



Doncaster  
Council

Report

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# Permit Scheme Evaluation January 2021 to December 2023



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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 January 2021 to December 2023 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 continuing to demonstrate 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 6866 permit applications have been received for highway authority works and 37665 for utility promoters. This equates to a split of 15.42% highway authority and 84.56% utility promoters, with Doncaster Councils refusal rate at 2.14% and Utility refusals rate at 9.06%.

## **2. Introduction**

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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.

This report sets out an overview of City of Doncaster Councils operational performance and covers a 3 year window of time from 1<sup>st</sup> January 2021 and up to the 31<sup>st</sup> December 2023. Subsequently, this evaluation covers the twelve quarters commencing Q4 2020-21, finishing with Q3 2023-24 (the reporting period) and has been done as such to tie in with the required reporting intervals. This second report of the Doncaster Permit Scheme (DPS) provides detailed scrutiny of the available data in relation to street works and activities in the City of Doncaster Council area.

The previous evaluation covered a 21-month window of time between 1<sup>st</sup> April 2019 and 31<sup>st</sup> December 2020 when the Doncaster Permit Scheme (DPS) came into force which required all streets to have a permit rather than just category 1 and 2 roads, and those which are traffic sensitive.

### **3. Objectives of the Doncaster Permit Scheme (Yorkshire Common Permit Scheme)**

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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**

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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;

City of 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 City of Doncaster Council (CDC) 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

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Based upon this second evaluation of the DPS, City of Doncaster Council propose an increase in its level of permit fees.

The evaluation of the scheme shows a reduction in income over expenditure and the fee levels no longer remain fit for purpose. The findings of this review have identified that due to increased activity on the highway network and inflationary costs of additional operating factors, the income recovered from permit fees no longer reflects the costs of operating the DPS.

It is therefore proposed to increase the DPS permit application and provisional permit applications fees to the maximum permitted. The new charges will apply to permits granted from 1<sup>st</sup> April 2024.

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 City of Doncaster Council has provided data to evidence that the authority is meeting key performance indicators and the objectives as set out in the DPS.

## **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.

This report is the second evaluation of the Doncaster Permit Scheme and covers a 3 year window of time from 1<sup>st</sup> January 2021 to 31<sup>st</sup> December 2023 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 Geoplance. 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 January 2021 to 31st December 2023. 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	4232	1819	6051	91.53%	560	8.47%	6611
Cadent Gas Limited	1597	1204	2801	86.91%	422	13.09%	3223
CityFibre	3164	1355	4519	91.44%	423	8.56%	4942
Connect Fibre (Fibre Assets Ltd)	333	242	575	75.07%	191	24.93%	766
DONCASTER	4586	2133	6719	97.86%	147	2.14%	6866
ESP Electricity Ltd	23	33	56	70.00%	24	30.00%	80
EUNETWORKS FIBER UK LTD	60	38	98	97.03%	3	2.97%	101
HUTCHISON 3G	51	58	109	85.16%	19	14.84%	128
NETWORK RAIL	1505	126	1631	98.49%	25	1.51%	1656
Nexfibre Networks Limited	533	403	936	85.17%	163	14.83%	1099
Northern Gas Networks	155	140	295	74.49%	101	25.51%	396
Northern Powergrid (Yorkshire) plc	2969	1827	4796	90.41%	509	9.59%	5305
SEVERN TRENT WATER LTD.	167	75	242	89.63%	28	10.37%	270
South Yorkshire PTE	149	27	176	97.78%	4	2.22%	180
Telefonica (O2 (UK) Limited)	76	49	125	91.24%	12	8.76%	137
T-Mobile (UK) Limited	149	131	280	92.41%	23	7.59%	303
VIRGIN MEDIA	1849	628	2477	95.05%	129	4.95%	2606
Yorkshire Water	6375	2710	9085	92.12%	777	7.88%	9862
<b>Total</b>	<b>27973</b>	<b>12998</b>	<b>40971</b>	<b>92.01%</b>	<b>3560</b>	<b>7.99%</b>	<b>44531</b>

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.

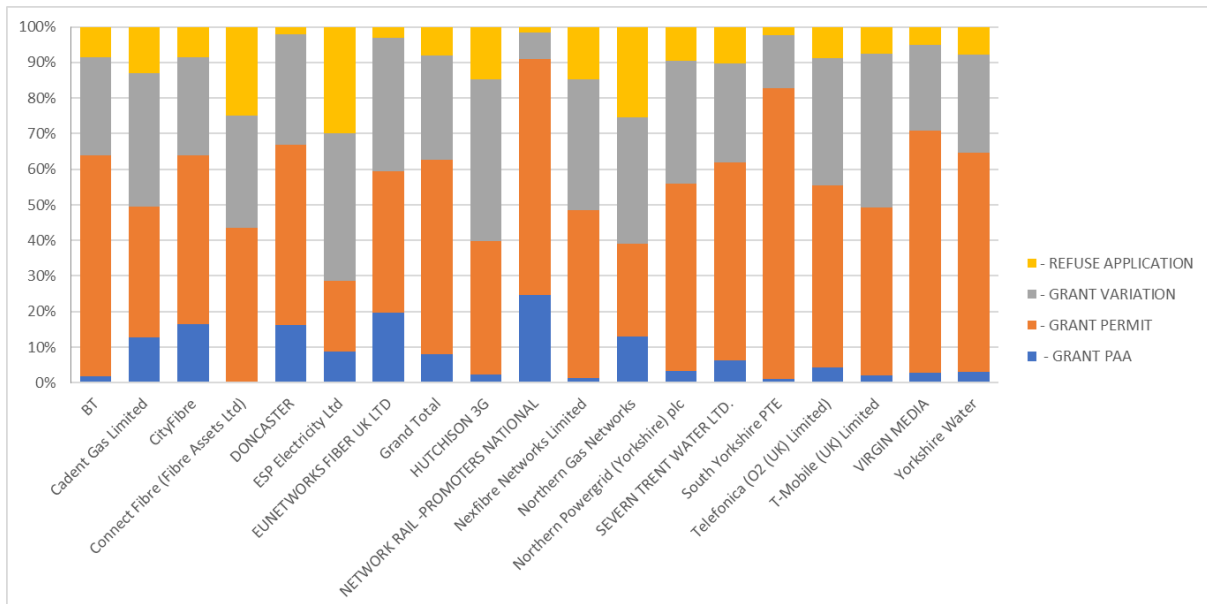


Chart 7.1



## 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. Since the previous evaluation, there has been a slight shift in the percentages, with an increase of 2.59% in Highway Authority permits and a reduction of 2.59% in utility permits.

	Highway Authority		Utilities	
	Number	Percentage	Number	Percentage
Permits /Variations Granted	6719	97.86%	34252	90.94%
Permits / Variations Refused	147	2.14%	3413	9.06%
Totals	6866	15.42%	37665	84.58%

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.

Table 7.3

	Highway Authority	Utilities
Number of Early start agreements	635	1558
Granted permits	6719	34252
Percentage of Early Start Agreements	9.45%	4.55%

Table 7.3a

## 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 the percentage number of revised duration approvals has stayed static for utility companies but increased for Highway Authority works.

Highway Authority approved revised durations have increased from 6.10% in the previous report to 9.45%, an increase of 3.35% with Utility works decreasing from 4.82% to 4.55%, a reduction of 0.27%.

This is a continued decrease in revised durations for Utility Companies and may be attributed to continued liaison with utility promoters when planning schemes to agree realistic timescales for the works.

	Highway Authority	Utilities
Number of Approved Revised Durations	635	1558
Number of Permits Granted	6719	34252
Percentage of Approved Revised Durations	9.45%	4.55%

**Table 7.4**

## 8. HAUC England KPI Measures

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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
2020-21 Q4	1460	341	380	923	106	3210
2021-22 Q1	1025	277	415	635	76	2428
2021-22 Q2	849	251	460	717	78	2355
2021-22 Q3	944	309	315	586	67	2221
2021-22 Q4	885	244	395	557	46	2127
2022-23 Q1	1039	224	384	584	32	2263
2022-23 Q2	910	263	406	768	47	2394
2022-23 Q3	1016	190	236	671	45	2158
2022-23 Q4	1123	336	270	634	58	2421
2023-24 Q1	1262	323	249	582	33	2449
2023-24 Q2	1372	334	192	693	33	2624
2023-24 Q3	905	205	134	420	38	1702
Total	12790	3297	3836	7770	659	28352

**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 has fluctuated over the three quarters. Since the reform changes relating to the definition of major works, CDC has noticed an increase in minor works permits and a decrease in major works.

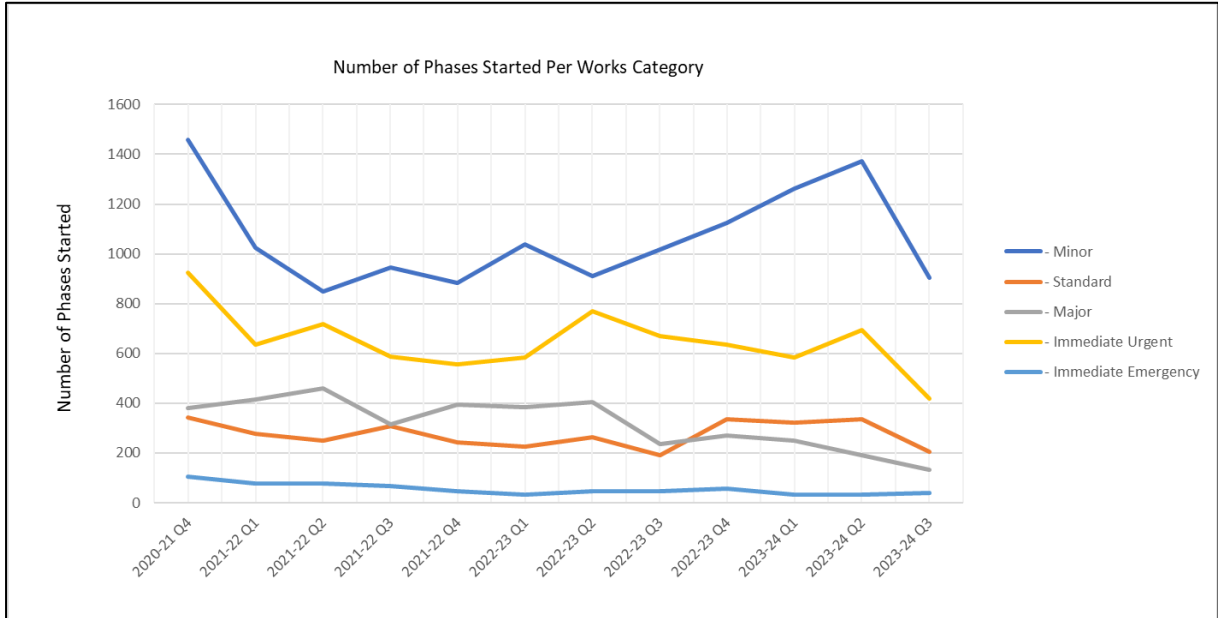


Chart 8.1.1

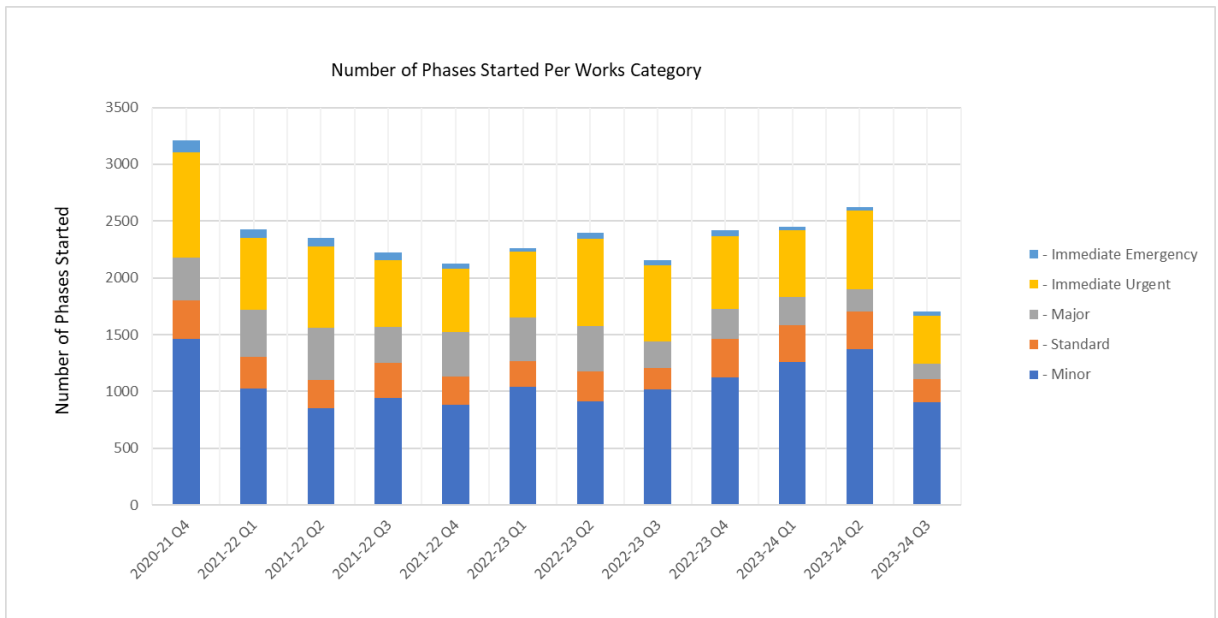


Chart 8.1.2

## 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 decrease in numbers in the phases completed compared with figures for phases started.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2020-21 Q4	1452	317	333	921	103	3126
2021-22 Q1	1024	270	388	641	73	2396
2021-22 Q2	846	261	496	703	78	2384
2021-22 Q3	951	331	355	595	69	2301
2021-22 Q4	880	226	368	560	48	2082
2022-23 Q1	1037	231	378	571	34	2251
2022-23 Q2	913	265	413	761	47	2399
2022-23 Q3	1022	201	264	673	39	2199
2022-23 Q4	1048	279	242	619	61	2249
2023-24 Q1	1249	316	242	562	34	2403
2023-24 Q2	1376	327	202	705	34	2644
2023-24 Q3	916	205	125	416	36	1698
Grand Total	12714	3229	3806	7727	656	28132

Table 8.2

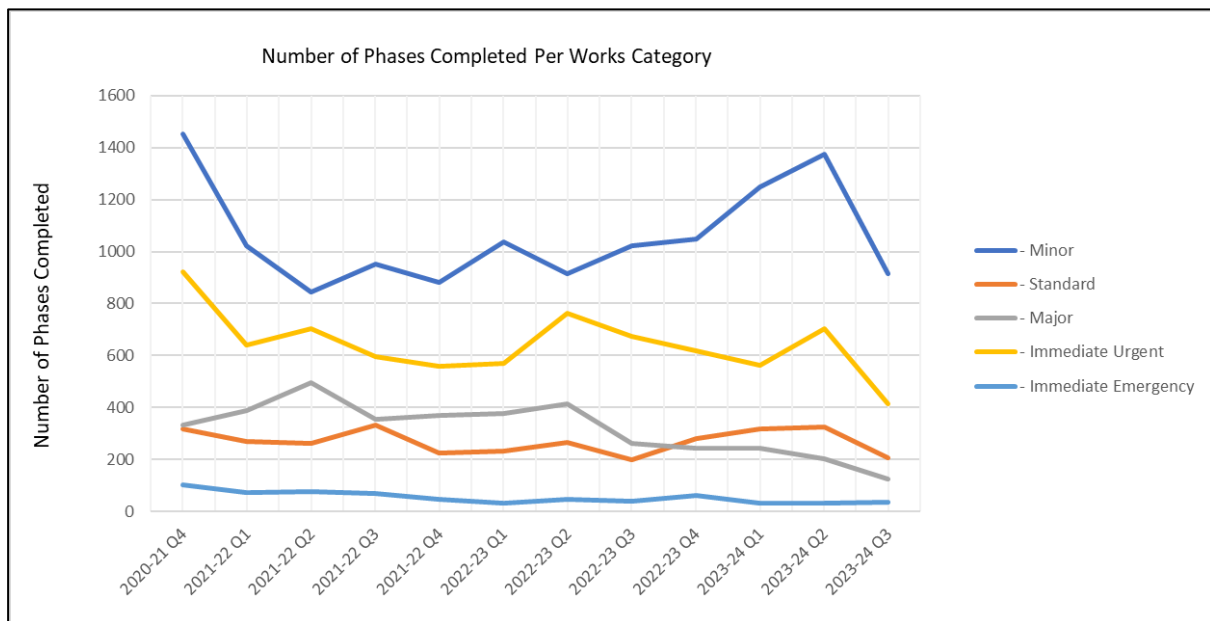


Chart 8.2.1

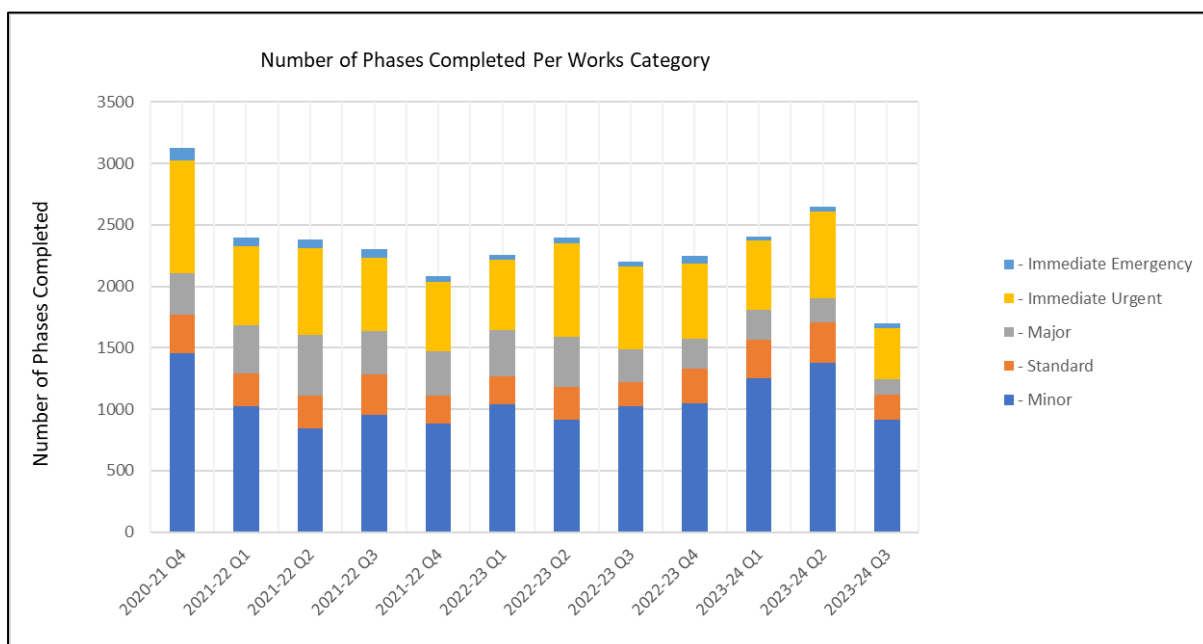


Chart 8.2.2

### 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 the number of Major works dropping significantly since the introduction of the major works reforms in September 2022, however numbers of minor and standard works have increased.

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

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2020-21 Q4	2663	2591	4484	3721	472	13931
2021-22 Q1	1888	2788	5890	2266	315	13147
2021-22 Q2	1563	2212	6040	2768	251	12834
2021-22 Q3	1843	2251	3566	2337	225	10222
2021-22 Q4	1595	2040	4084	2170	169	10058
2022-23 Q1	2145	1503	3441	2306	81	9476
2022-23 Q2	1790	1861	5083	3174	165	12073
2022-23 Q3	1916	1472	2433	2843	247	8911
2022-23 Q4	1646	1595	1609	1927	211	6988
2023-24 Q1	3057	2501	3363	2227	144	11292
2023-24 Q2	3328	2767	2225	2606	76	11002
2023-24 Q3	2072	1975	1676	1436	180	7339
Total	25506	25556	43894	29781	2536	127273

Table 8.3

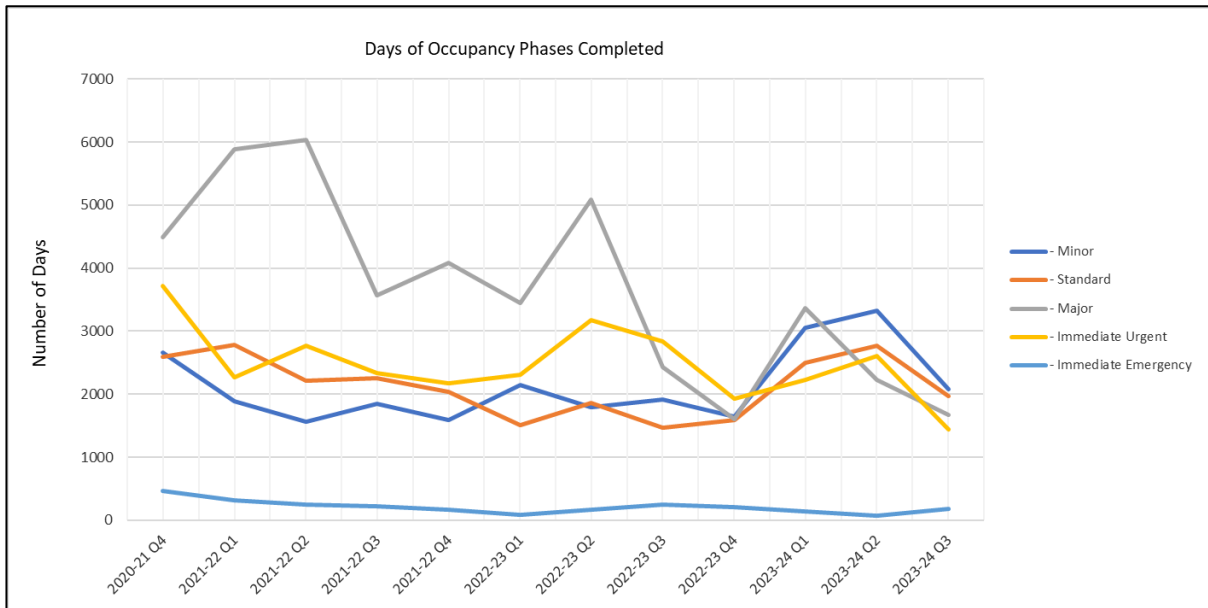


Chart 8.3.1

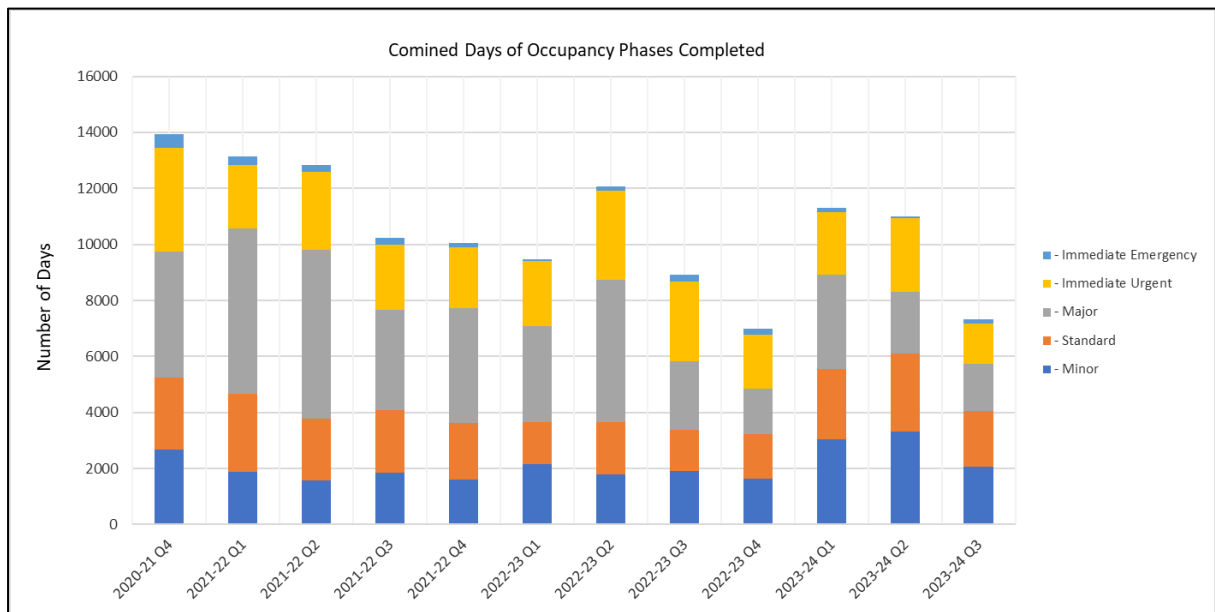


Chart 8.3.2

### 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 fairly consistent, with the exception of major works in Q4 2022 – 2023 following the introduction of the major works reforms.

Overall, 28132 completed works phases have occupied the highway for 127273 days during the monitoring period; an overall average of 4.52 days.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2020-21 Q4	1.78	7.71	11.48	4.04	4.50	4.12
2021-22 Q1	1.76	9.56	13.26	3.50	4.25	4.93
2021-22 Q2	1.84	8.70	12.88	3.94	3.09	5.50
2021-22 Q3	1.95	6.99	10.81	3.89	3.33	4.53
2021-22 Q4	1.81	8.04	10.22	3.96	3.85	4.55
2022-23 Q1	2.06	7.08	8.31	3.93	2.47	4.08
2022-23 Q2	1.96	7.23	11.32	4.12	3.51	4.83
2022-23 Q3	1.89	7.23	10.27	4.13	4.45	4.08
2022-23 Q4	1.69	5.72	7.70	3.19	3.58	3.29
2023-24 Q1	2.32	7.74	13.44	3.85	4.29	4.51
2023-24 Q2	2.30	8.23	11.06	3.73	2.29	4.06
2023-24 Q3	2.13	8.97	11.16	3.47	3.98	3.98
Total	1.97	7.77	11.11	3.83	3.72	4.37

Table 8.4

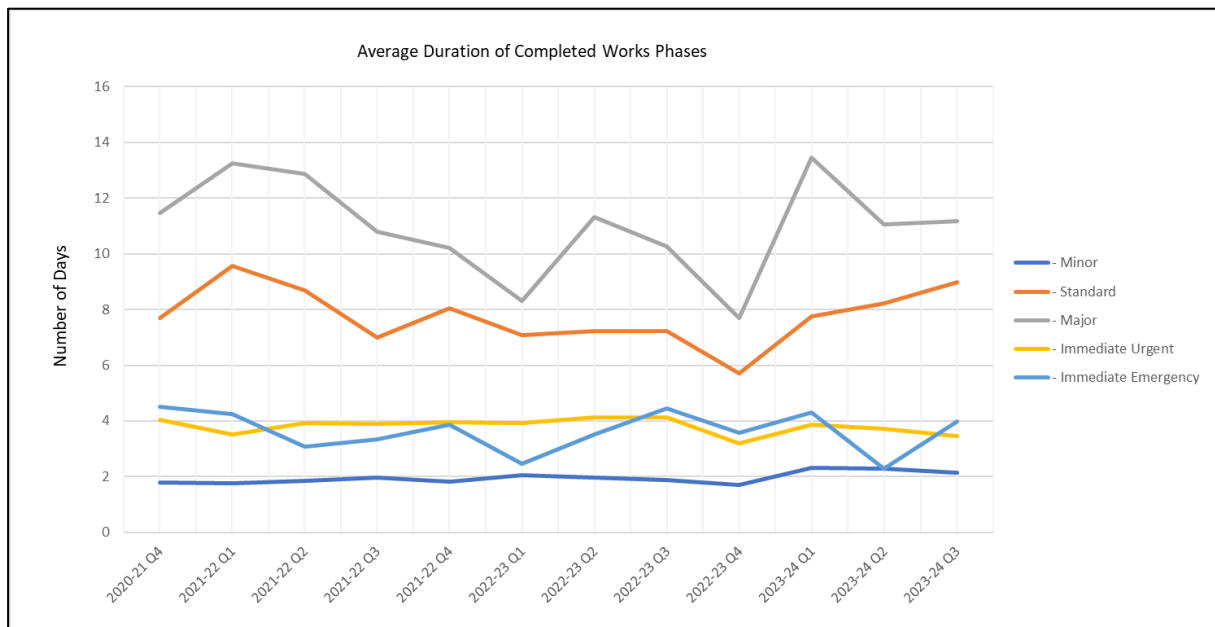


Chart 8.4.1

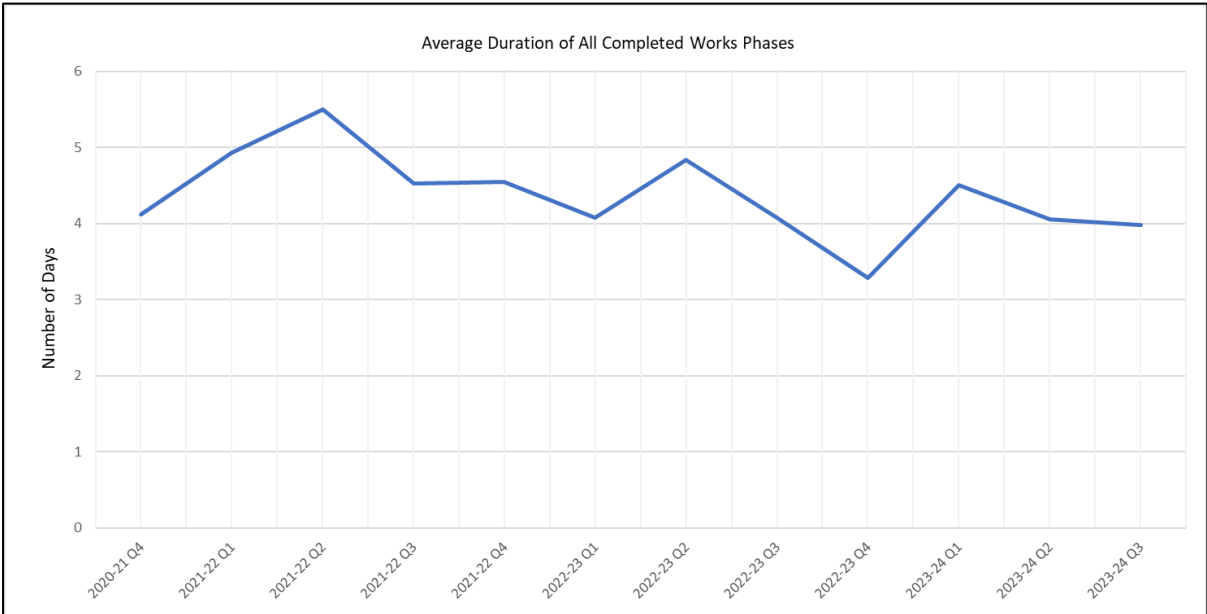


Chart 8.4.2

**8.5 TPI 5 Works Phases Completed After the Reasonable Period**

No data for 2022-23 Q4 figures highlighted are an average of the previous and subsequent periods

Table 8.5 and Chart 8.5 indicate that the total number of works phases completed after the reasonable period has increased slightly, at 1.99% of all works phases completed, the previous evaluation demonstrated 1.3% with this low level being maintained through this evaluation period.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2020-21 Q4	7	13	10	15	2	47
2021-22 Q1	17	12	16	6	1	52
2021-22 Q2	8	12	19	22	0	61
2021-22 Q3	5	3	12	19	0	39
2021-22 Q4	8	4	4	21	0	37
2022-23 Q1	7	5	3	12	0	27
2022-23 Q2	8	6	10	26	2	52
2022-23 Q3	2	7	9	36	2	56
2022-23 Q4	6	11	2	22	7	48
2023-24 Q1	6	10	0	11	4	31
2023-24 Q2	15	7	4	15	2	43
2023-24 Q3	21	11	10	24	1	67
Total	110	101	99	229	21	560

Table 8.5



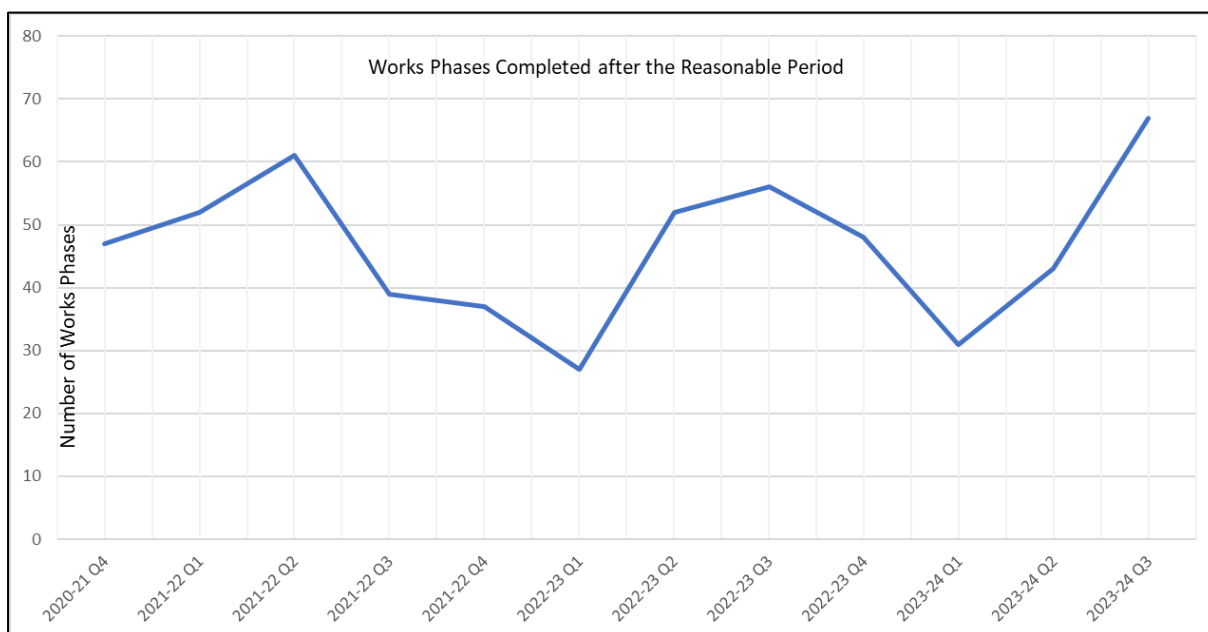


Chart 8.5

## 8.6 TPI 6 Number of Deemed Permit Applications

Table 8.6 provides the number of deemed permits within the reporting period, which is 109 deemed permits, or 0.24% of permits received, a 1.1 % reduction since the last evaluation.

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
2020-21 Q4	43	8	22	13	2	88
2021-22 Q1	0	0	3	0	0	3
2021-22 Q2	0	0	14	0	0	14
2021-22 Q3	0	0	1	0	0	1
2021-22 Q4	0	0	0	0	0	0
2022-23 Q1	0	0	1	0	0	1
2022-23 Q2	0	0	2	0	0	2
2022-23 Q3	0	0	0	0	0	0
2022-23 Q4	0	0	0	0	0	0
2023-24 Q1	0	0	0	0	0	0
2023-24 Q2	0	0	0	0	0	0
2023-24 Q3	0	0	0	0	0	0
Total	43	8	43	13	2	109

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 38.5% (out of) of all works taking place on Doncaster’s permit street network having a phase one permanent registration.

Quarter	Minor	Standard	Major	Immediate Urgent	Immediate Emergency	Total
2020-21 Q4	844	117	143	775	90	1969
2021-22 Q1	545	69	84	469	35	1202
2021-22 Q2	438	61	127	513	39	1178
2021-22 Q3	471	100	140	465	37	1213
2021-22 Q4	398	79	148	456	32	1113
2022-23 Q1	492	91	173	485	18	1259
2022-23 Q2	415	84	84	642	30	1255
2022-23 Q3	443	90	54	548	27	1162
2022-23 Q4	460	80	59	497	43	1139
2023-24 Q1	701	146	67	467	22	1403
2023-24 Q2	727	138	54	608	24	1551
2023-24 Q3	589	147	63	511	37	1347
Total	6523	1202	1196	6436	434	15791

Table 8.7

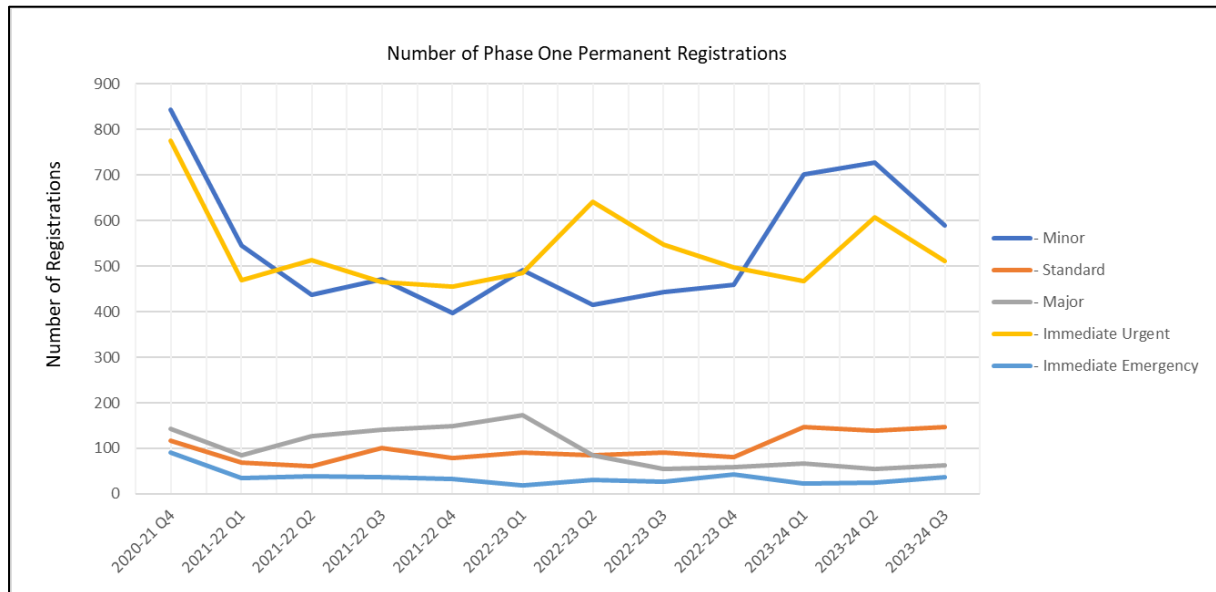


Chart 8.7.1

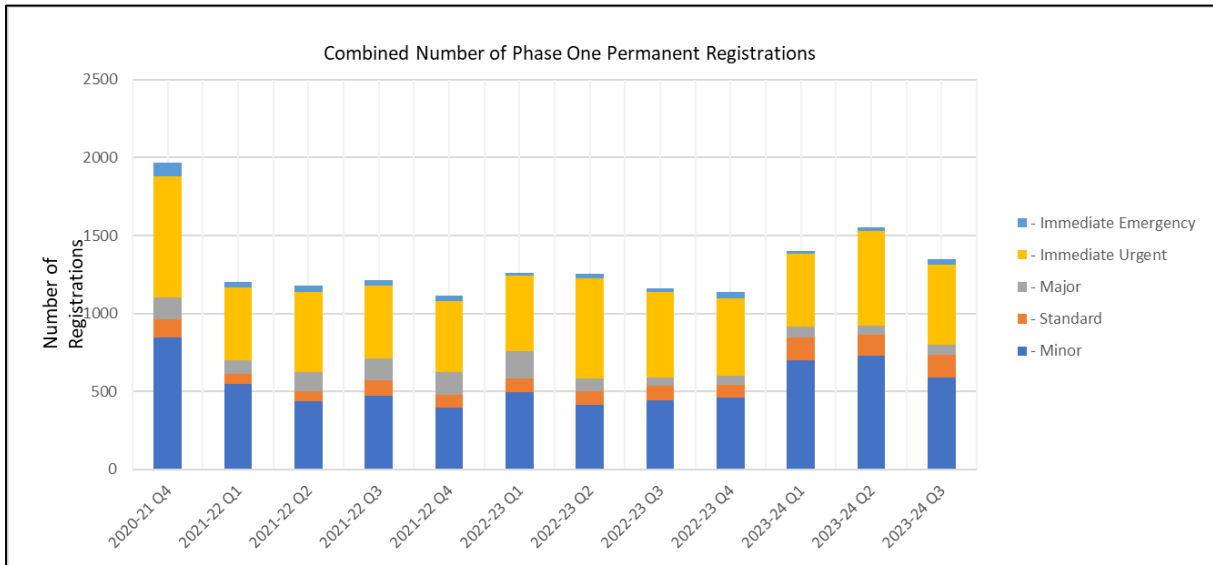


Chart 8.7.2

## 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
2020-21 Q4	1.78	7.41	11.49	4.05	4.58	4.08
2021-22 Q1	1.75	9.78	13.08	3.53	4.27	4.91
2021-22 Q2	1.83	8.51	12.90	4.04	3.29	5.52
2021-22 Q3	1.96	6.98	10.77	3.93	3.33	4.53
2021-22 Q4	1.81	7.93	10.00	3.95	3.85	4.45
2022-23 Q1	2.07	7.02	8.30	3.93	2.47	4.06
2022-23 Q2	1.96	7.14	11.41	4.17	3.51	4.85
2022-23 Q3	1.90	7.15	10.11	4.17	4.45	4.04
2022-23 Q4	1.89	7.01	8.38	4.05	5.03	3.86
2023-24 Q1	2.33	7.88	13.25	3.84	4.22	4.52
2023-24 Q2	2.31	8.31	10.63	3.79	2.29	4.04
2023-24 Q3	2.14	8.91	10.88	3.48	3.94	3.96

Table 9.1

The average duration of all works types has reduced since the beginning of the monitoring period. 28,658 works, where their durations have not exceeded 50 days, have been undertaken; the overall average duration of 4.40 days per works has been evaluated along with 126,034 days of highway occupation.

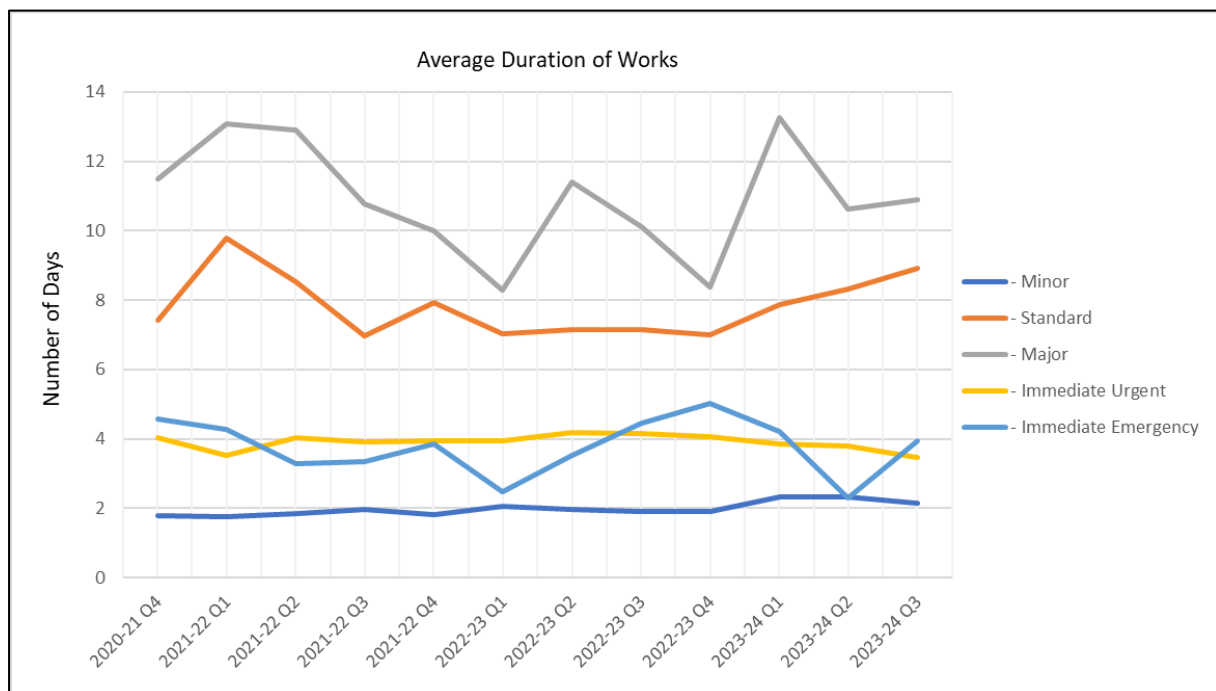


Chart 9.1

## 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
2020-21 Q4	6	2	1	0	0	9
2021-22 Q1	8	0	4	0	0	12
2021-22 Q2	4	3	2	1	0	10
2021-22 Q3	3	0	2	1	0	6
2021-22 Q4	1	2	7		0	10
2022-23 Q1	3	4	1	8	0	16
2022-23 Q2	4	0	2	8	0	14
2022-23 Q3	4	0	0	2	1	7
2022-23 Q4	3	2	2	2	0	9
2023-24 Q1	14	1	1	4	0	20
2023-24 Q2	13	1		6	0	20
2023-24 Q3	8	3	1	4	0	16
Total	71	18	23	36	1	149

Table 9.3.1

Quarter	MINOR	STANDARD	MAJOR	IMMEDIATE (URGENT)	IMMEDIATE (EMERGENCY)	Total
2020-21 Q4	9	11	26	0	0	46
2021-22 Q1	10	0	72	0	0	82
2021-22 Q2	7	16	14	2	0	39
2021-22 Q3	3	0	17	1	0	21
2021-22 Q4	1	11	180	0	0	192
2022-23 Q1	3	25	9	27	0	64
2022-23 Q2	6	0	43	11	0	60
2022-23 Q3	8	0	0	4	3	15
2022-23 Q4	12	9	38	3	0	62
2023-24 Q1	35	10	22	13	0	80
2023-24 Q2	29	7	0	9	0	45
2023-24 Q3	19	10	6	8	0	43
Total	142	99	427	78	3	749

Table 9.3.2

It is estimated that 375 days of disruption have been avoided through collaborative working during the reporting period, equating to 10 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.

32.35 % 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. 6.67% permit applications have been refused where works promoters have provided conflicting information within their permit applications. 60.98% 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	23	9	5	38	0	21	27	3	192	26	0	54	8	14	14	20	219	673
Cadent Gas Limited	15	10	14	14	0	16	23	2	52	8	1	34	8	10	11	37	85	340
CityFibre	23	11	9	8	0	12	32	0	74	7	1	32	7	15	2	15	77	325
Connect Fibre (Fibre Assets Ltd)	20	8	2	3	1	25	25	0	55	2	1	41	6	22	4	6	36	257
DONCASTER	6	0	2	4	0	3	7	1	22	3	0	11	1	1	4	4	28	97
ESP Electricity Ltd	0	0	0	1	0	5	0	0	7	1	0	2	0	0	0	7	6	29
EUNETWORKS FIBER UK LTD	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
HUTCHISON 3G	5	0	0	0	0	0	0	0	6	3	0	5	0	0	1	1	4	25
NETWORK RAIL	4	0	2	1	0	0	1	0	2	0	0	1	3	0	0	0	7	21
Nexfibre Networks Limited	16	15	1	9	0	9	19	0	58	12	2	10	7	18	6	10	36	228
Northern Gas Networks	5	2	5	2	0	2	3	0	4	3	0	9	0	0	0	17	19	71
Northern Powergrid (Yorkshire) plc	24	10	15	18	0	6	29	6	88	12	2	40	10	14	3	164	83	524
SEVERN TRENT WATER LTD	5	0	3	0	0	0	3	0	14	8	0	1	0	0	0	0	3	37
South Yorkshire PTE	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
Telefonica (O2 (UK) Limited)	3	2	0	2	0	1	0	0	3	0	0	2	0	0	0	0	2	15
T-Mobile (UK) Limited	3	0	0	0	0	0	4	0	12	1	0	3	0	0	0	1	2	26
VIRGIN MEDIA	8	0	2	2	0	4	4	1	51	2	0	12	0	3	4	1	12	106
Yorkshire Water	25	13	11	45	0	31	64	3	156	41	5	95	22	5	19	76	222	833
Total	186	81	71	147	1	135	241	16	801	129	12	352	72	102	68	359	841	3614

**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	2020-21 Q4	2021-22 Q1	2021-22 Q2	2021-22 Q3	2021-22 Q4	2022-23 Q1	2022-23 Q2	2022-23 Q3	2022-23 Q4	2023-24 Q1	2023-24 Q2	2023-24 Q3	Total
BT	21	17	21	9	2	2	23	26	13	5	23	24	186
Cadent Gas Limited	94	32	52	36	5	21	10	16	15	6	13	7	307
CityFibre	6	15	20	12	0	8	24	33	4	8	32	19	181
Connect Fibre (Fibre Assets Ltd)	0	0	0	0	0	0	0	0	0	4	16	27	47
ESP Electricity Ltd	0	0	0	0	0	1	0	2	0	0	1	0	4
EUNETWORKS FIBER UK LTD	2	0	0	0	0	0	1	0	0	0	0	0	3
NETWORK RAIL	2	0	0	0	0	0	1	3	0	0	0	1	7
Nexfibre Networks Limited	0	0	0	0	0	0	0	0	0	6	41	17	64
Northern Gas Networks	0	1	5	0	0	0	3	3	0	1		2	15
Northern Powergrid (Yorkshire) plc	5	7	17	10	0	9	14	25	32	6	18	7	150
SEVERN TRENT WATER LTD	4	1	2	0	0	4	0	1	2	1	1	1	17
South Yorkshire PTE	2	0	1	1	0	1	2	4	2	6	3	2	24
T-Mobile (UK) Limited	0	0	0	1	0	0	1	0	0	0	0	0	2
VIRGIN MEDIA	2	3	5	10	0	3	4	8	2	3	1	4	45
Yorkshire Water	31	14	66	38	0	17	5	34	10	10	38	24	287
Total	173	90	189	118	8	67	90	161	80	57	189	136	1358

**Table 9.5**

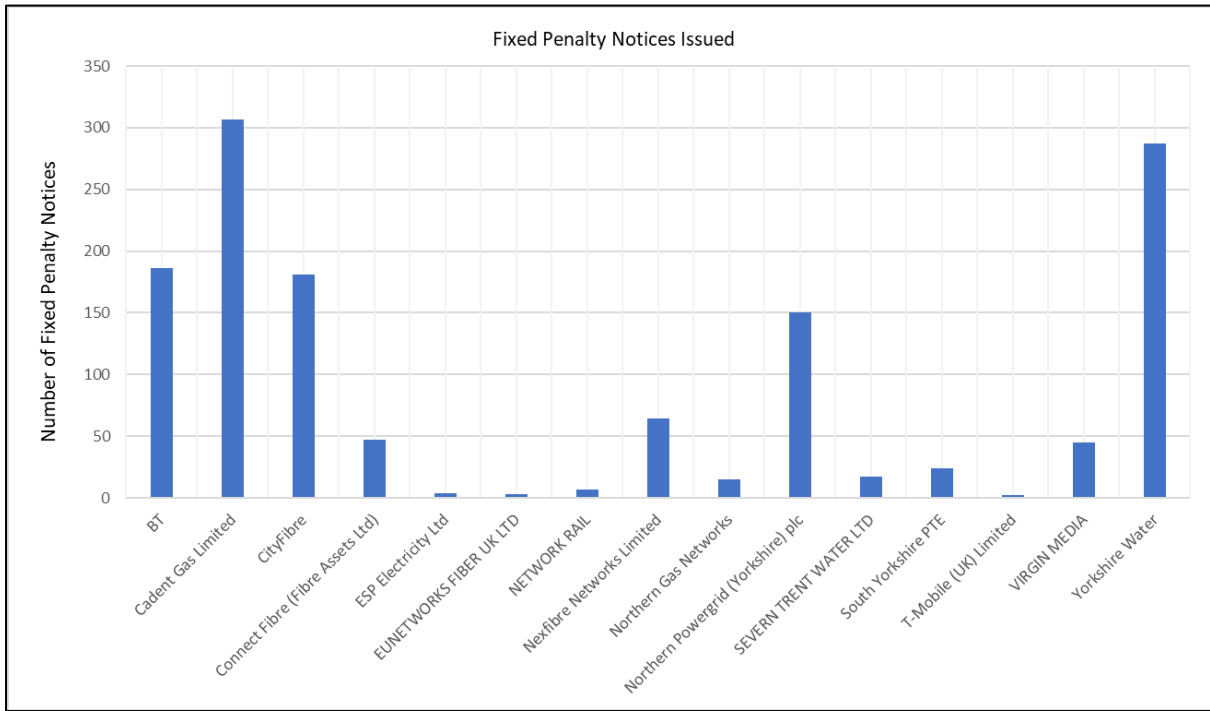


Chart 9.5.1

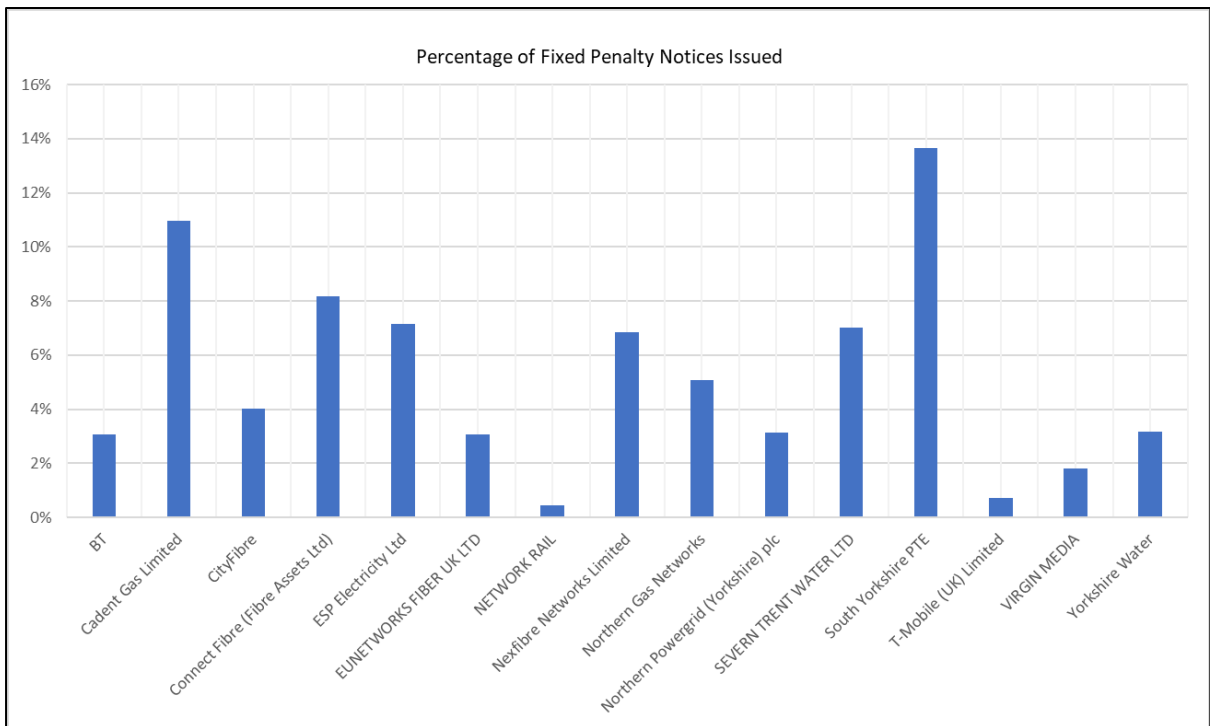


Chart 9.5.2

Table 9.5 demonstrates that the number permits with FPNs issued is 3.96%



## 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.

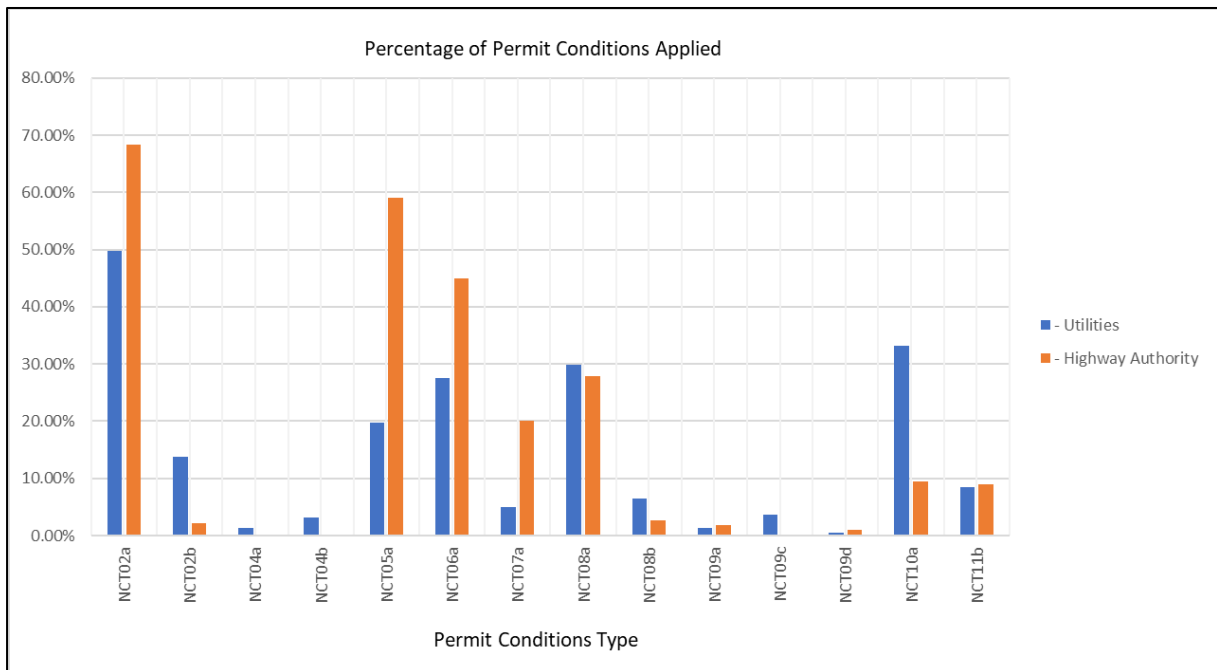


Chart 9.6.1

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

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NCT12a: Limit timing of certain events  
NCT13: Exceptional circumstance

## **10. Conclusions & Recommendations**

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During its tenth, eleventh and twelfth year of operation, and fifth year under the Doncaster Permit Scheme 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. The increased use of one.network 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 109 permit applications have not been responded to within the required timescales; overall this represents 0.24% 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 over 15% 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**

City of 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;

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.