



Doncaster
Council

Report

Permit Scheme Evaluation April 2019 to December 2020



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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. Three further authorities, Bradford, Calderdale, and Wakefield (Tranche 2) commenced operation of the scheme on 31st March 2015. The scheme focused attention on the strategically sensitive highway networks with the New Roads & Street Works Act noticing rules apply on the rest of the highway network.

The Doncaster Permit Scheme (DPS), operating under the powers of the Traffic Management Act 2004 (TMA), was introduced to help the Permit Authority to better manage activities on their highway network, as well as minimising disruption caused by utility company street works and the Councils own highway works.

In December 2018 Doncaster Council extended the number of streets included in its permit scheme to include type 3 and 4 streets. Although this change will result in Doncaster being the only highway authority member of the Yorkshire Common Permit Scheme that operates an “all streets scheme” the mechanisms throughout the life cycle of the permit application have remained the same to ensure regional consistency is continued.

This report covers the period April 2019 to December 2020 and evaluates the progress of the revised permit scheme in meeting both the stated objectives and parity of treatment of both works for road purposes and utility street works. In both respects the scheme is already demonstrating successful outcomes.

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. A total of 3258 permit applications have been received for highway authority works and 21860 for utility promoters. This equates to a split of 12.83% highway authority and 87.17% utility promoters, with Doncaster Councils refusal rate at 1.84% and Utility refusals rate at 5.5%.

2. Introduction

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

This report covers a 21-month window of time from 1st April 2019 and up to the 31st December 2020. Subsequently, this evaluation covers the seven quarters Q1 2019-20, Q2 2019-20, Q3 2019-20, Q4 2019-20, Q1 2020-21, Q2 2020-21, and Q3 2020-21 (the reporting period) and has been done as such to bring the reporting periods back into line.

The previous evaluation covered a 9-month window of time between 1st July 2018 and 31st March 2019 prior to the Doncaster Permit Scheme (DPS) coming into force which requires all streets to have a permit rather than just category 1 and 2 roads, and those which are traffic sensitive.

3. Objectives of the Yorkshire Common Permit Scheme for Doncaster Council

The objectives of the Permit Scheme for Doncaster Council are set out in a ‘Supplementary Information’ document which can be found on the Council’s website.

The objectives 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;
- 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;
- To help improve public transport efficiencies;
- To reduce the disruption caused by street and road works and to improve journey time reliability;
- To encourage works promoters to develop innovative working practices to reduce the time and road space their works require so that the disruption the cause is reduced to a minimum.

4. 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;

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

The Doncaster Borough Council (DBC) permit fees and the Department for Transport (DfT) maximum allowable permit fee levels are set out in Table 4.1 below:

	DBC Permit Fee	DfT Maximum Allowable Fee
Provisional Advance Authorisation	£91	£105
Major works (over 10 days) and all works requiring a traffic regulation order.	£211	£240
Major works (4 to 10 days)	£109	£130
Major works (up to 3 days)	£64	£65
Standard activity permit	£109	£130
Minor activity permit	£64	£65
Immediate activity permit	£59	£60

Table 4.1

5. Cost and Benefits

Based upon this first evaluation of the DPS, Doncaster Council does not propose an increase nor a reduction its level of permit fees.

The evaluation of the scheme shows relatively stable income over expenditure and the fee levels remain fit for purpose.

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that permit authorities shall also give consideration to whether the permit schemes are meeting key performance indicators set out in associated guidance. This report contains performance indicators and authority measures to which Doncaster Council has provided data to evidence that the authority is meeting key performance indicators and the objectives as set out in the YCPS.

6. Evaluation of the Scheme

The Statutory Guidance for Highway Authority Permit Schemes October 2015 requires that authorities evaluate their permit schemes every 12 months of operation for the first 3 years of operation and then every 3 years thereafter.

As this report is the first evaluation of Permit Scheme operation for all Streets within the Doncaster Council area, the report covers a 21-month window of time from 1st April 2019 to 31st December 2020 following the commencement of The Doncaster Permit Scheme (DPS) in April 2019. 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.

This evaluation report includes details of scheme-specific performance indicators (PI's), HAUC England KPIs, and additional authority measures (AMs) that reflect the business case and objectives put forward in the scheme submission documentation.

6.1 Scheme Specific Performance Indicators

- PI 1 The number of permit and permit variation applications received, the number of 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;
- PI 4 The number of Early Start Agreements;
- PI 5 The number of Approved Revised Durations.

6.2 HAUC (England) Key Performance Indicators

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

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

6.3 Authority Measures

- AM 1 Average Duration of Works by Permit Type;
- AM 2 Permit Compliance Inspections;
- AM 3 Days of Disruption Saved / Number of Collaborative Works;
- AM 4 Response Code – Broken Down by Promoter;
- AM 5 FPNs (Permit Breaches);
- AM 6 Permit Conditions.

7. Performance Indicators

7.1 PI 1 The Number of Permit and Permit Variation Applications

This performance indicator provides:

- The total number of permits and permit variation applications received;
- The number of applications granted as a percentage of the total applications made;
- The number of applications refused as a percentage of the total applications made.

Table 7.1 below shows a breakdown of permit applications received from works promoters along with the number granted and refused for the reporting period 1st April 2019 to 31st December 2020 (Q2 2019-20 to Q3 2019-20). It demonstrates that each works promoter's permit applications are treated on an individual basis and assessed on the quality of information provided. Each works promoter approaches the permitting of works differently which can be demonstrated by the variance in the percentage of applications that are granted or refused.

Note: SU's with an application rate of less than two applications per month, averaged over the reporting period have been omitted from the report.

Works Promoter	Permits Granted	Variations Granted	Total Granted	% Granted	Number Refused	% Refused	Total
BT	3354	1395	4749	95.51%	223	4.49%	4972
Cadent Gas Limited	1338	770	2108	90.47%	222	9.53%	2330
CityFibre	517	193	710	84.12%	134	15.88%	844
DONCASTER	2261	937	3198	98.16%	60	1.84%	3258
Fulcrum Pipelines Limited	15	28	43	76.79%	13	23.21%	56
GTC	23	51	74	86.05%	12	13.95%	86
NETWORK RAIL -PROMOTERS NATIONAL	837	78	915	98.18%	17	1.82%	932
Northern Gas Networks	89	58	147	84.00%	28	16.00%	175
Northern Powergrid (Yorkshire) plc	2025	812	2837	96.27%	110	3.73%	2947
SEVERN TRENT WATER LTD.	157	64	221	90.20%	24	9.80%	245
South Yorkshire PTE	120	40	160	91.43%	15	8.57%	175

Telefonica (O2 (UK) Limited)	43	13	56	93.33%	4	6.67%	60
T-Mobile (UK) Limited	37	19	56	90.32%	6	9.68%	62
VIRGIN MEDIA	2250	833	3083	92.92%	235	7.08%	3318
Yorkshire Water	4412	1341	5753	97.05%	175	2.95%	5928
Total	17478	6632	24110	94.97%	1278	5.03%	25388

Table 7.1

Chart 7.1 below shows graphically the proportion of granted provisional advance authorisations, permits applications, and permit variations, along with the permit applications refused and the permit modification requests per works promoter for the reporting period

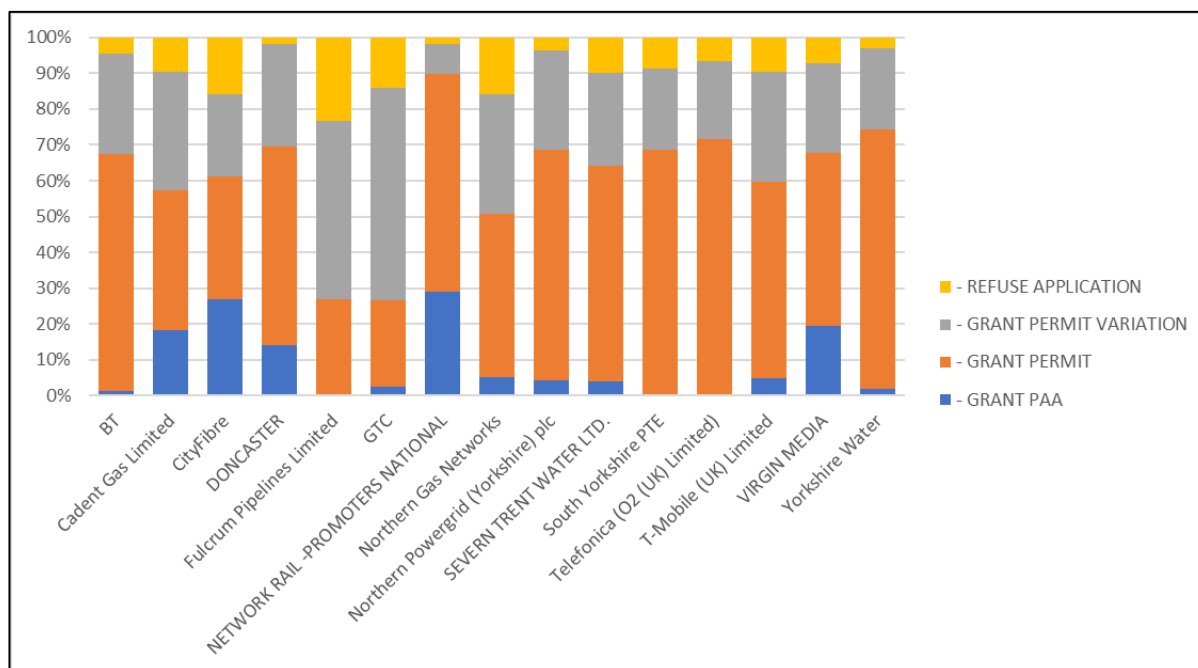


Chart 7.1

7.2 PI 2 and PI 3 The Number of Permit Applications Granted and the Number of Permit Applications Refused

The number of permit applications/variations granted and permit applications/variations refused as a percentage of the total applications made is shown in Table 7.2 below. The information shows the number of permits granted and refused for works promoted by Doncaster Council compared to the number of permits granted and refused for Utility works promoters.

	Highway Authority		Utilities	
	Number	Percentage	Number	Percentage
Permits /Variations Granted	3198	98.16%	20912	94.50%
Permits / Variations Refused	60	1.84%	1218	5.50%
Totals	3258	12.83%	22130	87.17%

Table 7.2

7.3 PI 4 The number of Early Start Agreements

Table 7.3 below shows the number and percentage of early start agreements split between Doncaster Council and Utility works promoters. The information shows the number of permits with granted early start agreements for works promoted by Doncaster Council compared to the number of early start agreements granted for Utility works promoters.

	Highway Authority	Utilities
Number of Early Start Agreements	766	3471
Number of Permits Granted	3198	20912
Percentage of Approved Early Start Agreements	23.95%	16.60%

Table 7.3

7.4 PI 5 The number of Approved Revised Durations

Table 7.4 below shows the number and percentage of approved revised durations split between Doncaster Council and Utility works promoters. In comparison with the previous evaluation, the percentage number of revised duration approvals has decreased by almost half.

Highway Authority approved revised durations have decreased from 10.4% in the previous report to 6.10%, a decrease of 4.3% with Utility works decreasing from 9.19% to 4.82%, a reduction of 4.37%.

This may be down to continued working with utility promoters when planning works to agree realistic timescales for the works.

	Highway Authority	Utilities
Number of Approved Revised Durations	195	1007
Number of Permits Granted	3198	20912
Percentage of Approved Revised Durations	6.10%	4.82%

Table 7.4

8. HAUC England KPI Measures

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

8.1 TPI 1 Works Phases Started (Base Data)

Table 8.1 below provides the number of works phases started across all works categories.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2019-20 Q1	884	271	226	739	70	2190
2019-20 Q2	1044	288	295	800	63	2490
2019-20 Q3	906	183	206	801	95	2191
2019-20 Q4	1087	258	437	728	67	2577
2020-21 Q1	1022	141	417	540	78	2198
2020-21 Q2	1304	281	449	698	70	2802
2020-21 Q3	1363	218	379	691	90	2741
Total	7610	1640	2409	4997	533	17189

Table 8.1

Charts 8.1.1 and 8.1.2 show graphically that the number of total works phases started on Doncaster’s Highway Network fluctuates significantly during this evaluation period, with higher volumes of works commencing Q1 2020/21. The Covid epidemic and subsequent lockdowns had a major impact as the highway network had considerably less traffic due to the restrictions, Utility companies used this to their advantage, completing works with significantly less impact to the travelling public. Roads that would ordinarily have strict restrictions with regards to working hours were able to be worked on throughout the day.

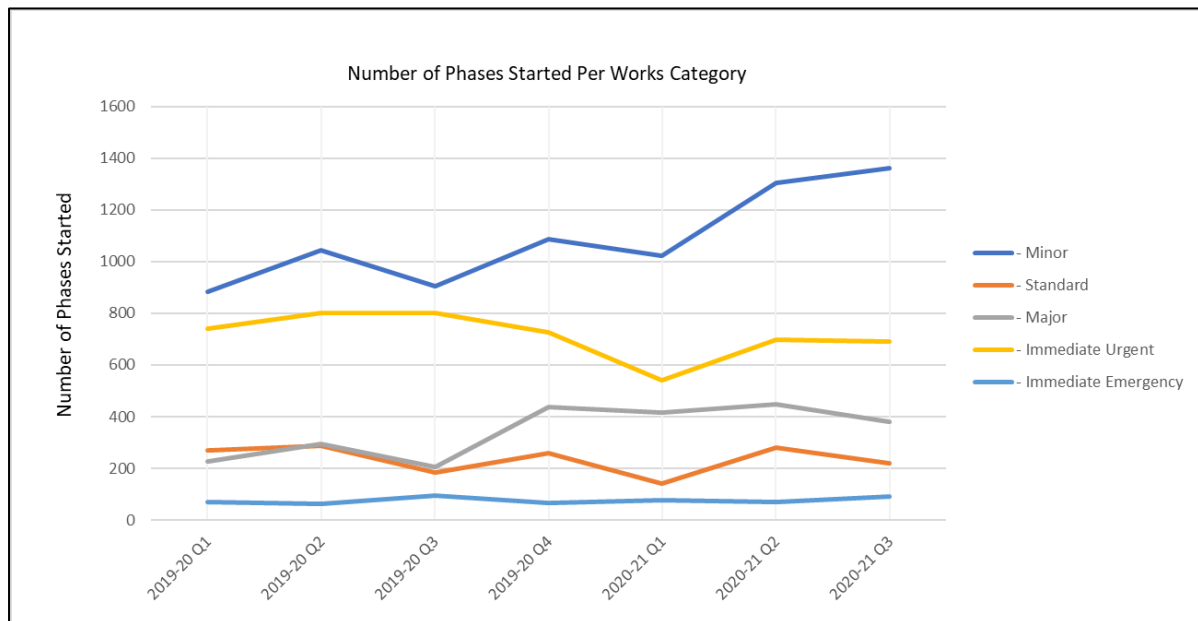


Chart 8.1.1

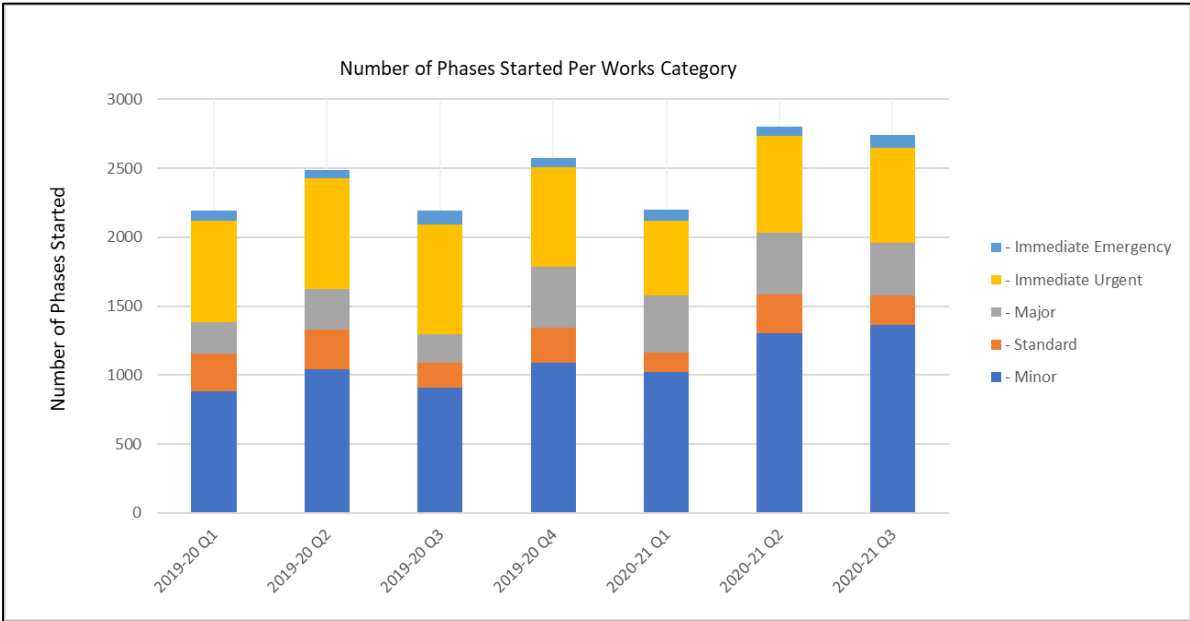


Chart 8.1.2

8.2 TPI 2 Works Phases Completed (Base Data)

Table 8.2 and Charts 8.2.1, and 8.2.2 demonstrate the same trend as the number of phases started as shown above. The figures show a small increase in numbers in the phases completed compared with figures for phases started.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2019-20 Q1	878	271	236	742	71	2198
2019-20 Q2	1045	297	313	790	63	2508
2019-20 Q3	918	199	239	812	93	2261
2019-20 Q4	1086	257	406	726	69	2544
2020-21 Q1	1022	123	390	545	80	2160
2020-21 Q2	1303	282	448	687	67	2787
2020-21 Q3	1380	238	433	696	89	2836
Total	7632	1667	2465	4998	532	17294

Table 8.2

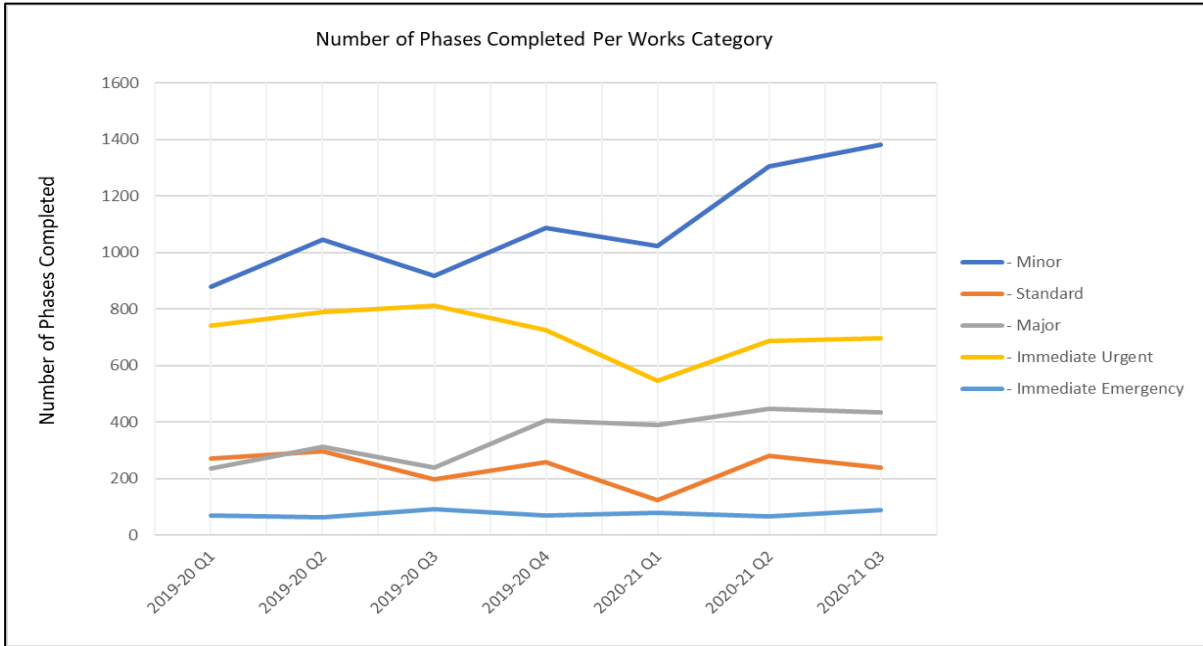


Chart 8.2.1

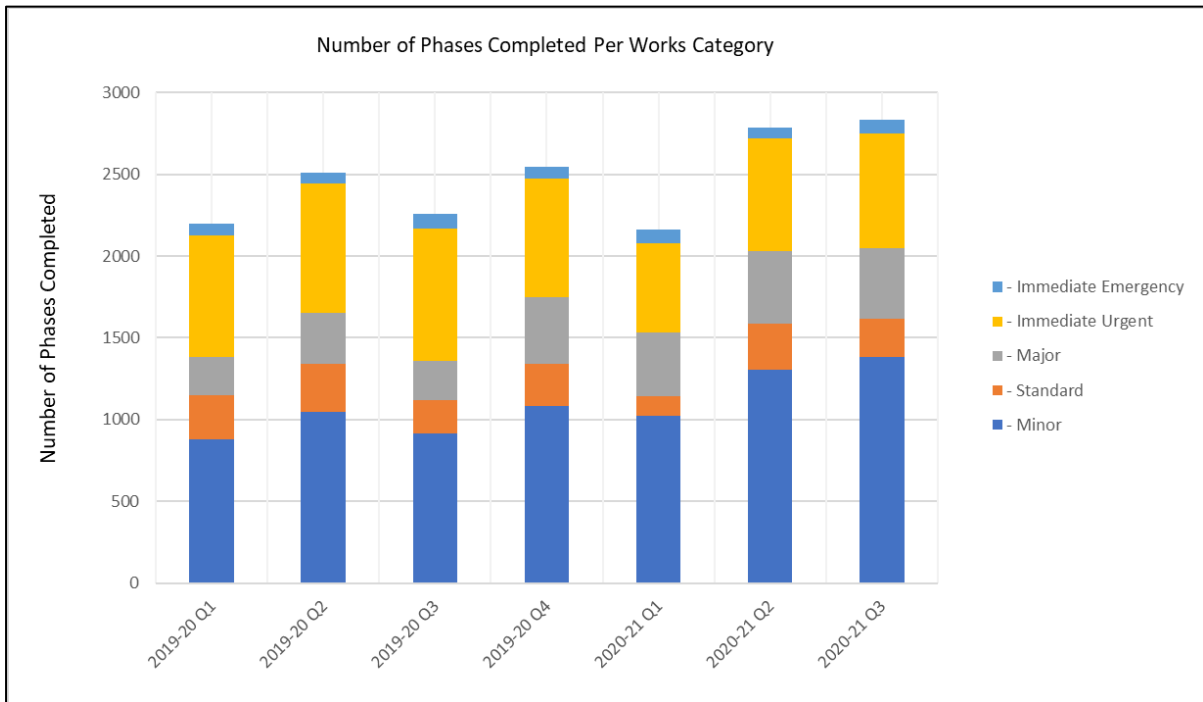


Chart 8.2.2

8.3 TPI 3 Days of Occupancy Phases Completed

Table 8.3 and Charts 8.3.1, and 8.3.2 below indicate that the total number of days of occupancy has fluctuated through this reporting period with significantly higher volumes of all works but especially planned major works whilst the lockdowns due to Covid were ongoing. This is as expected, traffic was

at an extremely low level as people remained at home and works on type 1 and 2 carriageways could be carried out during the working day.

(Note – durations of 0 and over 50 have been removed, assumed spurious data)

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2019-20 Q1	1873	2638	3505	2729	294	11039
2019-20 Q2	2167	2110	4871	2924	231	12303
2019-20 Q3	1939	1354	2813	3192	359	9657
2019-20 Q4	2587	1680	4524	2682	264	11737
2020-21 Q1	2351	1059	4964	1963	310	10647
2020-21 Q2	2615	1866	5003	2231	173	11888
2020-21 Q3	2574	1883	4619	2351	315	11742
Total	16106	12590	30299	18072	1946	79013

Table 8.3

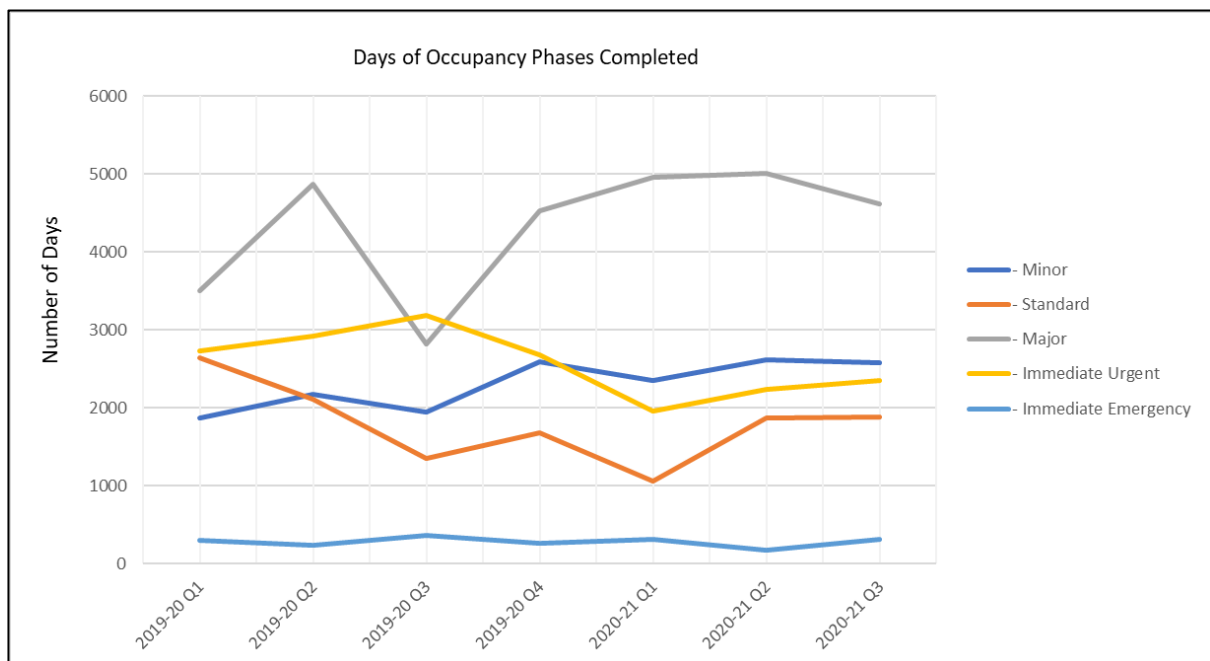


Chart 8.3.1

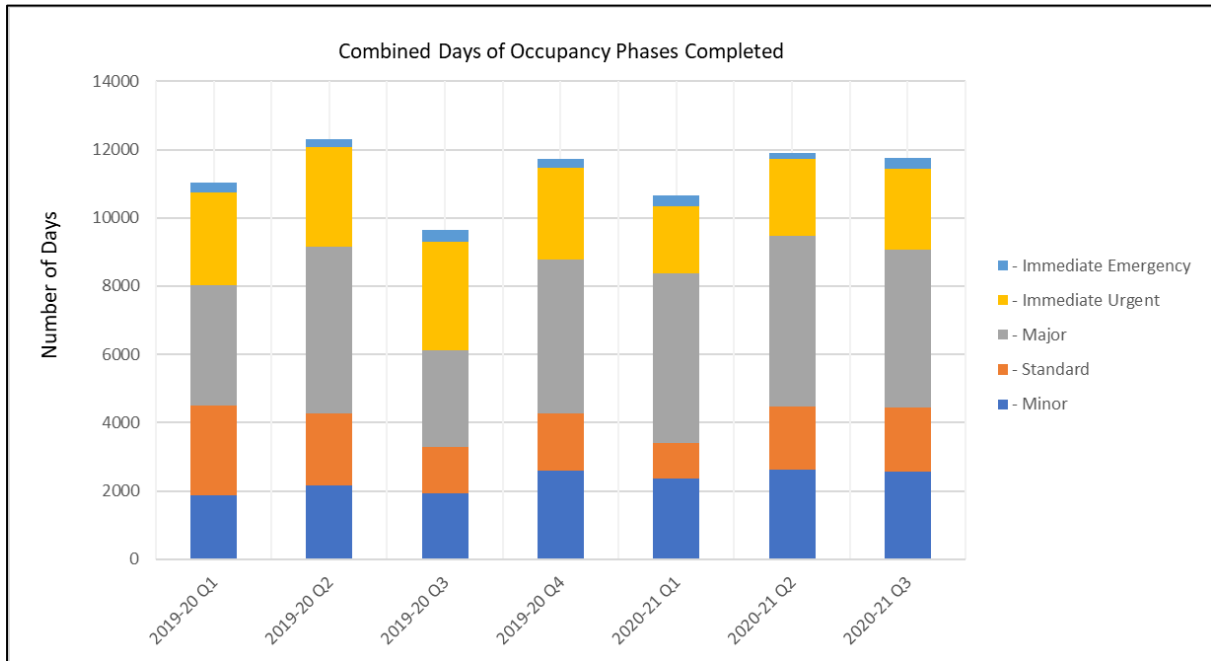


Chart 8.3.2

8.4 TPI 4 Average Duration of Completed Works Phases

Table 8.4 and Charts 8.4.1, and 8.4.2 indicate that the average duration of all works types has remained consistent

Overall, 17294 completed works phases have occupied the highway for 79013 days during the monitoring period; an overall average of 4.56 days. The number of works completed is significantly higher than in previous reports, as this is the first evaluation where all Doncaster streets are included, not just type 1 and 2 and traffic sensitive streets.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Overall Average
2019-20 Q1	2.05	9.52	15.09	3.70	4.10	6.89
2019-20 Q2	2.12	7.40	15.30	3.69	3.67	6.44
2019-20 Q3	2.12	6.98	13.16	3.90	3.71	5.97
2019-20 Q4	2.37	6.45	10.26	3.73	3.81	5.32
2020-21 Q1	2.26	7.59	11.52	3.60	4.16	5.83
2020-21 Q2	2.00	6.70	10.75	3.22	2.57	5.05
2020-21 Q3	1.88	8.41	11.38	3.39	3.51	5.72

Table 8.4

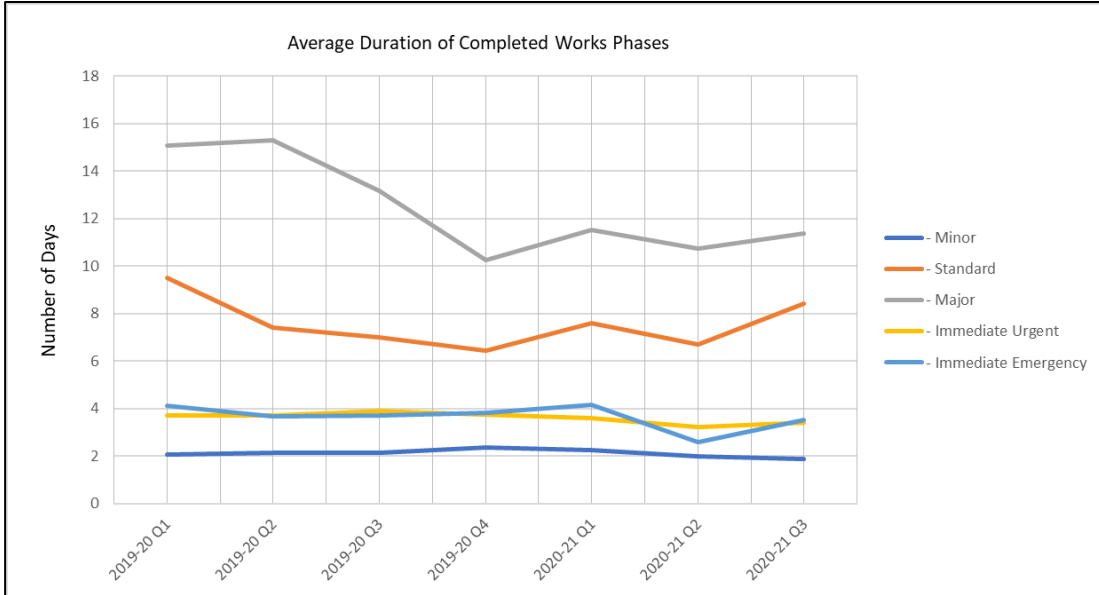


Chart 8.4.1

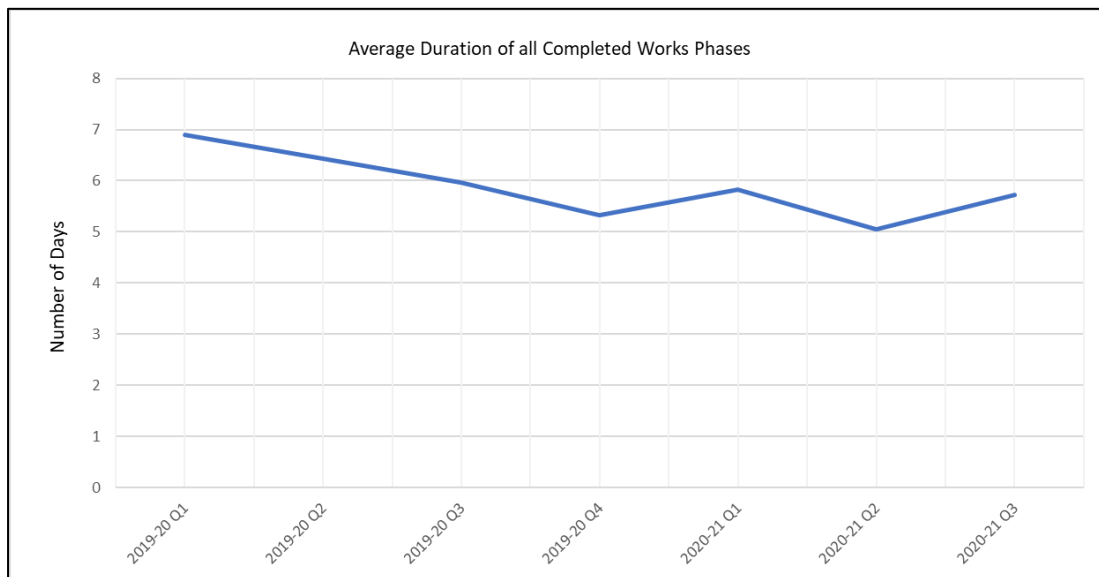


Chart 8.4.2

8.5 TPI 5 Works Phases Completed After the Reasonable Period

Table 8.5 and Chart 8.5 indicate that the total number of works phases completed after the reasonable period has remained low, at 1.3% of all works phases completed, the previous evaluation demonstrated 1.4% with this low level being maintained through this evaluation period.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2019-20 Q1	7	23	6	0	1	37
2019-20 Q2	6	11	10	5	0	32
2019-20 Q3	4	4	18	9	2	37
2019-20 Q4	9	10	8	10	0	37
2020-21 Q1	5	1	4	0	0	10
2020-21 Q2	9	11	4	14	0	38
2020-21 Q3	9	8	10	8	0	35
Total	49	68	60	46	3	226

Table 8.5

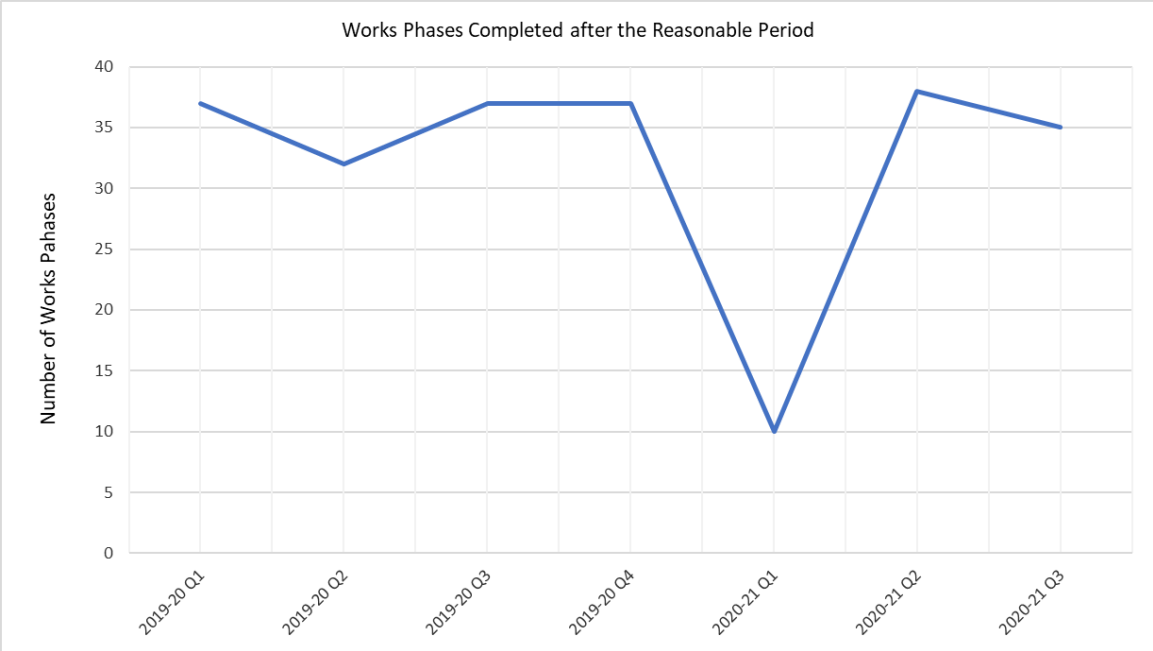


Chart 8.5

8.6 TPI 6 Number of Deemed Permit Applications

Table 8.6 provides the number of deemed permits within the reporting period, which is low. As shown in the table below, the figures increased when Doncaster Council moved to permit all streets, however the percentage of deemed applications remains low at 1.33%. Doncaster Council has a robust procedure for ensuring all permits are processed within prescribed timescales. The primary reason for deemed permits is unplanned system outages.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2019-20 Q1	1	1	1	6	2	11
2019-20 Q2	8	1	3	3	0	15
2019-20 Q3	1	3	0	3	1	8
2019-20 Q4	1	0	1	2	0	4
2020-21 Q1	2	0	0	1	0	3
2020-21 Q2	58	13	48	84	4	207
2020-21 Q3	42	0	30	17	1	90
Total	113	18	83	116	8	338

Table 8.6

8.7 TPI 7 Number of Phase One Permanent Registrations

Table 8.7 and Chart 8.7.2 demonstrate that the total number of phase one permanent registrations have remained consistent over the reporting period. Approximately 41.52 % (10541 out of 25388) of all works taking place on Doncaster’s permit street network having a phase one permanent registration which is a 5% increase from the previous evaluation.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2019-20 Q1	406	147	122	603	32	1310
2019-20 Q2	470	135	150	655	29	1439
2019-20 Q3	373	90	123	688	59	1333
2019-20 Q4	585	102	223	598	37	1545
2020-21 Q1	524	72	210	449	47	1302
2020-21 Q2	750	102	272	585	38	1747
2020-21 Q3	853	85	267	591	69	1865
Total	3961	733	1367	4169	311	10541

Table 8.7

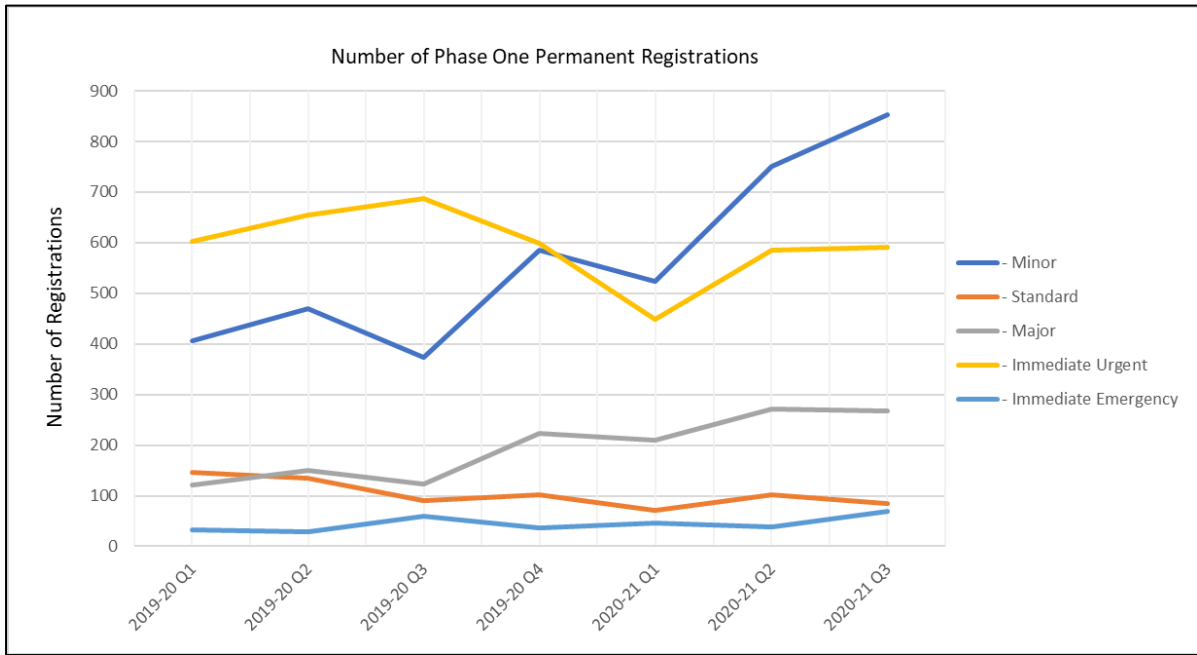


Chart 8.7.1

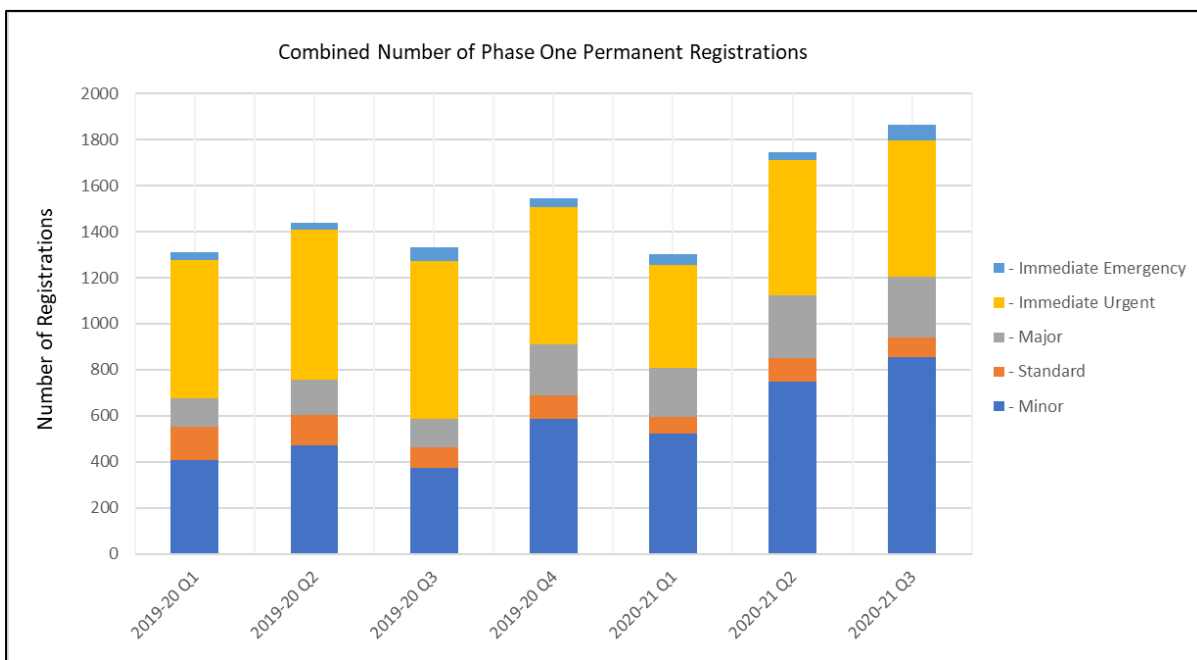


Chart 8.7.2

9. Authority Measures

These measures reflect the business case objectives specified in the Permit Scheme submission documentation. The following are the complementary measures Doncaster Council has used to reflect the performance of the scheme.

9.1 AM 1 Average Duration of Works by Permit Type

This measure was introduced from the commencement of the Permit Scheme and shows how the Permit Scheme has performed in minimising delay and reducing disruption to road users as a result of street and road works activity. A practical measure of occupancy has been used whereby the average duration of all works has been calculated from the data contained in the street works register. The report has been produced based on average durations on permit streets. Any works durations over 50 days have been excluded from the report to avoid any long running works skewing the data.

Table 9.1 below provides the average durations of works, by works category.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Overall Average
2019-20 Q1	2.06	9.59	14.12	3.70	4.22	6.74
2019-20 Q2	2.14	7.44	15.12	3.72	3.63	6.41
2019-20 Q3	2.12	6.92	13.34	3.92	3.78	6.01
2019-20 Q4	2.37	6.48	10.30	3.78	3.80	5.35
2020-21 Q1	2.28	7.60	11.40	3.59	4.09	5.79
2020-21 Q2	2.01	6.54	10.66	3.23	2.59	5.00
2020-21 Q3	1.87	8.05	11.04	3.41	3.51	5.57

Table 9.1

The average duration of all works types has reduced since the beginning of the monitoring period. 17197 works, where their durations have not exceeded 50 days, have been undertaken; the overall average duration of 4.46 days per works has been evaluated along with 76651 days of highway occupation.

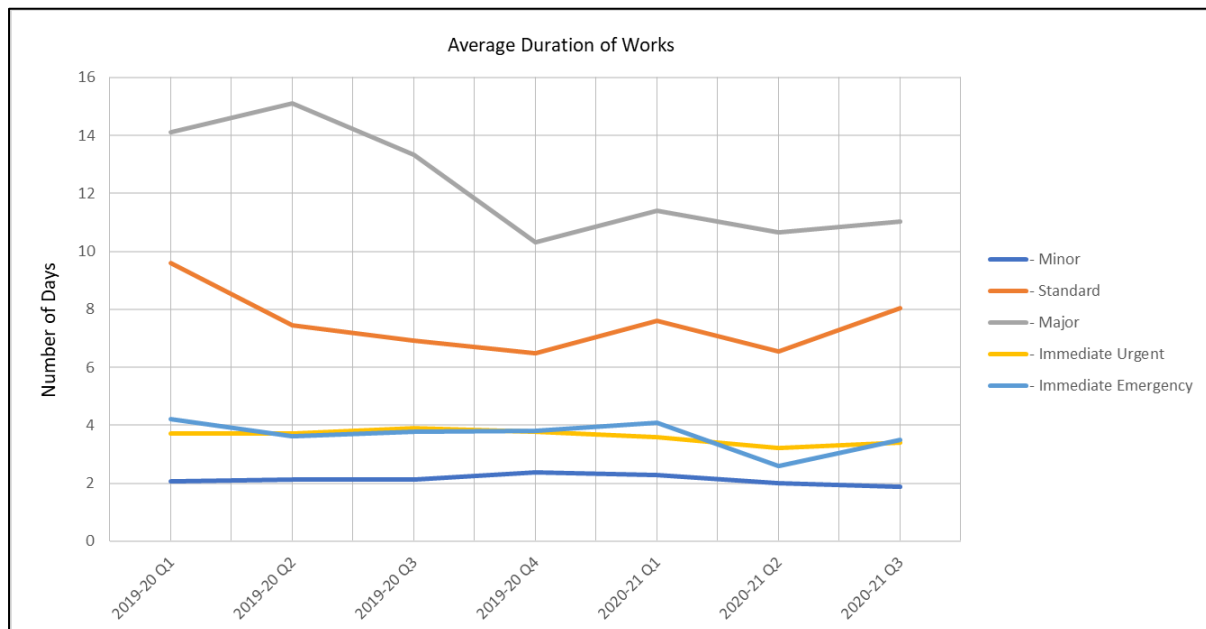


Chart 9.1

9.2 AM 2 Inspections

This measure is the number of failed permit compliance inspections (where one or more permit conditions have been breached).

This measure cannot be reported for this evaluation period.

9.3 AM 3 Days of Disruption Saved / Number of Collaborative Works

This measure is the number of days of disruption saved through the promotion of collaborative working. The authority data of the number of collaborative works, per works type, and the number of days saved as a result of these collaborative works on the authority road network.

The authority data for the number of collaborative works is shown in Table 9.3.1 below; the total duration of these works saved is provided in Table 9.3.2.

Quarter	MINOR	STANDARD	MAJOR	IMMEDIATE (URGENT)	IMMEDIATE (EMERGENCY)	Total
2019-20 Q1	3	7	1		0	11
2019-20 Q2	4	1	2	2	0	9
2019-20 Q3	1	0	1	1	0	3
2019-20 Q4	4	1	0	2	0	7
2020-21 Q1	2	0	0	2	0	4
2020-21 Q2	3	0	2	0	0	5
2020-21 Q3	3	2	1	0	0	6
Total	20	11	7	7	0	45

Table 9.3.1

Quarter	MINOR	STANDARD	MAJOR	IMMEDIATE (URGENT)	IMMEDIATE (EMERGENCY)	Total
2019-20 Q1	3	44	15	0	0	62
2019-20 Q2	6	8	27	4	0	45
2019-20 Q3	1	0	17	2	0	20
2019-20 Q4	5	3	0	7	0	15
2020-21 Q1	6	0	0	5	0	11
2020-21 Q2	8	0	36	0	0	44
2020-21 Q3	4	11	40	0	0	55
Total	33	66	135	18	0	252

Table 9.3.2

It is estimated that 126 days of disruption have been avoided through collaborative working during the reporting period, equating to 6 days per month.

9.4 AM 4 Permit Application Refusals

Table 9.4 below provides for this measure, which is the number of permit application refusals broken down by response code.

489 permits or 40.2% permit applications have been refused where proposed works have conflicted with other activities taking place within the highway on the dates and the locations specified and where collaboration was not achievable. 86 permits or 7.1% permit applications have been refused where works promoters have provided conflicting information within their permit applications. 640 permits or 52.7 % permit applications have been refused due to a general absence of consent, including for example: unauthorised traffic management solutions and no early start agreements.

Organisation	Number of Permit Refusals																	
	RC10	RC11	RC12	RC20	RC21	RC22	RC23	RC30	RC31	RC32	RC33	RC40	RC41	RC42	RC43	RC44	RC50	Total
BT	3	1	12	4	0	10	10	22	128	1	0	49	11	18	11	3	52	335
Cadent Gas Limited	2	2	7	6	0	4	7	11	29	0	0	17	3	11	2	6	47	154
CityFibre	0	0	2	1	0	0	1	0	37	0	0	3	1	3	1	8	26	83
DONCASTER	1	0	0	0	0	0	0	3	33	0	0	2	0	0	0	1	3	43
Fulcrum Pipelines	1	0	0	0	0	3	1	0	5	0	0	0	0	0	0	0	0	10
GTC	0	0	0	0	0	0	0	0	6	0	0	1	0	0	0	0	0	7
NETWORK RAIL	0	0	3	1	0	0	0	0	0	0	0	1	0	0	0	0	0	5
Northern Gas Networks	0	0	1	2	0	0	4	0	1	0	0	4	5	0	0	1	4	22
Northern Powergrid	1	2	0	2	0	2	4	9	40	0	0	18	3	3	3	6	11	104
SEVERN TRENT WATER LTD.	0	0	1	0	0	1	0	1	4	1	0	4	1	0	0	12	4	29
South Yorkshire PTE	0	0	0	0	0	1	1	0	5	0	0	1	1	0	0	1	9	19
Telefonica (O2 (UK) Limited)	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	5
T-Mobile (UK) Limited	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	1	5
VIRGIN MEDIA	0	2	1	4	0	1	35	2	68	0	0	10	1	13	1	5	28	171
Yorkshire Water	7	1	7	6	0	6	23	5	75	1	1	26	2	1	9	14	39	223
Total	16	8	34	26	0	28	86	53	435	4	1	136	31	49	27	57	224	1215

Table 9.4

9.5 AM 5 Fixed Penalty Notices (FPNs) for Permit Breaches

Two offences are specified under the Traffic Management Permit Scheme (England) Regulations 2007: Regulation 19(1) for undertaking specified works on a specified street without a permit and Regulation 20(1) for breaching a permit condition. Table 9.5 below shows the number of FPNs issued and subsequently not withdrawn. Chart 9.5.1 shows graphically the number of FPNs given per works promoter and Chart 9.5.2 shows the ratio of the number of FPN's given to the number of permits granted, as a percentage.

Organisation	2019-20 Q1	2019-20 Q2	2019-20 Q3	2019-20 Q4	2020-21 Q1	2020-21 Q2	2020-21 Q3	Total
BT	6	32	18	9	19	90	46	220
Cadent Gas Limited	36	58	66	71	33	46	57	367
CityFibre	0	1	3	0	3	2	13	22
Fulcrum Pipelines Limited	0	1	1	0	0	0	2	4
GTC	5	1	1	0	0	0	0	7
NETWORK RAIL	0	0	1	3	0	0	3	7
Northern Gas Networks	2	0	3	5	1	1	2	14
Northern Powergrid (Yorkshire) plc	20	32	21	21	11	16	28	149
SEVERN TRENT WATER LTD.	3	3	2	2	0	3	9	22
South Yorkshire PTE	1	1	0	1	0	24	33	60
Telefonica (O2 (UK) Limited)	0	0	1	0	0	0	0	1
T-Mobile (UK) Limited	0	0	0	0	1	1	0	2
VIRGIN MEDIA	1	13	6	15	7	6	21	69
Yorkshire Water	22	26	29	16	14	31	56	194
Total	96	168	152	143	89	220	270	1138

Table 9.5

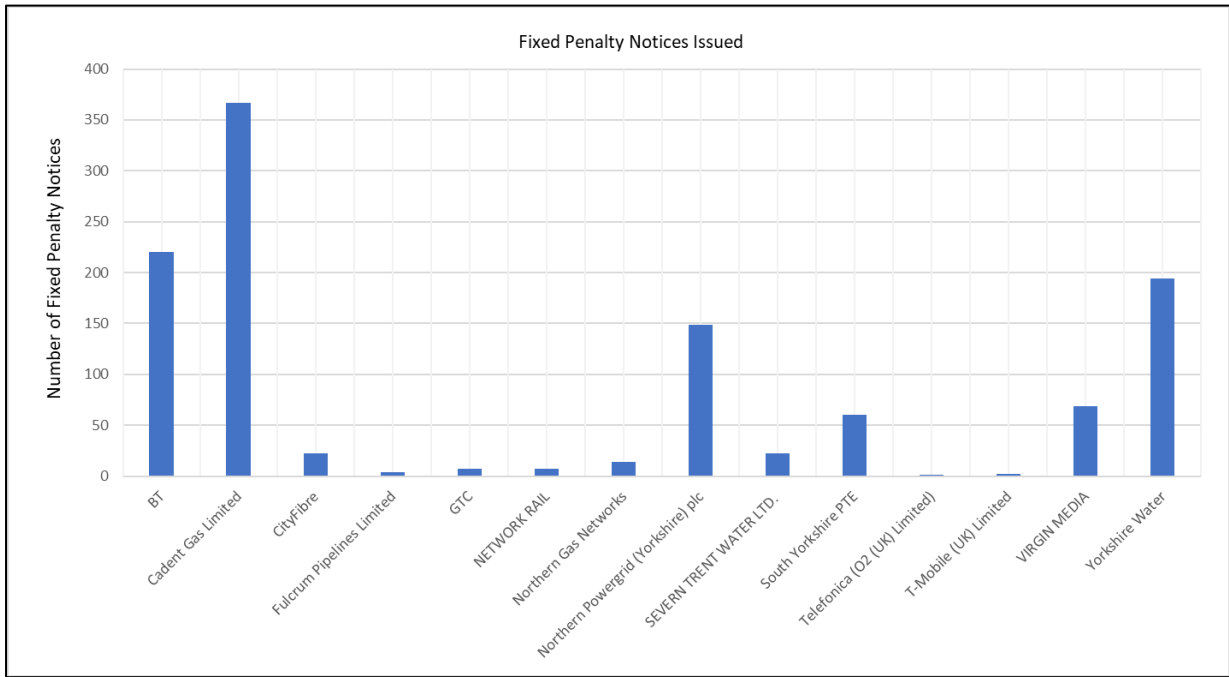


Chart 9.5.1

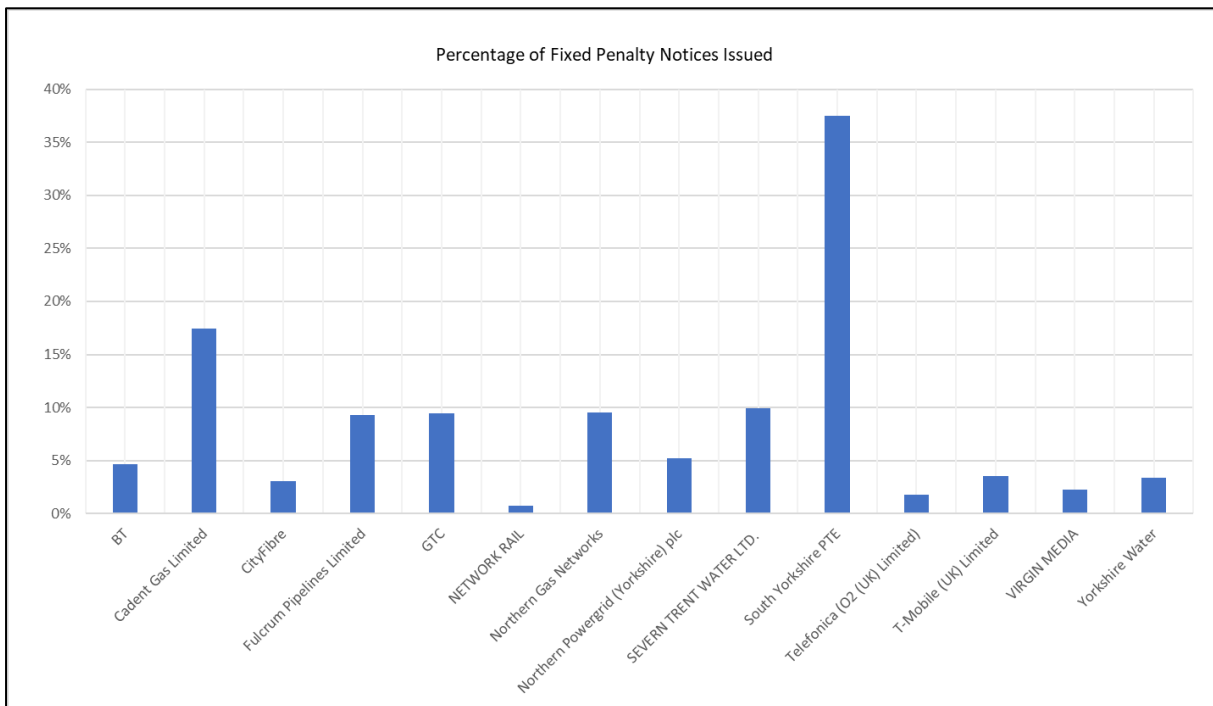


Chart 9.5.2

Table 9.5 demonstrates that the number permits with FPNs issued is 5.4% .

9.6 AM 6 Permit Conditions

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

Chart 9.6.1 is based on granted permits (PAA, PA and variation). It shows graphically the total usage of condition types as a percentage of the total number of granted applications. The report includes any permits subsequently cancelled by the works promoter and the most recent conditions types applied.

Any Condition Types with a Value below 1% have been omitted from the chart.

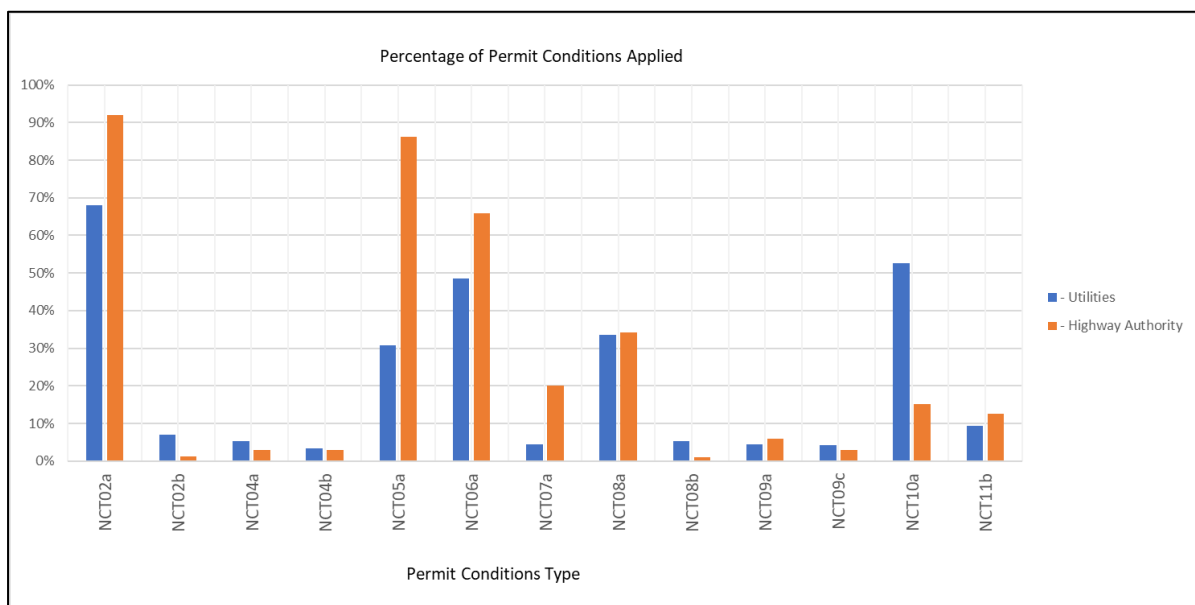


Chart 9.6.1

NCT01a & NCT01b: Duration
NCT02a: Limit the days and times of day
NCT02b: Working hours
NCT03: not in use
NCT04a: Removal of surplus material/plant
NCT04b: Storage of surplus materials/plant
NCT05a: Width and/or length of road space that can be occupied
NCT06a: Road space to be available to traffic/pedestrians at certain times of day
NCT07a: Road closed to traffic
NCT08a: Traffic management request
NCT08b: Manual control of traffic management
NCT09a: Changes to traffic management arrangements
NCT09b: Traffic management arrangements to be in place
NCT09c: Signal removal from operation when no longer required
NCT10a: Employment of appropriate methodology
NCT11a: Display of permit number
NCT11b: Publicity for proposed works

NCT12a: Limit timing of certain events
NCT13: Exceptional circumstance

10 Conclusions

During its eighth and ninth year of operation, the Permit Scheme is continuing to minimise delay and disruption to highway users, improving coordination and communication between Doncaster Council and activity promoters, 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.

Early discussions with all works promoters and careful consideration being given to traffic management solutions, the timing and location of works has revealed parity of treatment. Such meetings have ensured that the percentage permit refusal rate has decreased significantly in comparison with the previous evaluation.

The increased use of Roadworks.org has assisted the Council in assessing the impact of works requiring significant traffic management. The subsequent usage of authority imposed variations has contributed to the safe and effective management of the highway network.

In comparison with the previous evaluation there has been a significant increase in the number of permit applications processed, which was expected due to the Doncaster Permit Scheme being introduced. Only 338 permit applications have not been responded to within the required timescales;

overall this represents 1.33% permit applications and demonstrates that such applications are generally coordinated and assessed on time.

The scheme specific performance indicators demonstrate that all works promoters continue to engage with the process to obtain permits, with just under 13% works being promoted by Doncaster Council. Performance Indicators PI 2, PI 3, PI 4, PI 5 and Authority Measures AM 5, and AM6 demonstrate parity of treatment between Doncaster Council's promoted works and other works promoters.

10.2 Recommendations and Future Objectives

Doncaster Council will:

- Continue to work closely with all works promoters to demonstrate parity of treatment and coordinate medium and long term activities across the whole of its highway network from April 2019, thereby transferring the benefits already realised;
- Continue to adhere to national guidance and advice regarding the operation of permit schemes;
- Endeavour to increase the number of collaborative works;
- Actively engage with all works promoters to ensure the effective operation of Doncaster Permit Scheme on all streets;
- Seek to address the number of reporting inabilities of Street Works ICT system;
- Engage and support the role of the YJAG representative on the HAUC (England) Permit Forum.