



# Annual Permit Scheme Evaluation Report

**Year 3 (January to December 2022)**

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## 1. Executive Summary

The Dorset Permit Scheme was introduced on 16th January 2020, replacing the noticing process that had previously been in place. The Permit Scheme applies to works on all adopted and publicly maintainable streets within the administrative boundaries of Dorset Council (DC), including works undertaken by the Highway Authority and Statutory Undertakers. This report evaluates the operational performance of the permit scheme in its third Year covering the period from 1st January to 31st December 2022.

The successful introduction of the scheme has resulted in greater control over road and street works taking place in Dorset's network, ensuring that works are carried out at the least disruptive time. During the last three years, reducing durations, together with suitable Traffic Management, has minimised the impact experienced by the public.

In the third year of the permit scheme's operation, the recorded number of days where streets were occupied affecting the community has decreased by 7,021 days compared with the 2018 noticing records, but there was an increase of 8,020 days on year 2. For utility works, the increase was mainly due to increased activity by fibre companies to deliver high speed broadband infrastructure which is a major benefit to the community. Utility occupation is still 5,300 days less than the pre-permit years.

Authority's own works have reduced by a further 1,318 days occupation in Year 3 in addition to the 16,883 days saved in Years 1 and 2. The total occupation of the highway in Year 3 was 60,480 days.

Dorset Council has continued to work diligently with all promoters during the year to achieve the key objectives of the Permit Scheme. A collaborative approach and ongoing dialogues resulted in the average duration of works to reduce for external promoters, from an average of 3.9 days per works during noticing to 3.5 days in Year 3. An average 89% of registrations were completed with permanent reinstatement first time which is higher than other permit schemes.

Dorset Council received a total of 34,017 Permit and Permit Variation applications during the period, out of which 19% were received from Dorset Highways and 81% from 30 external work promoters. On average 76% of these applications were granted based on the information provided on the permit request which shows good cooperation between the council and all work promoters. Enhanced communication and advanced planning have ensured that only 17% of the applications were refused and 1% deemed. During this period, the traffic team has encouraged all work promoters to improve upon their quality of information submitted for permit applications and modifications.

Dorset Council has therefore applied parity to all works as required by the scheme.

In addition, there were 392 instances of collaborative working in Year 3 which is commendable.

The scheme recorded a deficit of £51,533 in Year 1, a further £43,085 deficit in Year 2 and a £105,883 deficit in Year 3 making a cumulative loss of £200,501 in the first 3 years. This reported loss consists of two components:

- The effect of salary and other staff overhead increases as the permit fees were set prior to the introduction of the scheme (salaries increased between 3.9% to 9.5% during the year)
- The incentives and discounts to permit fees charged to utility works promoters in some circumstances (e.g. working on traffic sensitive streets wholly outside of traffic sensitive times, collaborative working practices)

The 10% reduction in occupancy recorded for all works is significantly higher than the 5% minimum stipulated by DfT. In total, the reduction in occupancy results in a BCR of 4.2 and a Net Present Value of £2,787,000 per annum which is well above the DfT threshold of 2.0.

This demonstrates that the Permit Scheme continues to deliver excellent value for money in its third Year and has met its objectives.

The following recommendations have been noted following the third review of the permit scheme:

#### Recommendation 01:

The Year 3 deficit totals £105,883, or an aggregate loss of £200,501 in the first 3 years. It is recommended that we consider increasing permit fees by 13% in the current year (Year 4) to avoid further losses accruing in subsequent years. The deficit has grown in Year 3 due to an increase in the number of works from fibre companies, which also incurs greater highways staff costs.

#### Recommendation 02:

The average duration of occupancy of the road network in Year 3 has remained similar for all promoters when compared with Year 2. However, it is worth noticing that the average duration of works by the highway authority has increased by 0.7 days, whilst average duration of works by external promoters reduced by 0.1 days. Hence, we continue this recommendation for Year 4 to drive occupancy of the road network towards a value closer to Year 1.

#### Recommendation 03:

The number of highway works recorded in Year 3 has continued to reduce for a third year in a row. We thus continue to recommend reviewing highways works undertaken in year 4 to ensure all works falling with the remit of the permit scheme have an appropriate permit.

#### Recommendation 04:

Despite an increase of 87.9% in the number of permit conditions applied to utility works, the number of infringements tied to the breach of conditions (Regulation 20)

did fall by 24.5%. We will continue this recommendation in Year 4 to further reduce the number of infringements.

Recommendation 05:

In year 3, the number of works by telecoms promoters increased by 2312 or 74% compared to year 2. For year 4, we recommend monitoring the number of works by telecoms promoters to identify whether the increase is being maintained. If so, a review of staff resources deployed to process permit applications may be necessary.

## 2. Introduction

This report sets out the operational performance of Dorset Council's Permit Scheme in its third Year.

The Traffic Management Act 2004 (TMA), Part 3 Sections 32 to 39 and the Traffic Management Permit Scheme (England) Regulations 2007 and Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 make provision for Permit Schemes to be introduced in England. The Dorset Permit Scheme was adopted by the council on 16th January 2020 and reflects the requirements of this legislation. The scheme supports our duties under both section 59 of the New Roads and Street Works Act 1991 and section 16 of the Traffic Management Act 2004.

Operational review of the Permit Scheme in Years 1 and 2 (2020 and 2021 respectively) had proposed various recommendations for continuous improvement in order to meet objectives of the scheme.

Recommendations – Years 1 & 2		Status	Commentary
1	There has been an aggregate loss of £111,962 in the first 2 Years or 7.8% of the total operating cost to process utility works promoter permits granted. It is recommended that a full review of costs and income is undertaken at the end of Year 3, once all operating costs and allowable overheads are known, with an appropriate adjustment to permit fees charged, if deemed necessary.	Completed	The Year 3 deficit totals £105,883, or an aggregate loss of £200,501 in the first 3 years. It is recommended that we consider increasing permit fees by 13% in the current year (Year 4) to avoid further losses accruing in subsequent years. The deficit has grown in Year 3 due to an increase in the number of works from fibre companies, which also incurs greater highways staff costs.
2	The significant reduction in occupancy of the road network recorded in Year 1 has been reduced slightly, due to a small increase in the average duration of utility works. This is likely to be a result of the almost two-fold increase in the number of Major works and a 20% increase in Standard works, both generally longer duration works. However, it	Monitor	The average duration of occupancy of the road network in Year 3 has remained similar for all promoters when compared with Year 2. However, it is worth noticing that the average duration of works by the highway authority has increased by 0.7 days, whilst average duration of works by external promoters reduced by 0.1 days. Hence, we continue this recommendation for Year 4 to

Recommendations – Years 1 & 2		Status	Commentary
	is recommended that the estimated durations submitted with permit applications in Year 3 be monitored to avoid any further slippage in the stated scheme benefits.		drive occupancy of the road network towards a value closer to Year 1.
3	Review utility application permit conditions to see if all stated conditions are necessary and required, with an intent of reducing the amount of breach of conditions and infringements in Year 3.	Monitor	Despite an increase of 87.9% in the number of permit conditions applied to utility works, the number of infringements tied to the breach of conditions (Regulation 20) did fall by 24.5%. We will continue this recommendation in Year 4 to further reduce the number of infringements.
4	The number of highway works recorded in Year 2 has reduced again, following a reduction reported in Year 1. It is recommended that highway works undertaken in Year 3 be reviewed to ensure all works falling with the remit of the permit scheme have an appropriate permit.	Monitor	The number of highway works recorded in Year 3 has continued to reduce for a third year in a row. We thus continue to recommend reviewing highways works undertaken in year 4 to ensure all works falling with the remit of the permit scheme have an appropriate permit.

This report reviews the Year 3 operations along with scheme objectives and the above recommendations from Years 1 and 2 in order to recommend areas of potential improvements in Year 4.



### 3. Objectives of the Dorset Permit Scheme

The purpose of the scheme is to enable Dorset Council to improve the strategic and operational management of the highway network through better planning, scheduling, and management of activities to minimise disruption to the road network and its users. It also aims to enable better coordination of activities which links into Dorset Council's service priorities of reducing traffic congestion and supporting safer travel. The objectives of this Permit Scheme are detailed in Section 3 of the scheme document and key factors considered for improving performance include:

- Enhanced coordination and cooperation
- Encouragement of partnership working between the Permit Authority, all Promoters, and key stakeholders.
- Provision of more accurate and timely information to be communicated between all stakeholders including members of the public.
- Promotion and encouragement of collaborative working
- Improvement in timing and duration of activities particularly in relation to the busiest streets within the network
- Promotion of dialogue with regard to the way activities are to be carried out.
- Enhanced programming of activities and better forward planning by all Promoters

During Year 3 of this operational permit scheme, the average duration of works on highways by utility companies has reduced by 10% from the 3.9 days baseline to 3.5 days in Year 3. The average occupation of the highways by Dorset Council has reduced by 23% from 6.6 days baseline to 5.1 days in Year 3. Overall, the occupancy of highways has reduced by 20%.

Table 1: Occupation of the highway by Utility Companies

	Noticing 2018	Year 1	Year 2	Year 3	Difference (Year 3 – Noticing 2018)
Average duration (days)	3.9	3.4	3.6	3.5	-0.4 (10%)
Total number of days worked	41,782	31,990	40,434	47,096	+5,314 (13%)

Table 2: Occupation of the highway by Dorset Council

	Noticing 2018	Year 1	Year 2	Year 3	Difference (Year 3 – Noticing 2018)
Average duration (days)	6.6	4.4	4.4	5.1	-1.5 (23%)
Total number of days worked	25,719	15,322	11,986	13,384	-12,335 (48%)

At the time of implementing the Permit Scheme it was identified that the majority of the highways works (reactive maintenance) are not comparable to works carried out by external promoters in terms of their duration and complexity. Hence, it was decided that relevant highways work will be clustered for the purpose of permitting and follow-on work notices. The effective clustering has reduced the volume of highway works registered by 81%. This has facilitated a more realistic representation for monitoring performance of the permit scheme.

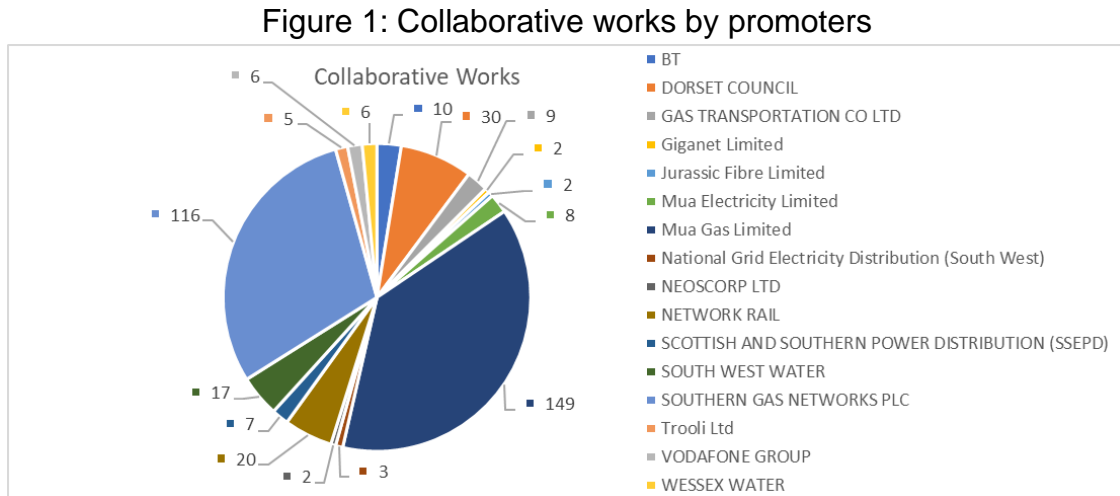
The permit scheme has enabled Dorset Council to have greater control on the works carried out by applying conditions on the way works are managed by the work promoter, and challenging variation requests on the duration of works. This has resulted in effectively managing disruption better and reducing it across the authority's network.

Enhanced communication and advanced planning have resulted in a relatively small number of works being refused or deemed. The traffic team has spent significant time throughout the third Year, to ensure the high quality of information submitted for permit applications and modifications. Out of all applications received 17% were initially refused and 1% deemed. (KPI 1). Out of all permits issued, only 10% of the works applied for a duration extension, 95% of these extension requests were approved due to better communication and co-operation, and 5% were refused where they were found to be unreasonable (KPI 3).

Improved forward planning by works promoters has increased Phase one registrations where permanent reinstatement was carried out at the same time. On average, 89% of Phase one registrations were completed as permanent reinstatements. This reduces the need to return to the site in the future, therefore causing less disruption.

Dorset Council has encouraged more collaborative working arrangements, including trench, road space and duct sharing between promoters wherever possible. In total, 392 instances of collaborative working were recorded during Year 3 of permit scheme operations, which is 48% higher when compared to Year 1, and comparable with Year 2.

Figure 1 presents a breakdown of collaborative works by promoters.



In the third year of Permit Scheme operations, the quality of data supplied by all work promoters has significantly improved. A thorough review of all permit applications and work notices allows Dorset Council to identify opportunities for improving coordination with work promoters. Issuing of Fixed Penalty Notices (FPNs) where promoters failed to submit accurate and timely information (Appendix 2) has encouraged further improvement of data quality. The scheme has also continued to encourage planning activities prior to submitting permit applications which has resulted in fewer rejections and has benefitted all users of the highway.

The third year of the permit scheme has focused on streamlining the operations in addition to fulfilling its objectives. Dorset Council has continued to work with all promoters to improve standards of work and to ensure all the conditions of working are met. It is our objective to improve dialogue with all promoters and to work constructively and collaboratively. We have discussed failures with teams on-site and with their managers to encourage improvement but have subsequently issued FPNs where necessary. Out of the total FPNs issued (1545) during the Year, 77.5% were related to failure to provide start and/or stop notices on time and 21.9% were related to breach of permit conditions.

## 4. Fee Structure

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 requires the permit authority to review the existing fee levels to determine if any revision is needed when a surplus or deficit exists. The current fee structure for the Dorset Council Permit Scheme is provided in Table 3.

Table 3: Fee Structure

Permit Type	Reinstatement Category			
	Road Category 0, 1 & 2 or Traffic Sensitive		Road Category 3 & 4 and Non-Traffic Sensitive	
	Maximum Fee (DfT)	Dorset Fee*	Maximum Fee (DfT)	Dorset Fee*
Provisional Advance Authorisation	£105	£96	£75	£64
Major works – over 10 days and all major works requiring a traffic regulation order	£240	£196	£150	£105
Standard activity (also Major works – from 4-10 days)	£130	£120	£75	£61
Minor activity (also Major works – up to 3 days)	£65	£60	£45	£31
Immediate activity	£60	£56	£40	£27
Permit Variation	£45	£45	£35	£35

\*Note that in Year 3, the majority of Dorset's fees are less than the maximum prescribed by DfT.

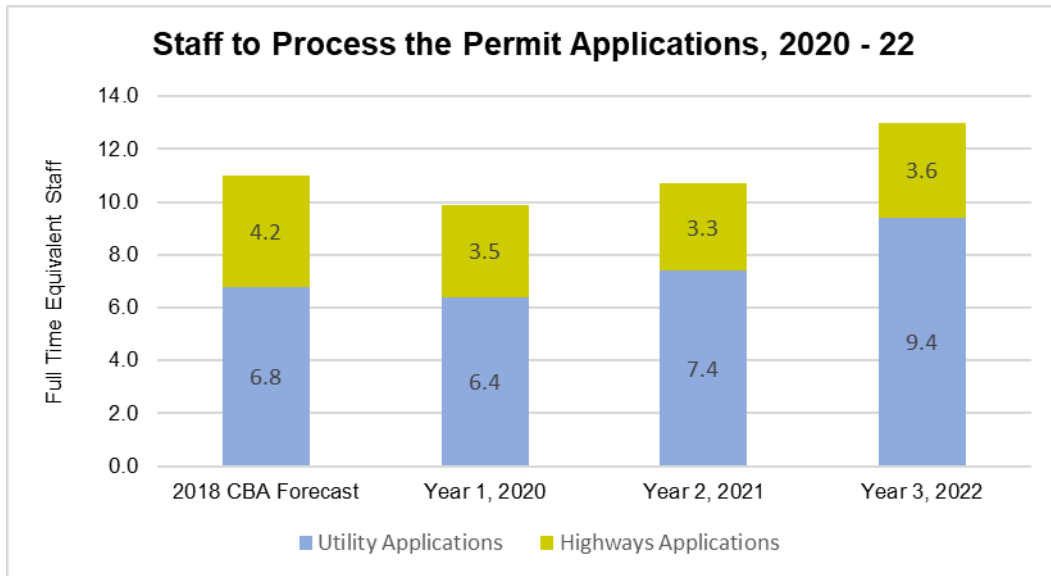
For Year 3 (Jan to Dec 2022), the total Permit Fees invoiced was £855,894. The operating costs to process utility permit applications for the same period is calculated at £961,777, out of which employee cost is £872,984. The permit fee surcharge has recovered £88,793 towards the utilities shares of the total allowable overhead costs. An overall deficit of £105,883 or 11% of the annual fee income has been recorded for Year 3.

Total permit fee income increased from £724,314 in Year 2, following a 26% increase in the number of utility permits granted in Year 3. The number of Major and Standard permits also increased compared with the previous year, increasing the staff resource required to process applications and the fees charged to grant permits.

The total number of full time equivalent staff required to process all permit and permit variation applications has increased from between 10 and 11 FTE in previous years to 13 FTE in Year 3. The number of staff required to process utility promoter permits has increased by 2 from 7.4 FTE in Year 2 to 9.4 FTE in the third year.

The number of staff required to process and grant permit and permit variation applications in each year is shown in Figure 2a.

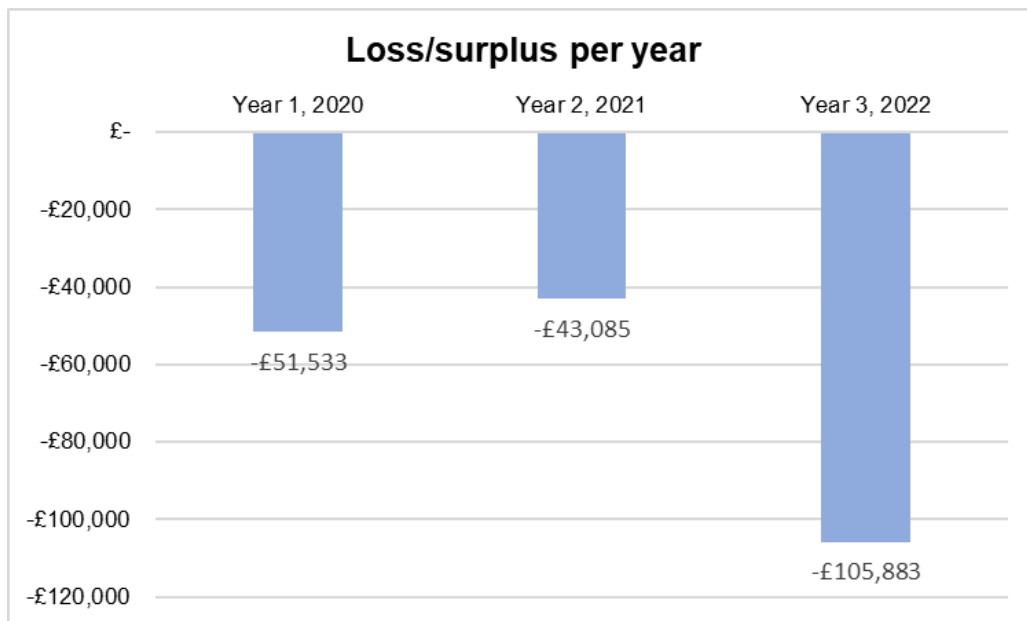
Figure 2a: Staff to Process Permit Applications



The scheme recorded a deficit of £51,533 in Year 1 and £43,085 in Year 2, making an aggregate loss of £94,618 in the first two years or 7% of the total operating cost to process utility works promoter permits granted.

The annual loss reported in each year since the start of the scheme in 2020 is presented in Figure 2b below.

Figure 2b: Loss/Surplus per year



The reported loss consists of two components:

- The effect of salary and other staff overhead increases since the permit fees were set prior to the introduction of the scheme
- The incentives and discounts to permit fees charged to utility works promoters in some circumstances (e.g. working on traffic sensitive streets wholly outside of traffic sensitive times, collaborative working practices)

The Cost Benefit Assessment was carried out in 2019 to support the business case to introduce a street works permit scheme. Since then, salaries have increased by between 3.9% and 9.5%. The latter increase includes the effect of restructuring the team and regrading senior members of staff to reflect the additional responsibilities required to manage the larger street works team.

Discounts to permit fees in the third year amounted to £54,942, or approximately half of the £105,833 loss reported. The remainder of the loss is a result of changes in staff costs in the last year.

The break-even position in Year 3 would have been achieved with a 13% increase in permits fees. This increase however, would result in all permit fees on Category 0-2 and Traffic Sensitive streets other than Major permit applications being capped at the maximum level permitted in the regulations.

**Recommendation: It is recommended that Dorset Council consider increasing the permit fees by 13%, subject to the ceiling fee specified in the regulations, to avoid incurring further losses in subsequent years.**

## 5. Costs and Benefits

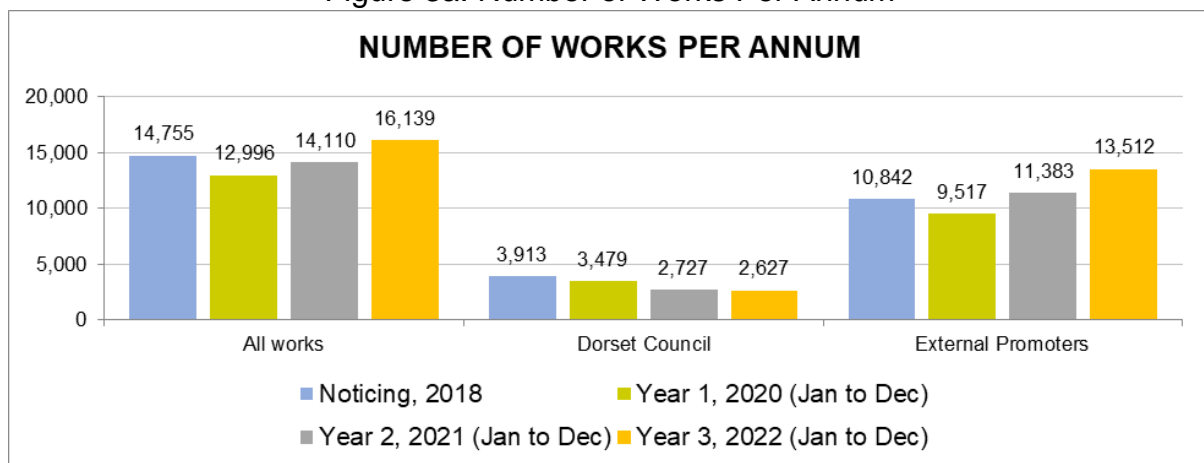
The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the Permit Authority shall also consider whether the permit scheme is meeting Key Performance Indicators (KPIs) where these are set out in the guidance.

The benefits of permit schemes are normally quantified by multiplying the number of days saved on the network over the whole Year multiplied by the average cost per day incurred by motorists travelling through traffic managed sites.

As well as a change in the average duration of works, the number of works completed in each year will also have an impact on total occupancy and the comparison in each.

The number of works completed in each year is compared with the adjusted noticing benchmark period in Figure 3a.

Figure 3a: Number of Works Per Annum



Highway works have remained reasonably consistent since the introduction of the scheme. Works in Year 3 reduced by less than 4% compared with the previous year, with the reduction split evenly between Major and Minor works.

Year 3 saw the highest number of utility works completed, increasing by 19% compared with Year 2 and by 25% compared with the noticing record. The number of utility works recorded in the first year of the scheme was reduced by the impact of COVID-19 lockdown measures.

The number of Major, Standard and Minor works has increased by 30% to 45% in the third year, while the number of Immediate works are generally unchanged. The increase in non-immediate works is mainly due to the number of works completed by telecoms promoters, which has almost trebled since the introduction of the scheme and increased by over 2,300 in Year 3, an increase of 75% compared with the previous year.

The number of works completed by telecoms promoters in each year is provided in Table 4.

Table 4: Change in Number of Works by Telecoms Promoters

Telecoms Promoters	Noticing 2018	Permitting Year 1, 2020	Permitting Year 2, 2021	Permitting Year 3, 2022
Number of works completed	1,946	2,304	3,118	5,430

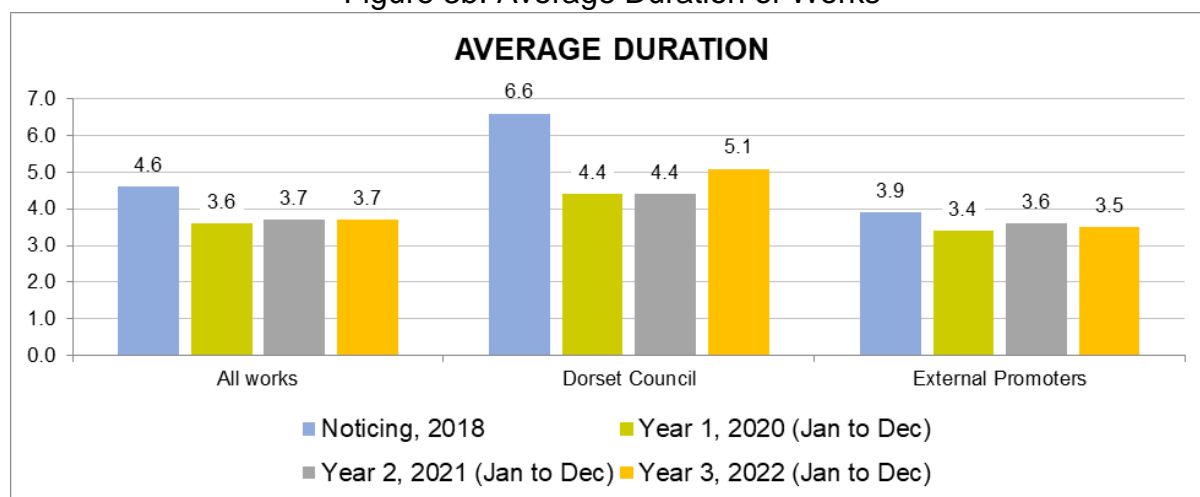
The biggest change was over 1,300 works completed by Jurassic Fibre Ltd. A large increase in works by Gigaclear and Giganet and the introduction of a new promoter to the area, Trooli Ltd, collectively accounted for an additional 1,000 works. All of these companies are delivering broadband high speed fibre roll-out but this is likely to reduce in Year 4.

It is anticipated that the number of telecoms works undertaken in the current year will reduce from the high reported in Year 3.

The net effect is an increase of 2,029 works completed in Year 3 by all promoters, or 14% more than Year 2.

The average duration of works in each Year is shown in Figure 3b.

Figure 3b: Average Duration of Works



The overall reduction in average duration for all works achieved in Years 1 and 2 has been largely maintained in Year 3. Average duration reduced from 4.6 days under Noticing to 3.6 days in Year 1. Years 2 and 3 have seen a small increase in overall average duration to 3.7 days.

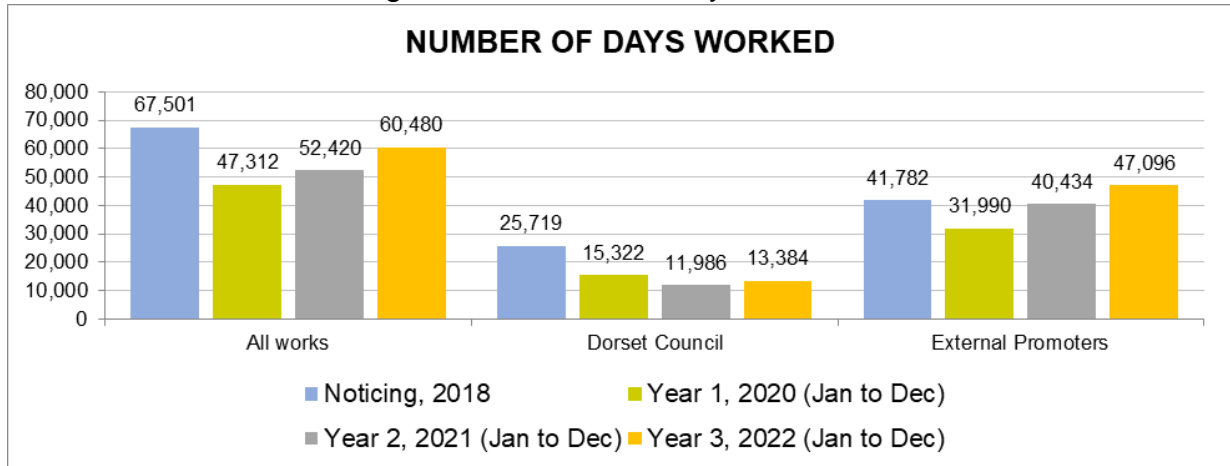
The average duration for highway works, has increased slightly to 5.1 days, following a reduction to 4.4 days in previous years.



The average duration for utility works in Year 2 increased slightly from 3.4 days to 3.6 days. The Year 3 average shows a small reduction back to 3.5 days.

The effect of the change in number of works and average duration is demonstrated in the total occupancy statistics, presented in Figure 3c.

Figure 3c: Number of Days Worked



The Year 2018 was used as the base year for forecasting permit scheme activity when developing the business case and Cost Benefit Assessment for the proposed scheme.

Under Noticing, 81,980 working days were recorded between January to December 2018. This includes 14,479 Minor highway works of less than 1 day duration; short duration reactive repairs recorded before the scheme went live, that do not require a permit now the scheme is operating.

The benchmark case (presented in the above charts) has been reduced to 67,501 working days by excluding these Minor highway works to avoid over-stating the benefits of the scheme when comparing the operation in Year 3.

For the equivalent 12-month period from January to December 2022, corresponding to the third Year of the Permit Scheme, 60,480 working days were recorded. A saving of 7,021 days worked on the network (or 10% lower than the adjusted noticing benchmark period).

The overall saving is a result of a 48% reduction in occupancy for highways works, with the 12,335 fewer days worked offsetting but an additional 5,314 days worked on utility works. The 25% increase in the number of utility works completed in the third year is mainly due to the increased activity by fibre companies.

The 10% saving in occupancy in Year 3 (60,480 days compared with 67,501 in 2018) means the effective reduction in occupancy of the network in the third year is significantly higher than the 5% minimum stipulated in the statutory guidance for authorities implementing a permit scheme.

The Cost Benefit Analysis conducted in 2019 (source: The Dorset Council Permit Scheme – Final Report Cost Benefit Analysis, January 2020, Table 11 page 26) calculated the impact of 1 Year worth of typical street works at £32.3M (stated at 2010 values, in line with standard CBA procedures).

The 15,347 works completed in the Noticing period have an average duration of 4.6 days, this equates to an average cost of £457 per day for all work types.

Therefore, the calculated monetary benefit to transport users of the Permit Scheme in Year 3 is;

- All works saving £3.21M (at 2010 values) or 10% of the total annual impact
- Highway works saving £5.64M (at 2010 values) or 17% of the total annual impact
- The increase in the number of utility works increased in the cost to the network, a cost of £2.43M (at 2010 values) or 8% of the total annual impact

The effective saving for Utility works (if the number of works in each Year is the same) is higher, at £7.65M or 24% of the total annual impact due to the reduction in average duration from 3.9 days to 3.5 days in the third year.

Conversely, the effective saving for highway works after discounting the effect of the reduction in the number of works recorded in Year 3, reduces from £5.64M to £2.65M or 8% of the total annual impact.

The effective monetary benefit (discounting the effect of changes in the number of works completed in each Year) in Year 3 is;

- All works saving £10.29M (at 2010 values) or 32% of the total annual impact
- Highway works saving £2.65M (at 2010 values) or 8% of the total annual impact
- Utility works saving £7.65M (at 2010 values) or 24% of the total annual impact

In addition to calculating the monetary benefit of the second Year of the Scheme, this section also re-evaluates the Cost Benefit Analysis (CBA) replacing the estimated number of works and works types used in the business case assessment with the actual numbers recorded in the third Year.

The methodology involves the following steps using the Year 3 data records;

- Identify the number of works-by-works category and road type
- Update forecast opening Year 2020 Quadro modelling with volumes recorded in 2021
- Recalculate the annual impact using updated Quadro model outputs
- Recalculate the operating costs (replacing the Fees Matrix forecast with the actual number of permit works stopped records)
- Recalculate the NPV and BCR for default 5% saving and recorded 22% saving in working days

The updated CBA recalculated the annual impact on the network at £45.2M in Year 3, a 22% increase in modelled impact compared with Year 1 and no change

compared with Year 2. This is a result of the increase in the number of works completed (from 12,996 in Year 1 to 16,139 in Year 3), particularly those works operating with active traffic management (an additional 636 works requiring road or lane closures and 940 works requiring temporary traffic signal control)

A 5% reduction in occupancy results in a BCR of 2.0 and a Net Present Value (NPV) of £700,038 per annum. This is a reduction over the BCR of 2.3 for previous years. The number of telecoms works in the current year are anticipated to reduce back to normal levels during the current year, resulting in a reduction in network occupancy. This should have a positive benefit on the modelled BCR when the next review is carried out.

The 10% reduction in occupancy recorded for all works produces a BCR of 4.2 and a NPV of £2,787,169.

This is well above the DfT value for money threshold of 2.0 for the recommended 5% occupancy saving.

This demonstrates that the Permit Scheme continues to deliver excellent value for money in its third Year.

## 6. Key Performance Indicators

Section 20.3 of the Permits Code of Practice states that every Authority that wants to run a Permit Scheme must explain how it intends to demonstrate parity of treatment for all promoters in its application. To demonstrate that the permit scheme is operated with parity, Dorset Council has applied a set of Key Performance Indicators (KPIs) shown below. The data has been extracted and analysed for Year 3 (Jan to Dec 2022).

### KPI 1: Permit & Variation Applications Received, Granted & Refused

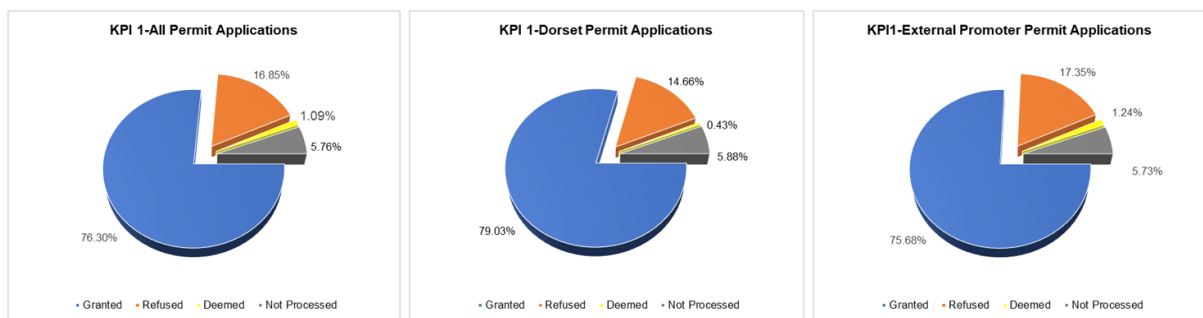
Dorset Council received a total of 34,017 Permit and Permit Variation applications during the period, out of which 19% were received from the Dorset Highways and 81% from 30 external work promoters. Due to clustering of reactive maintenance works, the share of permits applications for Highways may appear lower when compared to other similar size unitary authorities. Table 5 shows the number of permit applications and variations received, granted, refused, and deemed for the period.

Table 5: Permit Applications & Variations Summary

	Applications	Granted	Refused	Deemed	Cancelled / Superseded
Dorset	6,308	4,985 (79.0%)	925 (14.7%)	27 (0.4%)	371 (5.9%)
External	27,709	20,971 (75.7%)	4,807 (17.4%)	344 (1.2%)	1,587 (5.7%)
All	34,017	25,956 (76.3%)	5,732 (16.9%)	371* (1.1%)	1,958 (5.7%)

\*Out of the 371 (1.1%) deemed applications, 313 (0.92%) were for permits applied on private streets for which Dorset Council had decided to allow work to progress by default.

Figure 4: Permit Applications & Variations Received, Granted & Refused



During Year 3 of the Permit Scheme operations, 79% of all permit applications received by Dorset Council were granted, while 15% were refused for valid reasons.

Our analysis clearly indicates parity of treatment for all work promoters. The slightly higher refusal rate for external promoter works is attributed to higher complexity and average durations of such works.

Out of the 371 (1.1%) deemed applications, 313 (0.92%) were for permits applied on private streets for which Dorset Council had decided to allow work to progress by default.

Further reviews and focused dialogues with all promoters will continue into the current Year of operations.

## KPI 2: Number of Conditions Applied by Condition Type

A total of 66,161 standard conditions were applied to 25,956 granted permits and variations out of which 92% were related to external (utility) work promoters' applications. The majority of conditions applied to external work promoters' permits relate to Date Constraints (43%), Consultation and Publicity (27%) and Time Constraints (11%). Highway permit conditions are predominantly related to Time Constraints (52%), Consultation and Publicity (31%) and Light Signals and Shuttle Working (5%).

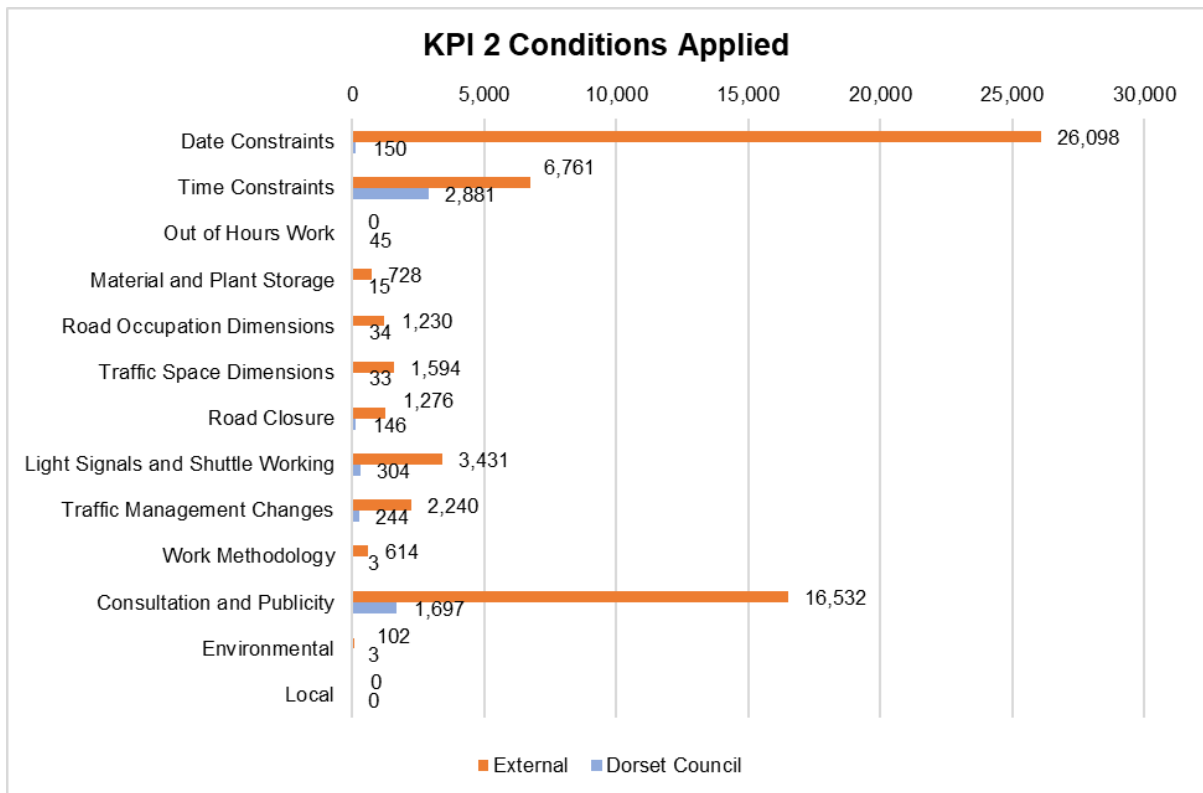
Number of conditions applied to the Highways permits is lower, however this is justified due to lower number of Highways works and permit applications during the period when compared to external work promoters. Further, the type of works combined with effective pre scheme collaboration and discussions contributed to fewer Road Occupation Dimensions and Light Signals and Shuttle Working conditions required or issued for Highway works which justifies the low overall number of highway permit conditions being issued in Year 3. Table 6 and Figure 5 further illustrates the breakdown and comparative view of conditions applied to the permits.

Table 6: Number of Conditions Applied by Condition Type

Condition	Condition Description	External	Dorset	All
NCT01	Date constraints	26,098	150	26,248
NCT02	Time constraints	6,761	2,881	9,642
NCT03	Out of Hours Work	0	45	45
NCT04	Material & plant storage	728	15	743
NCT05	Road occupation dimensions	1,230	34	1,264
NCT06	Traffic space dimensions	1,594	33	1,627
NCT07	Road closure	1,276	146	1,422

Condition	Condition Description	External	Dorset	All
NCT08	Light Signals and Shuttle Working	3,431	304	3,735
NCT09	Traffic Management Changes	2,240	244	2,484
NCT10	Work Methodology	614	3	617
NCT11	Consultation and Publicity	16,532	1,697	18,229
NCT12	Environmental	102	3	105
NCT13	Local	0	0	0
	<b>TOTAL</b>	<b>60,606</b>	<b>5,555</b>	<b>66,161</b>
		92%	8%	

Figure 5: Number of Conditions Applied by Condition Type



Permit conditions used for utility applications in Year 3 demonstrated a moderate increase from Year 2, where they have increased from 87% to 92%. Hence, we are continuing the recommendation below for Year 4 as well.

**Recommendation: Review utility application permit conditions to see if all stated conditions are necessary and required, with an intent of reducing the amount of breach of conditions and infringements.**

### KPI 3: Number of Approved Revised Durations

Table 7 shows the number of Revised Duration (extension) requests received, granted, and refused for internal and external works.

Table 7: Revised Duration Requests

	External	Dorset	All
Permits Issued	19,907	3,497	23,404
Extension Requests	2,141 (11%)	298 (9%)	2,439 (10%)
Extensions Agreed	2,027 (95%)	279 (94%)	2,306 (95%)
Extensions Refused	114 (5%)	19 (6%)	133 (5%)

Of the permits granted during the evaluation period, only 10% requested duration extensions, 9% for internal works and 11% for external works. Dorset Council demonstrated parity of treatment by granting a similar percentage of the extensions requested by external work promoters (95%) irrespective of more complex nature of these jobs. Overall, low number of duration extension requests and higher approval rates for these extensions has demonstrated high level of coordination and collaboration with work promoters.

### KPI 4: Number of occurrences of reducing the application period (early starts)

The table below captures the number of early start requests received from Dorset's internal and external work promoters, along with their agreements and refusals.

Table 8: Early Start Requests and Agreements

	External	Dorset	All
Permit Granted	19,074	5,859	24,933
Early Start Requests	2,994 (16%)	2,204 (38%)	5,198 (21%)
Early Start Agreements	1,603 (54%)	1,219 (55%)	2,822 (54%)
Early Starts Refused	1,391 (46%)	985 (45%)	2,376 (46%)

Of the 24,933 permits granted, 21% of the works requested early starts with 38% of Dorset Council works and 16% of Utility works requesting early starts.

Through good communication and dialogue, the impact of each of the early starts were assessed and the permit team granted 54% of early start requests demonstrating good collaboration. The remaining early start requests were rejected due to various reasons such as clashes of works or where the early start was requested too late to be processed on time.

Dorset Council demonstrated parity of treatment on this measure by approving a near equal % of early start requests by external work promoters (46%) when compared with their own works (45%).



## 7. Traffic Management Act Performance Indicators (TPI)

The TMA Performance Indicators (TPI's) are a collection of measures for Works Promoters in the Streetworks Industry designed by Highway Authorities and Utilities Committee (HAUC) UK and EToN Developers' Group (EDG) members.

### TPI 1 Works Phases Started

Table 9 shows the count of all Works phases that started in each quarter by promoters. A total of 16,483 works were started from 01st of January 2022 to 31st December 2022, out of which 2,709 were highway works and 13,774 were utility works.

Table 9: Works Phases Started

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
BT	843	705	714	645
Call Flow Solutions Ltd	0	140	239	7
Clear Channel	0	0	1	0
ES Pipelines Ltd	3	0	0	2
ESP Electricity Ltd	0	1	0	1
Fulcrum Pipelines Limited	1	0	0	1
Gigaclear	83	64	65	32
GTC	7	6	16	10
HUTCHISON 3G LTD	0	0	0	1
Independent Next Generation Networks Ltd	0	11	6	10
Jurassic Fibre Ltd	137	332	356	495
Last Mile Electricity Limited	2	1	2	0
Last Mile Gas Limited	1	0	0	0
M12 Solutions	53	98	174	186
MURPHY GAS NETWORKS	0	0	1	0
MURPHY POWER DISTRIBUTION	0	1	2	3
National Grid Electric PLC	0	0	1	1
NETWORK RAIL - PROMOTERS NATIONAL	17	9	5	10
Romec	1	1	4	2
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	168	183	214	254
South West Water	153	158	218	147
SOUTHERN GAS NETWORKS	267	208	196	209
SSE DATACOM	0	0	2	0

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
SSE GAS	0	0	1	0
T-Mobile (UK) Limited	7	16	2	5
VIRGIN MEDIA	2	8	11	4
Vodafone	4	5	4	0
Wessex Internet Limited	3	25	23	13
WESSEX WATER	1398	1254	1574	1360
Western Power Distribution	41	34	60	34
<b>All Utilities Promoters</b>	<b>3191</b>	<b>3260</b>	<b>3891</b>	<b>3432</b>
<b>Dorset Council</b>	<b>577</b>	<b>830</b>	<b>627</b>	<b>675</b>

\*Since this is the first year of the scheme operation, some TPI counts may include Notices counts of works that started before permit scheme implementation and completed after implementation.

## TPI 2 Works Phases Completed

Table 10 shows the count of all Works phases completed by each quarter by promoters. A total of 16,381 works phases were completed from 01<sup>st</sup> of January 2022 to 31<sup>st</sup> December 2022, out of which 2,683 were highway works and 13,698 were utility works.

Table 10: Works Phases Completed

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
BT	827	710	709	647
Call Flow Solutions Ltd	0	135	243	7
Clear Channel	0	0	1	0
ES Pipelines Ltd	3	0	0	2
ESP Electricity Ltd	0	1	0	1
Fulcrum Pipelines Limited	0	0	0	1
Gigaclear	83	57	64	39
GTC	7	7	15	6
HUTCHISON 3G LTD	0	0	0	1
Independent Next Generation Networks Ltd	0	11	6	10
Jurassic Fibre Ltd	137	317	370	495
Last Mile Electricity Limited	2	1	2	0
Last Mile Gas Limited	1	0	0	0
M12 Solutions	48	90	176	197
MURPHY GAS NETWORKS	0	0	1	0
MURPHY POWER DISTRIBUTION	0	1	2	3

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
National Grid Electric PLC	0	0	1	4
NETWORK RAIL - PROMOTERS NATIONAL	17	10	5	10
Romec	1	1	4	2
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	163	179	213	249
South West Water	144	159	218	143
SOUTHERN GAS NETWORKS	246	230	181	210
SSE DATACOM	0	0	2	0
SSE GAS	0	0	1	0
T-Mobile (UK) Limited	7	16	2	5
VIRGIN MEDIA	2	8	11	4
Vodafone	4	5	4	0
Wessex Internet Limited	3	25	24	13
WESSEX WATER	1388	1248	1565	1368
Western Power Distribution	40	33	58	36
<b>All Utilities Promoters</b>	<b>3123</b>	<b>3244</b>	<b>3878</b>	<b>3453</b>
<b>Dorset Council</b>	<b>523</b>	<b>832</b>	<b>636</b>	<b>692</b>

\*Since it is the first year of the scheme operation, some TPI counts may include Notices counts of works that started before permit scheme implementation and completed after implementation.

### TPI 3 Days of Occupancy Phases Completed

Table 11 shows the count of all Works occupancy days for any works phases that were active (in progress) at any time within a given quarter, only days within the quarter are counted.

Table 11: Days of Occupancy Phases Completed

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
1255OD	90	91	92	92
BOURNEMOUTH WATER	180	182	184	184
BT	3329	3383	4070	3462
Call Flow Solutions Ltd	0	310	510	12
Clear Channel	0	0	1	0
ES Pipelines Ltd	8	0	0	12
ESP Electricity Ltd	0	5	0	6
Fulcrum Pipelines Limited	4	0	0	5
Gigaclear	319	455	553	477
GTC	79	35	170	42
HUTCHISON 3G LTD	0	0	0	1
Independent Next Generation Networks Ltd	0	28	11	28
Jurassic Fibre Ltd	254	769	882	1612
Last Mile Electricity Limited	33	3	16	0
Last Mile Gas Limited	7	0	0	0
M12 Solutions	333	606	1264	1654
MURPHY GAS NETWORKS	0	0	4	0
MURPHY POWER DISTRIBUTION	0	1	14	23
National Grid Electric PLC	360	364	369	183
NETWORK RAIL -PROMOTERS NATIONAL	239	123	103	121
Romec	1	1	4	2
SCOTTISH& SOUTHERN ELECTRICITY NETWORKS	1418	1525	1339	1779
South West Water	597	633	847	660
SOUTHERN GAS NETWORKS	6835	5894	5714	6752
SSE DATACOM	0	0	2	0
SSE GAS	0	0	5	0
T-Mobile (UK) Limited	18	30	2	5
VIRGIN MEDIA	92	99	104	96
Vodafone	94	96	105	92

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
Wessex Internet Limited	5	53	78	55
WESSEX WATER	4535	4282	4915	4838
Western Power Distribution	833	756	950	795
<b>All Utilities Promoters</b>	<b>19663</b>	<b>19724</b>	<b>22308</b>	<b>22988</b>
<b>Dorset Council</b>	<b>4805</b>	<b>6020</b>	<b>4916</b>	<b>4937</b>

\*Since it is the first year of the scheme operation, some TPI counts may include Notices counts of works that started before permit scheme implementation and completed after implementation. We believe the counts also include the works started any time before the observation period and did not receive a work stop notice. The actual number of days worked calculated by work stop notices can be found in [Appendix 1](#)

## TPI 4 Average Duration of Works

Table 12 shows the average duration in days for all those Work phases that were completed within each quarter by promoters. The average duration for all promoters in the 3<sup>rd</sup> Year of scheme's operation is 12.27 days.

Table 12: Average Duration of Works

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
BT	2	2.25	2.75	2.46
Call Flow Solutions Ltd	0	2.22	2.13	1.71
Clear Channel	0	0	1	0
ES Pipelines Ltd	2.67	0	0	6
ESP Electricity Ltd	0	5	0	6
Fulcrum Pipelines Limited	0	0	0	5
Gigaclear	3.84	6.96	7.63	15.33
GTC	11.29	5.14	11.07	6
HUTCHISON 3G LTD	0	0	0	1
Independent Next Generation Networks Ltd	0	2.55	1.83	2.8
Jurassic Fibre Ltd	1.85	2.31	2.45	3.25
Last Mile Electricity Limited	16.5	3	8	0
Last Mile Gas Limited	7	0	0	0
M12 Solutions	6.31	6.08	6.72	9.07
MURPHY GAS NETWORKS	0	0	4	0
MURPHY POWER DISTRIBUTION	0	1	7	7.67
National Grid Electric PLC	0	0	629	445.75
NETWORK RAIL - PROMOTERS NATIONAL	35.94	11.3	2.2	2.9
Romec	1	1	1	1

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	7.49	7.25	5.38	5.98
South West Water	3.19	3.47	3.41	3.51
SOUTHERN GAS NETWORKS	16.11	14.68	13.74	14.87
SSE DATACOM	0	0	1	0
SSE GAS	0	0	5	0
T-Mobile (UK) Limited	2.57	1.88	1	1
VIRGIN MEDIA	1	1	1.09	1
Vodafone	1	1	3.25	0
Wessex Internet Limited	1.67	2.12	3.29	4.23
WESSEX WATER	1.94	2.07	1.92	2.25
Western Power Distribution	5	3.52	4.81	4.5
<b>All Utilities Promoters</b>	<b>4.28</b>	<b>2.86</b>	<b>24.36</b>	<b>18.44</b>
<b>Dorset Council</b>	<b>4.53</b>	<b>5.7</b>	<b>6.69</b>	<b>6.5</b>

\*Since it is the first year of the scheme operation, some TPI counts may include Notices counts of works that started before permit scheme implementation and completed after implementation. Also, these counts may include the works for which works stop notices are not sent on time. The actual average duration will be less than 4.07. The actual calculations based on the works stopped during the 1<sup>st</sup> year of the scheme operation for overall and by works category average duration can be found in [Appendix 1](#)

## TPI 5 Phases Completed Involving Overrun

Table 13 shows the count of works phases where the Works Stop Date was after the “Reasonable Period” for the phase for each quarter by promoters. A total of 278 work phases were completed after the reasonable period, out of which 75 works were Highway works and 203 works were utility works.

Table 13: Phases Completed Involving Overrun

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
BT	2	3	6	6
Call Flow Solutions Ltd	0	3	1	0
Gigaclear	2	0	1	0
GTC	2	0	0	0
Jurassic Fibre Ltd	0	0	0	3
M12 Solutions	0	0	3	1
MURPHY POWER DISTRIBUTION	0	0	1	0

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
NETWORK RAIL - PROMOTERS NATIONAL	1	0	0	0
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	10	5	12	13
South West Water	4	5	6	3
SOUTHERN GAS NETWORKS	9	11	9	17
T-Mobile (UK) Limited	0	1	0	0
Wessex Internet Limited	0	0	3	0
WESSEX WATER	7	11	19	23
<b>All Utilities Promoters</b>	<b>37</b>	<b>39</b>	<b>61</b>	<b>66</b>
<b>Dorset Council</b>	<b>14</b>	<b>21</b>	<b>16</b>	<b>24</b>

\*Since it is the first year of the scheme operation, some TPI counts may include Notices counts of works that started before permit scheme implementation and completed after implementation.

## TPI 6 Number of Overrun Days

Table 14 shows the sum of the total overrun days for those work phases that were completed during the quarter for each quarter by promoters. A total of 2,382 overrun days, out of which 999 days overrun by Highway works and 1,383 days overrun by utility works.

Table 14: Number of Overrun Days

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
BT	4	10	15	57
Call Flow Solutions Ltd	0	5	57	0
Gigaclear	4	0	8	0
GTC	8	0	0	0
Jurassic Fibre Ltd	0	0	0	6
M12 Solutions	0	0	7	3
MURPHY POWER DISTRIBUTION	0	0	1	0
NETWORK RAIL - PROMOTERS NATIONAL	497	0	0	0
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	57	18	43	29
South West Water	4	33	19	14

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
SOUTHERN GAS NETWORKS	59	82	59	139
T-Mobile (UK) Limited	0	1	0	0
Wessex Internet Limited	0	0	3	0
WESSEX WATER	18	24	44	55
<b>All Utilities Promoters</b>	<b>651</b>	<b>173</b>	<b>256</b>	<b>303</b>
<b>Dorset Council</b>	<b>158</b>	<b>299</b>	<b>303</b>	<b>239</b>

\*Since it is the first year of the scheme operation, some TPI counts may include Notices counts of works that started before permit scheme implementation and completed after implementation.

## TPI 7/8 Number of Phase One Registrations/Phase One Permanent Registrations

Table 15 shows the count of works of all sites on the Full Registration notice for the works phase. It also shows the percentage where permanent reinstatement has been carried out in Phase One. On average, 89% of Phase One registrations were completed with permanent reinstatement, which is much higher than the industry standards.

Table 15: Number of Phase One Registrations/Phase One Permanent Registrations



Promoter	Registration	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
BT	Phase One Registrations	415	467	455	350
	Phase One Permanent Registrations	391	436	419	323
	% of Phase One Permanent Registrations	94%	93%	92%	92%
Call Flow Solutions Ltd	Phase One Registrations	0	121	178	2
	Phase One Permanent Registrations	0	105	134	2
	% of Phase One Permanent Registrations		87%	75%	100%
Clear Channel	Phase One Registrations	0	0	1	0
	Phase One Permanent Registrations	0	0	1	0
	% of Phase One Permanent Registrations			100%	
ES Pipelines Ltd	Phase One Registrations	1	0	0	2
	Phase One Permanent Registrations	1	0	0	2
	% of Phase One Permanent Registrations	100%			100%
ESP Electricity Ltd	Phase One Registrations	0	1	0	1
	Phase One Permanent Registrations	0	1	0	1
	% of Phase One Permanent Registrations		100%		100%
Fulcrum Pipelines Limited	Phase One Registrations	0	0	0	1
	Phase One Permanent Registrations	0	0	0	1
	% of Phase One Permanent Registrations				100%

Gigaclear	Phase One Registrations	39	29	40	30
	Phase One Permanent Registrations	37	27	35	26
	% of Phase One Permanent Registrations	95%	93%	88%	87%
GTC	Phase One Registrations	6	6	10	2
	Phase One Permanent Registrations	5	5	8	1
	% of Phase One Permanent Registrations	83%	83%	80%	50%
HUTCHISON 3G LTD	Phase One Registrations	0	0	0	1
	Phase One Permanent Registrations	0	0	0	0
	% of Phase One Permanent Registrations				0%
Independent Next Generation Networks Ltd	Phase One Registrations	0	5	2	6
	Phase One Permanent Registrations	0	5	2	4
	% of Phase One Permanent Registrations		100%	100%	67%
Jurassic Fibre Ltd	Phase One Registrations	79	205	199	275
	Phase One Permanent Registrations	63	155	143	203
	% of Phase One Permanent Registrations	80%	76%	72%	74%
Last Mile Electricity Limited	Phase One Registrations	2	0	1	0
	Phase One Permanent Registrations	2	0	1	0
	% of Phase One Permanent Registrations	100%		100%	
Last Mile Gas Limited	Phase One Registrations	1	0	0	0

	Phase One Permanent Registrations	1	0	0	0
	% of Phase One Permanent Registrations	100%			
M12 Solutions	Phase One Registrations	36	61	134	128
	Phase One Permanent Registrations	34	50	118	120
	% of Phase One Permanent Registrations	94%	82%	88%	94%
MURPHY GAS NETWORKS	Phase One Registrations	0	0	1	0
	Phase One Permanent Registrations	0	0	1	0
	% of Phase One Permanent Registrations			100%	
MURPHY POWER DISTRIBUTION	Phase One Registrations	0	0	2	2
	Phase One Permanent Registrations	0	0	2	2
	% of Phase One Permanent Registrations			100%	100%
National Grid Electric PLC	Phase One Registrations	0	0	0	1
	Phase One Permanent Registrations	0	0	0	0
	% of Phase One Permanent Registrations				0%
NETWORK RAIL - PROMOTERS NATIONAL	Phase One Registrations	1	0	0	0
	Phase One Permanent Registrations	0	0	0	0
	% of Phase One Permanent Registrations	0%			
Romec	Phase One Registrations	1	1	4	2
	Phase One Permanent Registrations	1	1	4	2

	% of Phase One Permanent Registrations	100%	100%	100%	100%
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	Phase One Registrations	141	141	139	187
	Phase One Permanent Registrations	133	132	127	177
	% of Phase One Permanent Registrations	94%	94%	91%	95%
South West Water	Phase One Registrations	122	141	198	129
	Phase One Permanent Registrations	112	130	188	117
	% of Phase One Permanent Registrations	92%	92%	95%	91%
SOUTHERN GAS NETWORKS	Phase One Registrations	211	211	158	177
	Phase One Permanent Registrations	208	209	154	170
	% of Phase One Permanent Registrations	99%	99%	97%	96%
SSE DATACOM	Phase One Registrations	0	0	1	0
	Phase One Permanent Registrations	0	0	1	0
	% of Phase One Permanent Registrations			100%	
SSE GAS	Phase One Registrations	0	0	1	0
	Phase One Permanent Registrations	0	0	0	0
	% of Phase One Permanent Registrations			0%	
T-Mobile (UK) Limited	Phase One Registrations	0	6	0	0
	Phase One Permanent Registrations	0	5	0	0

	% of Phase One Permanent Registrations		83%		
VIRGIN MEDIA	Phase One Registrations	2	7	10	3
	Phase One Permanent Registrations	2	7	10	3
	% of Phase One Permanent Registrations	100%	100%	100%	100%
Vodafone	Phase One Registrations	1	1	4	0
	Phase One Permanent Registrations	1	1	4	0
	% of Phase One Permanent Registrations	100%	100%	100%	
Wessex Internet Limited	Phase One Registrations	1	7	15	8
	Phase One Permanent Registrations	1	1	3	6
	% of Phase One Permanent Registrations	100%	14%	20%	75%
WESSEX WATER	Phase One Registrations	1057	1026	1338	1151
	Phase One Permanent Registrations	961	971	1257	815
	% of Phase One Permanent Registrations	91%	95%	94%	71%
Western Power Distribution	Phase One Registrations	14	17	30	19
	Phase One Permanent Registrations	13	16	26	18
	% of Phase One Permanent Registrations	93%	94%	87%	95%
All Utilities Promoters	<b>Phase One Registrations</b>	<b>2130</b>	<b>2453</b>	<b>2921</b>	<b>2477</b>
	<b>Phase One Permanent Registrations</b>	<b>1966</b>	<b>2257</b>	<b>2638</b>	<b>1993</b>

	<b>% of Phase One Permanent Registrations</b>	<b>92%</b>	<b>92%</b>	<b>90%</b>	<b>80%</b>
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\*Since it is the first year of the scheme operation, some TPI counts may include Notices counts of works that started before permit scheme implementation and completed after implementation. Please note that we have not mentioned the Dorset Council's performance in TPI7/8 as Site registration is not mandatory for Highways Authority.

### TPI 13 Early Start Agreements

Table 16 shows the count of works phases where an "Early Start" has been agreed. There was a total of 1,924 early starts agreed out of which 867 were for Highways works and 1,057 were for utility works.

Table 16: Early Start Agreements

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
BT	63	56	33	31
Call Flow Solutions Ltd	0	3	1	1
ES Pipelines Ltd	1	0	0	0
ESP Electricity Ltd	0	0	0	1
Fulcrum Pipelines Limited	0	0	0	1
Gigaclear	18	29	28	6
GTC	3	1	4	1
Independent Next Generation Networks Ltd	0	5	5	7
Jurassic Fibre Ltd	6	13	17	30
Last Mile Electricity Limited	1	0	0	0
M12 Solutions	15	12	13	24
MURPHY POWER DISTRIBUTION	0	1	1	0
National Grid Electric PLC	0	0	1	1
NETWORK RAIL - PROMOTERS NATIONAL	7	4	1	0
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	15	21	18	15
South West Water	1	4	0	1
SOUTHERN GAS NETWORKS	121	66	59	47
SSE DATACOM	0	0	1	0
T-Mobile (UK) Limited	0	0	1	0
Vodafone	2	2	0	0
Wessex Internet Limited	0	4	13	0
WESSEX WATER	43	55	65	52
Western Power Distribution	3	0	3	0
<b>All Utilities Promoters</b>	<b>299</b>	<b>276</b>	<b>264</b>	<b>218</b>
<b>Dorset Council</b>	<b>153</b>	<b>262</b>	<b>280</b>	<b>172</b>

\*Since it is the first year of the scheme operation, some TPI counts may include Notices counts of works that started before permit scheme implementation and completed after implementation.

## 8. Conclusions

Overall, Dorset Council considers the Third Year of Permit Scheme operation to have been a success. As part of this review, we have also identified key operational and performance measures to focus on for Year 4.

In the Third Year of operation, it is pleasing to see that the overall number of days occupation has reduced by 10.4%, whilst the number of works has been re-baselined for internal promoters. The average duration of works continues to be lower by 10.3% for external work promoters, from an average of 3.9 days to 3.5 days. The Third Year of scheme operation shows improved coordination and information management between Dorset Council and all work promoters, with a small number of works being refused or deemed. Dorset Council has applied parity to all works as required by the scheme.

The fees income received in Year 3 has reflected the cost of operating the scheme and was moderately higher than the estimated value. This will be used in Year 4 to make further improvements for operating the scheme and embedding system support for optimisation of efforts.

During the Third Year of Permit Scheme operations, the quality of data supplied by all work promoters has continued to improve, resulting in high quality of information recorded on the Streetworks Register. Identification of gaps in the supplied data at an early stage of permit noticing process helped to record more accurate data. In turn, a larger focus on applying accurate conditions to a permit has led to a smaller % of infringements regarding breach of conditions, despite the number of permit conditions applied nearly doubling in Year 3.



## 9. Recommendations

Based on the overall analysis of operating the Permit scheme in Year 3, the following recommendations have been made for Year 4.

### **Recommendation 01:**

The Year 3 deficit totals £105,883, or an aggregate loss of £200,501 in the first 3 years. It is recommended that we consider increasing permit fees by 13% in the current year (Year 4) to avoid further losses accruing in subsequent years. The deficit has grown in Year 3 due to an increase in the number of works from fibre companies, which also incurs greater highways staff costs.

### **Recommendation 02:**

The average duration of occupancy of the road network in Year 3 has remained similar for all promoters when compared with Year 2. However, it is worth noticing that the average duration of works by the highway authority has increased by 0.7 days, whilst average duration of works by external promoters reduced by 0.1 days. Hence, we continue this recommendation for Year 4 to drive occupancy of the road network towards a value closer to Year 1.

### **Recommendation 03:**

The number of highway works recorded in Year 3 has continued to reduce for a third year in a row. We thus continue to recommend reviewing highways works undertaken in year 4 to ensure all works falling within the remit of the permit scheme have an appropriate permit.

### **Recommendation 04:**

Despite an increase of 87.9% in the number of permit conditions applied to utility works, the number of infringements tied to the breach of conditions (Regulation 20) did fall by 24.5%. We will continue this recommendation in Year 4 to further reduce the number of infringements.

### **Recommendation 05:**

In year 3, the number of works by telecoms promoters increased by 2312, or 74% compared to year 2. For year 4, we recommend monitoring the number of works by telecoms promoters to identify whether the increase is being maintained. If so, a review of staff resources deployed to process permit applications may be necessary.

## 10. Document Control

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Date	Description	Recipient(s)	Action
08/03/2023	Review #1 – Draft Report	Saanchi	Internal
13/03/2023	Review #2 – Draft Report	Dorset Council & Saanchi	Feedback
22/03/2023	Review #2 – Draft Report	Dorset Council & Saanchi	Feedback
24/03/2023	Final Report	Saanchi	For Approval
31/03/2023	Approval	Dorset Council	For Publishing

## 11. Appendix

### Infringements

During the first Year of operations, it was noted that at times work promoters failed to comply with approved ways of working under the permit scheme. For such instances Dorset's traffic team identified the deviations through system generated data or site-based inspections, captured evidence wherever necessary and have issued Fixed Penalty Notices (FPNs) to the work promoters. All works carried out by Dorset Council were also monitored and reported internally for parity, however FPNs were not raised.

FPNs are classified under the categories below to help work promoters focus on specific reasons of non-compliance, and therefore take necessary action to reduce such occurrences in future.

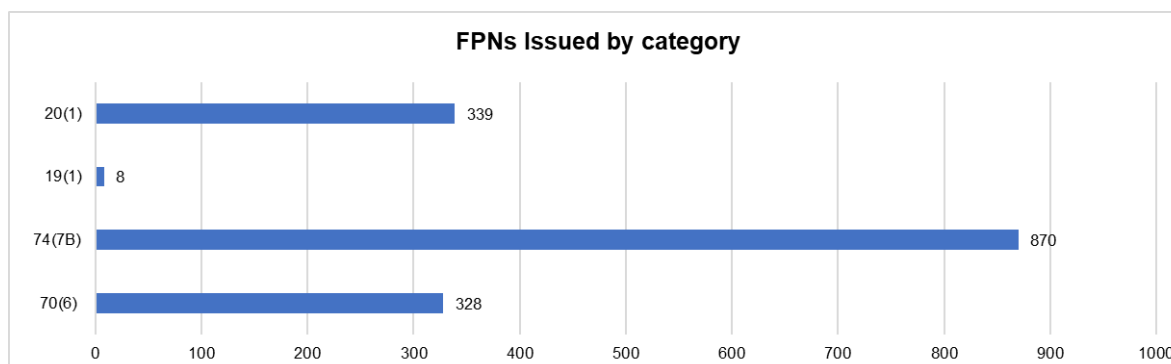
- s.70(6) - Failure to provide registration details (Partial or Full) of interim or permanent reinstatement within 10 working days from the date on which the reinstatement is completed.
- s.74(7B) - Failure to provide a notice of Actual start date, Revised duration or works clear/closed (Works Stop)
- Regulation 19 creates the criminal offence for an undertaker or someone acting on its behalf to undertake works without a valid permit.
- Regulation 20 creates the criminal offence for an undertaker or someone acting on its behalf to undertake works in breach of a condition.

Table 17: Infringements by promoters by categories

Promoter	70(6)	74(7B)	19(1)	20(1)	Total
BT	81	170	2	44	297
DORSET COUNCIL	3	16	2	4	25
EE Ltd	0	0	0	1	1
ESP ELECTRICITY	0	1	0	0	1
GAS TRANSPORTATION CO LTD	1	1	0	0	2
GIGACLEAR LIMITED	9	33	2	17	61
Giganet Limited (M12 Solutions)	19	18	0	10	47
INDIGO PIPELINES (Formerly SSE PIPELINES LTD)	1	0	0	0	1
Jurassic Fibre Limited	34	78	0	47	159
LAST MILE ELECTRICITY LIMITED	0	1	0	0	1
Mua Electricity Limited	0	0	0	1	1

Promoter	70(6)	74(7B)	19(1)	20(1)	Total
National Grid Electricity Distribution (South West)	1	37	1	13	52
NEOSCORP LTD	1	2	0	0	3
NETWORK RAIL	0	0	0	1	1
Open Fibre Networks Limited	1	0	0	0	1
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	8	107	2	67	184
SOUTH WEST WATER	13	56	0	11	80
SOUTHERN GAS NETWORKS PLC	8	32	1	109	150
Trooli Ltd (Call Flow Solutions)	204	68	0	2	274
VODAFONE GROUP	1	0	0	0	1
Wessex Internet Limited	19	26	0	9	54
WESSEX WATER	8	410	2	52	472
<b>TOTAL</b>	<b>328</b>	<b>870</b>	<b>8</b>	<b>339</b>	<b>1,545</b>

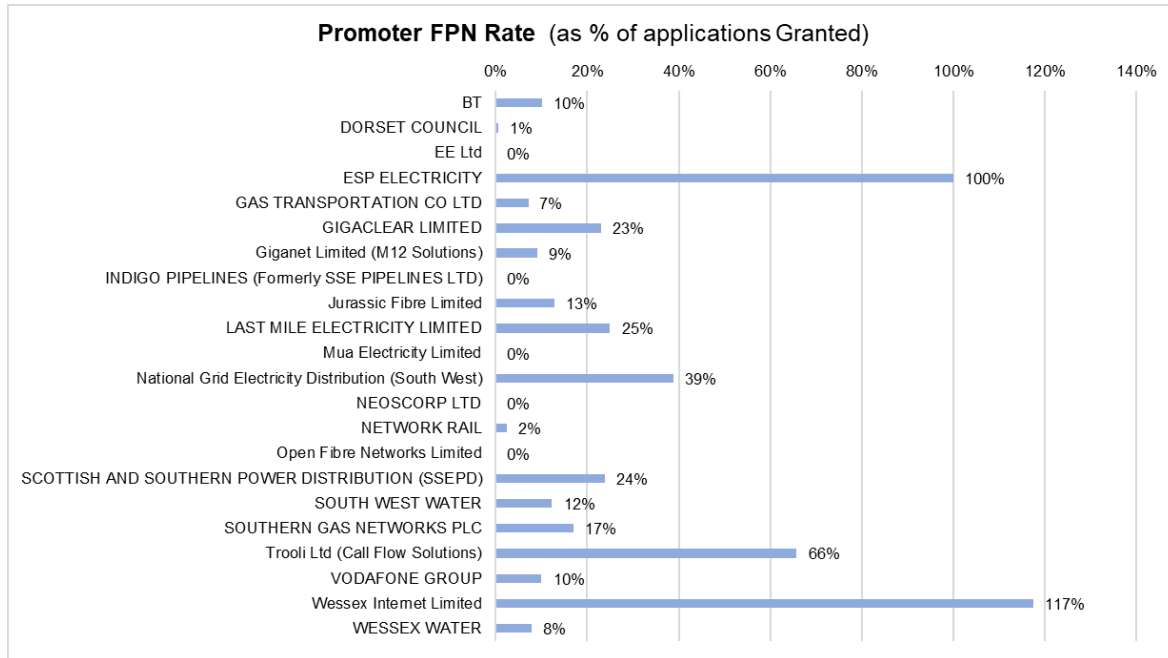
Figure 6: FPNs issued



Failure to provide a notice of Actual start date, Revised duration or works clear/closed for works undertaken on Dorset's network appears as the primary reason for infringements.

Additional details of infringements (%) by work promoters has been analysed against the granted permit and permit variations applications. This provides further insight into the areas of improvement in Year 3.

Figure 7: Promoter FPN Rate



## 12. Carbon Emission Analysis

Dorset Council monitors carbon emissions contributed by various factors across its network. Implementing the permit scheme has significantly reduced occupancy of roads by work promoters in the initial years.

While the total occupancy of the network has increased in Year 3 compared with previous years, day's occupancy compared with the last year of noticing has reduced by 10% despite a 14% increase in the number of works completed.

The total occupation of the highway in Year 3 was 60,480 days. This is 7,021 days less than the last year of noticing or a 10% reduction on the baseline figure. Hence, a high-level analysis was undertaken to estimate probable value adding benefits offered by implementing the permit scheme.

It has been verified through the Quadro modelling documentation and the calculation of fuel emissions, that costs are internal within the model. It only reports the cost of change in emissions; hence emissions could not be directly derived from the models. However, the WebTAG databook shows the cost of carbon dioxide equivalent emissions £52.30 per tonne of CO<sub>2</sub>e at 2010 values.

The Cost Benefit Analysis modelling reported the total annual fuel emissions cost of delays and diversions due to roadworks across the network in the third year at £1.27M (2010 values) or 2.8% of the total modelled cost of works in Year 3 (£45.2M). Calculating backwards from the cost per tonne, would give 24,294 tonnes of carbon dioxide emitted through the works areas in Year 3.

The permit scheme has reduced average durations and therefore total occupancy by around 10% in the third year, when compared with the Noticing benchmark period. Therefore, the effective reduction of carbon dioxide emitted in the third Year of the scheme can be stated as 2,429 tonnes of CO<sub>2</sub>e saved.

This is approximately 50% of the emissions reported as saved in Year 2 due to the 14% increase in the number of works completed in Year 3 (compared with Year 2).

Although no benchmark is available to verify how realistic the above approach is, the comparative analysis has been undertaken to compare impacts and benefits in each year.