



# Annual Permit Scheme Evaluation Report

**Year 4 (January to December 2023)**

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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 fourth Year covering the period from 1st January to 31st December 2023.

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

The total occupation of the highway in Year 4 was 57,726 days compared 60,480 days in year 3. This means an annual decrease of 9,775 days compared with the 2018 noticing records. Occupation in Year 4 is still higher than year 2, mainly due to increased activity by fibre companies to deliver high speed broadband infrastructure which is a major benefit to the community.

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 4. (Similar to Year 3) For the Authority, the average duration was 4.4 days compared to 6.6 under noticing and 5.1 days in Year 3. In addition, an average 83% of registrations were completed with permanent reinstatement first time which is in line with other permit schemes.

Dorset Council received a total of 32,758 Permit and Permit Variation applications during the period, out of which 19% were received from Dorset Highways and 81% from external work promoters. On average, 75% of these applications were granted based on the information provided on the permit request which shows quality data and good cooperation between the council and all work promoters. Enhanced communication and advanced planning have ensured that only 18% of the applications were refused and 0.2% deemed. The traffic team has continued to encourage all work promoters to improve the quality of information submitted for permit applications and modifications.

Dorset Council continues to demonstrate parity to all works as required by the scheme.

In addition, there were 534 instances of collaborative working in Year 4. This is 62% higher than Year 1 and 27% higher than Year 3 which is commendable.

The scheme recorded a deficit of £185,569 over the first 3 years of operation. Following a consultation, permit fees were increased to slow down and recover some

of the deficit. The increase was only introduced on 1<sup>st</sup> August 2023 and so has not yet had time to reverse the deficit. For Year 4 (Jan to Dec 2023), total permit fee income was £846,511. The operating costs to process utility permit applications for the same period is calculated at £946,605. The major factor for this increase is salaries / employee cost of £852,549, which is a significant increase. The permit fee surcharge has recovered £94,056 towards the utilities' share of the total allowable overhead costs. An overall deficit of £112,602 or 13% of the annual fee income has been recorded for Year 4.

The 14% saving in occupancy in Year 4 (57,726 days compared with 67,501 in 2018) means the effective reduction in occupancy of the network in the fourth year is significantly higher than the 5% minimum stipulated in the statutory guidance for authorities implementing a permit scheme.

A 5% reduction in occupancy results in a BCR of 2.1 and a Net Present Value (NPV) of £812,531 per annum. This is within the range of BCR 2.0 to 2.3 achieved in previous years. The 14% reduction in occupancy recorded for all works produces a BCR of 6.5 and a NPV of £4,907,854.

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 fourth year.

The operational changes introduced by the Permit Scheme since its introduction in 2020 has significantly reduced disruption in Dorset. Data shows that the scheme has stabilised, but minor improvements may still be made. The scheme continues to maintain benefits. The increase in permit fees, some of which are still below the DfT maximum should have a positive effect in Year 5 making it more cost effective for Dorset to run.

Based on the overall analysis of operating the Permit scheme in Year 4, the following recommendations have been made for Year 5.

**Recommendation 01:**

It is recommended that operating costs and fee income are monitored in Year 5 to determine whether progress towards reducing the accumulated losses can be made after one full year of operating with the increased permit fees.

**Recommendation 02:**

Although the average duration of occupancy of the road network in Year 4 has reduced slightly, it is recommend to continue monitoring in Year 5 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 slightly increased by 6% in Year 4 when compared with Year 3 but it is no immediate cause for concern. We

again recommend reviewing highways works undertaken in year 5 to ensure all works falling with the remit of the permit scheme have an appropriate permit.

**Recommendation 04:**

The number of infringements tied to the breach of conditions (Regulation 20) has increased from 339 to 777 in Year 4, now that we are actively identifying breaches of NCT02 as part of the FPN process. The overall number of permit conditions applied to external works has halved in Year 4, which suggests that only essential conditions were applied. We will continue this recommendation in Year 5 to ensure that all permit conditions applied are necessary, and to work with promoters to reduce the number of condition-related infringements.

**Recommendation 05:**

In Year 4, the number of works by telecoms promoters reduced by 344 compared to Year 3. This may indicate that the number of telecom works has started to fall back to normal levels, hence we recommend monitoring the number of works by telecoms promoters in Year 5 as well.

## 2. Introduction

This report sets out the operational performance of Dorset Council's Permit Scheme in its fourth 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 Year 3 (2023) had proposed various recommendations for continuous improvement in order to meet objectives of the scheme.

Recommendations – Year 3		Status	Commentary
1	The Year 3 deficit totals £105,853, or an aggregate loss of £185,569 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.	Monitor	It is recommended that the operating costs and fee income continue to be monitored in Year 5 to determine whether progress towards reducing the accumulated losses can be made after operating with the increased permit fees for one full year.
2	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.	Monitor	The average duration of occupancy of the road network in Year 4 has reduced by 0.1 days for all promoters when compared with Year 3. For highways promoters, the average duration of works has decreased by 0.7 days, returning to the value seen in Year 1, whilst the average duration of works by external promoters is similar to Year 3. This remains close to the average duration in Year 1. Therefore, although this has stabilised, it is recommended that we continue to monitor for Year 5 to drive occupancy of the road network towards a value closer to Year 1.
3	The number of highway works	Monitor	The number of highway works

Recommendations – Year 3		Status	Commentary
	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.		recorded in Year 3 has increased slightly by 6% in Year 4 when compared with Year 3 but is not a major issue. We recommend reviewing highways works undertaken in year 5 to ensure all works falling with the remit of the permit scheme have an appropriate permit.
4	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.	Monitor	The number of infringements tied to the breach of conditions (Regulation 20) increased from 339 to 777 in Year 4. We attribute this to increased active identification of breaches of NCT02 as part of the FPN process. The overall number of permit conditions applied to external works has halved in Year 4, which suggests that only essential conditions were applied. We recommend to continue to monitor in Year 5 to ensure that all permit conditions applied are necessary, and to try and reduce the number of condition-related infringements.
5	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.	Monitor	In Year 4, the number of works by telecoms promoters reduced by 344 compared to Year 3. This may indicate that the number of telecom works has started to fall towards normal levels. We recommend monitoring the number of works by telecoms promoters in Year 5 as well.

This report reviews the Year 4 operations along with scheme objectives and the above recommendations from Year 3 in order to recommend areas of potential improvements in Year 5.



### 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 4 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 4. The average occupation of the highways by Dorset Council has reduced by 33% from 6.6 days baseline to 4.4 days in Year 4. Overall, the occupancy of highways has reduced by 22%.

Table 1: Occupation of the highway by Utility Companies

	Noticing 2018	Year 2	Year 3	Year 4	Difference (Year 4 – Noticing 2018)
Average duration (days)	3.9	3.6	3.5	3.5	-0.4 (10%)
Total number of days worked	41,782	40,434	47,096	45,389	+3,607 (7%)

Table 2: Occupation of the highway by Dorset Council

	Noticing 2018	Year 2	Year 3	Year 4	Difference (Year 4 – Noticing 2018)
Average duration (days)	6.6	4.4	5.1	4.4	-2.2 (33%)

	Noticing 2018	Year 2	Year 3	Year 4	Difference (Year 4 – Noticing 2018)
Total number of days worked	25,719	11,986	13,384	12,337	-13,382 (52%)

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 would 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 works carried, out by applying conditions on the way they are managed by the work promoter, and challenging variation requests on the duration of works. This has resulted in effectively managing disruption and reducing it across the authority's network.

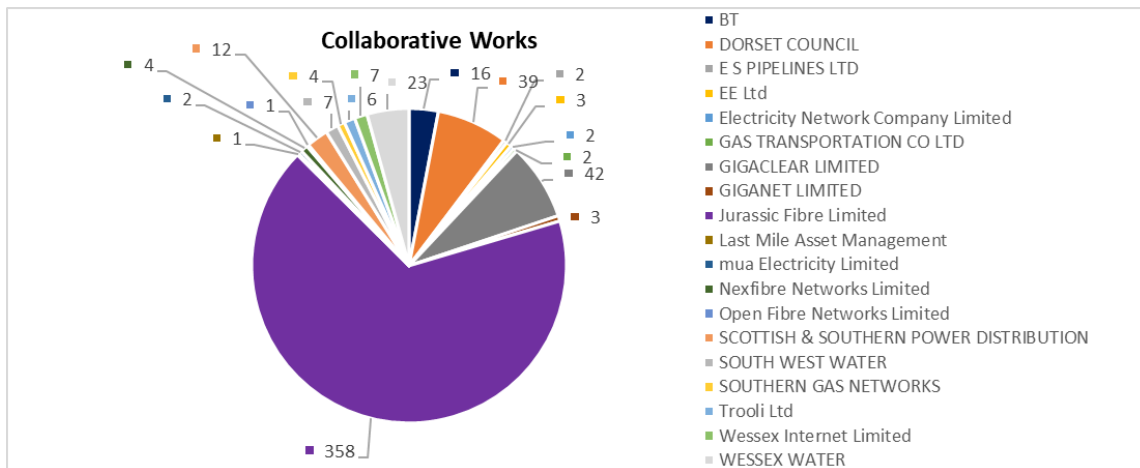
Enhanced communication and advanced planning have resulted in a relatively small number of works being refused or deemed. The traffic team has spent significant time throughout the fourth Year, to ensure high quality of information submitted for permit applications and modifications. Out of all applications received 18% were initially refused and less than 0.2% deemed. (KPI 1). Out of all permits issued, only 10% had applications for a duration extension, 96% of which were approved due to better communication and co-operation, and 4% 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, 83% 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, 534 instances of collaborative working were recorded during Year 4 of permit scheme operations, which is 62% higher when compared to Year 1, 23% higher when compared to Year 2 and 27% higher when compared to Year 3.

Figure 1 presents a breakdown of collaborative works by promoters.

Figure 1: Collaborative works by promoters



In the fourth 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. In addition, 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 resulting in fewer rejections. These have all contributed to benefitting users of the highway.

The fourth 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 (2,185) during the Year, 47% were related to failure to provide start and/or stop notices on time and 36% were related to breach of permit conditions. This is an increase of 640 FPNs issued in Year 3, and is attributable to an increased number of inspections being carried out revealing NCT02 Condition failures.

## 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.

Following a consultation with permit scheme stakeholders, Permit fees were increased on 01 August 2023. The fee increase was required to avoid making further losses and to generate a surplus to recover some of the £185,569 loss reported over the first three years of the scheme.

The revised fee structure for the Dorset Council Permit Scheme is provided in Table 3 and is still under the DfT maximum fees in some cases.

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	£105	£75	£73
Major works – over 10 days and all major works requiring a traffic regulation order	£240	£222	£150	£119
Standard activity (also Major works – from 4-10 days)	£130	£130	£75	£69
Minor activity (also Major works – up to 3 days)	£65	£65	£45	£36
Immediate activity	£60	£60	£40	£30
Permit Variation	£45	£45	£35	£35

\*Note that in Year 4, the majority of Dorset's fees are less than the maximum prescribed by DfT.

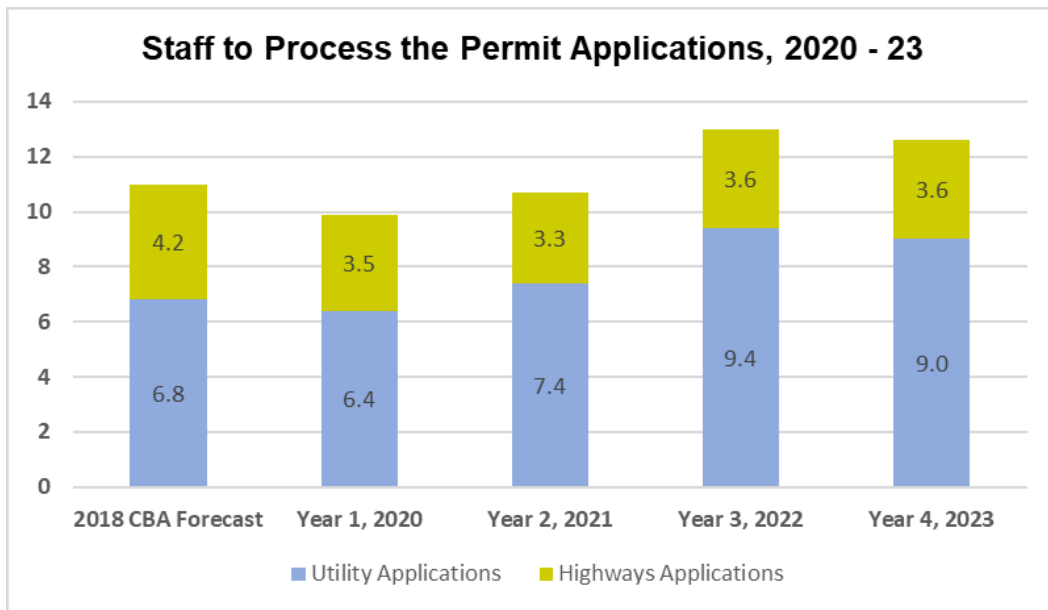
For Year 4 (Jan to Dec 2023), total Permit Fee income invoiced was £846,511. The operating costs to process utility permit applications for the same period is calculated at £946,605, out of which a major factor is the increase in salaries / employee cost of £852,549. The permit fee surcharge has recovered £94,056 towards the utilities' share of the total allowable overhead costs. An overall deficit of £112,602 or 13% of the annual fee income has been recorded for Year 4.

Total permit fee income had reduced slightly from £855,894 in Year 3, following a 6% reduction in the number of utility permits granted in Year 3. The number of Major and Standard permits also reduced compared with the previous year, reducing 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 reduced very slightly from 13 FTE in Year 3 to 12.6 FTE. The number of staff required to process utility promoter permits reduced by 0.4 FTE 9.0 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 cumulative deficit of £185,569 in the first three years or 11% of the total operating cost to process utility works promoter permits granted.

Salary costs was the main factor, which increased by a further 6% in 2023, taking the average increase in salary costs to 23% between 2019 and 2023.

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 fee change was not introduced until two thirds of the way through Year 4. While the year-on-year increase in losses has been stabilised, the fee change has not had time to generate a surplus to start reducing the losses accumulated in the first three years.

**Recommendation:** It is recommended that the operating costs and fee income are monitored in Year 5 to determine whether progress towards reducing the accumulated losses can be made after one full year of operating with the increased permit fees.

## 5. Costs and Benefits

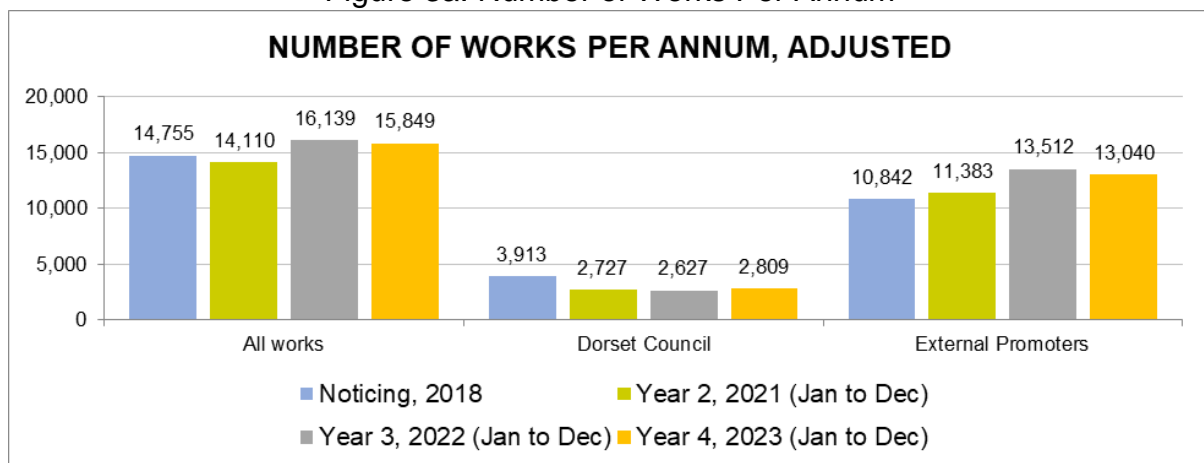
The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the Permit Authority shall also consider whether the permit scheme is meeting Key Performance Indicators (KPIs) where these are set out in the guidance.

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 consistent since the introduction of the scheme. Works increased slightly compared with the previous year, but are still 28% lower than recorded under Noticing.

Following a peak in Year 3, the number of utility works completed reduced by 3%. However, the number of utility works completed in the third year remains over 20% higher than recorded during the Noticing benchmark period.

The number of Major and Standard works reduced by 12% to 15% compared with the previous year.

Following a significant increase in the number of works completed by telecoms promoters following the removal of COVID restrictions in Year 2, the number recorded in Year 4 has reduced slightly by 346, a 6% reduction from Year 3.

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

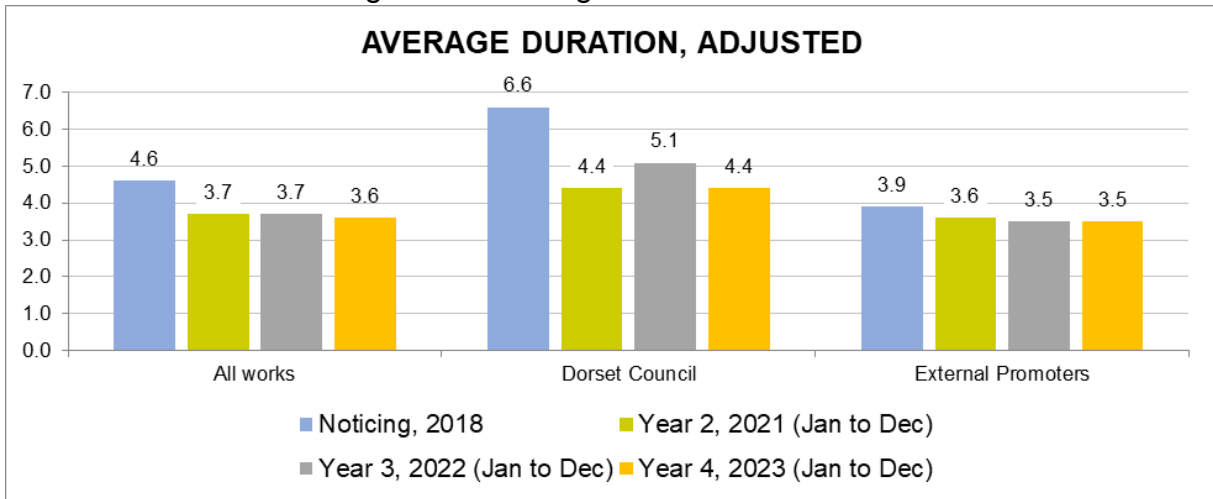
Table 4: Change in Number of Works by Telecoms Promoters

Telecoms Promoters	Noticing 2018	Permitting Year 2, 2021	Permitting Year 3, 2022	Permitting Year 4, 2023
Number of works completed	1,946	3,118	5,430	5,086

The biggest change from the previous year was a 25% reduction in works completed by BT and a 20% reduction by Jurassic Fibre Ltd. This was offset to a degree by an increase in works completed by Gigaclear, Trooli and Wessex Internet. All of these companies are delivering broadband high speed fibre roll-out.

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 the first three years has been maintained in the fourth year. Average duration reduced from 4.6 days under Noticing to between 3.6 days and 3.7 days in the last three years.

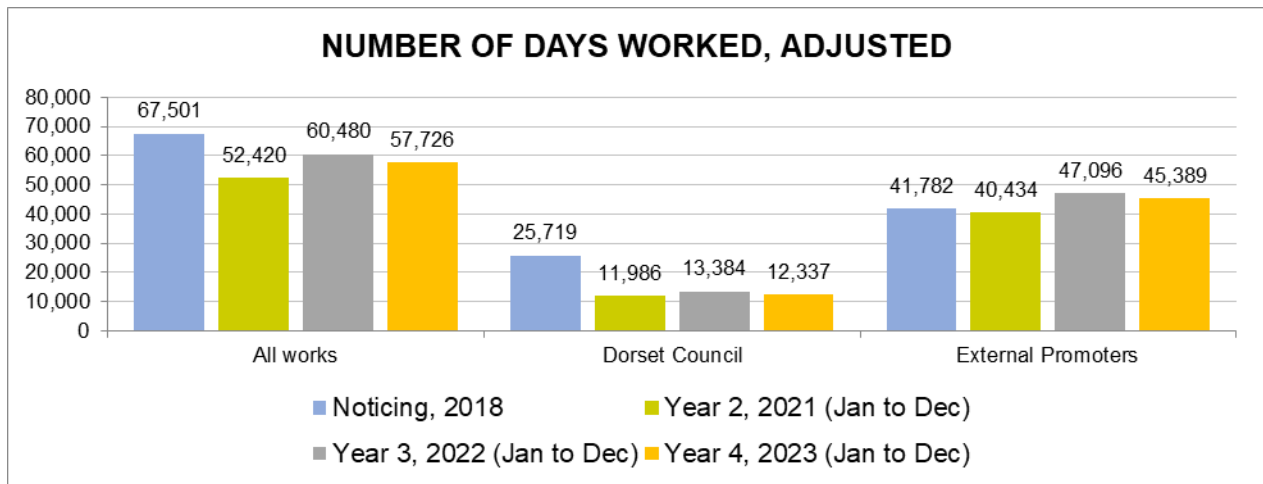
The average duration for highway works, has reduced from 5.1 days in Year 3 to 4.4 days, the level recorded in the second year.

The permit scheme has delivered small incremental reductions in the average duration for utility works since the first year, with the 3.5 day average recorded in Year 3 maintained in the fourth year.

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 and 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 each year.

For the equivalent 12-month period from January to December 2023, corresponding to the fourth year of the Permit Scheme, 57,726 working days were recorded. A saving of 9,775 days worked on the network (or 14% lower than the adjusted noticing benchmark period).

The overall saving is a result of a 48% reduction in occupancy for highways works, with the 13,382 fewer days worked offsetting and additional 3,607 days worked on utility works, due to the 20% increase in the number of utility works completed in the third year.

The 14% saving in occupancy in Year 4 (57,726 days compared with 67,501 in 2018) means the effective reduction in occupancy of the network in the fourth 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 4 is;

- All works saving £4.47M (at 2010 values) or 14% of the total annual impact
- Highway works saving £6.12M (at 2010 values) or 19% of the total annual impact
- The increase in the number of utility works increased in the cost to the network, a cost of £1.65M (at 2010 values) or 5% of the total annual impact

The effective saving from the change in utility works (where the number of works in each year is the same and the benefit is calculated from the reduction in average duration only) produces a higher saving, 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 fourth year.

Conversely, the effective saving for highway works after discounting the effect of the reduction in the number of works recorded in Year 4, reduces from £6.12M to £3.9M or 12% of the total annual impact.

The effective monetary benefit (removing the effect of changes in the number of works completed and accounting only for the change in average works duration in each year) is calculated for Year 4 as;

- All works saving £11.55M (at 2010 values) or 36% of the total annual impact
- Highway works saving £3.9M (at 2010 values) or 12% 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 first 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 fourth year.

The methodology involves the following steps using the Year 1 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 14% saving in working days

The updated CBA recalculated the annual impact on the network at £47.5M in Year 4, a 23% increase in modelled impact compared with Year 1. This is a result of the increase in the number of works completed (from 12,996 in Year 1 to 15,292 in Year 4), particularly those works operating with active traffic management (an additional 736 works requiring road or lane closures and 669 works requiring temporary traffic signal control).

A 5% reduction in occupancy results in a BCR of 2.1 and a Net Present Value (NPV) of £812,531 per annum. This is within the range of BCR 2.0 to 2.3 achieved in previous years. The 14% reduction in occupancy recorded for all works produces a BCR of 6.5 and a NPV of £4,907,854.

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 fourth 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 4. (Jan to Dec 2023)

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

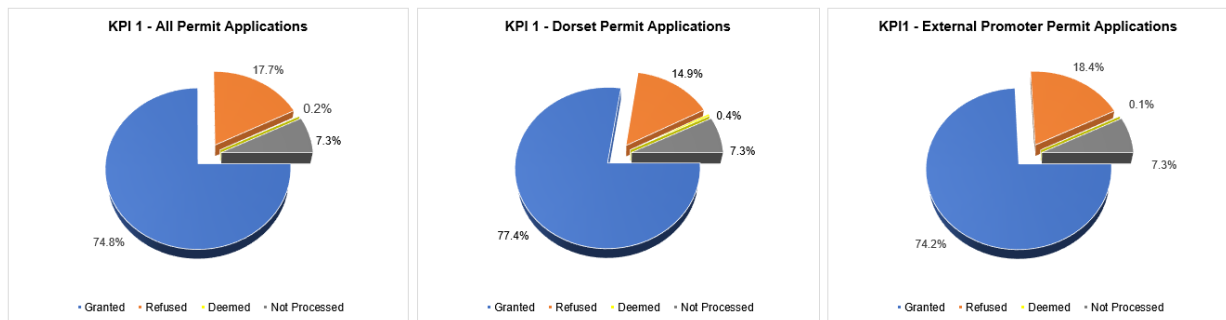
Dorset Council received a total of 32,758 Permit and Permit Variation applications during the period, out of which 19% were received from the Dorset Highways and 81% from 41 external work promoters. Due to clustering of reactive maintenance works, the share of permits applications for Highways may appear 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	6,251	4,837 (77.4%)	928 (14.9%)	28 (0.4%)	458 (7.3%)
External	26,507	19,681 (74.2%)	4,863 (18.4%)	25 (0.1%)	1,938 (7.3%)
All	32,758	24,518 (74.8%)	5,791 (17.7%)	53* (0.2%)	2,396 (7.3%)

\*All deemed applications (232) for private streets have been excluded in the table, as Dorset Council had decided to allow work to progress by default.

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



During Year 4 of the Permit Scheme operations, 74.8% of all permit applications received by Dorset Council were granted, while 17.7% 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. The % of refused external permits has slightly increased in Year 4 by 1%, however this is primarily due to a small reduction in the overall number of permits received in the fourth year and a handful of new/returning promoters working within Dorset's network.

There were 53 permit applications deemed during year 4 of the Permit Scheme operations, of which 28 were for internal works and 25 were for external. The overall number of deemed applications decreased by 8.6% in Year 4, with the number of deemed internal applications increasing by 3.7% whilst the number of deemed external applications fell by 19.4%.

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 36,962 standard conditions were applied to 24,518 granted permits and variations out of which 84% were related to external (utility) work promoters' applications. The majority of conditions applied to external work promoters' permits relate to Time Constraints (22%), Consultation and Publicity (22%) and Date Constraints (21%). Highway permit conditions are predominantly related to Time Constraints (60%), Consultation and Publicity (26%) and Road Closure (4%).

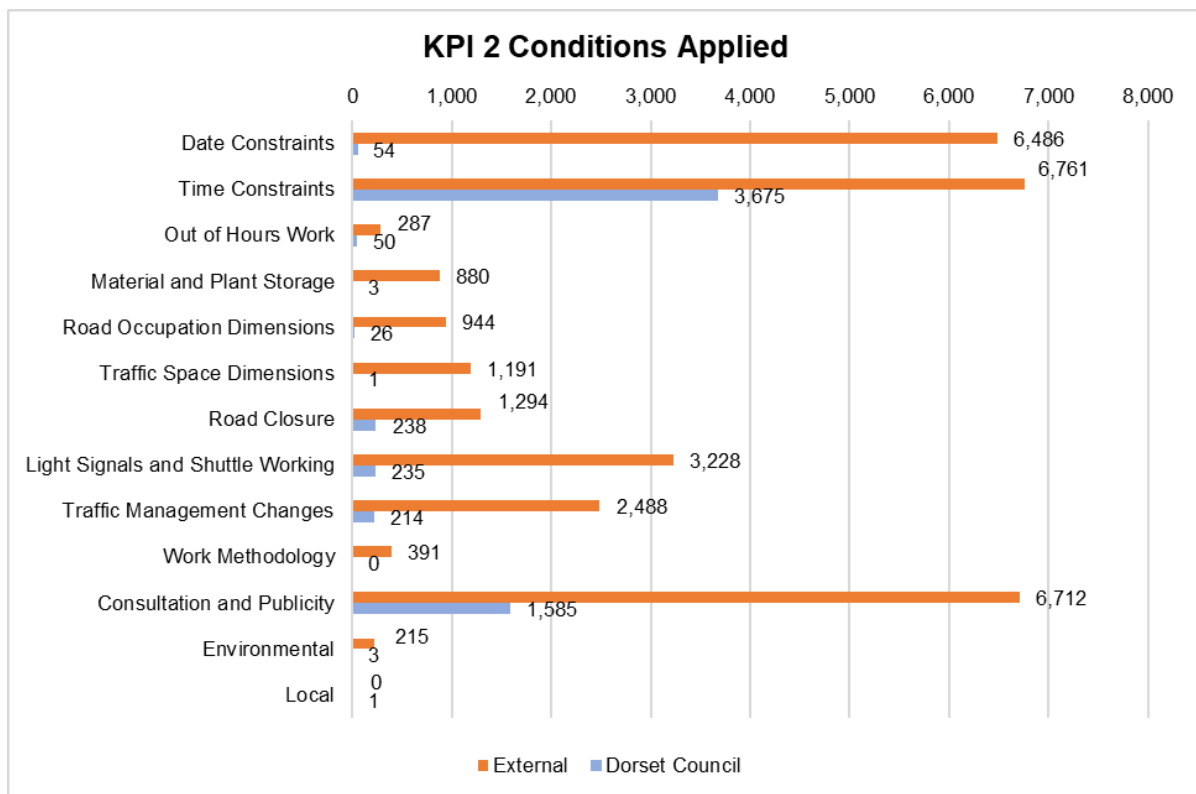
Number of conditions applied to the Highways permits is lower, however this is justified due to lower number of Highways works and permit applications during the period when compared to external work promoters. Further, the type of works combined with effective pre scheme collaboration and discussions, contributed to fewer Road Occupation Dimensions, Light Signals and Shuttle Working conditions required or issued, for Highway works. This justifies the low overall number of highway permit conditions being issued in Year 4. 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	6,486	54	6,540
NCT02	Time constraints	6,761	3,675	10,436
NCT03	Out of Hours Work	287	50	337
NCT04	Material & plant storage	880	3	883

Condition	Condition Description	External	Dorset	All
NCT05	Road occupation dimensions	944	26	970
NCT06	Traffic space dimensions	1,191	1	1,192
NCT07	Road closure	1,294	238	1,532
NCT08	Light Signals and Shuttle Working	3,228	235	3,463
NCT09	Traffic Management Changes	2,488	214	2,702
NCT10	Work Methodology	391	0	391
NCT11	Consultation and Publicity	6,712	1,585	8,297
NCT12	Environmental	215	3	218
NCT13	Local	0	1	1
	<b>TOTAL</b>	<b>30,877</b>	<b>6,085</b>	<b>36,962</b>
		84%	16%	

Figure 5: Number of Conditions Applied by Condition Type



Permit conditions used for utility applications in Year 4 demonstrated a moderate decrease from Year 3, where they have reduced from 92% to 84%. Hence, we are continuing the recommendation below for Year 5 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.**

Year 4 also saw a huge reduction in the number of permit conditions being applied for all promoters, reducing from 66,161 in Year 3 to 36,962 in Year 4. This is primarily due to a decrease in the total number of permit conditions for external works, which was nearly halved from 60,606 (Year 3) to 30,877 (Year 4).

### 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	20,241	3,836	24,077
Extension Requests	2,013 (10%)	349 (9%)	2,362 (10%)
Extensions Agreed	1,921 (95%)	349 (100%)	2,270 (96%)
Extensions Refused	92 (5%)	0 (0%)	92 (4%)

Of the permits granted during the evaluation period, only 10% requested duration extensions, 9% for internal works and 10% 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.

In the fourth year, the total number of extension requests received for all promoters was lower than the figures seen in Year 3, with external extension requests reducing by 1% and fewer extension refusals for all 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	17,838	5,606	23,444

Early Start Requests	2,973 (17%)	1,957 (35%)	4,930 (21%)
Early Start Agreements	1,242 (42%)	1,250 (64%)	2,492 (51%)
Early Starts Refused	1,731 (58%)	707 (36%)	2,438 (49%)

Of the 23,444 permits granted, 21% of the works requested early starts with 35% of Dorset Council works and 17% of Utility works requesting early starts.

Through good communication and dialogue, the impact of each of the early starts was assessed and the permit team granted 51% 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.

In Year 4, Dorset Council demonstrated parity of treatment on this measure by approving a reasonably high % of early start requests by external work promoters (42%) when compared with their own works (64%). The % of approved external early start requests reduced by 12% when compared to Year 3 (from 54% to 42%), whilst the % of approved early start requests for DC increased by 9% from 55% to 64%.

The difference between external and DC early start approvals in Year 4 when compared with Year 3 is greater, however this should not be of concern regarding parity as the number of internal early start requests reduced year 4, and the reasoning for refusing more external requests would be for valid reasons.



## 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 15,924 works were started from 01st of January 2023 to 31st December 2023, out of which 2,859 were highway works and 13,065 were utility works.

Table 9: Works Phases Started

Promoter	Q4 22/23	Q1 23/24	Q2 23/24	Q3 23/24
Bournemouth Christchurch Poole	2	0	0	0
Bristol Water	1	0	0	0
BT	542	545	501	525
Call Flow Solutions Ltd	1	1	144	349
CityFibre	0	0	1	4
Cornerstone Telecommunications	0	1	0	0
Eclipse Power Networks	0	0	1	0
Electricity Network Company Limited	5	1	2	1
Energy Assets Networks Ltd	0	1	0	0
ES Pipelines Ltd	5	3	0	1
ESP Electricity Ltd	1	1	0	2
Fulcrum Pipelines Limited	0	1	0	0
Gigaclear	87	132	131	163
GTC	3	2	0	4
Highways England	0	2	3	1
HUTCHISON 3G LTD	1	2	4	1
Independent Next Generation Networks Ltd	5	1	2	1
Jurassic Fibre Ltd	655	282	77	73
Last Mile Electricity Limited	0	3	2	2
Last Mile Gas Limited	0	1	1	0
M12 Solutions	151	149	129	80
MURPHY GAS NETWORKS	0	0	1	1
MURPHY POWER DISTRIBUTION	4	3	3	2
National Grid Electric PLC	0	7	7	3

Promoter	Q4 22/23	Q1 23/24	Q2 23/24	Q3 23/24
NETWORK RAIL - PROMOTERS NATIONAL	7	7	11	14
Nexfibre Networks Limited	0	0	0	8
Romec	1	0	1	4
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	213	197	218	238
South West Water	161	151	171	144
SOUTHERN GAS NETWORKS	180	155	135	206
SSE DATACOM	0	0	1	0
SSE GAS	2	1	0	0
T-Mobile (UK) Limited	7	6	2	2
VIRGIN MEDIA	3	4	7	10
Vodafone	2	8	7	5
Wessex Internet Limited	50	59	85	111
WESSEX WATER	1,515	1,288	1,421	1,251
Western Power Distribution	42	40	57	34
<b>All Utilities Promoters</b>	<b>3,646</b>	<b>3,054</b>	<b>3,125</b>	<b>3,240</b>
<b>Dorset Council</b>	<b>712</b>	<b>680</b>	<b>763</b>	<b>704</b>

## TPI 2 Works Phases Completed

Table 10 shows the count of all Works phases completed by each quarter by promoters. A total of 15,884 works phases were completed from 01<sup>st</sup> of January 2023 to 31st December 2023, out of which 2,841 were highway works and 13,043 were utility works.

Table 10: Works Phases Completed

Promoter	Q4 22/23	Q1 23/24	Q2 23/24	Q3 23/24
Bournemouth Christchurch Poole	2	0	0	0
Bristol Water	1	0	0	0
BT	539	540	504	521
Call Flow Solutions Ltd	0	1	144	350
CityFibre	0	0	1	4
Cornerstone Telecommunications	0	1	0	0
Eclipse Power Networks	0	0	0	1
Electricity Network Company Limited	5	1	2	1
ES Pipelines Ltd	5	3	0	1

Promoter	Q4 22/23	Q1 23/24	Q2 23/24	Q3 23/24
ESP Electricity Ltd	0	2	0	2
Fulcrum Pipelines Limited	0	1	0	0
Gigaclear	82	118	148	165
GTC	8	2	0	4
Highways England	0	2	3	1
HUTCHISON 3G LTD	1	2	4	1
Independent Next Generation Networks Ltd	5	1	2	1
Jurassic Fibre Ltd	625	293	77	73
Last Mile Electricity Limited	0	3	2	2
Last Mile Gas Limited	0	1	1	0
M12 Solutions	144	145	134	84
MURPHY GAS NETWORKS	0	0	1	1
MURPHY POWER DISTRIBUTION	1	5	1	4
National Grid Electric PLC	0	5	7	5
NETWORK RAIL - PROMOTERS NATIONAL	7	7	11	14
Nexfibre Networks Limited	0	0	0	8
Romec	1	0	1	4
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	219	188	214	244
South West Water	165	154	169	144
SOUTHERN GAS NETWORKS	186	162	133	202
SSE DATACOM	0	0	1	0
SSE GAS	2	1	0	0
T-Mobile (UK) Limited	7	6	2	2
VIRGIN MEDIA	3	4	7	10
Vodafone	2	8	7	5
Wessex Internet Limited	50	59	80	117
WESSEX WATER	1,506	1,280	1,420	1,263
Western Power Distribution	42	40	56	34
<b>All Utilities Promoters</b>	<b>3,608</b>	<b>3,035</b>	<b>3,132</b>	<b>3,268</b>
<b>Dorset Council</b>	<b>687</b>	<b>683</b>	<b>757</b>	<b>714</b>

## 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 22/23	Q1 23/24	Q2 23/24	Q3 23/24
1255OD	90	91	92	92
Bournemouth Christchurch Poole	2	0	0	0
BOURNEMOUTH WATER	180	182	184	184
Bristol Water	4	0	0	0
BT	2,964	2,905	2,810	2,944
Call Flow Solutions Ltd	61	93	397	655
CityFibre	0	0	2	35
Cornerstone Telecommunications	0	1	0	0
Eclipse Power Networks	0	0	5	24
Electricity Network Company Limited	28	11	24	17
Energy Assets Networks Ltd	0	11	0	0
ES Pipelines Ltd	16	25	0	5
ESP Electricity Ltd	5	11	0	22
Fulcrum Pipelines Limited	0	1	0	0
Gigaclear	853	1,199	1,046	733
GTC	40	10	0	47
Highways England	0	6	27	6
HUTCHISON 3G LTD	1	2	7	1
Independent Next Generation Networks Ltd	5	1	2	2
Jurassic Fibre Ltd	2,430	965	142	127
Last Mile Electricity Limited	0	41	38	12
Last Mile Gas Limited	0	3	5	0
M12 Solutions	1,168	1,065	734	288
MURPHY GAS NETWORKS	0	0	12	12
MURPHY POWER DISTRIBUTION	64	44	10	41
National Grid Electric PLC	90	143	208	172
NETWORK RAIL -PROMOTERS NATIONAL	112	113	112	139
Nexfibre Networks Limited	0	0	0	83
Romec	1	0	1	4

Promoter	Q4 22/23	Q1 23/24	Q2 23/24	Q3 23/24
SCOTTISH& SOUTHERN ELECTRICITY NETWORKS	1,714	1,602	1,803	1,696
South West Water	749	573	795	672
SOUTHERN GAS NETWORKS	6,028	5,394	4,445	6,173
SSE DATACOM	0	0	2	0
SSE GAS	19	5	0	0
T-Mobile (UK) Limited	17	11	2	2
VIRGIN MEDIA	93	95	103	102
Vodafone	93	100	100	97
Wessex Internet Limited	170	186	347	415
WESSEX WATER	4,982	4,387	4,581	4,570
Western Power Distribution	786	776	793	939
<b>All Utilities Promoters</b>	<b>22,765</b>	<b>20,052</b>	<b>18,829</b>	<b>20,311</b>
<b>Dorset Council</b>	<b>4,805</b>	<b>4,137</b>	<b>4,307</b>	<b>5,045</b>

\*We believe the counts may 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 CBA section.

## 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 4<sup>th</sup> Year of scheme's operation is 9.17 days.

Table 12: Average Duration of Works

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
Bournemouth Christchurch Poole	1	0	0	0
Bristol Water	4	0	0	0
BT	1.76	1.71	1.57	1.63
Call Flow Solutions Ltd	0	2	2.12	2.57
CityFibre	0	0	2	8.75
Cornerstone Telecommunications	0	1	0	0
Eclipse Power Networks	0	0	0	29
Electricity Network Company Limited	5.6	11	12	17
ES Pipelines Ltd	3.2	8.33	0	5
ESP Electricity Ltd	0	8	0	11
Fulcrum Pipelines Limited	0	1	0	0

Promoter	Q4 21/22	Q1 22/23	Q2 22/23	Q3 22/23
Gigaclear	9.41	7.63	7.55	5.9
GTC	6.25	5	0	11.75
Highways England	0	3	9	6
HUTCHISON 3G LTD	1	1	1.75	1
Independent Next Generation Networks Ltd	1	1	1	2
Jurassic Fibre Ltd	3.73	3.43	1.84	1.74
Last Mile Electricity Limited	0	13.67	19	6
Last Mile Gas Limited	0	3	5	0
M12 Solutions	7.11	7.44	5.77	3.58
MURPHY GAS NETWORKS	0	0	12	12
MURPHY POWER DISTRIBUTION	28	15	2	12.25
National Grid Electric PLC	0	2.8	17.71	22
NETWORK RAIL - PROMOTERS NATIONAL	3.14	3.14	1.82	3.36
Nexfibre Networks Limited	0	0	0	10.38
Romec	1	0	1	1
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	7.39	7.15	7.03	5.73
South West Water	4.34	3.19	3.4	2.73
SOUTHERN GAS NETWORKS	16.84	19.76	12.32	14.26
SSE DATACOM	0	0	2	0
SSE GAS	9.5	5	0	0
T-Mobile (UK) Limited	2.43	1.83	1	1
VIRGIN MEDIA	1	1	1.57	1
Vodafone	1.5	1.13	1.14	1
Wessex Internet Limited	3.4	3.03	4.09	3.79
WESSEX WATER	2.21	1.82	2.37	2.61
Western Power Distribution	3.71	3.38	2.54	8.74
<b>All Utilities Promoters</b>	<b>3.99</b>	<b>3.9</b>	<b>3.5</b>	<b>3.78</b>
<b>Dorset Council</b>	<b>5.11</b>	<b>6.71</b>	<b>5.13</b>	<b>5.1</b>

\*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 4th year of the scheme operation

## 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 312 work

phases were completed after the reasonable period, out of which 97 works were Highway works and 215 works were utility works.

Table 13: Phases Completed Involving Overrun

Promoter	Q4 22/23	Q1 23/24	Q2 23/24	Q3 23/24
BT	3	6	4	3
Call Flow Solutions Ltd	0	0	0	2
Gigaclear	0	5	4	2
Jurassic Fibre Ltd	3	2	0	0
M12 Solutions	0	1	1	0
MURPHY POWER DISTRIBUTION	0	1	0	0
National Grid Electric PLC	0	0	1	2
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	12	15	4	6
South West Water	6	3	2	1
SOUTHERN GAS NETWORKS	25	12	5	4
Wessex Internet Limited	0	3	3	6
WESSEX WATER	23	9	14	15
Western Power Distribution	0	0	4	3
<b>All Utilities Promoters</b>	<b>72</b>	<b>57</b>	<b>42</b>	<b>44</b>
<b>Dorset Council</b>	<b>18</b>	<b>15</b>	<b>16</b>	<b>48</b>

### 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 2,172 overrun days, out of which 813 days overrun by Highway works and 1,359 days overrun by utility works.

Table 14: Number of Overrun Days

Promoter	Q4 22/23	Q1 23/24	Q2 23/24	Q3 23/24
BT	4	22	9	9
Call Flow Solutions Ltd	0	0	0	4
Gigaclear	0	29	28	4
Jurassic Fibre Ltd	4	10	0	0
M12 Solutions	0	26	1	0
MURPHY POWER DISTRIBUTION	0	1	0	0
National Grid Electric PLC	0	0	19	4

Promoter	Q4 22/23	Q1 23/24	Q2 23/24	Q3 23/24
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	117	121	25	14
South West Water	26	6	8	7
SOUTHERN GAS NETWORKS	276	228	13	47
Wessex Internet Limited	0	3	16	14
WESSEX WATER	129	44	31	35
Western Power Distribution	0	0	6	19
<b>All Utilities Promoters</b>	<b>556</b>	<b>490</b>	<b>156</b>	<b>157</b>
<b>Dorset Council</b>	<b>67</b>	<b>190</b>	<b>274</b>	<b>282</b>

### 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, 83% 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 22/23	Q1 23/24	Q2 23/24	Q3 23/24
Bournemouth Christchurch Poole	Phase One Registrations	2	0	0	0
	Phase One Permanent Registrations	0	0	0	0
	% of Phase One Permanent Registrations	0%			
Bristol Water	Phase One Registrations	1	0	0	0
	Phase One Permanent Registrations	0	0	0	0
	% of Phase One Permanent Registrations	0%			
BT	Phase One Registrations	320	324	358	320
	Phase One Permanent Registrations	273	281	328	287



	% of Phase One Permanent Registrations	85.3%	86.7%	91.6%	89.7%
Call Flow Solutions Ltd	Phase One Registrations	0	0	114	284
	Phase One Permanent Registrations	0	0	81	210
	% of Phase One Permanent Registrations			71.1%	73.9%
CityFibre	Phase One Registrations	0	0	1	3
	Phase One Permanent Registrations	0	0	0	1
	% of Phase One Permanent Registrations			0%	33.3%
Cornerstone Telecommunications	Phase One Registrations	0	1	0	0
	Phase One Permanent Registrations	0	1	0	0
	% of Phase One Permanent Registrations		100%		
Eclipse Power Networks	Phase One Registrations	0	0	0	1
	Phase One Permanent Registrations	0	0	0	1
	% of Phase One Permanent Registrations				100%
Electricity Network Company Limited	Phase One Registrations	5	1	2	1
	Phase One Permanent Registrations	5	1	2	0
	% of Phase One Permanent Registrations	100%	100%	100%	0%
ES Pipelines Ltd	Phase One Registrations	4	2	0	1
	Phase One Permanent Registrations	4	1	0	0
	% of Phase One Permanent Registrations	100%	50%		0%

ESP Electricity Ltd	Phase One Registrations	0	2	0	2
	Phase One Permanent Registrations	0	2	0	2
	% of Phase One Permanent Registrations		100%		100%
Gigaclear	Phase One Registrations	53	60	55	71
	Phase One Permanent Registrations	49	51	49	62
	% of Phase One Permanent Registrations	92.4%	85%	89.1%	87.3%
GTC	Phase One Registrations	4	2	0	4
	Phase One Permanent Registrations	2	1	0	2
	% of Phase One Permanent Registrations	50%	50%		50%
HUTCHISON 3G LTD	Phase One Registrations	1	0	3	0
	Phase One Permanent Registrations	1	0	3	0
	% of Phase One Permanent Registrations	100%		100%	
Independent Next Generation Networks Ltd	Phase One Registrations	2	0	0	1
	Phase One Permanent Registrations	2	0	0	0
	% of Phase One Permanent Registrations	100%			0%
Jurassic Fibre Ltd	Phase One Registrations	337	157	12	25
	Phase One Permanent Registrations	270	137	11	14
	% of Phase One Permanent Registrations	80.1%	87.3%	91.7%	56%
Last Mile Electricity Limited	Phase One Registrations	0	2	2	0

	Phase One Permanent Registrations	0	2	2	0
	% of Phase One Permanent Registrations		100%	100%	
Last Mile Gas Limited	Phase One Registrations	0	1	1	0
	Phase One Permanent Registrations	0	1	1	0
	% of Phase One Permanent Registrations		100%	100%	
M12 Solutions	Phase One Registrations	66	62	40	18
	Phase One Permanent Registrations	63	60	38	16
	% of Phase One Permanent Registrations	95.4%	96.8%	95%	88.9%
MURPHY GAS NETWORKS	Phase One Registrations	0	0	1	1
	Phase One Permanent Registrations	0	0	1	1
	% of Phase One Permanent Registrations			100%	100%
MURPHY POWER DISTRIBUTION	Phase One Registrations	1	4	1	1
	Phase One Permanent Registrations	0	3	1	1
	% of Phase One Permanent Registrations	0%	75%	100%	100%
National Grid Electric PLC	Phase One Registrations	0	1	0	0
	Phase One Permanent Registrations	0	1	0	0
	% of Phase One Permanent Registrations		100%		
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%			
Nexfibre Networks Limited	Phase One Registrations	0	0	0	8
	Phase One Permanent Registrations	0	0	0	7
	% of Phase One Permanent Registrations				87.5%
Romec	Phase One Registrations	1	0	1	4
	Phase One Permanent Registrations	1	0	1	4
	% of Phase One Permanent Registrations	100%		100%	100%
SCOTTISH & SOUTHERN ELECTRICITY NETWORKS	Phase One Registrations	157	135	169	154
	Phase One Permanent Registrations	148	127	164	149
	% of Phase One Permanent Registrations	94.3%	94.1%	97%	96.7%
South West Water	Phase One Registrations	137	134	147	119
	Phase One Permanent Registrations	125	124	138	108
	% of Phase One Permanent Registrations	91.2%	92.5%	93.9%	90.8%
SOUTHERN GAS NETWORKS	Phase One Registrations	150	132	108	181
	Phase One Permanent Registrations	140	128	102	174
	% of Phase One Permanent Registrations	93.3%	97%	94.4%	96.1%
SSE GAS	Phase One Registrations	2	1	0	0
	Phase One Permanent Registrations	2	0	0	0

	% of Phase One Permanent Registrations	100%	0%		
T-Mobile (UK) Limited	Phase One Registrations	3	1	0	1
	Phase One Permanent Registrations	2	1	0	0
	% of Phase One Permanent Registrations	66.7%	100%		0%
VIRGIN MEDIA	Phase One Registrations	3	4	5	10
	Phase One Permanent Registrations	3	4	5	9
	% of Phase One Permanent Registrations	100%	100%	100%	90%
Vodafone	Phase One Registrations	2	7	7	2
	Phase One Permanent Registrations	2	7	5	2
	% of Phase One Permanent Registrations	100%	100%	71.4%	100%
Wessex Internet Limited	Phase One Registrations	37	44	61	60
	Phase One Permanent Registrations	21	34	41	46
	% of Phase One Permanent Registrations	56.8%	77.3%	67.2%	76.7%
WESSEX WATER	Phase One Registrations	1,275	1,088	1,219	1,046
	Phase One Permanent Registrations	876	874	1,006	845
	% of Phase One Permanent Registrations	68.7%	80.3%	82.5%	80.8%
Western Power Distribution	Phase One Registrations	13	13	13	22
	Phase One Permanent Registrations	13	11	11	20

	% of Phase One Permanent Registrations	100%	84.6%	84.6%	90.9%
All Utilities Promoters	Phase One Registrations	2,577	2,178	2,320	2,340
	Phase One Permanent Registrations	2,002	1,852	1,990	1,961
	% of Phase One Permanent Registrations	77.7%	85%	85.8%	83.8%

\*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 1,809 early starts agreed out of which 905 were for Highways works and 904 were for utility works.

Table 16: Early Start Agreements

Promoter	Q4 22/23	Q1 23/24	Q2 23/24	Q3 23/24
BT	8	10	14	16
Call Flow Solutions Ltd	0	0	6	2
CityFibre	0	0	1	0
Eclipse Power Networks	0	0	1	0
Energy Assets Networks Ltd	0	1	0	0
ES Pipelines Ltd	1	2	0	0
ESP Electricity Ltd	1	1	0	0
Gigaclear	32	65	48	73
GTC	2	0	0	3
Independent Next Generation Networks Ltd	1	0	0	0
Jurassic Fibre Ltd	70	28	7	6
Last Mile Electricity Limited	0	2	0	0
M12 Solutions	18	15	15	13
MURPHY POWER DISTRIBUTION	0	0	2	0
National Grid Electric PLC	0	6	1	1
Nexfibre Networks Limited	0	0	0	3
SCOTTISH& SOUTHERN ELECTRICITY NETWORKS	18	19	15	14
South West Water	0	1	0	3
SOUTHERN GAS NETWORKS	39	32	19	20

SSE DATACOM	0	0	1	0
T-Mobile (UK) Limited	1	2	0	0
Vodafone	0	0	0	1
Wessex Internet Limited	4	5	13	18
WESSEX WATER	54	55	51	44
<b>All Utilities Promoters</b>	<b>249</b>	<b>244</b>	<b>194</b>	<b>217</b>
<b>Dorset Council</b>	<b>192</b>	<b>191</b>	<b>287</b>	<b>235</b>

## 8. Conclusions

Overall, Dorset Council considers the Fourth 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 5.

In the Fourth Year of operation, it is pleasing to see that the overall number of days occupation has reduced by 14.5%, 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 Fourth 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 4 has reflected the cost of operating the scheme and was moderately higher than the estimated value. This will be used in Year 5 to make further improvements for operating the scheme and embedding system support for optimisation of efforts.

During the Fourth 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 45% decreased in Year 4.

The operational changes introduced by the Permit Scheme since its introduction in 2020 has significantly reduced disruption in Dorset. Data shows that the scheme has stabilised, but minor improvements may still be made. The scheme continues to maintain benefits. The increase in permit fees, some of which are still below the DfT maximum should have a positive effect in Year 5 making it more cost effective for Dorset to run.



## 9. Recommendations

Based on the overall analysis of operating the Permit scheme in Year 4, the following recommendations have been made for Year 5.

### **Recommendation 01:**

It is recommended that operating costs and fee income are monitored in Year 5 to determine whether progress towards reducing the accumulated losses can be made after one full year of operating with the increased permit fees.

### **Recommendation 02:**

Although the average duration of occupancy of the road network in Year 4 has reduced slightly, it is recommended to continue monitoring in Year 5 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 slightly increased by 6% in Year 4 when compared with Year 3 but it is no immediate cause for concern. We again recommend reviewing highway works undertaken in year 5 to ensure all works falling within the remit of the permit scheme have an appropriate permit.

### **Recommendation 04:**

The number of infringements tied to the breach of conditions (Regulation 20) has increased from 339 to 777 in Year 4, now that we are actively identifying breaches of NCT02 as part of the FPN process. The overall number of permit conditions applied to external works has halved in Year 4, which suggests that only essential conditions were applied. We will continue this recommendation in Year 5 to ensure that all permit conditions applied are necessary, and to work with promoters to reduce the number of condition-related infringements.

### **Recommendation 05:**

In Year 4, the number of works by telecoms promoters reduced by 344 compared to Year 3. This may indicate that the number of telecom works has started to fall back to normal levels, hence we recommend monitoring the number of works by telecoms promoters in Year 5 as well.

## 10. Document Control

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Date	Description	Recipient(s)	Action
09/02/2024	Review #1 – Draft Report	Saanchi	Internal
19/02/2024	Review #2 – Draft Report	Dorset Council & Saanchi	Feedback
11/03/2024	Review #2 – Draft Report	Dorset Council & Saanchi	Feedback
15/03/2024	Final Report	Saanchi	For Approval
22/03/2024	Approval	Dorset Council	For Publishing

## 11. 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.

The total occupancy of the network has reduced in Year 4 compared with the previous year. The occupancy compared with the last year of noticing has reduced by 14% despite a 7.5% increase in the number of works completed.

The total occupation of the highway in Year 4 was 57,726 days. This is 2,754 days less than the previous year and 9,775 days less than under noticing - a 14% 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 fourth year at £1.33M (2010 values) or 2.8% of the total modelled cost of works in Year 3 (£47.5M). Calculating backwards from the cost per tonne, would give 25,355 tonnes of carbon dioxide emitted through the works areas in Year 4.

The permit scheme has reduced average durations and therefore occupancy by 14.5% in the fourth year, when compared with the Noticing benchmark period. Therefore, the effective reduction of carbon dioxide emitted in the fourth year of the scheme can be stated as 3,676 tonnes of CO<sub>2</sub>e saved.

This is approximately 50% more saved compared with Year 3 due to the reduction in the number of works completed in Year 4.

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.