



BARNSLEY
Metropolitan Borough Council

The Yorkshire Common Permit Scheme for Barnsley Council

Year 6 Evaluation Report (June 2015 to
June 2018)



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1. Objectives of the Yorkshire Common Permit Scheme (Barnsley)

The Traffic Management Act 2004 (TMA), Part 3 Sections 32 to 39, and the Traffic Management Permit Scheme (England) Regulations 2007 make provision for Permit Schemes to be introduced in England. The Yorkshire Common Permit Scheme came into effect in Barnsley on 12 June 2012, and was revised in accordance with the 2015 Amendment Regulations.

This report is the 4th evaluation report to be produced by Barnsley Metropolitan Borough Council, and incorporates years 4 to 6 of the scheme operation (12 June 2015 to 11 June 2018). A number of reports are produced on a quarterly basis and so, in these instances, the reporting period has been extended to include 2015 Q1 to 2018 Q2. The additional data will have minimal impact on the results shown.

The objectives of the Yorkshire Common Permit Scheme (Barnsley) are set out in the Supplementary Information document, and in summary are:

- Minimising delay and reducing disruption to road users arising from road and street works activity
- Ensuring parity between promoters of street works and works for road purposes.
- To protect the structure of the street and the integrity of apparatus in it;
- 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;
- To ensure safety for those using, living or working on the street, including those engaged in activities controlled by the Permit Scheme;
- To improve activity planning by all promoters;
- An aid to help improve public transport efficiencies.

2. Fee Structure

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

Barnsley Council committed to undertake an annual review of the permit fees, and make any necessary adjustments to the subsequent years fees. Since the commencement of the scheme, no adjustments to the fee levels have been made.

The permit fees for Barnsley Council and the DfT maximum fee levels are set out in Table 1 below:

Table 1 – Fee levels per permit or Provisional Advance Authorisation		
	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

Barnsley MBC has completed the sixth year permit review; whilst there have been some small variances between surplus and deficit for each year, these variances are not currently significant enough to warrant an amendment to the permit fees, subsequently the current fee levels will remain unchanged for the next 12 months.

3. Evaluation of the scheme

The Statutory Guidance for Highway Authority Permit Schemes October 2015 states that (Regulation 16a) authorities must evaluate their permit scheme every 12 months of operation for the first three years of operation and then every three years thereafter.

This report is the fourth evaluation covering years four to six of the scheme and is specific to Barnsley Metropolitan Borough Council, it evaluates the progress of the permit scheme in meeting the objectives and parity of treatment for both street works promoters and works for road purposes.

A set of Key Performance Indicators (KPI's) has been developed by the HAUC (England) Permit Forum. This report includes details of scheme specific performance indicators (PI's), HAUC (England) KPI's and additional authority measures (AM's) that reflect the objectives put forward in the scheme submission documentation.

The key objective of the permit scheme is ‘minimising delay and reducing disruption to road users arising from road and street works activity’, the permit scheme has demonstrated that it has met this objective in a number of ways outlined below in order of relevance:

- AM3 – The average duration of works has continued to show that the average remains consistently below the pre-permit averages and range from an average of 3.45 days to 4.45 days (discounting works exceeding 50 days) in the three year reporting period.
- AM4 – There have been 127 instances of collaborative working in the three year reporting period, showing that we are working closely with works promoters to encourage working together wherever possible.
- TPI5 – Phases completed after the reasonable period. There is a downward trend showing works are increasingly being completed within the agreed reasonable period.
- AM5 – Accuracy of start date. Since commencement of the permit scheme, the percentage of the works starting on the proposed start date has been consistently above 94%
- AM2 - FPN’s. There has been a steady decrease in the number of FPN’s given, showing more accurate information is being submitted on permits. This provides reliability that the information being published on roadworks.org is assisting the public in making more informed journey choices and also assisting works promoters in planning their works more effectively
- AM1 – Permit compliance. Whilst the number of failed permit compliance inspections is high, after investigation, the main reasons for these failures is for not displaying the permit reference number which doesn’t detract from the objective to minimise delay and reduce disruption.

In addition to these reports, we are working closely with our colleagues in the Urban Traffic Control (UTC) team to monitor the effects of roadworks, particularly those using temporary traffic control, including timings and phasing of signals.

Where UTC data is not available, we make extensive use of roadworks.org to monitor particularly disruptive works and the effects it is having on real time traffic, adjusting permit conditions where necessary.

The parity measure for the permit scheme is ‘ensuring parity between promoters of street works and works for road purposes’ this has been met by the following measures:

- P1-P3 demonstrates that all works promoters are engaging with the scheme and permits are being applied for and assessed consistently for all works promoters.
- Barnsley Council invite all works promoters to discuss any works in advance of them starting to discuss working times, techniques, TM, conditions etc thus ensuring that permits can be assessed and granted first time which in turn allows works promoters to have assurance that the works will go ahead as intended.

With regard to the supplementary objectives, these can be evaluated using a combination of indicators and measures.

- To protect the structure of the street and the integrity of apparatus in it.
 - Section 58 information is published on roadworks.org for use in works planning and discussions take place regarding any works required within the S58 restriction.
 - Encouraging works promoters to check the associated street data on the gazetteer to ensure they are aware of any restrictions and/or engineering difficulties.
 - Ensuring any reinstatement defects are dealt with within prescribed timescales and raising any reinstatement issues at quarterly performance meetings.

- To encourage proactive, rather than reactive, attitudes to activities by promoters.
 - Advance meetings to discuss specific schemes and agree conditions on permits prior to them being submitted.
 - Encouraging early submission of permits for immediate works which may have a significant impact on the Barnsley network.
 - Assessing data from the Urban Traffic Control team to ascertain the suitability of traffic management and potential impacts on the network.

- To ensure safety for those using, living or working on the street, including those engaged in activities controlled by the Permit Scheme.
 - Carrying out permit compliance checks as reported in AM1, these are supplemented by random sample inspections.
 - Ensuring that works with the most potential impact to the network are carried out at times where they will cause less disruption by imposing or agreeing permit conditions with the works promoter.
 - Monitoring roadworks.org to ensure traffic is being managed adequately at sensitive sites.

- To improve activity planning by all promoters
 - Encouraging long term co-ordination schedules and discussions at quarterly co-ordination meetings
 - Encouraging early submission of all events and temporary traffic regulation orders to assist in the effective co-ordination of all works affecting the network, not just those involving road and street works.

- An aid to help improve public transport efficiencies
 - Increased advanced visibility of immediate works combined with publishing information on roadworks.org is helping to provide improved information to Transport Authorities

3.1 PIs

The PIs included in this evaluation report are:

- PI 1 – The number of permit and permit variation applications received, the number granted and the number refused – excluding any applications that are subsequently withdrawn – broken down by promoter
- PI 2 – The number of permit applications granted as a percentage of the total applications made
- PI 3 – The number of permit applications refused as a percentage of the total applications made

3.2 HAUC England KPIs

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

- TPI 1 – Works Phases Started
- TPI 2 – Works Phases Completed
- TPI 3 – Days of Occupancy Phases Completed
- TPI 4 – Average Duration of Works
- TPI 5 – Works Phases Completed after the Reasonable Period
- TPI 6 – Number of Deemed Permit Applications
- TPI 7 – Number of Phase One Permanent Reinstatements

3.3 Authority Measures

The following Authority Measures (AMs) included in this evaluation are:

- AM 1 – Permit Compliance – the number of failed permit compliance inspections (where one or more permit conditions have been breached) shown as a percentage of the total undertaken within a period.
- AM 2 – Fixed Penalty Notices – the number of FPN's given and not withdrawn.
- AM 3 – Minimising Delay and Disruption – included in this measure is information regarding the average duration of all works on permit streets, the average duration of works by works category and the total number of works on permit streets. This report excludes works with a duration of over 50 days and is included to provide a comparison with the KSM1 report included in previous evaluation reports.
- AM 4 – Number of Collaborative Works – the number of collaborative works that have been identified using the relevant EToN code
- AM 5 – Accuracy of Start Date – this report shows the accuracy of the start date for permit work by comparing the actual start date with the proposed start date.

4 Performance Indicators

4.1 PI 1 - The number of permit and permit variations applications

The number of permits and permit variation applications received, the number granted and the number refused, excluding any applications that were subsequently withdrawn is shown below

Works promoter	Applications / Variations	Permits granted	Refused / Modification requests
Arqiva Ltd	39	15	16
BARNSELY	2,294	1,562	187
BSkyB Telecommunications Services Ltd.	2	2	0
BT	3,518	2,258	965
CABLE AND WIRELESS UK	0	0	0
Cadent Gas Limited	1,146	589	304
Cellnet	0	0	0
CenturyLink Communications UK Limited	0	0	0
CityFibre	15	8	4
Cityspace	0	0	0
COLT TELECOMMUNICATIONS	2	2	0
Energetics Electricity Limited	62	23	24
Energetics Gas Limited	39	11	14
ES Pipelines Ltd	32	15	12
Fulcrum Pipelines Limited	89	33	34
GEO	27	16	4
GTC	44	18	16
Highways England	0	0	0
Independent Pipelines Limited	0	0	0
Kingston Communications (CSO)	0	0	0
National Grid Electric PLC	128	67	31
NETWORK RAIL -PROMOTERS NATIONAL	292	194	55
New World Payphones Ltd	0	0	0
Northern Gas Networks	330	177	75
Northern Powergrid (Yorkshire) plc	2,341	1,787	210
Orange PCS Group	28	12	9
Romec	20	5	10
South Yorkshire PTE	178	134	23
SSE DATACOM	0	0	0
Telefonica (O2 (UK) Limited)	137	68	41
THALES UK	0	0	0
T-Mobile (UK) Limited	60	34	17
VIRGIN MEDIA	1,511	744	458
Vodafone	21	12	5

Yorkshire Water	4,984	3,635	646
Zayo Group UK Ltd (formerly AboveNet)	52	20	15
ALL ORGANISATIONS	17,391	11,441	3,175

Table – the number of permit applications received, the number granted and the number refused broken down by works promoter.

4.2 PI 2 – The number of permit applications granted / PI 3 The number of permit applications refused

Percentage of Permits Granted / Refused	Utilities	%	Barnsley Council	%
Permit/Variations granted	9879	76.7778	1562	89.30818
Permit/Variations refused/Modification requested	2,988	23.2222	187	10.69182
Grand Total	12867		1749	

Table – The percentage of permits granted and refused

4.3 Analysis of PIs

The data shows that all works promoters are continuing to apply for permits. The Permit Authority discuss reasons for refusals at regular performance meetings with works promoters and identify trends in permit applications.

The percentage refusal rate has decreased significantly since the previous report which showed BMBC refusals at 20.09% and Utility refusals at 34.68%. This is mainly due to the increase in discussions prior to the permit being submitted and better co-ordination of works. Another reason behind the drop in refusals can be attributed to the adoption of the HAUC (England) advice note on Standard Response Codes which is helping deliver a consistent approach nationally.

5 HAUC England KPI Measures

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

These indicators for permit schemes are additional to the general TMA performance Indicators (TPIs), which are already being produced.

5.1 TPI 1 - Works Phases Started (Base Data)

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	254	65	23	29	118	489
2015 Q2	190	42	51	20	97	400
2015 Q3	198	39	31	21	105	394
2015 Q4	220	43	57	30	142	492
2016 Q1	208	41	25	17	101	392
2016 Q2	210	40	33	21	90	394
2016 Q3	190	42	51	20	97	400
2016 Q4	187	36	24	22	74	343
2017 Q1	224	66	25	17	72	404
2017 Q2	273	57	24	17	80	451
2017 Q3	236	52	29	27	139	483
2017 Q4	205	52	51	24	138	470
2018 Q1	254	42	45	25	163	529
Grand Total	2,849	617	469	290	1,416	5,641

Table – The number of works phases started

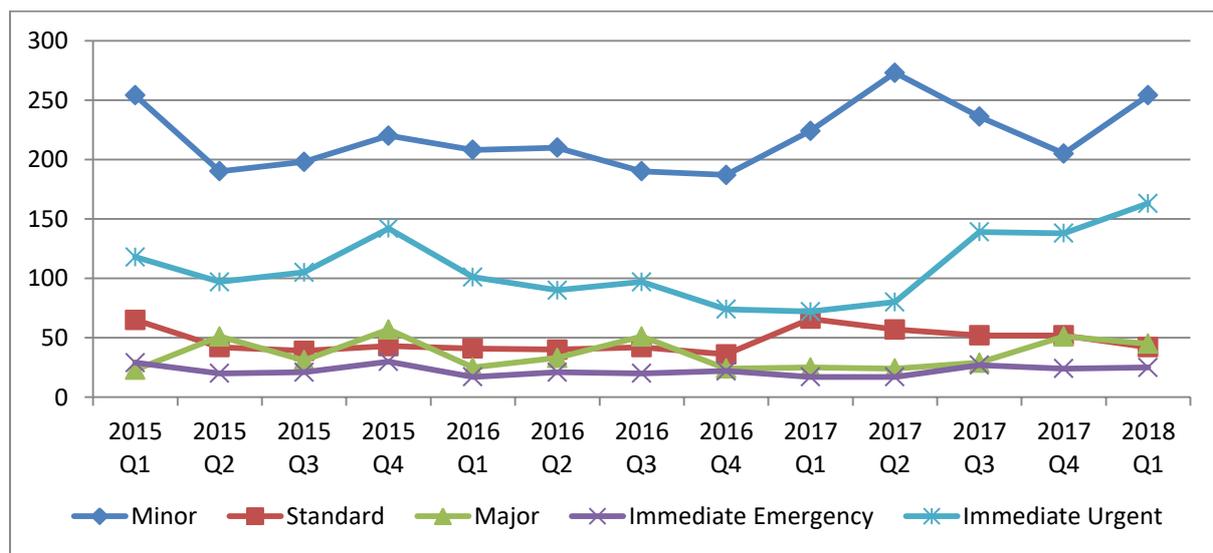


Chart – the number of works phases started by works category

The data shows that the number of Minor and Immediate Emergency works have remained around the same, whereas there is a significant increase in the number of immediate Urgent works, which can be attributed to an increase in immediate activity by Yorkshire Water. Major and Standard works are steadily increasing as is the total number of works commencing per quarter.

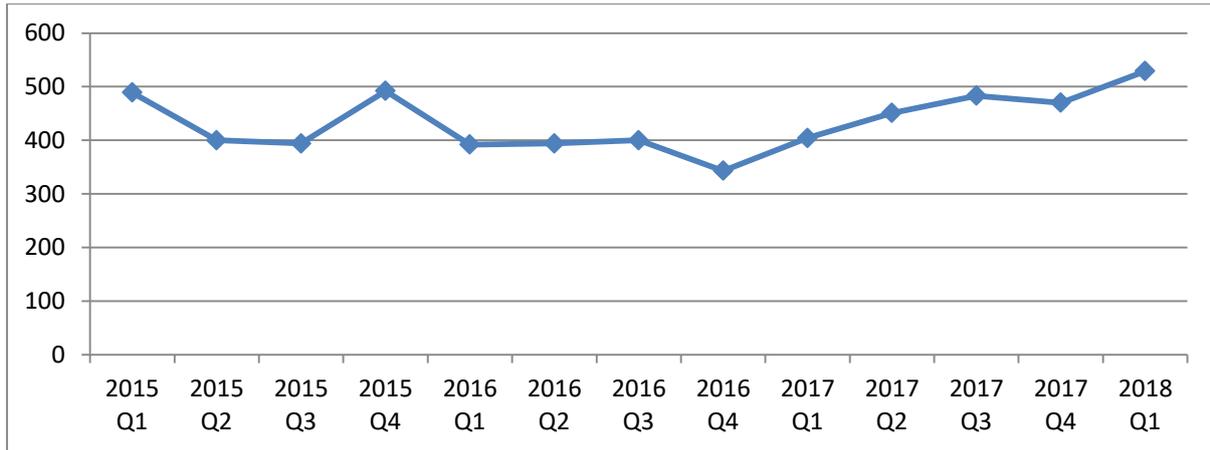


Chart – the total number of works phases started

5.2 TPI 2 - Works Phases Completed (Base Data)

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	253	64	33	26	118	494
2015 Q2	192	46	22	22	97	379
2015 Q3	207	39	66	22	103	437
2015 Q4	219	45	51	28	146	489
2016 Q1	215	38	28	19	100	400
2016 Q2	208	45	35	20	89	397
2016 Q3	192	46	22	22	97	379
2016 Q4	181	30	23	22	73	329
2017 Q1	228	67	37	18	68	418
2017 Q2	270	54	26	17	80	447
2017 Q3	243	56	41	25	137	502
2017 Q4	205	54	46	26	137	468
2018 Q1	257	41	49	25	163	535
Total	2,870	625	479	292	1,408	5,674

Table – the number of works phases completed by works category

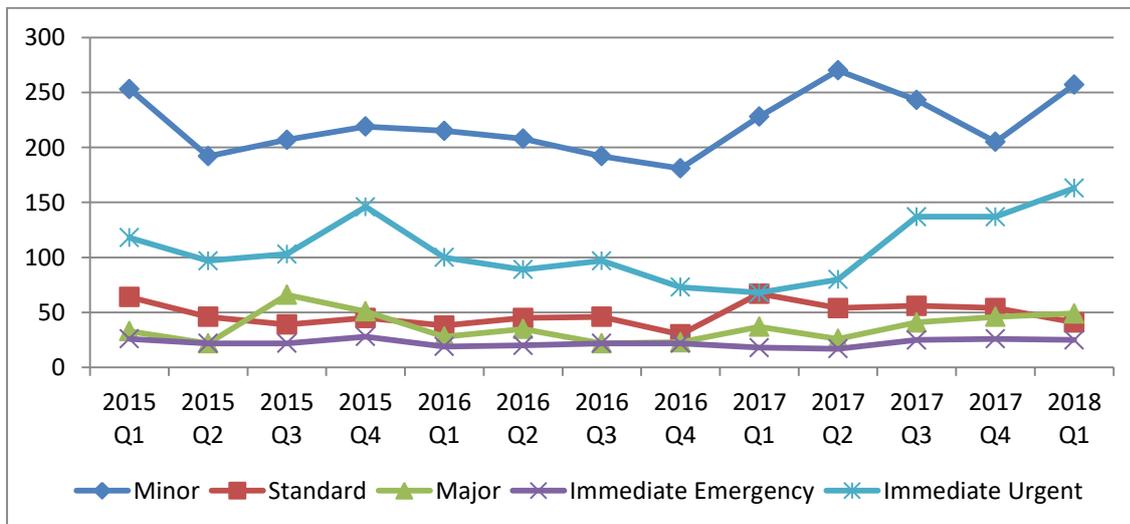


Chart – the number of works phases completed by works category

5.3 TPI 3 - Days of Occupancy Phases Completed

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	2,042	526	1,260	194	477	4,499
2015 Q2	1,843	397	1,258	215	431	4,144
2015 Q3	1,913	459	2,253	172	387	5,184
2015 Q4	1,892	488	1,561	201	638	4,780
2016 Q1	1,881	410	1,170	218	404	4,083
2016 Q2	1,914	513	1,069	234	380	4,110
2016 Q3	1,843	397	1,258	215	431	4,144
2016 Q4	2,126	452	1,352	185	379	4,494
2017 Q1	2,009	532	1,768	161	361	4,831
2017 Q2	2,264	600	1,817	176	422	5,279
2017 Q3	2,164	614	1,565	168	701	5,212
2017 Q4	1,846	497	1,661	240	694	4,938
2018 Q1	2,031	444	1,299	215	805	4,794
Total	25,768	6,329	19,291	2,594	6,510	60,492

Table – The number of days of occupancy phases completed

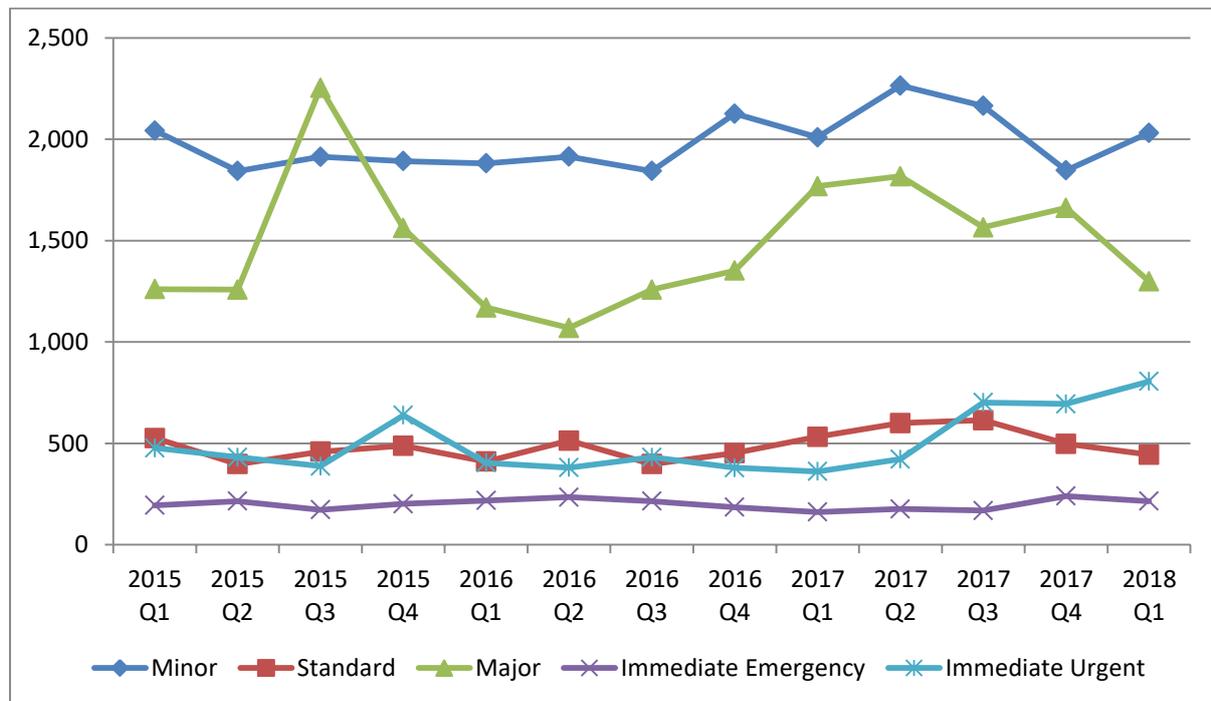


Chart - The number of days of occupancy phases completed

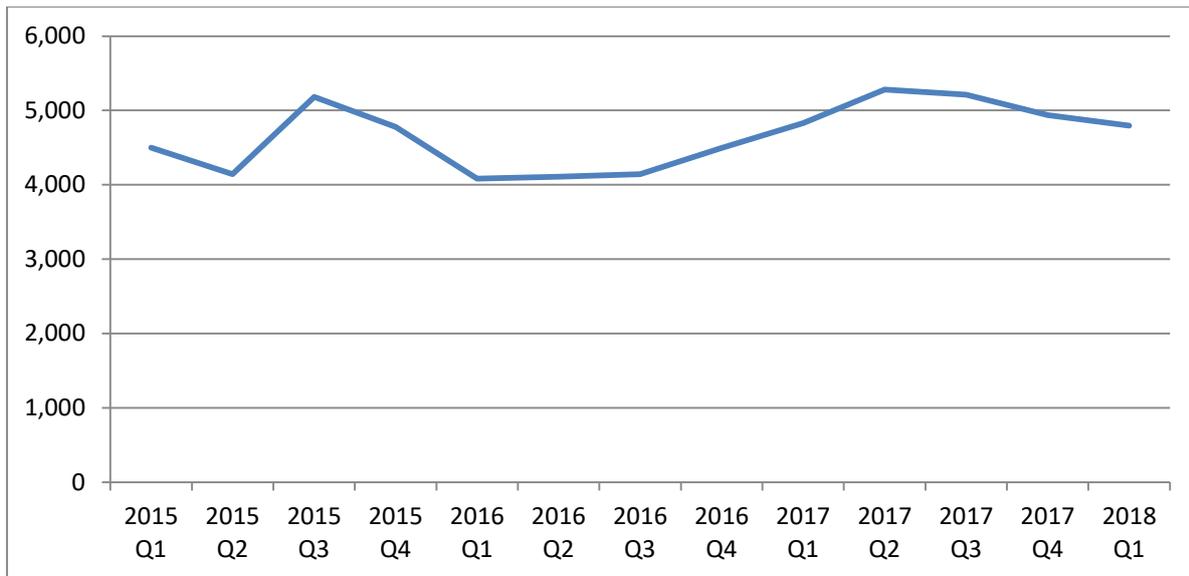


Chart – Total days of occupancy phases completed

The number of days of occupancy is showing a slight increase throughout the reporting period this can be attributed to the increased number of works and also a recent increase in the number of major projects carried out including BMBC Highways schemes.

5.4 TPI 4 - Average Duration of Works

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	2.31	6.58	68.88	3.50	3.11	16.88
2015 Q2	1.92	7.13	21.41	5.95	3.71	8.02
2015 Q3	2.21	6.08	39.26	3.82	2.78	10.83
2015 Q4	1.94	12.00	16.86	3.18	3.77	7.55
2016 Q1	2.03	7.97	19.04	7.79	3.18	8.00
2016 Q2	1.81	9.20	36.46	6.95	3.19	11.52
2016 Q3	1.92	7.13	21.41	5.95	3.71	8.02
2016 Q4	1.88	6.27	17.00	4.32	3.25	6.54
2017 Q1	2.45	6.28	38.68	4.06	3.87	11.07
2017 Q2	3.53	8.50	116.69	4.94	3.59	27.45
2017 Q3	2.88	8.11	22.44	2.72	4.07	8.04
2017 Q4	1.96	7.37	51.98	6.08	3.79	14.24
2018 Q1	3.49	8.68	19.96	4.96	3.83	8.18

Table – Average duration of works broken down by works type

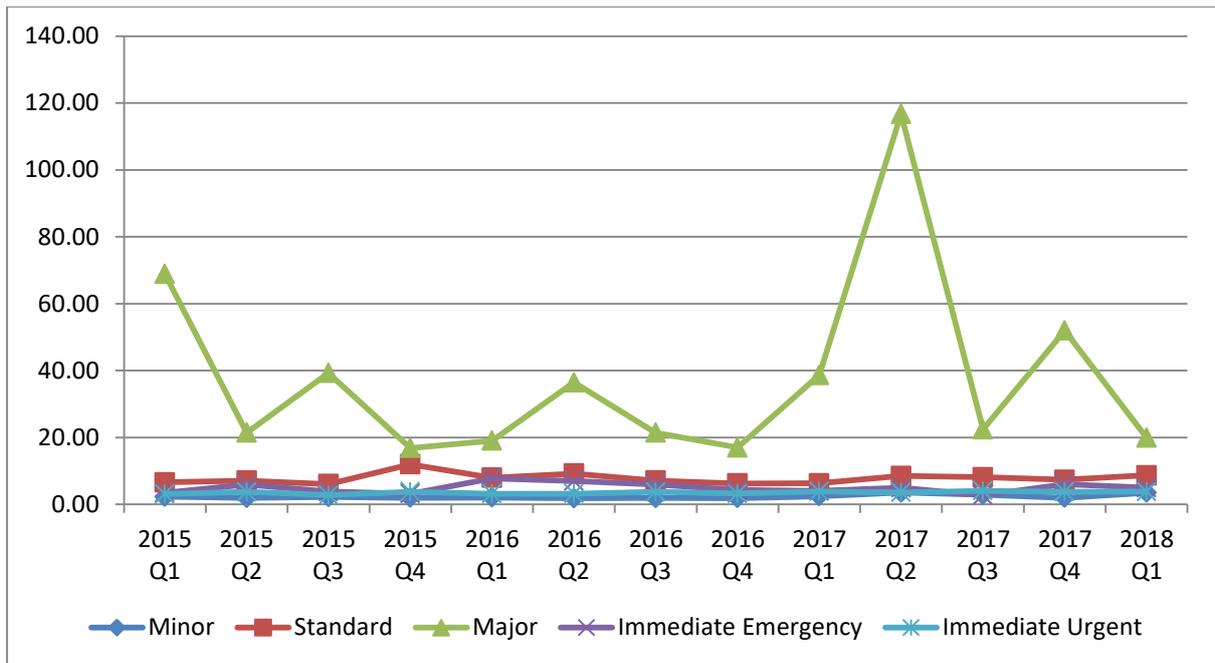


Chart – Average duration of works broken down by works type

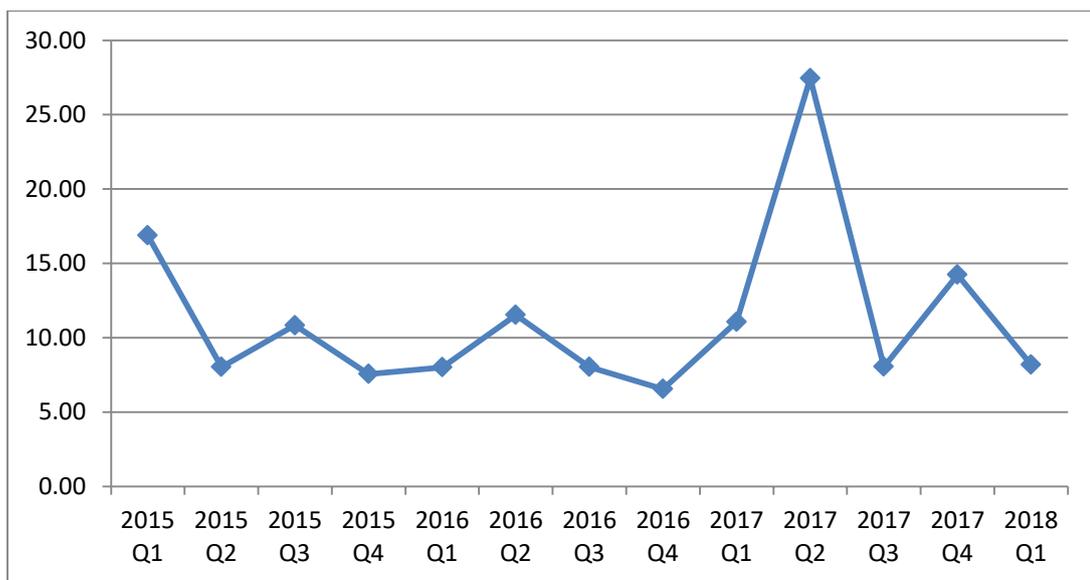


Chart – Average duration of all works types

The average duration of works has remained reasonable stable throughout the reporting period, with one notable peak in 2017. The biggest contributing factor was the completion of a Barnsley MBC major scheme affecting 4 permit streets.

The overall trend for the reporting period has shown a general reduction in the average duration of works.

In previous reports the average duration of works has excluded works with a duration greater than 50 days. For consistency, this has been included in this report as Authority Measure AM 3.

5.5 TPI 5 - Works Phases Completed after the reasonable period

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	5	2	6	0	8	21
2015 Q2	1	1	1	0	1	4
2015 Q3	4	3	3	2	2	14
2015 Q4	1	6	4	1	8	20
2016 Q1	1	1	3	5	2	12
2016 Q2	0	5	2	3	2	12
2016 Q3	1	1	1	0	1	4
2016 Q4	0	1	2	0	1	4
2017 Q1	2	1	4	0	1	8
2017 Q2	5	3	4	1	1	14
2017 Q3	7	4	1	0	1	13
2017 Q4	1	3	0	3	4	11
2018 Q1	1	3	2	1	1	8
Total	29	34	33	33	33	162

Table – the number of works phases completed after the reasonable period shown by works type

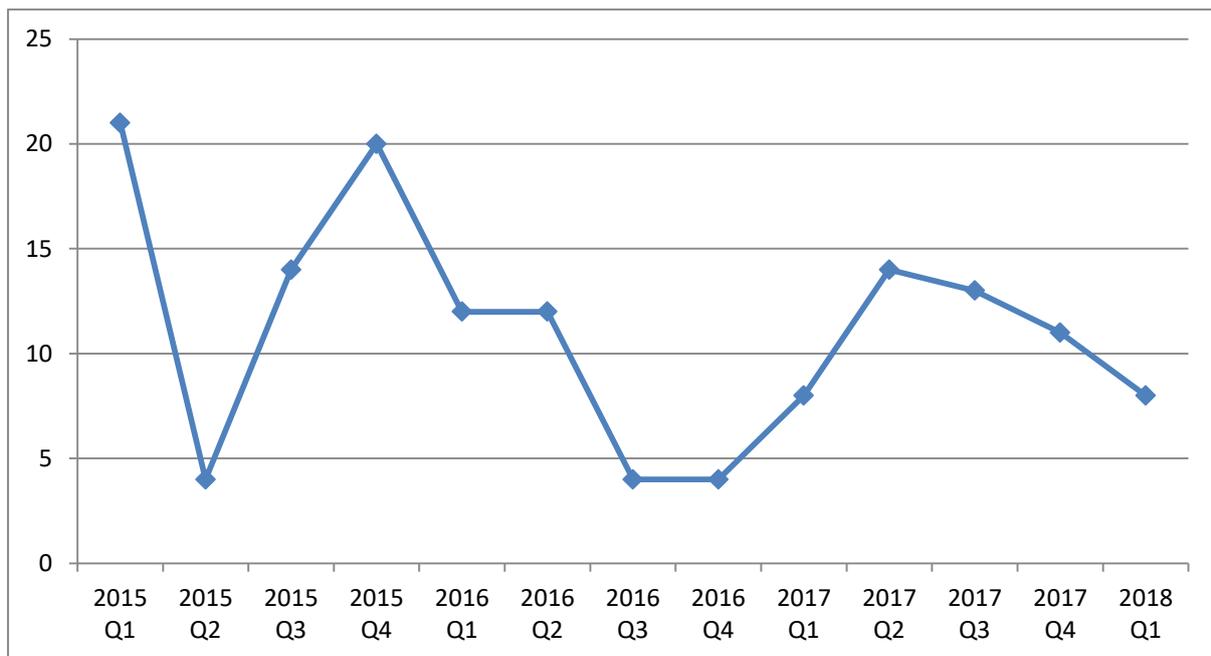


Chart – the total number of works phases completed after the reasonable period

The number of works phases completed after the reasonable period has shown a significant decrease over the reporting period. The overrunning phases include instances where Barnsley MBC has challenged durations and also where the works promoter has failed to agree an extension to the reasonable period.

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

The number of deemed permits within the reporting period is very low (0.11%). Barnsley MBC has a robust procedure for ensuring all permits are processed within prescribed timescales. The primary reason for deemed permits is unplanned system outages.

5.7 TPI 7 - Number of Phase One Permanent registrations

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	84	43	11	13	85	236
2015 Q2	83	34	14	9	76	216
2015 Q3	90	20	16	11	85	222
2015 Q4	89	24	11	16	125	265
2016 Q1	102	23	13	7	87	232
2016 Q2	83	28	9	6	71	197
2016 Q3	83	34	14	9	76	216
2016 Q4	63	21	6	15	59	164
2017 Q1	103	38	7	10	53	211
2017 Q2	130	32	2	9	70	243
2017 Q3	115	33	16	11	95	270
2017 Q4	79	22	10	9	109	229
2018 Q1	84	26	14	10	122	256
Total	1,188	378	143	135	1,113	2,957

Table – Number of phase one permanent registrations broken down by works type

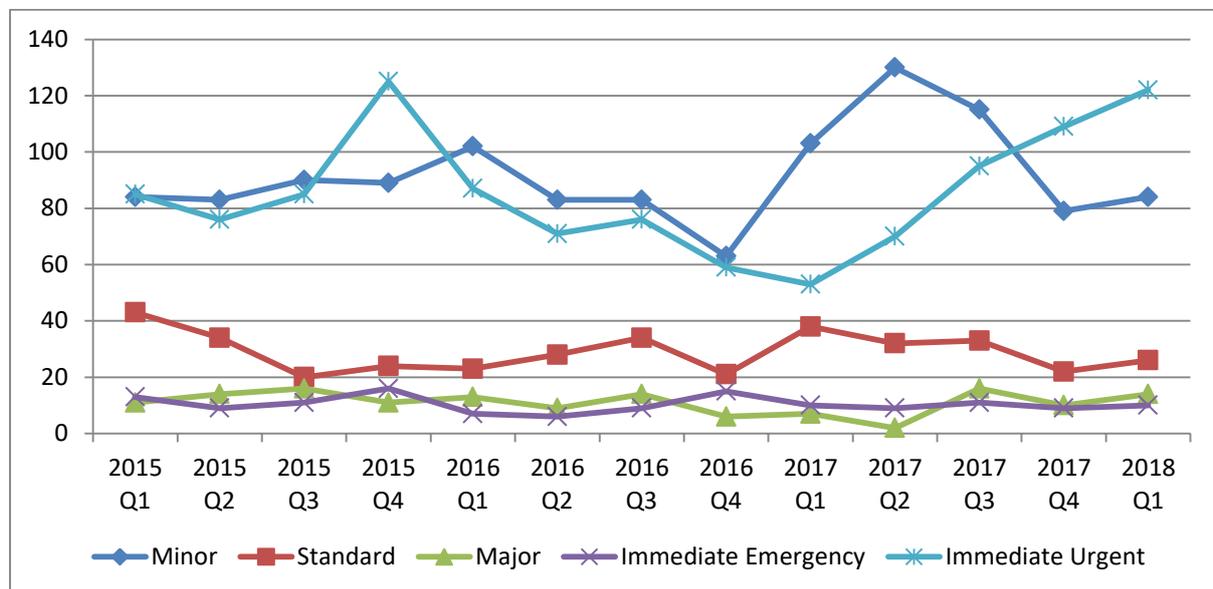


Chart - Number of phase one permanent registrations broken down by works type

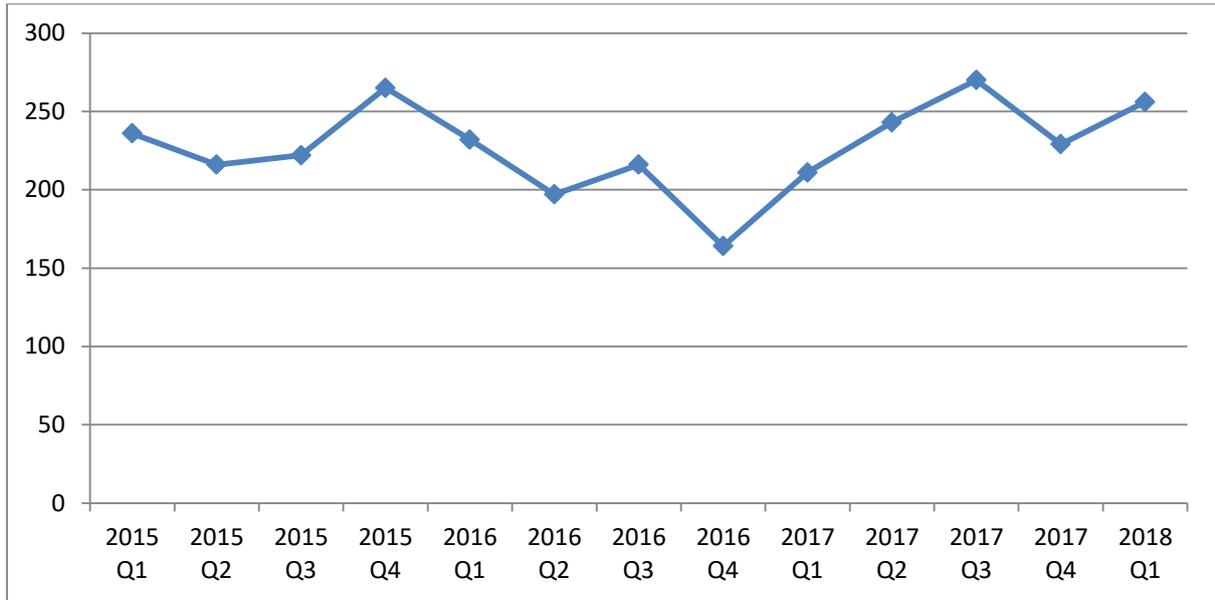


Chart - Number of phase one permanent registrations all works

The number of phase one permanent registrations in the reporting period is overall showing an upward trend, the average percentage of works completed on phase one is around 50%.

6 Authority Measures

These measures reflect the business case and objectives put forward in the scheme submission documentation.

The following are some measures that an authority may choose to include in their report, other measures can be added as deemed appropriate.

6.1 AM 1 - Permit compliance inspections

Quarter	NON-COMPLIANT	COMPLIANT	Grand Total	%age failed
2015 Q1	30	14	44	68.18
2015 Q2	17	22	39	43.59
2015 Q3	25	16	41	60.98
2015 Q4	28	13	41	68.29
2016 Q1	10	16	26	38.46
2016 Q2	18	11	29	62.07
2016 Q3	23	15	38	60.53
2016 Q4	21	22	43	48.84
2017 Q1	13	16	29	44.83
2017 Q2	19	12	31	61.29
2017 Q3	26	20	46	56.52
2017 Q4	17	12	29	58.62
2018 Q1	23	13	36	63.89
Grand Total	270	202	472	57.20

Table – Percentage of failed permit compliance inspections

Whilst this figure is unacceptably high, the main reason for the non-compliances is still non-display of the permit reference number. We discuss these figures quarterly at performance meetings and it is disappointing to see the number of sites still not displaying the correct permit reference number.

6.2 AM 2 - FPNs

This report shows the number of FPNs given by Barnsley MBC on permit streets.

Quarter	Grand Total
2015 Q1	117
2015 Q2	59
2015 Q3	69
2015 Q4	81
2016 Q1	55
2016 Q2	107
2016 Q3	45
2016 Q4	68
2017 Q1	42
2017 Q2	77
2017 Q3	71
2017 Q4	24
2018 Q1	53
Grand Total	868

Table – Number of FPNs given broken down by quarter

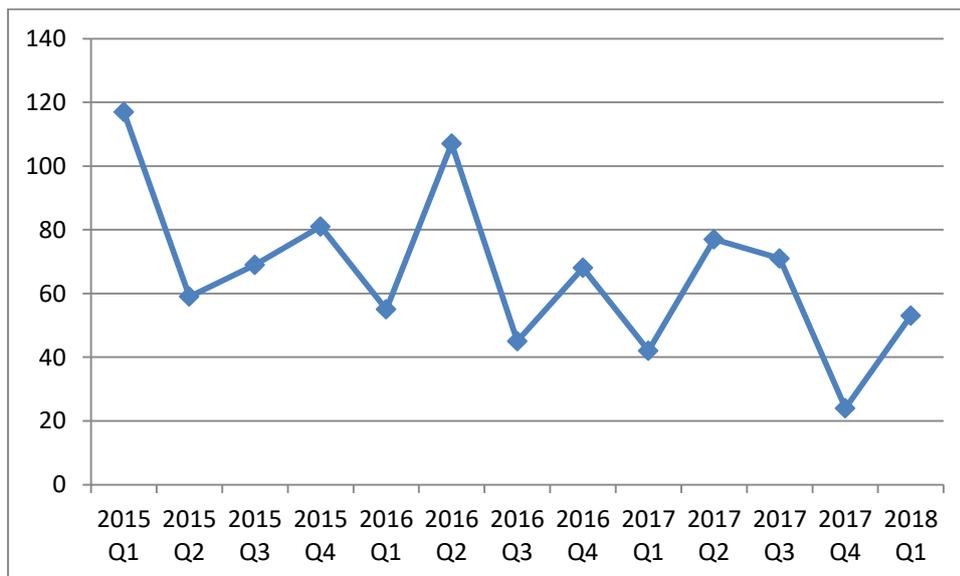


Chart – Number of FPNs given broken down by quarter

The number of FPNs given is showing a downward trend, this shows a general improvement in permit data and timing of actual starts, works stops and registrations, which in turn gives better information to road users.

6.3 AM 3 - Minimising delay and disruption

Included in this measure is the data previously reported as KSM1, it shows the average duration of works on permit streets excluding any works with a duration over 50 days.

Quarter	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Grand Total
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
2015-16 Q3	4.12	2.83	29.71	2.40	6.05	6.54
2015-16 Q4	3.17	3.92	14.41	2.07	6.50	4.12
2016-17 Q1	8.65	3.18	13.27	2.04	8.21	4.23
2016-17 Q2	6.90	3.20	11.29	1.84	9.19	3.94
2016-17 Q3	4.43	3.09	10.68	2.02	7.86	3.96
2016-17 Q4	4.54	3.38	14.11	2.08	6.67	3.81
2017-18 Q1	3.94	3.76	13.24	2.37	6.32	4.27
2017-18 Q2	4.53	3.72	17.14	2.40	9.00	3.95
2017-18 Q3	2.53	3.19	14.02	2.32	5.79	3.86
2017-18 Q4	6.08	3.80	13.65	1.97	7.38	4.10
2018-19 Q1	4.96	3.80	13.62	2.07	8.98	4.45
Grand Total	5.05	3.60	15.70	2.25	7.73	4.63

Table – Average duration of works by works type (discounting works over 50 days)

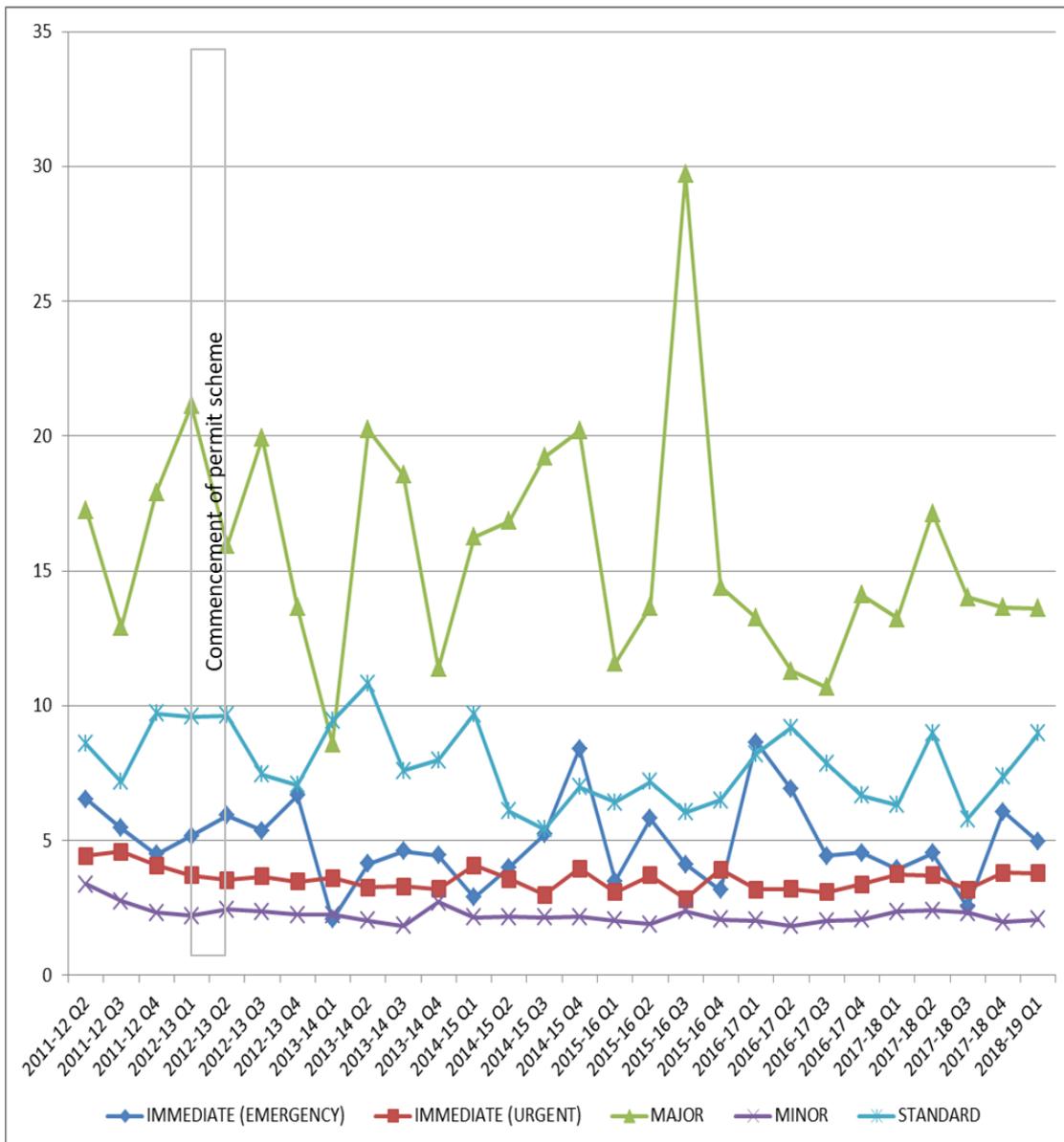


Chart - Average duration of works by works type (discounting works over 50 days)

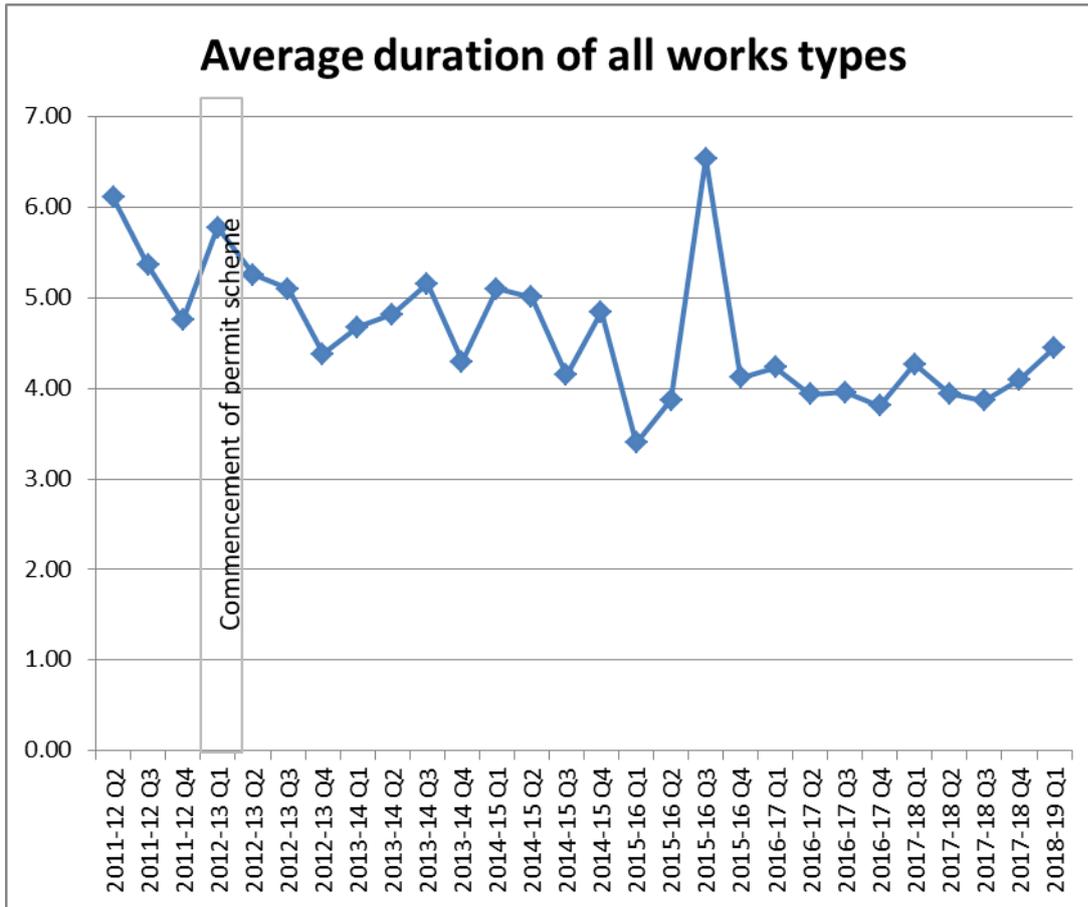


Chart – Average duration of all works types (Discounting works over 50 days)

The average duration overall is consistently around 4 days, with the average for this reporting period being 4.19 days. The average duration has fallen significantly since the commencement of the permit scheme and is consistently around this mark.

6.4 AM 4 - Number of collaborative works

Quarter	Number of collaborative works
2015 Q1	7
2015 Q2	9
2015 Q3	6
2015 Q4	6
2016 Q1	4
2016 Q2	8
2016 Q3	0
2016 Q4	4
2017 Q1	7
2017 Q2	24
2017 Q3	12
2017 Q4	25
2018 Q1	15

Table – Number of collaborative works

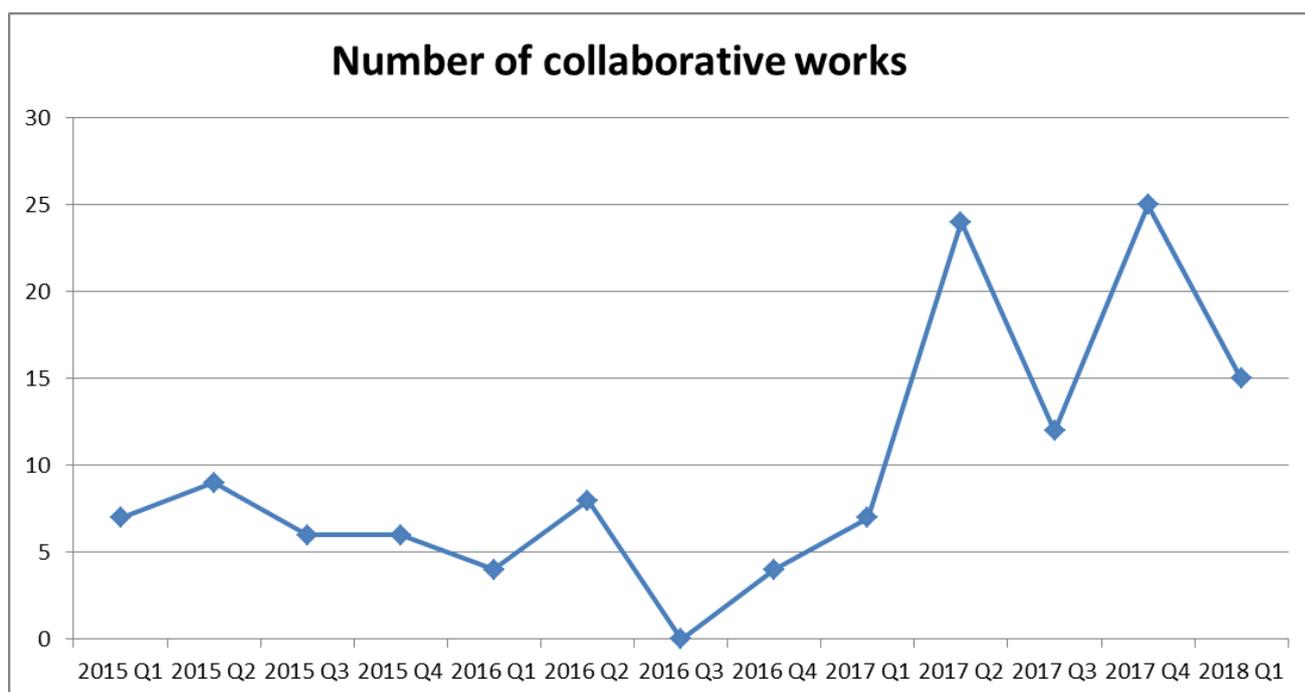


Chart – Number of collaborative works

This report shows that whilst the numbers are quite small, significant efforts are being made in encouraging collaborative working in the Barnsley area.

6.5 AM 5 - Accuracy of start date

The number of permits commencing on their proposed start date, shown as a percentage of all works.

Due to IT problems, we have previously been unable to provide this data, however after a system upgrade we are now able to report this data.

Quarter	Match	Don't Match	Total	%age match
2011 Q1	431	185	616	69.97
2011 Q2	504	197	701	71.90
2011 Q3	484	86	570	84.91
2011 Q4	528	73	601	87.85
2012 Q1	328	56	384	85.42
2012 Q2	322	20	342	94.15
2012 Q3	327	19	346	94.51
2012 Q4	408	12	420	97.14
2013 Q1	416	14	430	96.74
2013 Q2	303	14	317	95.58
2013 Q3	372	24	396	93.94
2013 Q4	382	32	414	92.27
2014 Q1	310	19	329	94.22

2014 Q2	374	26	400	93.50
2014 Q3	482	39	521	92.51
2014 Q4	493	27	520	94.81
2015 Q1	461	22	483	95.45
2015 Q2	371	12	383	96.87
2015 Q3	378	12	390	96.92
2015 Q4	457	24	481	95.01
2016 Q1	372	13	385	96.62
2016 Q2	364	21	385	94.55
2016 Q3	371	22	393	94.40
2016 Q4	469	28	497	94.37
2017 Q1	378	20	398	94.97
2017 Q2	430	23	453	94.92
2017 Q3	464	14	478	97.07
2017 Q4	448	20	468	95.73
2018 Q1	479	23	502	95.42

Table – Accuracy of actual start date shown by quarter

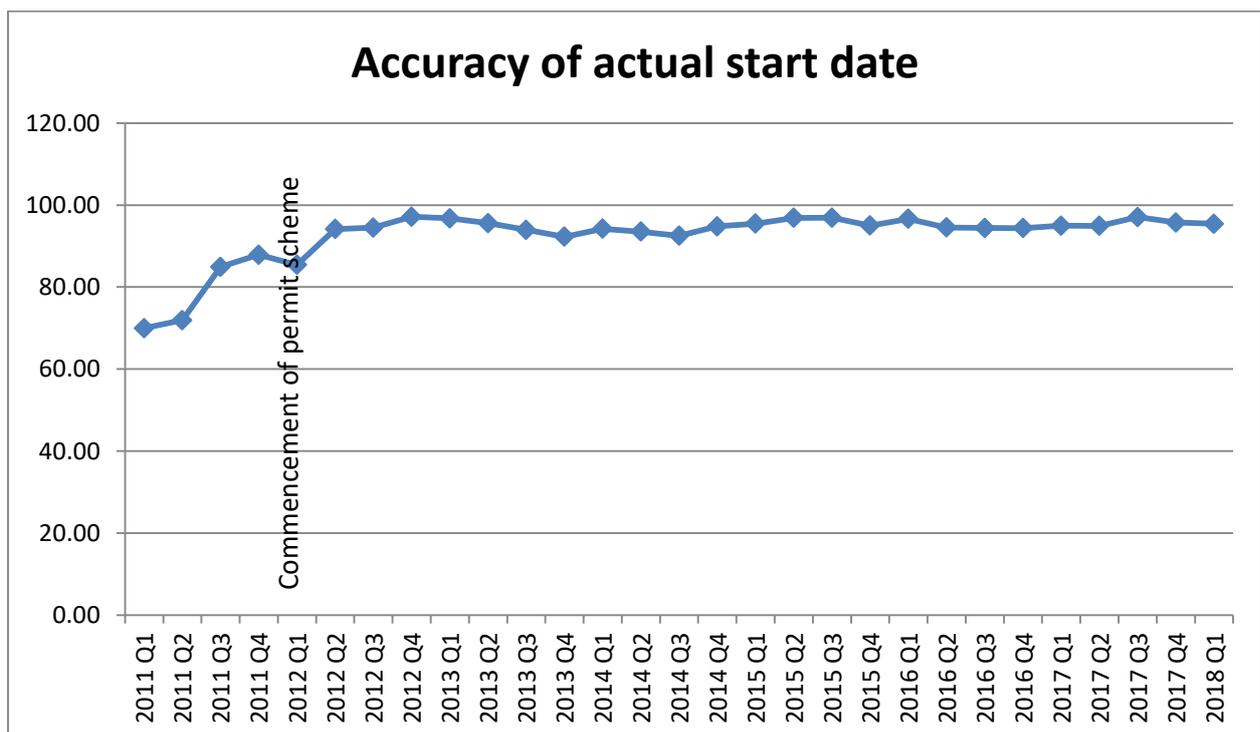


Chart – Accuracy of actual start date shown by quarter

The accuracy of the actual start date is consistently around 95% or above in the reporting period. This helps to support the information regarding better information for road users. This assists the public in making more informed journey choices by using roadworks.org.

7 Conclusion

The Yorkshire Common Permit Scheme (Barnsley) has achieved all the objectives of the scheme during the reporting period. The key objective is to minimise delay and disruption for road users.

The data provided in this report supports this objective by maintaining the reduced durations of works taking place on the highway, an increased number of collaborative working and achieving 95% of works commencing on their planned start date consistently.

Early discussions with all works promoters has shown parity and such meetings have helped permit applications to be granted first time with careful consideration being given to traffic management, timing and location of works.

There is a general increase in the number of permit applications which can be explained by the increase in immediate activity by Yorkshire Water and the commencement of the Fibre to the premises project by Virgin Media in the Hoyland area of Barnsley.

Increased use of Roadworks.org has assisted us assess the impact of works with significant traffic management and authority variations are often imposed to improve the smooth running of the network.

8 Recommendations and Goals from 2014-2015 Annual Report

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

It was recommended that:

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. It was agreed that the Strategic Board would be incorporated in to the Yorkshire and Humberside Traffic Managers Group. Yorkshire Permits Operational Group has been incorporated in to YHAUC.

2. The governance arrangements 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, no other authorities have joined the scheme, Barnsley MBC are currently in the process of amending their scheme to all streets.

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: A representative for YJAG continues to attend the HAUC England Permit Forum and cascades information to all authorities within the Yorkshire region.

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: Authorities and works promoters within Yorkshire continue to work together through YHAUC to continue to deliver the scheme.

Goals over the next year were to:

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

Update: This evaluation report has been prepared with the reporting requirements of the Amendment Regulations and HAUC England Advice Note, Report Template for the Evaluation of Permit Schemes.

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

Update: Following HAUC (England) Advice Note on the Operation of Permit Schemes (inc. Permit Condition Text) training was delivered by YHAUC to all authorities and statutory undertakers within the Yorkshire region.

3. 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.

Update: Barnsley MBC has worked hard to reduce the number of permit refusals and modifications this has been done through regular performance meetings with work promoters.

9 Recommendations and Goals

9.1 Recommendations

Barnsley Council will:

- continue to work closely with all works promoters to prove parity and co-ordinate medium term and long term activities
- continue to adhere to national guidance and advice regarding the operation of permit schemes
- strive to increase the number of collaborative works in the Barnsley area
- engage and support the role of the YJAG representative on the HAUC (England) Permit Forum

9.2 Goals

Barnsley Council will:

- actively engage with all works promoters to ensure the continued effective operation of the Yorkshire Common Permit Scheme (Barnsley).
- continue our vision to move to an all street permitting scheme, thus transferring the benefits already realised as part of this permit scheme onto the whole of the Barnsley network
- develop the use of the performance measures to demonstrate further benefits
- Seek to address the number of permit non-compliant inspections by working closely with all works promoters

10 Glossary

AM	Authority measure
KPI	Key Performance Indicator
IT	Information Technology
KSM	Key Success Measure
PAA	Provisional Advance Authorisation
PI	Performance Indicator
TMA	Traffic Management Act 2004
TPI	TMA Performance Indicator
UTC	Urban Traffic Control