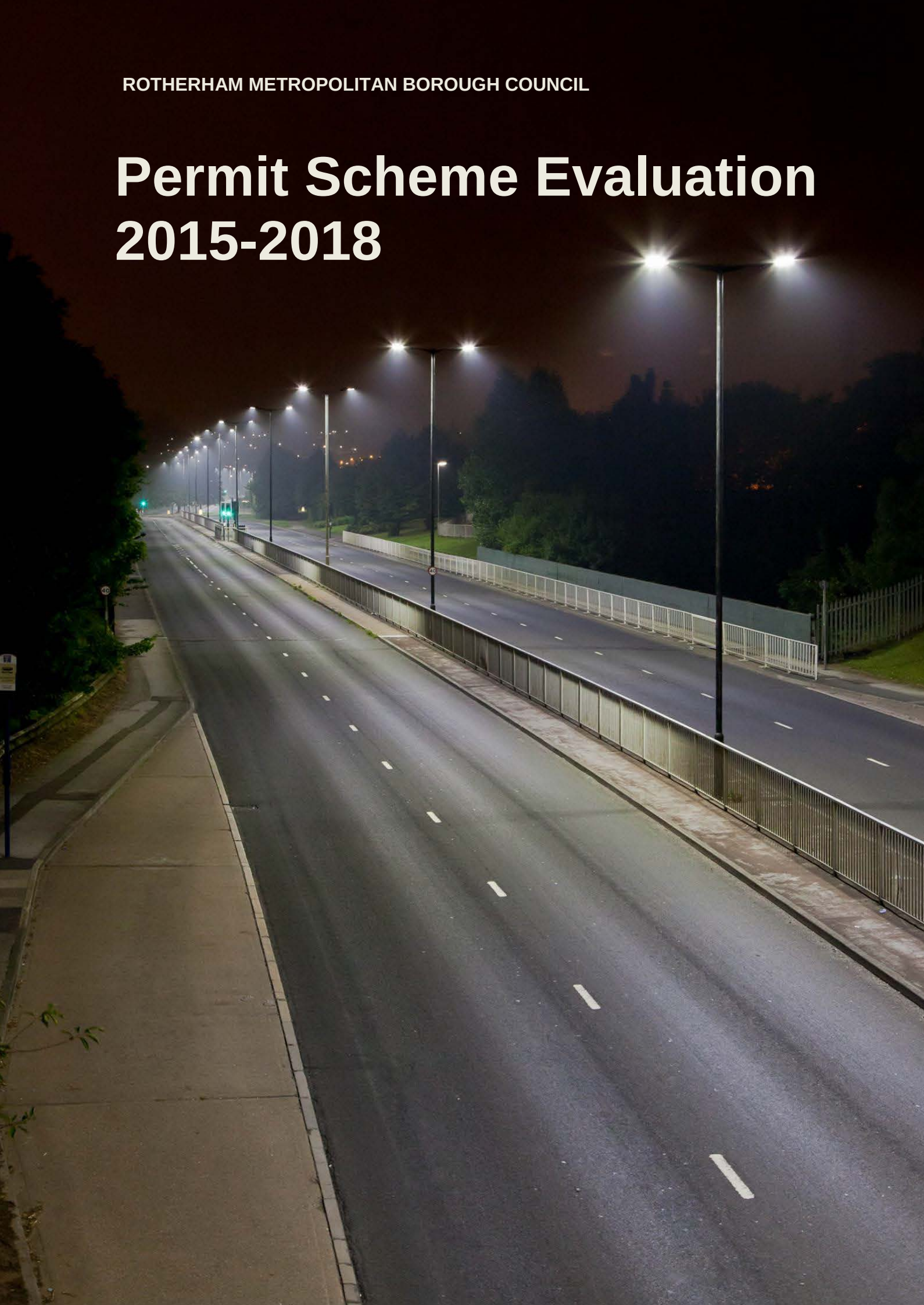
ROTHERHAM METROPOLITAN BOROUGH COUNCIL

Permit Scheme Evaluation 2015-2018



Contents

1 Objectives of the Yorkshire Common Permit Scheme for Rotherham MBC

The Traffic Management Act 2004 (TMA), Part 3 Sections 32 to 39, and the Traffic Management Permit Scheme (England) Regulations 2007 make provision for the introduction of Permit Schemes in England. The Yorkshire Common Permit Scheme came into effect in the Rotherham Metropolitan Borough Council (MBC) area on 12 June 2012, and was later revised in accordance with the 2015 Amendment Regulations.

This is the fourth evaluation of the operation of the Permit Scheme in the Rotherham MBC area and covers the window of time between 12 June 2015 and 11 June 2018. As a number of the reports included are produced on a monthly or quarterly basis, the reporting period has been extended to include 2015-16 Quarter 1 (April to June) to 2018-19 Quarter 1. This additional data is a very small percentage of the reporting period and therefore has negligible impact on the results.

The objectives of the Permit Scheme for Rotherham MBC are set out in a 'Supplementary Information' document on the Council's website. The objectives in summary are as follows:

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

The Permit Scheme is meeting this objective by:

- Reducing the average duration of works through the promotion of collaboration and actively challenging proposed works durations.
- Applying conditions for the manual control of vehicular traffic at portable traffic light signal sites, thereby establishing a more efficient means of traffic management.
- Challenging traffic management proposals thereby ensuring less disruptive traffic management solutions are implemented.

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

The Permit Scheme is meeting this objective by:

- Continuing to apply Permit conditions consistently.
- Demonstrating that Permit application refusal and granted rates are similar for both statutory undertakers and highway authority works.

1.3 Supplementary Objectives:

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

- An overall trend has continued showing a reduction in the numbers of remedial works on the permit street network.

1.3.2 Improved coordination of activities within the borough and across adjacent authorities and the provision of information to the general public to enable informed journey choices and to aid in the improvement of public transport efficiencies.

- Improved information has continued to be made available for the benefit of the travelling public through the ‘roadworks.org’ website.
- The accuracy of actual start dates has continued to improve with over 90% of works commencing on the planned start date.

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

- The results for the permit street network show a high degree of variance from one quarter to the next, and it is therefore difficult to draw conclusions from the data. The trend, however, is showing an increasing level of compliance with the ‘Safety of Street Works and Road Works Code of Practice’ in comparison with works undertaken on the non-permit street network.
- A reduction in the number of days of road and street works occupancy has reduced the risk of conflict between highway users and road and street works operations.

1.3.4 To improve activity planning by all promoters.

- Works promoters accessing the‘roadworks.org’ website have facilitated improved works co-ordination, activity planning and opportunities for collaborative working. 215 instances of works collaboration have been recorded, representing 1.69% of all works taking place on the permit street network. 130 of these instances have been recorded from 2017-18 Q2 to 2018-19 Q1.

2 Fee structure

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the permit authority shall give consideration to whether the fee structure needs to be changed in light of any surplus or deficit.

The fee levels for Rotherham MBC and the Department for Transport (DfT) maximum fee levels are set out in Table 2.1 below.

Fee levels per Permit or Provisional Advance Authorisation		
	Rotherham MBC Permit Fee	Maximum allowable fee (DfT)
Provisional Advance Authorisation	£95	£105
Major activity permit (1 to 3 days duration)	£58	£65
Major activity permit (4 to 10 days duration)	£118	£130
Major activity permit (11 days or more duration) and all major activities requiring a traffic regulation order	£213	£240
Standard activity permit	£118	£130
Minor activity permit	£58	£65
Immediate activity permit	£54	£60

Table 2.1

Rotherham MBC has completed the sixth permit fee review since commencement of the Permit Scheme in June 2012. There has been some small variance between the permit fee income and the allowable costs over the last six years. The most recent review has revealed that approximately 0.12% additional allowable costs have been recorded in comparison with the total permit fee income generated between June 2012 and June 2018. Subsequently, the current permit fee levels will remain unchanged for the next 12 months.

3 Evaluation of the Scheme

The Statutory Guidance for Highway Authority Permit Schemes October 2015 states under Regulation 16A that authorities must evaluate their scheme every 12 months for the first three years of operation and then every three years thereafter.
The evaluation should cover the costs and benefits of the scheme, including non-financial, and review the permit fee levels. A set of Key Performance Indicators (KPIs) has been developed by HAUC (England) Permit Forum. This evaluation report includes details of scheme-specific performance indicators (PIs), HAUC (England) KPIs and additional authority measures (AMs) that reflect the business case and objectives put forward in the scheme submission documentation. Five case studies have also been included within this report which demonstrate instances where Rotherham MBC's Permit Officers have challenged traffic management solutions, works durations and promoted collaborative working.

3.1 Scheme Specific Performance Indicators

- PI 1 - The number of permit and permit variation applications received, the number granted and the number refused; excluding any applications that are subsequently withdrawn; broken down by promoter.

- PI 2 - The number of permit applications granted as a percentage of the total applications made.

- PI 3 - The number of permit applications refused as a percentage of the total applications made.

3.2 HAUC (England) Key Performance Indicators

The HAUC (England) KPIs are set out in Annex A to the Statutory Guidance for Permit Street Schemes (October 2015), and are based upon the TMA Performance Indicators (TPIs) collated by Geoplace. The HAUC (England) KPIs included in this evaluation report are:

- TPI 1 - Works Phases Started.
- TPI 2 - Works Phases Completed.
- TPI 3 - Days of Occupancy Phases Completed.
- TPI 4 - Average Duration of Works.
- TPI 5 - Works Phases Completed after the reasonable period.
- TPI 6 - Number of deemed permit applications.
- TPI 7 - Number of Phase One Permanent Registrations.

3.3 Authority Measures

- AM 1 - Permit Compliance Inspections.
- AM 2 - Number of Collaborative Works.
- AM 3 - Compliance with the Safety Code of Practice.
- AM 4 - Permit Conditions.
- AM 5 - Potential Days of Disruption Saved.
- AM 6 - Accuracy of Start Date.
- AM 7 - Minimising Delay and Disruption.
- AM 8 - Remedial Works.

4 Performance Indicators

4.1 PI 1 The number of permit and permit variation applications

The number of permits and permit variation applications received, the number granted and the number refused excluding any applications that are subsequently withdrawn by promoters are shown in Table 4.1 below.

Promoter	Granted	Refused	Total
BT	1290	690	1980
Cadent Gas Limited	884	402	1286
CityFibre	7	3	10
ES Pipelines Ltd	4	2	6
Fulcrum Pipelines Limited	14	10	24
GEO	14	7	21
GTC	33	26	59
Highways England	17	12	29
NETWORK RAIL -PROMOTERS NATIONAL	103	109	212
Northern Powergrid (Yorkshire) plc	1403	303	1706
Orange PCS Group	5	3	8
ROMEC (Post Office)	8	0	8
Rotherham Borough Council	2450	398	2848
SEVERN TRENT WATER LTD.	53	40	93
South Yorkshire PTE	120	15	135
Telefonica (O2 (UK) Limited)	37	20	57
T-Mobile (UK) Limited	29	13	42
VIRGIN MEDIA	628	322	950
Vodafone	24	32	56
Yorkshire Water	2437	778	3215
Total	9560	3185	12745

Table 4.1

4.2 PI 2 and PI 3 The number of permit applications granted and the number of permit applications refused

The number of permit applications granted and refused as a percentage of the total applications made is shown in Table 4.2 below. The information shows a comparison of the numbers granted and refused for the authority's own works compared to the number granted and refused for other works promoters.

Description	Authority	Percentage	Utilities	Percentage
Permits / Variations Granted	2450	86.03	7110	71.84
Permits / Variations Refused	398	13.97	2787	28.16
Total	2848		9897	

Table 4.2

Table 4.2 shows that a total of 2,848 permit applications have been received for highway authority works and 9,897 for utility promoters. This equates to a split of

22.34% highway authority and 77.66% utility promoters. The average number of applications per annum over the last three years has decreased in comparison with 2014-15 by 8.26% for utility and increased by 1.97% for highway authority works.

A higher percentage of utility works applications (28.16%) are refused or modified in comparison with highway authority works (13.97%). This shows that approximately 8% less applications have been refused for utility works over the last three years in comparison with 2014-15, with little change in the refusal percentage for highway authority works applications.

5 HAUC England KPI measures

This section outlines the Permit Indicators (KPI) contained as Annex A within the Statutory Guidance for Highway Authority Permit Schemes.

5.1 TPI 1 Works Phases Started (Base Data)

Table 5.1 shows the number of works phases started by works type, including the total number per quarter and an overall total. Chart 5.1 shows graphically an increase in the works phases started since January 2017 through a combination of increased Minor and Immediate Urgent/Emergency Works types.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2015-16 Q1	185	112	100	116	12	525
2015-16 Q2	202	64	74	128	21	489
2015-16 Q3	161	55	38	104	20	378
2015-16 Q4	209	30	59	104	26	428
2016-17 Q1	228	86	50	104	32	500
2016-17 Q2	224	41	45	109	16	435
2016-17 Q3	227	40	43	139	28	477
2016-17 Q4	264	76	80	135	35	590
2017-18 Q1	285	85	95	99	12	576
2017-18 Q2	286	36	53	112	26	513
2017-18 Q3	255	51	47	136	31	520
2017-18 Q4	212	62	49	134	38	495
2018-19 Q1	212	62	38	138	35	485
Total	2,950	800	771	1,558	332	6,411

Table 5.1

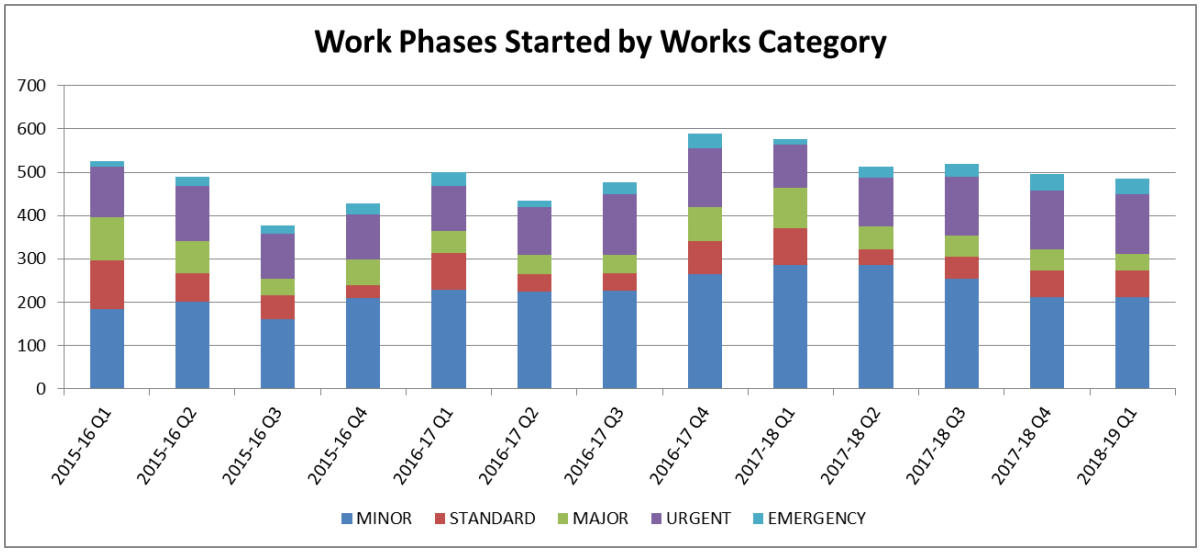


Chart 5.1

5.2 TPI 2 Works Phases Completed (Base Data)

Table 5.2 shows the number of works phases completed by works type, including the total number per quarter and an overall total. Chart 5.2 shows graphically an increase in the works phases completed since January 2017 through a combination of increased Minor and Immediate Urgent/Emergency Works types. There is a small variance in the overall number of works phases started and the number of works phases completed of 25 days, which represents 0.39% of overall number of works phases started.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2015-16 Q1	186	110	76	117	12	501
2015-16 Q2	201	68	92	129	21	511
2015-16 Q3	163	54	48	106	20	391
2015-16 Q4	205	26	48	99	27	405
2016-17 Q1	225	88	66	109	30	518
2016-17 Q2	227	43	41	107	17	435
2016-17 Q3	227	40	47	135	25	474
2016-17 Q4	262	73	56	138	37	566
2017-18 Q1	288	85	98	94	12	577
2017-18 Q2	275	35	59	116	27	512
2017-18 Q3	256	54	52	134	31	527
2017-18 Q4	213	58	45	134	36	486
2018-19 Q1	209	63	40	133	38	483
Total	2,937	797	768	1,551	333	6,386

Table 5.2

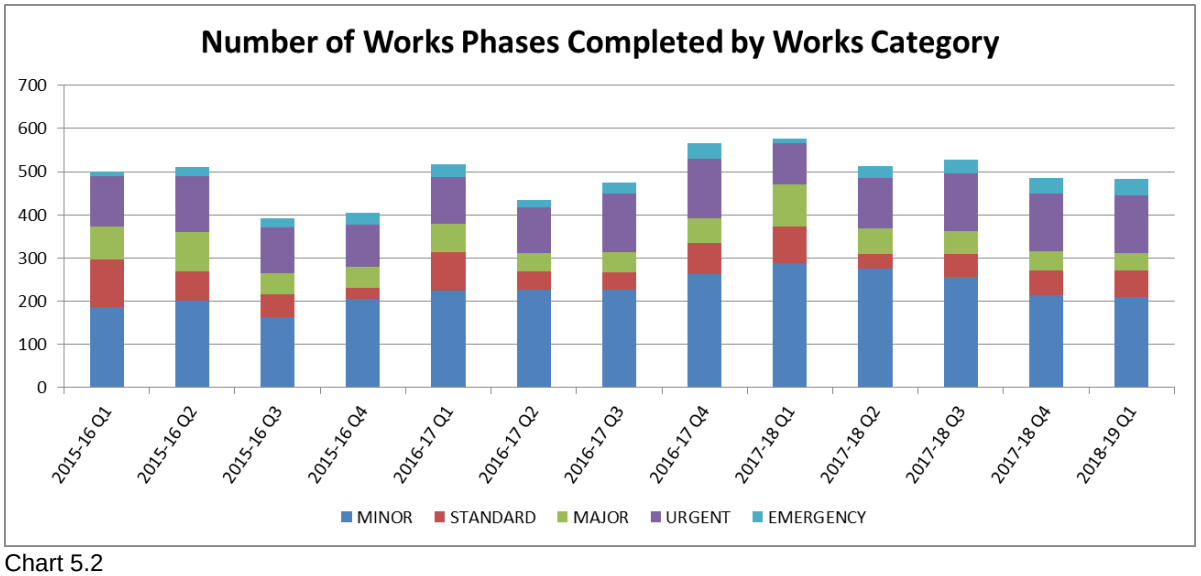


Chart 5.2

5.3 TPI 3 Days of Occupancy Phases Completed

Table 5.3 shows the number of days that completed works phases by works types have occupied the highway, including the total number per quarter and the overall total. Chart 5.3 shows graphically an overall increase in the number of days completed works phases have occupied the highway since January 2017 through a combination of increased Major and Minor Work days of occupancy phases completed.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2015-16 Q1	1,355	1,021	2,435	1,286	224	6,321
2015-16 Q2	1,296	836	2,528	1,417	219	6,296
2015-16 Q3	1,243	911	1,734	1,280	179	5,347
2015-16 Q4	1,297	829	1,945	1,257	224	5,552
2016-17 Q1	1,433	1,032	1,498	1,281	252	5,496
2016-17 Q2	1,701	788	1,127	1,342	207	5,165
2016-17 Q3	1,311	1,006	872	1,517	273	4,979
2016-17 Q4	1,520	1,025	2,443	1,470	300	6,758
2017-18 Q1	1,507	1,051	3,078	1,270	157	7,063
2017-18 Q2	2,094	988	2,509	1,317	225	7,133
2017-18 Q3	2,306	1,090	2,101	1,399	316	7,212
2017-18 Q4	2,192	1,227	2,282	1,414	368	7,483
2018-19 Q1	2,162	1,033	2,096	1,426	277	6,994
Total	21,417	12,837	26,648	17,676	3,221	81,799

Table 5.3

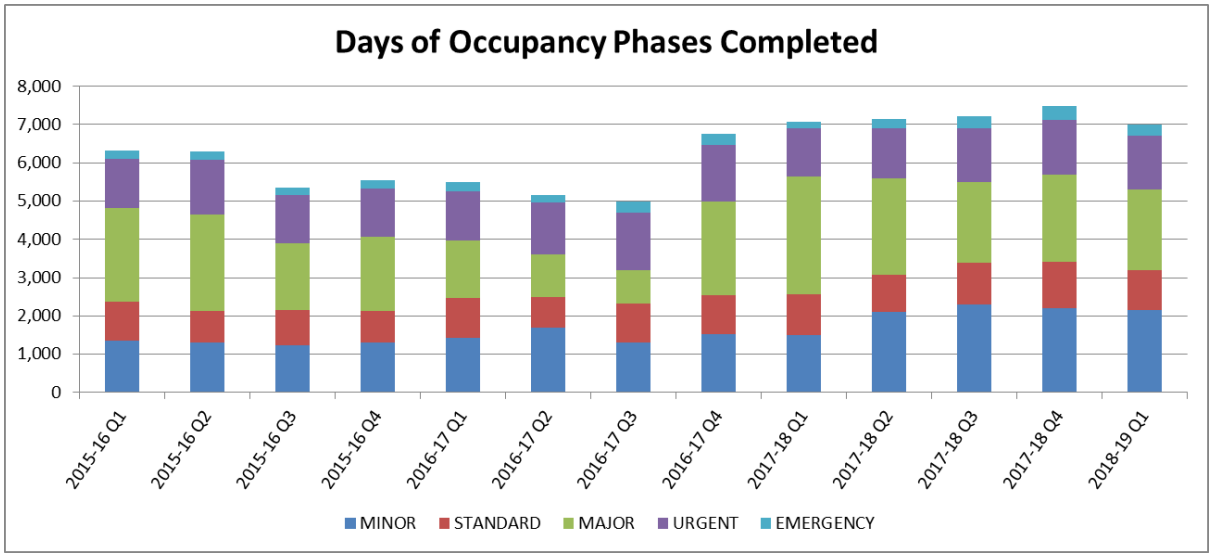


Chart 5.3

5.4 TPI 4 Average Duration of Works

Table 5.4 shows the average number of days works types have occupied the highway, including an overall average per quarter. Chart 5.4 shows graphically some consistency in the average duration for Minor, Standard and Immediate/Emergency Works types. There has been a variance in the average number of days that Major Works have occupied the highway.

A significant development within Rotherham Town Centre requiring relatively long running Major Works projects on both the A6021 Clifton Lane and the A6021 Wharncliffe Street have contributed to the high overall average in Major Works duration for 2015-16 Q3.

During 2016-17 Q1, a development involving highway improvement and service diversions was undertaken on the A633 Rotherham Road and the A6021 Mangham Road at Parkgate. Additionally, Northern Powergrid undertook reinforcement works through the installation of 132 kilovolt cable between Brampton Bierlow, Rotherham and Denaby, Doncaster. In combination, these Major Works have contributed to a relatively high average duration for Major Works in 2016-17 Q1.

Two relatively long running projects, involving a major highway improvement scheme within Rotherham Town Centre and a road safety scheme along the A634 Blyth Road, Maltby have contributed to the relatively high average duration for Major Works duration in 2018-19 Q1.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Average Overall
2015-16 Q1	2.09	10.55	28.51	7.21	11.58	9.38
2015-16 Q2	2.23	5.94	24.39	4.19	5.14	7.33
2015-16 Q3	2.01	6.72	40.27	3.42	4.50	7.87
2015-16 Q4	1.84	6.42	24.94	3.36	5.59	5.49
2016-17 Q1	1.79	4.75	41.71	3.53	5.27	7.95
2016-17 Q2	1.84	5.53	15.71	3.19	6.82	4.04
2016-17 Q3	1.71	11.35	18.40	3.64	4.88	4.90
2016-17 Q4	1.80	6.37	18.66	3.54	6.89	4.82
2017-18 Q1	2.08	4.66	23.86	4.40	6.50	6.63
2017-18 Q2	2.05	6.94	23.41	3.47	4.89	5.29
2017-18 Q3	2.46	6.89	14.67	3.50	7.29	4.67
2017-18 Q4	2.26	8.40	17.27	3.87	5.14	5.04
2018-19 Q1	2.03	4.94	66.56	3.65	7.42	8.51

Table 5.4

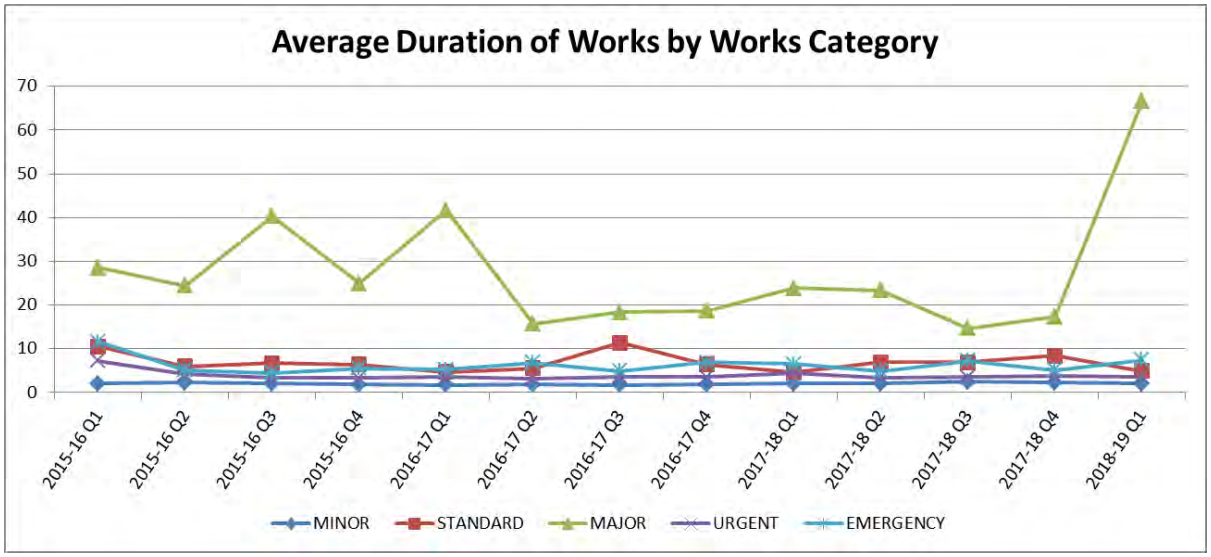


Chart 5.4

5.5 TPI 5 Works Phases Completed after the reasonable period

Table 5.5 provides the number of works phases completed after the reasonable period by works type, per quarter. Chart 5.5 shows graphically that there is a trend of higher numbers of works being completed after the reasonable period during 2015-16 Q2, 2016-17 Q2 and 2017-18 Q2 (July to September).

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2015-16 Q1	1	2	1	2	0	6
2015-16 Q2	4	2	2	2	1	11
2015-16 Q3	0	2	0	0	0	2
2015-16 Q4	0	0	1	0	0	1
2016-17 Q1	5	0	2	1	1	9
2016-17 Q2	4	1	4	5	0	14
2016-17 Q3	0	3	1	1	3	8
2016-17 Q4	1	0	1	2	3	7
2017-18 Q1	3	0	3	3	0	9
2017-18 Q2	1	0	5	1	4	11
2017-18 Q3	1	0	1	3	1	6
2017-18 Q4	2	0	0	3	1	6
2018-19 Q1	1	0	2	3	1	7
Total	23	10	23	26	15	97

Table 5.5

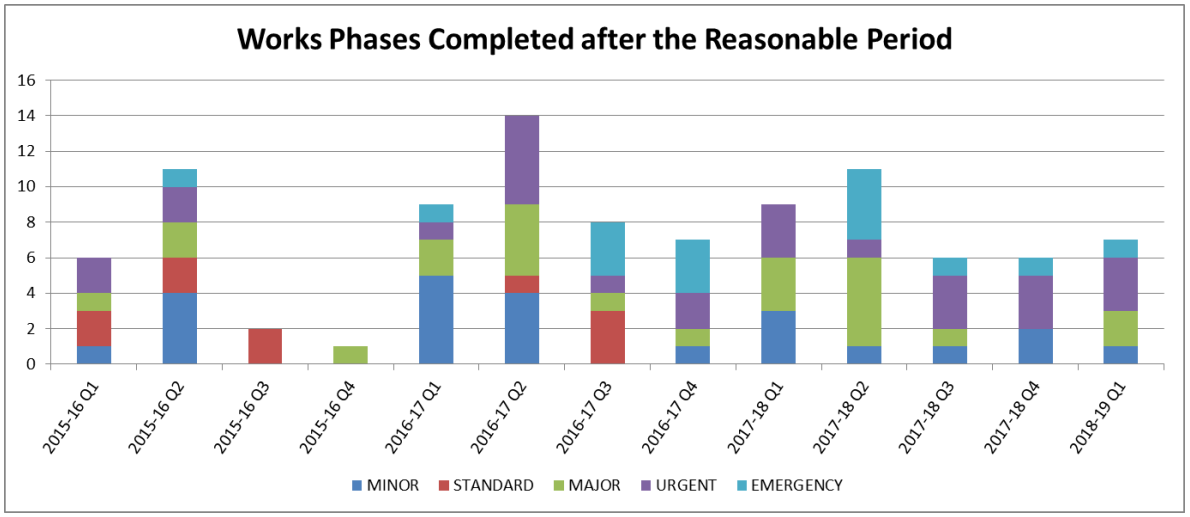


Chart 5.5

5.6 TPI 6 Number of deemed permit applications (not included under Geoplace Figures)

Table 5.6 provides the number of instances where permit applications have been deemed by works type per quarter. Chart 5.6 shows graphically that there has been a higher number of deemed permit applications over two consecutive years during 2016-17 Q3 and 2017-18 Q3.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2015-16 Q1	1	0	0	0	1	2
2015-16 Q2	1	0	0	0	0	1
2015-16 Q3	0	0	0	0	0	0
2015-16 Q4	0	0	0	0	0	0
2016-17 Q1	2	0	0	2	0	4
2016-17 Q2	1	0	0	0	1	2
2016-17 Q3	0	0	4	1	1	6
2016-17 Q4	0	0	0	0	0	0
2017-18 Q1	0	0	0	0	0	0
2017-18 Q2	0	0	0	0	0	0
2017-18 Q3	4	0	0	1	0	5
2017-18 Q4	1	0	0	0	1	2
2018-19 Q1	0	0	0	0	0	0
Total	10	0	4	4	4	22

Table 5.6

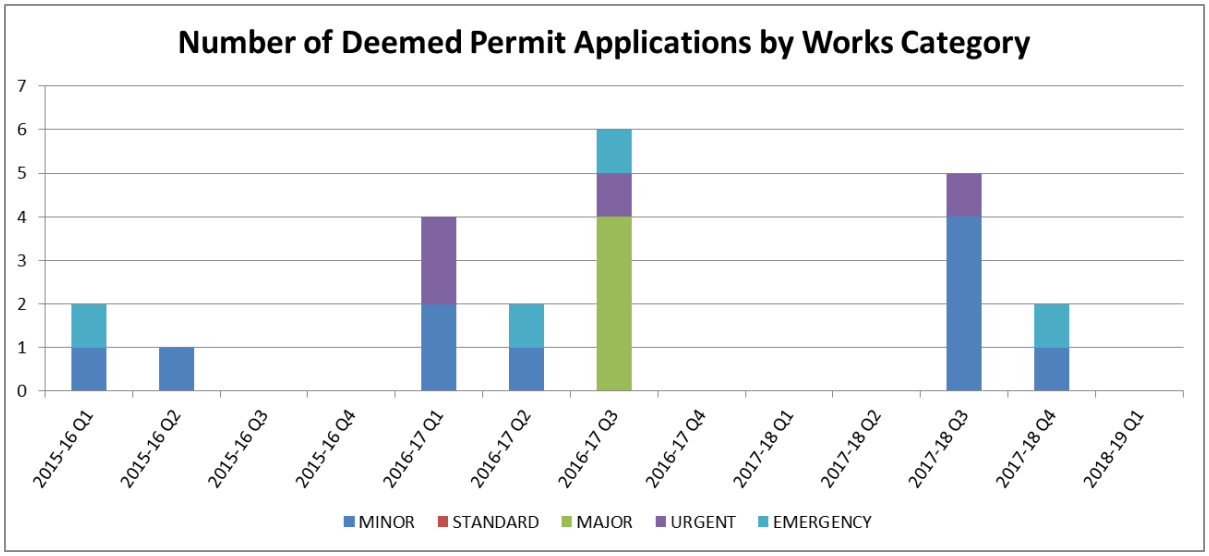


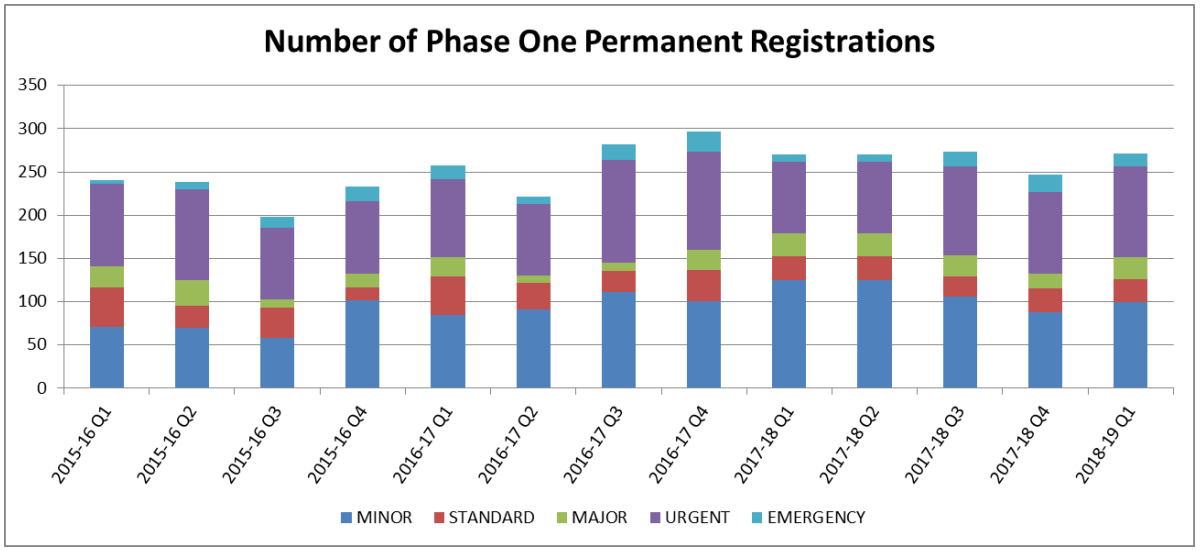
Chart 5.6

5.7 TPI 7 Number of Phase One Permanent Registrations

Table 5.7 provides the number of phase one permanent registrations by works type, per quarter. Chart 5.7 shows graphically that from 2016-17 Q3 and 2018-19 Q1 there has been an increase in the number of works where permanent registrations have been recorded, particularly where Minor Works have been undertaken.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2015-16 Q1	71	46	24	95	5	241
2015-16 Q2	70	25	30	105	8	238
2015-16 Q3	58	35	10	82	13	198
2015-16 Q4	102	14	16	84	17	233
2016-17 Q1	85	44	22	91	15	257
2016-17 Q2	91	31	8	83	8	221
2016-17 Q3	111	25	9	119	18	282
2016-17 Q4	101	36	23	113	24	297
2017-18 Q1	125	28	26	83	8	270
2017-18 Q2	125	28	26	83	8	270
2017-18 Q3	106	23	25	102	17	273
2017-18 Q4	88	27	17	95	20	247
2018-19 Q1	99	27	25	105	15	271
Total	1,232	389	261	1,240	176	3,298

Table 5.7


Number of Phase One Permanent Registrations
350
300
250
200
150
100
50
0
2015-16 Q1
2015-16 Q2
2015-16 Q3
2015-16 Q4
2016-17 Q1
2016-17 Q2
2016-17 Q3
2016-17 Q4
2017-18 Q1
2017-18 Q2
2017-18 Q3
2017-18 Q4
2018-19 Q1
MINOR
STANDARD
MAJOR
URGENT
EMERGENCY
Chart 5.7

6 Authority Measures

These measures reflect the business case and objectives specified in the Permit Scheme submission documentation.

6.1 AM 1 – Permit Compliance Inspections

The number of failed permit compliance inspections (where one or more permit conditions have been breached) is shown as a percentage of the total undertaken by quarter in Table 6.1. Chart 6.1 represents graphically that there is variation in the compliance recorded through inspection, particularly in 2017-18 Q3 where just over 32% of the 31 works inspected complied with the permit conditions.

Quarter	compliant	non-compliant	total	% compliance
2015-16 Q1	76	24	100	76.00%
2015-16 Q2	46	22	68	67.65%
2015-16 Q3	30	6	36	83.33%
2015-16 Q4	12	4	16	75.00%
2016-17 Q1	9	5	14	64.29%
2016-17 Q2	13	13	26	50.00%
2016-17 Q3	12	4	16	75.00%
2016-17 Q4	20	12	32	62.50%
2017-18 Q1	10	7	17	58.82%
2017-18 Q2	16	4	20	80.00%
2017-18 Q3	10	21	31	32.26%
2017-18 Q4	18	17	35	51.43%
2018-19 Q1	17	7	24	70.83%

Table 6.1

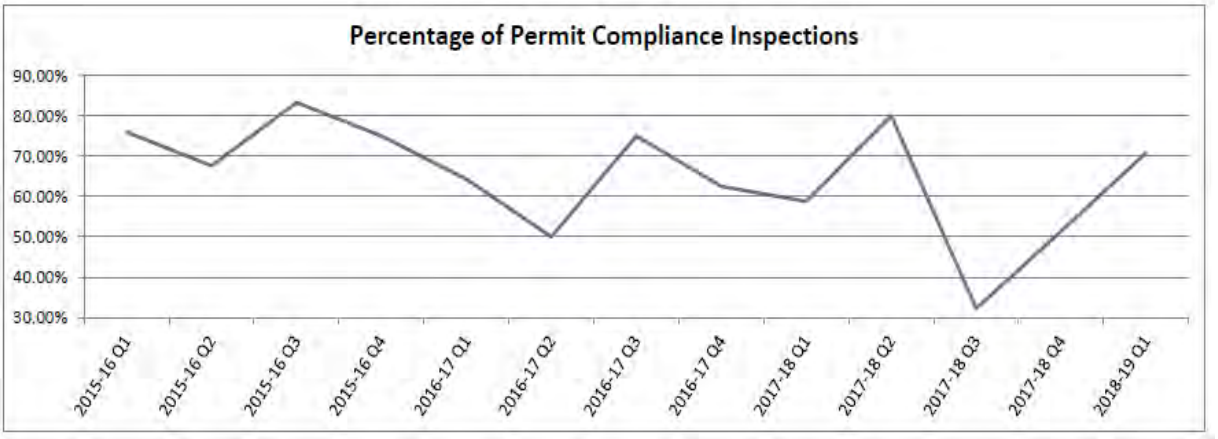


Chart 6.1

6.2 AM 2 - Number of Collaborative Works

The number of collaborative works by type of works is set out in Table 6.2. Chart 6.2 demonstrates graphically an improvement in partnership working between works promoters from January 2017 to June 2018, particularly where minor works have been undertaken.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2015-16 Q1	2	3	3	4	1	13
2015-16 Q2	3	0	0	5	0	8
2015-16 Q3	1	0	1	2	1	5
2015-16 Q4	0	0	1	1	0	2
2016-17 Q1	0	0	5	3	0	8
2016-17 Q2	2	0	2	6	2	12
2016-17 Q3	5	0	0	2	0	7
2016-17 Q4	0	1	3	2	0	6
2017-18 Q1	7	10	5	2	0	24
2017-18 Q2	36	1	7	4	0	48
2017-18 Q3	13	1	5	3	0	22
2017-18 Q4	11	0	4	4	0	19
2018-19 Q1	21	14	5	0	1	41
Total	101	30	41	38	5	215

Table 6.2

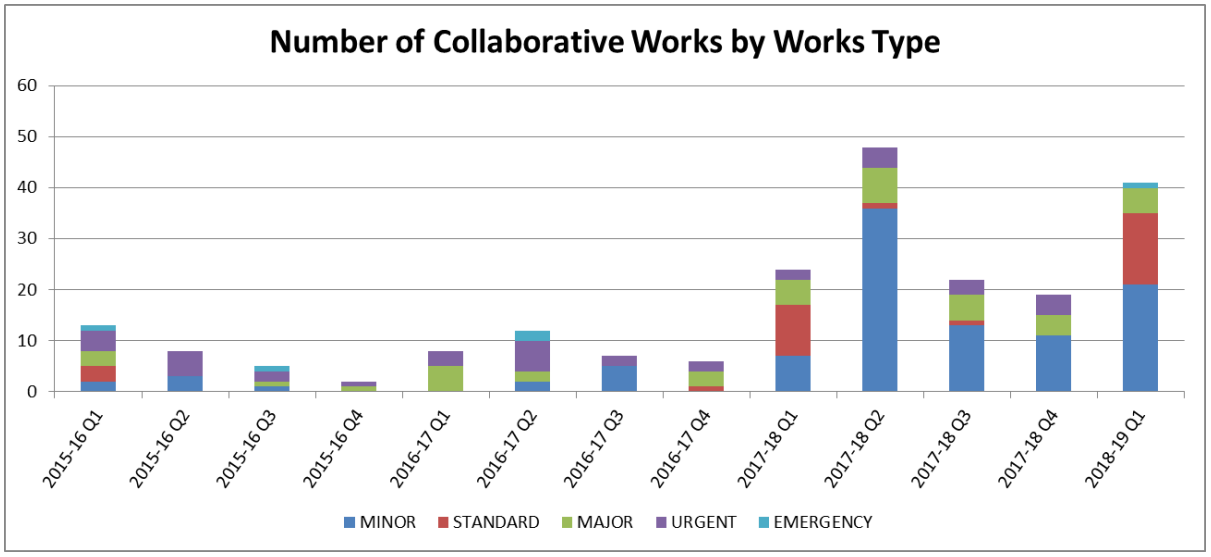


Chart 6.2

6.3 AM 3 Compliance with the Safety Code of Practice

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

Chart 6.3 shows graphically the quarterly percentage of Category 'A' inspections compliant with the code of practice. The report is split between the permit street network and the non-permit street network.

The results for the permit street network show a high degree of variance from one quarter to the next, and it is therefore difficult to draw conclusions from the data. Generally, however, the trend between April 2016 and June 2018 is an increasing level of compliance with the code of practice in comparison with works undertaken on the non-permit street network.

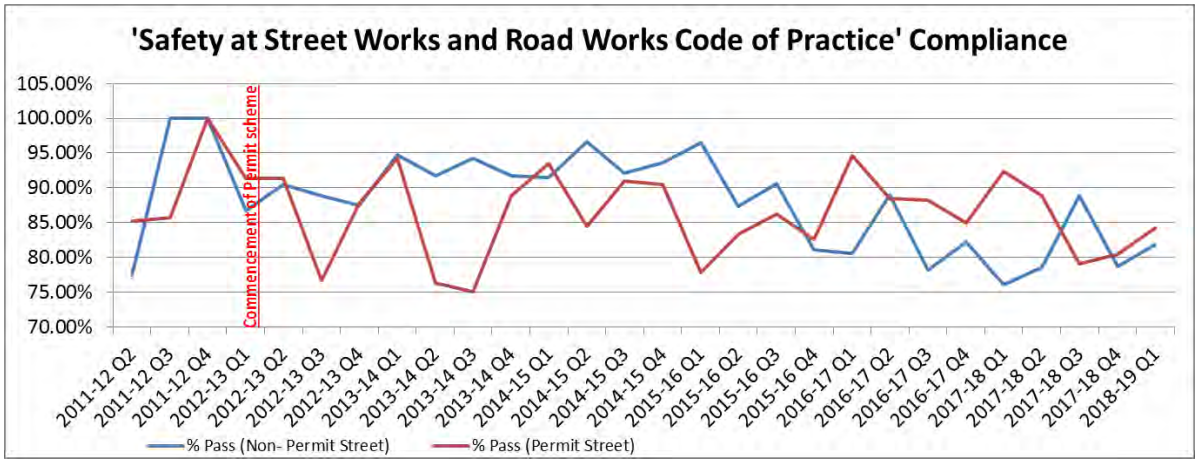


Chart 6.3

6.4 AM 4 Permit Conditions

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

Chart 6.4 has been produced based on granted decision notices (PAA, PA and variation) sent out by the Permit Authority. It shows graphically the total number of uses of each condition type as a percentage of the total number of granted applications. The most recent version of the conditions is used. The report also includes any permits subsequently cancelled by the works promoter.

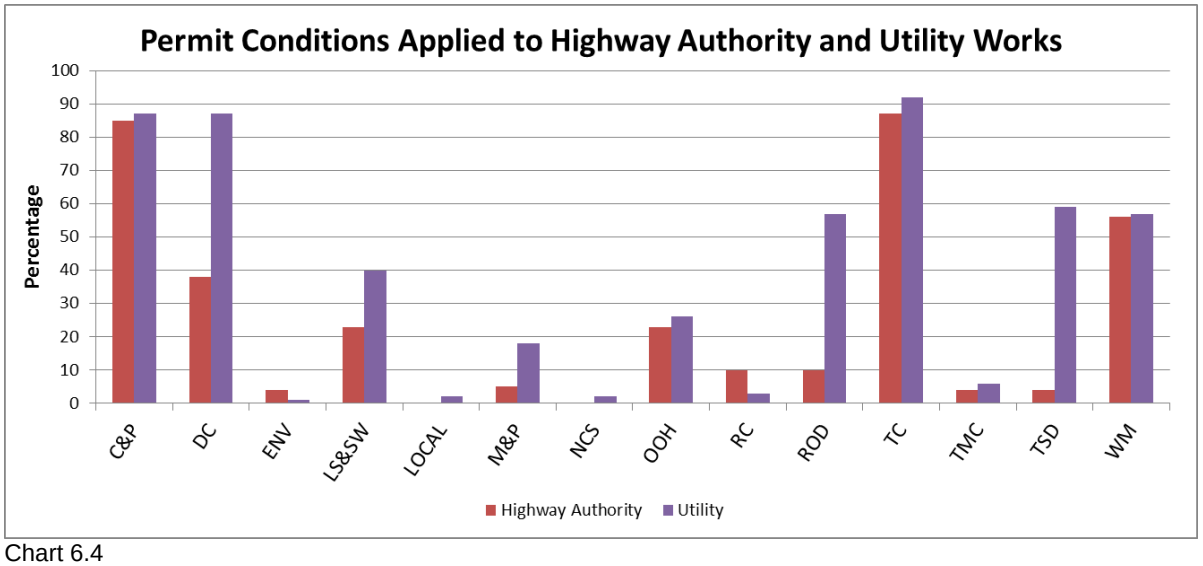


Chart 6.4

KEY

Consultation and Publicity	C&P
Date Constraints	DC
Environmental	ENV
Light Signals and Shuttle Working	LA&SW
Material and Plant Storage	M&P
No Conditions Supplies	NCS
Out of Hours Work	OOH
Road Closure	RC
Road Occupation Dimensions	ROD
Time Constraints	TC
Traffic Management Changes	TMC
Traffic Space Dimensions	TSD
Work Methodology	WM

6.5 AM 5 Potential Days of Disruption Saved

This measure has been developed to indicate the potential number of days of disruption saved as a consequence of works duration challenges and also aims to demonstrate parity of treatment of Highway Authority and Utility Company permit applications.

Table 6.5 provides the potential number of calendar days of disruption through the recorded variances between originally proposed works durations and those approved through permit variation applications. Chart 6.5 demonstrates graphically that works durations are challenged for both Highway Authority and Utility Company permit applications and that the trend is for an increasing number of potential days saved.

Month/Year	Highway Calendar Days	Utility Calendar Days	Total Calendar Days
Apr-15	0	17	17
May-15	0	39	39
Jun-15	13	9	22
Jul-15	13	36	49
Aug-15	0	10	10
Sep-15	7	9	16
Oct-15	23	17	40
Nov-15	9	22	31
Dec-15	8	16	24
Jan-16	0	33	33
Feb-16	11	71	82
Mar-16	12	25	37
Apr-16	8	38	46
May-16	3	39	42
Jun-16	35	12	47
Jul-16	35	5	40
Aug-16	17	15	32
Sep-16	22	31	53
Oct-16	14	36	50
Nov-16	128	25	153
Dec-16	0	22	22
Jan-17	12	38	50
Feb-17	2	39	41
Mar-17	1	24	25
Apr-17	3	109	112
May-17	182	54	236
Jun-17	80	26	106
Jul-17	20	61	81
Aug-17	43	32	75
Sep-17	0	27	27
Oct-17	0	77	77
Nov-17	156	158	314
Dec-17	0	15	15
Jan-18	0	28	28
Feb-18	0	42	42
Mar-18	53	50	103
Apr-18	192	17	209
May-18	4	18	22
Jun-18	14	20	34
Total	**1120**	**1362**	**2482**

Table 6.5

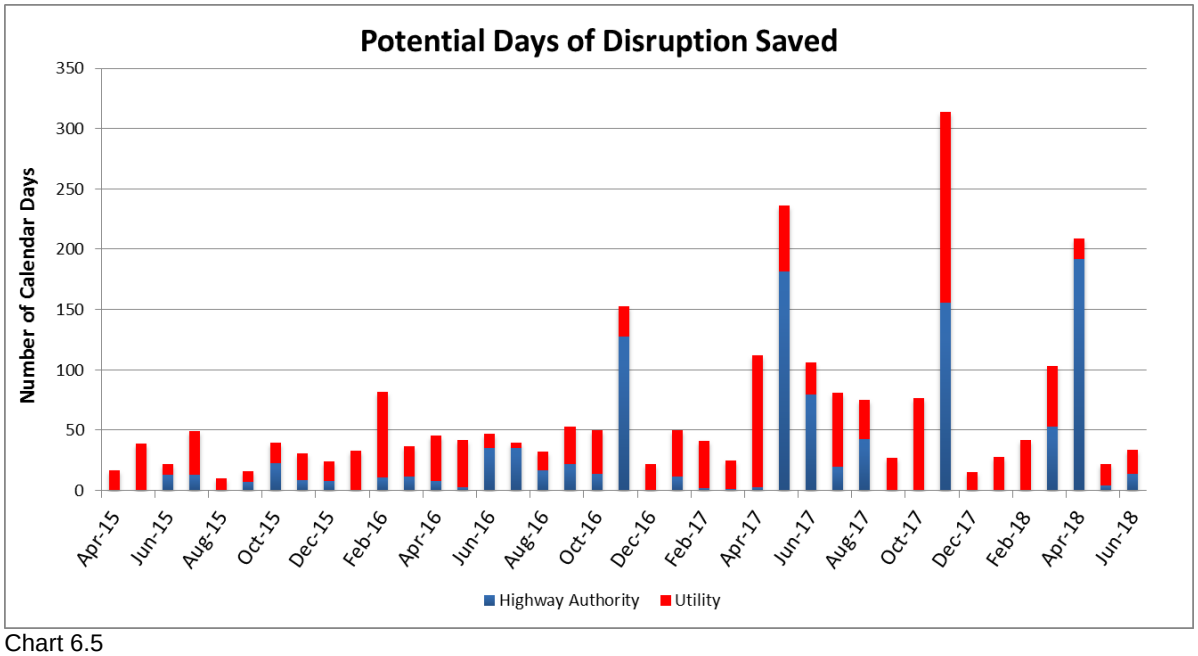


Chart 6.5

6.6 AM 6 Accuracy of Start Date

This measure compares the proposed start dates provided by the work promoter on the NRSWA Section 55 notice or permit application and the subsequent actual start date provided. Where the two dates match this is displayed as a percentage of the overall works. This measure includes data from both before and after the Permit Scheme operational date and is displayed graphically to provide a trend analysis.

The accuracy of start dates in Chart 6.6 shows that, since the implementation of the Permit Scheme, the accuracy of the works starting on the planned start date has continued to improve, ending the reporting period at just over 90% accuracy. This level of continued reliability which was not available prior to the Permit Scheme commencement means that Rotherham MBC has a high degree of confidence in providing this information to road users to allow them to make informed journey choices. The Roadworks.org website continues to be developed and recognised as a reliable source of accurate information about road works and events within Rotherham.

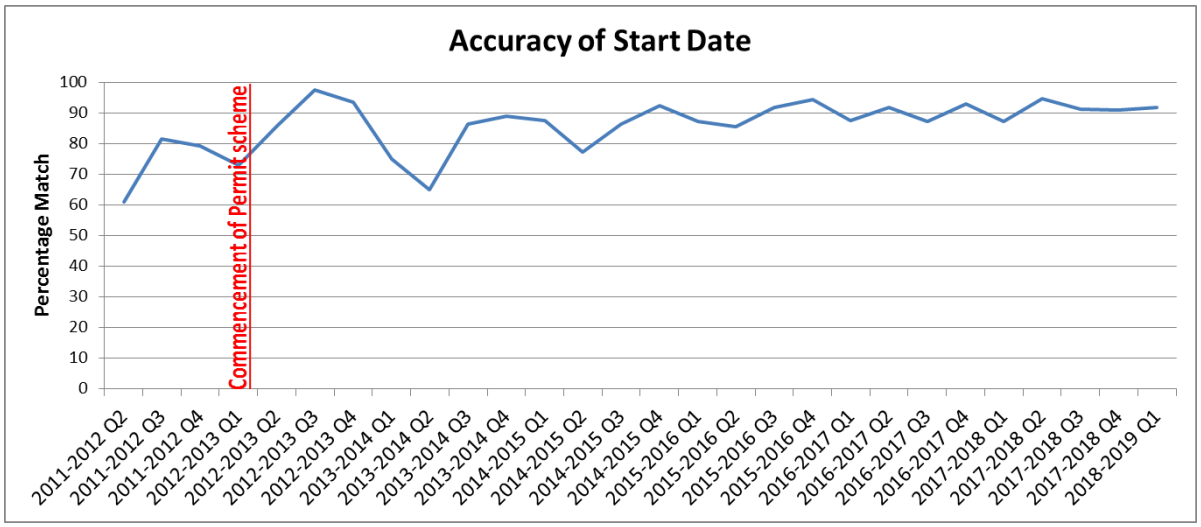


Chart 6.6

6.7 AM 7 Minimising Delay and Disruption

This measure has been designed from the commencement of the Permit Scheme and shows how the Permit Scheme has performed in minimising delay and reducing disruption to road users as a result of street and road works activity.

A practical measure of occupancy has been used whereby the average duration of all works has been calculated from the data contained in the street works register. The report has been produced based on average durations on permit streets pre and post Permit Scheme introduction. Any works durations over 50 days have been excluded from the report to avoid any long running works skewing the data. Subsequently there is a variance in the data produced in comparison with the HAUC (England) Key Performance Indicator TPI 4.

Table 6.71 provides the average number of calendar days per works category and Table 6.72 provides the number of works per works category along with the total number of works undertaken per quarter between 2011-12 Q2 (July-September 2011) and 2018-19 Q1 (April to June 2018). Charts 6.71 and Chart 6.72 display graphically the average durations quarterly, produced from works stop notices served in the required period and are based on calendar days, not working days.

Table 6.71 and Chart 6.72 demonstrate a trend of reduced average duration of works. Prior to the implementation of the Permit Scheme, from July 2011 to June 2012, 2,359 works were undertaken, the average duration was 4.97 days and the total duration of these works was 11,729 days.

From July 2015 to June 2016 1,800 works were undertaken, the average duration was 4.39 days and the total duration of these works was 7894 days. This gives a saving of 3,835 days compared with the 12 months pre Permit Scheme baseline data. Alternatively, allowing for the reduction in the number of works (2,359 to 1,800), the reduction in average duration of 0.58 days (4.97 - 4.39) when multiplied by the total number of works this gives a total of 1,044 days of disruption saved.

From July 2016 to June 2017 1,995 works were undertaken, the average duration was 4.30 days and the total duration of these works was 8,585 days. This gives a saving of 3,144 days compared with the 12 months pre Permit Scheme baseline data. Alternatively, allowing for the reduction in the number of works (2,359 to 1,995), the reduction in average duration of 0.67 days (4.97 - 4.30) when multiplied by the total number of works this gives a total of 1,337 days of disruption saved.

From July 2017 to June 2018 1,980 works were undertaken, the average duration was 4.07 days and the total duration of these works was 8063 days. This gives a saving of 3,666 days compared with the 12 months pre Permit Scheme baseline data. Alternatively, allowing for the reduction in the number of works (2,359 to 1,980), the reduction in average duration of 0.90 days (4.97 - 4.07) when multiplied by the total number of works this gives a total of 1,782 days of disruption saved.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency
2011-12 Q2	5.30	4.02	11.12	2.46	7.51
2011-12 Q3	5.19	3.71	13.94	2.51	10.46
2011-12 Q4	5.51	3.99	19.00	2.04	8.86
2012-13 Q1	5.17	4.26	22.48	2.53	8.21
2012-13 Q2	4.68	3.31	23.67	2.07	8.19
2012-13 Q3	7.43	4.16	14.06	2.14	7.68
2012-13 Q4	7.71	4.08	13.45	2.67	7.62
2013-14 Q1	5.31	3.91	14.47	2.03	6.59
2013-14 Q2	7.11	3.75	15.96	2.07	5
2013-14 Q3	4.21	3.91	16.66	2.01	5.46
2013-14 Q4	5.72	3.44	17.56	1.62	6.17
2014-15 Q1	7.79	3.7	16	1.75	5.02
2014-15 Q2	5.29	5.63	16.04	2.03	4.93
2014-15 Q3	7	3.23	19.12	1.78	5.54
2014-15 Q4	7.2	3.81	14.17	2.06	6.67
2015-16 Q1	5.77	4.12	11.91	1.73	5.76
2015-16 Q2	5.14	4.16	14.76	1.74	4.54
2015-16 Q3	4.5	3.38	16.63	2.01	6.72
2015-16 Q4	5.59	3.36	13.24	1.87	6.4
2016-17 Q1	5.23	3.53	12.08	1.79	4.6
2016-17 Q2	6.82	3.19	13.29	1.82	5.69
2016-17 Q3	4.88	3.63	9.31	1.72	11.61
2016-17 Q4	6.89	3.50	15.08	1.89	6.58
2017-18 Q1	6.50	4.38	13.77	2.03	5.03
2017-18 Q2	4.89	3.47	15.25	2.07	5.73
2017-18 Q3	7.30	3.52	11.41	2.54	6.83
2017-18 Q4	5.42	3.89	7.03	2.24	8.40
2018-19 Q1	6.05	3.65	9.24	2.03	4.98

Table 6.71

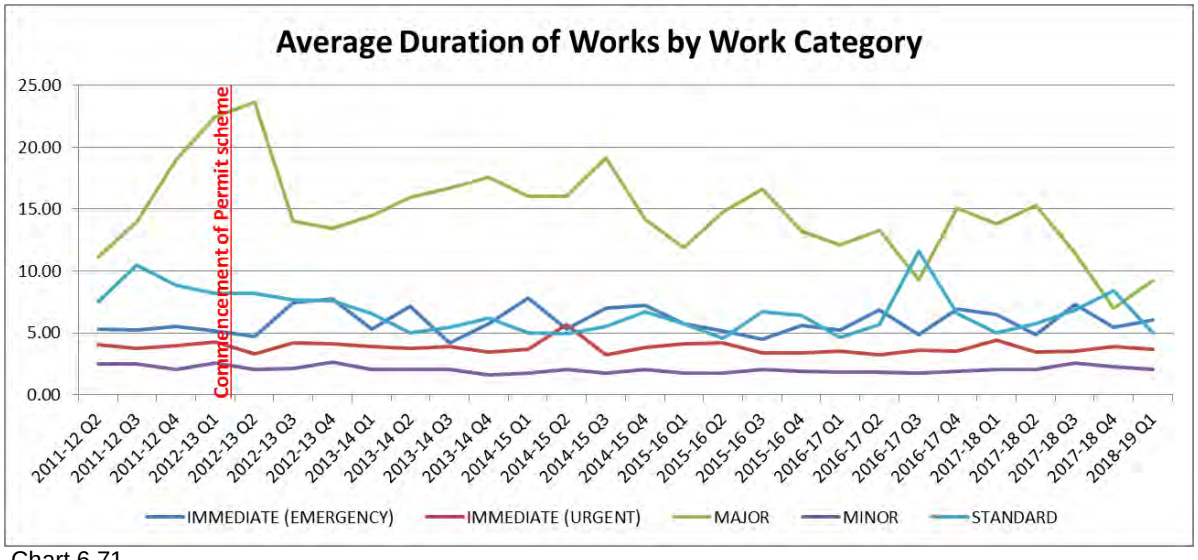


Chart 6.71

Quarter	Immediate Emergency	Immediate Urgent	Major	Minor	Standard	Total
2011-12 Q2	23	161	39	334	165	722
2011-12 Q3	26	150	32	218	170	596
2011-12 Q4	41	152	26	248	69	536
2012-13 Q1	35	126	27	241	76	505
2012-13 Q2	19	96	45	204	59	423
2012-13 Q3	28	98	34	214	63	437
2012-13 Q4	14	87	22	165	91	379
2013-14 Q1	16	122	32	164	111	445
2013-14 Q2	19	107	34	177	91	428
2013-14 Q3	19	121	44	146	48	378
2013-14 Q4	29	137	25	165	63	419
2014-15 Q1	19	99	28	111	62	319
2014-15 Q2	34	92	53	121	87	387
2014-15 Q3	23	108	52	228	56	467
2014-15 Q4	30	94	46	310	36	516
2015-16 Q1	13	116	70	171	82	452
2015-16 Q2	21	130	80	220	95	546
2015-16 Q3	20	108	38	147	53	366
2015-16 Q4	27	99	33	194	25	378
2016-17 Q1	31	109	60	224	86	510
2016-17 Q2	17	105	41	219	45	427
2016-17 Q3	25	137	42	224	38	466
2016-17 Q4	37	133	51	228	69	518
2017-18 Q1	12	100	86	306	80	584
2017-18 Q2	27	116	48	272	44	507
2017-18 Q3	30	135	51	243	52	511
2017-18 Q4	36	133	35	212	57	473
2018-19 Q1	37	136	37	214	65	489

Table 6.72

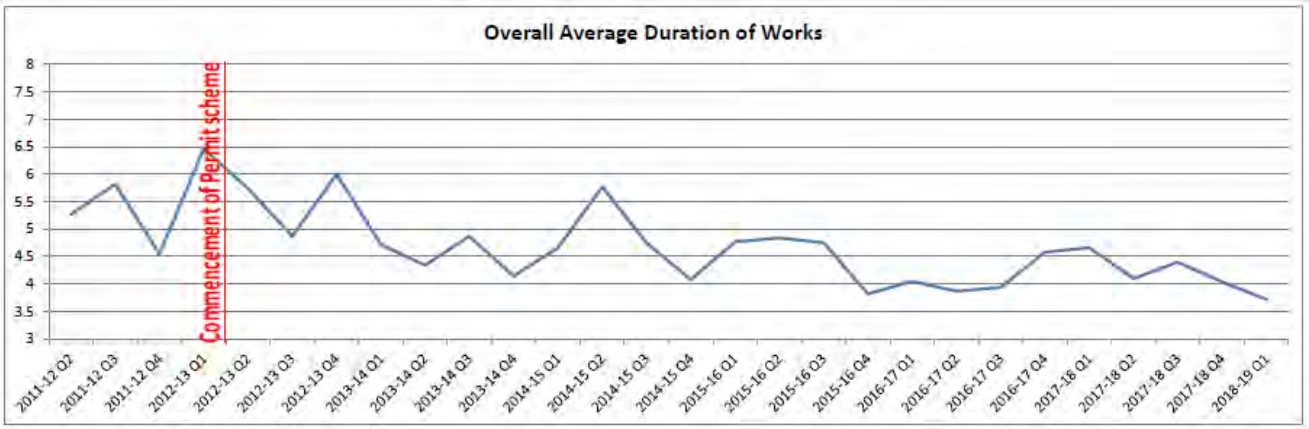


Chart 6.72

6.8 AM 8 Remedial Works

This measure compares the number of remedial works undertaken by work promoters in comparison with the non-permit route network.

During the operation of the Permit Scheme the number of remedial works undertaken on both the permit and non-permit route networks has fluctuated. An overall trend is beginning to emerge showing a continued reduction in the number of remedial works undertaken on the permit street network in comparison to such works undertaken prior to the commencement of the Permit Scheme.

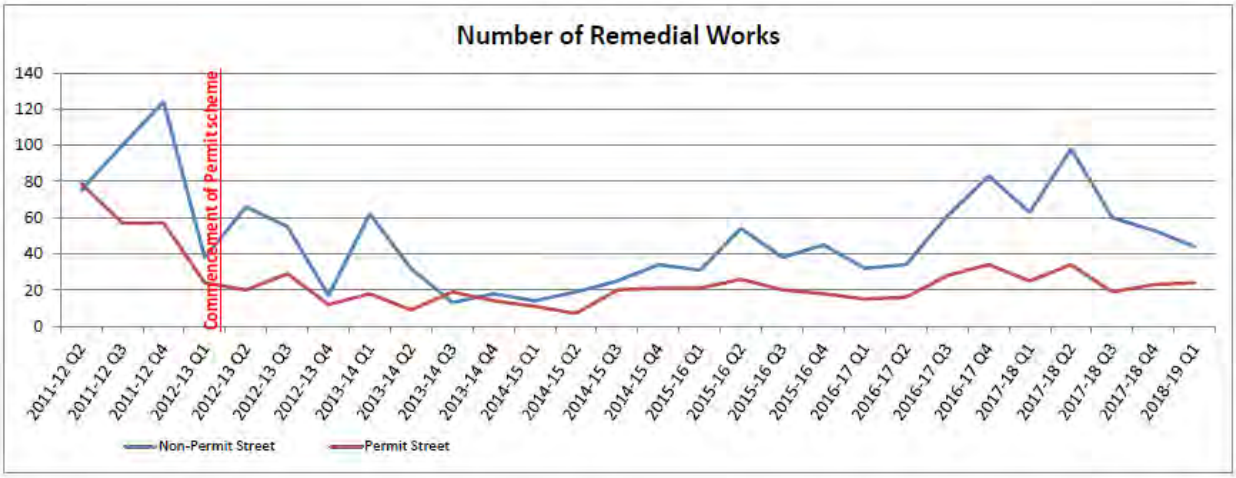


Chart 6.8

7 Case Studies

Five instances where Rotherham MBC's Permit Officers have challenged traffic management solutions, works durations, and have promoted collaborative working, thereby reducing the delay and disruption caused to road users, are provided below.

7.1 Traffic Management Review - A57 Worksop Road / Sheffield Road South Anston.

An immediate/urgent permit application was received for the repair of a leaking water main in December 2016 for three days duration. As a consequence of installing two-way portable traffic light signals, a vehicle queue in excess of half a mile was observed for each approach through a site investigation. The Council's Permit Officer evaluated that the portable traffic light signals were inappropriate as pedestrians could be transferred from a temporary walkway within the carriageway and onto the adjacent footway, thereby removing the need for traffic control. A STOP and GO board method of traffic control was agreed and implemented thereafter for reinstatement works only outside the peak traffic flow window of time.

The traffic count data associated with the A57 Worksop Road/Sheffield Road is provided below for the period 12 to 18 November 2015. This demonstrates that over 21,000 motorists per day would have been unnecessarily disrupted through the unnecessary use of portable traffic light signals.

COMBINED DIRECTIONS

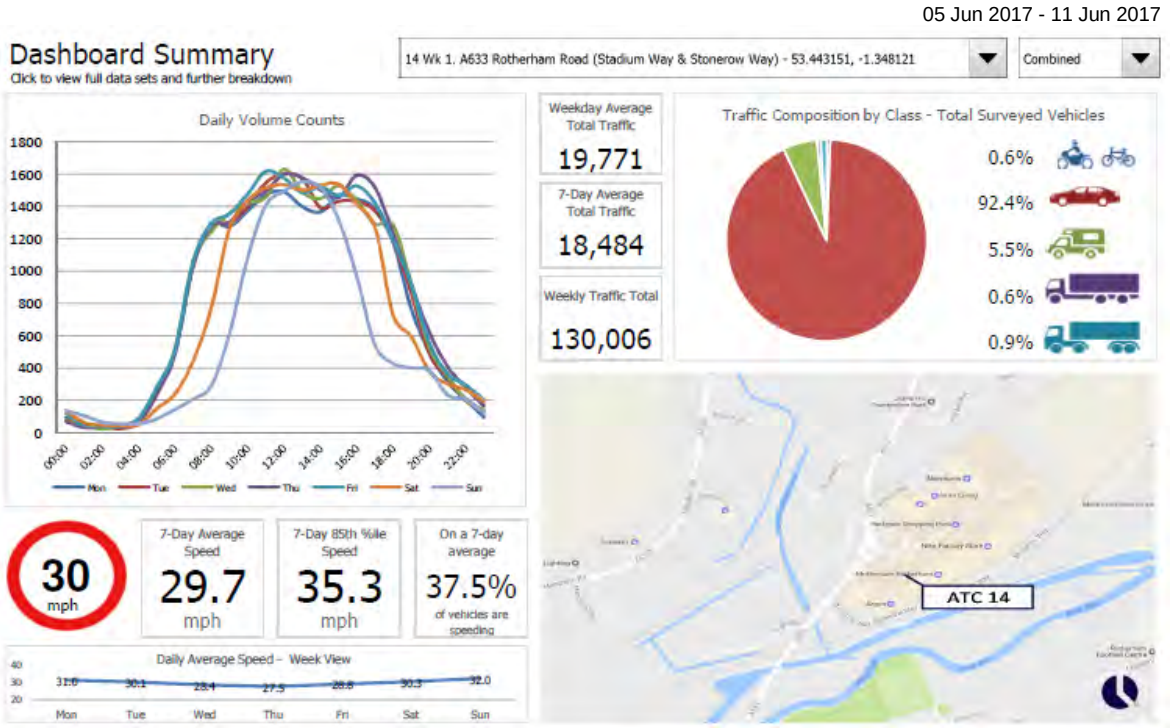
Time	MONDAY 16/11/2015	TUESDAY 17/11/2015	WEDNESDAY 18/11/2015	THURSDAY 12/11/2015	FRIDAY 13/11/2015	SATURDAY 14/11/2015	SUNDAY 15/11/2015	AVE Wkday Mon-Fri	Ave 7day
0000	92	132	112	109	126	202	203	114	139
0100	51	76	71	74	62	117	125	67	82
0200	54	67	100	68	94	106	71	77	80
0300	81	94	89	84	99	68	68	89	83
0400	199	174	174	170	155	95	71	174	148
0500	616	551	550	509	484	237	150	542	442
0600	1096	1130	1125	1050	1005	353	217	1081	854
0700	1863	1833	1898	1845	1711	536	318	1830	1429
0800	1708	1649	1722	1730	1589	879	437	1680	1388
0900	1480	1492	1436	1407	1372	1190	890	1437	1324
1000	1297	1282	1288	1258	1306	1436	1243	1286	1301
1100	1332	1243	1210	1247	1307	1638	1376	1268	1336
1200	1322	1233	1283	1295	1475	1668	1557	1322	1405
1300	1378	1287	1377	1407	1575	1696	1500	1405	1460
1400	1466	1453	1423	1514	1725	1508	1382	1516	1496
1500	1563	1530	1570	1651	1648	1345	1545	1592	1550
1600	1826	1732	1845	1760	1891	1406	1475	1811	1705
1700	1856	1899	1946	1853	1849	1373	1154	1881	1704
1800	1408	1519	1441	1642	1541	1135	935	1510	1374
1900	856	906	884	968	962	756	717	915	864
2000	596	620	639	627	764	615	572	649	633
2100	405	514	557	547	513	419	306	507	466
2200	279	316	405	379	412	362	184	358	334
2300	150	172	205	217	264	305	145	202	208
07-19	18499	18152	18439	18609	18989	15810	13812	18538	17473
00-00	22974	22904	23350	23411	23929	19445	16641	23314	21808

5683 / A57 Surveys
Nov-15
Automatic Traffic Count

7.2 Traffic Management Review - A633 Rotherham Road Parkgate

An immediate/urgent permit application was received for the repair of a leaking water main beneath the A633 Rotherham Road, Parkgate on 29 November 2017. The works were in proximity to the busy Retail World Shopping Centre some 3 weeks prior to Christmas. Portable four-way (multi-phase) traffic light signals were installed, the Council's Highway Inspector for the area reported significant delays which was consistent with a number of complaints from motorists. A site investigation made by the Council's Permit Team resulted in the replacement of the multiway portable traffic light signals with less disruptive two-way signals. Additionally the duration of these works was challenged and agreed to two working days, thereby saving up to four days of unnecessary works.

The traffic data for the A633 Rotherham Road is provided below for the period 05 June to 11 June 2017. This demonstrates that over 18,000 motorists per day would have been unnecessarily disrupted through the unnecessary use of four-way portable traffic light signals.

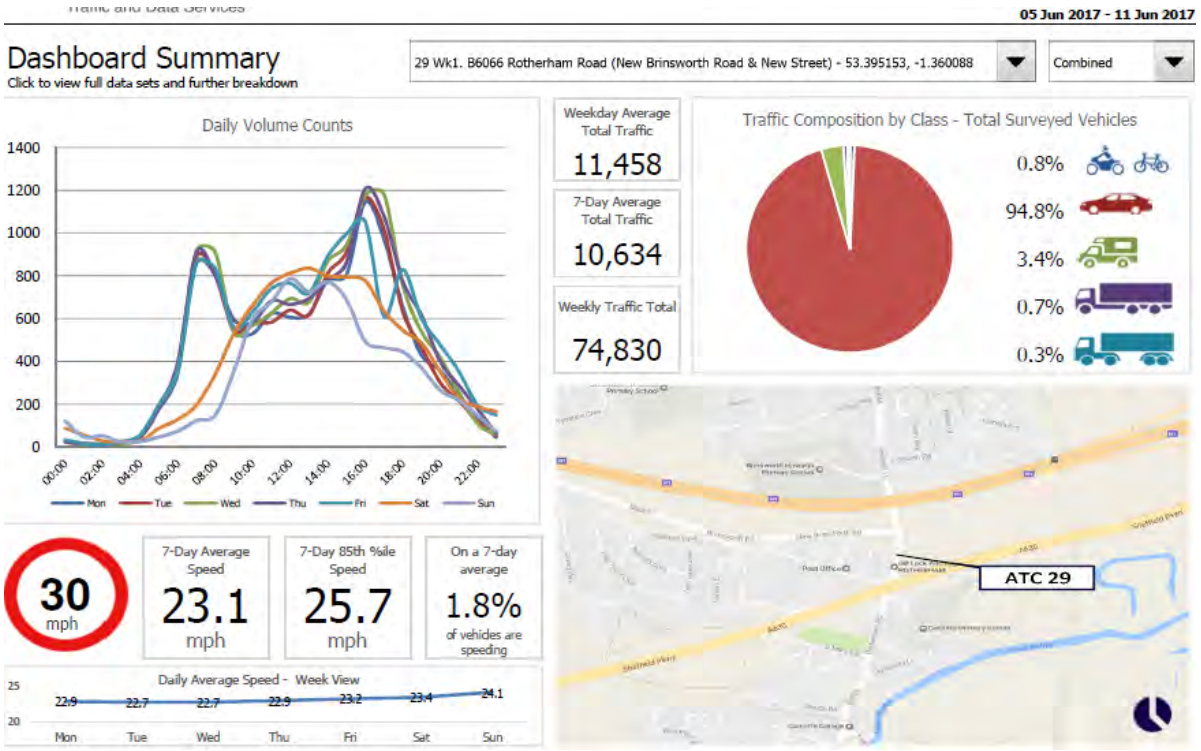


7.3 Works Collaboration - Whitehill Lane, Brinsworth.

Provisional Advance Authorisation (PAA) was granted for Rotherham MBC's Transportation and Design Team to reserve road space for a traffic calming scheme along the B6066 Whitehill Lane in proximity to Brinsworth Howarth Primary School. To complete the works safely, the road was required to be temporarily closed during the School holidays in April 2017. A Standard Works Permit was submitted by Yorkshire Water (YW) for repairs to a damaged sewer beneath part of the B6066 Whitehill Lane and portable traffic light signals proposed to complete the works in accordance with the 'Safety of Street Works and Road Works Code of Practice'.

An opportunity for collaborative working was identified by the Council's Permit Officer and subsequently YW was contacted to consider the undertaking of sewer repair works during the Council's traffic calming works. This request was accepted by YW and in doing so removed the use of portable traffic light signals for up to five days.

The traffic count data for the B6066 Whitehill Lane, Brinsworth is shown below for the period 05 June to 11 June 2017. This demonstrates that the journeys of over 10,000 motorists per day would have been delayed through the use of portable traffic light signals had the Permit Officer failed to identify the opportunity to promote shared road space working.



7.4 Traffic Management Review - Barnsley Road West Melton.

Cadent Gas proposed gas pipe replacement works along Barnsley Road, West Melton in February 2018 which was programed for completion in 11 weeks. A pipe insertion technique over approximately 560 metres was proposed along with the use of two sets of portable two-way traffic light signals.

Following a site meeting between the Council's Permit Officer and Cadent Gas, trial holes were requested within the carriageway to determine the precise location of the existing gas pipe. The trial holes revealed that the gas pipe was nearer to the edge of the carriageway than anticipated by Cadent Gas and therefore enabled a reassessment of the traffic management proposals. Subsequently, the Council granted a permit application that excluded the use of portable traffic light signals.

The outcome of the actions taken by the Permit Officer removed the unnecessary use of portable traffic signals for up to 11 weeks. The traffic count data for Barnsley

Road, West Melton for the period 22 January to 28 January 2018 data is provided below. This indicates that almost 9000 motorists per day would have been delayed through the use of portable traffic light signals.

Description	Barnsley Road, West Melton, Wath upon Dearne
Setup	1020 6Cls
Lanes	Each Lane
Time Period	1 hour
Class	Any
Exclude data:	None

All directions

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
	2018-01-22	2018-01-23	2018-01-24	2018-01-25	2018-01-26	2018-01-27	2018-01-28	Workday	7 Day	Count
00:00:00	26	38	27	37	56	108	86	37	54	378
01:00:00	12	17	18	15	16	57	47	16	26	182
02:00:00	13	11	17	20	20	34	25	16	20	140
03:00:00	19	8	13	11	11	18	26	12	15	106
04:00:00	33	23	27	38	27	21	14	30	26	183
05:00:00	110	109	111	105	103	61	36	108	91	635
06:00:00	241	251	249	251	257	102	60	250	202	1411
07:00:00	734	712	672	668	633	201	87	684	530	3707
08:00:00	931	923	830	869	844	285	117	879	686	4799
09:00:00	553	479	562	530	650	448	272	555	499	3494
10:00:00	530	460	515	461	566	562	491	506	512	3585
11:00:00	559	455	519	542	544	684	592	524	556	3895
12:00:00	574	504	545	611	664	725	684	580	615	4307
13:00:00	620	582	568	504	646	706	605	584	604	4231
14:00:00	686	653	664	693	783	667	578	696	675	4724
15:00:00	732	739	667	877	869	578	531	777	713	4993
16:00:00	821	842	824	902	872	584	382	852	747	5227
17:00:00	824	771	814	800	831	579	314	808	705	4933
18:00:00	573	579	598	611	673	478	300	607	545	3812
19:00:00	396	390	430	444	480	378	232	428	393	2750
20:00:00	285	293	283	317	385	223	178	313	281	1964
21:00:00	206	210	228	254	257	210	132	231	214	1497
22:00:00	139	144	127	138	213	174	103	152	148	1038
23:00:00	43	59	59	90	126	118	50	75	78	545
07-19	8137	7699	7778	8068	8575	6497	4953	8051	7387	51707
06-22	9265	8843	8968	9334	9954	7410	5555	9273	8476	59329
06-24	9447	9046	9154	9562	10293	7702	5708	9500	8702	60912
00-24	9660	9252	9367	9788	10526	8001	5942	9719	8934	62536
am Peak	08:00:00	08:00:00	08:00:00	08:00:00	08:00:00	11:00:00	11:00:00	08:00:00	08:00:00	
Peak Volume	931	923	830	869	844	684	592	879	686	
pm Peak	17:00:00	16:00:00	16:00:00	16:00:00	16:00:00	12:00:00	12:00:00	16:00:00	16:00:00	
Peak Volume	824	842	824	902	872	725	684	852	747	

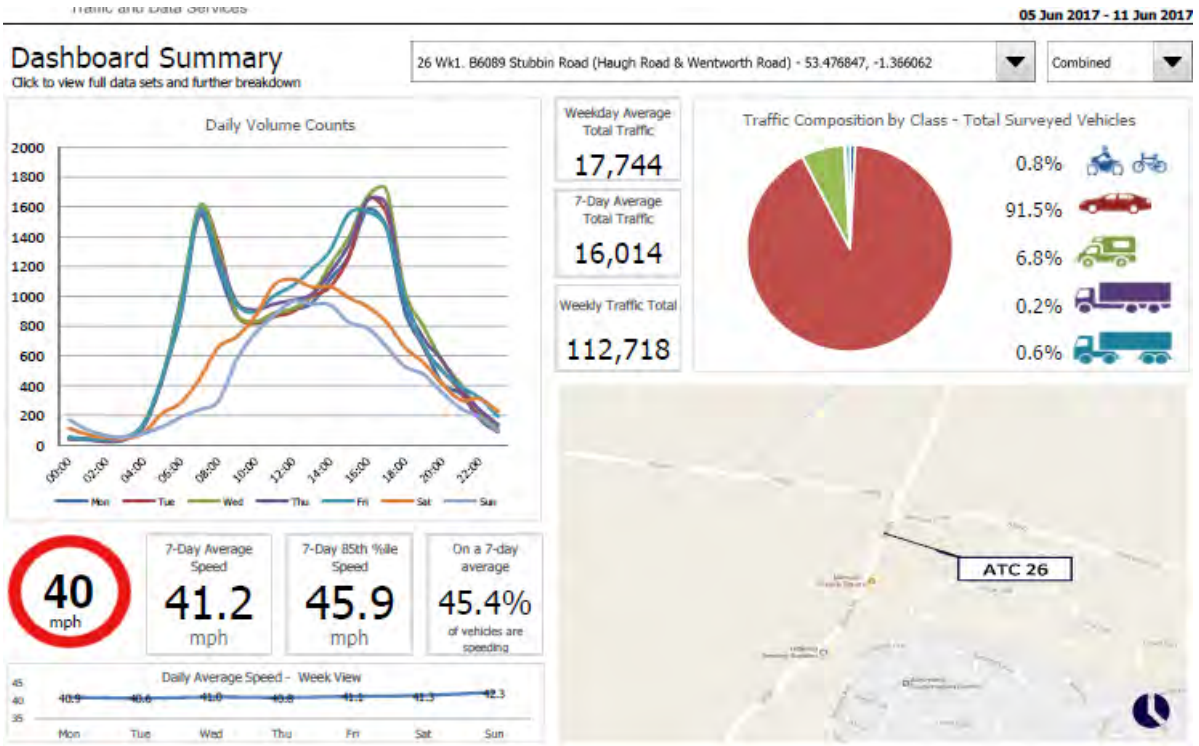
7.5 Traffic Management Review - B6089 Stubbin Road Rawmarsh.

Immediate/Emergency Gas Works commenced on the B6089 Stubbin Road, Rawmarsh by Cadent Gas in November 2017. The permit application submitted included for the use of portable four-way traffic light signals, 24 hours per day, for up to 10 days at the staggered junction of the B6089 Stubbin Road, the B6090 Wentworth Road and the B6090 Hoober Lane.

The Council's Permit Officer prompted a site meeting with Cadent Gas and an alternative traffic management solution was agreed and subsequently implemented by Cadent Gas. This solution included the closure of the relatively lightly trafficked B6090 Hoober Road (non-permit street) and the removal of the portable four-way traffic light signals such that the junction of the B6089 Stubbin Road and the B6090

Wentworth Road then operated as a Priority T-Junction.

The traffic data for B6089 Stubbin Road, Rawmarsh for the period 05 June to 11 June 2018 is provided below. This indicates that the journeys of over 16000 motorists per day would have been delayed as a consequence of the continued use of multi-phase portable traffic light signals.



8 Conclusion

The performance of the Permit Scheme during its sixth full year of operation has continued to show that it is helping to minimise delay and disruption, improving coordination and communication between Rotherham MBC as Permit Authority and activity promoters, and providing residents and businesses with reliable information about what is happening on their streets, and enabling public transport operators and all road users to make journey choices.

8.1 Minimising Delays and Reducing Disruption to Road Users.

With the exception of Major Works undertaken through 2015-16 Q3, 2016-17 Q1 and 2017-18 Q4 where significant development works, highway improvement works and high voltage cable reinforcement works have been undertaken, TPI 4 demonstrates that the average duration of works within Rotherham has remained reasonably consistent.

AM 2 has shown an improvement in partnership working. Overall, 215 works out of 12,745 works, which represents 1.69% of works, have included the sharing of road space. An improvement has been recognised in this respect over the last year where 130 instances of partnership working have been recorded.

AM 7 has revealed savings over the lifetime of the Permit Scheme. A continuation of reduced average durations per annum has been recognised through this approach and a saving of 10,645 calendar days of works has been calculated in comparison with the pre Permit Scheme baseline data. This calculated saving is bolstered by AM 5, where potentially 2,482 calendar days of additional works have been avoided through the authority actively challenging works durations.

Case studies have served to indicate the success of the Permit Scheme through challenged traffic management solutions, works durations and the promotion of collaborative working, thereby reducing the potential for disruption through Road and Street Works activities.

8.2 Parity between Promoters of Street Works and Works for Road Purposes.

PI 1 demonstrates that all works promoters are engaging with the process to obtain permits. PI 2, PI 3, AM 4 and AM 5 demonstrate parity of treatment between Rotherham MBC's own authority works as well as for other works promoters.

8.3 Supplementary Objectives.

The planning and organisation of works on permit streets continues to improve. PI 2 and PI 3 demonstrate that the number of works that have gone ahead as originally planned and not cancelled has increased.

AM 1 demonstrates a variance in the percentage of permit condition compliance through the inspection of works; overall, 66.44% of works revealed such compliance. This is indicative that there is work to be done with works promoters through performance meetings to drive improvement in moving forward.

Generally, AM 3 demonstrates a trend of increased compliance with the Safety at Street Works Code of Practice thereby fulfilling the objective in ensuring the safety for those using, living or working on the street.

AM 6 demonstrates that the number of works that commenced on the planned start date was just over 90%. This level of performance means that information available, for example, through the Roadworks.org portal, to residents, businesses, road users, and public transport operators is increasingly more reliable; and authorities and promoters (via Roadworks.org) are better able to coordinate works.

AM 8 demonstrates a trend in the reduction of the number of remedial works undertaken thereby fulfilling the objective to protect the structure of the street and integrity of the apparatus in it.

8.4 Recommendations and Future Objectives.

- To continue to be represented at the National Permits Forum through the Yorkshire Joint Authority Group (YJAG), in order to share and disseminate information and good practice relating to the operation of the Permit Scheme;

- To continue to work with works promoters in order to ensure the continued effective and efficient operation of the Permit Scheme;

- To consider extending the Permit Scheme to an ‘All Street’ Permit Scheme, thereby including type three and four streets that are not designated traffic sensitive;

- A review of the current arrangements in order to build on achievement in meeting the Permit Scheme’s key objective to minimise delay and reduce disruption to road users arising from road and street works activities.

9 Glossary

AM	Authority Measure
DfT	Department for Transport
HAUC	Highway and Utility Committee
YJAG	Yorkshire Joint Authority Group
KPI	Key Performance Indicator
MBC	Metropolitan Borough Council
NRSWA	New Roads and Street Works Act
PA	Permit Application
PAA	Provisional Advanced Authorisation
PI	Performance Indicator
TMA	Traffic Management Act
YW	Yorkshire Water