



**BARNSLEY**  
Metropolitan Borough Council

## **YORKSHIRE COMMON PERMIT SCHEME**

**The Council for the Metropolitan Borough of Barnsley**

**Working together to deliver  
Part 3 of the  
Traffic Management Act**

## **SCHEME SUPPLEMENTARY INFORMATION**



## **Document history**

The Scheme Supplementary Information was produced to accompany the Yorkshire Common Permit Scheme (Barnsley) submitted to the Secretary of State in January 2012 is V 1.0

When the Yorkshire Common Permit Scheme was amended to comply with the Traffic Management Permit Scheme Amendment Regulations 2015, the Scheme Supplementary Information was revised and is Version 2.0 of the document.

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## 1. Introduction

The Yorkshire Common Permit Scheme (YCPS) came into effect in Barnsley on 12 June 2012, operating under a Statutory Instrument (SI) made by the Secretary of State. The Deregulation Act 2015, the Statutory instrument 2015 No.958 (The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015) ('the Amendment Regulations') amend the statutory background for permit schemes. The Deregulation Act 2015, removed the requirement for permit schemes to be approved by the Secretary of State and given effect by Statutory Instrument. The Deregulation Act 2015 (Schedule 10) amended Part 3 of the Traffic Management Act 2004 to enable authorities (local highway authorities or strategic highway companies) to approve their own schemes and to vary or revoke existing schemes.

The Deregulation Act 2015 provided that a scheme, which previously had effect by virtue of Statutory Instrument made by the Secretary of State under s.34(4) of the Traffic Management Act 2004, was from 30 June 2015 to be treated as if it had been made by the highway authority by order under section 33A (2) of that Act. Each local highway authority (permit authority) was required to make, vary or revoke its permit scheme by order, so as to ensure that by 1 October 2015 the scheme was in compliance with the Amendment Regulations.

The YCPS document was reviewed to ensure compliance with the 2007 regulations, the Revised Fee Structure in the Additional Advice Note (issued January 2013), and with the Amendment Regulations, and that due regard was taken of the Statutory Guidance for Highway Authority Permit Schemes – Permit Scheme Conditions (issued March 2015), which is subject to periodic review.

This document contains information about those parts of the permit scheme that are likely to be subject to change, for example, permit fees, or are to be developed in conjunction with works promoters over the lifetime of the scheme, for example, performance measures.

## 2. Background

The Permit Scheme has been developed with the key objective of minimising delays to road users as a result of road and street works. The scheme will help to meet and support the following transport objectives

- To make substantial progress towards a low-carbon transport system
- To improve connectivity to support economic activity and economic growth
- 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).

Barnsley has a central location within two major economic markets, reflected in Barnsley's unique status of being in two City Regions. This locational advantage is complemented by a superb environment stretching from the Peak District to former coalfield areas now reclaimed and restored. As a place to do business and live, Barnsley offers a good quality of life through its housing growth programme, provides a good base from which to access many places to work around Yorkshire.

As well as trade and employment, Barnsley offers an exciting and imaginative public realm, arts, culture and urban living. The 21st Century Market town will be a hub of creativity and digital capability at the centre of the digital region. At the same time, Barnsley's Remaking Learning programme will raise aspiration, improve standards, and increase employment skills, through a borough-wide infrastructure of Advanced Learning Centres and the continued development of Barnsley College and the Barnsley Campus of the University of Huddersfield.

To complement this, the requirement for excellent internal and external connectivity is paramount, as transportation issues are interwoven into all aspects of society.

At a more local level an efficient and accessible transport system has a vital role in providing access for all to health care, employment, education and the many other opportunities that Barnsley has to offer. Providing for the efficient movement of customers and goods is also crucial for maintaining a vibrant economy.

This will allow continued work towards making Barnsley a more pleasant, vibrant, safe and healthy town in which to live, work and visit, while also contributing to improving the environment and economy, at a local, regional and national level.

Beyond the town itself, the borough has quite a dispersed settlement pattern with many former mining villages, especially in the Dearne Valley to the east, and a large semi-rural area to the west on the Pennine fringe. Employment locations are also quite dispersed. This is difficult geography to operate public transport efficiently and affordably, and bus services are often quite infrequent, and accessibility a challenge. Residents are heavily reliant on cars to get to work – 79% travel in this way compared with 71% nationally.

### **3. Scheme Objectives**

The objectives for the Yorkshire Common Permit Scheme (Barnsley) are:

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

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

#### Supplementary Objectives:

**3.3** To protect the structure of the street and the integrity of apparatus in it;

**3.4** To encourage proactive, rather than reactive, attitudes to activities by promoters. It will be easier to reject a permit application for non-supply of required information than it will be to impose a directive on a Notice. This change in culture will result in the supply of more information to Barnsley MBC, which will better enable it to manage the network, coordinate activities within Barnsley MBC and across adjacent authorities, and reduce disruption to users of the highway. This information is provided to the general public enabling informed journey choices;

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

- 3.6 To improve activity planning by all promoters;
- 3.7 An aid to help improve public transport efficiencies.

### 3.8 Specific Authority Objectives

Barnsley has an ambition to regenerate itself as a '21<sup>st</sup> Century Market Town' focusing on creating an economy which complements, supports and makes the most of the economic role of places outside Barnsley, including the Leeds and Sheffield City Regions. The boroughs Local Development Framework (LDF) has a growth agenda which envisages 350 ha of employment land and 21500 new homes over the period 2011 to 2026. The LDF also looks to provide 21<sup>st</sup> century environment for learning, enterprise skills and services which will ensure prosperity and a high quality of life for all. In doing so, it faces a number of key transport challenges in both the short, medium and long term.

The Yorkshire Common Permit Scheme is intended to improve the planning, co-ordination, execution and duration of all activities carried out in the highways covered by the scheme, to ensure that they do not cause avoidable disruption to users of the highway.

At the same time, Barnsley's Remaking Learning programme will raise aspiration, improve standards, and increase employment skills, through a borough-wide infrastructure of Advanced Learning Centres and the continued development of Barnsley College and the Barnsley Campus of the University of Huddersfield.

The Yorkshire Common Permit Scheme through imposing conditions and monitoring works will ensure that any works carried out in these sensitive areas are reinstated promptly and on a first time basis to reduce the number of interim reinstatements.

It is a priority for BMBC to provide accurate and timely information to members of the public and users of the primary network with regard to ongoing works, proposed works and potential delays. The introduction of the Yorkshire Common Permit Scheme will assist us in carrying out this essential duty, ensuring that works are carried out within the agreed timescale and increased monitoring of the works will assist us in providing accurate information as part of our Network Management Duty.

### 3.9 Measurement of the Objectives

To demonstrate the effectiveness of the scheme in meeting the stated objectives, Barnsley Council will also work with the other participating authorities and representatives of the major utilities in a joint working group to develop relevant measures in order to deliver Scheme objectives and benefits. Barnsley Council will also take into account any future guidance on evaluation, such as nationally agreed Key Performance Indicators.

Current measures include the following:

- 3.9.1 Comparative analysis based upon selected streets against base-line data in a cost-benefit analysis conducted prior to the commencement of the Permit Scheme. This measure relates to Objective 3.1 and to Benefit 1 in 6.1.

- 3.9.2** A key principle of the Permit Scheme is to demonstrate parity of treatment for all activity promoters. This relates to Objective 3.2 and the proposed measures are set out in Section 6.1.
- 3.9.3** The number of apparatus damages reported and reinstatement remedial works will be measured by activity promoter. This relates to Objective 3.3 and to Benefit 2 in 6.1.
- 3.9.4** Evaluation of the provision of information under the Permit Scheme compared to under the noticing system. This measure relates to Objectives 3.4 and 3.7 and to Benefit 3 in 6.1.
- 3.9.5** An analysis of compliance of all work promoters with the “Safety at Street Works and Roadworks: a Code of Practice”. This relates to Objective 3.5 and to Benefit 4 in 6.1.
- 3.9.6** Permit applications where adequate details have not been provided will be measured. This relates to Objective 3.6 and to Benefit 5 in 6.1.
- 3.9.7** Reporting the number of customer complaints regarding road and street works, categorised in specific road user groups. This relates Objective 3.4 and to the perception of the way in which works are planned and undertaken, and so links to Benefits 1 to 5 in 6.1.
- 3.9.8** Barnsley MBC as Permit Authority will work with the other participating authorities and all work promoters to develop relevant additional measures as the Permit Scheme develops over time in order to deliver Scheme objectives and benefits, including:
  - Documenting evidence relating to the level of competency reached in managing permit applications and the training provided to ensure that permits are administered by qualified staff; and
  - Enabling activity promoters to establish standard procedures in order to be able to provide common permit content, across the Yorkshire Common Permit Scheme.

#### **4. Parity**

Barnsley MBC as Permit Authority will demonstrate parity of treatment for all activity promoters, particularly between undertakers and its own activities as highway authority. The issue of equal treatment is emphasised in the *Guidance on the Network Management Duty* introduced under the TMA.

##### **4.1 Key Parity Measures**

<b>1. The number of permit and permit variation applications received, the number granted and the number refused</b>
<p>This will be measured by promoter and shown as:</p> <ul style="list-style-type: none"> <li>• the total number of permit and permit variation applications received, excluding any applications that are subsequently withdrawn;</li> <li>• the number granted as a percentage of the total applications made;</li> <li>• the number refused as a percentage of the total applications made</li> </ul>
<b>2. The number of conditions applied by condition type</b>

<p>This will be measured by promoter and shown as:</p> <ul style="list-style-type: none"> <li>• the number of permits issued;</li> <li>• 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.</li> </ul> <p>This KPI is dependent upon the use of standard conditions. Specific conditions will be grouped into a single category that may be analysed more fully if required.</p> <p>The number and types of condition applied are likely to be determined by the specific location, scale and category of the works. There will be a need to separate the data to get down to reasonably equivalent situations. For example, if for minor works on category 2 streets, one promoter had an average of four conditions and another had an average of seven conditions then that would suggest an imbalance. Similarly, if one promoter had conditions for restricted hours of working on traffic-sensitive streets in 90% of cases and another had such conditions in only 60% of cases, then that would raise a question.</p>
<p><b>3. The proportion of approved extensions</b></p>
<p>This will be measured by promoter and shown as:</p> <ul style="list-style-type: none"> <li>• the total number of permits issued;</li> <li>• the number of requests for extensions shown as a percentage of permits issued;</li> <li>• the number of agreed extensions as a percentage of extensions applied for.</li> </ul>
<p><b>4. The number of agreements to work in section 58 and section 58A restrictions</b></p>
<p>This will be measured by promoter and shown as:</p> <ul style="list-style-type: none"> <li>• the number of applications made to carry out works where a section 58 or 58A restriction is in place, other than the allowed exceptions:</li> <li>• the number of agreements given for these works to take place as a percentage of the total number of requests.</li> </ul>
<p><b>5. The percentage of PAA, permits and applications cancelled</b></p>
<p>This will be measured by promoter and shown as:</p> <ul style="list-style-type: none"> <li>• the number cancelled as a percentage of the total of each</li> </ul>

## 5. Benefit Tracking

Any activity carried out in the street has the potential to cause disruption depending on how long it lasts, where it is carried out, its scale and potential relation to other activities which may be taking place. The introduction of the Yorkshire Common Permit Scheme

provides the opportunity to realise a number of benefits to road users, local residents and businesses in the Barnsley MBC area through better control.

Barnsley MBC will establish a series of measures designed to track delivery of the anticipated benefits. The measures will be subject to periodic reviews (at least annually) carried out by Barnsley MBC in consultation with activity promoters to reflect the following:

- Meeting of the permit scheme requirements
- The drive towards continuous improvement:
- Particular issues relating to achievement of the stated benefits:
- Any potential revisions to the Yorkshire Common Permit Scheme;
- New initiatives; or
- Benefit proposals

Barnsley MBC as Permit Authority shall assess the performance of all activity promoters against the tangible or intangible benefit. This assessment will be published annually or more frequently if deemed necessary by Barnsley MBC as Permit Authority.

## 6. Key Success Measures

### 6.1 Tangible Benefits

<b>Benefit claimed – 1. Minimising delay and reducing disruption to road users arising from street and road works activity</b>
<p>Measure description:</p> <p>This will measure for all works promoter the average delay at works and disruption caused:</p> <ul style="list-style-type: none"> <li>• A process to calculate average journey times and traffic flows between selected points on specific days and times of the day (when the technology is available);</li> <li>• A mechanism for calculating average lane occupancy by road works and street works (when the technology is available);</li> </ul> <p>Anticipated improvement: Increased journey time reliability and reduced occupation of the highway.</p> <p>Businesses can operate more efficiently through the quicker and more reliable delivery of goods, service to customers, etc.</p>
<b>Benefit claimed 2. – Reduction in remedial measures</b>
<p>Measure description:</p> <p>This is a measure of the number of reported utility damages and reinstatement remedial works. It will be measured by activity promoter and shown as:</p> <ul style="list-style-type: none"> <li>• the number of reported apparatus damages caused by the activity promoter added to the number of remedial work activities carried out. It will be expressed as a percentage of the total activities carried out.</li> </ul>

Anticipated improvement: On-going reduction in percentage figures.

### **Benefit claimed – 3. Better information for road users**

Measure description:

This is a measure of the quality of information supplied in the permit, compared with the previous noticing arrangements:

- The percentage of potential FPN or “shadow” FPNs that could be given for defined categories.

Anticipated improvement: an on-going reduction in the percentage.

Improved information in the Permit Register will be used to enable road users to make better informed journey choices.

Public transport can operate more easily, potentially relieving congestion on the road by maximising the use of the existing network.

### **Benefit claimed - 4. Improved compliance with the ‘Safety at Street Works and Road Works Code of Practice’**

Measure description:

This will be measured across all promoters and compared with benchmark data gathered prior to the commencement of the permit scheme:

- The number of category A inspection passes as a percentage of the total number of inspections.

Anticipated improvement: Increased percentage pass rate.

### **Benefit claimed – 5. Improved activity planning**

Measure description:

This will measure the effort that an activity promoter has taken to consider all the information held about the street where the activity is to take place. It will be shown as:

- The number of rejected permit applications where adequate details have not been provided in relation to information held in the ASD.

Anticipated improvement: Ongoing reduction in rejection numbers.

## **6.2 Intangible Benefits (not measured)**

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

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

Improved standards of information between activity promoters and Barnsley MBC as Permit Authority will lead to improved relationships, cooperative working and mutual support.

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

## 7. Permit Fees

The fee levels, which take account of the Revised Fee Structure set out in the Additional Advice Note issued by the DfT in January 2013, for Barnsley Council that apply from 1 October 2015 are shown in Table 1 below:

<b>Table 1 – Fee levels per permit or Provisional Advance Authorisation</b>		
	Barnsley MBC Permit Fee	Maximum allowable fee (DfT)
Provisional Advance Authorisation	£86	£105
Major works – over 10 days and all major works requiring a traffic regulation order	£168	£240
Major works – 4 to 10 days	£130	£130
Major works – up to 3 days	£65	£65
Standard activity permit	£96	£130
Minor activity permit	£52	£65
Immediate activity permit	£45	£60

Fees for variations to permits are: £45.

Details of the current permit fees will be published on the Council's website.

### **Details of Discount for Works on Traffic-Sensitive streets wholly outside Traffic-Sensitive times**

Barnsley Council offers a 30% discount for works in traffic-sensitive streets where those works take place wholly outside traffic-sensitive times, in accordance with Amendment regulation 12 (b) which amends regulation 30.

Promoters must claim this concession by using the 'Traffic Sensitive' 'Applicable Designation' code in the current EToN Technical Specification to indicate that the works will not take place during traffic-sensitive times and should also note the claim

for a discount as a condition in their permit application. As the permit fee will be based only on this information, and not on what a promoter says after the event has happened, it is therefore important to make applications as accurate as possible.

## **8. Permit Streets**

The Yorkshire Common Permit Scheme covers all streets included in the area which are:

- Specified as reinstatement categories 0, 1, 2 (reinstatement categories under NRSWA, as defined in the *Specification for the Reinstatement of Openings in Highways*;
- Streets with special controls designated under NRSWA as protected streets and traffic sensitive streets. The street will be included in the Yorkshire Common Permit Scheme if any part of the length of the street is designated as traffic sensitive and if the designation applies only to certain times of the day, days of the week or days of the year.