Annual Permit Scheme Evaluation Report

Year 5 (January to December 2024)

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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 fifth Year covering the period from 1st January to 31st December 2024.

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

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 have resulted in a reduction to the average duration of works for external promoters, from an average of 3.9 days per works during noticing, to 3.3 days in Year 5 (Slightly lower than Year 4). For the Authority, the average duration this year was 4.6 days compared to 4.4 days in Year 4. Whilst a slight increase in average duration, the actual number of days the highway was occupied has reduced.

The total occupation of the highway in Year 4 was 57,726 days, which in Year 5 was further reduced to 49,165 days. This is mainly due to the continued reduction of works by Telecom providers.

Dorset Council received a total of 29,709 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, 76% of these applications were granted first time based on the information provided on the permit request which shows good quality data and good cooperation between the council and all work promoters. Enhanced communication and advanced planning have ensured that less than 17% 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.

Improved forward planning by works promoters means that on average 87% of works had permanent reinstatement carried out in the initial phase, resulting in fewer repeat visits to the same site and therefore reducing disruption.

Whilst Dorset Council has continued to work with all promoters to improve standards of work and to ensure all the conditions of working are met, they have discussed failures with teams on-site and with their managers to encourage improvement.

There were 224 instances of collaborative working in Year 5. Although lower than Year 4, it is still significantly higher than Year 1.

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

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 1st August 2023 and so did not have significant time to reverse the deficit in Year 4. For Year 5 (Jan to Dec 2024), total permit fee income was £844,494. This is lower than Year 4 due to fewer permit requests. The operating costs to process utility permit applications for the same period is calculated at £897,091. The major factor for this increase is salaries / employee cost of £807,961, which is a significant increase year-on-year. The permit fee surcharge has recovered £89,130 towards the utilities' share of the total allowable overhead costs. An overall deficit of £70,840 or 8% of the annual fee income has been recorded for Year 5.

The 14% saving in occupancy in Year 5 (49,165 days compared with 67,501 in 2018) means the effective reduction in occupancy of the network in this 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 fifth year.

The operational changes introduced by the Permit Scheme since its introduction in 2020 have significantly reduced disruption in Dorset. Data shows that the scheme has stabilised, but minor improvements could 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 6 making it more cost effective for Dorset to run.

Based on the overall analysis of operating the Permit scheme in Year 5, the following recommendations have been made for Year 6.

Recommendation 01:

Whilst the permit fee increase has reduced the loss from 13% to 8% in the fifth year, it is still recommended that operating costs and fee income be closely monitored in Year 6, with the intention of conducting a full review of costs and income between Years 4 and 6 when completing the Year 6 permit scheme review.

Recommendation 02:

Although the average duration of occupancy of the road network in Year 5 has reduced, it is recommend to continue monitoring in Year 6 to drive occupancy of the road network towards a better value.

Recommendation 03:

The number of highway works recorded in Year 5 has decreased by 18.5% compared to Year 4. We recommend reviewing the highway works undertaken in Year 6 to ensure that all works falling within the remit of the permit scheme have the appropriate permit.

Recommendation 04:

Permit conditions used for utility applications in Year 5 demonstrated a moderate decrease from Year 4, where they have reduced from 84% to 82% of total conditions applied to all works. Hence, we are continuing the recommendation in Year 6 as well.

Recommendation 05:

In Year 5, the number of works by telecoms promoters reduced by a further 1,010 compared to Year 4. This may indicate that the number of telecom works has started to fall towards normal levels. We recommend that we continue to monitor the number of works by telecoms promoters in Year 6.

2. Introduction

This report sets out the operational performance of Dorset Council's Permit Scheme in its fifth 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 4 (2023) had proposed various recommendations for continuous improvement in order to meet objectives of the scheme.

Recommendations – Year 4		Status	Performance in Year 5
1	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.	Monitor	The permit fee increase has reduced the loss from 13% to 8% in the fifth year. However, it is still recommended that operating costs and fee income to be closely monitored in Year 6, with the intention of conducting a full review of costs and income between Years 4 and 6 when completing the Year 6 permit scheme review.
2	Although the average duration of occupancy of the road network in Year 4 has reduced slightly, it is recommended for monitoring in Year 5 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 5 has reduced by 0.1 days for all promoters when compared with Year 4. It shows the scheme is continuing to operate well and continuing to deliver small incremental improvements each year. it is recommended that we continue to monitor for Year 6 to drive occupancy of the road network.
3	The number of highway works recorded in Year 3 has slightly increased by 6% in Year 4 when compared with Year 3	Monitor	The number of highway works recorded in Year 5 has decreased by 18.5%. We recommend reviewing the highway works

Recommendations – Year 4		Status	Performance in Year 5
	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.		undertaken in Year 6 to ensure that all works falling within the remit of the permit scheme have the appropriate permits.
4	The number of infringements tied to the breach of conditions (Regulation 20) has increased 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.	Monitor	Permit conditions used for utility applications in Year 5 demonstrated a moderate decrease from Year 4, where they have reduced from 84% to 82% of total conditions applied to all works. Hence, we will continue to monitor this in Year 6.
5	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.	Monitor	In Year 5, the number of works by telecoms promoters continued to reduce by 1,010 compared to Year 4. 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 6 as well.

This report reviews the Year 5 operations along with scheme objectives and the above recommendations from Year 4 in order to recommend areas of potential improvements in Year 6.

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 5 of this operational permit scheme, the average duration of works on highways by utility companies has reduced by 6% from the 3.5 days in Year 4 to 3.3 days in Year 5. The average occupation of the highways by Dorset Council has increased by 4.5% from 4.4 days in Year 4 to 4.6 days in Year 5. However, occupancy of highways has reduced by 31%.

Table 1: Occupation of the highway by Utility Companies

	Noticing 2018	Year 3	Year 4	Year 5	Difference (Year 5 – Year 4)
Average duration (days)	3.9	3.5	3.5	3.3	-0.2 (5.7%)
Total number of days worked	41,782	47,096	45,389	38,668	-6,758 (14.9%)

Table 2: Occupation of the highway by Dorset Council

	Noticing 2018	Year 3	Year 4	Year 5	Difference (Year 5 – Year 4)
Average duration (days)	6.6	5.1	4.4	4.6	0.2 (4.5%)

	Noticing 2018	Year 3	Year 4	Year 5	Difference (Year 5 – Year 4)
Total number of days worked	25,719	13,384	12,337	10,497	-1,857 (-15.1%)

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.

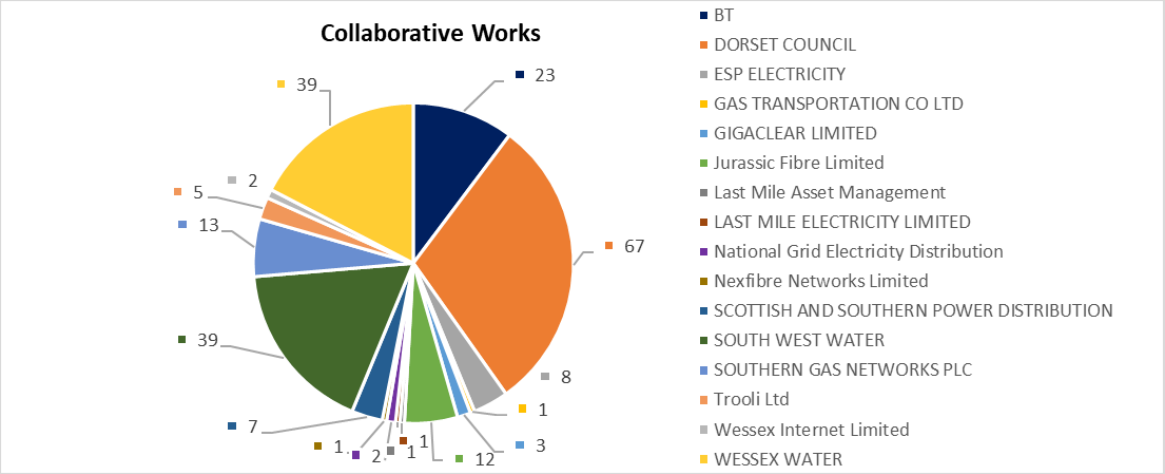
Enhanced communication and advanced planning have resulted in a relatively small number of works being refused or deemed. The traffic team has spent significant time throughout the fifth Year, to ensure high quality of information submitted for permit applications and modifications. Out of all applications received 17% were initially refused and less than 0.2% deemed (KPI 1). Out of all permits issued, only 13% had applications for a duration extension, 94% of which were approved due to better communication and co-operation, and 6% 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, 87% 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, 224 instances of collaborative working were recorded during Year 5 of permit scheme operations.

Figure 1 presents a breakdown of collaborative works by promoters.

Figure 1: Collaborative works by promoters



In the fifth 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. 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 fifth 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.

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

	Reinstatement Category			
Permit Type	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 5, some of Dorset's fees remain less than the maximum prescribed by DfT.

For Year 5 (Jan to Dec 2024), total Permit Fee income invoiced reduced slightly from £846,511 in Year 4 to £844,494, after almost £45,500 given for discounts and incentives in each year.

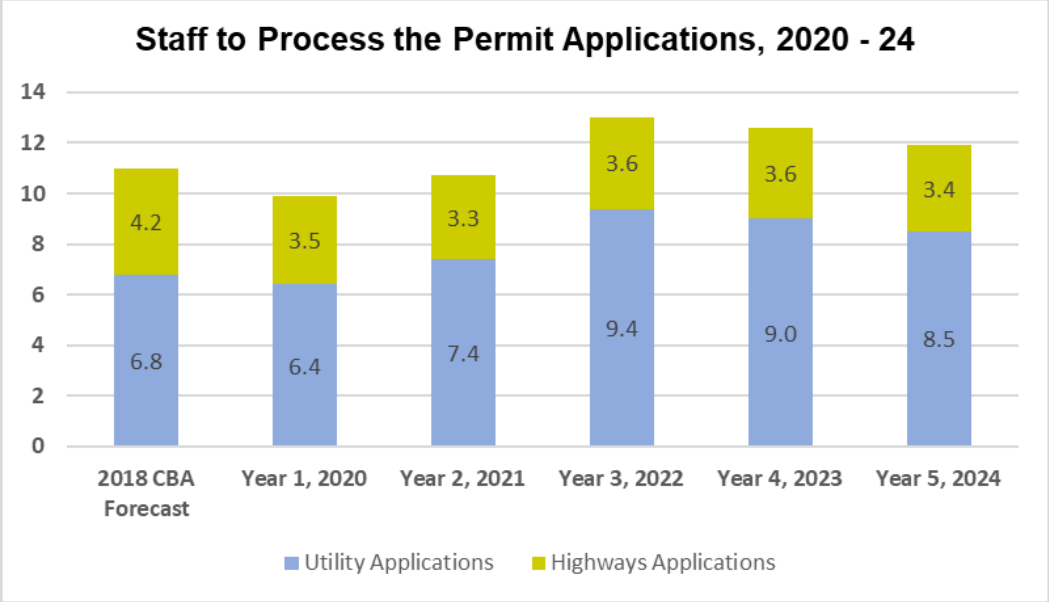
The reduction in number of permits and variations granted in Year 5 have reduced the operating costs to process utility permit applications from £946,605 in Year 4 to £914,801. The employee cost is £824,061 and the permit fee surcharge has recovered £90,740 towards the utilities' share of the total allowable overhead costs.

An overall deficit of £81,676 or 9.7% of the annual fee income has been recorded for Year 5. The permit fee increase has reduced the loss from 13% to 9.7% in the fifth year.

Total permit fee income only reduced slightly in Year 5, despite a 9% reduction in the number of utility permits granted compared with Year 4.

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 total number of full time equivalent staff required to process all permit and permit variation applications has reduced again in Year 5, following a slight reduction from 13 FTE to 12.6 FTE in Year 4.

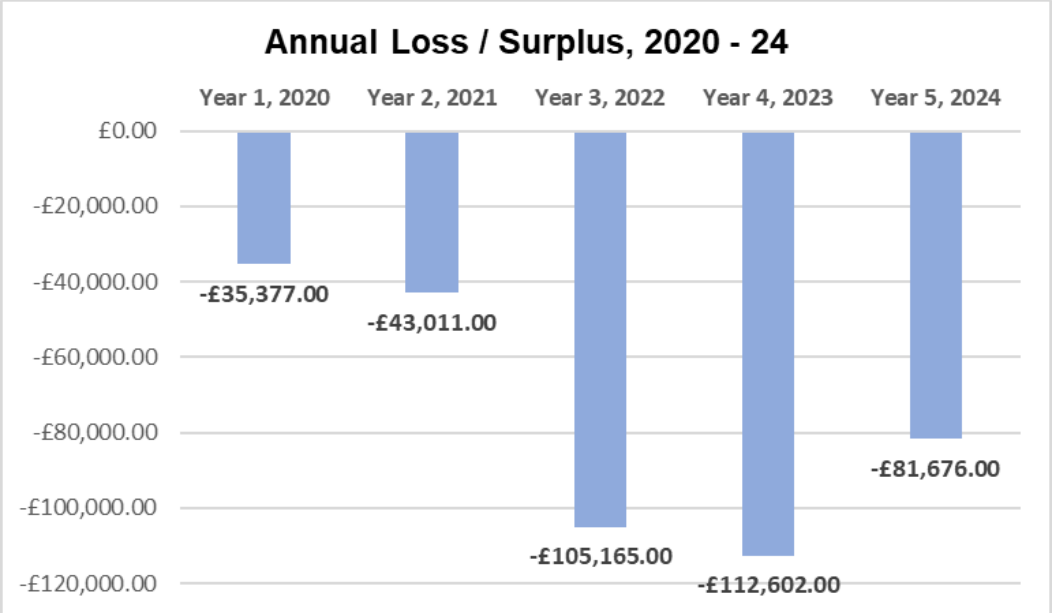
The Year 5 staff resource required to process permit applications is reported in the Fees Matrix at 11.9 FTE. This correlates with the reduction in permits granted from the peak reported in Year 3, 2022.

The number of staff required to process utility promoter permits reduced by 0.5 FTE to 8.5 from 9.0 FTE in the fifth year.

Salary costs are projected to have increased by a further 6% in 2024, taking the average increase in salary costs to 30% between 2019 and 2024.

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 scheme recorded a deficit of £185,569 in the first three years or 11% of the total operating cost to process utility works promoter permits granted.

The fee change was not introduced until two thirds of the way through Year 4. While the year-on-year increase in losses had stabilised, the permit fee change did not have time to generate a surplus in the fourth year.

Losses have reduced in the fifth year, but the continued increase in staff and other allowable overheads has resulted in the scheme continuing to report a loss.

Recommendation: It is recommended that the operating costs and fee income are monitored in Year 6 with a view to carrying out a full review of costs and income between Years 4 and 6 when completing the Year 6 permit scheme review.

5. Costs and Benefits

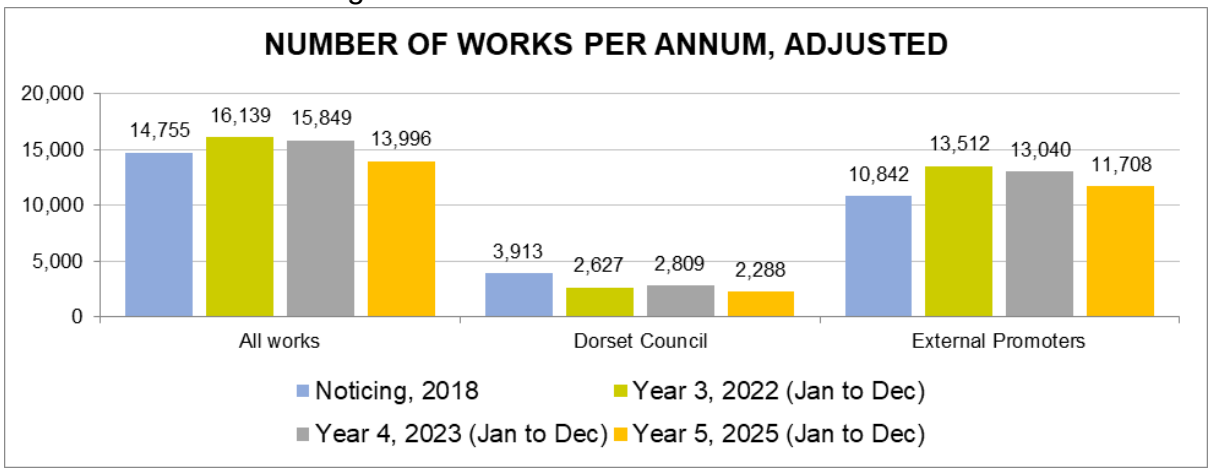
The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the Permit Authority shall also consider whether the permit scheme is meeting Key Performance Indicators (KPIs) where these are set out in the guidance.

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 remained relatively consistent at between 2,800 and 3,400 over the first four years of the scheme. The number of works completed in Year 5 have reduced to 2,288, a reduction of 18% from the previous year and 41% lower than the Noticing benchmark.

Following a peak in Year 3 and a slight reduction in Year 4, the number of utility works completed in Year 5 have reduced by over 1,300. However, the number of utility works completed in the fifth year remains over 8% higher than recorded during the Noticing benchmark period.

The majority of the reduction is a result of over 1,000 fewer Minor works completed by utilities and 450 fewer completed by the highway authority. There were no significant changes in the number of works in the other categories.

Following a significant increase in the number of works completed by telecoms promoters in Year 3 following the removal of COVID restrictions, the number recorded in Year 5 has reduced by over 1,000; a 20% reduction from Year 4.

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

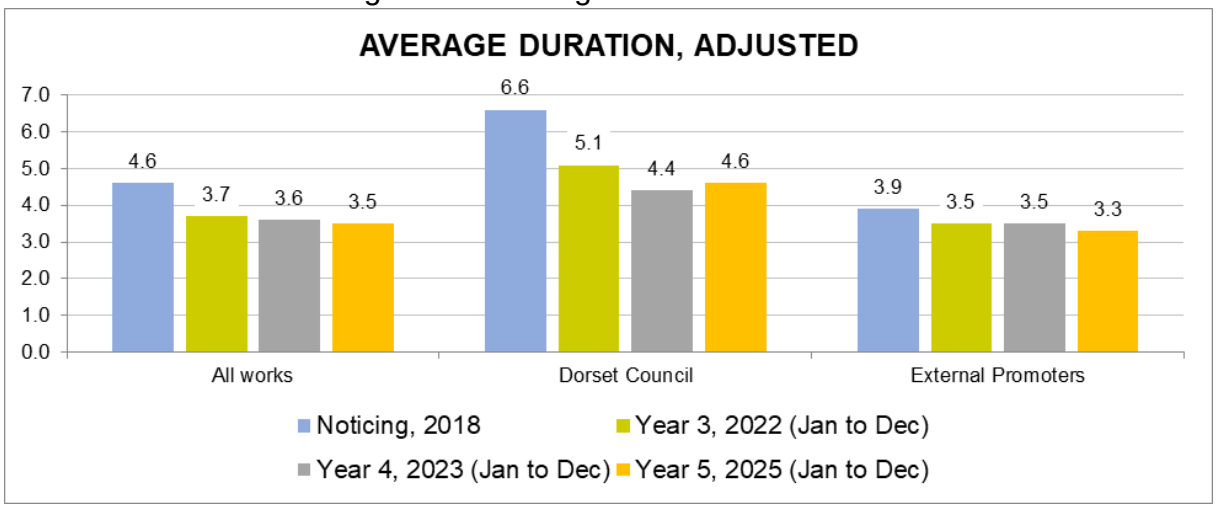
Table 4: Change in Number of Works by Telecoms Promoters

Telecoms Promoters	Noticing 2018	Permitting Year 3, 2022	Permitting Year 4, 2023	Permitting Year 5, 2024
Number of works completed	1,946	5,430	5,086	4,076

The biggest change from the previous year is an 88% reduction in works completed by Jurassic Fibre Ltd, reducing from 1,056 works completed in Year 4 to 125 works in the fifth year. Giganet not completing any works in 2024 after recording nearly 500 works in each of the previous two years also contributed to the overall fall in telecoms works in Year 5.

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

Figure 3b: Average Duration of Works



The trend of a small year-on-year reduction in the average duration for all works has continued into the fifth year, reducing by 0.1 days to 3.5 days average.

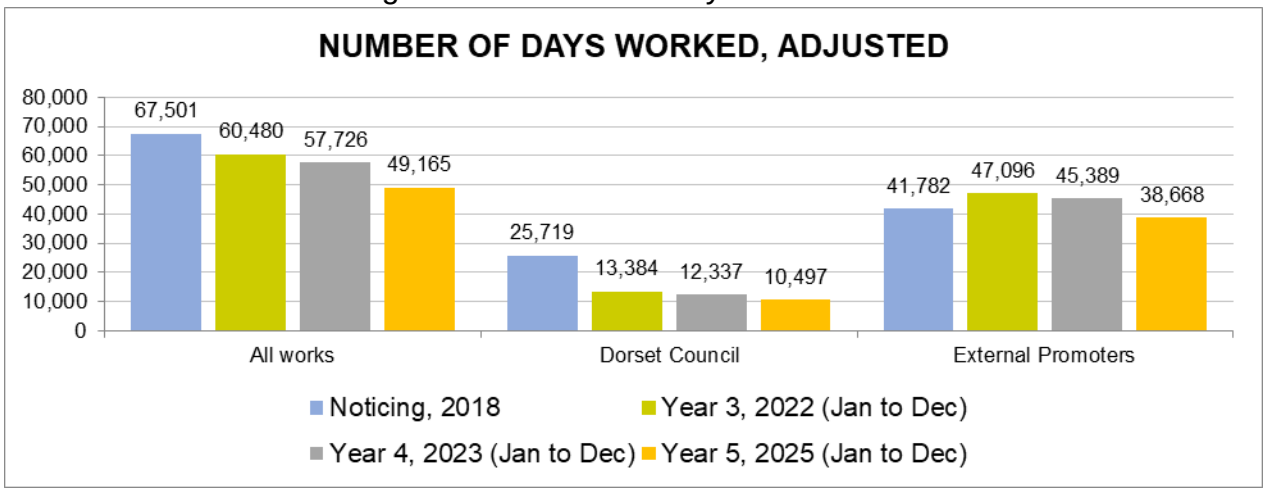
The average duration of highway works increased slightly from 4.4 days average in Year 4 to 4.6 days average in Year 5. This is likely to be a result of the 27% reduction in the number of short duration Minor works completed. The average duration for other works categories did not change significantly.

The average duration of utility works continued the year-on-year fall recorded over the last four years, from 3.5 days average in Year 4 to 3.3 days average in 2024. All

works categories, other than Immediate Emergency works, recorded a reduction in average duration.

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 each year.

For the equivalent 12-month period from January to December 2024, corresponding to the fifth year of the Permit Scheme, 49,165 working days were recorded. A saving of 18,336 days worked on the network (or 27% lower than the adjusted noticing benchmark period).

Utility works recorded 3,114 fewer days worked compared with Noticing, a fall of 7.5% despite 8% more works completed in the fifth year.

The 27% saving in occupancy in Year 5 (49,165 days compared with 67,501 in 2018) means the effective reduction in occupancy of the network in the fifth 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 one 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 5 is;

- All works saving £8.4M (at 2010 values) or saving 26% of the total annual impact
- Highway works saving £6.9M (at 2010 values) or saving 22% of the total annual impact
- Utility works saving £1.4M (at 2010 values) or 4% 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 £2.9M or 9% of the total annual impact due to the reduction in average duration from 3.9 days to 3.3 days in the fifth year.

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 fifth 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 2024
- 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 27% saving in working days

The updated CBA recalculated the annual impact on the network at £46.8M in Year 5, a 26% 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 13,996 in Year 5), particularly those works operating with active traffic management (an additional 926 works requiring road or lane closures and 378 works requiring temporary traffic signal control).

A 5% reduction in occupancy results in a BCR of 2.3 and a Net Present Value (NPV) of £829,754 per annum. This is at the upper end of the range of BCR 2.0 to 2.3 achieved in previous years. The 27% reduction in occupancy recorded for all works produces a BCR of 14.1 and a NPV of £10,915,035.

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 fifth 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 5. (Jan to Dec 2024)

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

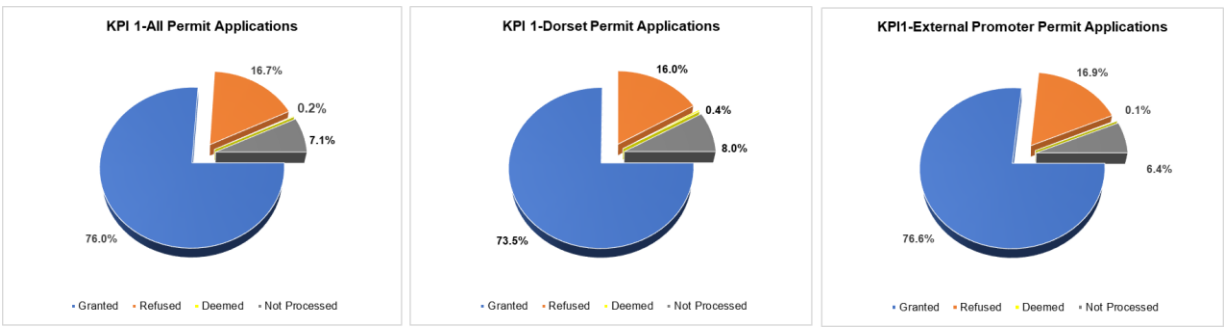
Dorset Council received a total of 29,709 Permit and Permit Variation applications during the period, out of which 19.2% were received from the Dorset Highways and 81% from 20 external work promoters. Due to clustering of reactive maintenance works, the share of permits applications for Highways may 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	5,711	4,199 (73.5%)	915 (16.0%)	20 (0.4%)	458 (8.1%)
External	23,998	18,380 (76.6%)	4,057 (16.9%)	34 (0.1%)	1,525 (6.4%)
All	29,709	22,579 (76.0%)	4,972 (16.7%)	54* (0.2%)	2,104 (7.1%)

*All deemed applications (93) 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 5 of the Permit Scheme operations, 76% of all permit applications received by Dorset Council were granted, while 16.7% 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 reduced in Year 5 by 1.5%, which looks to be a sign of better co-ordination from external promoters when planning works.

There were 54 permit applications deemed during year 5 of the Permit Scheme operations, of which 20 were for internal works and 34 were for external. The overall number of deemed applications increased by 1.9% in Year 5, with the number of deemed internal applications decreased by 28.6% whilst the number of deemed external applications increased by 36%.

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 31,306 standard conditions were applied to 22,579 granted permits and variations out of which 82% 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 (21%) and Date Constraints (13%). Highway permit conditions are predominantly related to Time Constraints (58%), Consultation and Publicity (24%) and Light Signals and Shuttle Working (9%).

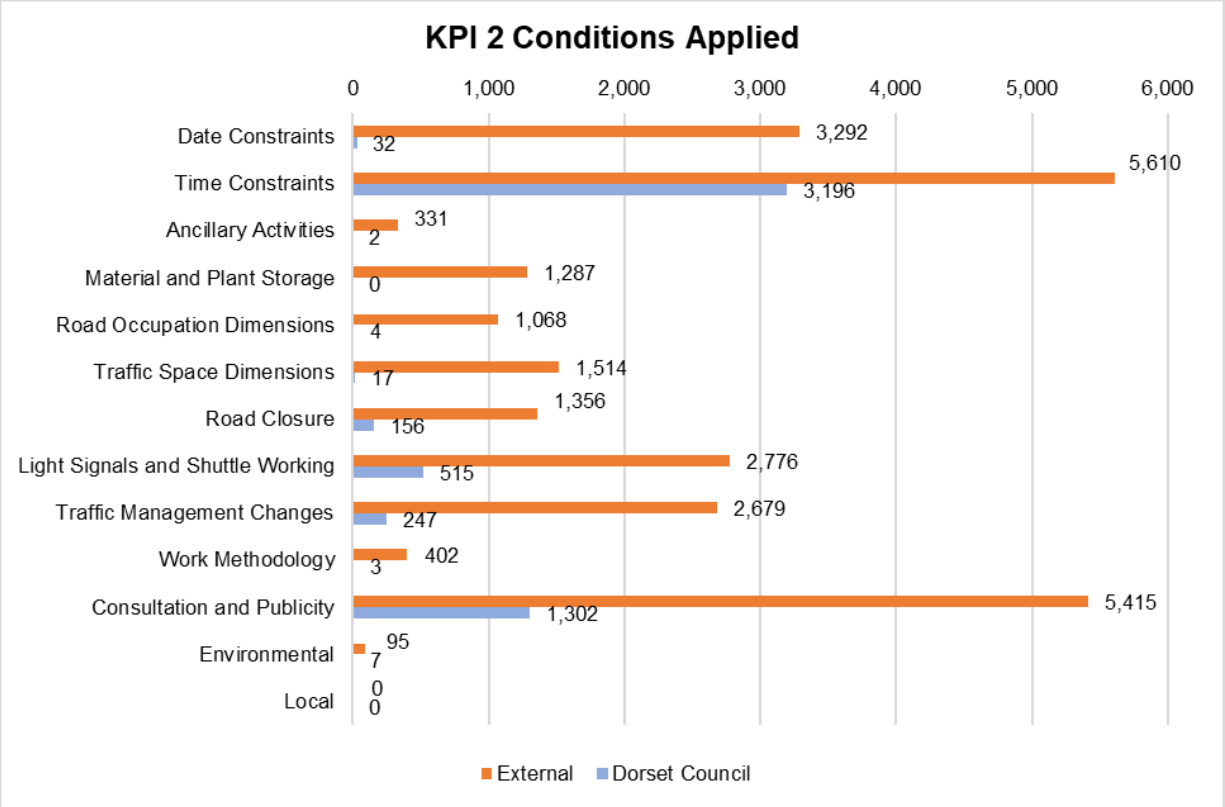
Number of conditions applied to the Highways permits is lower, however this is justified due to lower number of Highways works and permit applications during the period when compared to external work promoters. Further, the type of works combined with effective pre scheme collaboration and discussions, contributed to fewer Road Occupation Dimensions and Light Signals and Shuttle Working conditions required or issued, for Highway works. This justifies the low overall number of highway permit conditions being issued in Year 5. 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	3,292	32	3,324
NCT02	Time constraints	5,610	3,196	8,806
NCT03	Ancillary Activities	331	2	333
NCT04	Material & plant storage	1,287	0	1,287
NCT05	Road occupation dimensions	1,068	4	1,072

Condition	Condition Description	External	Dorset	All
NCT06	Traffic space dimensions	1,514	17	1,531
NCT07	Road closure	1,356	156	1,512
NCT08	Light Signals and Shuttle Working	2,776	515	3,291
NCT09	Traffic Management Changes	2,679	247	2,926
NCT10	Work Methodology	402	3	405
NCT11	Consultation and Publicity	5,415	1,302	6,717
NCT12	Environmental	95	7	102
NCT13	Local	0	0	0
	TOTAL	**25,825**	**5,481**	**31,306**
		82%	18%	

Figure 5: Number of Conditions Applied by Condition Type



Permit conditions used for utility applications in Year 5 demonstrated a moderate decrease from Year 4, where they have reduced from 84% to 82% of total conditions applied to all works. Hence, we are continuing the recommendation below for Year 6 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 5 also saw a considerable reduction in the number of permit conditions being applied for all promoters, reducing from 36,962 in Year 4 to 31,306 in Year 5. This is primarily due to a decrease in the total number of permit conditions for external works, which fell from 30,877 (Year 4) to 25,825 (Year 5).

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	14,539	3,184	17,723
Extension Requests	1,896 (13.0%)	344 (10.8%)	2,240 (12.6%)
Extensions Agreed	1,769 (93.3%)	338 (98.3%)	2,107 (94.0%)
Extensions Refused	127 (6.7%)	6 (1.7%)	133 (5.9%)

Of the permits granted during the evaluation period, only 12.6% requested duration extensions, 10.8% for internal works and 13% for external works. Dorset Council demonstrated parity of treatment by granting a similar percentage of the extensions requested by external work promoters (93.3%) 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 fifth year, the total number of extension requests received for all promoters was lower than the figures seen in Year 4, with external extension requests reducing by almost 6%.

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	15,425	5,027	20,452
Early Start Requests	2,902 (18.8%)	1,609 (32.0%)	4,511 (22.0%)
Early Start Agreements	913 (31.5%)	994 (61.8%)	1,907 (52.3%)
Early Starts Refused	1,989 (68.5%)	615 (38.2%)	2,438 (57.7%)

Of the 20,452 permits granted, 22% of the works requested early starts with 32% of Dorset Council works and 18.8% 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 52.3% 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 5, Dorset Council demonstrated parity of treatment on this measure by approving a reasonably high % of early start requests by external work promoters (31.5%) when compared with their own works (61.8%). The % of approved external early start requests reduced by just over 10% when compared to Year 4 (from 42% to 31.5%), and the % of approved early start requests for DC decreased as well (2.2%) from 64% to 61.8%.

The difference between external and DC early start approvals in Year 5 when compared with Year 4 is greater, however this should not be of concern regarding parity as the number of internal early start requests reduced in year 5, 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 promotors. A total of 14,514 works were started from 01st of January 2024 to 31st December 2024, out of which 2,477 were highway works and 12,040 were utility works.

Table 9: Works Phases Started

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
ALLPOINTS FIBRE NETWORKS LIMITED	36	51	80	54
BT	582	517	425	503
CityFibre	0	0	0	36
Cornerstone Telecommunications	0	0	0	2
E S PIPELINES LTD	1	0	0	2
Eclipse Power Networks	2	0	3	3
EE Ltd	1	1	1	3
Electricity Network Company Limited	14	1	0	0
ENERGY ASSETS PIPELINES LTD	1	0	1	0
ESP ELECTRICITY	3	1	1	6
Fibre and Wireless	0	1	0	0
GAS TRANSPORTATION CO LTD	5	1	4	0
GIGACLEAR LIMITED	157	125	51	122
Highways England	9	8	0	1
HUTCHISON 3G LTD	2	0	1	0
Independent Water Networks Limited	0	0	1	4
Jurassic Fibre Ltd	91	36	5	9
Last Mile Asset Management	1	0	2	1
Last Mile Electricity Limited	1	2	2	1
mua Electricity Limited	2	4	5	4
National Grid Electricity Distribution South West	38	17	29	27
Netomnia Ltd	0	0	0	1
NETWORK RAIL -PROMOTERS NATIONAL	14	8	12	20

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
Nexfibre Networks Limited	80	77	40	106
NWP STREET LTD	2	0	0	0
Open Fibre Networks Limited	2	1	0	0
Royal Mail Property & Facilities Solutions	2	1	0	1
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	254	200	152	185
South West Water	160	179	228	122
SOUTHERN GAS NETWORKS	188	151	186	185
SSE GAS	0	0	0	1
Stark Infra – Electric	0	2	0	0
Trooli Ltd	314	86	110	69
VIRGIN MEDIA	5	3	5	11
Vodafone	3	1	2	0
Wessex Internet Limited	113	100	111	98
WESSEX WATER	1,329	1,269	1,505	1,246
All Utilities Promoters	**3,412**	**2,843**	**2,962**	**2,823**
Dorset Council	**651**	**678**	**612**	**536**

TPI 2 Works Phases Completed

Table 10 shows the count of all Works phases completed by each quarter by promotors. A total of 14,515 works phases were completed from 01st of January 2024 to 31st December 2024, out of which 2,477 were highway works and 12,038 were utility works.

Table 10: Works Phases Completed

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
ALLPOINTS FIBRE NETWORKS LIMITED	36	50	78	54
BT	584	515	422	506
CityFibre	0	0	0	36
Cornerstone Telecommunications	0	0	0	2
E S Pipelines Ltd	1	0	0	2
Eclipse Power Networks	1	1	3	4
EE Ltd	1	1	1	3
Electricity Network Company Limited	6	9	0	0
ENERGY ASSETS PIPELINES LTD	1	0	1	0

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
ESP Electricity Ltd	3	1	1	6
Fibre and Wireless	0	1	0	0
GAS TRANSPORTATION CO LTD	5	1	4	0
GIGACLEAR LIMITED	152	129	52	123
Highways England	8	8	0	1
HUTCHISON 3G LTD	2	0	1	0
Independent Water Networks Limited	0	0	1	4
Jurassic Fibre Ltd	91	36	5	9
Last Mile Asset Management	1	0	2	1
Last Mile Electricity Limited	1	2	2	1
mua Electricity Limited	2	4	4	5
National Grid Electricity Distribution South West	36	22	27	28
Netomnia Ltd	0	0	0	1
NETWORK RAIL -PROMOTERS NATIONAL	14	8	12	20
Nexfibre Networks Limited	77	79	40	107
NWP STREET LTD	2	0	0	0
Open Fibre Networks Limited	2	1	0	0
Royal Mail Property & Facilities Solutions	2	1	0	1
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	257	200	156	179
South West Water	158	180	222	128
SOUTHERN GAS NETWORKS	185	170	159	185
Stark Infra – Electric	0	2	0	0
SSE GAS	0	0	0	1
Trooli Ltd	314	86	108	69
VIRGIN MEDIA	5	3	5	11
Vodafone	3	1	2	0
Wessex Internet Limited	112	99	112	103
WESSEX WATER	1,322	1,265	1,517	1,252
All Utilities Promoters	**3,384**	**2,875**	**2,937**	**2,842**
Dorset Council	**648**	**668**	**616**	**545**

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 23/24	Q1 24/25	Q2 24/25	Q3 24/25
1255OD	91	91	92	92
ALLPOINTS FIBRE NETWORKS LIMITED	125	117	274	130
BT	1,242	1,163	1,240	1,315
CityFibre	0	0	0	278
Cornerstone Telecommunications	0	0	0	11
E S PIPELINES LTD	1	0	0	6
Eclipse Power Networks	16	37	13	81
EE Ltd	1	2	2	4
Electricity Network Company Limited	838	443	0	0
ENERGY ASSETS PIPELINES LTD	3	0	1	0
ESP ELECTRICITY	47	5	19	81
Fibre and Wireless	0	1	0	0
GAS TRANSPORTATION CO LTD	19	2	17	0
GIGACLEAR LIMITED	1,128	545	282	361
Highways England	59	17	0	1
HUTCHISON 3G LTD	3	0	1	0
Independent Water Networks Limited	0	0	12	44
Jurassic Fibre Ltd	195	40	5	9
Last Mile Asset Management	5	0	18	11
Last Mile Electricity Limited	1	10	44	12
mua Electricity Limited	7	52	76	28
National Grid Electric PLC	91	91	92	92
National Grid Electricity Distribution South West	179	91	131	184
Netomnia Ltd	0	0	0	1
NETWORK RAIL -PROMOTERS NATIONAL	125	16	23	108
Nexfibre Networks Limited	613	412	316	533
NWP STREET LTD	3	0	0	0
Open Fibre Networks Limited	2	3	0	0
Royal Mail Property & Facilities Solutions	2	1	0	1

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	1,571	1,663	1,088	1,230
South West Water	786	718	913	652
SOUTHERN GAS NETWORKS	3,626	2,401	2,490	4,227
Stark Infra – Electric	0	18	0	0
SSE GAS	0	0	0	4
Trooli Ltd	529	121	188	146
VIRGIN MEDIA	5	3	5	11
Vodafone	3	1	4	0
Wessex Internet Limited	644	291	495	328
WESSEX WATER	3,503	3,230	3,132	2,373
All Utilities Promoters	**15,463**	**11,585**	**10,973**	**12,354**
Dorset Council	**4,833**	**4,805**	**4,690**	**4,862**

*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 5th Year of scheme's operation is 6.31 days.

Table 12: Average Duration of Works

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
ALLPOINTS FIBRE NETWORKS LIMITED	3.47	2.26	3.4	2.41
BT	1.52	1.54	1.8	1.61
CityFibre	0	0	0	7.72
Cornerstone Telecommunications	0	0	0	5.5
E S PIPELINES LTD	1	0	0	3
Eclipse Power Networks	9	44	4.33	20.5
EE Ltd	1	2	2	1.33
Electricity Network Company Limited	48.67	109.89	0	0
ENERGY ASSETS PIPELINES LTD	3	0	1	0
ESP ELECTRICITY	15.67	5	19	13.5
Fibre and Wireless	0	1	0	0
GAS TRANSPORTATION CO LTD	3.8	2	4.25	0

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
GIGACLEAR LIMITED	5.24	4.22	11.85	3.15
Highways England	7	2.13	0	1
HUTCHISON 3G LTD	1.5	0	1	0
Independent Water Networks Limited	0	0	12	11
Jurassic Fibre Ltd	2.14	1.11	1	1
Last Mile Asset Management	5	0	9	11
Last Mile Electricity Limited	1	5	22	12
mua Electricity Limited	3.5	13	15.25	8.6
National Grid Electricity Distribution South West	4.61	5.23	3.22	7.36
Netomnia Ltd	0	0	0	1
NETWORK RAIL -PROMOTERS NATIONAL	8.93	2	1.92	2.2
Nexfibre Networks Limited	7.49	5.62	7.88	5.03
NWP STREET LTD	1.5	0	0	0
Open Fibre Networks Limited	1	3	0	0
Royal Mail Property & Facilities Solutions	1	1	0	1
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	6.98	8.48	7.26	5.5
South West Water	2.85	2.79	2.61	3.28
SOUTHERN GAS NETWORKS	17.06	18.06	14.18	18.12
Stark Infra – Electric	0	9	0	0
SSE GAS	0	0	0	4
Trooli Ltd	1.68	1.41	1.65	2.12
VIRGIN MEDIA	1	1	1	1
Vodafone	1	1	2	0
Wessex Internet Limited	5.69	2.86	4.42	3.37
WESSEX WATER	2.29	2.44	2.5	1.79
All Utilities Promoters	**3.82**	**4.16**	**3.64**	**3.59**
Dorset Council	**7.03**	**6.61**	**5.31**	**4.52**

*These counts may include the works for which works stop notices are not sent on time. The actual average duration will be less than 4.0. The actual calculations based on the works stopped during the 5th 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 257 work

phases were completed after the reasonable period, out of which 72 works were Highway works and 185 works were utility works.

Table 13: Phases Completed Involving Overrun

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
ALLPOINTS FIBRE NETWORKS LIMITED	1	0	0	0
BT	3	5	8	1
CityFibre	0	0	0	1
Eclipse Power Networks	0	0	1	0
GAS TRANSPORTATION CO LTD	0	0	1	0
GIGACLEAR LIMITED	2	5	1	2
Highways England	1	0	0	0
National Grid Electricity Distribution South West	1	2	0	1
Nexfibre Networks Limited	0	2	1	3
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	6	16	10	4
South West Water	1	1	4	1
SOUTHERN GAS NETWORKS	11	17	3	6
Trooli Ltd	0	0	3	0
Wessex Internet Limited	1	1	1	0
WESSEX WATER	14	22	16	5
All Utilities Promoters	**41**	**71**	**49**	**24**
Dorset Council	**10**	**22**	**25**	**15**

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 2,839 overrun days, out of which 1,481 days overrun by Highway works and 1,358 days overrun by utility works.

Table 14: Number of Overrun Days

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
ALLPOINTS FIBRE NETWORKS LIMITED	1	0	0	0
BT	5	18	72	52
CityFibre	0	0	0	1
Eclipse Power Networks	0	0	1	0

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
GAS TRANSPORTATION CO LTD	0	0	1	0
GIGACLEAR LIMITED	3	95	77	2
Highways England	1	0	0	0
National Grid Electricity Distribution South West	5	16	0	1
Nexfibre Networks Limited	0	2	1	9
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	50	146	29	9
South West Water	8	1	15	2
SOUTHERN GAS NETWORKS	16	124	5	45
Trooli Ltd	0	0	3	0
Wessex Internet Limited	6	2	2	0
WESSEX WATER	37	86	395	14
All Utilities Promoters	**132**	**490**	**601**	**135**
Dorset Council	**43**	**778**	**432**	**228**

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, 87% 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 23/24	Q1 24/25	Q2 24/25	Q3 24/25
ALLPOINTS FIBRE NETWORKS LIMITED	Phase One Registrations	9	12	59	37
	Phase One Permanent Registrations	8	9	53	37
	% of Phase One Permanent Registrations	88.9%	75%	89.8%	100%
BT	Phase One Registrations	320	331	284	310
	Phase One Permanent Registrations	294	299	232	265

	% of Phase One Permanent Registrations	91.9%	90.3%	81.7%	85.5%
CityFibre	Phase One Registrations	0	0	0	33
	Phase One Permanent Registrations	0	0	0	31
	% of Phase One Permanent Registrations				93.9%
Cornerstone Telecommunications	Phase One Registrations	0	0	0	2
	Phase One Permanent Registrations	0	0	0	1
	% of Phase One Permanent Registrations				50%
E S PIPELINES LTD	Phase One Registrations	1	0	0	1
	Phase One Permanent Registrations	0	0	0	1
	% of Phase One Permanent Registrations	0%			100%
Eclipse Power Networks	Phase One Registrations	1	0	3	1
	Phase One Permanent Registrations	1	0	3	1
	% of Phase One Permanent Registrations	100%		100%	100%
EE Ltd	Phase One Registrations	0	1	0	1
	Phase One Permanent Registrations	0	1	0	1
	% of Phase One Permanent Registrations		100%		100%
Electricity Network Company Limited	Phase One Registrations	1	7	0	0
	Phase One Permanent Registrations	0	5	0	0
	% of Phase One Permanent Registrations	0%	71.4%		

ESP ELECTRICITY	Phase One Registrations	2	1	1	5
	Phase One Permanent Registrations	1	0	1	1
	% of Phase One Permanent Registrations	50%	0%	100%	20%
Fibre and Wireless	Phase One Registrations	0	1	0	0
	Phase One Permanent Registrations	0	0	0	0
	% of Phase One Permanent Registrations		0%		
GAS TRANSPORTATION CO LTD	Phase One Registrations	2	0	2	0
	Phase One Permanent Registrations	2	0	1	0
	% of Phase One Permanent Registrations	100%		50%	
GIGACLEAR LIMITED	Phase One Registrations	105	47	6	37
	Phase One Permanent Registrations	80	38	2	20
	% of Phase One Permanent Registrations	76.2%	80.9%	33.3%	54.1%
Independent Water Networks Limited	Phase One Registrations	0	0	1	3
	Phase One Permanent Registrations	0	0	1	2
	% of Phase One Permanent Registrations			100%	66.7%
Jurassic Fibre Ltd	Phase One Registrations	10	0	0	0
	Phase One Permanent Registrations	8	0	0	0
	% of Phase One Permanent Registrations	80%			
Last Mile Asset Management	Phase One Registrations	1	0	1	0

	Phase One Permanent Registrations	1	0	0	0
	% of Phase One Permanent Registrations	100%		0%	
Last Mile Electricity Limited	Phase One Registrations	1	2	1	1
	Phase One Permanent Registrations	0	2	1	1
	% of Phase One Permanent Registrations	0%	100%	100%	100%
mua Electricity Limited	Phase One Registrations	0	3	3	2
	Phase One Permanent Registrations	0	3	2	1
	% of Phase One Permanent Registrations		100%	66.7%	50%
National Grid Electricity Distribution South West	Phase One Registrations	24	12	18	22
	Phase One Permanent Registrations	23	11	15	14
	% of Phase One Permanent Registrations	95.8%	91.7%	83.3%	63.6%
Netomnia Ltd	Phase One Registrations	0	0	0	1
	Phase One Permanent Registrations	0	0	0	1
	% of Phase One Permanent Registrations				100%
Nexfibre Networks Limited	Phase One Registrations	69	40	17	95
	Phase One Permanent Registrations	65	38	16	91
	% of Phase One Permanent Registrations	94.2%	95%	94.1%	95.8%
Open Fibre Networks Limited	Phase One Registrations	2	1	0	0
	Phase One Permanent Registrations	1	0	0	0

	% of Phase One Permanent Registrations	50%	0%		
Royal Mail Property & Facilities Solutions	Phase One Registrations	2	1	0	1
	Phase One Permanent Registrations	2	1	0	1
	% of Phase One Permanent Registrations	100%	100%		100%
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	Phase One Registrations	148	157	111	148
	Phase One Permanent Registrations	144	153	106	139
	% of Phase One Permanent Registrations	97.3%	97.5%	95.5%	93.9%
South West Water	Phase One Registrations	129	154	193	105
	Phase One Permanent Registrations	114	140	180	96
	% of Phase One Permanent Registrations	88.4%	90.9%	93.3%	91.4%
SOUTHERN GAS NETWORKS	Phase One Registrations	158	143	123	163
	Phase One Permanent Registrations	155	136	112	147
	% of Phase One Permanent Registrations	98.1%	95.1%	91.1%	90.2%
Stark Infra – Electric	Phase One Registrations	0	2	0	0
	Phase One Permanent Registrations	0	2	0	0
	% of Phase One Permanent Registrations		100%		
SSE GAS	Phase One Registrations	0	0	0	1
	Phase One Permanent Registrations	0	0	0	1
	% of Phase One Permanent Registrations				100%

Trooli Ltd	Phase One Registrations	236	67	71	38
	Phase One Permanent Registrations	198	54	64	31
	% of Phase One Permanent Registrations	83.9%	80.6%	90.1%	81.6%
VIRGIN MEDIA	Phase One Registrations	5	3	4	10
	Phase One Permanent Registrations	5	3	4	9
	% of Phase One Permanent Registrations	100%	100%	100%	90%
Vodafone	Phase One Registrations	3	1	1	0
	Phase One Permanent Registrations	3	1	1	0
	% of Phase One Permanent Registrations	100%	100%	100%	
Wessex Internet Limited	Phase One Registrations	102	67	88	65
	Phase One Permanent Registrations	76	33	65	56
	% of Phase One Permanent Registrations	74.5%	49.3%	73.9%	86.2%
WESSEX WATER	Phase One Registrations	1,145	1,082	1,261	1,003
	Phase One Permanent Registrations	951	935	1,113	880
	% of Phase One Permanent Registrations	83.1%	86.4%	88.3%	87.7%
All Utilities Promoters	**Phase One Registrations**	**2,476**	**2,135**	**2,248**	**2,085**
	Phase One Permanent Registrations	**2,132**	**1,864**	**1,972**	**1,828**
	% of Phase One Permanent Registrations	**86.1%**	**87.3%**	**87.7%**	**87.7%**

*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 1,425 early starts agreed out of which 748 were for Highways works and 677 were for Utility works.

Table 16: Early Start Agreements

Promoter	Q4 23/24	Q1 24/25	Q2 24/25	Q3 24/25
ALLPOINTS FIBRE NETWORKS LIMITED	6	6	2	4
BT	20	15	15	14
CityFibre	0	0	0	4
Cornerstone Telecommunications	0	0	0	1
Eclipse Power Networks	2	0	0	1
EE Ltd	0	0	0	1
Electricity Network Company Limited	1	0	0	0
ESP ELECTRICITY	3	0	0	1
GAS TRANSPORTATION CO LTD	0	0	2	0
GIGACLEAR LIMITED	62	26	18	37
Jurassic Fibre Ltd	9	4	0	3
mua Electricity Limited	0	0	1	1
National Grid Electricity Distribution South West	1	1	2	5
Nexfibre Networks Limited	7	13	11	2
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	26	16	16	21
South West Water	1	1	1	1
SOUTHERN GAS NETWORKS	14	9	10	3
Trooli Ltd	8	4	1	5
Wessex Internet Limited	10	7	40	14
WESSEX WATER	51	38	34	45
All Utilities Promoters	**221**	**140**	**153**	**163**
Dorset Council	**146**	**243**	**202**	**157**

8. Conclusions

Overall, Dorset Council considers the Fifth 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 6.

In the Fifth Year of operation, it is pleasing to see that the overall number of days occupation for all promoter has reduced by 14.9%, whilst the number of works has continued to reduce for internal promoters. The average duration of works continues to be lower by 5.7% for external work promoters, from an average of 3.5 days in Year 4 to 3.3 days in Year 5. The Fifth 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 5 has reflected the cost of operating the scheme and was moderately higher than the estimated value. This will be used in Year 6 to make further improvements for operating the scheme and embedding system support for optimisation of efforts.

During the Fifth 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 maintained a relatively small % of infringements regarding breach of conditions, despite the number of permit conditions being applied decreased by 15.3% in Year 5.

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.

9. Recommendations

Based on the overall analysis of operating the Permit scheme in Year 4, the following recommendations have been made for Year 6.

Recommendation 01:

It is recommended that the operating costs and fee income are monitored in Year 6 with a view to carrying out a full review of costs and income between Years 4 and 6 when completing the Year 6 permit scheme review.

Recommendation 02:

Although the average duration of occupancy of the road network in Year 5 has reduced, it is recommend to continue monitoring in Year 6 to drive occupancy of the road network towards a better value.

Recommendation 03:

The number of highway works recorded in Year 5 has decreased by 18.5%. We recommend reviewing the highway works undertaken in Year 6 to ensure that all works falling within the remit of the permit scheme have the appropriate permits.

Recommendation 04:

Permit conditions used for utility applications in Year 5 demonstrated a moderate decrease from Year 4, where they have reduced from 84% to 82% of total conditions applied to all works. Hence, we are continuing the recommendation below for Year 6 as well.

Recommendation 05:

In Year 5, the number of works by telecoms promoters continued to reduce by 1,010 compared to Year 4. 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 6 as well.

10. Document Control

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Date	Description	Recipient(s)	Action
17/02/2025	Review #1 – Draft Report	Saanchi	Internal
24/02/2025	Review #2 – Draft Report	Dorset Council & Saanchi	Feedback
03/03/2025	Review #2 – Draft Report	Dorset Council & Saanchi	Feedback
11/03/2025	Final Report	Saanchi	For Approval
21/03/2025	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 further in Year 5 compared with the previous years. The occupancy compared with the last year of noticing has reduced by 27% compared with a 14% reduction recorded in Year 4. This further reduction is in part, helped by a 5% reduction in the number of works completed in the fifth year.

The total occupation of the highway in Year 5 was 49,165 days. This is 8,561 days less than the previous year and 18,336 days less than under noticing - a 27% reduction on the baseline figure.

A high-level analysis has been undertaken to forecast the likely impact on congestion levels and carbon emissions across the network as a result of this reduction in occupancy.

The impact of traffic management at roadworks sites has been modelled using the Quadro modelling software (QUeues And Delays at ROadworks). The Quadro software documentation confirms that the calculation of fuel emissions are calculated internally within the software model. The software only reports the cost of change in emissions; hence emissions cannot be directly derived from the model outputs. However, the WebTAG databook shows the cost of carbon dioxide equivalent emissions £52.83 per tonne of CO2e 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 £1.44M (2010 values) or 3.1% of the total modelled cost of works in Year 5 (£46.8M). Calculating backwards from the cost per tonne, would give 27,187 tonnes of carbon dioxide emitted through the works areas in Year 5.

The permit scheme has reduced average durations and therefore occupancy by 27% in the fifth year, when compared with the Noticing benchmark period. Therefore, the effective reduction of carbon dioxide emitted in the fifth year of the scheme can be stated as 7,340 tonnes of CO2e saved.

This is approximately double the volume saved in Year 4 due in part to the further reduction in average duration, but also due to the almost 2,000 reduction in the number of works completed in Year 5.

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.