

**Kirklees Council
Environment Services**

**The Kirklees
Streetworks Permit
Scheme**

**Year 2 Modified Scheme
Evaluation Report**

November 2022

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EXECUTIVE SUMMARY

The modified Kirklees Council Permit Scheme (KPS) was introduced on 4th March 2020 and this report covers the second year from the 1st March 2021 to the 28th February 2022. The purpose of this report is to evaluate the impact of the Permit Scheme, its operational performance and give consideration to the fee structure, the costs and benefits of operating the scheme and whether the Permit Scheme is meeting key performance indicators where these are set out in the Guidance.

The original Permit Scheme was part of the Yorkshire Common Permit Scheme (YCPS) which was submitted to the Secretary of State in September 2011 and revised in January 2012 and again in September 2015 to comply with the amended Regulations as set out in the Deregulation Act 2015.

The KPS document was modified in 2019 to include all streets, to incorporate changes to the electronic management system, changes to Regulations and better meets the specific objectives of Kirklees Council.

The Permit Scheme is not intended to prevent activities necessary for the maintenance or improvement of the road network or the services running underneath it. It is designed to make available the necessary resources to achieve an appropriate balance between the interests of the various parties and where possible, bring about effective co-ordination between all the different competing interests.

There are a wide range of indicators and measures that the industry has been discussing and agreeing that should be reported on. Some of these are possible to report on and some require further work or system changes to prepare. This evaluation identifies all the indicators and measures agreed by the industry, through various representative groups. Although some data is not available currently, the requirement and format has been documented in this evaluation so that it can be identified easily identified and worked in following years.

When the modified KPS was being developed a Benefit to Cost Ratio was prepared using predicted costs and volumes of applications with a 5% reduction in works impact. Now there are actual costs and volumes this has been rerun using the same 5% reduction in works impact at today's actual costs.

This indicates that even with the impact of COVID-19 the Permit Scheme is very beneficial to society and within a level anticipated by the original analysis.

HIGHWAY AUTHORITY COST BENEFIT ANALYSIS RESULTS

Year 1 Net Present Value Benefits	Predicted £10,068,094	Actuals £7,441,708
Year 2 Net Present Value Benefits	Predicted £10,068,094	Actuals £5,991,786
Year 1 Net Present Value of Costs	Predicted £948,798	Actuals £1,199,916
Year 2 Net Present Value of Costs	Predicted £948,798	Actuals £1,043,678
Year 1 Net Present Value of Scheme	Predicted £8,868,178	Actuals £6,492,910
Year 2 Net Present Value of Scheme	Predicted £8,868,178	Year 2 Actuals £4,948,108
Year 1 Benefit to Cost Ratio	Predicted 8.39	Actuals 7.84
Year 2 Benefit to Cost Ratio	Predicted 8.39	Actuals 5.74

PERMIT SCHEME SUMMARY PERFORMANCE REPORT

It is important to note that during the past 2 years there have been major IT system changes nationally and Permit Teams have been transitioning to the DfT's Street Manager system and a variety of existing systems and interfaces have been developed and tested. This has resulted in many gaps in the data seen below and throughout this report. This situation is expected to resolve itself over the next couple of years resulting in increased data allowing increased analysis and management focus. This ongoing improvement can already be seen in the data below.

During the first year of operation of the modified Permit Scheme 18,151 Permit applications were received from Utility Promoters and Highway Authority Promoters which is circa 13% higher than anticipated.

In year 2 this increased further to 21,185. This increase is the result of ongoing major roll out of City Fibre in Kirklees.

This total includes applications that were granted but subsequently cancelled by the Promoters before the works were undertaken.

14,189 Permits were granted in year 1 which is 78% of applications and a common percentage seen across the industry. In year 2, 17,047 Permits were granted which is 80% of applications and a consistent figure.

In year 1, 82 applications Deemed, which is automatically granted due to no response by the permit team. This has reduced to 27 in year two and a very positive result.

In year 1, 8,316 Variations to Permits were received which is substantially more than the number anticipated by the DfT prescribed matrix at circa 800. In year 2, 9,899 Variations to Permits were received which again is substantially more than anticipated but consistent with the volume of applications.

Varying Permits as opposed to refusing them is an effective co-ordination process demonstrating a dialogue between the Permit Team and Promoters to ensure the works cause the minimum disruption possible. Substantially high volumes of Variations is seen across the industry now that the process managing Permits is better understood and delivered.

In year 1, 93% of applications were from Utility promoters and 7% from highways promoters.

In year 2, 92% of applications were from Utility promoters and 8% from highways promoters which is a consistent figure.

78% of Utility applications were granted in year 1 and 80% in year 2.

82% of highway works were granted in year 1. This is within 10% of Utility rates and demonstrates parity of treatment.

89% of highway works were granted in year 2. This again is within 10% of Utility rates and demonstrates parity of treatment.

Before the permit scheme was modified and included all works, on average 82% of highway works and 74% of Utility applications were granted.

The average individual Permit cost to Promoters was £53 and is within the range expected.

Before the scheme was modified the anticipated volume of Permits was circa 16,000. Therefore, even with the impact of COVID-19, applications were higher than expected and additional staff were deployed to manage this increased volume.

Average durations of Major Works in year 1 was 16 days and is on the lower side of the range seen across the industry by the consultant of 16 to 20 days. Before the permit scheme was modified and included all works, the average duration for major works was 19 days.

In year 2 the average duration of Major Works was 13 days. This reduction reflects the increase in shorter duration works associated with the fibre rollout that is ongoing.

367 Permits were refused for various reasons in year 1 which is 2% of applications. This has increased to 478 and reflects the increase in volumes so is a consistent figure. The Permit team can refuse a Permit application when they consider that elements of the application (e.g. timing, location or conditions) are not acceptable.

During year 1, 30,000 conditions were agreed with works Promoters, with the highest being time constraints and consultation and publicity with 91% of year 1 conditions attached to applications were attached to Utility works.

In year 2 this grew to 85,000 with 93% of year 1 conditions attached to applications were attached to Utility works. Notable increases were in Date Constraints, Traffic Space Dimensions and Work Methodology.

This is a clear indication of the ongoing improvement in the consideration of the impact of works and the subsequent discussions and agreements with Promoters being reached to minimise their impact.

174 inspections were undertaken to monitor the delivery of these conditions in year 1 and only 1 was found to be non-compliant. In year 2 this increased to 557 inspections and 17 were found to be non-compliant. This is a very positive result, and another clear indication of the ongoing improvement being made in managing the scheme even with the challenging environment of COVID-19 and the fibre rollout. The volume of conditions inspections is expected to continue rise post COVID-19 as this has impacted the ability to undertake this important work.

The team received 1,448 customer enquiries during year 1, and 1,802 enquiries in year 2.

There were 46 occasions of collaborative working in year 1 and this rose to 53 in year 2 is a valuable achievement by the team.

There were 6 cases of working without a Permit in year 1 and 19 in year 2 identified which is a very positive result on the surface but further monitoring needs to be undertaken to ensure this is a true representation of the amount of illegal works. COVID-19 has adversely impacted the ability to undertake this important monitoring work.

There were a total 304 breaches in year 1 most of which are system generated breaches such as a registration not received within 10 days of works stop notice. In year 2 this rose to 647 Managers need to consider increased compliance monitoring to ensure a true reflection of the level of compliance is recorded post COVID-19. The impact and effectiveness of the Permit Scheme is reliant on compliance with requirements so is a critical area to focus on when things return to normal.

SECOND YEAR ISSUES

COVID-19 impacted enormously on the team's ability to deliver a range of permit functions in year 1, however, even with an increased workload the core functions of the modified permit scheme have been delivered and this is an outstanding achievement by the whole team and their managers. Year 2 has seen ongoing management and operational improvements across a range of measures, detailed above

The IT system's ability to produce reports consistent with the industry's agreed indicators and measures has been a major problem, however, improvements can already been seen in the data recorded in this report and will continue to improve over time.

Historically, the industry has agreed on a range of reports that none of the system providers have been able to produce. The central government initiative to develop a new single central IT system called Street Manager is replacing current providers and will hopefully clarify KPI reporting requirements in future years.

STAFF

The Permit Scheme is fully resourced, and this is expected to continue.

In addition to the planned team of 8 needed to manage the normal anticipated volume of work, an additional 2 full time staff were deployed due to the increased workload caused by the City Fibre roll out.

Actual operational requirements and operating costs are now better understood and fully accounted for.

OPERATIONAL COSTS

Operational costs are higher than budget figures due to higher than anticipated volumes of work. See table 56.

CONCLUSIONS

This report provides evaluation findings of key indicators and measures for the Modified Kirklees Permit Scheme after its first year of operation.

Considering the impact of the COVID-19 Pandemic, the Permit Scheme has been designed and implemented well with ongoing improvements delivered by management and the team in year 2.

There are a number of key improvements seen in year 2 including more conditions being applied to works and an increase works inspections to ensure compliance with these conditions. This is critical to the permit scheme achieving its objectives of managing works and minimising their impact.

The DfT are advising Authorities to consider updating the text of the scheme documents to a simplified version future proofed and ready for Lane Rental.

The team consistently co-ordinate all road and street works in Kirklees and take the time to review each and every application and apply conditions to minimise the impact of the works on the users of the network.

Fee income is still higher than anticipated due to the rollout of fibre in Kirklees. Income is expected to be in line with scheme operational costs going forward as volumes return to normal levels. Therefore, there is no need to consider an

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adjustment in fee rates to ensure costs and income are balanced over the coming several years.

There are still some difficulties gathering accurate data from the IT system but this has improved and it is expected to continue to improve over the following years.

The Permit team and Promoters will continue to work together and make improvements to minimise the impact of works on the highway network.

Works are being Permitted and co-ordinated effectively against a backdrop of an unprecedented international pandemic and the rollout of a major fibre broadband initiative.

The entire network is being managed to the best of the team's ability with the tools and resources available to them and is a considerable achievement and worthy of praise.

LOOKING FORWARD

The Permit Scheme will continue to maintain its effectiveness over the following years with a focus on these key areas.

- Consider a Lane Rental Scheme to reduce works durations and better align the charges for works with the cost of the disruption they cause.
- Monitor the DfT's new Street Manager system and feedback the need to improve data recording and reporting.
- Continuing staff recruitment, training and development.
- Consider how the Permit Team can support other initiatives within the highways area such as programmes to assess the level of compliance with Specification of the Reinstatement of Openings in Highways (SROH).
- Consider how the team can respond to the Councils and Wy Combined Authority climate change emergency declaration with a net zero target by 2038.

DEVELOPING THE PERMIT SCHEME

During 2019 and after an initial high-level financial assessment, consideration of the local needs and discussion with internal stakeholders, operational partners, consultants and neighboring Highway Authorities, Kirklees Council has decided that the most appropriate scheme for Kirklees is one that would operate on all streets.

The Kirklees Permit Scheme has been designed to assist Kirklees Council to manage the existing local road network for the benefit of all road users. The Permit Scheme will support existing activities and priorities of the Council and will provide a positive benefit. The Scheme will also encourage the undertakers, including those working for and on behalf of the Highway Authority to work in collaboration.

The Permit Scheme has previously been operationally and proactively focused on Strategically Significant Streets and to further the overall cultural shift to better management of the network.

However, now the permit scheme has been modified co-ordination of all activities on all streets is being undertaken to deliver effective and proactive management of the entire network and give consideration to the needs of all highway users and stakeholders such as local community bus operators.

Lower fees are charged for activities on non-traffic sensitive streets and category 3 and 4 roads in-line with national guidance and DfT requirements.

PERMIT SCHEME OBJECTIVES

The transport vision for Kirklees Council is:

All activities on highways have the potential to reduce the width of the street available to traffic, pedestrians and other users and have the potential to also inconvenience businesses and local residents.

The scale of disruption caused is relative to the type of activities being undertaken and the capacity of the street. Activities where the traffic flow is close to, or exceeds, the physical capacity of the street will have the potential to cause congestion, disruption and delays.

The objective of the permit scheme is to improve the strategic and operational management of the highway network through better planning, scheduling and management of activities. Minimising delay for any road or pavement user is expected to be a key objective of a permit scheme”.

The permit scheme will enable better co-ordination of activities throughout the highway network, ensure that competing demands for space or time in the street, including traffic, can be resolved in a positive and constructive way.

The objectives and benefits of the Kirklees Council Permit Scheme are:

- Reduced disruption on the road network
- Improvements to overall network management
- A reduction in delays to the travelling public
- A reduction in costs to businesses caused by delays
- Promotion of a safer environment

Reduced carbon emissions

The Permit Scheme objectives will be facilitated by improving performance in line with the Permit Authority’s Network Management Duty in relation to the following key factors:

- Enhanced co-ordination and co-operation
- 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

ALIGNED OBJECTIVES

The Kirklees Council Permit Scheme objectives aligned to the Transport Strategy 2040 are;

- To support the delivery of an efficient, safe and reliable road network for all users, that creates new opportunities for jobs and housing.
- To support the delivery of a step-change in the reliability of journey times for people and goods, and to provide high quality infrastructure for all users.
- To support growth in the economy in an inclusive way, and to meet the demand for travel in a sustainable manner.

APPENDIX 1 - EVALUATION BACKGROUND

PERMIT SCHEME EVALUATION

Swift Argent Ltd was commissioned by Kirklees Council (KC) in 2021 to evaluate the performance of the first year of the KPS as a requirement set out in The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 regulation 16A.

The modified KPS was implemented on 4th March 2020 and the purpose of this report is to evaluate the Permit Scheme in respect to these successes and consider the fee structure, the costs, and benefits of operating the Scheme and whether the Permit Scheme is meeting key performance indicators where these are set out in the Guidance.

SCOPE OF WORK

In order to evaluate the performance of a Permit Scheme a number of data items are required to enable analysis.

Data is available within the street works IT system along with financial information from the Authority finance department.

The individual data items are set out later in this report for each indicator but will include the following categories.

- Number of Permits granted, modified, and refused
- Conditions applied for
- Variations and extensions and early starts
- Location of roadworks
- Permit fees
- Operational costs

As part of the initial assessment for the introduction of a Permit Scheme and the subsequent application to the Secretary of State for Transport or preparation of a Local Order, the Highway Authority is required to conduct a Cost Benefit Analysis (CBA) on the likelihood of a Scheme to deliver value for money to society (as a benefit to cost ratio).

This CBA is based on the principles of the Department for Transport's New Approach to Transport Appraisals (NATA) framework and include broad assumptions on the costs and benefits of a Permit Scheme. This gives a base in order to make assessment of aims to be achieved.

REPORT STRUCTURE

- Executive Summary
- Cost Benefit Analysis
- Network Performance
- Permit Scheme Performance
- Evaluation Background
- Key Performance Indicator Data
- HAUC TPI Measures
- Authority Measures
- Costs and Income

KEY PERFORMANCE INDICATORS

A set of Key Performance Indicators (KPIs) and Objective Measures (OMs) are set out below to demonstrate parity of treatment between works for road purposes and street works undertaken by statutory undertakers.

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 promoters in its application.

The Code contains seven KPIs that could be used for this purpose. The recording of KPIs 1 and 2 is a mandatory requirement of all Permit Schemes.

Authorities should select at least two others which they consider will demonstrate parity across their Permit Scheme. Authorities can also include their own KPIs.

- KPI 1 The number of Permit and Permit variation applications received, the number granted, and the number refused. (Breakdown of the data into applications granted and refused in relation to highway authority works for road purposes and works by utility promoters, and provide a comparison with the percentage of Permits granted. Also, the data is further broken down by activity type into applications granted and refused.)
- KPI 2 The number of conditions applied by condition type.
- KPI 3 The number of approved extensions
- KPI 4 The number of occurrences of reducing the application period (early starts).
- KPI 5 The number of agreements to work in Section 58 and Section 58A restrictions. (Details of Section 58 and 58A restrictions will be provided as required under Section 8.3 of the TMA Code of Practice for Permits.)
- KPI 6 The proportion of times that a Permit authority intervenes on applications
- KPI 7 Number of inspections carried out to monitor conditions

The Statutory Guidance for Highway Authority Permit Schemes October 2015 set out TMA Permit Indicators (TPIs) for Permit Schemes are additional to the general TMA Performance Indicators, which are already being produced. The TPIs focus on occupancy, co-ordination, and inspections, and there for relate mainly to the stages

of the works from works start to final conclusion. These additional Permit indicators focus more on the process of Permit applications and responses, prior to the works being carried out.

- TPI1 Works Phases Started (Base Data)
- TPI2 Works Phases Completed (Base Data)
- TPI3 Days of Occupancy Phases Completed
- TPI4 Average Duration of Works Phases Completed
- TPI5 Phases Completed on time
- TPI6 Number of deemed Permit applications
- TPI7 Number of Phase One Permanent Registrations

In addition to DfT KPIs and HAUC TPIs. The authority can collate its own data. These measures should reflect the business case and objectives put forward in the Scheme submission documentation.

- AM 1 Average duration of works by Permit type
- AM 2 Inspections (% age of total undertaken and failures)
- AM 3 Days of Disruption Saved/ Number of collaborative works
- AM 4 Response Code – broken down by promoter
- AM 5 FPNs (Permit Breaches)
- AM 6 Levels of Customer Enquiries
- AM 7 Average Journey Times
- AM 8 Journey time reliability
- AM 9 Road Traffic Collisions
- AM 10 Carbon Emissions
- AM 11 Profit/Loss

TABLE 2 PERMIT FEE RATES

Provisional Advance Authorisation	Road Category 0-2 or Traffic-sensitive £105	Road Category 3-4 and non-traffic-sensitive £75
Major works – over 10 days and all major works requiring a traffic regulation order.	Road Category 0-2 or Traffic-sensitive £240	Road Category 3-4 and non-traffic-sensitive £75
Major works – 4 to 10 days	Road Category 0-2 or Traffic-sensitive £130	Road Category 3-4 and non-traffic-sensitive £75
Major works – up to 3 days	Road Category 0-2 or Traffic-sensitive £65	Road Category 3-4 and non-traffic-sensitive £45
Standard works – between 4 and 10 days	Road Category 0-2 or Traffic-sensitive £130	Road Category 3-4 and non-traffic-sensitive £75
Minor works – 3 days or less	Road Category 0-2 or Traffic-sensitive £65	Road Category 3-4 and non-traffic-sensitive £45
Immediate works – Emergency Works, which are defined in Section 52 of NRSWA	Road Category 0-2 or Traffic-sensitive £60	Road Category 3-4 and non-traffic-sensitive £40
Permit Variations – the need to alter the original plan	Road Category 0-2 or Traffic-sensitive £45	Road Category 3-4 and non-traffic-sensitive £35

APPENDIX 2 - KEY PERFORMANCE INDICATOR DATA

KPI 1

The number of Permit and Permit variation applications received, the number granted and the number refused.

Table 3 below shows a breakdown of Permit applications received granted and refused. This excludes Provisional Permit Applications (PAAs).

Data on Applications and Variations that are superseded is being removed from this and future reports as applications and variations applied for and granted is the meaningful data.

Data is further broken down into Permit applications received, granted and refused related to Highway Authority works and Utilities works on Table 4 below.

TABLE 3(A) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION APPLICATIONS RECEIVED, THE NUMBER GRANTED AND THE NUMBER REFUSED AND DEEMED. YEAR 1

Year 1 Total Applications Received	18,151	
Year 1 Total Variations Received	8,316	
Year 1 Applications Granted	14,189	Which is 78% of the total
Year 1 Variations Granted	1,564	Which is 19% of the total
Year 1 Applications Refused	364	Which is 2% of the total
Year 1 Variations Refused	67	Which is 1% of the total
Year 1 Applications Deemed	81	Which is <1% of the total
Year 1 Variations Deemed	2	Which is <1% of the total

TABLE 3(B) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION APPLICATIONS RECEIVED, THE NUMBER GRANTED AND THE NUMBER REFUSED AND DEEMED. YEAR 2

Year 2 Total Applications Received	21,185	
Year 2 Total Variations Received	9,899	
Year 2 Applications Granted	17,047	Which is 80% of the total
Year 2 Variations Granted	1,213	Which is 12% of the total
Year 2 Applications Refused	478	Which is 2% of the total
Year 2 Variations Refused	443	Which is 4% of the total
Year 2 Applications Deemed	29	Which is <1% of the total
Year 2 Variations Deemed	0	

TABLE 4(A) KPI 1 PERMIT APPLICATIONS BY PROMOTER. YEAR 1

Highway Authority Year 1 Total Permit Applications	1,201	Which is 7% of the total
Utility Year 1 Total Permit Applications	16,950	Which is 93% of the total
Highway Authority Year 1 Total Applications Granted	982	Which is 82% of the total
Utility Year 1 Total Applications Granted	13,207	Which is 78% of the total
Highway Authority Year 1 Total Applications Refused	67	Which is 6% of the total
Utility Year 1 Total Applications Refused	297	Which is 2% of the total
Highway Authority Year 1 Total Permit Variations	1,194	Which is 14% of the total
Utility Year 1 Total Permit Variations	7,121	Which is 86% of the total
Highway Authority Year 1 Total Variations Granted	539	Which is 45% of the total
Utility Year 1 Total Variations Granted	1025	Which is 14% of the total
Highway Authority Year 1 Total Variations Refused	67	Which is 6% of the total
Utility Year 1 Total Variations Refused	0	

TABLE 4(B) KPI 1 PERMIT APPLICATIONS BY PROMOTER. YEAR 2

Highway Authority Year 2 Total Permit Applications	1,604	Which is 7% of the total
Utility Year 2 Total Permit Applications	19,581	Which is 92% of the total
Highway Authority Year 2 Total Applications Granted	1,425	Which is 89% of the total
Utility Year 2 Total Applications Granted	15,622	Which is 80% of the total
Highway Authority Year 2 Total Applications Refused	26	Which is 2% of the total
Utility Year 2 Total Applications Refused	452	Which is 2% of the total
Highway Authority Year 2 Total Permit Variations	791	Which is 8% of the total
Utility Year 2 Total Permit Variations	9,108	Which is 92% of the total
Highway Authority Year 2 Total Variations Granted	761	Which is 96% of the total
Utility Year 2 Total Variations Granted	452	Which is 5% of the total
Highway Authority Year 2 Total Variations Refused	20	Which is 3% of the total
Utility Year 2 Total Variations Refused	423	Which is 5% of the total

TABLE 5(A) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION APPLICATIONS RECEIVED, GRANTED, REFUSED AND DEEMED BY PROMOTER. YEAR 1

Highway Authority	Applications Received	Variations Received	Applications Granted	Variations Granted	Applications Refused	Variations Refused	Applications Deemed	Variations Deemed
	1,136	1,194	997	539	67	67	3	2
BT	Applications Received 1,975	Variations Received 525	Applications Granted 1,397	Variations Granted 0	Applications Refused 64	Variations Refused 0	Applications Deemed 4	Variations Deemed 0
City of London Telecomms	Applications Received 1	Variations Received 0	Applications Granted 0	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
CityFibre Networks Limited	Applications Received 3,154	Variations Received 2,726	Applications Granted 0	Variations Granted 64	Applications Refused 0	Variations Refused 0	Applications Deemed 11	Variations Deemed 0
Department for Transport Stat Roads	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Energy Assets Networks Limited (formerly Utility Distribution)	Applications Received 4	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Eunetworks	Applications Received 99	Variations Received 25	Applications Granted 47	Variations Granted 0	Applications Refused 29	Variations Refused 0	Applications Deemed 2	Variations Deemed 0
Fulcrum Pipelines Limited	Applications Received 4	Variations Received 0	Applications Granted 3	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0

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Gas Transportation Co Limited	Applications Received 6	Variations Received 0	Applications Granted 4	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Geo	Applications Received 9	Variations Received 0	Applications Granted 8	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Global Utility Connections	Applications Received 1	Variations Received 1	Applications Granted 0	Variations Granted 1	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Highways England	Applications Received 12	Variations Received 0	Applications Granted 8	Variations Granted 0	Applications Refused 3	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Last Mile Electricity Limited (formerly Global Utility)	Applications Received 6	Variations Received 9	Applications Granted 4	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Last Mile Gas Limited	Applications Received 2	Variations Received 4	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Metro West Yorkshire Combined Authority	Applications Received 36	Variations Received 1	Applications Granted 28	Variations Granted 0	Applications Refused 4	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Murphy Power Distribution	Applications Received 16	Variations Received 7	Applications Granted 9	Variations Granted 0	Applications Refused 4	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Network Rail	Applications Received 253	Variations Received 53	Applications Granted 186	Variations Granted 0	Applications Refused 10	Variations Refused 0	Applications Deemed 2	Variations Deemed 0

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Northern Gas Networks	Applications Received 1,456	Variations Received 1,008	Applications Granted 1,062	Variations Granted 0	Applications Refused 15	Variations Refused 0	Applications Deemed 10	Variations Deemed 0
Northern Powergrid (Northeast) PLC	Applications Received 1	Variations Received 0	Applications Granted 0	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Northern Powergrid (Northeast) PLC	Applications Received 2,094	Variations Received 818	Applications Granted 1,923	Variations Granted 0	Applications Refused 17	Variations Refused 0	Applications Deemed 12	Variations Deemed 0
O2 (UK) Limited	Applications Received 17	Variations Received 0	Applications Granted 0	Variations Granted 0	Applications Refused 3	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Opal Telecom	Applications Received 699	Variations Received 572	Applications Granted 569	Variations Granted 0	Applications Refused 15	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Quickline Communications Limited	Applications Received 1	Variations Received 3	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Romec Limited	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
T-Mobile (UK) Limited	Applications Received 90	Variations Received 28	Applications Granted 63	Variations Granted 0	Applications Refused 5	Variations Refused 0	Applications Deemed 5	Variations Deemed 0
Virgin Media	Applications Received 1,598	Variations Received 252	Applications Granted 1,240	Variations Granted 0	Applications Refused 15	Variations Refused 0	Applications Deemed 0	Variations Deemed 0

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Vodafone Group	Applications Received 2	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Yorkshire Water	Applications Received 5,412	Variations Received 1,090	Applications Granted 4,007	Variations Granted 0	Applications Refused 53	Variations Refused 0	Applications Deemed 32	Variations Deemed 0
Utility Total	Applications Received 16,962	Variations Received 7,121	Applications Granted 13,215	Variations Granted 1,025	Applications Refused 300	Variations Refused 0	Applications Deemed 78	Variations Deemed 0

TABLE 5(B) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION APPLICATIONS RECEIVED, GRANTED, REFUSED AND DEEMED BY PROMOTER. YEAR 2

Highway Authority	Applications Received 1,604	Variations Received 791	Applications Granted 1,425	Variations Granted 761	Applications Refused 26	Variations Refused 20	Applications Deemed 2	Variations Deemed 0
Arqiva	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
BT	Applications Received 2,318	Variations Received 1,044	Applications Granted 1,748	Variations Granted 920	Applications Refused 86	Variations Refused 96	Applications Deemed 3	Variations Deemed 0
CityFibre Networks Limited	Applications Received 4,669	Variations Received 3,803	Applications Granted 3,711	Variations Granted 3,541	Applications Refused 91	Variations Refused 150	Applications Deemed 3	Variations Deemed 0
Colt Communications	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0

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Energy Assets Networks Limited (formerly Utility Distribution)	Applications Received 15	Variations Received 7	Applications Granted 12	Variations Granted 7	Applications Refused 1	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
ESP Electricity	Applications Received 20	Variations Received 8	Applications Granted 11	Variations Granted 6	Applications Refused 4	Variations Refused 2	Applications Deemed 0	Variations Deemed 0
Eunetworks	Applications Received 3	Variations Received 3	Applications Granted 0	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Fulcrum Pipelines Limited	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Gas Transportation Co Limited	Applications Received 13	Variations Received 5	Applications Granted 9	Variations Granted 5	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Greater Manchester PTE	Applications Received 15	Variations Received 2	Applications Granted 12	Variations Granted 2	Applications Refused 1	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Harlaxton Energy Networks	Applications Received 6	Variations Received 7	Applications Granted 5	Variations Granted 6	Applications Refused 0	Variations Refused 1	Applications Deemed 0	Variations Deemed 0
Highways England	Applications Received 8	Variations Received 2	Applications Granted 6	Variations Granted 2	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Independent Next Generation Networks	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0

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Metro West Yorkshire Combined Authority	Applications Received 45	Variations Received 8	Applications Granted 40	Variations Granted 7	Applications Refused 2	Variations Refused 1	Applications Deemed 0	Variations Deemed 0
Middlesex Cable Ltd	Applications Received 10	Variations Received 11	Applications Granted 6	Variations Granted 11	Applications Refused 1	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Northern Grid Electric PLC	Applications Received 18	Variations Received 14	Applications Granted 18	Variations Granted 14	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Network Rail	Applications Received 172	Variations Received 48	Applications Granted 143	Variations Granted 44	Applications Refused 11	Variations Refused 3	Applications Deemed 0	Variations Deemed 0
Northern Electric	Applications Received 9	Variations Received 2	Applications Granted 2	Variations Granted 1	Applications Refused 11	Variations Refused 3	Applications Deemed 0	Variations Deemed 0
Northern Gas Networks	Applications Received 1,126	Variations Received 1,119	Applications Granted 993	Variations Granted 1,078	Applications Refused 26	Variations Refused 28	Applications Deemed 6	Variations Deemed 0
Northern Powergrid (Northeast) PLC	Applications Received 2,397	Variations Received 1,117	Applications Granted 1,950	Variations Granted 1,068	Applications Refused 35	Variations Refused 21	Applications Deemed 2	Variations Deemed 0
O2 (UK) Limited	Applications Received 28	Variations Received 8	Applications Granted 24	Variations Granted 7	Applications Refused 0	Variations Refused 1	Applications Deemed 0	Variations Deemed 0
Opal Telecom	Applications Received 14	Variations Received 5	Applications Granted 12	Variations Granted 4	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0

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Romec Limited	Applications Received 5	Variations Received 0	Applications Granted 5	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
SSE Datacom	Applications Received 2	Variations Received 1	Applications Granted 2	Variations Granted 1	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
T-Mobile (UK) Limited	Applications Received 116	Variations Received 28	Applications Granted 68	Variations Granted 20	Applications Refused 25	Variations Refused 8	Applications Deemed 0	Variations Deemed 0
TOOB Limited	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Virgin Media	Applications Received 2,297	Variations Received 1,046	Applications Granted 1,862	Variations Granted 968	Applications Refused 45	Variations Refused 44	Applications Deemed 3	Variations Deemed 0
Vodafone Group	Applications Received 1	Variations Received 0	Applications Granted 1	Variations Granted 0	Applications Refused 0	Variations Refused 0	Applications Deemed 0	Variations Deemed 0
Yorkshire Water	Applications Received 6,270	Variations Received 1,515	Applications Granted 4,978	Variations Granted 1,396	Applications Refused 113	Variations Refused 65	Applications Deemed 10	Variations Deemed 0
Zayo Group UK Ltd	Applications Received 9	Variations Received 3	Applications Granted 6	Variations Granted 2	Applications Refused 1	Variations Refused 1	Applications Deemed 0	Variations Deemed 0
Utility Total	Applications Received 19,581	Variations Received 9,803	Applications Granted 15,622	Variations Granted 9,108	Applications Refused 452	Variations Refused 423	Applications Deemed 27	Variations Deemed 0

TABLE 6(A) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 0-2 AND TRAFFIC SENSITIVE STREETS FOR UTILITY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 78						
Major Permit Applications	Permits Granted 78 which is 7%	Permits Refused 3 which is 6%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 24 which is 7%
Standard Permit Applications	Permits Granted 125 which is 12%	Permits Refused 20 which is 38%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 54 which is 17%
Minor Permit Applications	Permits Granted 484 which is 45%	Permits Refused 30 which is 57%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 225 which is 69%
Immediate Permit Applications	Permits Granted 379 which is 36%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 23 which is 7%
Total Applications	Permits Granted 1,144	Permits Refused 53	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 326

TABLE 6(B) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 0-2 AND TRAFFIC SENSITIVE STREETS FOR UTILITY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Permits Granted 154 which is 4%	Permits Refused 10 which is 9%					
Major Permit Applications	Permits Granted 224 which is 5%	Permits Refused 3 which is 3%	Variations Granted 0	Variations Refused 10 which is 16%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1 which is <06%
Standard Permit Applications	Permits Granted 475 which is 5%	Permits Refused 47 which is 41%	Variations Granted 230 which is 18%	Variations Refused 29 which is 46%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 14 which is 6%
Minor Permit Applications	Permits Granted 1,083 which is 26%	Permits Refused 51 which is 44%	Variations Granted 402 which is 31%	Variations Refused 19 which is 30%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 174 which is 75%
Immediate Permit Applications	Permits Granted 1,030 which is 25%	Permits Refused 4 which is 3%	Variations Granted 282 which is 22%	Variations Refused 5 which is 8%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 42 which is 18%
Permit Variations	Permits Granted 1,200 which is 29%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0
Total Applications	Permits Granted 4,166	Permits Refused 115	Variations Granted 1,309	Variations Refused 63	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 231

TABLE 7 (A) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 3-4 NON-TRAFFIC SENSITIVE STREETS FOR UTILITY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 1,249						
Major Permit Applications	Permits Granted 1,249 which is 9%	Permits Refused 17 which is 7%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0
Standard Permit Applications	Permits Granted 2,008 which is 15%	Permits Refused 67 which is 27%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 564 which is 19%
Minor Permit Applications	Permits Granted 4,344 which is 32%	Permits Refused 157 which is 64%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1,762 which is 61%
Immediate Permit Applications	Permits Granted 4,540 which is 34%	Permits Refused 3 which is 1%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 195 which is 7%
Total Applications	Permits Granted 12,141	Permits Refused 244	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 2,904

TABLE 7 (B) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 3-4 NON-TRAFFIC SENSITIVE STREETS FOR UTILITY WORKS BY ACTIVITY TYPE. YEAR 2

Provisional Advance Applications	Permits Granted 747 which is 7%	Permits Refused 40 which is 40%					
Major Permit Applications	Permits Granted 864 which is 8%	Permits Refused 6 which is 6%	Variations Granted 767 which is 21%	Variations Refused 43 which is 28%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0
Standard Permit Applications	Permits Granted 1,407 which is 13%	Permits Refused 25 which is 25%	Variations Granted 1,111 which is 31%	Variations Refused 50 which is 33%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 150 which is 21%
Minor Permit Applications	Permits Granted 3,341 which is 32%	Permits Refused 25 which is 25%	Variations Granted 953 which is 26%	Variations Refused 53 which is 35%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 450 which is 63%
Immediate Permit Applications	Permits Granted 4,153 which is 40%	Permits Refused 3 which is 3%	Variations Granted 775 which is 21%	Variations Refused 5 which is 3%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 120 which is 17%
Total Applications	Permits Granted 10,512	Permits Refused 99	Variations Granted 3,606	Variations Refused 151	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 720

TABLE 8(A) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR UTILITY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 1,327						
Major Permit Applications	Permits Granted 1,327 which is 9%	Permits Refused 20 which is 7%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 407 which is 13%
Standard Permit Applications	Permits Granted 2,133 which is 15%	Permits Refused 87 which is 29%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 618 which is 19%
Minor Permit Applications	Permits Granted 4,828 which is 33%	Permits Refused 187 which is 63%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1,987 which is 62%
Immediate Permit Applications	Permits Granted 4,919 which is 34%	Permits Refused 3 which is 1%	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 218 which is 7%
Total Applications	Permits Granted 14,534	Permits Refused 297	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 3,230

TABLE 8(B) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR UTILITY WORKS BY ACTIVITY TYPE. YEAR 2

Provisional Advance Applications	Permits Granted 901 which is 6%	Permits Refused 50 which is 23%					
Major Permit Applications	Permits Granted 1,088 which is 7%	Permits Refused 9 which is 4%	Variations Granted 997 which is 20%	Variations Refused 53 which is 25%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1 which is <1%
Standard Permit Applications	Permits Granted 1,882 which is 13%	Permits Refused 72 which is 34%	Variations Granted 1,513 which is 31%	Variations Refused 79 which is 37%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 164 which is 17%
Minor Permit Applications	Permits Granted 4,424 which is 30%	Permits Refused 76 which is 36%	Variations Granted 1,348 which is 27%	Variations Refused 72 which is 34%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 624 which is 66%
Immediate Permit Applications	Permits Granted 5,183 which is 35%	Permits Refused 7 which is 3%	Variations Granted 1,057 which is 22%	Variations Refused 10 which is 5%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 162 which is 17%
Permit Variations	Permits Granted 1,200 which is 8%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0
Total Applications	Permits Granted 14,678	Permits Refused 214	Variations Granted 4,915	Variations Refused 214	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 951

TABLE 9(A) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 0-2 AND TRAFFIC SENSITIVE STREETS FOR HIGHWAY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 72						
Major Permit Applications	Permits Granted 72 which is 23%	Permits Refused 7 which is 20%	Variations Granted 67 which is 36%	Variations Refused 7 which is 20%	Deemed Permit Applications 0	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 12 which is 23%
Standard Permit Applications	Permits Granted 97 which is 31%	Permits Refused 13 which is 37%	Variations Granted 59 which is 31%	Variations Refused 13 which is 37%	Deemed Permit Applications 1 which is 100%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 23 which is 38%
Minor Permit Applications	Permits Granted 127 which is 41%	Permits Refused 15 which is 43%	Variations Granted 55 which is 29%	Variations Refused 15 which is 43%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 24 which is 39%
Immediate Permit Applications	Permits Granted 14 which is 5%	Permits Refused 0	Variations Granted 7 which is 4%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 2 which is 3%
Total Applications	Permits Granted 310	Permits Refused 35	Variations Granted 188	Variations Refused 35	Deemed Permit Applications 1	Deemed Permit Variations 20	Cancelled or Aborted Applications 61

TABLE 9(B) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 0-2 AND TRAFFIC SENSITIVE STREETS FOR HIGHWAY WORKS BY ACTIVITY TYPE. YEAR 2

Provisional Advance Applications	Permits Granted 79 which is 16%	Permits Refused 4 which is 33%						
Major Permit Applications	Permits Granted 83 which is 17%	Permits Refused 4 which is 33%	Variations Granted 66 which is 45%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0	
Standard Permit Applications	Permits Granted 91 which is 19%	Permits Refused 2 which is 17%	Variations Granted 45 which is 31%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1 which is 17%	
Minor Permit Applications	Permits Granted 79 which is 16%	Permits Refused 2 which is 17%	Variations Granted 32 which is 22%	Variations Refused 1 which is 100%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 5 which is 83%	
Immediate Permit Applications	Permits Granted 25 which is 5%	Permits Refused 0	Variations Granted 3 which is 2%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0	
Permit Variations	Permits Granted 134 which is 27%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0	
Total Applications	Permits Granted 491	Permits Refused 12	Variations Granted 146	Variations Refused 1	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 6	

TABLE 10(A) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 3-4 NON TRAFFIC SENSITIVE STREETS FOR HIGHWAY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 168						
Major Permit Applications	Permits Granted 168 which is 25%	Permits Refused 18 which is 56%	Variations Granted 104 which is 30%	Variations Refused 0	Deemed Permit Applications 1 which is 50%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 42 which is 47%
Standard Permit Applications	Permits Granted 190 which is 28%	Permits Refused 4 which is 13%	Variations Granted 110 which is 31%	Variations Refused 4 which is 12%	Deemed Permit Applications 0	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 18 which is 20%
Minor Permit Applications	Permits Granted 264 which is 39%	Permits Refused 10 which is 31%	Variations Granted 102 which is 29%	Variations Refused 10 which is 31%	Deemed Permit Applications 1 which is 50%	Deemed Permit Variations 0	Cancelled or Aborted Applications 26 which is 29%
Immediate Permit Applications	Permits Granted 50 which is 10%	Permits Refused 0	Variations Granted 35 which is 10%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 3 which is 3%
Total Applications	Permits Granted 672	Permits Refused 32	Variations Granted 351	Variations Refused 32	Deemed Permit Applications 2	Deemed Permit Variations 20	Cancelled or Aborted Applications 89

TABLE 10(B) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 3-4 NON-TRAFFIC SENSITIVE STREETS FOR HIGHWAY WORKS BY ACTIVITY TYPE. YEAR 2

Provisional Advance Applications	Permits Granted 250 which is 5%							
Major Permit Applications	Permits Granted 256 which is 5%	Permits Refused 4 which is 57%	Variations Granted 155 which is 59%	Variations Refused 4 which is 57%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1 which is 9%	
Standard Permit Applications	Permits Granted 109 which is 2%	Permits Refused 0	Variations Granted 44 which is 17%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 2 which is 18%	
Minor Permit Applications	Permits Granted 241 which is 5%	Permits Refused 3 which is 43%	Variations Granted 38 which is 15%	Variations Refused 3 which is 43%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 7 which is 64%	
Immediate Permit Applications	Permits Granted 85 which is 2%	Permits Refused 0	Variations Granted 24 which is 9%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1 which is 9%	
Permit Variations	Permits Granted 4,153 which is 82%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0	
Total Applications	Permits Granted 5,094	Permits Refused 7	Variations Granted 261	Variations Refused 7	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 11	

TABLE 11(A) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR HIGHWAY WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 240							
Major Permit Applications	Permits Granted 240 which is 24%	Permits Refused 25 which is 37%	Variations Granted 171 which is 32%	Variations Refused 25 which is 37%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 41 which is 27%	
Standard Permit Applications	Permits Granted 287 which is 29%	Permits Refused 17 which is 25%	Variations Granted 169 which is 31%	Variations Refused 17 which is 25%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 50 which is 33%	
Minor Permit Applications	Permits Granted 391 which is 40%	Permits Refused 25 which is 37%	Variations Granted 157 which is 29%	Variations Refused 25 which is 37%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 0	Cancelled or Aborted Applications 5 which is 3%	
Immediate Permit Applications	Permits Granted 64 which is 7%	Permits Refused 0	Variations Granted 42 which is 8%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0	
Total Applications	Permits Granted 982	Permits Refused 67	Variations Granted 539	Variations Refused 67	Deemed Permit Applications 3	Deemed Permit Variations 2	Cancelled or Aborted Applications 150	

TABLE 11(BA) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR HIGHWAY WORKS BY ACTIVITY TYPE. YEAR 2

Provisional Advance Applications	Permits Granted 329 which is 6%	Permits Refused 4 which is 21%						
Major Permit Applications	Permits Granted 329 which is 6%	Permits Refused 8 which is 42%	Variations Granted 221 which is 54%	Variations Refused 4 which is 50%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1 which is 6%	
Standard Permit Applications	Permits Granted 200 which is 4%	Permits Refused 2 which is 11%	Variations Granted 89 which is 22%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 3 which is 18%	
Minor Permit Applications	Permits Granted 320 which is 6%	Permits Refused 5 which is 26%	Variations Granted 70 which is 17%	Variations Refused 4 which is 50%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 12 which is 71%	
Immediate Permit Applications	Permits Granted 110 which is 2%	Permits Refused 0	Variations Granted 27 which is 7%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1 which is 6%	
Permit Variations	Permits Granted 4,287 which is 77%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0	
Total Applications	Permits Granted 5,585	Permits Refused 19	Variations Granted 407	Variations Refused 8	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 17	

TABLE 12(A) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 0-2 AND TRAFFIC SENSITIVE STREETS FOR ALL WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 150						
Major Permit Applications	Permits Granted 150 which is 11%	Permits Refused 10 which is 11%	Variations Granted 67 which is 36%	Variations Refused 7 which is 20%	Deemed Permit Applications 0	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 36 which is 9%
Standard Permit Applications	Permits Granted 222 which is 16%	Permits Refused 33 which is 38%	Variations Granted 59 which is 31%	Variations Refused 13 which is 37%	Deemed Permit Applications 1 which is 100%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 77 which is 20%
Minor Permit Applications	Permits Granted 611 which is 44%	Permits Refused 45 which is 51%	Variations Granted 55 which is 29%	Variations Refused 15 which is 37%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 249 which is 64%
Immediate Permit Applications	Permits Granted 393 which is 29%	Permits Refused 0	Variations Granted 7 which is 4%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 25 which is 6%
Total Applications	Permits Granted 1,376	Permits Refused 88	Variations Granted 188	Variations Refused 35	Deemed Permit Applications 1	Deemed Permit Variations 2	Cancelled or Aborted Applications 387

TABLE 12(B) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 0-2 AND TRAFFIC SENSITIVE STREETS FOR ALL WORKS BY ACTIVITY TYPE. YEAR 2

Provisional Advance Applications	Permits Granted 233 which is 5%	Permits Refused 14 which is 11%					
Major Permit Applications	Permits Granted 307 which is 7%	Permits Refused 7 which is 6%	Variations Granted 296 which is 20%	Variations Refused 10 which is 16%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1 which is <1%
Standard Permit Applications	Permits Granted 566 which is 12%	Permits Refused 49 which is 39%	Variations Granted 447 which is 31%	Variations Refused 29 which is 45%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 15 which is 6%
Minor Permit Applications	Permits Granted 1,162 which is 25%	Permits Refused 53 which is 42%	Variations Granted 427 which is 29%	Variations Refused 20 which is 31%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 179 which is 76%
Immediate Permit Applications	Permits Granted 1,055 which is 23%	Permits Refused 4 which is 3%	Variations Granted 285 which is 20%	Variations Refused 5 which is 8%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 42 which is 18%
Permit Variations	Permits Granted 1,334 which is 29%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0
Total Applications	Permits Granted 4,657	Permits Refused 127	Variations Granted 1,455	Variations Refused 64	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 237

TABLE 13(A) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 3-4 NON-TRAFFIC SENSITIVE STREETS FOR ALL WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 1,417						
Major Permit Applications	Permits Granted 1,417 which is 11%	Permits Refused 35 which is 13%	Variations Granted 104 which is 30%	Variations Refused 18 which is 56%	Deemed Permit Applications 1 which is 50%	Deemed Permit Variations 0	Cancelled or Aborted Applications 425 which is 14%
Standard Permit Applications	Permits Granted 2,198 which is 17%	Permits Refused 71 which is 26%	Variations Granted 110 which is 31%	Variations Refused 4 which is 13%	Deemed Permit Applications 0	Deemed Permit Variations 0%	Cancelled or Aborted Applications 582 which is 19%
Minor Permit Applications	Permits Granted 4,608 which is 36%	Permits Refused 167 which is 60%	Variations Granted 102 which is 29%	Variations Refused 10 which is 31%	Deemed Permit Applications 1 which is 50%	Deemed Permit Variations 0	Cancelled or Aborted Applications 1,788 which is 60%
Immediate Permit Applications	Permits Granted 4,590 which is 36%	Permits Refused 3 which is 1%	Variations Granted 35 which is 1%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 198 which is 7%
Total Applications	Permits Granted 12,813	Permits Refused 276	Variations Granted 351	Variations Refused 32	Deemed Permit Applications 2	Deemed Permit Variations 0	Cancelled or Aborted Applications 2,993

TABLE 13(B) KPI 1 PERMIT AND VARIATION GRANTED, NUMBER REFUSED, DEEMED AND CANCELLED FOR CATEGORY 3-4 NON-TRAFFIC SENSITIVE STREETS FOR ALL WORKS BY ACTIVITY TYPE. YEAR 2

Provisional Advance Applications	Permits Granted 997 which is 6%	Permits Refused 40 which is 38%					
Major Permit Applications	Permits Granted 1,120 which is 7%	Permits Refused 10 which is 9%	Variations Granted 922 which is 24%	Variations Refused 47 which is 30%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 1 which is <1%
Standard Permit Applications	Permits Granted 1,516 which is 10%	Permits Refused 25 which is 24%	Variations Granted 1,155 which is 30%	Variations Refused 50 which is 32%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 152 which is 21%
Minor Permit Applications	Permits Granted 3,582 which is 23%	Permits Refused 28 which is 26%	Variations Granted 991 which is 26%	Variations Refused 56 which is 35%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 457 which is 63%
Immediate Permit Applications	Permits Granted 4,238 which is 27%	Permits Refused 3 which is 3%	Variations Granted 799 which is 21%	Variations Refused 5 which is 3%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 121 which is 17%
Permit Variations	Permits Granted 4,153 which is 27%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0
Total Applications	Permits Granted 15,606	Permits Refused 106	Variations Granted 3,867	Variations Refused 158	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 731

TABLE 14(A) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION GRANTED, NUMBER REFUSED, DEEMED SUPERSEDED AND CANCELLED FOR ALL WORKS BY ACTIVITY TYPE. YEAR 1

Provisional Advance Applications	Granted 1,567							
Major Permit Applications	Permits Granted 1,567 which is 11%	Permits Refused 45 which is 12%	Variations Granted 171 which is 32%	Variations Refused 25 which is 37%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 461 which is 14%	
Standard Permit Applications	Permits Granted 2,420 which is 17%	Permits Refused 104 which is 29%	Variations Granted 169 which is 31%	Variations Refused 17 which is 25%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 1 which is 50%	Cancelled or Aborted Applications 659 which is 19%	
Minor Permit Applications	Permits Granted 5,219 which is 37%	Permits Refused 212 which is 58%	Variations Granted 157 which is 29%	Variations Refused 25 which is 37%	Deemed Permit Applications 1 which is 33%	Deemed Permit Variations 0	Cancelled or Aborted Applications 2,037 which is 60%	
Immediate Permit Applications	Permits Granted 4,983 which is 35%	Permits Refused 3 which is 1%	Variations Granted 42 which is 8%	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 223 which is 7%	
Total Applications	Permits Granted 14,189	Permits Refused 364	Variations Granted 539	Variations Refused 67	Deemed Permit Applications 3	Deemed Permit Variations 2	Cancelled or Aborted Applications 3,380	

TABLE 14(B) KPI 1 THE NUMBER OF PERMIT AND PERMIT VARIATION GRANTED, NUMBER REFUSED, DEEMED SUPERSEDED AND CANCELLED FOR ALL WORKS BY ACTIVITY TYPE. YEAR 2

Provisional Advance Applications	Permits Granted 1,203 which is 6%	Permits Refused 54 which is 23%					
Major Permit Applications	Permits Granted 1,427 which is 7%	Permits Refused 17 which is 7%	Variations Granted 1,218 which is 23%	Variations Refused 57 which is 26%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 2 which is <1%
Standard Permit Applications	Permits Granted 2,082 which is 10%	Permits Refused 74 which is 32%	Variations Granted 1,602 which is 30%	Variations Refused 79 which is 36%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 167 which is 17%
Minor Permit Applications	Permits Granted 4,744 which is 23%	Permits Refused 81 which is 35%	Variations Granted 1,418 which is 27%	Variations Refused 76 which is 34%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 636 which is 66%
Immediate Permit Applications	Permits Granted 5,293 which is 26%	Permits Refused 7 which is 3%	Variations Granted 1,084 which is 20%	Variations Refused 10 which is 5%	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 163 which is 17%
Permit Variations	Permits Granted 5,487 which is 27%	Permits Refused 0	Variations Granted 0	Variations Refused 0	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 0
Total Applications	Permits Granted 20,263	Permits Refused 233	Variations Granted 5,322	Variations Refused 222	Deemed Permit Applications 0	Deemed Permit Variations 0	Cancelled or Aborted Applications 968

KPI 2 THE NUMBER OF CONDITIONS APPLIED BY CONDITION TYPE.

Table 15 shows that 30,000 conditions were agreed with works Promoters in year 1, with the highest being time constraints and consultation and publicity with 91% of year 1 conditions attached to applications were attached to Utility works.

In year 2 this grew to 85,000 with 93% of year 1 conditions attached to applications were attached to Utility works. Notable increases were in Date Constraints, Traffic Space Dimensions and Work Methodology.

This is a clear indication of the ongoing improvement in the consideration of the impact of works and the subsequent discussions and agreements with Promoters being reached to minimise their impact.

Conditions are attached to applications by the Works Promoter or when requested by the Permit Authority and help deliver the Permit Scheme objectives and societal benefits.

TABLE 15 KPI 2 THE NUMBER OF CONDITIONS APPLIED BY CONDITION TYPE

Date Constraints Year 1	Utility Works 2,909	Highway Authority Works 244	Total is 3,153
Time Constraints Year 1	Utility Works 8,232	Highway Authority Works 878	Total is 9,110
Out of Hours Work Year 1	Utility Works 1,546	Highway Authority Works 422	Total is 1,968
Material and Plant Storage Year 1	Utility Works 1,087	Highway Authority Works 69	Total is 1,156
Road Occupation Dimensions Year 1	Utility Works 3,752	Highway Authority Works 159	Total is 3,911
Traffic Space Dimensions Year 1	Utility Works 1,320	Highway Authority Works 89	Total is 1,409
Road Closure Year 1	Utility Works 769	Highway Authority Works 215	Total is 984
Light Signals and Shuttle Working Year 1	Utility Works 919	Highway Authority Works 143	Total is 1,062
Traffic Management Changes Year 1	Utility Works 586	Highway Authority Works 55	Total is 641
Work Methodology Year 1	Utility Works 2,160	Highway Authority Works 29	Total is 2,189
Consultation and Publicity Year 1	Utility Works 3,618	Highway Authority Works 404	Total is 4,022
Environmental Year 1	Utility Works 152	Highway Authority Works 39	Total is 191
Local Year 1	Utility Works 200	Highway Authority Works 0	Total is 200
Total Year 1	Utility Works 27,250	Highway Authority Works 2,746	Total is 29,996

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Date Constraints Year 2	Utility Works 15,894	Highway Authority Works 955	Total is 16,849
Time Constraints Year 2	Utility Works 25,347	Highway Authority Works 1,731	Total is 27,078
Out of Hours Work Year 2	Utility Works 1,259	Highway Authority Works 597	Total is 1,856
Material and Plant Storage Year 2	Utility Works 560	Highway Authority Works 574	Total is 1,134
Road Occupation Dimensions Year 2	Utility Works 1,689	Highway Authority Works 275	Total is 1,964
Traffic Space Dimensions Year 2	Utility Works 6,573	Highway Authority Works 325	Total is 6,898
Road Closure Year 2	Utility Works 745	Highway Authority Works 266	Total is 1,011
Light Signals and Shuttle Working Year 2	Utility Works 1,072	Highway Authority Works 155	Total is 1,013
Traffic Management Changes Year 2	Utility Works 846	Highway Authority Works 167	Total is 5,103
Work Methodology Year 2	Utility Works 5,059	Highway Authority Works 44	Total is 17,765
Consultation and Publicity Year 2	Utility Works 16,592	Highway Authority Works 1,173	Total is 2,904
Environmental Year 2	Utility Works 2,878	Highway Authority Works 26	Total is 191
Local Year 2	Utility Works 0	Highway Authority Works 0	Total is 0
Total Year 2	Utility Works 78,514	Highway Authority Works 6,288	Total is 84,802

KPI 3, THE NUMBER OF APPROVED EXTENSIONS DURING THE YEAR

TABLE 16 KPI 3 THE NUMBER OF APPROVED EXTENSIONS

April Year 1	Highway Authority 12	Utilities 145	Total is 157
May Year 1	Highway Authority 4	Utilities 170	Total is 174
June Year 1	Highway Authority 15	Utilities 267	Total is 282
July Year 1	Highway Authority 23	Utilities 275	Total is 298
August Year 1	Highway Authority 22	Utilities 350	Total is 372
September Year 1	Highway Authority 25	Utilities 353	Total is 378
October Year 1	Highway Authority 15	Utilities 447	Total is 462
November Year 1	Highway Authority 17	Utilities 164	Total is 181
December Year 1	Highway Authority 19	Utilities 149	Total is 168
January Year 1	Highway Authority 16	Utilities 178	Total is 194
February Year 1	Highway Authority 36	Utilities 331	Total is 367
March Year 1	Highway Authority 42	Utilities 397	Total is 439
Total Year 1	Highway Authority 246	Utilities 3,226	Total is 3,472
April Year 2	Highway Authority 29	Utilities 386	Total is 415
May Year 2	Highway Authority 36	Utilities 371	Total is 407
June Year 2	Highway Authority 17	Utilities 427	Total is 444
July Year 2	Highway Authority 19	Utilities 304	Total is 323
August Year 2	Highway Authority 19	Utilities 365	Total is 384
September Year 2	Highway Authority 20	Utilities 274	Total is 294
October Year 2	Highway Authority 14	Utilities 25	Total is 39
November Year 2	Highway Authority 15	Utilities 263	Total is 278

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December Year 2	Highway Authority 16	Utilities 243	Total is 259
January Year 2	Highway Authority 35	Utilities 188	Total is 223
February Year 2	Highway Authority 25	Utilities 3192	Total is 217
March Year 2	Highway Authority 20	Utilities 185	Total is 205
Total Year 2	Highway Authority 265	Utilities 3,223	Total is 3,488

KPI 7 NUMBER OF INSPECTIONS CARRIED OUT TO MONITOR CONDITIONS

This KPI is broken down by promoter and shown as the number of sample permit condition checks carried out as a percentage of those issued.

TABLE 17 KPI 7 NUMBER OF INSPECTIONS CARRIED OUT BY PROMOTER TO MONITOR CONDITIONS

Highway Authority Year 1	Total inspections 1	Passed 1	Non-Compliant 0
BT Year 1	Total inspections 6	Passed 6	Non-Compliant 0
Cityfibre Metro Networks Limited Year 1	Total inspections	Passed 12	Non-Compliant 1
Northern Gas Networks Year 1	Total inspections 23	Passed 23	Non-Compliant 0
Northern Powergrid (Northeast) PLC Year 1	Total inspections 56	Passed 56	Non-Compliant 0
Virgin Media Year 1	Total inspections 9	Passed 9	Non-Compliant 0
Yorkshire Water Year 1	Total inspections 67	Passed 67	Non-Compliant 0
Total Year 1	Total inspections 174	Passed 173	Non-Compliant 1
Highway Authority Year 2	Total inspections 6	Passed 6	Non-Compliant 0
BT Year 2	Total inspections 49	Passed 49	Non-Compliant 0
Cityfibre Metro Networks Limited Year 2	Total inspections 3	Passed 3	Non-Compliant 0
Energy Assets Networks Limited	Total inspections 46	Passed 46	Non-Compliant 0
Metro West Yorkshire Combined Authority	Total inspections 1	Passed 1	Non-Compliant 0

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Northern Gas Networks Year 2	Total inspections 64	Passed 64	Non-Compliant 0
Northern Powergrid (Northeast) PLC Year 2	Total inspections 118	Passed 4	Non-Compliant 114
Opal Telecom	Total inspections 43	Passed 4	Non-Compliant 114
Virgin Media Year 2	Total inspections 81	Passed 78	Non-Compliant 3
Yorkshire Water Year 2	Total inspections 163	Passed 159	Non-Compliant 4
Total Year 2	Total inspections 574	Passed 557	Non-Compliant 17

APPENDIX 2A - HAUC TPI MEASURES

TABLE 18 TPI 1 WORKS PHASES STARTED (BASE DATA) BY PROMOTER

All Promoters Year 1	Major 1,443	Standard 2,239	Minor 5,141	Urgent 4,360	Emergency 627	Total is 13,810
Highway Authority Year 1	Major 202	Standard 172	Minor 341	Urgent 40	Emergency 23	Total is 778
Utilities Year 1	Major 1,241	Standard 2,067	Minor 4,800	Urgent 4,320	Emergency 604	Total is 13,032
All Promoters Year 2	Major 1,422	Standard 3,210	Minor 6,395	Urgent 4,685	Emergency 709	Total is 16,421
Highway Authority Year 2	Major 387	Standard 344	Minor 413	Urgent 101	Emergency 54	Total is 1,299
Utilities Year 2	Major 1,035	Standard 2,866	Minor 5,982	Urgent 4,584	Emergency 655	Total is 15,122

TABLE 19 TPI 1 WORKS PHASES STARTED (BASE DATA) BY HIGHWAY AUTHORITY

Year 1 Reinstatement Category 1	Major 30	Standard 36	Minor 97	Urgent 5	Emergency 1	Total is 169
Year 1 Reinstatement Category 2	Major 31	Standard 36	Minor 60	Urgent 5	Emergency 3	Total is 135
Year 1 Reinstatement Category 3	Major 47	Standard 32	Minor 50	Urgent 8	Emergency 8	Total is 145
Year 1 Reinstatement Category 4	Major 92	Standard 67	Minor 134	Urgent 21	Emergency 10	Total is 324
Year 1 Reinstatement Category Other Footway	Major 2	Standard 1	Minor 0	Urgent 1	Emergency 1	Total is 5
Year 2 Reinstatement Category 1	Major 30	Standard 61	Minor 82	Urgent 16	Emergency 15	Total is 204
Year 2 Reinstatement Category 2	Major 49	Standard 71	Minor 46	Urgent 17	Emergency 7	Total is 190
Year 2 Reinstatement Category 3	Major 86	Standard 54	Minor 62	Urgent 22	Emergency 15	Total is 239
Year 2 Reinstatement Category 4	Major 220	Standard 151	Minor 222	Urgent 46	Emergency 17	Total is 656
Year 2 Reinstatement Category Other Footway	Major 2	Standard 7	Minor 1	Urgent 0	Emergency 0	Total is 10

TABLE 20 TPI 2 WORKS PHASES COMPLETED (BASE DATA)

Year 1 Reinstatement Category 1	Major 124	Standard 194	Minor 805	Urgent 469	Emergency 111	Total is 1,703
Year 1 Reinstatement Category 2	Major 150	Standard 229	Minor 661	Urgent 493	Emergency 79	Total is 1,612
Year 1 Reinstatement Category 3	Major 231	Standard 305	Minor 895	Urgent 775	Emergency 114	Total is 2,320

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Year 1 Reinstatement Category 4	Major 715	Standard 1,298	Minor 2,389	Urgent 2,525	Emergency 293	Total is 7,220
Year 1 Reinstatement Category Other Footway	Major 21	Standard 41	Minor 50	Urgent 58	Emergency 7	Total is 177
Year 2 Reinstatement Category 1	Major 88	Standard 260	Minor 771	Urgent 409	Emergency 100	Total is 1,628
Year 2 Reinstatement Category 2	Major 102	Standard 351	Minor 809	Urgent 584	Emergency 87	Total is 1,933
Year 2 Reinstatement Category 3	Major 226	Standard 451	Minor 1,048	Urgent 782	Emergency 114	Total is 2,621
Year 2 Reinstatement Category 4	Major 610	Standard 1,721	Minor 3,245	Urgent 2,742	Emergency 349	Total is 8,667
Year 2 Reinstatement Category Other Footway	Major 9	Standard 83	Minor 109	Urgent 67	Emergency 5	Total is 273

TABLE 21 TPI 2 WORKS PHASES COMPLETED (BASE DATA) BY PROMOTER. YEAR 1

All Promoters Year 1	Major 1,367	Standard 2,141	Minor 5,064	Urgent 4,317	Emergency 611	Total is 13,500
Highway Authority Year 1	Major 213	Standard 192	Minor 349	Urgent 36	Emergency 22	Total is 812
Utilities Year 1	Major 1,154	Standard 1,949	Minor 4,715	Urgent 4,281	Emergency 589	Total is 12,688
All Promoters Year 2	Major 1,303	Standard 3,059	Minor 6,299	Urgent 4,681	Emergency 714	Total is 16,056
Highway Authority Year 2	Major 311	Standard 311	Minor 418	Urgent 103	Emergency 59	Total is 1,202
Utilities Year 2	Major 992	Standard 2,748	Minor 5,881	Urgent 4,578	Emergency 655	Total is 14,854

TABLE 22 TPI 2 WORKS PHASES COMPLETED (BASE DATA) FOR HIGHWAY AUTHORITY WORKS BY REINSTATEMENT CATEGORY

Year 1 Reinstatement Category 1	Major 24	Standard 37	Minor 70	Urgent 1	Emergency 0	Total is 132
Year 1 Reinstatement Category 2	Major 35	Standard 40	Minor 69	Urgent 5	Emergency 3	Total is 152
Year 1 Reinstatement Category 3	Major 51	Standard 37	Minor 59	Urgent 8	Emergency 8	Total is 163
Year 1 Reinstatement Category 4	Major 99	Standard 76	Minor 150	Urgent 21	Emergency 10	Total is 356
Year 1 Reinstatement Category Other Footway	Major 4	Standard 2	Minor 1	Urgent 1	Emergency 1	Total is 9
Year 2 Reinstatement Category 1	Major 27	Standard 54	Minor 82	Urgent 16	Emergency 17	Total is 196
Year 2 Reinstatement Category 2	Major 50	Standard 67	Minor 46	Urgent 16	Emergency 10	Total is 189
Year 2 Reinstatement Category 3	Major 84	Standard 47	Minor 67	Urgent 22	Emergency 17	Total is 237

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Year 2 Reinstatement Category 4	Major 148	Standard 137	Minor 222	Urgent 49	Emergency 15	Total is 571
Year 2 Reinstatement Category Other Footway	Major 2	Standard 6	Minor 1	Urgent 0	Emergency 0	Total is 9

TABLE 23 TPI 2 WORKS PHASES COMPLETED (BASE DATA) FOR UTILITY WORKS BY REINSTATEMENT CATEGORY

Year 1 Reinstatement Category 1	Major 127	Standard 194	Minor 810	Urgent 470	Emergency 110	Total is 1,711
Year 1 Reinstatement Category 2	Major 165	Standard 220	Minor 662	Urgent 497	Emergency 79	Total is 1,623
Year 1 Reinstatement Category 3	Major 216	Standard 283	Minor 870	Urgent 770	Emergency 109	Total is 2,248
Year 1 Reinstatement Category 4	Major 631	Standard 1,214	Minor 2,327	Urgent 2,486	Emergency 284	Total is 6,942
Year 1 Reinstatement Category Other Footway	Major 15	Standard 38	Minor 46	Urgent 58	Emergency 7	Total is 164
Year 2 Reinstatement Category 1	Major 92	Standard 228	Minor 759	Urgent 414	Emergency 97	Total is 1,590
Year 2 Reinstatement Category 2	Major 100	Standard 337	Minor 800	Urgent 580	Emergency 89	Total is 1,906
Year 2 Reinstatement Category 3	Major 207	Standard 435	Minor 1,031	Urgent 776	Emergency 119	Total is 2,568
Year 2 Reinstatement Category 4	Major 584	Standard 1,663	Minor 3,184	Urgent 2,740	Emergency 345	Total is 8,516
Year 2 Reinstatement Category Other Footway	Major 9	Standard 85	Minor 107	Urgent 68	Emergency 5	Total is 274

TABLE 24 TPI 3 DAYS OF OCCUPANCY PHASES COMPLETED BY PROMOTER

All Promoters Year 1	Major 21,730	Standard 12,726	Minor 7,866	Urgent 20,304	Emergency 3,595	Total is 66,221
Highway Authority Year 1	Major 3,312	Standard 1,328	Minor 601	Urgent 181	Emergency 512	Total is 5,934
Utilities Year 1	Major 18,418	Standard 11,398	Minor 7,265	Urgent 20,123	Emergency 3,083	Total is 60,287
All Promoters Year 2	Major 255,057	Standard 64,513	Minor 394,68	Urgent 39,490	Emergency 8,510	Total is 407,038
Highway Authority Year 2	Major 233,274	Standard 36,131	Minor 8,616	Urgent 2,910	Emergency 1,588	Total is 282,519
Utilities Year 2	Major 21,783	Standard 28,382	Minor 30,852	Urgent 365,80	Emergency 6,922	Total is 124,519

TABLE 25 TPI 3 DAYS OF OCCUPANCY PHASES COMPLETED FOR HIGHWAY AUTHORITY WORKS BY REINSTATEMENT CATEGORY AND TRAFFIC SENSITIVITY

Year 1 Reinstatement Category 1 Traffic Sensitive	Major 136	Standard 144	Minor 73	Urgent 12	Emergency 1	Total is 366
Year 1 Reinstatement Category 2 Traffic Sensitive	Major 39	Standard 10	Minor 0	Urgent 0	Emergency 0	Total is 49
Year 1 Reinstatement Category 3 Traffic Sensitive	Major 0	Standard 0	Minor 0	Urgent 0	Emergency 0	Total is 0
Year 1 Reinstatement Category 4 Traffic Sensitive	Major 0	Standard 0	Minor 4	Urgent 0	Emergency 0	Total is 4
Year 1 Reinstatement Category 1 Non-Traffic Sensitive	Major 273	Standard 201	Minor 52	Urgent 2	Emergency 0	Total is 528
Year 1 Reinstatement Category 2 Non-Traffic Sensitive	Major 351	Standard 284	Minor 104	Urgent 17	Emergency 11	Total is 767
Year 1 Reinstatement Category 3 Non-Traffic Sensitive	Major 1,084	Standard 217	Minor 98	Urgent 27	Emergency 407	Total is 1,833
Year 1 Reinstatement Category 4 Non-Traffic Sensitive	Major 1,385	Standard 468	Minor 270	Urgent 122	Emergency 91	Total is 2,336
Year 1 HA Footway Non-Traffic Sensitive	Major 31	Standard 0	Minor 0	Urgent 0	Emergency 0	Total is 31
Year 1 HD Footway Non-Traffic Sensitive	Major 13	Standard 4	Minor 0	Urgent 1	Emergency 2	Total is 20
Year 2 Reinstatement Category 1 Traffic Sensitive	Major 225	Standard 119	Minor 79	Urgent 20	Emergency 22	Total is 465
Year 2 Reinstatement Category 2 Traffic Sensitive	Major 51	Standard 5	Minor 2	Urgent 2	Emergency 9	Total is 69
Year 2 Reinstatement Category 1 Non-Traffic Sensitive	Major 41,410	Standard 6,975	Minor 2,246	Urgent 745	Emergency 554	Total is 51,930
Year 2 Reinstatement Category 2 Non-Traffic Sensitive	Major 42,499	Standard 5,427	Minor 33,56	Urgent 430	Emergency 34	Total is 51,746
Year 2 Reinstatement Category 3 Non-Traffic Sensitive	Major 58,753	Standard 5,505	Minor 813	Urgent 850	Emergency 823	Total is 66,744
Year 2 Reinstatement Category 4 Non-Traffic Sensitive	Major 90,336	Standard 17,778	Minor 2,117	Urgent 863	Emergency 146	Total is 111,240
Year 2 Reinstatement Category Other Footway	Major 0	Standard 322	Minor 3	Urgent 0	Emergency 0	Total is 325

TABLE 26 TPI 3 DAYS OF OCCUPANCY PHASES COMPLETED FOR UTILITY WORKS BY REINSTATEMENT CATEGORY AND TRAFFIC SENSITIVITY

Year 1 Reinstatement Category 1 Traffic Sensitive	Major 1,204	Standard 621	Minor 600	Urgent 995	Emergency 453	Total is 3,873
Year 1 Reinstatement Category 2 Traffic Sensitive	Major 147	Standard 62	Minor 54	Urgent 82	Emergency 16	Total is 361
Year 1 Reinstatement Category 3 Traffic Sensitive	Major 0	Standard 0	Minor 0	Urgent 9	Emergency 0	Total is 9
Year 1 Reinstatement Category 4 Traffic Sensitive	Major 8	Standard 0	Minor 0	Urgent 0	Emergency 0	Total is 8

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Year 2 Reinstatement Category 1 Traffic Sensitive	Major 483	Standard 542	Minor 506	Urgent 664	Emergency 186	Total is 2,381
Year 2 Reinstatement Category 2 Traffic Sensitive	Major 48	Standard 41	Minor 55	Urgent 103	Emergency 2	Total is 249
Year 2 Reinstatement Category 3 Traffic Sensitive	Major 0	Standard 0	Minor 2	Urgent 13	Emergency 5	Total is 20
Year 2 Reinstatement Category 4 Traffic Sensitive	Major 0	Standard 0	Minor 3	Urgent 2	Emergency 0	Total is 5
Year 1 Reinstatement Category 1 Non-Traffic Sensitive	Major 1,262	Standard 448	Minor 460	Urgent 617	Emergency 228	Total is 3,015
Year 1 Reinstatement Category 2 Non-Traffic Sensitive	Major 2,591	Standard 1,146	Minor 971	Urgent 1,949	Emergency 338	Total is 6,995
Year 1 Reinstatement Category 3 Non-Traffic Sensitive	Major 3,428	Standard 1,682	Minor 1,370	Urgent 2,898	Emergency 597	Total is 9,975
Year 1 Reinstatement Category 4 Non-Traffic Sensitive	Major 9,778	Standard 7,439	Minor 3,810	Urgent 13,573	Emergency 1,451	Total is 36,051
Year 2 Reinstatement Category 1 Non-Traffic Sensitive	Major 2,076	Standard 1,480	Minor 8,850	Urgent 3,807	Emergency 1,959	Total is 18,172
Year 2 Reinstatement Category 2 Non-Traffic Sensitive	Major 2,087	Standard 3,080	Minor 4,354	Urgent 7,423	Emergency 878	Total is 17,822
Year 2 Reinstatement Category 3 Non-Traffic Sensitive	Major 4,348	Standard 4,527	Minor 4,253	Urgent 5,351	Emergency 1,366	Total is 19,845
Year 2 Reinstatement Category 4 Non-Traffic Sensitive	Major 12,547	Standard 1,8024	Minor 12,175	Urgent 18,433	Emergency 2,505	Total is 63,684
Year 2 HD Footway Non-Traffic Sensitive	Major 0	Standard 0	Minor 6	Urgent 7	Emergency 0	Total is 13
Year 2 Other Footway Non-Traffic Sensitive	Major 194	Standard 688	Minor 648	Urgent 777	Emergency 21	Total is 2,328

TABLE 27 TPI 4 AVERAGE DURATION OF WORKS PHASES COMPLETED

Highway Authority Major works	Year 1 is 17	Year 2 is 2
Highway Authority Standard works	Year 1 is 8	Year 2 is 1
Highway Authority Minor works	Year 1 is 2	Year 2 is 0.2
Highway Authority Immediate Urgent works	Year 1 is 5	Year 2 is 1
Highway Authority Immediate Emergency works	Year 1 is 23	Year 2 is 1
Utility Major works	Year 1 is 16	Year 2 is 13
Utility Standard works	Year 1 is 6	Year 2 is 5
Utility Minor works	Year 1 is 2	Year 2 is 1
Utility Immediate Urgent works	Year 1 is 5	Year 2 is 3

Utility Immediate Emergency works	Year 1 is 5	Year 2 is 3
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TABLE 28 TPI 5 PHASES COMPLETED ON TIME

This information is not available.

TABLE 29 TPI 6 NUMBER OF DEEMED PERMIT APPLICATIONS

Highway Authority	Year 1 is 3	Year 2 is 2
Utility	Year 1 is 79	Year 2 is 25

TABLE 30 TPI 7 NUMBER OF PHASE ONE PERMANENT REGISTRATIONS

Year 1 information is not available.

All Promoters Year 2	1,621 Major	4,978 Standard	8,715 Minor	8,001 Urgent	1,043 Emergency	Total is 24 358
Highway Authority Year 2	139 Major	231 Standard	218 Minor	53 Urgent	31 Emergency	Total is 672
Utilities Year 2	1,482 Major	4,747 Standard	8,497 Minor	7,948 Urgent	1,012 Emergency	Total is 23,686

TABLE 31 TPI7 NUMBER OF PHASE ONE PERMANENT REGISTRATIONS FOR HIGHWAY AUTHORITY WORKS BY REINSTATEMENT CATEGORY AND TRAFFIC SENSITIVITY STREET

Year 1 information is not available.

Year 2 Reinstatement Category 1 Traffic Sensitive		Standard 1	Minor 1		Emergency 1	Total is 3
Year 2 Reinstatement Category 2 Traffic Sensitive						
Year 2 Reinstatement Category 3 Traffic Sensitive						
Year 2 Reinstatement Category 4 Traffic Sensitive						
Year 2 HA Footway Traffic Sensitive						
Year 2 HD Footway Traffic Sensitive						
Year 2 Other Footway Traffic Sensitive						
Year 2 Reinstatement Category 1 Non-Traffic Sensitive	Major 14	Standard 31	Minor 18	Urgent 7	Emergency 8	Total is 7
Year 2 Reinstatement Category 2 Non-Traffic Sensitive	Major 21	Standard 40	Minor 16	Urgent 3	Emergency 4	Total is 8

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Year 2 Reinstatement Category 3 Non-Traffic Sensitive	Major 28	Standard 34	Minor 31	Urgent 12	Emergency 11	Total is 116
Year 2 Reinstatement Category 4 Non-Traffic Sensitive	Major 74	Standard 317	Minor 152	Urgent 29	Emergency	Total is 579
Year 2 HA Footway Non-Traffic Sensitive						
Year 2 HD Footway Non-Traffic Sensitive						
Year 2 Other Footway Non-Traffic Sensitive	Major 2	Standard 6				Total is 8

TABLE 32 TPI7 NUMBER OF PHASE ONE PERMANENT REGISTRATIONS FOR UTILITY WORKS BY REINSTATEMENT CATEGORY AND TRAFFIC SENSITIVITY STREET

Year 1 information is not available at this time.

Year 2 Reinstatement Category 1 Traffic Sensitive	Major 33	Standard 66	Minor 184	Urgent 97	Emergency 39	Total is 419
Year 2 Reinstatement Category 2 Traffic Sensitive	Major 3	Standard 6	Minor 12	Urgent 12		Total is 33
Year 2 Reinstatement Category 3 Traffic Sensitive			Minor 1	Urgent 1	Emergency 1	Total is 3
Year 2 Reinstatement Category 4 Traffic Sensitive			Minor 1	Urgent 1		Total is 2
Year 2 HA Footway Traffic Sensitive						
Year 2 HD Footway Traffic Sensitive						
Year 2 Other Footway Traffic Sensitive						
Year 2 Reinstatement Category 1 Non-Traffic Sensitive	Major 36	Standard 101	Minor 247	Urgent 238	Emergency 44	Total is 666
Year 2 Reinstatement Category 2 Non-Traffic Sensitive	Major 70	Standard 253	Minor 460	Urgent 473	Emergency 69	Total is 1,325
Year 2 Reinstatement Category 3 Non-Traffic Sensitive	Major 146	Standard 367	Minor 666	Urgent 664	Emergency 92	Total is 1,935
Year 2 Reinstatement Category 4 Non-Traffic Sensitive	Major 429	Standard 1493	Minor 2,462	Urgent 2,462	Emergency 248	Total is 7,033
Year 2 HA Footway Non-Traffic Sensitive						
Year 2 HD Footway Non-Traffic Sensitive			Minor 1	Urgent 1		Total is 2
Year 2 Other Footway Non-Traffic Sensitive	Major 4	Standard 73	Minor 93	Urgent 63	Emergency 3	Total is 236

APPENDIX 2B - PERMIT APPLICATIONS DATA

TABLE 33 NUMBER OF PAA APPLICATIONS SUBMITTED

Year 1 information is not available.
Year 2 is 2,327

TABLE 34 NUMBER OF PAA APPLICATIONS GRANTED

Year 1 is 751
Year 2 is 1,987

TABLE 35 NUMBER OF PAA APPLICATIONS DEEMED

This information is not available at this time.

TABLE 36 NUMBER OF “INITIAL” PERMIT APPLICATIONS SUBMITTED FOR A WORKS PHASE

Year 1 information is not available at this time
Year 2 is 21,185

TABLE 37 NUMBER OF PERMIT APPLICATIONS GRANTED ON FIRST APPLICATION SUBMISSION

This information is not available at this time.

TABLE 38 NUMBER OF “MODIFIED” APPLICATIONS SUBMITTED PRIOR TO PERMIT BEING GRANTED OR DEEMED

This information is not available at this time.

TABLE 39 NUMBER OF PERMIT APPLICATIONS DEEMED

Year 1 is 79
Year 2 is 27

TABLE 40 NUMBER OF APPLICATIONS CANCELLED PRIOR TO GRANT / DEEMED

Year 1 information is not available at this time
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Year 2 is 3,668

TABLE 41 NUMBER OF GRANTED / DEEMED PERMITS FOR WHICH AND ACTUAL START NEVER OCCURRED

This information is not available at this time.

TABLE 42 NUMBER OF AUTHORITY IMPOSED VARIATIONS / REVOKES

Year 1 is 157
Year 2 information is not available at this time

TABLE 43 NUMBER OF DURATION VARIATIONS AFTER WORKS STARTED

Year 1 is 1,025
Year 2 information is not available at this time

TABLE 44 NUMBER OF DURATION VARIATIONS REFUSED

Year 1 information is not available at this time
Year 2 is 886

TABLE 45 NUMBER OF PERMIT APPLICATIONS WITH “COLLABORATION INDICATOR” SET

Year 1 is 46
Year 2 is 53

APPENDIX 2C - AUTHORITY MEASURES

TABLE 46 AM 1 AVERAGE DURATION OF WORKS IN DAYS BY PERMIT TYPE

Year 1 Major Works	Highway Authority 17	Utility 16
Year 1 Standard Works	Highway Authority 8	Utility 6
Year 1 Minor Works	Highway Authority 2	Utility 2
Year 1 Immediate Urgent Works	Highway Authority 5	Utility 5
Year 1 Immediate Emergency Works	Highway Authority 23	Utility 5
Year 2 Major Works	Highway Authority 2	Utility 13
Year 2 Standard Works	Highway Authority 1	Utility 5
Year 2 Minor Works	Highway Authority 0.2	Utility 1
Year 2 Immediate Urgent Works	Highway Authority 3	Utility 1
Year 2 Immediate Emergency Works	Highway Authority 1	Utility 3

TABLE 47 (A) AM 2 CATEGORY A, B AND C INSPECTIONS (PERCENTAGE OF TOTAL UNDERTAKEN AND FAILURES) YEAR 1 BY PROMOTER BY ACTIVITY TYPE BY PROMOTER

Highway Authority	Total Inspections done 1	Total Failures 0	Total Failure rate is 0%
BT	Total Inspections done 6	Total Failures 0	Total Failure rate is 0%
Cityfibre Metro Networks Limited	Total Inspections done 13	Total Failures 1	Total Failure rate is 8%
COLT Communications	Total Inspections done 13	Total Failures 1	Total Failure rate is 8%
Northern Gas Networks	Total Inspections done 23	Total Failures 0	Total Failure rate is 0%
Norther Powergrid (Northeast) PLC	Total Inspections done 56	Total Failures 0	Total Failure rate is 0%
Virgin Media	Total Inspections done 9	Total Failures 0	Total Failure rate is 0%
Yorkshire Water	Total Inspections done 67	Total Failures 0	Total Failure rate is 0%
Total	Total Inspections done 210	Total Failures 2	Total Failure rate is 1%

TABLE 47 (B) AM 2 CATEGORY A, B AND C INSPECTIONS (PERCENTAGE OF TOTAL UNDERTAKEN AND FAILURES) YEAR 2 BY PROMOTER BY ACTIVITY TYPE BY PROMOTER

Highway Authority	Total CAT A Inspections done 4		Total Inspections done 4	Total Failures 0	Total Failure rate is 0%
BT	Total CAT A Inspections done 87	Total CAT A Failures 5	Total Inspections done 87	Total Failures 5	Total Failure rate is 6%
Cityfibre Metro Networks Limited	Total CAT A Inspections done 419	Total CAT A Failures 133	Total Inspections done 419	Total Failures 133	Total Failure rate is 32%
Metro West Yorkshire Combined Authority	Total CAT A Inspections done 3		Total Inspections done 3	Total Failures 0	Total Failure rate is 0%
Northern Gas Networks	Total CAT A Inspections done 150	Total CAT A Failures 18	Total Inspections done 150	Total Failures 18	Total Failure rate is 12%
Norther Powergrid (Northeast) PLC	Total CAT A Inspections done 207	Total CAT A Failures 24	Total Inspections done 207	Total Failures 24	Total Failure rate is 12%
Virgin Media	Total CAT A Inspections done 128	Total CAT A Failures 11	Total Inspections done 128	Total Failures 11	Total Failure rate is 9%
Yorkshire Water	Total CAT A Inspections done 447	Total CAT A Failures 65	Total Inspections done 447	Total Failures 65	Total Failure rate is 15%
Total Year 2	Total CAT A Inspections done 1,441	Total CAT A Failures 256	Total Inspections done 1,441	Total Failures 256	Total Failure rate is 18%

TABLE 48 AM 3 - DAYS OF DISRUPTION SAVED/ NUMBER OF COLLABORATIVE WORKS

Year 1 Permit Collaborative Works	35	Number of Days Saved Data is not available
Year 1 Trench Sharing Collaborative Works	11	Number of Days Saved Data is not available
Year 1 Total Collaborative Works	46	The total number of Days Saved Data is not available
Year 2 Permit Collaborative Works	A breakdown of Data is not available	A breakdown of Data is not available
Year 2 Trench Sharing Collaborative Works	A breakdown of Data is not available	A breakdown of Data is not available
Year 2 Total Collaborative Works	53	The total number of Days Saved is 1,684

AM 4 - RESPONSE CODE

Information regarding refusals by Promoter is not available at this time.

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Previous response codes have been replaced with the table below.

The below table outlines 5 categories for reporting on Permit Refusals and Modification Requests, further refusals codes and sample text are provided for specific refusals reasons within those broad categories.

Authorities should wherever possible utilise the detailed codes in preference to the generic codes (e.g. RC11 or RC12 should be used over RC10) as this will drive more meaningful outputs and identify areas of improvement in permit applications, therefore only the codes below should be used to bring National consistency.

Both Authorities and Undertakers can report on this data and use the results to drive improvements in the quality of Permit Applications.

It is very important to note that whatever code is used, the reason for the refusal must be entirely clear.

If using the general codes (RC10, RC20), the specific reason must be clearly stated.

Please also refer to Regulation 9 (10) of the amended Regulations.

Equally, all works promoters should be fully aware it is an offence to undertake works without a valid permit.

Each code is worded ambiguously, so the Highway Authority will need to specify if it requires a refusal or modification.

PERMIT RESPONSE CODES, TYPE, DESCRIPTION AND SUGGESTED TEXT

Permit Response Code RC10 Missing Information	This would include instances where required conditions have not been provided/are not necessary or conflict. The works description or location information provided is insufficient. Use this code for missing information issues not covered by the below.
Permit Response Code RC11 Condition Not Provided/Not Necessary	You have omitted essential conditions for these works. If you still plan to proceed with the activity, you must supply the appropriate conditions within the conditions text box. [NAME] [Tel]
Permit Response Code RC12 TM Not Received	Please provide the required [illustration/traffic management drawing/works activity footprint] for this activity. Please supply the required plan and submit a new application once you have received approval. [NAME] [Tel]
Permit Response Code RC20 Incorrect Details on Permit	This would include where the dates, USRN or primary recipient of the Permit are incorrect. Use this code for incorrect Permit detail issues not covered by the below.

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Permit Response Code RC21 Incorrect Primary Recipient	You have incorrectly selected XXX as the primary recipient of the permit. If you still plan to proceed with this activity you must submit a new permit application ensuring that you have issued it to the correct permitting authority. [NAME] [Tel]
Permit Response Code RC22 Location Issues	Your location description and map coordinates conflict, preventing effective coordination of these works. If you still plan to proceed with the activity you must amend this information. [NAME] [Tel]
Permit Response Code RC23 Conflicting Information	You have conflicting information contained within your permit application. You state [Example 1] which conflicts with [Example 2] If you still plan to proceed with the activity you must supply consistent information. [NAME] [Tel]
Permit Response Code RC30 Co-ordination Issues	This would include where the works will cause any sort of conflict (e.g with an event.) Use this code for co-ordination issues not covered by the below.
Permit Response Code RC31 Clash of Works	Your works will conflict with other activities for your proposed dates at this location, and collaboration is not possible. Please submit a new permit application with alternative dates. The conflicting works are estimated to be completed on [XX/XX/XXXX]. [NAME] [Tel]
Permit Response Code RC32 Timing of Works	You have not specified the precise [Times/Days] that your work site(s) will be occupying the public highway. If you still plan to proceed with this activity you must supply the necessary timing information. [NAME] [Tel]
Permit Response Code RC33 Collaboration / Co-ordination	Your works will conflict with other activities for your proposed dates at this location. Please confirm you can co-ordinate your works with the party who are (Name of Conflicting Promoter). If you still plan to proceed with this activity you must submit a new permit application with alternative dates or an agreement of collaboration. The conflicting works are estimated to be completed on [XX/XX/XXXX] by (XXXXX promoter). [NAME] [Tel]
Permit Response Code RC40 Lack of Approval	This would include where TM approval has not been given, an early start has not been sought, the duration applied for is not viewed as acceptable or where the Permit applied for does not reflect prior agreements made. Use this code for general lack of approval or the codes below for a specific issue.
Permit Response Code RC41 Incorrect TM	You have not gained the relevant [TM plan/WAF/site meeting] (delete as appropriate) approval for these works. [NAME] [Tel]
Permit Response Code RC42 Early Start Agreement	No Early Start Agreement has [not been obtained/not been justified] for this activity. [NAME] [Tel]
Permit Response Code RC43 S.58 Restriction	This street is protected by a section 58 restriction. Please provided evidence that you have the relevant agreement to work within this restriction. [NAME] [Tel]
Permit Response Code RC44 Duration	The duration is considered to be excessive / insufficient [delete as required] because [XX]. Please specify a duration not longer than [XX] working days. [NAME] [Tel]
Permit Response Code RC50 Other	Any other reason not covered – As above you must clearly state the refusal reason – this category should be kept to a minimum otherwise the quality of the data can be diluted and made less useful in driving performance improvement.

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TABLE 49(A) AM 4 PERMIT RESPONSE CODES ISSUED BY PROMOTER. YEAR 1

Highway Authority	8 RC10s issued	14 RC11s issued	29 RC12s issued	5 RC20s issued		5 RC22s issued	16 RC23s issued	2 RC30s issued	12 RC31s issued		1 RC33s issued	15 RC40s issued	2 RC41s issued	2 RC42s issued	1 RC43s issued		38 RC50s issued
BT	2 RC10s issued	6 RC11s issued	56 RC12s issued	7 RC20s issued		2 RC22s issued	4 RC23s issued	4 RC30s issued	47 RC31s issued	6 RC32s issued	3 RC33s issued	43 RC40s issued	3 RC41s issued		1 RC43s issued	12 RC44s issued	88 RC50s issued
Cityfibre Metro Networks Limited	6 RC10s issued	9 RC11s issued	5 RC12s issued	11 RC20s issued		3 RC22s issued	6 RC23s issued	16 RC30s issued	45 RC31s issued		3 RC33s issued	50 RC40s issued	5 RC41s issued		12 RC43s issued	16 RC44s issued	90 RC50s issued
Energy Assets Networks Limited (Formerly Utility Distribution)		1 RC11s issued															
Eunetworks																	74 RC50s issued
Geo																	2 RC50s issued
Highways England									1 RC31s issued								2 RC50s issued
Last Mile Gas Limited			1 RC12s issued														
Murphy Power Distribution Limited		3 RC11s issued		1 RC20s issued					2 RC31s issued			1 RC40s issued					3 RC50s issued

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Network Rail	2 RC10s issued		28 RC12s issued	3 RC20s issued			1 RC23s issued					3 RC40s issued	12 RC41s issued		2 RC43s issued		7 RC50s issued
Northern Gas Networks	1 RC10s issued	1 RC11s issued	15 RC12s issued	1 RC20s issued			11 RC23s issued	4 RC30s issued	9 RC31s issued	2 RC32s issued		15 RC40s issued			1 RC43s issued		21 RC50s issued
Norther Powergrid (Northeast) PLC	3 RC10s issued		3 RC12s issued				7 RC23s issued	4 RC30s issued	10 RC31s issued		3 RC33s issued	5 RC40s issued	7 RC41s issued				19 RC50s issued
O2 UK Limited																	7 RC50s issued
Opal Telecom	2 RC10s issued		4 RC12s issued	2 RC20s issued		1 RC22s issued	13 RC23s issued		3 RC31s issued			11 RC40s issued	4 RC41s issued		3 RC43s issued	2 RC44s issued	7 RC50s issued
T-Mobile UK Limited			3 RC12s issued						1 RC31s issued			2 RC40s issued					7 RC50s issued
Virgin Media		2 RC11s issued	3 RC12s issued			1 RC22s issued	2 RC23s issued		31 RC31s issued		9 RC33s issued	2 RC40s issued	1 RC41s issued			2 RC44s issued	1 RC50s issued
Yorkshire Water	2 RC10s issued	5 RC11s issued	26 RC12s issued	14 RC20s issued	1 RC21s issued	12 RC22s issued	9 RC23s issued	12 RC30s issued	28 RC31s issued	5 RC32s issued	2 RC33s issued	50 RC40s issued	22 RC41s issued		7 RC43s issued	19 RC44s issued	75 RC50s issued
Utility Total	18 RC10s issued	27 RC11s issued	145 RC12s issued	39 RC20s issued	1 RC21s issued	19 RC22s issued	53 RC23s issued	40 RC30s issued	177 RC31s issued	13 RC32s issued	20 RC33s issued	182 RC40s issued	54 RC41s issued		26 RC43s issued	51 RC44s issued	403 RC50s issued

TABLE 49(B) AM 4 PERMIT RESPONSE CODES ISSUED BY PROMOTER. YEAR 2

Highway Authority		2 RC11s issued	1 RC12s issued	2 RC20s issued		4 RC22s issued		2 RC30s issued	5 RC31s issued			13 RC40s issued	1 RC41s issued			1 RC44s issued	
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Year 2 Utility data is not available at this time.

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AM 5 FPNS (PERMIT BREACHES)

Table 50 below shows the number of fixed penalty notices. Under section 74 (7B) failure to give a notice under regulation 74 (charge for occupation of the highway where works unreasonably delayed); under section 19 (1) working without a Permit and under 20 (1) Permit breaches.

There were a total 304 breaches in the first year of the modified scheme. There were a total 647 breaches in the second year of the modified scheme.

The Permit Authority will continue to work with Promoters to reduce the number of FPN's.

PERMIT BREACH CODE DESCRIPTIONS

Code 70(6)	Failure to comply with requirements to give notice of completion of reinstatement
Code 74(7B)	Failure to give a notice under regulation 74 (charge for occupation of the highway where works unreasonably delayed)
Code 19(1)	Works without a permit
Code 20(1)	Permit breaches

TABLE 50(A) AM 5 FPNS (PERMIT BREACHES) – BROKEN DOWN BY PROMOTER. YEAR 1

Highway Authority	70(6) is 6	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 6
BT	70(6) is 17	74(7B) is 2	19(1) is 1	20(1) is 0	Total is 20
Cityfibre Metro Networks	70(6) is 0	74(7B) is 7	19(1) is 0	20(1) is 0	Total is 7
Fulcrum Pipelines Limited	70(6) is 1	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 1
Murphy Power Distribution	70(6) is 4	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 4
Network Rail	70(6) is 7	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 7
Northern Gas Networks	70(6) is 8	74(7B) is 1	19(1) is 0	20(1) is 0	Total is 9
Northern Powergrid (Yorkshire) PLC	70(6) is 11	74(7B) is 3	19(1) is 0	20(1) is 0	Total is 14
Opal Telecom	70(6) is 7	74(7B) is 0	19(1) is 0	20(1) is 1	Total is 8
Virgin Media	70(6) is 5	74(7B) is 1	19(1) is 0	20(1) is 1	Total is 7

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Yorkshire Water	70(6) is 123	74(7B) is 8	19(1) is 4	20(1) is 2	Total is 137
Utility Total	70(6) is 273	74(7B) is 22	19(1) is 6	20(1) is 3	Total is 304

TABLE 50(B) AM 5 FPNS (PERMIT BREACHES) – BROKEN DOWN BY PROMOTER. YEAR 2

BT	70(6) is 26	74(7B) is 55	19(1) is 0	20(1) is 0	Total is 81
Cityfibre Metro Networks	70(6) is 50	74(7B) is 115	19(1) is 15	20(1) is 0	Total is 180
Greater Manchester PTE	70(6) is 6	74(7B) is 6	19(1) is 0	20(1) is 0	Total is 12
Highways England	70(6) is 1	74(7B) is 6	19(1) is 0	20(1) is 0	Total is 7
Metro West Yorkshire	70(6) is 1	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 1
Middlesex Cable Ltd	70(6) is 1	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 1
Network Rail	70(6) is 4	74(7B) is 0	19(1) is 0	20(1) is 0	Total is 4
Northern Gas Networks	70(6) is 4	74(7B) is 54	19(1) is 1	20(1) is 5	Total is 64
Northern Powergrid (Northern) PLC	70(6) is 14	74(7B) is 23	19(1) is 0	20(1) is 0	Total is 37
Opal Telecom	70(6) is 0	74(7B) is 5	19(1) is 0	20(1) is 0	Total is 5
T-Mobile (UK) Limited	70(6) is 0	74(7B) is 2	19(1) is 0	20(1) is 0	Total is 2
Virgin Media	70(6) is 11	74(7B) is 23	19(1) is 0	20(1) is 0	Total is 34
Yorkshire Water	70(6) is 26	74(7B) is 187	19(1) is 3	20(1) is 3	Total is 219
Utility Total	70(6) is 144	74(7B) is 476	19(1) is 19	20(1) is 8	Total is 647

TABLE 51 AM 6 - LEVELS OF CUSTOMER ENQUIRIES.

Year 1 number of instances, 1,448	Types of Enquiry, data is not available at this time.
Year 2 number of instances, 1,802	Types of Enquiry, data is not available at this time.

TABLE 52(A) KPI 4 THE NUMBER OF OCCURRENCES OF REDUCING THE APPLICATION PERIOD (EARLY STARTS). YEAR 1

This KPI shows where promoters start their works without having to comply with the minimum Permit application lead-in period, commonly known as early start agreements.

March	Highway Authority 30	Utilities 138	Total is 168
April	Highway Authority 35	Utilities 261	Total is 296
May	Highway Authority 26	Utilities 290	Total is 316
June	Highway Authority 45	Utilities 230	Total is 275
July	Highway Authority 61	Utilities 142	Total is 203
August	Highway Authority 34	Utilities 211	Total is 245
September	Highway Authority 37	Utilities 177	Total is 214
October	Highway Authority 28	Utilities 142	Total is 170
November	Highway Authority 19	Utilities 135	Total is 154
December	Highway Authority 30	Utilities 55	Total is 85
January	Highway Authority 23	Utilities 118	Total is 141
February	Highway Authority 11	Utilities 241	Total is 252
Total	Highway Authority 379	Utilities 2,140	Total is 2,519

TABLE 53(B) KPI 4 THE NUMBER OF OCCURRENCES OF REDUCING THE APPLICATION PERIOD (EARLY STARTS). YEAR 2

March	Highway Authority 0	Utilities 187	Total is 187
April	Highway Authority 10	Utilities 215	Total is 225
May	Highway Authority 0	Utilities 235	Total is 235
June	Highway Authority 2	Utilities 229	Total is 231
July	Highway Authority 0	Utilities 152	Total is 152
August	Highway Authority 0	Utilities 207	Total is 207
September	Highway Authority 0	Utilities 226	Total is 226
October	Highway Authority 2	Utilities 199	Total is 201
November	Highway Authority 0	Utilities 141	Total is 141
December	Highway Authority 1	Utilities 119	Total is 120
January	Highway Authority 1	Utilities 149	Total is 150
February	Highway Authority 0	Utilities 104	Total is 104
Total	Highway Authority 16	Utilities 2,163	Total is 2,179

KPI 5 TABLE 54 KPI 5 THE NUMBER OF AGREEMENTS TO WORK IN SECTION 58 AND SECTION 58A RESTRICTIONS. YEAR 2

This information is not available at this time.

TABLE 55 KPI 6, THE PROPORTION OF TIMES THAT A PERMIT AUTHORITY INTERVENES ON APPLICATIONS. YEAR 2

This information is not available at this time.

APPENDIX 3 COSTS AND INCOME

FEE INCOME

This permit scheme evaluation report covers the period from the 1st March 2021 to the 28th February 2022 inclusive.

£1,308,998 of Permit and Permit Variation fee income was received over the 12 months. This is up £73,958 or circa 6% from £1,235,040 the previous year.

This total fee income included exceptional income from the ongoing major roll out of City Fibre in Kirklees which generated an additional £325,000 in Year 2. This is expected to continue for 1 or 2 more years.

Total fee income was greater than expected due to the higher number of permit applications than originally anticipated.

Excluding this exceptional income revenue was £1,008,998 which is 6% more than budgeted for following an assessment of year 1 actuals.

COSTS BUDGETS AND ACTUALS

Following a restructuring and due to the increased workload caused by the City Fibre roll out an additional 2 staff continue to be deployed above the original budgeted number of 8.

The Permit Scheme continued to be fully resourced in 2021/22.

Actual operational requirements and operating costs are now better understood and fully accounted for.

Costs were less than fee income by circa £265,320, down from £286,242 in year 1. This surplus will be carried forward.

However, if exceptional income is removed, costs are £59,680 higher than fee income. The surplus carried forward will cover this loss for a number of years and allow for inflationary cost increases.

The volume of permit applications continues to be higher than originally anticipated for the year.

Additional staffing was deployed to manage the additional volume of applications.

An additional spend on IT Support is expected to continue in 2022/23.

Over the next 3 to 5 years a balanced position is expected to arise, assuming permit volumes, costs and fees return to normal levels and then remain relatively consistent.

As fee income is anticipated to be less than costs, after removing exceptional income, over the next several years, no consideration will be given changing Permit fees in 2022/23.

TABLE 56 AM 11 COSTS BUDGETS AGAINST ACTUALS

KPI Production	Year 1 Budget £30,000	Year 1 Actual £24,500	Year 2 Actual £24,500
Invoicing	Year 1 Budget £50,000	Year 1 Actual £65,000	Year 2 Actual £70,000

IT support	Year 1 Budget £25,000	Year 1 Actual £70,000	Year 2 Actual £75,000
Unauthorised / Abandoned works	Year 1 Budget £40,000	Year 1 Actual £52,000	Year 2 Actual £60,000
Management Overhead	Year 1 Budget £25,000	Year 1 Actual £45,000	Year 2 Actual £50,000
Training	Year 1 Budget £10,000	Year 1 Actual £0	Year 2 Actual £0
Staff	Year 1 Budget £660,000	Year 1 Actual £692,298	Year 2 Actual £764,178
Totals	Year 1 Budget £840,000	Year 1 Actual £948,798	Year 2 Actual £1,043,678

AVERAGE PERMIT COST AND COST BENEFIT ANALYSIS

By dividing the number of Utility Permits granted by the Permit Scheme cost an average cost per Permit can be calculated.

This is a useful indicator of the general scheme costs to Utilities and can be compared to other schemes to show a general financial efficiency level.

TABLE 57 AM 11 AVERAGE PERMIT COST, YEAR 1

Year 1 Total Utility Permit Applications 16,950	Year 1 Total Scheme Cost £948,798	Year 1 Average Permit Cost £56
Year 2 Total Utility Permit Applications 19,581	Year 2 Total Scheme Cost £1,043,678	Year 2 Average Permit Cost £53

TABLE 58 HIGHWAY AUTHORITY COST BENEFIT RESULTS. 5% REDUCTION IN WORKS IMPACT

Benefits	Opening Year Predicted NPV £10,068,094	Opening Year Actuals £7,441,708	Year 2 Actuals £5,991,786
Costs	Opening Year Predicted NPV £1,199,916	Opening Year Actuals £948,798	Year 2 Actuals £1,043,678
Benefit of Permit Scheme	Opening Year Predicted NPV £8,868,178	Opening Year Actuals £6,492,910	Year 2 Actuals £4,948,108
Benefit to Cost Ratio	Opening Year Predicted 8.39	Opening Year Actuals 7.84	Year 2 Actuals 5.74

END