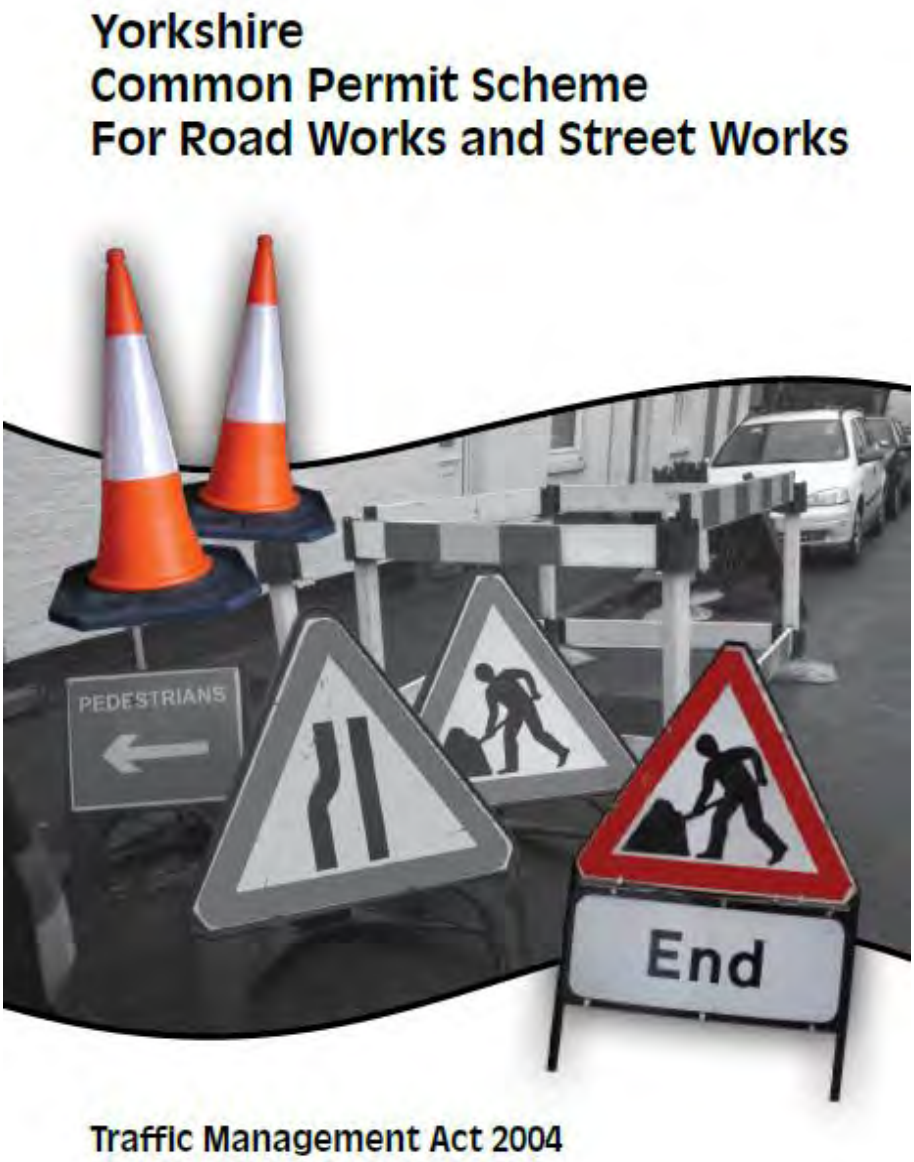
Yorkshire Common Permit Scheme Annual Report

Year 3 (2014 – 15)



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Glossary

DfT	Department for Transport
EToN	Electronic Transfer of Notices
FPN	Fixed Penalty Notice
KPI	Key Performance Information
KPM	Key Parity Measure
KSM	Key Success Measure
NCT	National Condition Text
NPF	National Permits Forum
NRSWA	New Roads and Streetworks Act 1991
PA	Permit Application
PAA	Provisional Advance Authorisation
PAMR	Permit Application Modification Request
TMA	Traffic Management Act 2004
TPI	TMA Performance Indicator
YCPS	Yorkshire Common Permit Scheme
YHAUC	Yorkshire Highway Authorities and Utilities Committee
YP3G	Yorkshire Common Permits Performance Practitioners Group
YPOG	Yorkshire Permits Operational Group
YPPG	Yorkshire Permit Planning Group
YPSB	Yorkshire Permits Strategic Board

1. Executive Summary

The Yorkshire Common Permit Scheme (YCPS) commenced operation on the 12th June 2012 in six authority areas, Barnsley, Doncaster, Kirklees, Leeds, Rotherham and Sheffield ('Tranche 1'). Three further authorities, Bradford, Calderdale, and Wakefield ('Tranche 2') commenced operation of the scheme on 31st March 2015. These Tranche 2 authorities will provide a separate evaluation report.

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

This is the third and final annual evaluation report undertaken by the 'Tranche 1' authorities and covers the period from 01 October 2014 to 30 September 2015. Future evaluation reports are to be undertaken every three years as required through The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015.

The data in this report has been combined across all six participating members and individual authority data is supplied in the appendices. The report evaluates the progress of the permit scheme in meeting both the stated objectives and parity of treatment of both local authority works (works for road purpose) and utility works (Street Works). In both respects the scheme has already demonstrated successful outcomes.

- Over 54,000 permit applications and variations were checked and coordinated in evaluation period, with approximately 70% being granted and 30% being refused.

- Permit conditions continue to be applied consistently within granted applications for both Street Works and works for road purpose, thereby demonstrating a continuation of parity of treatment.

- There has been a further increase in the number of works that have commenced as planned and permitted without cancellation in comparison to the previous two evaluations. A high number of works have also continued to commence on the planned start date. Together these have provided a beneficial impact in enabling more effective co-ordination of activities taking place on the highway, and in the provision of improved information for road users.

- In comparison with the pre-permit baseline data the average duration of works has fallen from 6.10 days to 4.60 days, and there has been a reduction in 77,188 days of highway occupation.

2. Introduction

Following approval by the Secretary of State, the Yorkshire Common Permit Scheme (YCPS) came into effect on 12 June 2012 in six local authority areas (Barnsley, Doncaster, Kirklees, Leeds, Rotherham, Sheffield – the 'Tranche 1' authorities) in Yorkshire. A further three authorities (Bradford, Calderdale, Wakefield – the 'Tranche 2' authorities) obtained approval to operate the YCPS, coming into effect in those authority areas on 31 March 2015.

This report gives an overview of the operation of the YCPS in the 'Tranche 1' areas for the period October 2014 to September 2015, providing an examination of the available data regarding street and road work activities.

In accordance with the Amendment Regulations for permit schemes issued by the Government in 2015, evaluation reports are due following the first, second, and third anniversaries of the date on which the scheme came into effect, and then every third anniversary thereafter. This is the third annual report published by the 'Tranche 1' authorities.

The 'Tranche 2' authorities will be reporting separately on the operation of the Scheme in their areas. The first 'Tranche 2' report will cover their first 12 months of operating the Scheme.

2.1 Permit Scheme Coverage and Objectives

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

The objectives of the YCPS are:

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

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

Supplementary Objectives:

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

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

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

2.1.6 To improve activity planning by all promoters.

2.1.7 An aid to help public transport efficiencies.

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

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

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

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

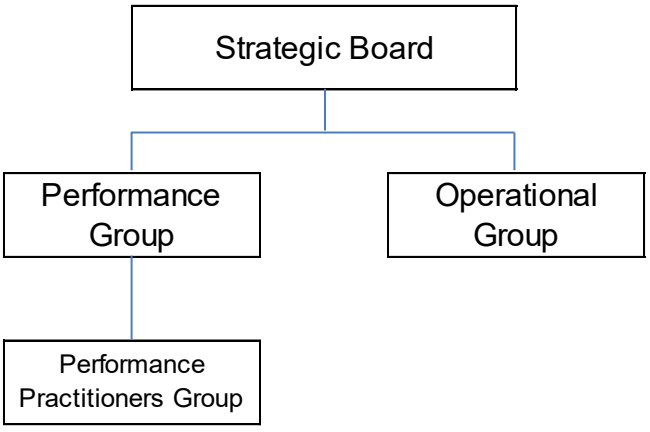
Any activity carried out in the street has the potential to cause disruption. The YCPS provides an opportunity to realise a number of benefits to road users, local residents and businesses in the Yorkshire area through better control, planning and coordination of works, and a more robust framework for checking and challenging activities on the highway to reduce the total number of highway occupancy days, and ensure that the conditions in the permit promote the expeditious movement of traffic through works, reducing disruption and promoting safety at works sites.

2.2 Governance Arrangements

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

Figure 2.1 below shows the governance arrangements currently in place.

Fig. 2.1: YCPS - Governance Arrangements



2.2.1 Strategic Board

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

During the current reporting period, the workload of the YPSB has included considering feedback from the second-year evaluation report, reviewing national issues relating to permits and their implications for the operation of the YCPS, and integrating, and providing support and assistance, to the 'Tranche 2' authorities into the operation of the Scheme.

A significant piece of work overseen by the Strategic Board during this reporting period was ensuring compliance with the Amendment Regulations for permit schemes. Under the Amendment Regulations, permit authorities had to make a number of modifications to their schemes to comply with Statutory Instrument SI 2015 No. 958. The modifications were to come into effect on 1 October 2015, to be introduced by an individual, authority-made order.

2.2.2 Permit Performance Group

The Yorkshire Permits Performance Group (YPPG) is a sub-group of the YPSB, tasked with the preparation of reports on the performance of the Scheme, and comprises a representative from each of the permit authorities.

2.2.2.1 Permit Performance Practitioners Group

In order to ensure consistency between the individual permit authorities in reporting performance, and taking into account the two different notice management software systems currently in use by authorities, the Yorkshire Permit Performance Practitioners Group (YP3G) was established. YP3G comprises representatives from each of the permit authorities, and makes recommendations to the Performance Group regarding the data to be extracted from notice management systems, and how data can be formulated for performance reporting purposes.

In addition to consistency in reporting performance, the role of the Group has developed to consider other issues of consistency relating to the operation of the YCPS. The Yorkshire Permit Authorities Group (YPAG) meets regularly to discuss issues with a view to delivering consistency, where possible, across authorities in the operation of the YCPS. During the current reporting period, YPAG provided support and assistance to 'Tranche 2' authorities in the run-up and implementation of the YCPS in their areas.

2.2.3 Operational Group

The Yorkshire Permits Operation Group (YPOG) deals with operational issues relating to the YCPS. YPOG comprises a representative from each of the permit authorities, along with a representative from utility and transport authority promoters. YPOG has two joint chairs, one permit authority and one utility promoter, who also attend the YPSB.

YPOG has been meeting since September 2011, nine months before the YCPS came into effect, providing authorities and promoters with a forum in which to discuss specific and general issues relating to operation of the Scheme.

During the period covered by this report YPOG has continued to review permit performance, focussing particularly on refusal rates. YPOG was also a valuable forum for dealing with the Amendment Regulations mentioned previously. An initial meeting was held with utility-sector representatives, at which the proposed modifications to the YCPS were outlined and initial utility feedback obtained. At a subsequent full YPOG meeting, full details of the proposed modifications were discussed. As a result, this effective communication enabled all YCPS authorities to operate under the Amendment Regulations.

3 Methodology

3.1 Methodology Introduction

The on-going development of reasonable and reliable triggers for evaluating the performance of the YCPS both success and parity were used to demonstrate:

- Success in terms of road occupations and reduction in vehicle delay.
- Parity fairness in its application amongst all works promoters.

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

3.2 Evaluation Period

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

3.2.1 Scheme Implementation Date

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

3.2.2 Full Operational Start Date

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

3.2.3 Pre YCPS Data Collection Start Date

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

For Key Parity Measures (KPM’s) which mainly measure the application of the scheme across both utility and highway authority works promoters the data comparisons are only required on a yearly basis to demonstrate that the scheme is applied fairly therefore the 1st October 2014 was selected as the full start date for parity comparison.

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

3.2.4 Post YCPS Data Collection End Date

To specify the end of the data evaluation period the 30th September 2015 is the nearest end of quarter date, three years after the YCPS full operational start date. This report covers the third year of evaluation from the 1st October 2014 to the 30th September 2015.

3.3 Data Sources

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

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

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

3.4 Performance Reporting

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

3.4.1 Key Parity Measures (KPM's)

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

KPM's were drawn from Chapter 20 of the "Code of Practice for Permits", which set out seven Key Performance Indicators (KPI's) that permit authorities could use to demonstrate parity of treatment. KPI's 1 and 2 were

mandatory within all permit schemes, and then permit authorities selected at least two more KPI's on which to report.

There are five KPMs in the YCPS:

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

KPM2 – The number of conditions applied by condition type

KPM3 – The proportion of approved extensions

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

KPM5 – The percentage of PAA, permits and applications cancelled

3.4.2 Key Success Measures (KSM's)

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

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

There are five measured KSM areas in the YCPS:

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

KSM2 – Reduction in remedial measures

KSM3 – Better information for road users

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

KSM5 – Improved activity planning

3.4.3 Intangible Benefits

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

- The need to book road space and undertake the activity within a specified time period would focus attention on improved planning and activity scheduling by works promoters.

- Administrative improvements through more consistent consideration of factors relating to proposed activities would lead to improved certainty that the activity would take place as planned. Also, appropriate and correct information exchange would take place first time.

- Improved standards of information between activity promoters and permit authorities would lead to improved relationships, cooperative working and mutual support.

- Improved public perception of the way in which activities were planned and undertaken.

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

4 The Performance of the Yorkshire Common Permit Scheme

4.1 Key Parity Measures

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

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

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

Results

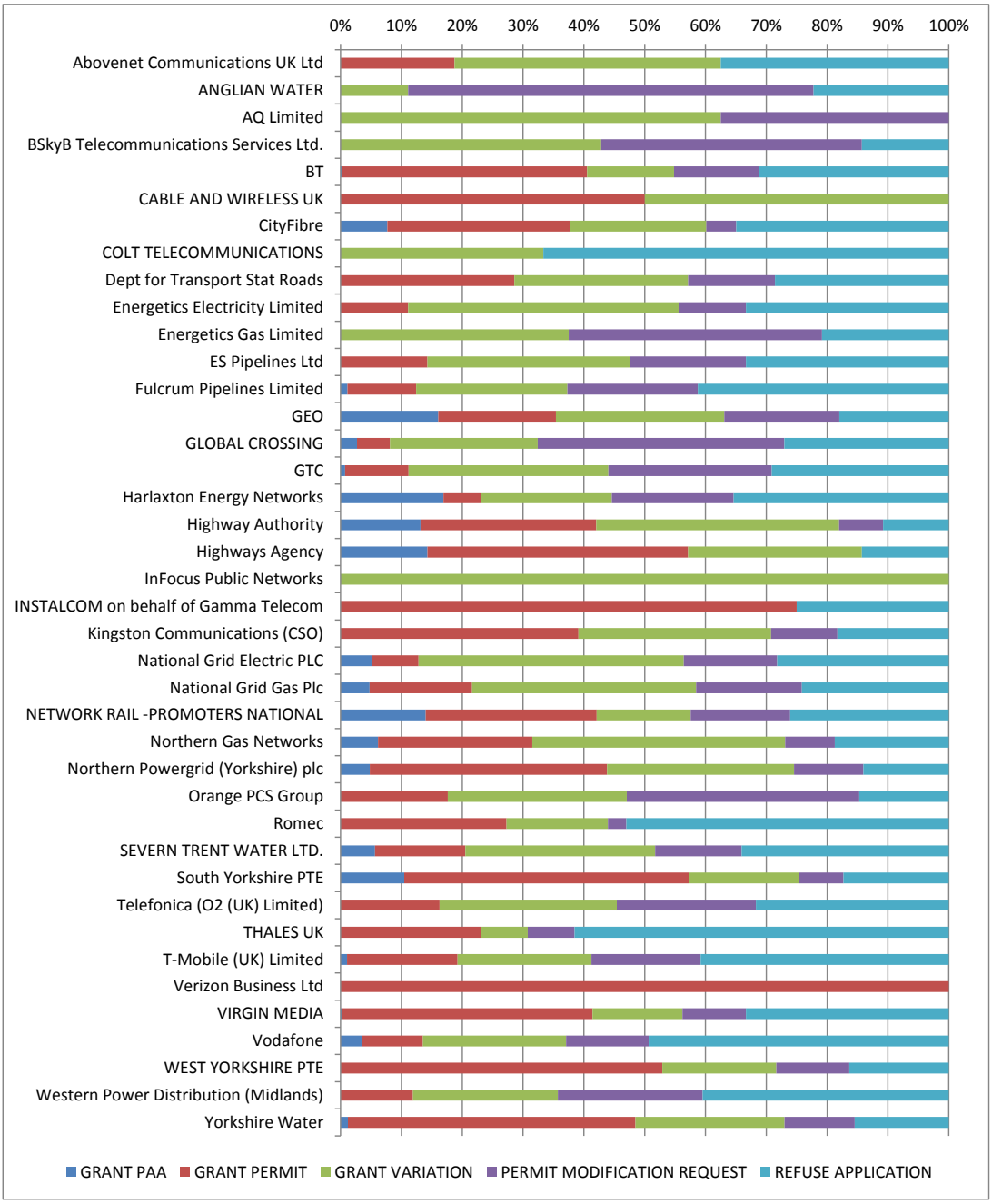


Chart 4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Totals	% of Totals	Totals	% of Totals
Permits Variations / Granted	10304	81.97	27653	65.96
Permits Variations / Refused inc PAMR	2267	18.03	14268	34.04
Totals	12571		41921	

Table 4.1 – Permit Application and Decision Percentage

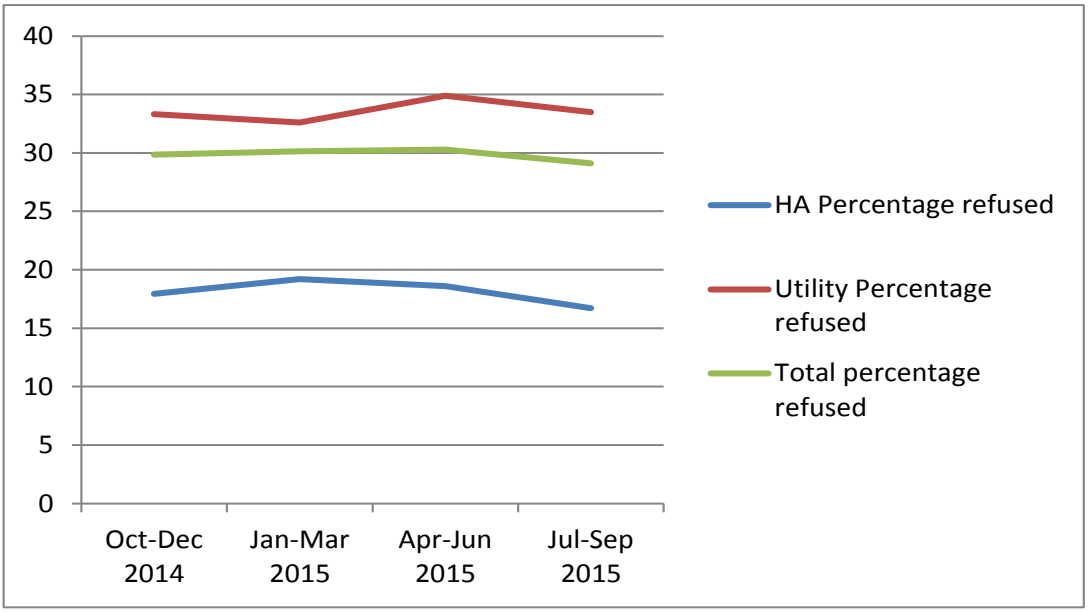


Chart 4.2 – Percentage Refusals

Interpretation of Results

Total number of permit applications. Table 4.1 shows that a total of 12,571 permit applications have been received for highway authority works and 41,921 for utility promoters. This equates to a split of 23% highway authority and 77% utility promoters. The total number of applications has increased from last year by 18.5% for utility and decreased by 7% for highway authority works.

Percentage refusals. Table 4.1 shows that a higher percentage of utility works applications 34% are refused or modified in comparison with highway authority works 18%. The trend in chart 4.2 shows little change in the refusal percentage after the initial falls from the first year of operation.

There remains a large variance in the refusal rates of the individual utility companies.

The refusal data continues to be analysed and discussed at YPOG to try and reduce the rates. Permit Authorities are anticipating the National Response codes and that the implementation of these along with the work being undertaken at YPOG will result in a reduction in refusals.

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

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

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

Results

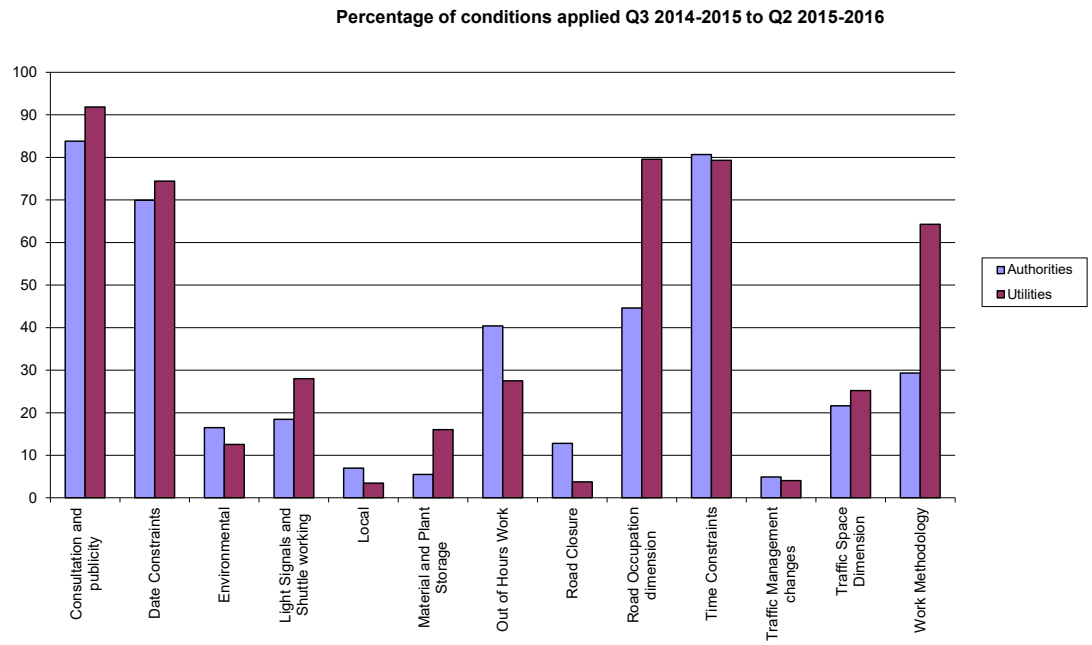


Chart 4.3 – Permit Condition Types Applied

Interpretation of Results

Overall the results obtained are comparable with the previous annual reports. A similar amount of conditions are applied to both highway authority works and utility works. This shows that a consistent level of scrutiny and intervention is being undertaken by the permit authorities on both types of works.

Five of the Tranche 1 Authorities adopted the National Permit Conditions on the 31st March 2015 to ensure consistency with the Tranche 2 Authorities. The remaining Tranche 1 Authority, Sheffield, adopted the National Permit Conditions as part of the implementation of the Amendment Regulations on the 1st October 2015. This change will have an impact on the consultation and publicity and date constraints results.

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

4.1.3 KPM3 - The proportion of approved extensions

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

Due to the continuing limitations of the street works register it is still not possible to extract accurate information on both of these indicators.

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

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

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

Results

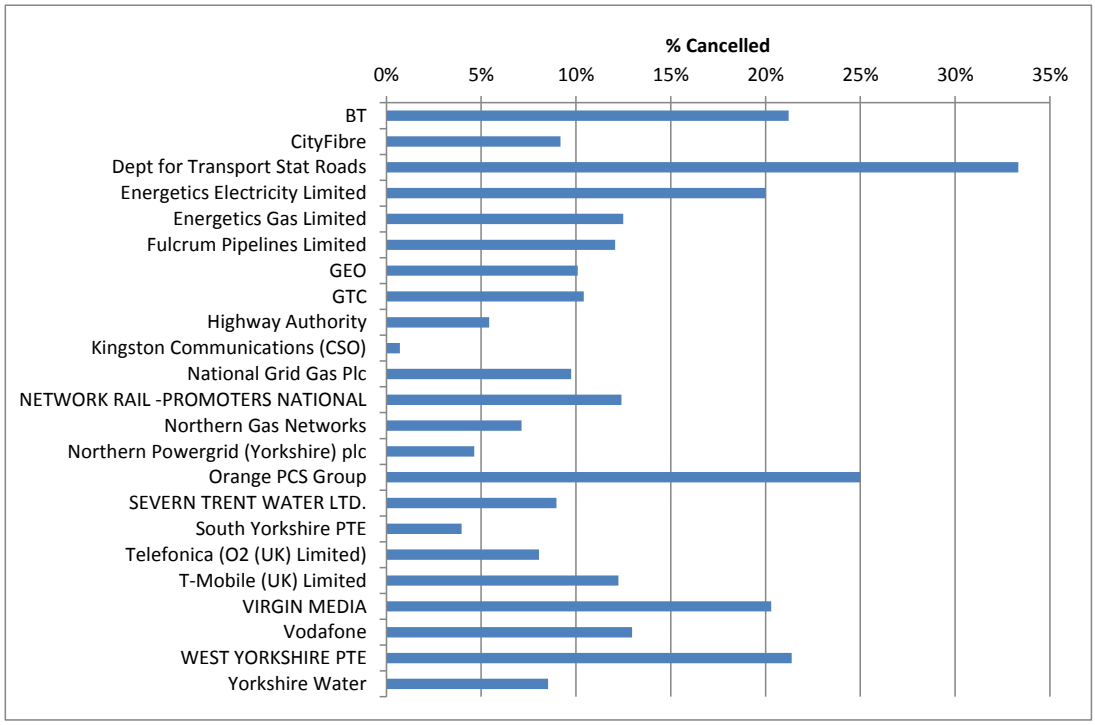


Chart 4.4 – Permit Applications Cancelled

	Total No. Cancelled	% Cancelled
Highway Promoter	487	5.42%
Utility Promoter	2466	10.33%

Table 4.2 – Summary of Permit Applications Cancelled

Interpretation of Results

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

The results in Chart 4.5 demonstrate that this has not been the case as the rate of highway authority cancellations 5.42% is lower than the average figure for all utility companies of 10.33%. These figures also compare favourably with last year's report of 6% and 11% respectively.

The YCPS authorities continue to try and assist work promoters in responding to unforeseen changes by dealing with requests for early starts as flexibly and quickly as possible.

4.2 Key Success Measures

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

A series of measures have been developed to demonstrate the effectiveness of the scheme against the scheme objectives that were set out. This first measure has been designed to show how the scheme has performed in minimising delay and reducing disruption to road users as a result of street and road works activity.

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

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

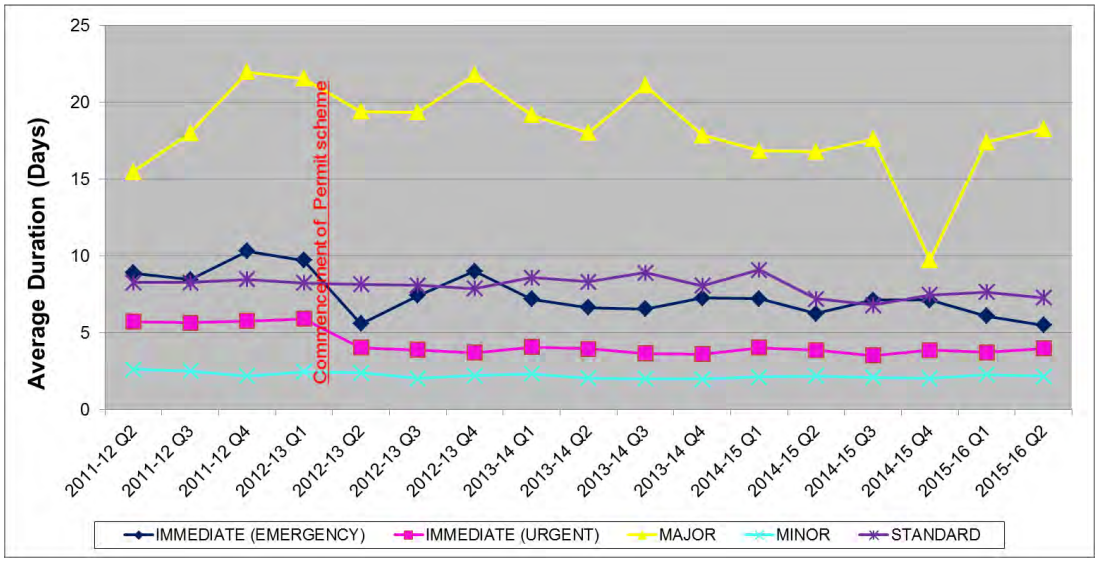


Chart 4.5 – Average Duration of all Works by Category

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD
2011-12 Q2	8.89	5.74	15.47	2.65	8.28
2011-12 Q3	8.47	5.67	18.00	2.53	8.28
2011-12 Q4	10.32	5.77	21.96	2.22	8.47
2012-13 Q1	9.71	5.93	21.54	2.48	8.26
2012-13 Q2	5.60	4.05	19.38	2.42	8.16
2012-13 Q3	7.43	3.90	19.35	2.05	8.10
2012-13 Q4	9.02	3.73	21.77	2.23	7.88
2013-14 Q1	7.19	4.09	19.16	2.34	8.59
2013-14 Q2	6.66	3.98	18.01	2.07	8.32
2013-14 Q3	6.56	3.68	21.08	2.03	8.92
2013-14 Q4	7.28	3.63	17.84	2.01	8.07
2014-15 Q1	7.23	4.03	16.84	2.15	9.10
2014-15 Q2	6.25	3.87	16.78	2.22	7.23
2014-15 Q3	7.14	3.54	17.61	2.11	6.80
2014-15 Q4	7.13	3.88	9.75	2.05	7.47
2015-16 Q1	6.11	3.74	17.39	2.30	7.67
2015-16 Q2	5.50	4.00	18.26	2.19	7.29

Table 4.3 – Average Duration of all Works by Category

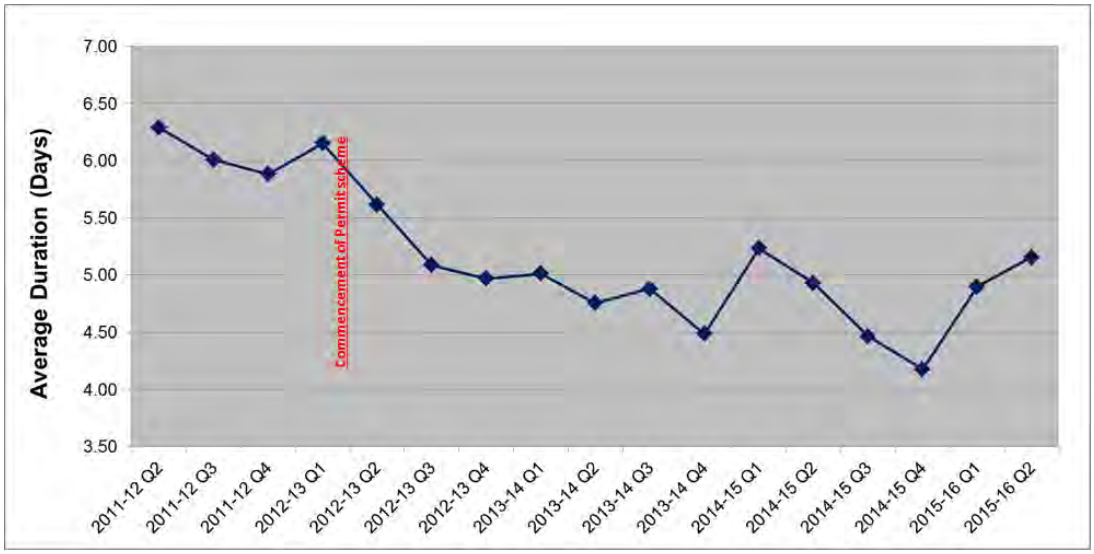


Chart 4.6 – Average Duration of all Works

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD
2011-12 Q2	287	1866	1069	3585	1757
2011-12 Q3	385	1786	461	2762	1633
2011-12 Q4	446	1833	412	3411	1578
2012-13 Q1	334	1447	340	2394	1272
2012-13 Q2	356	1097	462	2255	1013
2012-13 Q3	345	1078	379	2722	1103
2012-13 Q4	359	1444	370	3030	838
2013-14 Q1	406	2715	549	3835	1140
2013-14 Q2	333	1941	514	3318	828
2013-14 Q3	383	1841	521	3504	768
2013-14 Q4	416	1748	472	3434	703
2014-15 Q1	362	1582	626	3227	997
2014-15 Q2	282	1181	469	2355	738
2014-15 Q3	299	1328	395	2733	707
2014-15 Q4	382	1494	639	2941	602
2015-16 Q1	276	1310	462	2551	739
2015-16 Q2	306	1381	604	2708	752

Table 4.4 – Total Number of all Works

Interpretation of results

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

After the introduction of the scheme from July 2012 to June 2013 25,496 works were undertaken. The total duration of works was 131,049 days. The average duration was **5.14** days. In the 2nd Year evaluation period from July 2013 to June 2014, 27,518 works were undertaken, the total duration of works was 133,118 days. The average duration was **4.84** days. In the latest evaluation period from July 2014 to June 2015, 21,883 works were

undertaken, the total duration of works was 100,579 days. The average duration was **4.60** days.

This gives a saving of **77,188** days compared with the 12 months pre-permit scheme baseline data.

Alternatively, allowing for the reduction in the number of works (29,121-21,883), the reduction in average duration of 1.5 days (6.10-4.60) when multiplied by the total number of works during the third year of operation gives a total of **32,825** days of disruption saved across the six participating authorities during the current reporting period.

4.2.2 KSM2 – Reduction in remedial measures

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

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

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

Results

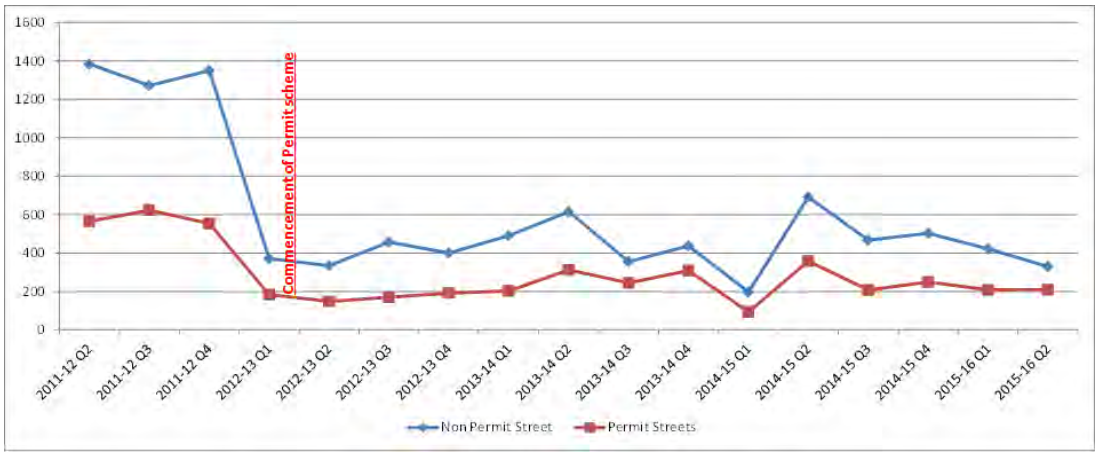


Chart 4.7 – Number of Remedial Works Undertaken

Interpretation of results

The high number of remedial works before the commencement of the scheme, possibly caused by a large volume of work associated with the South Yorkshire Digital Region project was reported in the first year. The

data may also be affected by other NRSWA related activities outside the scope of the permit scheme, such as the recent introduction of coring programmes for reinstatements. Activities such as this have a far greater effect on the number of remedial works than the impact of the permit scheme could have.

During the operation of the scheme the number of remedial works undertaken on both the permit and non-permit route networks has fluctuated. Due to the duration of reinstatement guarantee periods the data still contains a legacy of pre-permit scheme reinstatements. This indicator is intended as a long term indicator and will need to be monitored in future evaluation reports. An overall trend is beginning to emerge showing a reduction in the numbers of remedial works.

4.2.3 KSM 3 – Better information for road users

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

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

The measure used to examine inaccuracies in works plotting has again been left out of this year's report because the current street works systems could not separate out the permit and non-permit scheme route network.

The second measure (chart 4.8) compares the proposed start dates provided by the work promoter on the NRSWA S55 notice or permit application and the subsequent actual start date provided. Where the two dates match this is displayed as a percentage of the overall works. The report includes data from both before and after the permit scheme operational date and is displayed graphically to provide a trend analysis.

In the first year's report the third measure required each permit authority to choose an investigatory random sample of 40 works (20 using road closures and 20 using temporary traffic control) over the same period (pre and post permit scheme operation). This was to compare the traffic management type identified on the notice or permit against application records served separately. As reported last year, this exercise has not been repeated and no suitable reporting measures have yet been formulated. It is hoped that these reports will be EToN system generated on a national specification, rather than attempting a local solution.

Results

Chart 4.8 – Accuracy of Actual Start Date

Interpretation of results

The accuracy of start dates in Chart 4.8 shows that, since the implementation of the Scheme, the accuracy of the works starting on the planned start date has continued to improve, ending the reporting period at just under 95% accuracy. This high level of reliability which was not available prior to the scheme commencement means that the permit authorities have a high degree of confidence in providing this information to road users to allow them to make informed journey choices.

All YCPS authorities continue to provide data from their street works registers on the roadworks.org website and are promoting this to all relevant stakeholders. Roadworks.org continues to be developed and recognised as a reliable source of accurate information about road works and events.

4.2.4 KSM4 - Improved compliance with the 'Safety at Street Works and Road Works Code of Practice'

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

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

Results

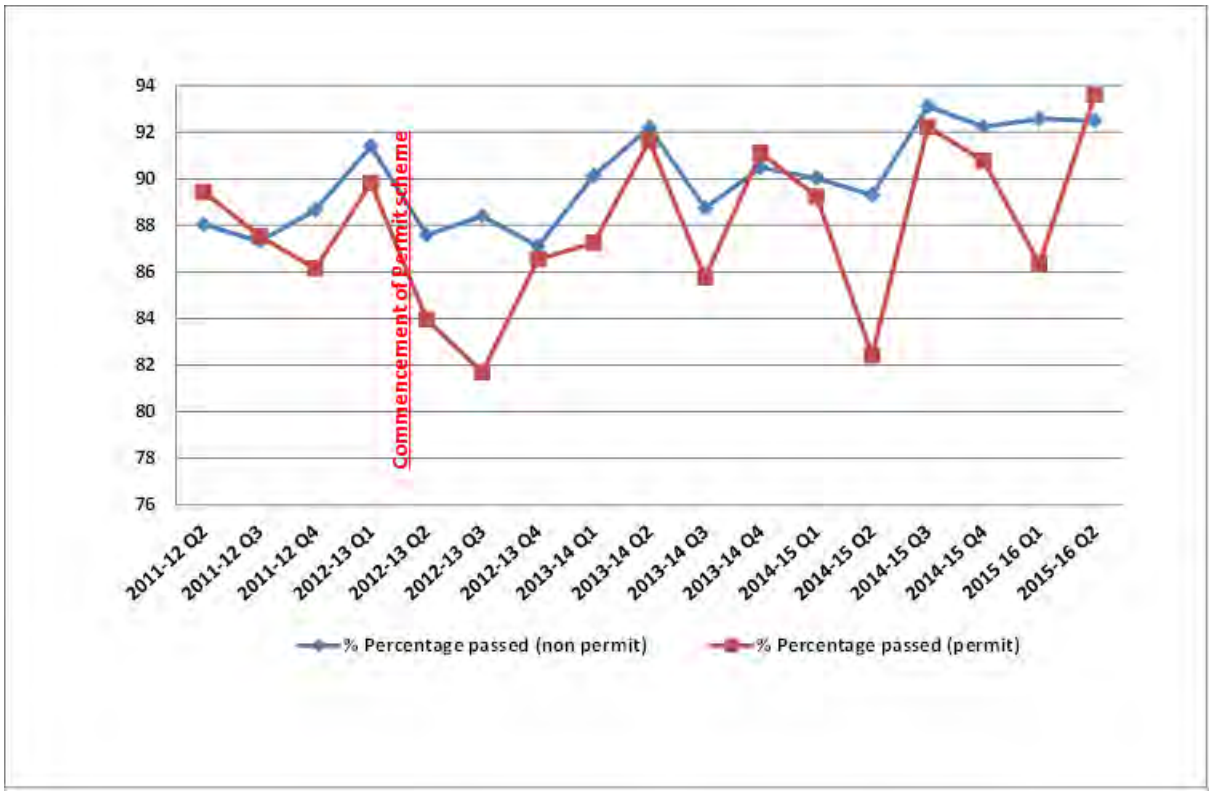


Chart 4.9 – Category A Inspection Compliance

Interpretation of Results

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

The 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, other than to note that the overall trend is showing an increasing level of compliance with the 'Safety Code', and that this is also being seen in the increasing levels of compliance on 'noticing' streets.

4.2.5 KSM 5 – Improved activity planning

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

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

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

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

It is anticipated that the national response codes, once available, may be able to assist permit authorities in reporting against this KSM.

5 Conclusions

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

KSM1 shows that the duration of works across the permit authority areas continues to reduce. The total number of days of occupation in the 12 months to the end of June 2015 was 100,579, a reduction of 77,188 days when compared to the total number of days (177,767) in the 12 month period prior to the commencement of the Scheme. There has also been reduction in the average number of days of occupation, down from an average of 6.10 days per works for the 12 months prior to the commencement of the Scheme to 4.60 days per works for the 12 month period ending June 2015. This demonstrates that the Scheme is continuing to achieve a key objective to minimising delay and reducing disruption arising from street works and roadworks.

KPM1 continues to demonstrate that all works promoters are engaging with the process to obtain permits, and that permit authorities have demonstrated parity of treatment for its own authority works as well as for other works promoters. There continues to be wide range of refusal rates, and work is still being carried out through YPOG to examine the rate and reasons for refusals or modifications. Work to increase the number of permits that can be granted on first application will be supported by the introduction of national response codes.

The planning and organisation of works on permit streets continues to improve. The number of works that have gone ahead as planned without cancellation (KPM5) has increased, and the number of works that commenced on the planned start date (KSM3) was just under 95%. This level of performance means that information available (e.g. via 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.

Supplementary objectives in the Scheme included protecting the structure of the street and integrity of the apparatus in it, and ensuring the safety at works sites for people living, using and working on the street. Although it should be noted that factors external to the operation of the Scheme may also have contributed, the data for both KSM2 and KSM4 are showing overall trends in a reduction of remedial works and an increasing trend for compliance with the ‘Safety Code’.

The performance of the Scheme during its third full year of operation has continued to show that it is helping to minimising delay and disruption,

improving coordination and communication between permit authorities 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.

6 Recommendations and Goals from the 2013-2014 Annual Report

In the Annual Report for 2013-2014 a number of recommendations were made and goals set. This section sets out how these objectives were addressed.

It was recommended that:

6.1 The YCPS continues to operate using the current arrangements in order to build on achievement in meeting the Scheme's key objective to minimise delay and reduce disruption to road users arising from road and street works activities.

Update: Governance arrangements for the Scheme were reviewed by the Strategic Board, and were modified to include membership for the Scheme's representative to the Permit Forum. Governance arrangements have been strengthened by developing the role of the authorities' Performance Practitioners Group to include operational process across the authorities, in order that authorities can deliver as consistent approach as possible to operating the Scheme.

6.2 The governance arrangements (see section 2.3 above) continue to operate as currently constituted. An authority that obtains or makes an order to operate a permit scheme, and is a member of YHAUC, may opt to use the YCPS. In such cases the authority will be integrated into the current governance arrangements. The same recommendation applies to any new activity promoters who commence operations in the YCPS area.

Update: During the period of this report, three local authorities (the 'Tranche 2' authorities) obtained approval from the Secretary of State to operate the YCPS. Early participation by these authorities with the existing governance arrangements helped the authorities and activity promoters to manage the implementation, and provided a consistent approach for operating the permit scheme.

6.3 The YCPS continues to be represented at the National Permits Forum, in order to share and disseminate information and good practice relating to the operation of permit schemes.

Update: The YCPS continues to be represented on the Permit Forum (England). This representation, and the networking access it facilitate, was invaluable in moving the YCPS to compliance with the Amendment Regulations commencing in October 2015.

6.4 YCPS permit authorities and activity promoters continue to work together in order to ensure the continued effective and efficient operation of the Scheme, and to continue to deliver the required culture change.

Update: YPOG continues to provide a valuable forum for permit authorities and activity promoters to exchange information and drive consistency in operating the Scheme. It provided an environment for YCPS authorities to communicate effectively with utility stakeholders in meeting the challenging timescales for complying with the Amendment Regulations.

Goals over the next year were to:

6.5 Undertake work to comply with the amended permit scheme regulations.

Update: All YCPS authorities were in a position to comply by 1 October 2015 with the Amendment Regulations, and changes to the Scheme were discussed in advance with activity promoters.

6.6 Incorporate the 'Tranche 2' authorities into operating, and reporting performance under, the YCPS.

Update: The 'Tranche 2' authorities were able to implement the YCPS in their areas on 31 March 2015. As mentioned in the Introduction above, the 'Tranche 2' authorities will report separately on the performance and operation of the Scheme in their areas. To ensure consistency of reporting, the performance measures and report specifications used by the 'Tranche 1' authorities have been shared with the 'Tranche 2' authorities.

6.7 Review national guidance (when it becomes available) on performance measures, reporting, and response codes, and integrate into operational procedures to deliver consistency locally across YCPS and nationally.

Update: YCPS authorities replied to the Permit Forum consultation on proposed national response codes. Once a final version of the advice note is received, the matter will be referred to YPOG for further discussion prior to a decision being taken by the Strategic Board on adoption. At the time of writing, national permit performance measures have still to be agreed.

6.8 Continue work to reduce the number of permit refusals/modification requests. Work to facilitate this is being done through YPOG.

Update: YPOG continues to have KPM1 as a standing agenda item, which allows for discussion of any general issues regarding refusals/PAMRs. Due to the large number of permit authorities and activity promoters attending

YPOG, the Group has recommended that authorities should discuss reasons for refusals/PAMRs at their individual performance meetings.

6.9 Undertake a fee review for the 12 month period from 1 January 2014, to ensure that a balance is maintained between permit fee income and costs incurred in dealing with utility promoter permits.

Update: YCPS 'Tranche 1' authorities undertook the fee review. The outcome of the review was that fee levels were to remain unchanged, other than adopting the revised fee structure for Major works, which was included in the exercise to comply with the Amendment Regulations.

7 Recommendations

It is recommended that:

7.1 The YCPS continues to operate using the current arrangements in order to build on achievement in meeting the Scheme's key objective to minimise delay and reduce disruption to road users arising from road and street works activities.

7.2 The governance arrangements (see section 2.3 above) continue to operate as currently constituted. An authority that obtains or makes an order to operate a permit scheme, and is a member of YHAUC, may opt to use the YCPS. In such cases the authority will be integrated into the current governance arrangements. The same recommendation applies to any new activity promoters who commence operations in the YCPS area.

7.3 The YCPS continues to be represented at the National Permits Forum, in order to share and disseminate information and good practice relating to the operation of permit schemes.

7.4 YCPS permit authorities and activity promoters continue to work together in order to ensure the continued effective and efficient operation of the Scheme, and to continue to deliver the required culture change.

Goals for the future are to:

7.5 Provide the next evaluation report in line with the reporting requirements of the Amendment Regulations.

7.6 Review national guidance when it becomes available, and integrate into operational procedures to deliver consistency locally across YCPS and nationally.

7.7 Continue work to reduce the number of permit refusals/modification requests. Work to facilitate this is being done through YPOG and within individual permit authority performance meetings with activity promoters.

8 Appendices

A – Barnsley Individual Permit Scheme Feedback

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

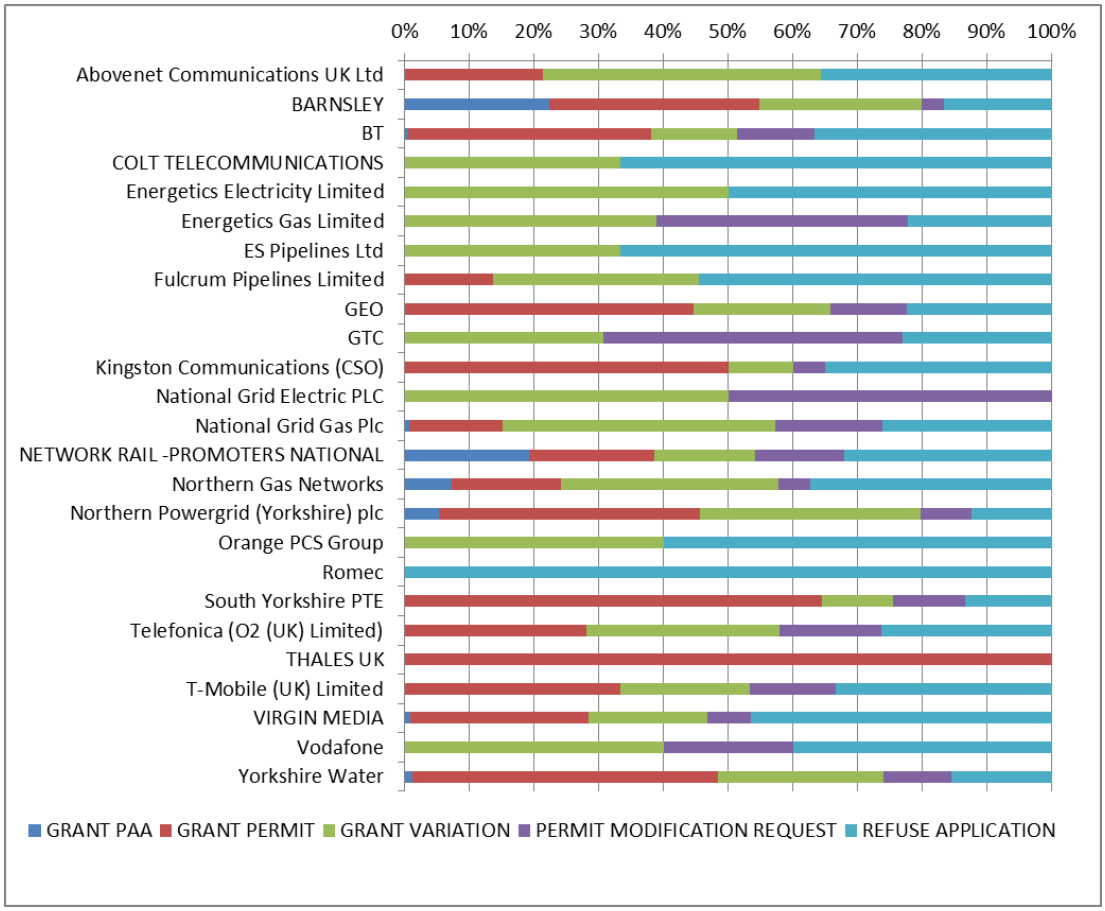


Chart A4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Totals	% of Totals	Totals	% of Totals
Permits Variations / Granted	350	79.91	2366	65.32
Permits Variations / Refused inc PAMR	88	20.09	1256	34.68
Totals	438		3622	

Table A4.1 – Permit Applications and Decision Percentages

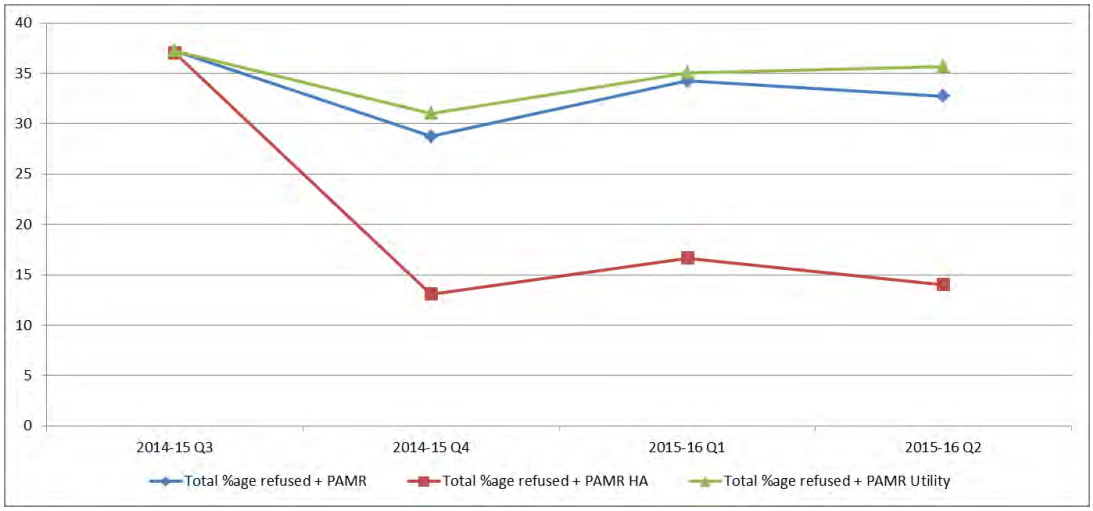


Chart A4.2 – Percentage Refusals

KPM2 – The number of conditions applied by condition type

No data for 2014-15 due to ICT issues

KPM5 – The percentage of PAA, permits and applications cancelled

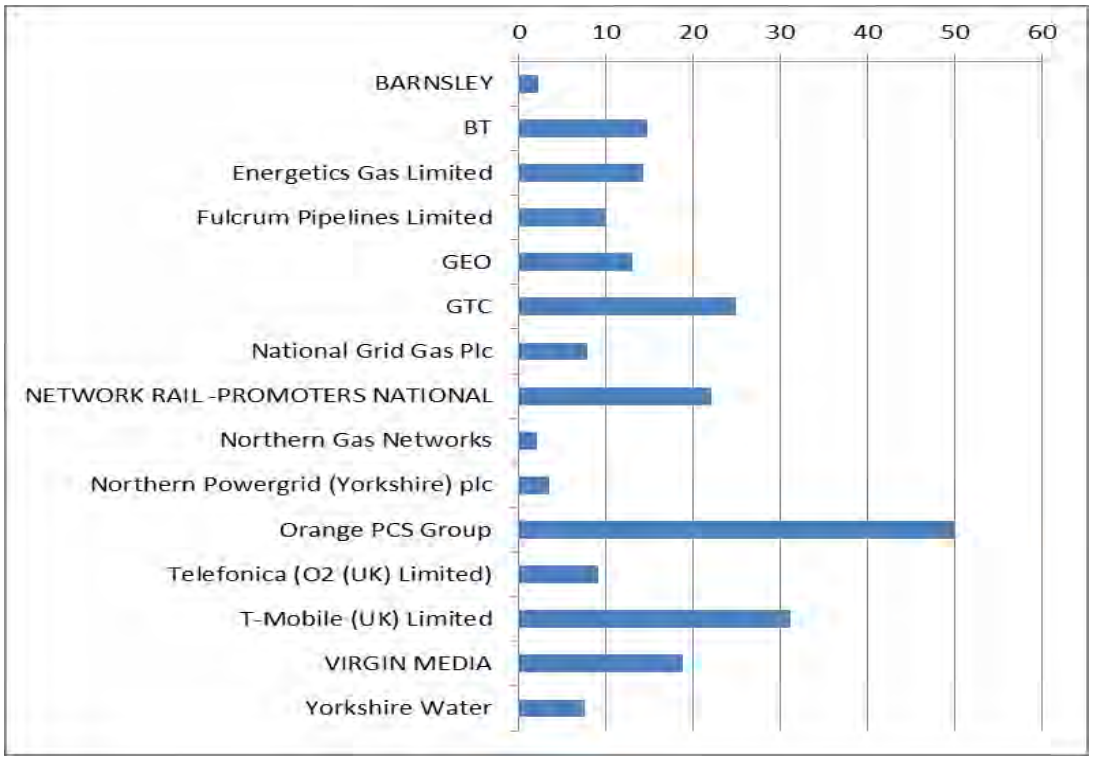


Chart A4.4 – Permit applications Cancelled

	Total	Cancelled	%age cancelled
Barnsley MBC	350	8	2.29
Utilities	2366	206	8.71

Table A4.2 – Summary of permit applications Cancelled

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

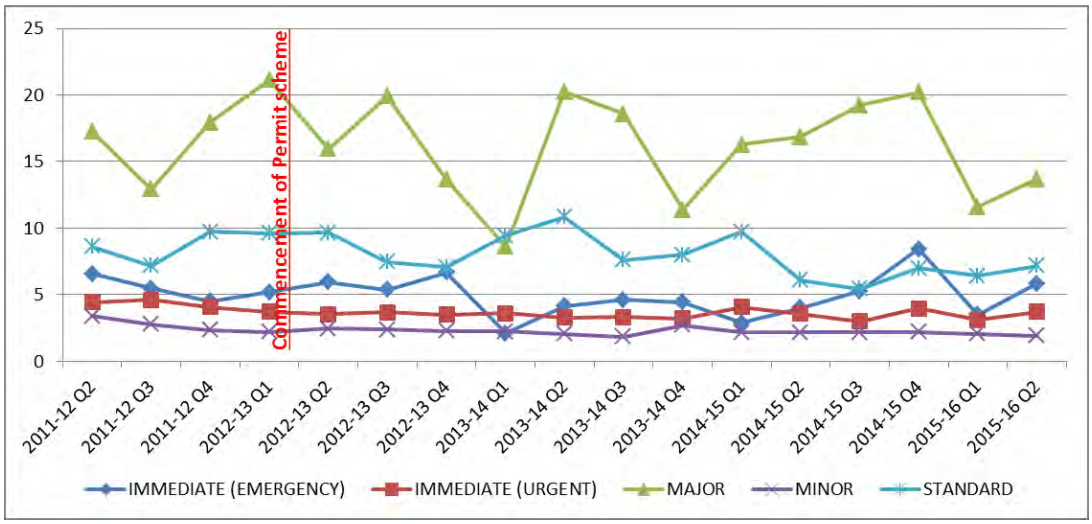


Chart A4.5 – Average Durations of all Works by Category

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Combined
2011-12 Q2	6.55	4.44	17.26	3.39	8.59	6.11
2011-12 Q3	5.47	4.59	12.92	2.75	7.18	5.36
2011-12 Q4	4.50	4.08	17.92	2.33	9.71	4.75
2012-13 Q1	5.17	3.70	21.13	2.20	9.61	5.78
2012-13 Q2	5.93	3.53	15.96	2.44	9.65	5.25
2012-13 Q3	5.38	3.68	19.93	2.37	7.46	5.10
2012-13 Q4	6.67	3.47	13.65	2.26	7.07	4.38
2013-14 Q1	2.07	3.61	8.60	2.24	9.45	4.67
2013-14 Q2	4.13	3.27	20.25	2.04	10.83	4.82
2013-14 Q3	4.60	3.29	18.57	1.84	7.58	5.15
2013-14 Q4	4.44	3.20	11.39	2.71	7.98	4.30
2014-15 Q1	2.89	4.08	16.27	2.16	9.70	5.10
2014-15 Q2	4.00	3.58	16.85	2.17	6.08	5.01
2014-15 Q3	5.24	2.98	19.23	2.16	5.42	4.15
2014-15 Q4	8.42	3.96	20.21	2.18	6.98	4.85
2015-16 Q1	3.50	3.09	11.59	2.04	6.42	3.40
2015-16 Q2	5.83	3.72	13.67	1.90	7.18	3.87

Table A4.3 – Average Duration of all Works by Category

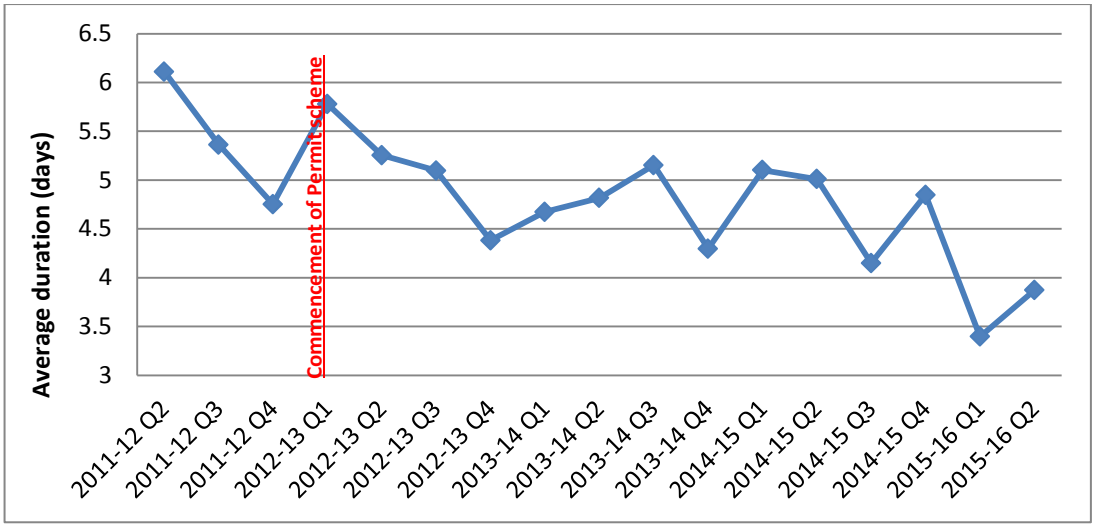


Chart A4.6 – Average Duration of all Works

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Grand Total
2011-12 Q2	22	142	42	284	215	705
2011-12 Q3	47	140	38	194	177	596
2011-12 Q4	32	158	26	286	94	596
2012-13 Q1	24	108	30	138	71	371
2012-13 Q2	27	85	26	128	48	314
2012-13 Q3	24	88	29	158	50	349
2012-13 Q4	18	135	26	152	61	392
2013-14 Q1	14	126	72	156	56	424
2013-14 Q2	30	96	16	132	48	322
2013-14 Q3	15	102	44	171	72	404
2013-14 Q4	18	120	36	182	44	400
2014-15 Q1	9	87	26	146	54	322
2014-15 Q2	17	99	41	152	98	407
2014-15 Q3	21	110	30	258	130	549
2014-15 Q4	31	103	43	299	55	531
2015-16 Q1	26	120	22	253	65	486
2015-16 Q2	23	97	21	195	45	381

Table A4.4 – Total Number of Works

KSM2 – Reduction in remedial measures

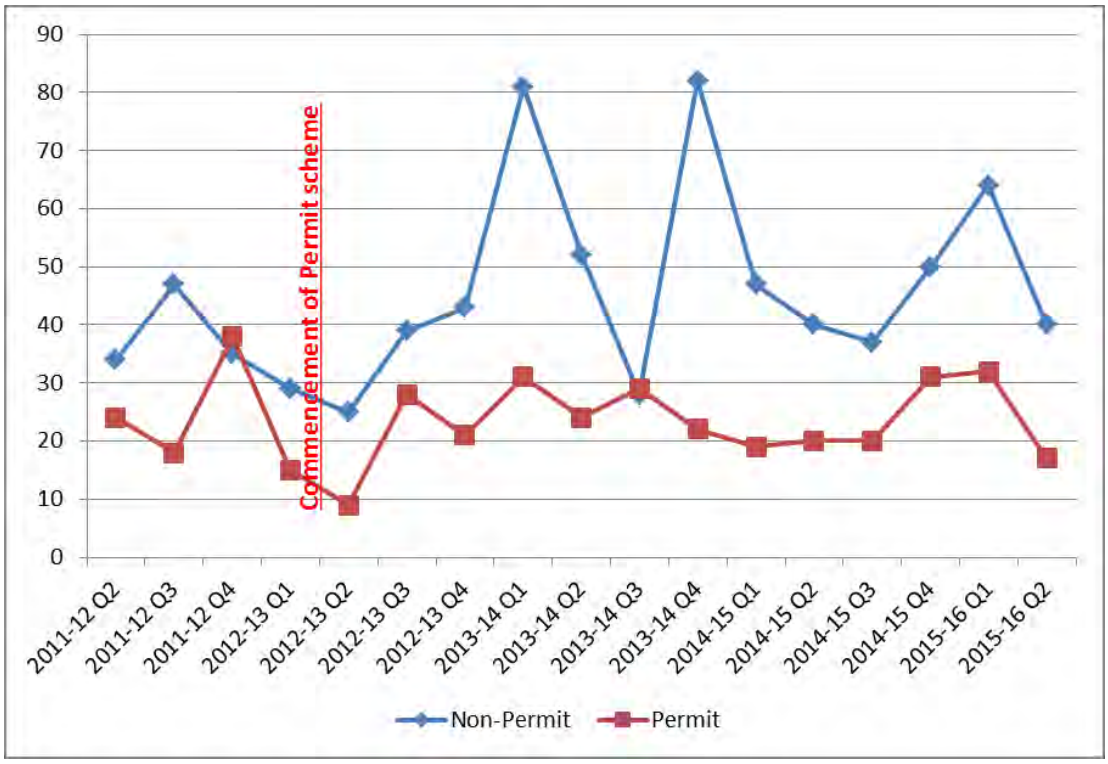


Chart A4.7 – Number of Remedial Works Undertaken

KSM3 – Better information for road users

No data for 2014-15 due to ICT issues

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

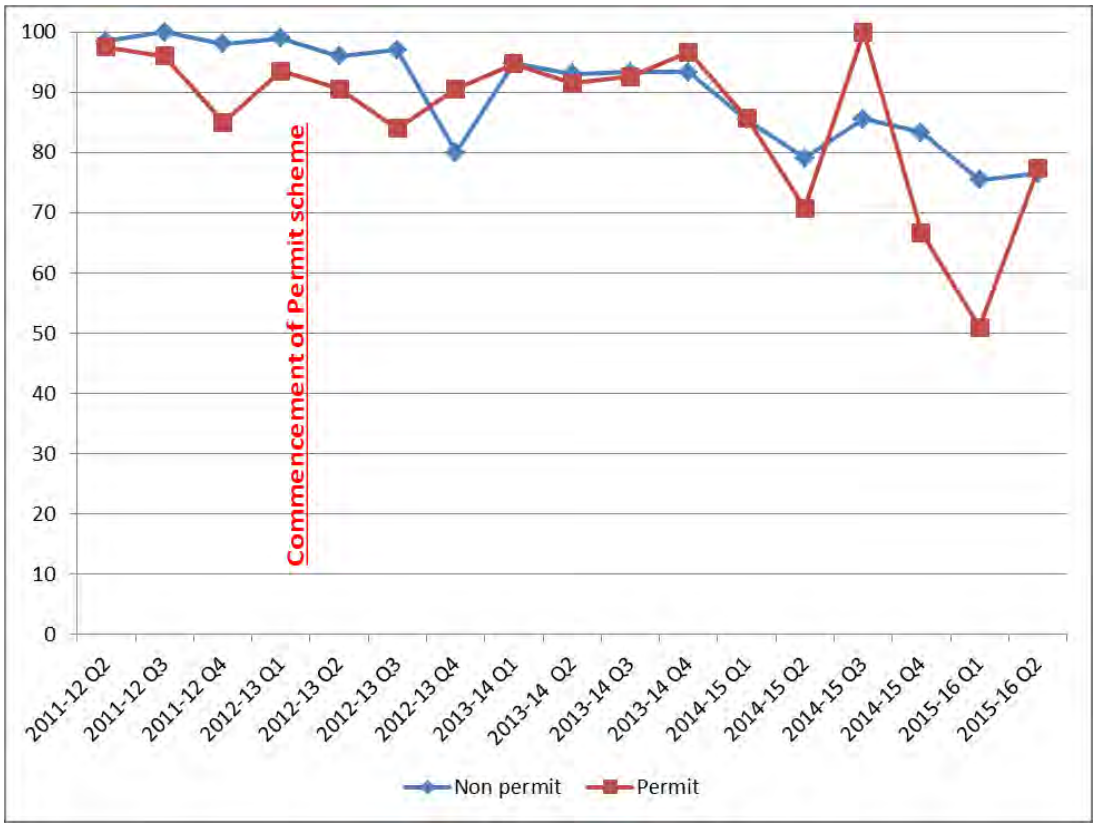


Chart A4.9 – Category A Inspection Compliance

B – Doncaster Individual Permit Scheme Feedback

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

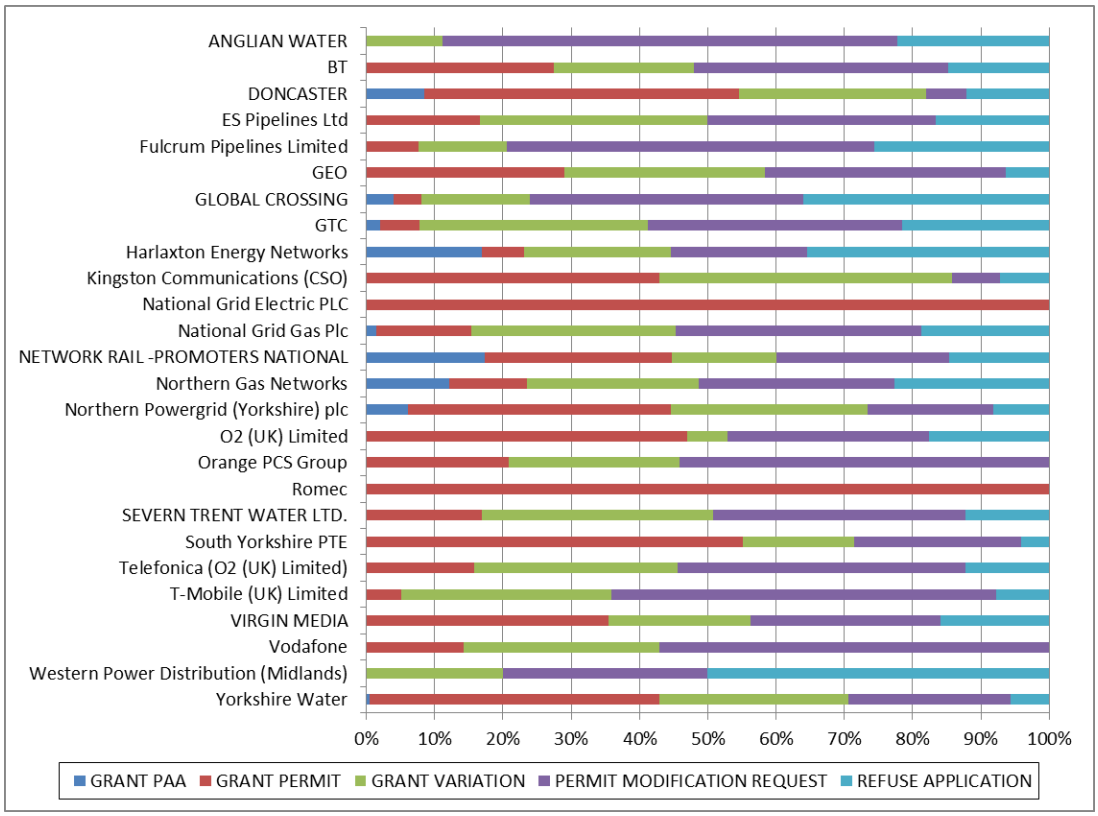


Chart B4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Number	%age of total	Number	%age of total
Permits/variations granted	560	81.99	2746	58.45
Permits/variations refused or PAMR	123	18.01	1952	41.55
Total	683	100.00	4698	100.00

Table B4.1 – Permit Applications and Decision Percentages

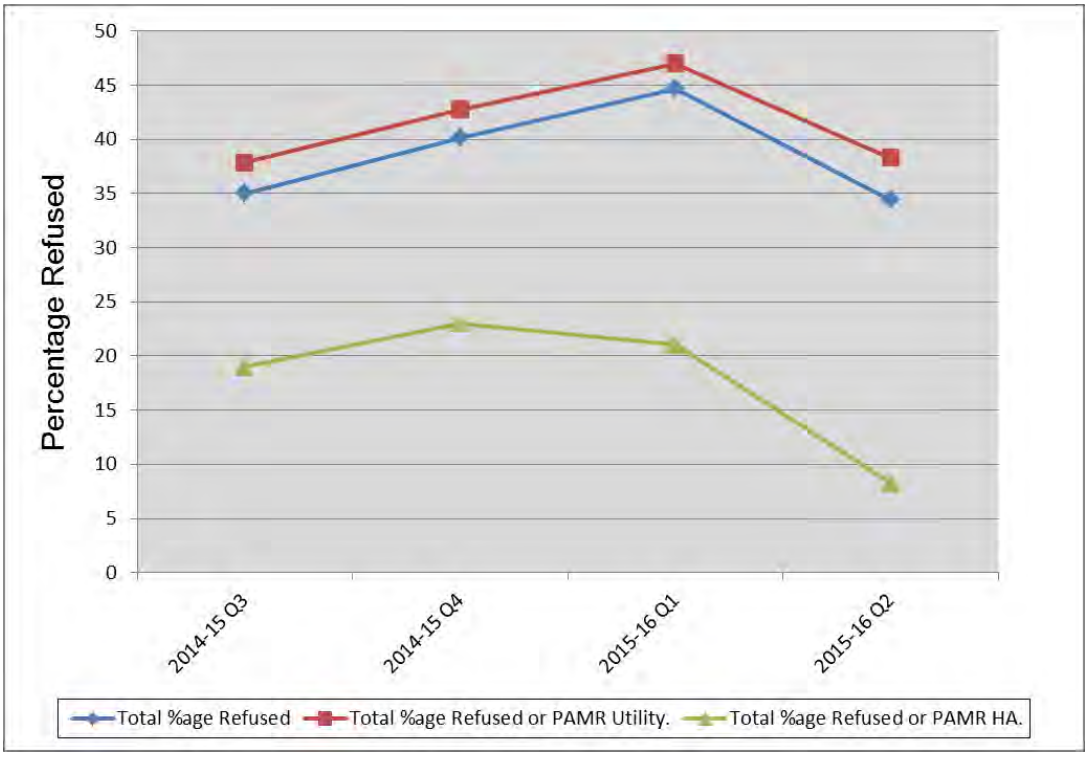


Chart B4.2 – Percentage Refusals

KPM2 – The number of conditions applied by condition type

No data for 2014-15 due to ICT issues

KPM5 – The percentage of PAA, permits and applications cancelled

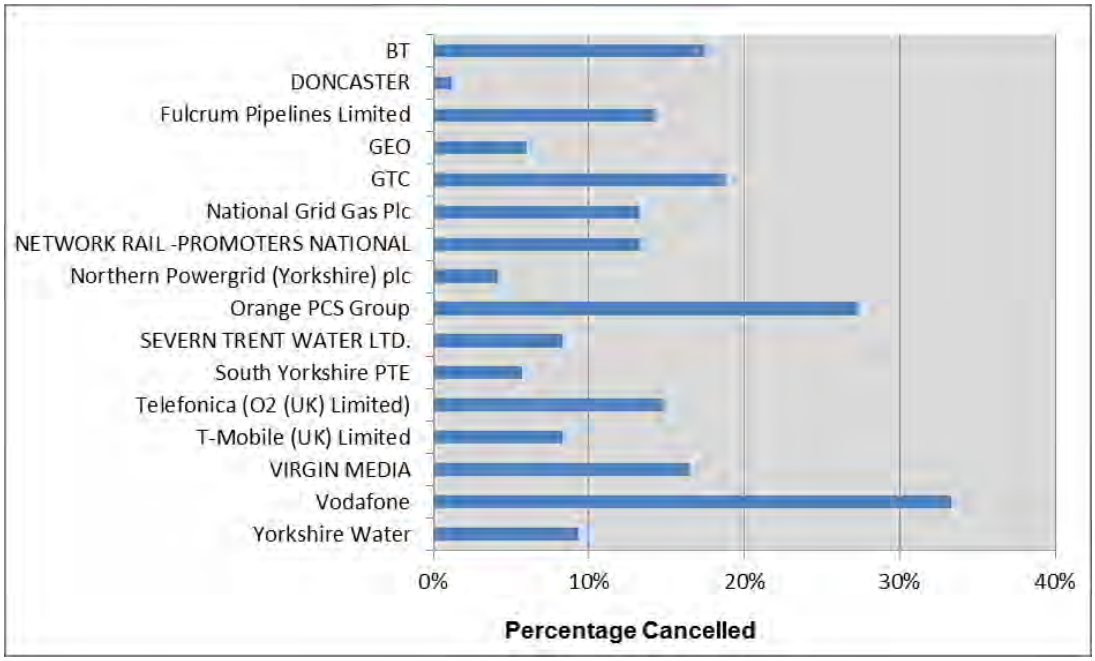


Chart B4.4 – Permit Applications Cancelled

	Total number abandoned	Percentage abandoned
Highway Promoter	5	1.17%
Utility Promoter	239	10.61%

Table B4.2 – Summary of permit applications Cancelled

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

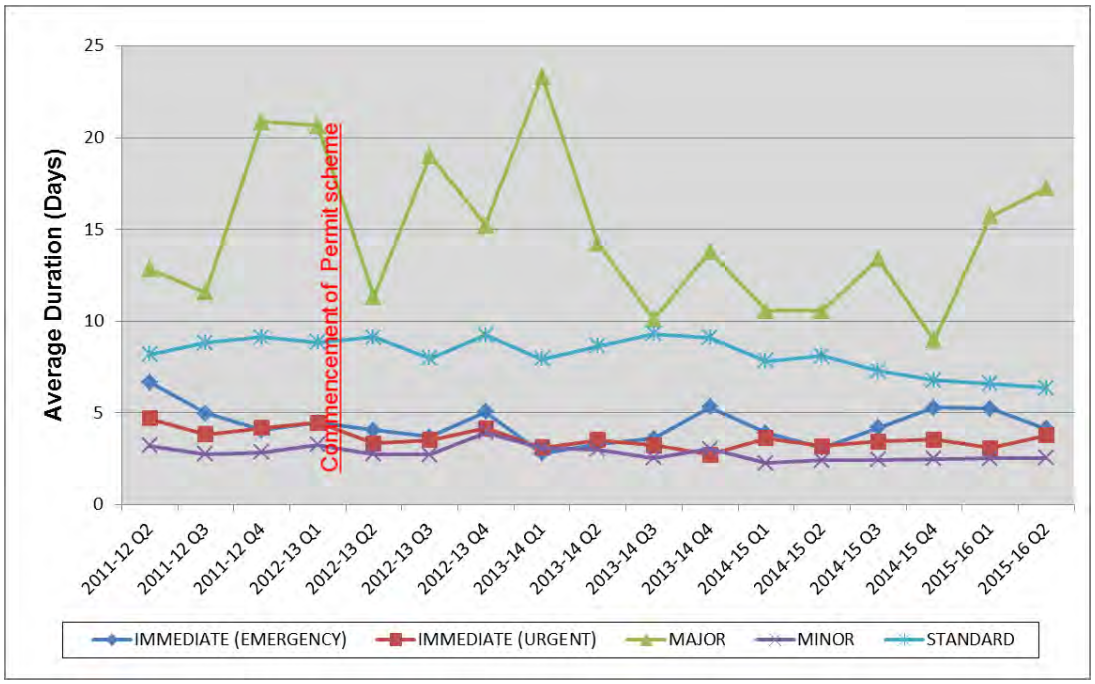


Chart B4.5 – Average Durations of all Works by Category

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Combined
2011-12 Q2	6.67	4.68	12.85	3.21	8.18	6.58
2011-12 Q3	4.97	3.83	11.56	2.73	8.82	5.27
2011-12 Q4	4.05	4.18	20.87	2.83	9.13	5.24
2012-13 Q1	4.46	4.45	20.66	3.25	8.85	5.35
2012-13 Q2	4.06	3.33	11.33	2.74	9.12	4.40
2012-13 Q3	3.69	3.50	19.02	2.72	7.97	5.32
2012-13 Q4	5.05	4.16	15.23	3.93	9.24	5.59
2013-14 Q1	2.79	3.09	23.32	3.06	7.91	4.86
2013-14 Q2	3.29	3.50	14.23	3.00	8.63	5.03
2013-14 Q3	3.59	3.22	10.11	2.54	9.31	4.09
2013-14 Q4	5.31	2.72	13.78	3.02	9.09	5.15
2014-15 Q1	3.89	3.61	10.55	2.25	7.81	4.18
2014-15 Q2	3.10	3.18	10.55	2.41	8.09	3.89
2014-15 Q3	4.17	3.43	13.38	2.44	7.27	3.83
2014-15 Q4	5.29	3.55	8.93	2.48	6.77	3.63
2015-16 Q1	5.21	3.07	15.72	2.50	6.60	4.17
2015-16 Q2	4.12	3.77	17.25	2.54	6.36	5.26

Table B4.3 – Average Duration of all Works by Category

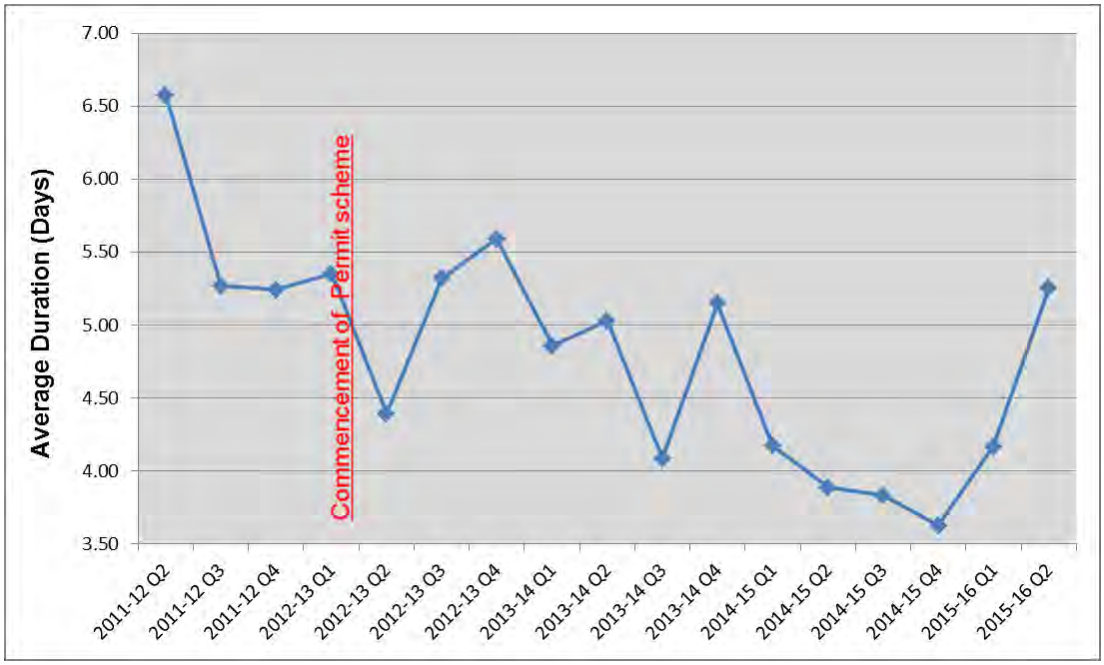


Chart B4.6 – Average Duration of all Works

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Combined
2011-12 Q2	24	166	171	300	157	818
2011-12 Q3	30	132	90	350	147	749
2011-12 Q4	58	118	45	398	116	735
2012-13 Q1	28	110	29	263	67	497
2012-13 Q2	34	106	40	258	58	496
2012-13 Q3	35	134	54	247	77	547
2012-13 Q4	20	109	31	245	76	481
2013-14 Q1	19	129	31	261	54	494
2013-14 Q2	34	135	61	273	72	575
2013-14 Q3	46	145	27	219	62	499
2013-14 Q4	35	101	50	197	58	441
2014-15 Q1	27	76	40	223	62	428
2014-15 Q2	21	108	56	350	56	591
2014-15 Q3	35	136	29	389	90	679
2014-15 Q4	28	108	45	383	52	616
2015-16 Q1	14	97	32	272	72	487
2015-16 Q2	17	123	76	291	74	581

Table B4.4 – Total Number of Works

KSM2 – Reduction in remedial measures

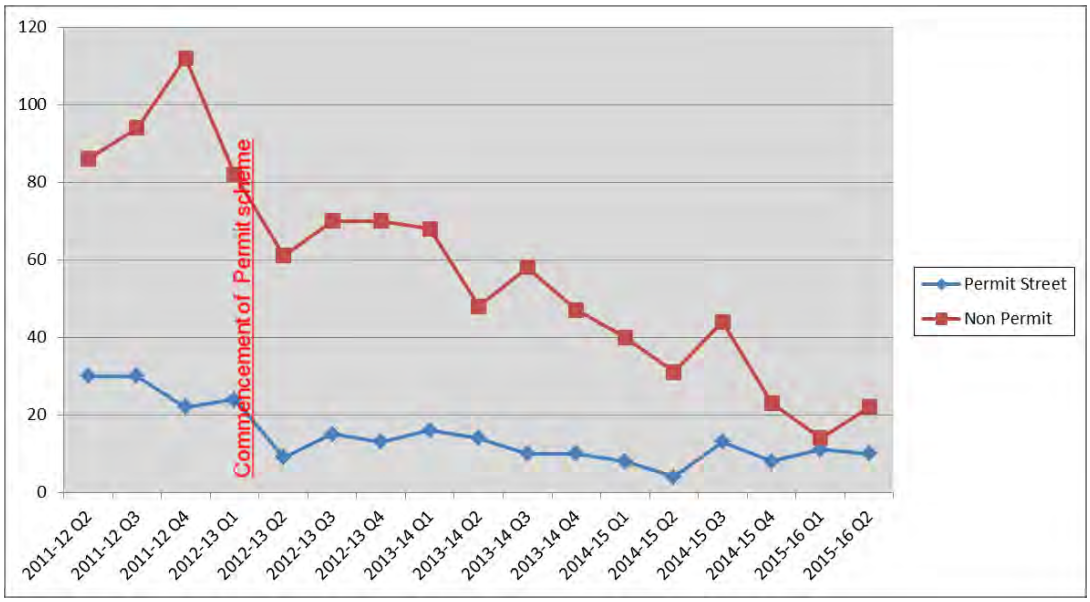


Chart B4.7 – Number of Remedial Works Undertaken

KSM3 – Better information for road users

No data for 2014-15 due to ICT issues

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

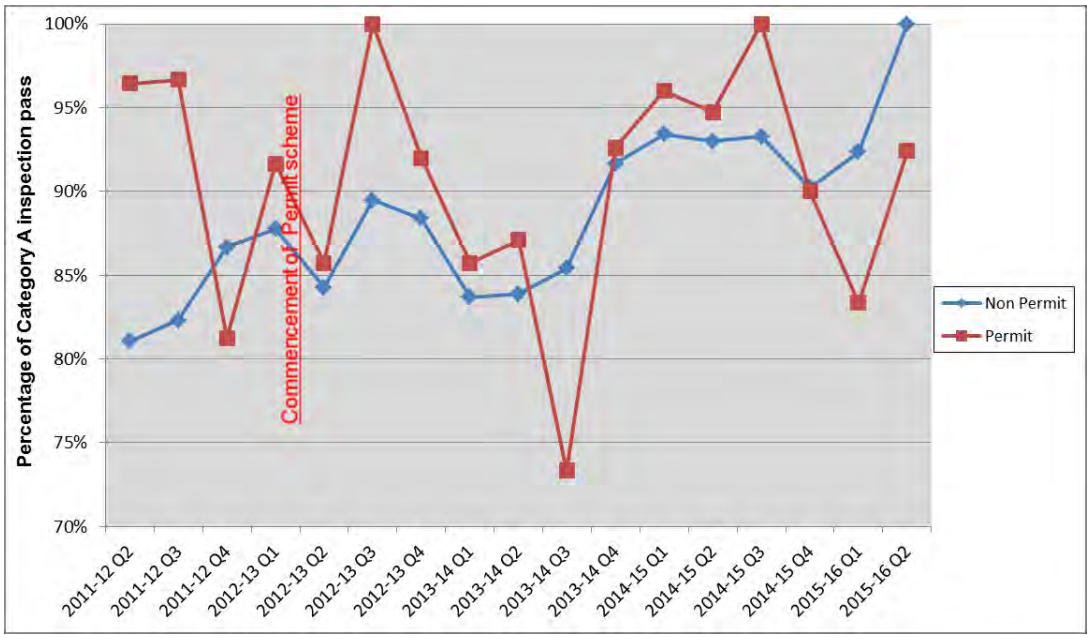


Chart B4.9 – Category A Inspection Compliance

C – Kirklees Individual Permit Scheme Feedback

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

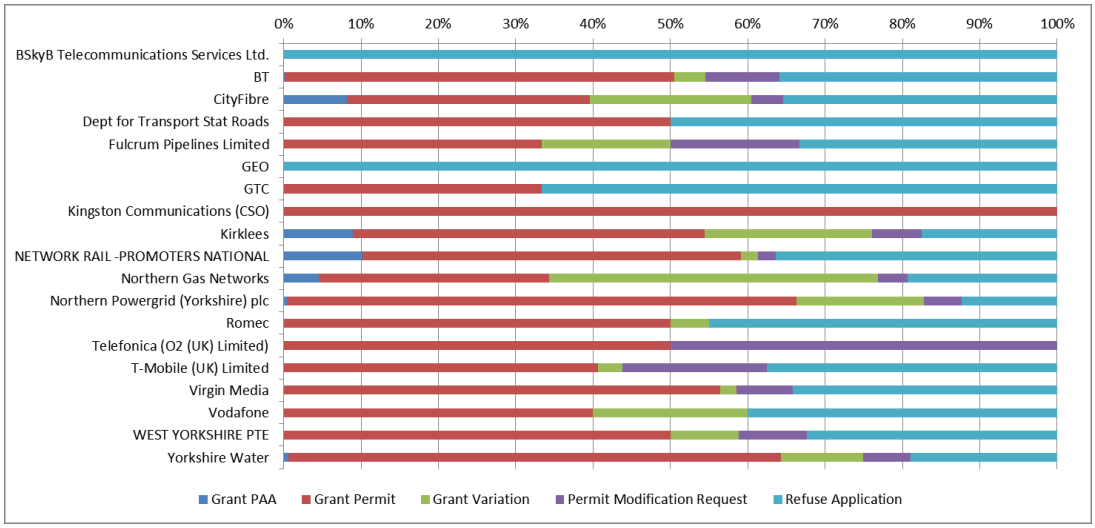


Chart C4.1 – KPM1 Summary

Description	Highway Authority		Utility	
	Totals	**% of Totals**	**Totals**	**% of Totals**
Permits/Variations Granted	559	76.05%	4284	73.76%
Permits/Variations Refused or PAMR	176	23.95%	1700	29.27%
Totals	**735**		**5808**	

Table C4.1 – Permit Applications and Decision Percentages

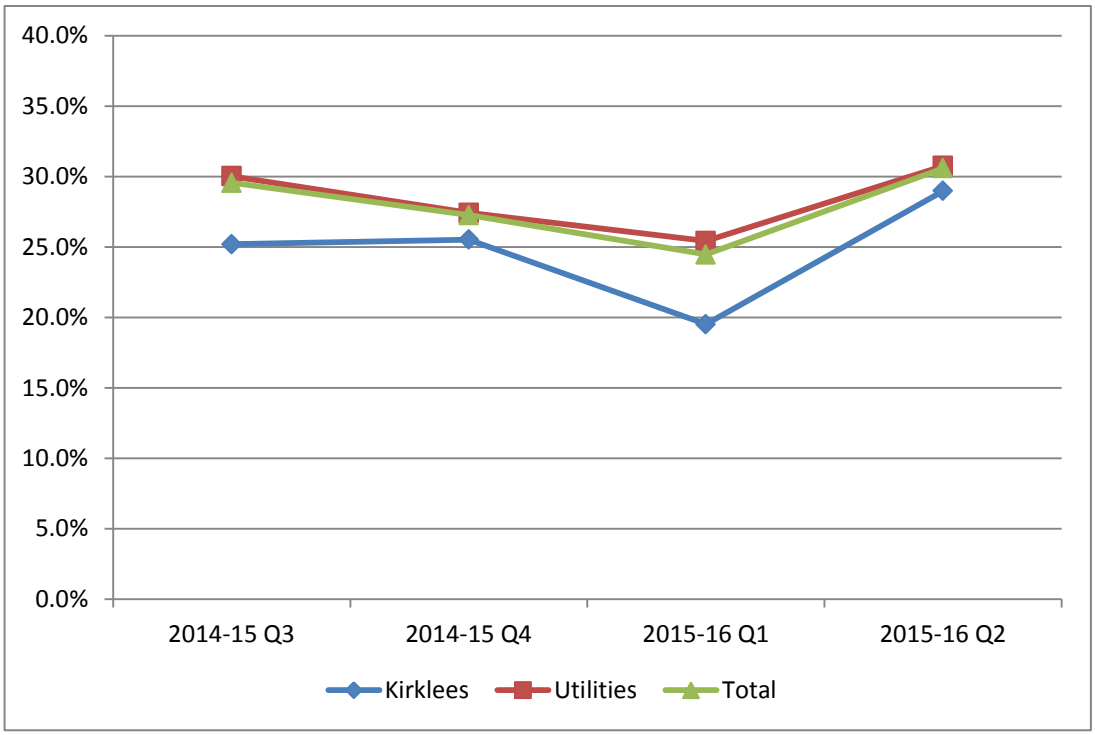


Chart C4.2 – Percentage Refusals

KPM2 – The number of conditions applied by condition type

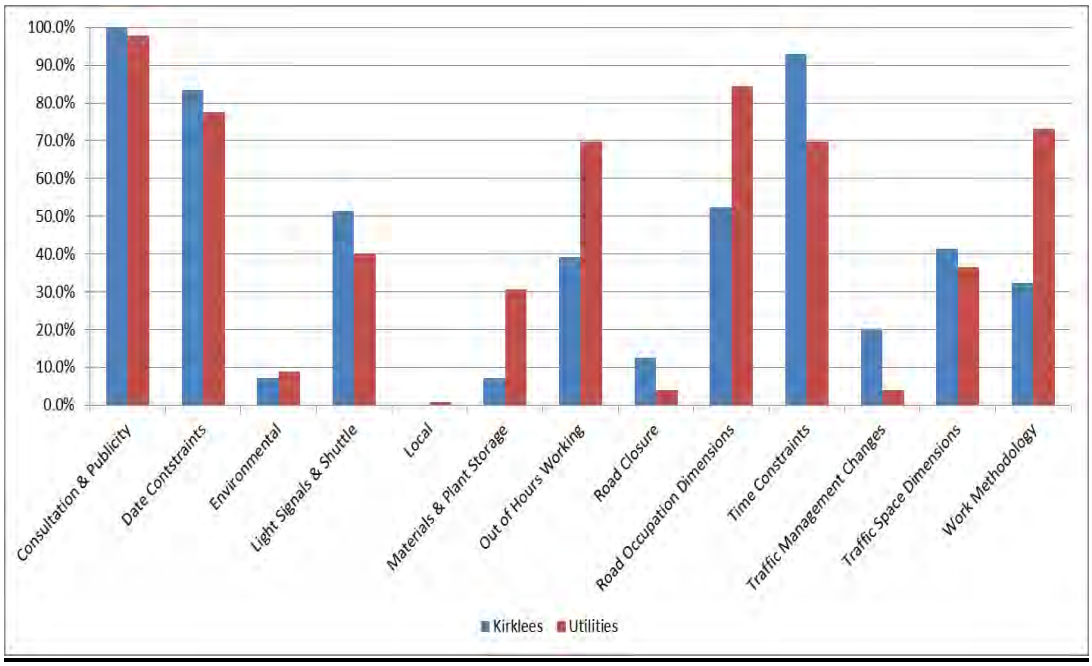


Chart 4.3 – Condition Types Applied

KPM5 – The percentage of PAA, permits and applications cancelled

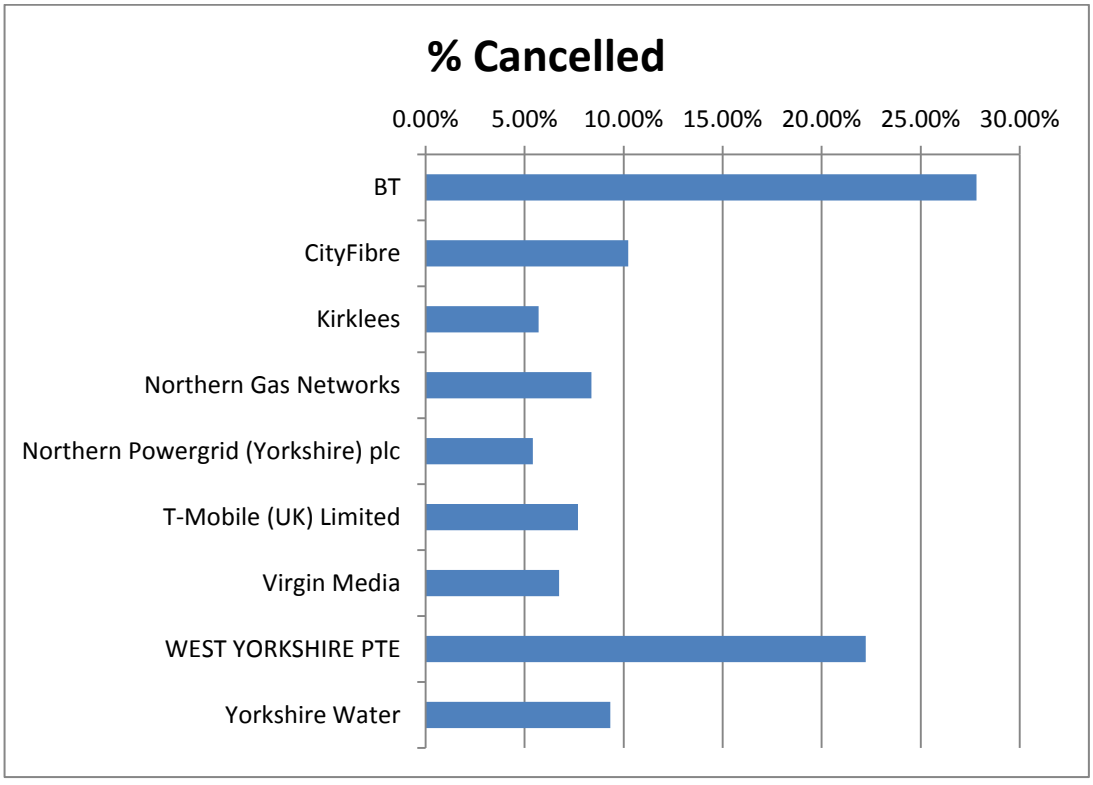


Chart C4.4 – Permit applications Cancelled

	Total No. Cancelled	% Cancelled
Highway Promoter	19	5.71%
Utility Promoter	303	10.75%

Table C4.2 – Summary of permit applications Cancelled

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

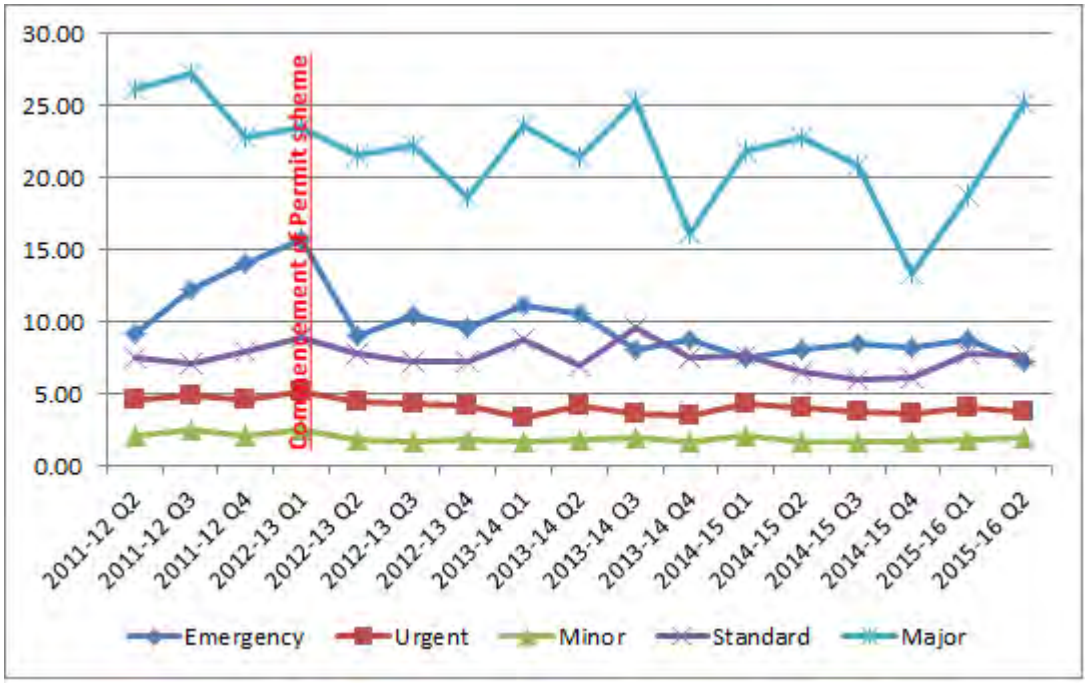


Chart C4.5 – Average Durations of all Works by Category

	Emergency	Urgent	Minor	Standard	Major	Combined Totals
2011-12 Q2	9.20	4.51	2.08	7.46	26.20	4.89
2011-12 Q3	12.30	4.85	2.43	7.10	27.25	5.36
2011-12 Q4	14.10	4.55	2.07	7.91	22.79	5.13
2012-13 Q1	15.68	5.13	2.44	8.92	23.48	6.06
2012-13 Q2	9.06	4.47	1.84	7.72	21.57	4.96
2012-13 Q3	10.47	4.34	1.64	7.26	22.31	5.00
2012-13 Q4	9.65	4.14	1.83	7.22	18.58	4.60
2013-14 Q1	11.18	3.34	1.70	8.75	23.70	4.63
2013-14 Q2	10.55	4.16	1.86	6.98	21.43	5.18
2013-14 Q3	8.00	3.64	1.87	9.53	25.27	4.93
2013-14 Q4	8.82	3.48	1.66	7.45	16.07	3.74
2014-15 Q1	7.44	4.30	2.03	7.70	21.85	4.71
2014-15 Q2	8.07	4.04	1.66	6.48	22.83	4.99
2014-15 Q3	8.45	3.79	1.60	5.97	20.82	4.52
2014-15 Q4	8.16	3.68	1.61	6.12	13.29	3.77
2015-16 Q1	8.78	4.01	1.81	7.79	18.76	4.65
2015-16 Q2	7.28	3.75	2.00	7.62	25.12	5.15

Table C4.3 – Average Duration of all Works by Category

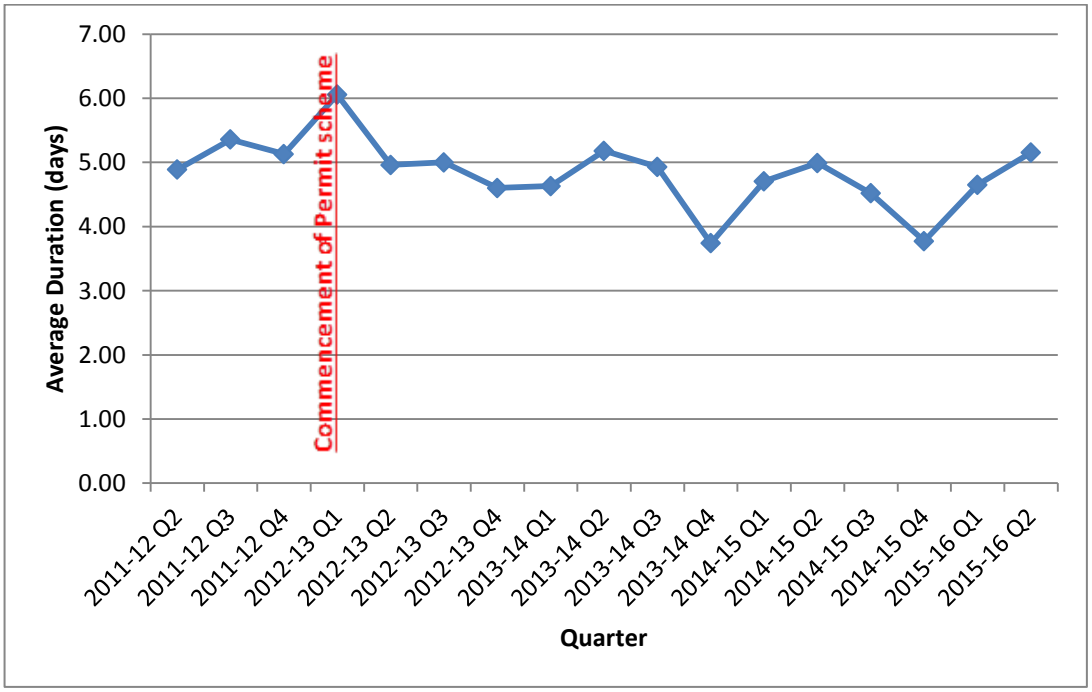


Chart C4.6 – Average Duration of all Works

	Emergency	Urgent	Minor	Standard	Major	Combined Totals
2011-12 Q2	46	238	441	149	35	909
2011-12 Q3	71	235	318	118	16	758
2011-12 Q4	79	270	464	128	29	970
2012-13 Q1	44	215	299	159	23	740
2012-13 Q2	62	172	394	78	51	757
2012-13 Q3	49	154	343	91	45	682
2012-13 Q4	65	192	350	103	33	743
2013-14 Q1	55	177	425	99	37	793
2013-14 Q2	49	205	369	81	63	767
2013-14 Q3	64	204	356	119	30	773
2013-14 Q4	76	212	575	98	41	1002
2014-15 Q1	57	202	353	67	39	718
2014-15 Q2	70	161	347	88	54	720
2014-15 Q3	58	161	262	68	34	583
2014-15 Q4	62	207	322	76	28	695
2015-16 Q1	54	202	337	87	42	722
2015-16 Q2	67	186	423	104	60	840

Table C4.4 – Total Number of Works

KSM2 – Reduction in remedial measures

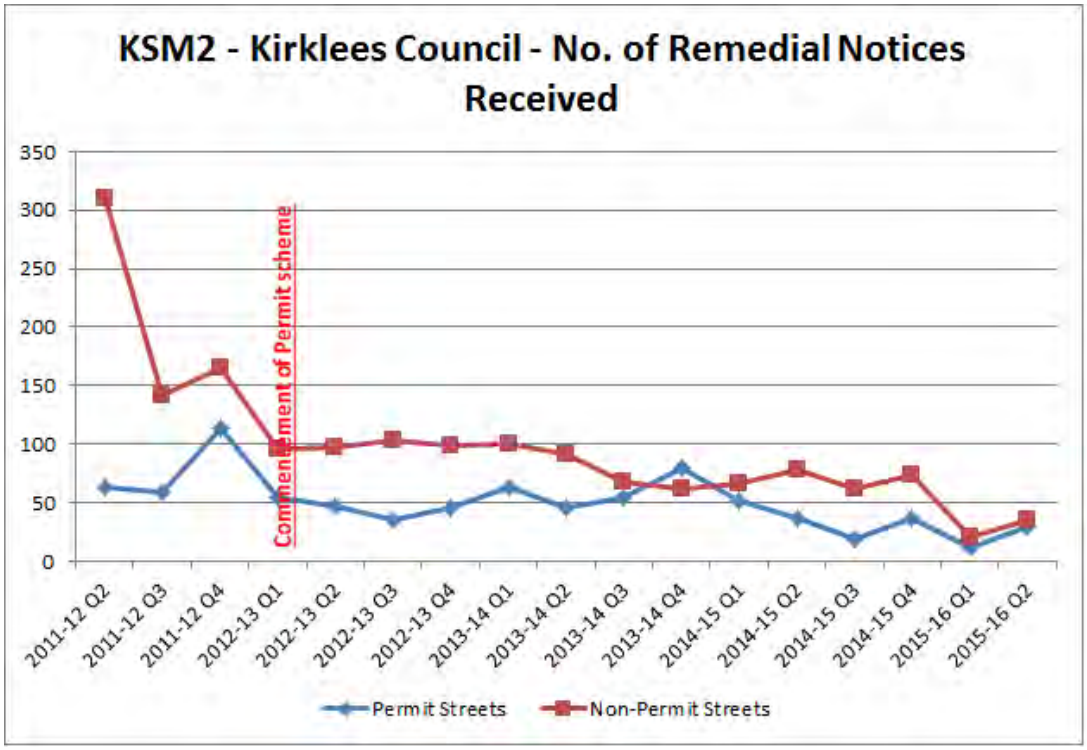


Chart C4.7 – Number of Remedial Works Undertaken

KSM3 – Better information for road users

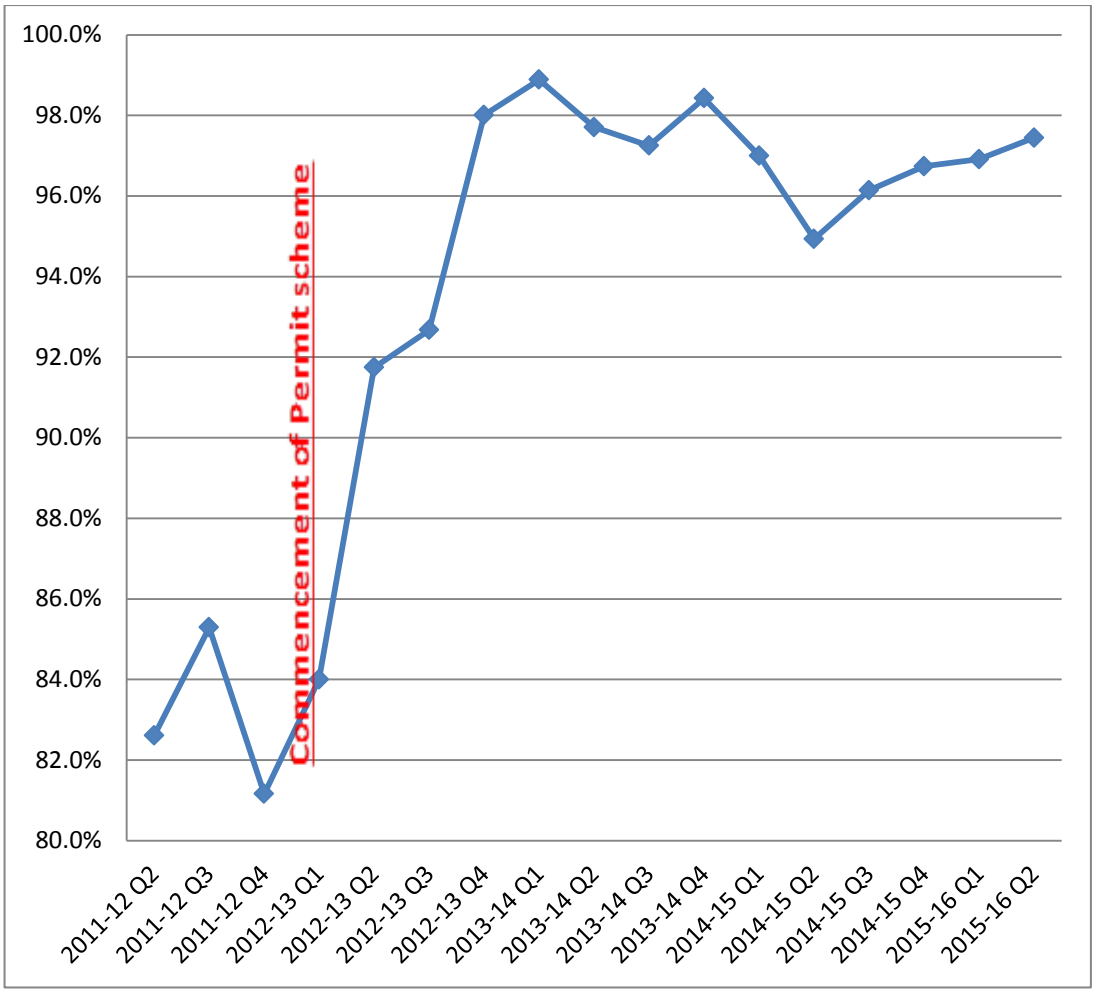


Chart 4.8 – Accuracy of Start Date

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

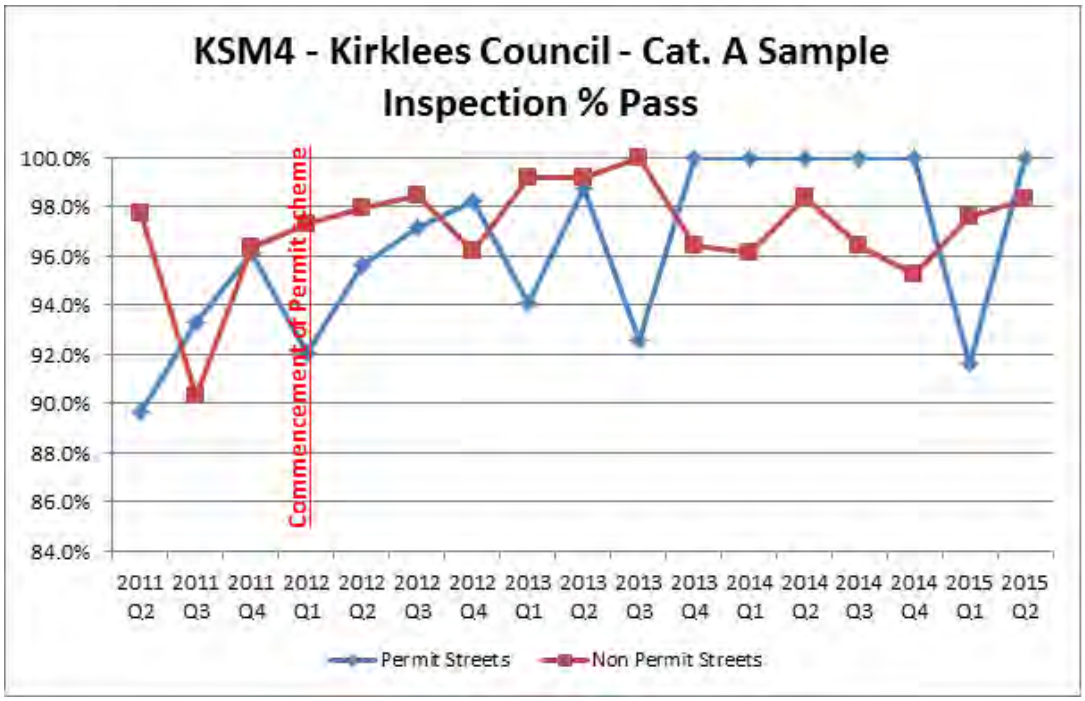


Chart C4.9 – Category A Inspection Compliance

D – Leeds Individual Permit Scheme Feedback

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

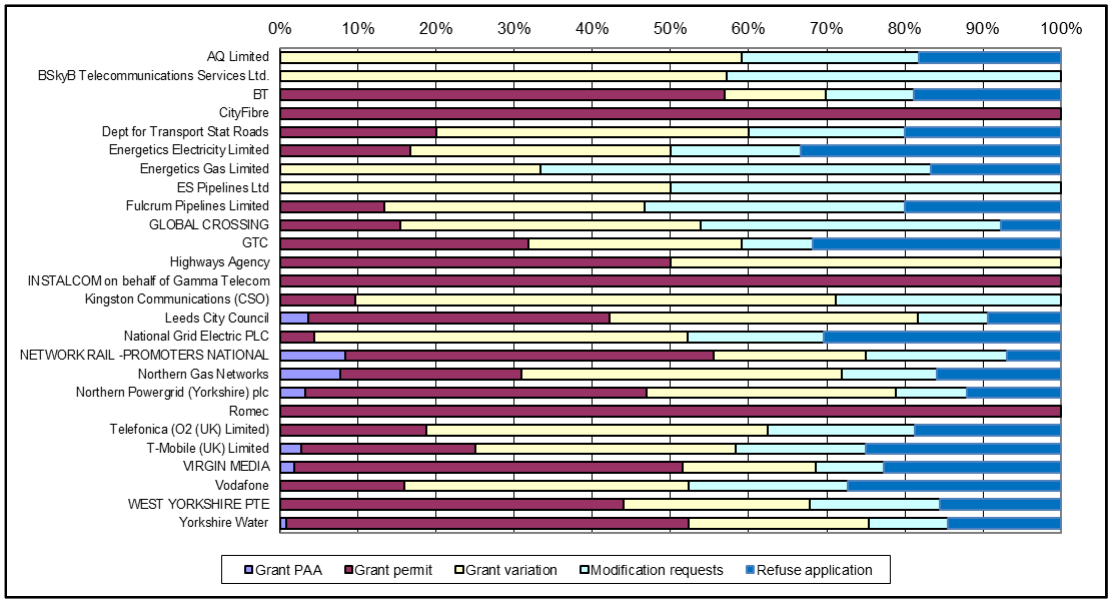


Chart D4.1 – KPM1 Summary

Description	Highway Authority		Utilities	
	Number	% of Total	Number	% of Total
Permits/Variations granted	2919	81	8299	73
Permits/Variations refused or PAMR	707	19	3084	27
Total	3626		11383	

Table D4.1 – Permit Applications and Decision Percentages

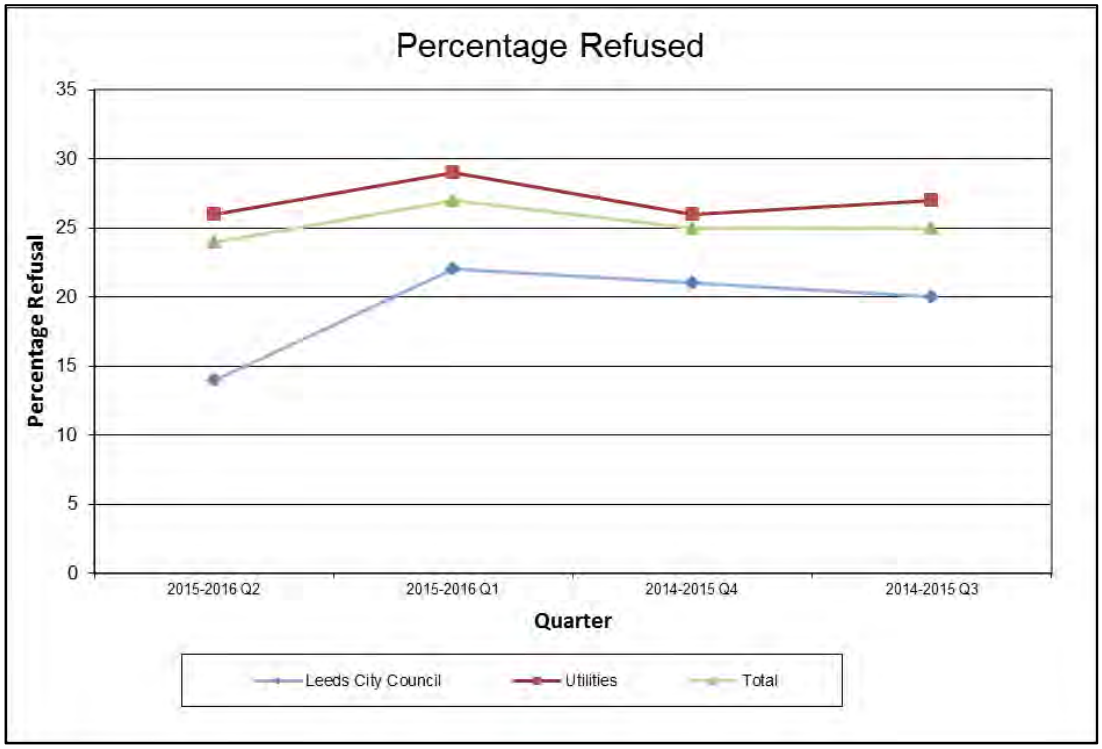


Chart D4.2 – Percentage Refusals

KPM2 – The number of conditions applied by condition type

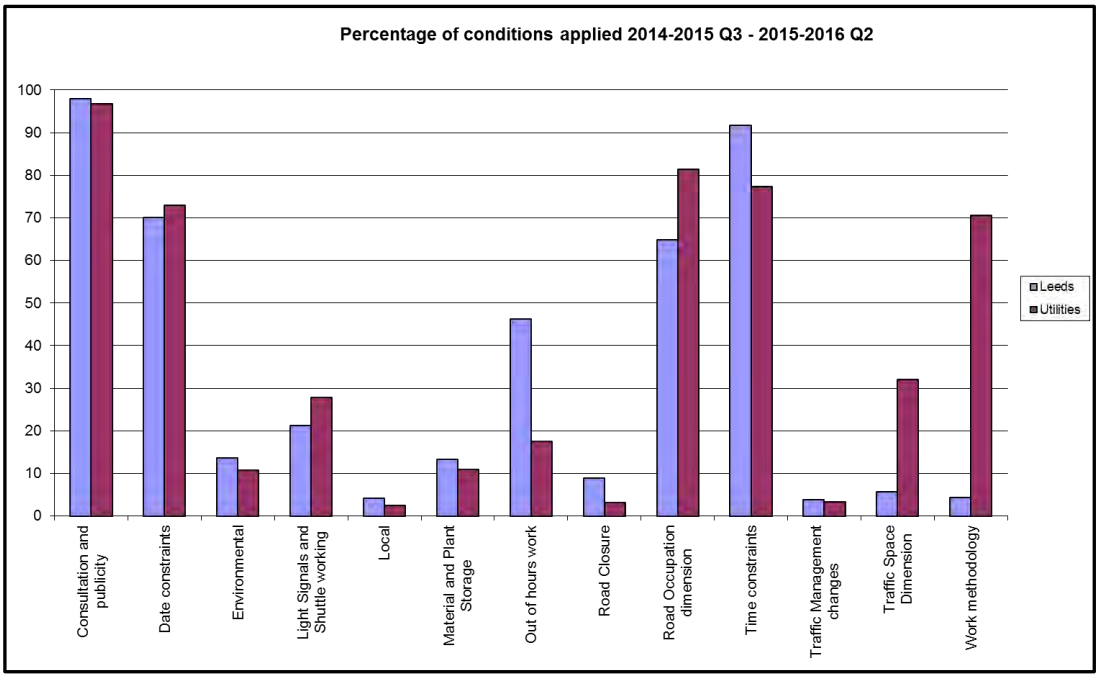


Chart D 4.3 Permit Condition Types Applied

KPM5 – The percentage of PAA, permits and applications cancelled

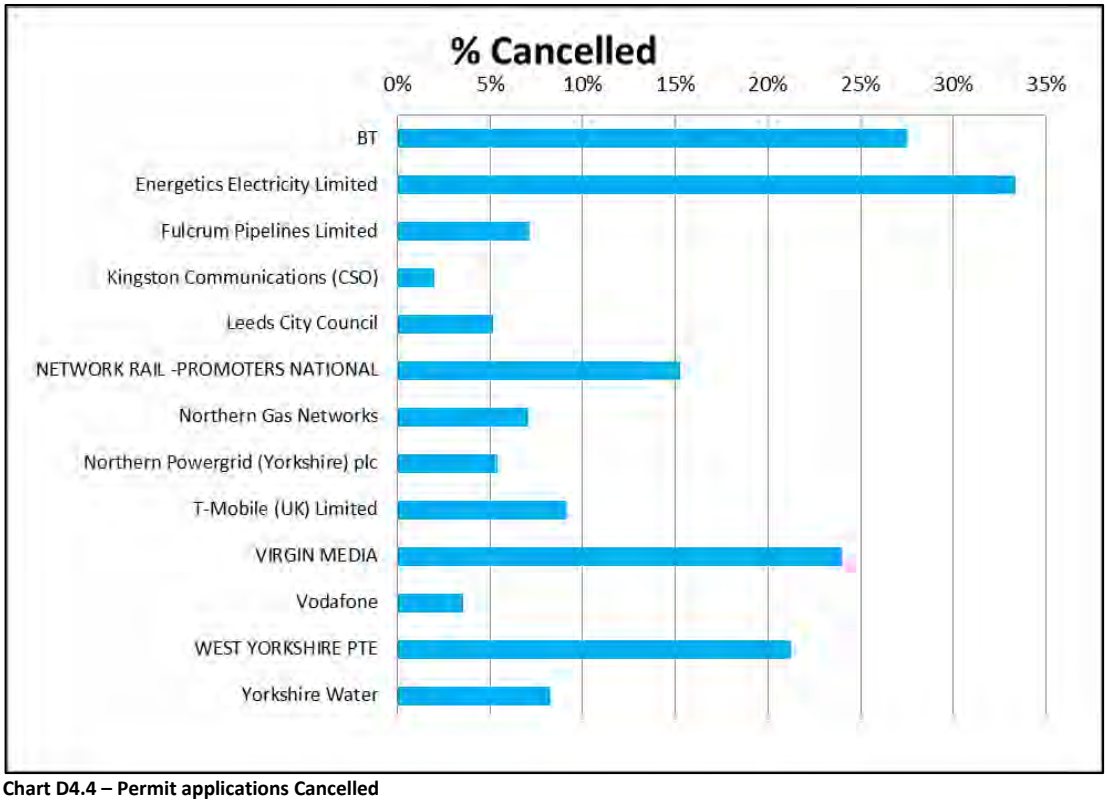


Chart D4.4 – Permit applications Cancelled

Description	Total Number Cancelled	Percentage Cancelled
Highways Promoter	104	5.16%
Utility Promoter	868	13.15%

Table D4.2 – Summary of permit applications Cancelled

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

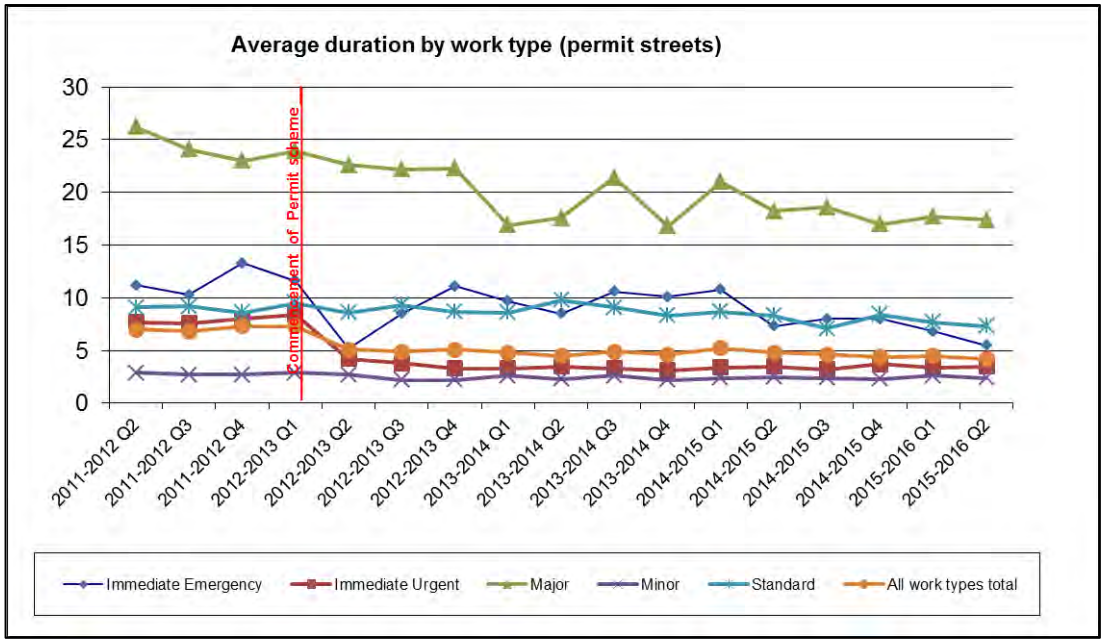


Chart D4.5 – Average Durations of all Works by Category

	Immediate Emergency	Immediate Urgent	Major	Minor	Standard	All work types total
2011-2012 Q2	11.2	7.7	26.2	2.9	9.1	7.0
2011-2012 Q3	10.3	7.6	24.1	2.7	9.2	6.8
2011-2012 Q4	13.3	8.0	23.0	2.7	8.6	7.3
2012-2013 Q1	11.6	8.4	23.9	2.9	9.5	7.3
2012-2013 Q2	5.2	4.2	22.3	2.7	8.6	5.1
2012-2013 Q3	8.5	3.8	22.2	2.2	9.3	4.9
2012-2013 Q4	11.1	3.3	22.3	2.2	8.7	5.1
2013-2014 Q1	9.7	3.3	16.9	2.6	8.6	4.8
2013-2014 Q2	8.5	3.5	17.6	2.3	9.8	4.5
2013-2014 Q3	10.6	3.3	21.4	2.6	9.1	4.9
2013-2014 Q4	10.1	3.1	16.8	2.2	8.3	4.6
2014-2015 Q1	10.8	3.4	21.0	2.4	8.7	5.2
2014-2015 Q2	7.3	3.5	18.2	2.5	8.3	4.8
2014-2015 Q3	8.0	3.2	18.6	52.4	7.1	4.6
2014-2015 Q4	8.0	3.7	17.0	2.3	8.4	4.4
2015-2016 Q1	6.8	3.4	17.7	2.6	7.7	4.5
2015-2016 Q2	5.5	3.5	17.4	2.4	7.3	4.2

Table D4.3 – Average Duration of all Works by Category

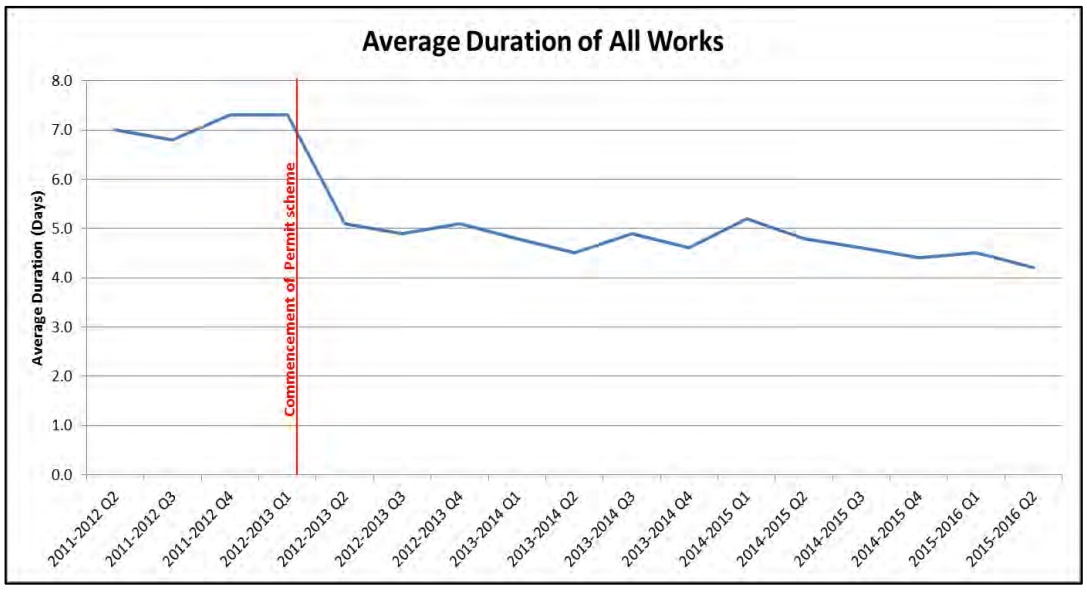


Chart D4.6 – Average Duration of all Works

	Immediate Emergency	Immediate Urgent	Major	Minor	Standard	All work types total
2011-2012 Q2	131	685	84	776	266	1942
2011-2012 Q3	161	729	50	680	292	1912
2011-2012 Q4	190	715	64	677	361	2007
2012-2013 Q1	162	512	52	644	321	1691
2012-2013 Q2	176	371	67	664	221	1499
2012-2013 Q3	153	654	52	733	202	1794
2012-2013 Q4	169	424	52	683	209	1537
2013-2014 Q1	144	434	61	810	256	1705
2013-2014 Q2	105	411	65	909	218	1708
2013-2014 Q3	101	423	70	835	197	1626
2013-2014 Q4	132	376	66	743	202	1519
2014-2015 Q1	134	334	83	838	262	1651
2014-2015 Q2	94	332	89	776	223	1514
2014-2015 Q3	115	364	89	858	251	1677
2014-2015 Q4	152	508	71	905	222	1858
2015-2016 Q1	118	401	99	1020	272	1910
2015-2016 Q2	124	429	82	971	253	1859

Table D4.4 – Total Number of Works

KSM2 – Reduction in remedial measures

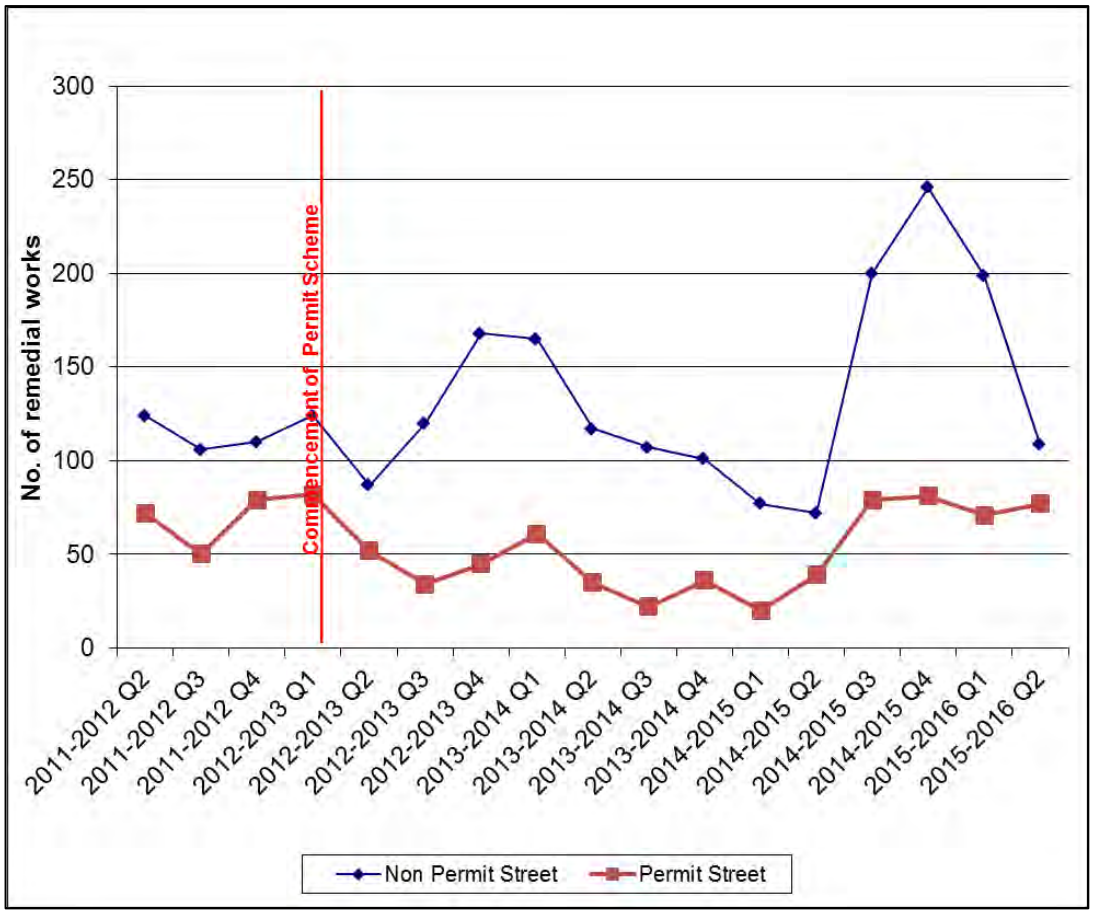


Chart D4.7 – Number of Remedial Works Undertaken

KSM3 – Better information for road users

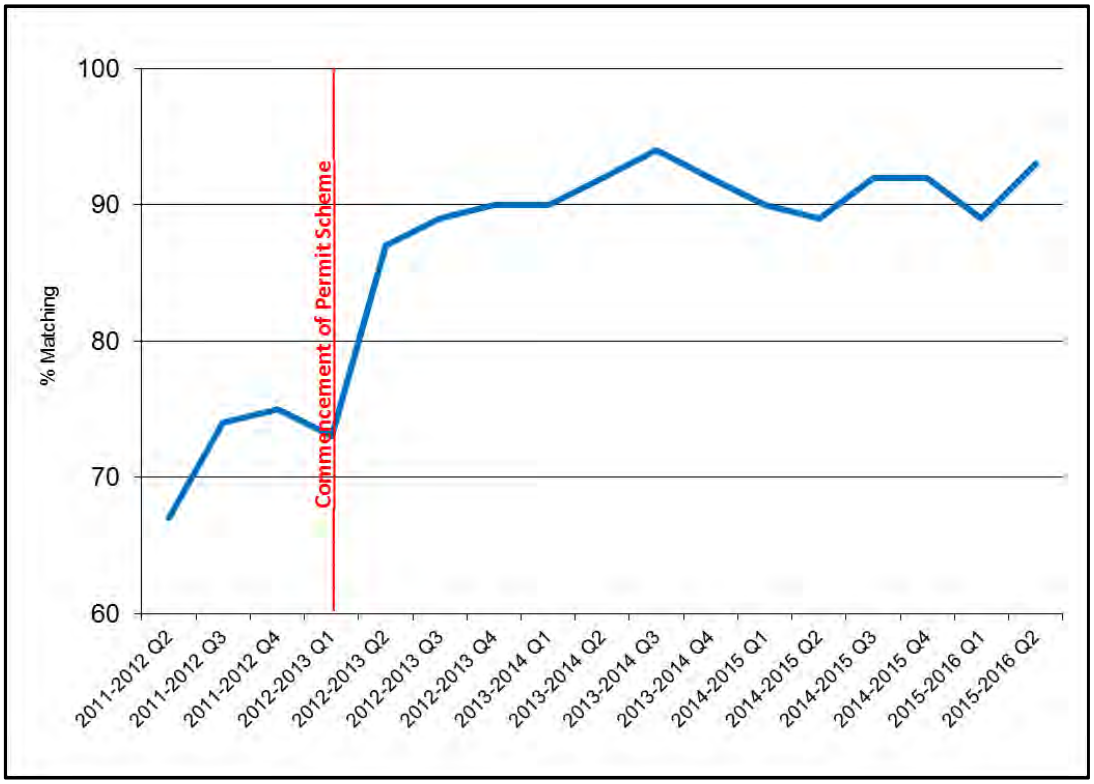


Chart D 4.8 Accuracy of actual start date

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

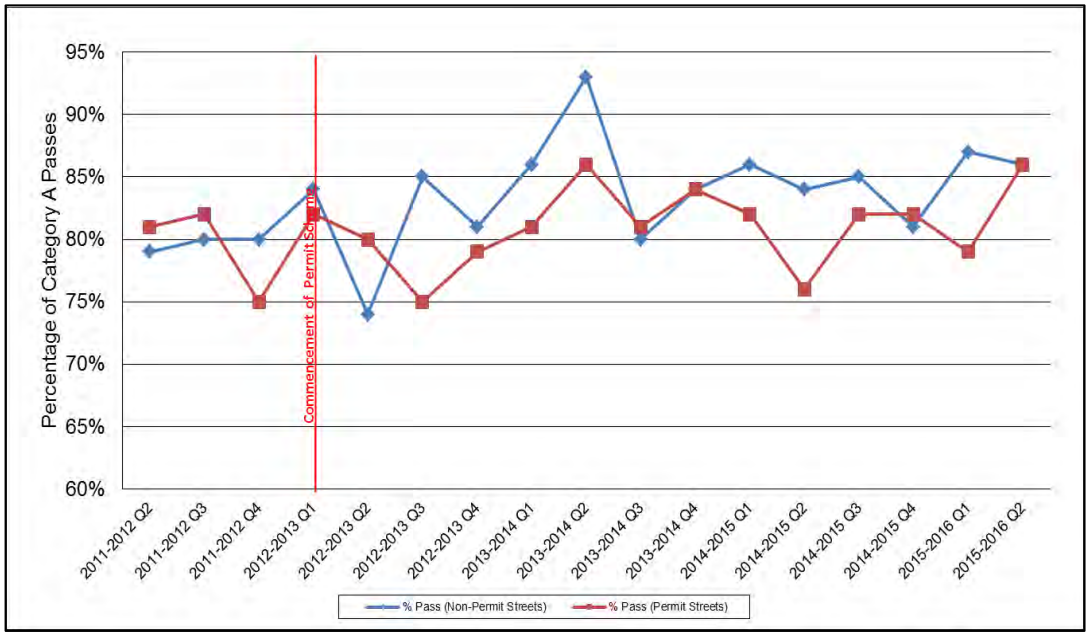


Chart D4.9 – Category A Inspection Compliance

E – Rotherham Individual Permit Scheme Feedback

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

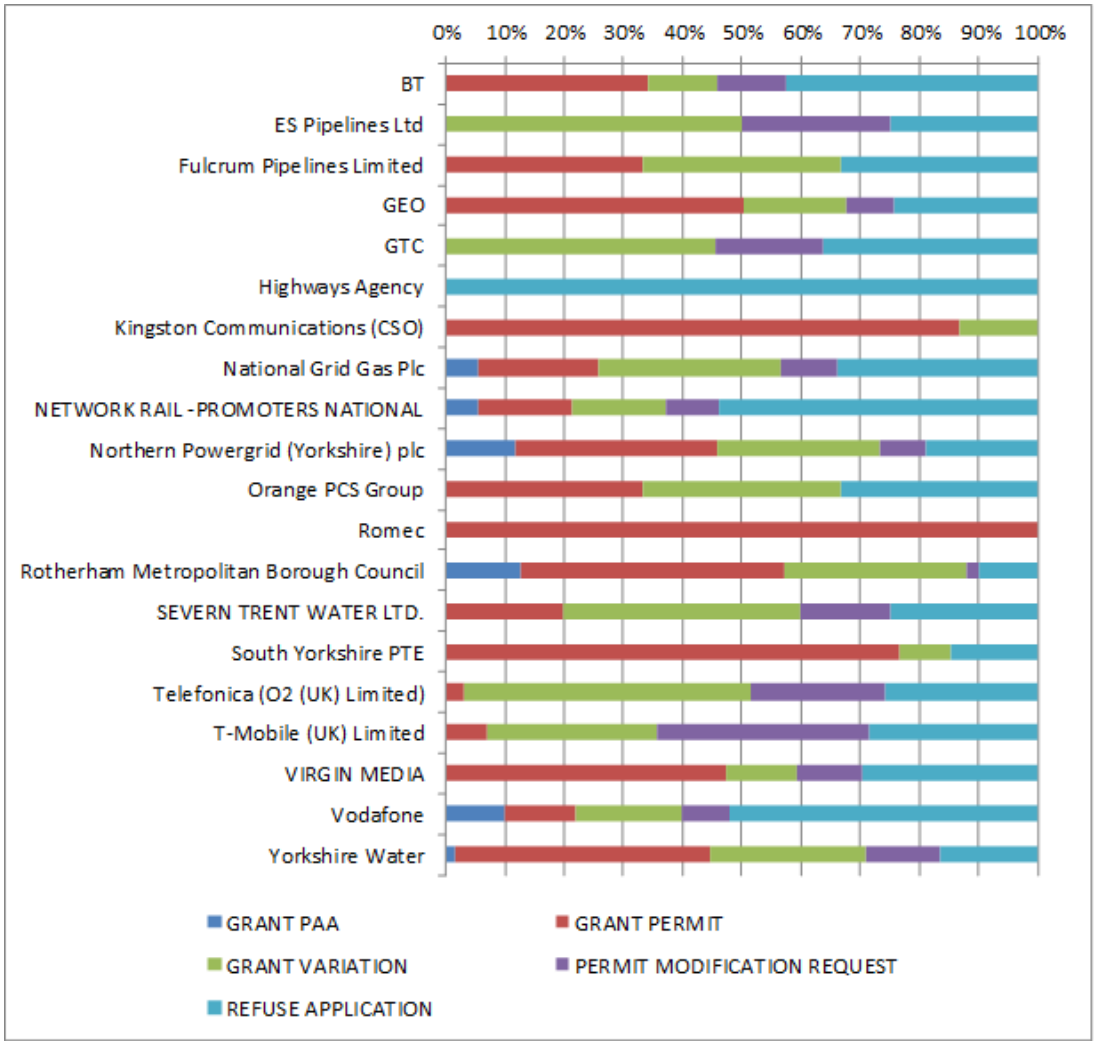


Chart E4.1 – KPM1 Summary

Description	Highway Authority		Utilities	
	Number	%age of total	Number	%age of total
Permits / Variations granted	818	87.86%	2278	64.04%
Permits / Variations refused/PMR	113	12.14%	1279	35.96%
Total	**931**		**3557**	**4488**

Table E4.1 – Permit Applications and Decision Percentages

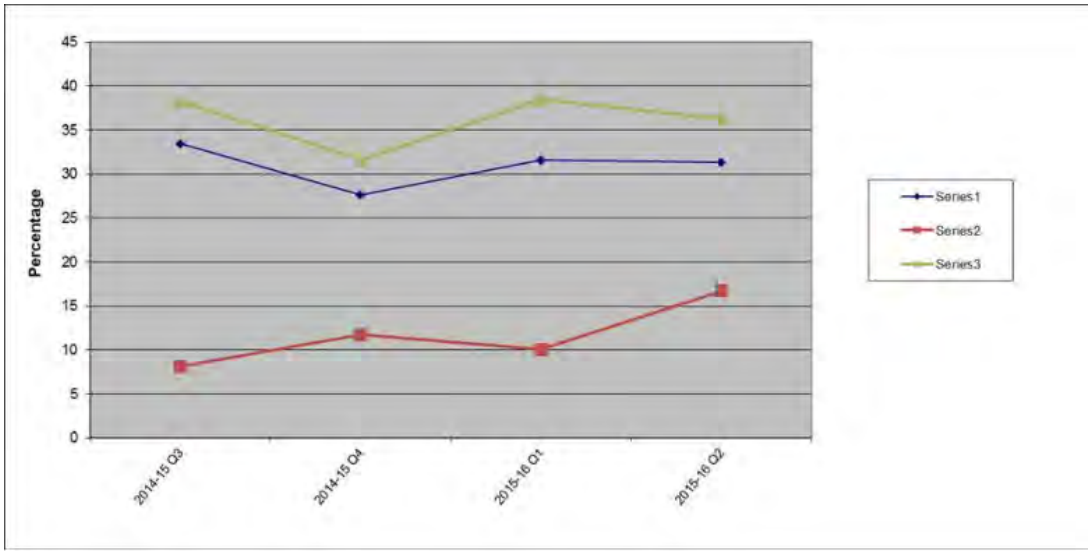


Chart E4.2 – Percentage Refusals

KPM2 – The number of conditions applied by condition type

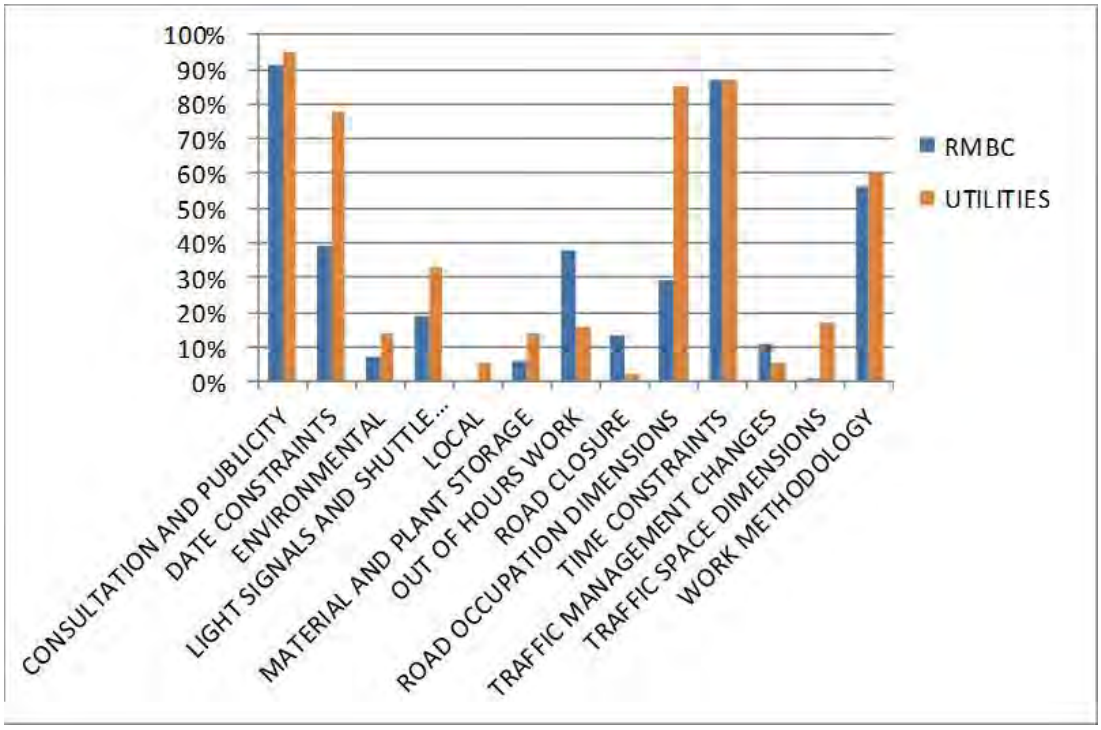


Chart E 4.3 Permit Condition Types Applied

KPM5 – The percentage of PAA, permits and applications cancelled

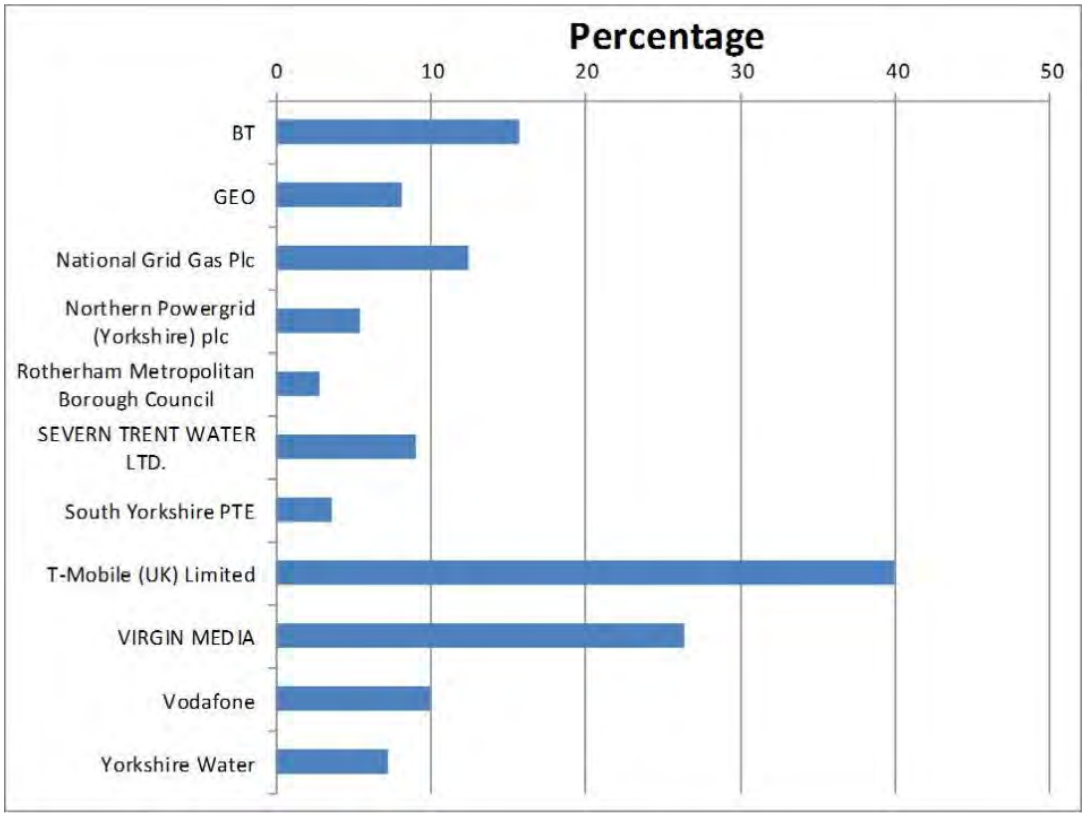


Chart E4.4 – Permit applications Cancelled

	Total Number Abandoned	Percentage Abandoned
Highway Promoter	32	2.86
Utility Promoter	157	8.94

Table E4.2 – Summary of permit applications Cancelled

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

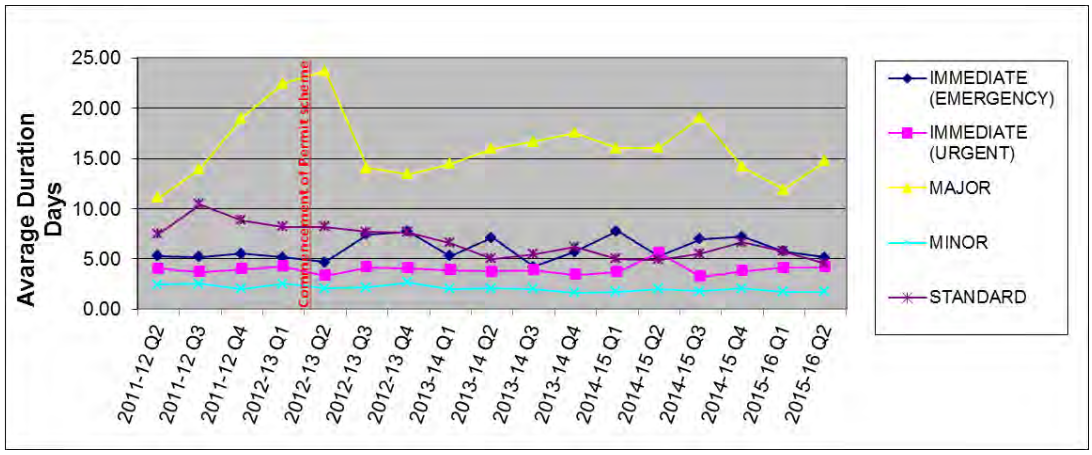


Chart E4.5 – Average Durations of all Works by Category

Quarter	Immediate (EM)	Immediate (UR)	Major	Minor	Standard
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
2912-13 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

Table E4.3 – Average Duration of all Works by Category

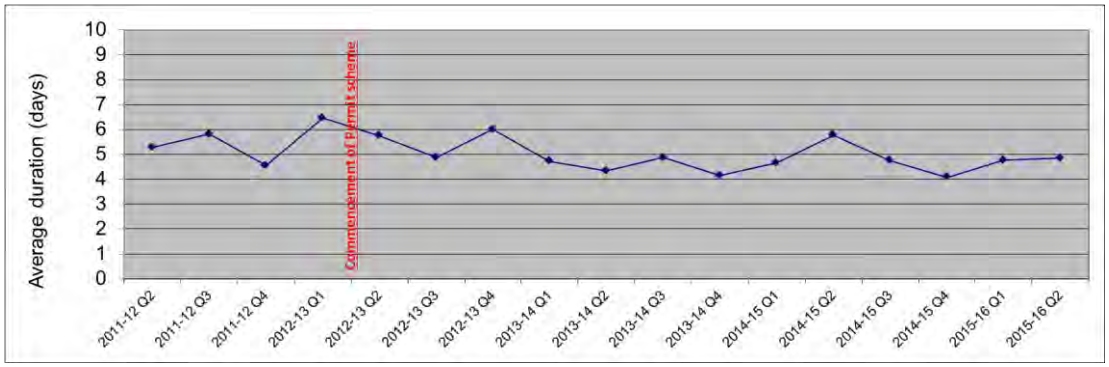


Chart E4.6 – Average Duration of all Works

Quarter	Immediate (EM)	Immediate (UR)	Major	Minor	Standard
2011-12 Q2	23	161	39	334	165
2011-12 Q3	26	150	32	218	170
2011-12 Q4	41	152	26	248	69
2912-13 Q1	35	126	27	241	76
2012-13 Q2	19	96	45	204	59
2012-13 Q3	28	98	34	214	63
2012-13 Q4	14	87	22	165	91
2013-14 Q1	16	122	32	164	111
2013-14 Q2	19	107	34	177	91
2013-14 Q3	19	121	44	146	48
2013-14 Q4	29	137	25	165	63
2014-15 Q1	19	99	28	111	62
2014-15 Q2	34	92	53	121	87
2014-15 Q3	23	108	52	228	56
2014-15 Q4	30	94	46	310	36
2015-16 Q1	13	116	70	171	82
2015-16 Q2	21	130	80	220	95

Table E4.4 – Total Number of Works

KSM2 – Reduction in remedial measures

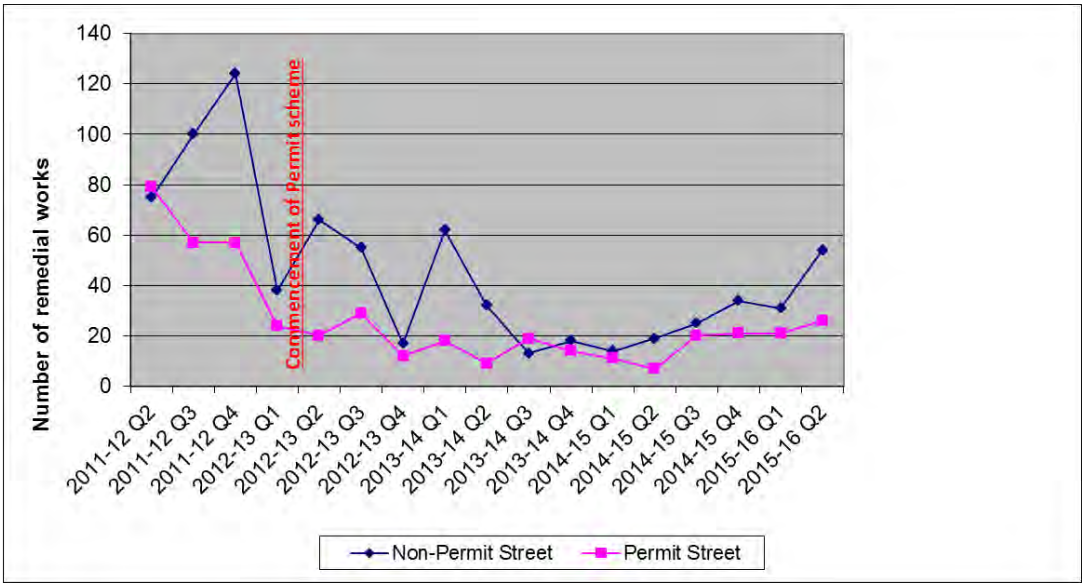


Chart E4.7 – Number of Remedial Works Undertaken

KSM3 – Better information for road users

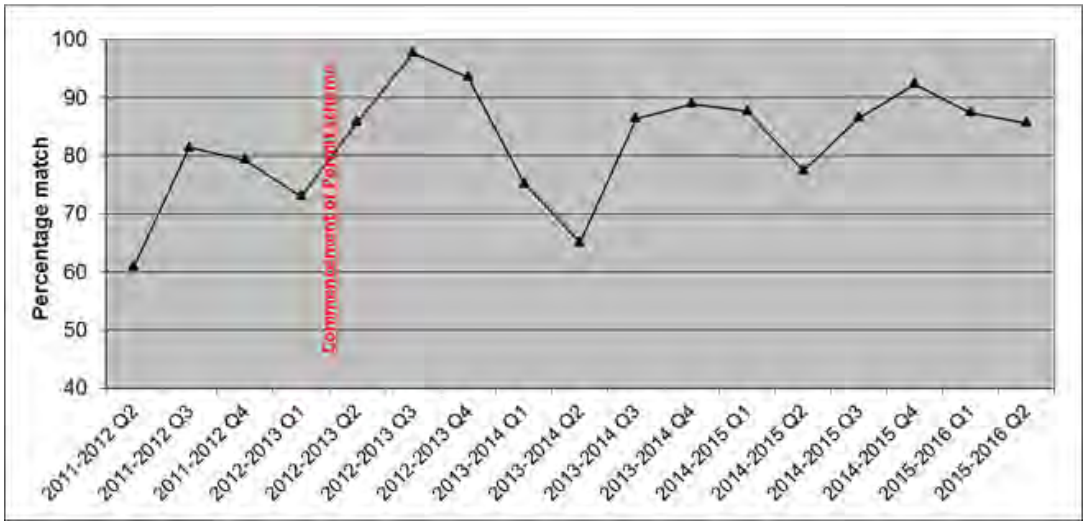


Chart D 4.8 Accuracy of actual start date

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

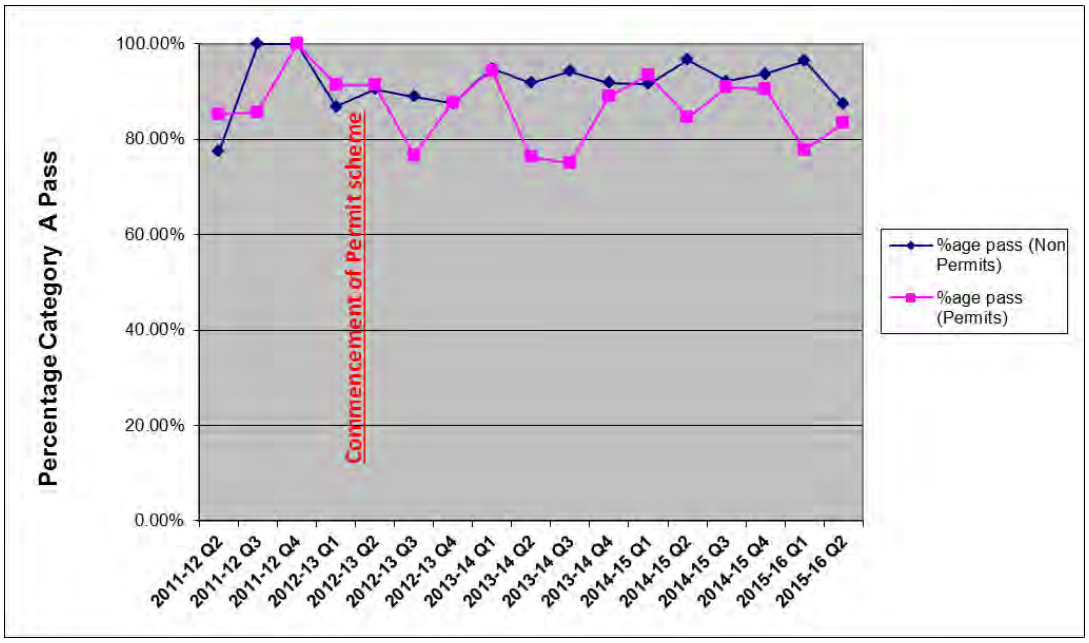


Chart E4.9 – Category A Inspection Compliance

F - Sheffield Individual Permit Scheme Feedback

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

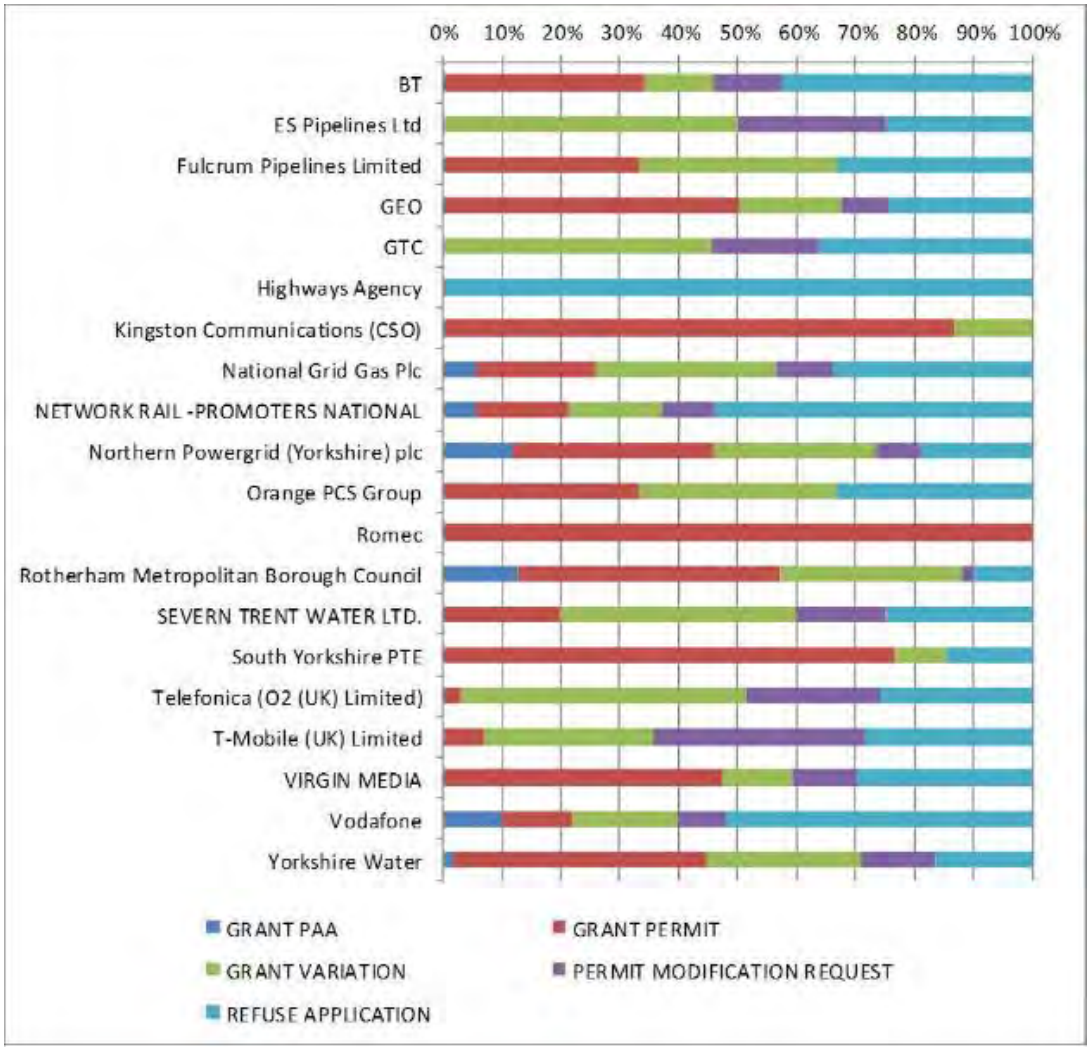


Chart F4.1 – KPM1 Summary

Description	Highway Authority		Utilities	
	Number	%age of total	Number	%age of total
Permits / Variations granted	5106	82.77%	7741	60.52%
Permits / Variations refused	1063	17.23%	5049	39.48%
Total	6169		12790	

Table F4.1 – Permit Applications and Decision Percentages

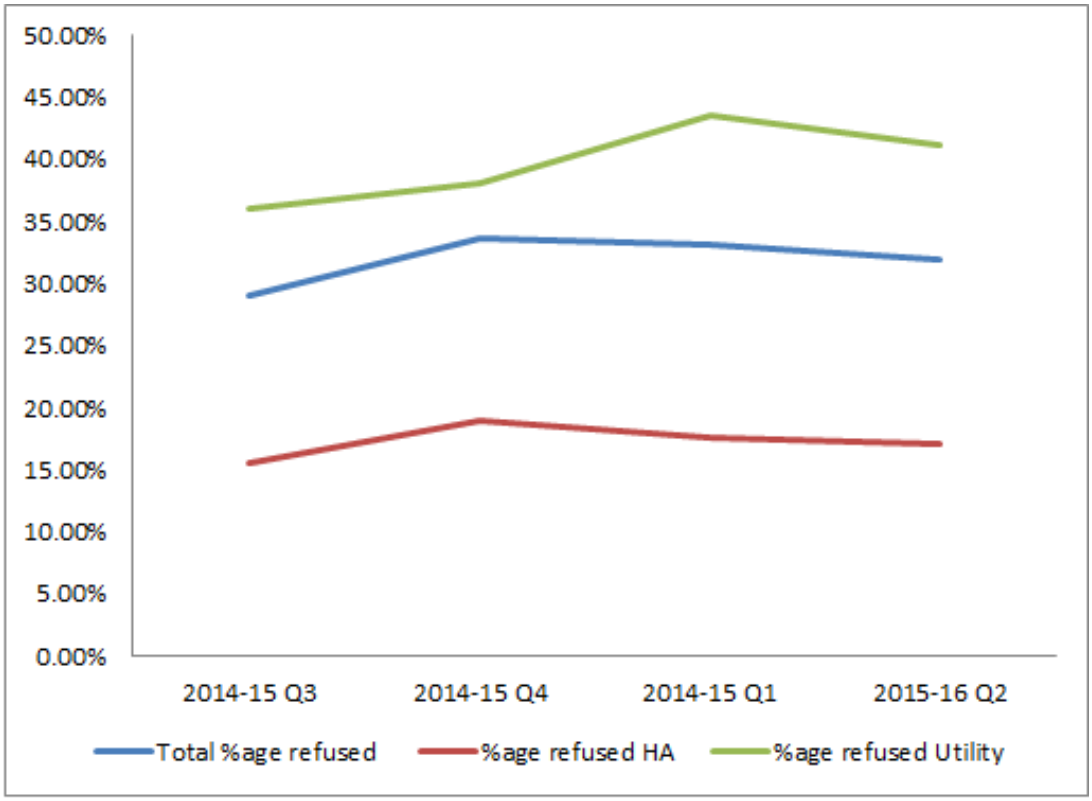


Chart F4.2 – Percentage Refusals

KPM2 – The number of conditions applied by condition type

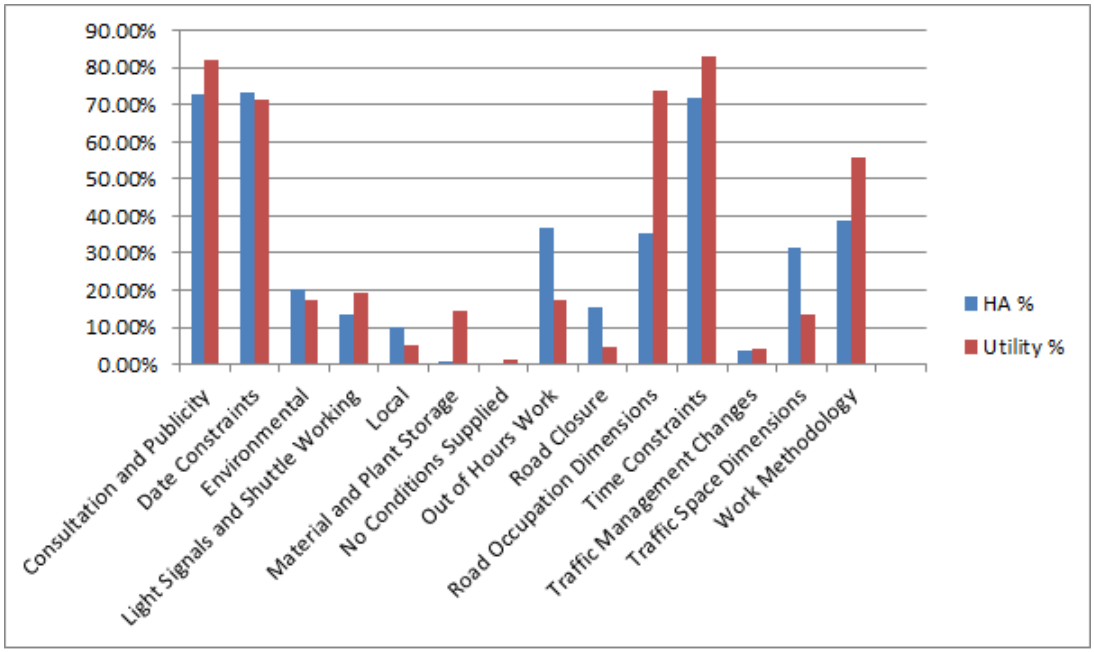


Chart F.3 Permit Condition Types Applied

KPM5 – The percentage of PAA, permits and applications cancelled

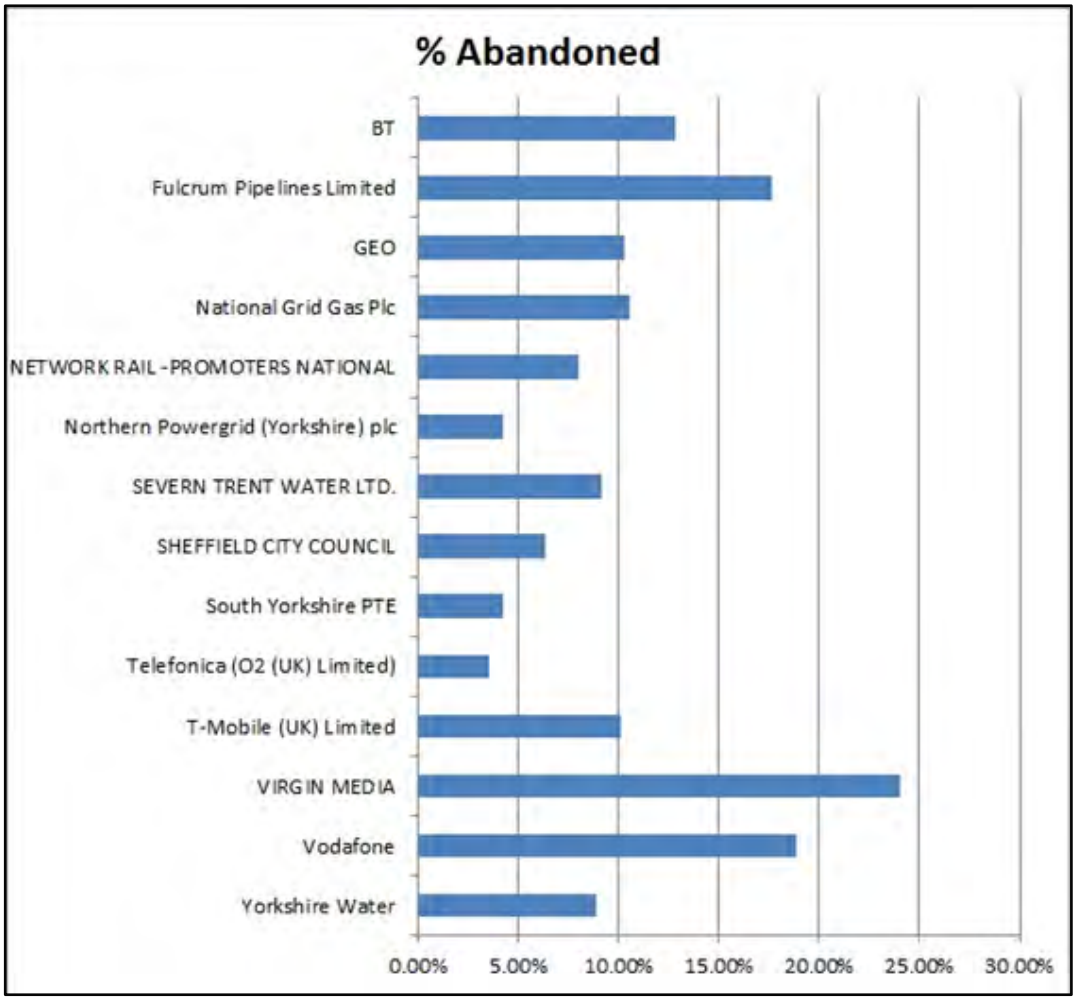


Chart F4.4 – Permit applications Cancelled

Promoter	Total No Cancelled	% Cancelled
Sheffield CC	330	6.35%
Utility	684	8.96%

Table F4.2 – Summary of permit applications Cancelled

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

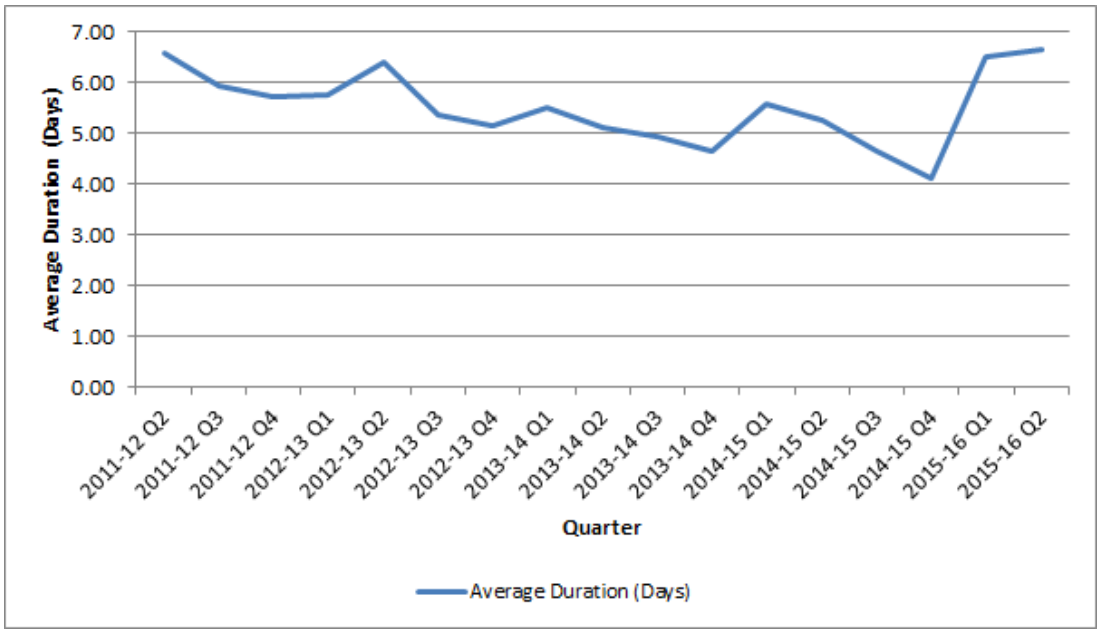


Chart F4.5 – Average Durations of all Works by Category

Quarter	Emergency	Urgent	Minor	Standard	Major	Combined
2011-12 Q2	43	528	770	1491	854	3686
2011-12 Q3	68	482	287	1223	814	2874
2011-12 Q4	73	501	249	1586	875	3284
2012-13 Q1	56	447	197	939	623	2262
2012-13 Q2	55	328	257	761	586	1987
2012-13 Q3	79	333	205	1175	668	2460
2012-13 Q4	73	497	210	1442	298	2520
2013-14 Q1	106	1192	262	1478	351	3389
2013-14 Q2	46	424	169	930	135	1704
2013-14 Q3	69	423	153	890	135	1670
2013-14 Q4	63	401	127	786	119	1496
2014-15 Q1	58	392	205	779	245	1679
2014-15 Q2	46	389	178	609	186	1408
2014-15 Q3	47	449	161	738	112	1507
2014-15 Q4	79	474	406	722	161	1842
2015-16 Q1	51	374	197	498	161	1281
2015-16 Q2	54	416	275	608	181	1534

Table F4.3 – Average Duration of all Works by Category

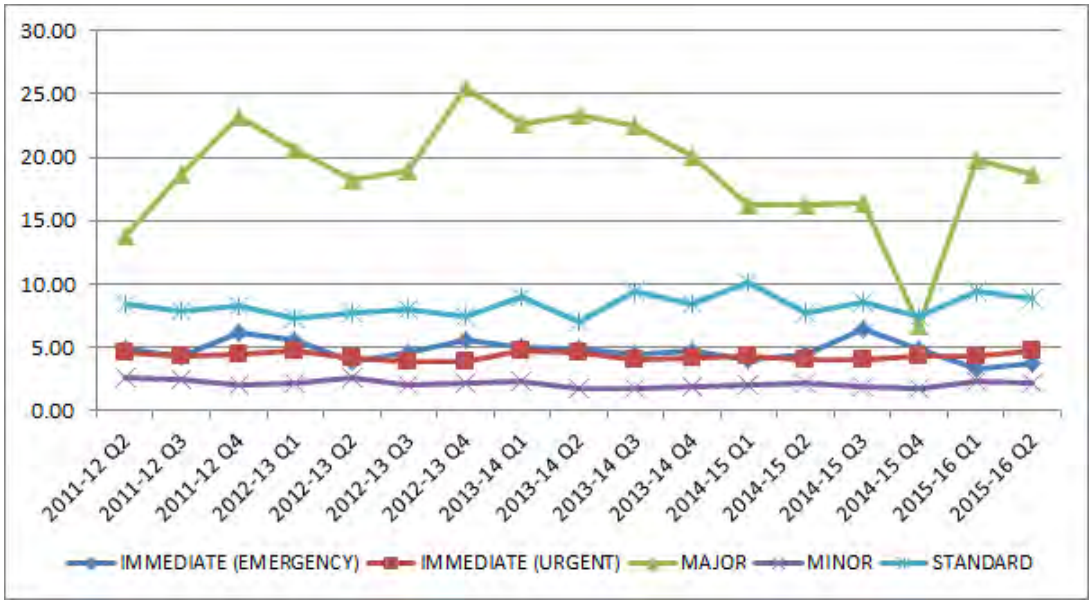


Chart F4.6 – Average Duration of all Works

Quarter	Emergency	Urgent	Minor	Standard	Major	Combined
2011-12 Q2	4.86	4.64	13.84	2.52	8.43	6.59
2011-12 Q3	4.31	4.26	18.71	2.41	7.84	5.93
2011-12 Q4	6.12	4.38	23.16	2.02	8.24	5.73
2012-13 Q1	5.64	4.66	20.71	2.15	7.29	5.76
2012-13 Q2	3.87	4.10	18.23	2.53	7.77	6.40
2012-13 Q3	4.58	3.81	19.01	2.02	7.98	5.38
2012-13 Q4	5.62	3.84	25.51	2.15	7.41	5.15
2013-14 Q1	5.03	4.75	22.69	2.26	9.06	5.51
2013-14 Q2	4.93	4.53	23.43	1.77	7.01	5.10
2013-14 Q3	4.45	3.98	22.56	1.75	9.39	4.95
2013-14 Q4	4.71	4.12	20.14	1.87	8.43	4.67
2014-15 Q1	4.02	4.32	16.24	2.08	10.09	5.57
2014-15 Q2	4.37	3.99	16.21	2.14	7.76	5.25
2014-15 Q3	6.43	3.95	16.32	1.83	8.60	4.65
2014-15 Q4	4.80	4.27	6.73	1.71	7.43	4.11
2015-16 Q1	3.29	4.29	19.80	2.31	9.46	6.52
2015-16 Q2	3.76	4.76	18.71	2.11	8.91	6.66

Table F4.4 – Total Number of Works

KSM2 – Reduction in remedial measures

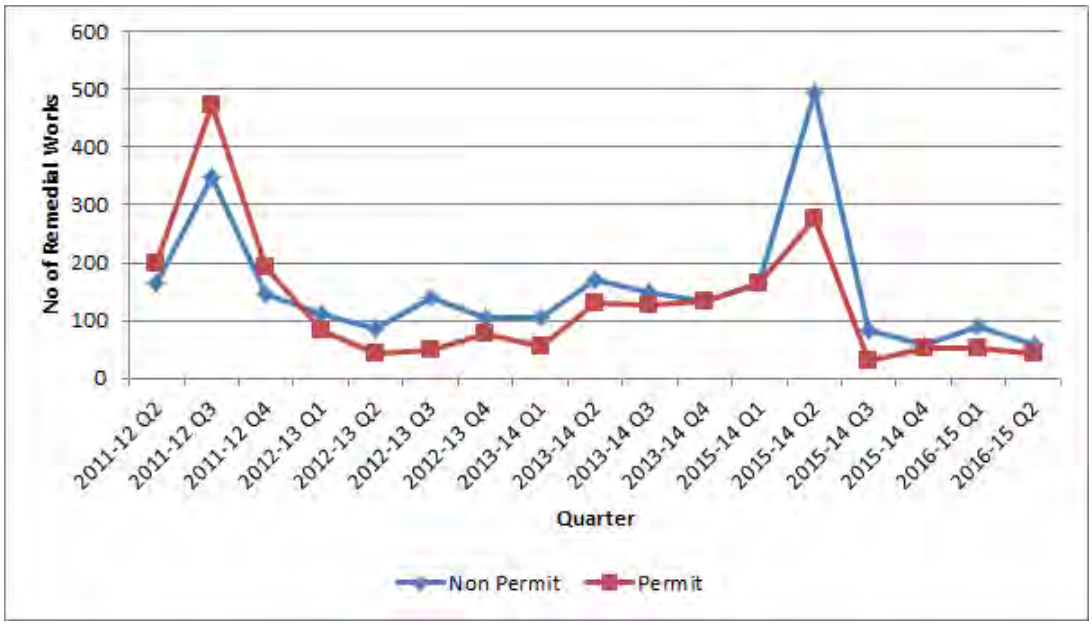


Chart F4.7 – Number of Remedial Works Undertaken

KSM3 – Better information for road users

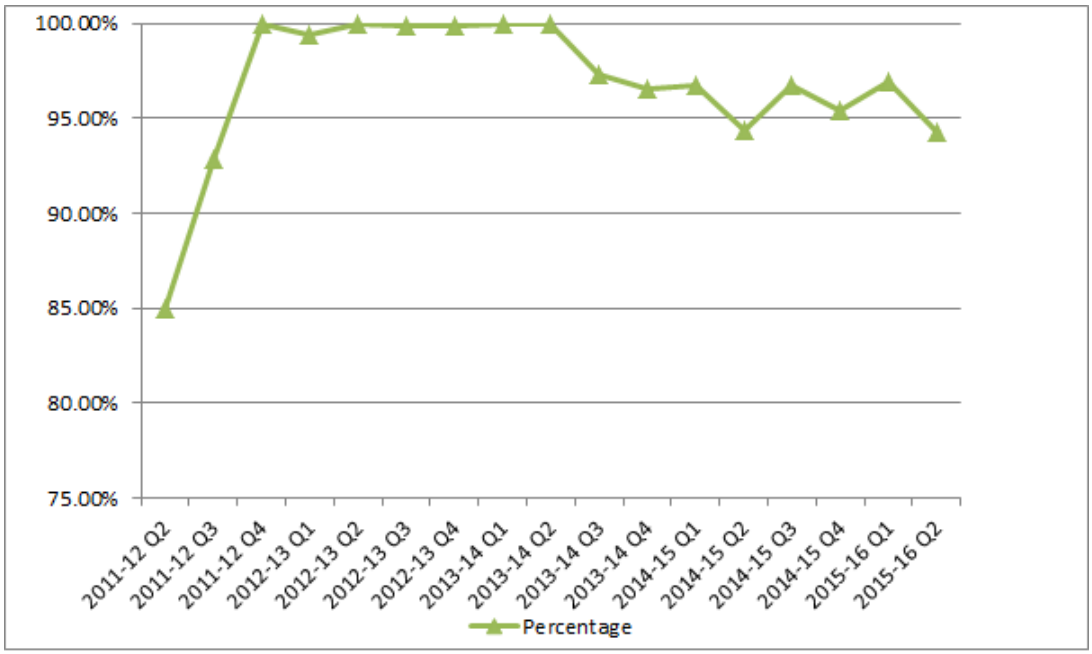


Chart F 4.8 Accuracy of actual start date

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

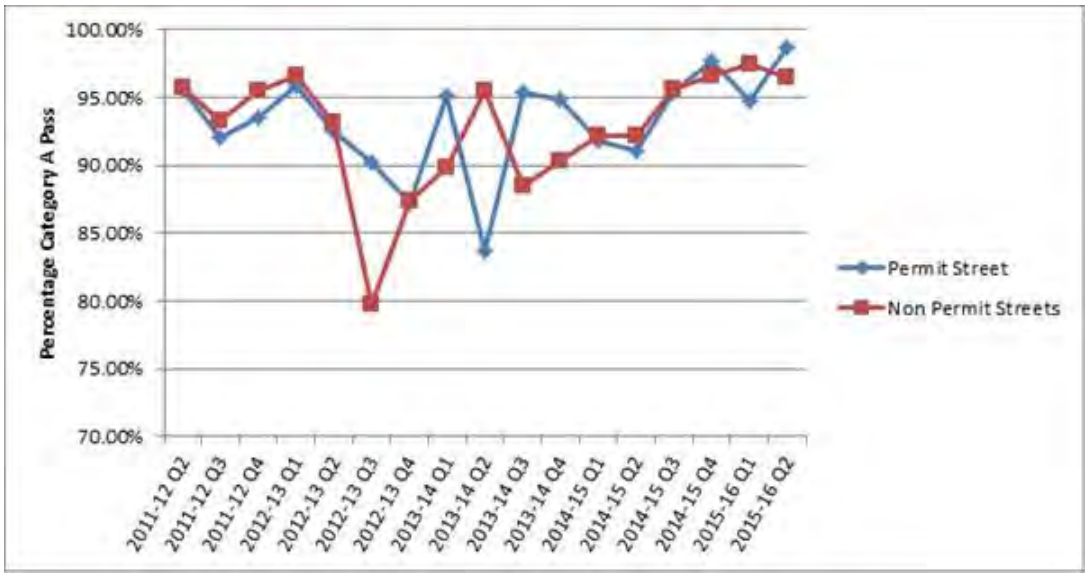


Chart F4.9 – Category A Inspection Compliance