Annual Permit Scheme Evaluation Report

Year 6 (January to December 2025)

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1. Executive Summary

The Dorset Permit Scheme was introduced on 16th January 2020, replacing the noticing process that had previously been in place. The Permit Scheme applies to works on all adopted and publicly maintainable streets within the administrative boundaries of Dorset Council (DC), including works undertaken by the Highway Authority and Statutory Undertakers. This report evaluates the operational performance of the permit scheme in its sixth Year covering the period from 1st January to 31st December 2025.

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

Dorset Council has continued to work diligently with all promoters during the year to achieve the key objectives of the Permit Scheme. A collaborative approach and ongoing dialogues have resulted in a reduction to the average duration of works for external promoters, from an average of 3.9 days per works during noticing, to 3.2 days in Year 6 (a small improvement on Year 5). For the Authority, the average duration this year was 4.7 days compared to 4.6 days in Year 5. Whilst a slight increase in average duration, the actual number of days the highway was occupied has reduced.

The total occupation of the highway in Year 5 was 49,165 days, which in Year 6 was further reduced to 46,213 days (Nearly 3,000 days less occupation).

Dorset Council received a total of 29,692 Permit and Permit Variation applications during the period, out of which 16% were received from Dorset Highways and 84% from external work promoters. On average, 76% of these applications were granted first time based on the information provided on the permit request. This demonstrates good quality data and cooperation between the council and all work promoters. Enhanced communication and advanced planning have ensured that less than 19% of the applications were refused and only 0.1% deemed. The traffic team has continued to encourage all work promoters to improve the quality of information submitted for permit applications and modifications.

Improved forward planning by works promoters means that on average 89% of works had permanent reinstatement carried out in the initial phase, resulting in fewer repeat visits to the same site and therefore reducing disruption.

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

There were 171 instances of collaborative working in Year 6. Although lower than Year 5, it is still significantly higher than Year 1.

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

The scheme recorded a deficit of £185,569 over the first 3 years of operation. Following a consultation, permit fees were increased to slow down and recover some of the deficit. The increase was only introduced on 1st August 2023. For Year 6 (Jan to Dec 2025), total permit fee income was £850,616. This is slightly higher than Year 5. The operating costs to process utility permit applications for the same period is calculated at £924,684 The major factor for this increase is salaries / employee cost of £812,415, which shows significant increase year-on-year. The permit fee surcharge has recovered £112,269 towards the utilities' share of the total allowable overhead costs. An overall deficit of £74,068 or 8.7% of the annual fee income has been recorded for Year 6. Losses over the last 3 years amount to £179,445.

The saving, (17%) in occupancy in Year 6, (46,213 days compared with 67,501 in 2018) means that the effective reduction in occupancy of the network in this year is significantly higher than the 5% minimum stipulated in the statutory guidance for authorities implementing a permit scheme.

A 5% reduction in occupancy results in a BCR of 1.9 and a Net Present Value (NPV) of £567,119 per annum. This is at the lower end of the range of BCR 2.0 to 2.3 achieved in previous years. The 31% reduction in occupancy recorded for all works produces a BCR of 14.9 and a NPV of £10,962,914.

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

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

The operational changes introduced by the Permit Scheme since its introduction in 2020 have significantly reduced disruption in Dorset. Data shows that whilst the scheme has stabilised, minor improvements could still be made. The scheme continues to maintain benefits. The increase in permit fees, some of which are still slightly below the DfT maximum should have a positive effect in Year 7 making it more cost effective for Dorset to run.

Based on the overall analysis of operating the Permit scheme in Year 6, the following recommendations have been made for Year 7.

Recommendation 01:

It is recommended that consideration is given to further increasing the permit fees in the current year to prevent losses accumulating further before the next three year permit scheme review is required in 2029.

Recommendation 02:

Although the average duration of occupancy of the road network in Year 6 has reduced, it is recommended that monitoring continues in Year 7 to drive occupancy of the road network lower.

Recommendation 03:

The number of highway works recorded in Year 6 has decreased by 16.5%. However, the average duration of highway works did increase for the second consecutive year. We therefore recommend reviewing the highway works undertaken in Year 7 and challenge work durations appropriately to help drive improved efficiency and better value in road network occupancy.

Recommendation 04:

Permit conditions used for utility applications in Year 6 have slightly increased from Year 5, from 82% to 83% of total conditions applied to all works. We recommend continuing to monitor this in Year 7.

Recommendation 05:

In Year 6, the number of works undertaken by telecoms promoters increased by 283 after declining the last two consecutive years. At this stage, the trend remains unpredictable. We therefore recommend closely monitoring the volume of works by telecoms promoters during Year 7 to assess whether this increase represents a sustained upward trend.

2. Introduction

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

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

Operational review of the Permit Scheme in Year 5 (2024) had proposed various recommendations for continuous improvement in order to meet objectives of the scheme.

Recommendations – Year 5		Status	Performance in Year 6
1	It is recommended that the operating costs and fee income are monitored in Year 6 with a view to carrying out a full review of costs and income between Years 4 and 6 when completing the Year 6 permit scheme review.	Monitor	Although losses reduced in Year 5, the continued increase in staffing costs and other allowable overheads has resulted in the scheme reporting a further loss in Year 6. Cumulative losses over the past three years total £179,445, representing 7% of the total fee income billed during this period. It is therefore recommended that consideration be given to further increasing permit fees in the current year to prevent additional losses accruing ahead of the next mandatory three-year permit scheme review in 2029.
2	Although the average duration of occupancy of the road network in Year 5 has reduced, it is recommended to continue monitoring in Year 6 to drive occupancy of the road network towards a better	Monitor	The average duration of occupancy of the road network in Year 6 has reduced by 0.1 days for all promoters when compared with Year 5. It shows the scheme is continuing to operate well and continuing to deliver small

Recommendations – Year 5		Status	Performance in Year 6
	value.		incremental improvements each year. It is recommended that we continue to monitor for Year 7 to drive occupancy of the road network.
3	The number of highway works recorded in Year 5 has decreased by 18.5%. We recommend reviewing the highway works undertaken in Year 6 to ensure that all works falling within the remit of the permit scheme have the appropriate permits.	Monitor	The number of highway works recorded in Year 6 has decreased by 16.5%. However, the average duration of highway works has increased for the second consecutive year. We therefore recommend reviewing the highway works undertaken in Year 7 and appropriately challenging work durations to help drive improved efficiency and better value in road network occupancy.
4	Permit conditions used for utility applications in Year 5 demonstrated a moderate decrease from Year 4, where they have reduced from 84% to 82% of total conditions applied to all works. Therefore, we are continuing the recommendation for Year 6.	Monitor	Permit conditions used for utility applications in Year 6 remains similar to Year 5, where there is a slight increase from 82% to 83% of total conditions applied to all works. Therefore, we will continue to monitor this in Year 7.
5	In Year 5, the number of works by telecoms promoters continued to reduce by 1,010 compared to Year 4. This may indicate that the number of telecom works has started to fall towards normal levels. We recommend monitoring the number of works by telecoms promoters in Year 6 as well.	Monitor	In Year 6, the number of works undertaken by telecoms promoters did increase by 283 after declining for two consecutive years. At this stage, the trend remains unpredictable. We therefore recommend closely monitoring the volume of works by telecoms promoters during Year 7 to assess whether this increase represents a sustained upward trend.

This report reviews the Year 6 operations along with scheme objectives and the above recommendations from Year 5 in order to recommend areas of potential improvements in Year 7.

3. Objectives of the Dorset Permit Scheme

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

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

During Year 6 of this operational permit scheme, the average duration of works on highways by utility companies has reduced by a further 3% from the 3.3 days in Year 5 to 3.2 days in Year 6. The average occupation of the highways by Dorset Council has increased by 2.2% from 4.6 days in Year 5 to 4.7 days in Year 6. However, overall occupancy of highways has reduced by 32%.

Table 1: Occupation of the highway by Utility Companies

	Noticing 2018	Year 4	Year 5	Year 6	Difference (Year 6 – Noticing)
Average duration (days)	3.9	3.5	3.3	3.2	-0.7 (-18%)
Total number of days worked	41,782	45,389	38,668	37,323	-4,459 (-10.7%)

Table 2: Occupation of the highway by Dorset Council

	Noticing 2018	Year 4	Year 5	Year 6	Difference (Year 6 – Noticing)
Average duration	6.6	4.4	4.6	4.7	-1.9

	Noticing 2018	Year 4	Year 5	Year 6	Difference (Year 6 – Noticing)
(days)					(-28.8%)
Total number of days worked	25,719	12,337	10,497	8,890	-16,829 (-65.4%)

At the time of implementing the Permit Scheme it was identified that the majority of the highways works (reactive maintenance) are not comparable to works carried out by external promoters in terms of their duration and complexity. Hence, it was decided that relevant highways work would be clustered for the purpose of permitting and follow-on work notices. The effective clustering has reduced the volume of highway works registered by 90%. This has facilitated a more realistic representation for monitoring performance of the permit scheme.

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

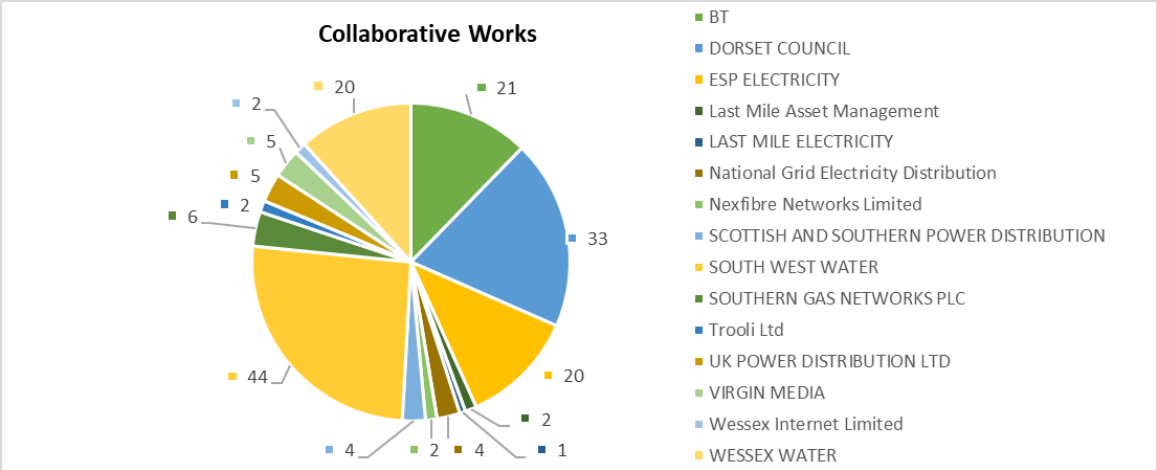
Improved communication and advanced planning have resulted in a relatively small number of works being refused or deemed. The traffic team has spent significant time throughout the sixth Year, to ensure there was a high quality of information submitted for permit applications and modifications. Out of all applications received 18.4% were initially refused and only 0.1% deemed. (KPI 1). Out of all permits issued, only 12.2% had applications for a duration extension, 90.5% of which were approved due to better communication and co-operation, and 9.5% were refused where they were found to be unreasonable (KPI 3).

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

Dorset Council has encouraged more collaborative working arrangements, including trench, road space and duct sharing between promoters wherever possible. In total, 171 instances of collaborative working were recorded during Year 6 of permit scheme operations.

Figure 1 presents a breakdown of collaborative works by promoters.

Figure 1: Collaborative works by promoters



In the sixth year of Permit Scheme operations, the quality of data supplied by all work promoters has significantly improved. A thorough review of all permit applications and work notices allows Dorset Council to identify opportunities for improving coordination with work promoters. The scheme has also continued to encourage planning activities prior to submitting permit applications resulting in fewer rejections. These have all contributed to benefitting users of the highway.

The sixth year of the permit scheme has focused on streamlining the operations in addition to fulfilling its objectives. Dorset Council has continued to work with all promoters to improve standards of work and to ensure all the conditions of working are met. It is our objective to improve dialogue with all promoters and to work constructively and collaboratively. We have discussed failures with teams on-site and with their managers to encourage improvement but have subsequently issued FPNs where necessary.

4. Fee Structure

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 requires the permit authority to review the existing fee levels to determine if any revision is needed when a surplus or deficit exists.

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

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

Table 3: Fee Structure

Permit Type	Reinstatement Category			
	Road Category 0, 1 & 2 or Traffic Sensitive		Road Category 3 &4 & Non-Traffic Sensitive	
	Maximum Fee (DfT)	Dorset Fee*	Maximum Fee (DfT)	Dorset Fee*
Provisional Advance Authorisation	£105	£105	£75	£73
Major works – over 10 days and all major works requiring a traffic regulation order	£240	£222	£150	£119
Standard activity (also Major works – from 4-10 days)	£130	£130	£75	£69
Minor activity (also Major works – up to 3 days)	£65	£65	£45	£36
Immediate activity	£60	£60	£40	£30
Permit Variation	£45	£45	£35	£35

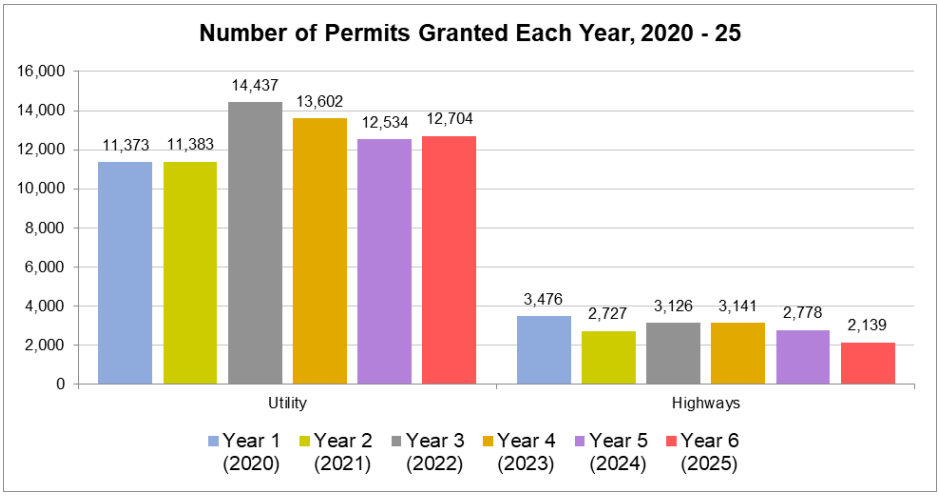
*Note that in Year 6, some of Dorset's fees remain less than the maximum prescribed by DfT.

For Year 6 (Jan to Dec 2025), total permit fee income invoiced increased very slightly from £844,494 in Year 5 to £850,616, after approximately £45,000 given for discounts and incentives in each year.

Fee income has been very consistent over the last four years, at between £844,494 and £855,894 after discounts and incentives. This is despite a fall in the number of permits granted since 2022. The August 2023 increase in permit fees has offset the impact of this reduction in activity.

The number of permits granted in each since the scheme went live on 2020 is shown in Figure 2a.

Figure 2a: Number of Permits Granted in Each Year

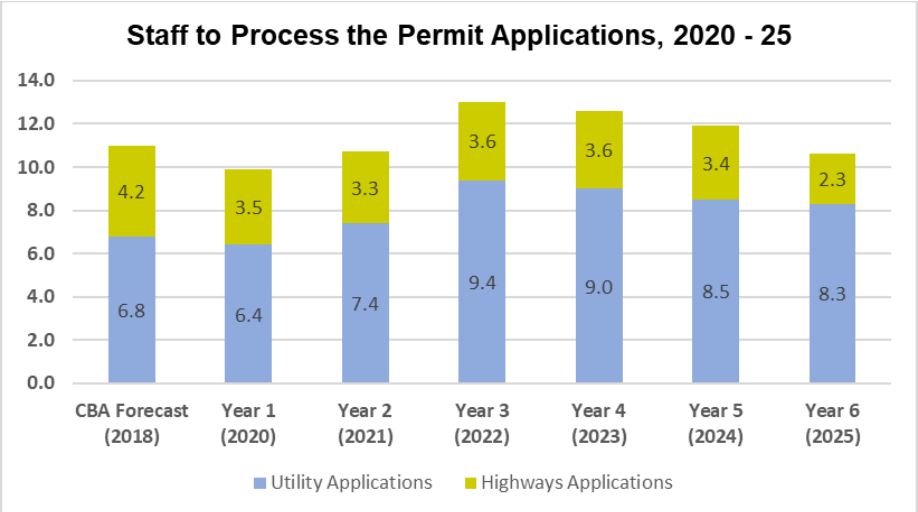


Staff costs have continued to increase since permit fees were adjusted in 2023, increasing on average by 22% since 2022 and by 9% in the last year alone. While the number of permits and variations granted in Year 6 have only increased very slightly from the previous year, the operating costs to process utility permit applications has increased to £924,684.

The employee cost is £812,415 and the permit fee surcharge has recovered £112,269 towards the utilities' share of the total allowable overhead costs. An overall deficit of £74,068 or 8.7% of the annual fee income has been recorded for Year 6. The permit fee increase has reduced the loss from 13% to 8.7% in the sixth year.

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

Figure 2b: Staff to Process Permit Applications



The total number of full time equivalent staff required to process all permit and permit variation applications has reduced again in Year 6, following a reduction from 12.6 FTE to 11.9 FTE in Year 5.

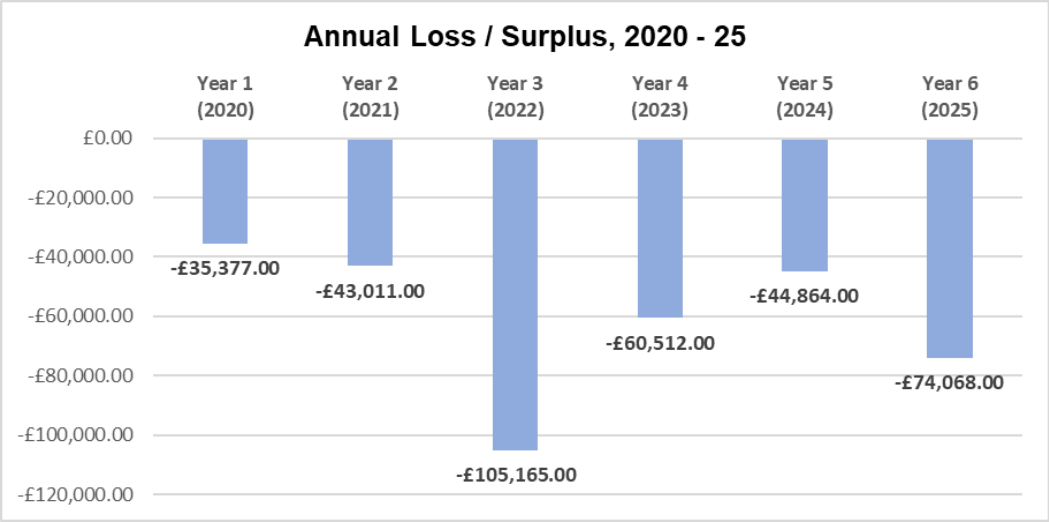
The Year 6 staff resource required to process permit applications is reported in the Fees Matrix at 10.6 FTE. Overall, staff resource has reduced year-on-year from the peak of 13 FTE in 2022.

The number of staff required to process utility promoter permits reduced very slightly from 8.5 FTE to 8.3 FTE in the sixth year.

The reduction in full time staff required to process applications submitted by the utilities has been offset by the increase in staff costs over the same period.

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

Figure 2c: Loss/Surplus per year



The scheme recorded a deficit of £183,553 in the first three years or 8% of the permit fee income billed. The fee change was not introduced until two thirds of the way through Year 4. While the year-on-year increase in losses had stabilised, the permit fee change did not have time to generate a surplus in the fourth year.

Losses started to reduce in the fifth year, but the continued increase in staff and other allowable overheads has resulted in the scheme continuing to report a loss in Year 6. Losses accumulated over the last three years amount to £179,445 or 7% of the total fee income billed.

Recommendation: It is recommended that consideration is given to further increasing the permit fees in the current year to prevent losses accumulating further before the next three year permit scheme review is required in 2029.

5. Costs and Benefits

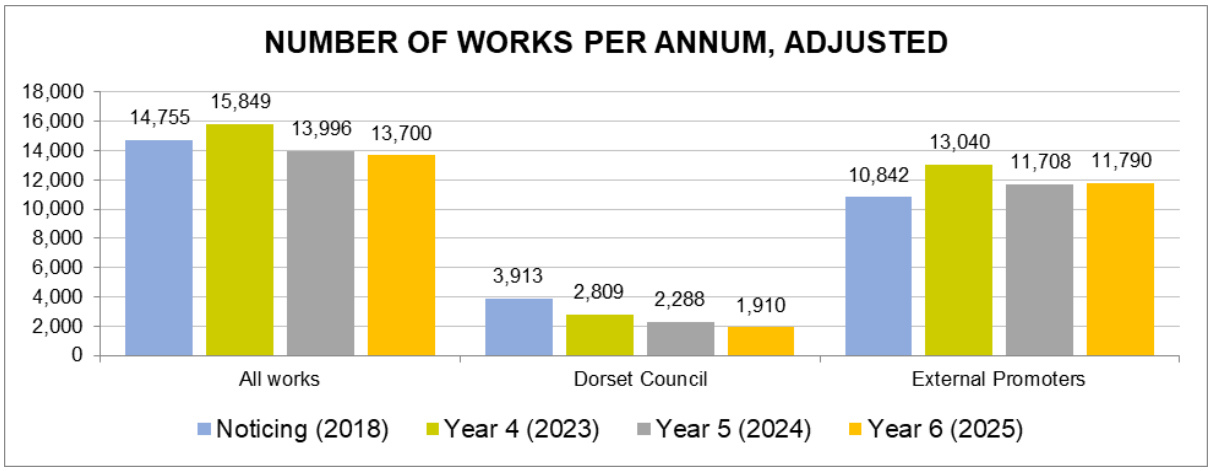
The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the Permit Authority shall also consider whether the permit scheme is meeting Key Performance Indicators (KPIs) where these are set out in the guidance.

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

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

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

Figure 3a: Number of Works Per Annum



Highway works remained relatively consistent at between 2,800 and 3,400 over the first four years of the scheme. The number of works completed in Year 5 reduced to 2,288, a reduction of 18% from the previous year and 41% lower than the Noticing benchmark. Year 6 saw a further reduction, to 1,910 works, 17% lower than the previous year and 51% lower than the Noticing benchmark.

The number of utility works completed in Year 5 reduced by over 1,300 compared with Year 4. The Year 6 statistics are very slightly higher than the previous year, but still 1,250 lower than recorded in Year 4.

The number of utility works completed in the last two years remains over 8% higher than recorded during the Noticing benchmark period.

Highway works recorded over 240 fewer Major and Minor works completed in Year 6. Standard works increased from 228 to 398.

Standard and Immediate Urgent works completed by utilities reduced by 104 and 894, respectively (13% to 17% fewer than Year 5). However, the number of Minor works increased by a corresponding amount, from 4,527 to 5,517, an increase of 990 works or 22% more than the previous year.

The number of works recorded on Traffic Sensitive streets reduced by over 1,000 from 5,151 to 4,030. Works on Category 3 and 4 Non-TS streets increased by 920 to 9,464.

Following a significant increase in the number of works completed by telecoms promoters in Year 3 following the removal of COVID restrictions, the number recorded in Year 6 has reduced by 1,000 over the last three years. Year 6 however, saw a small increase of 283 from the previous year.

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

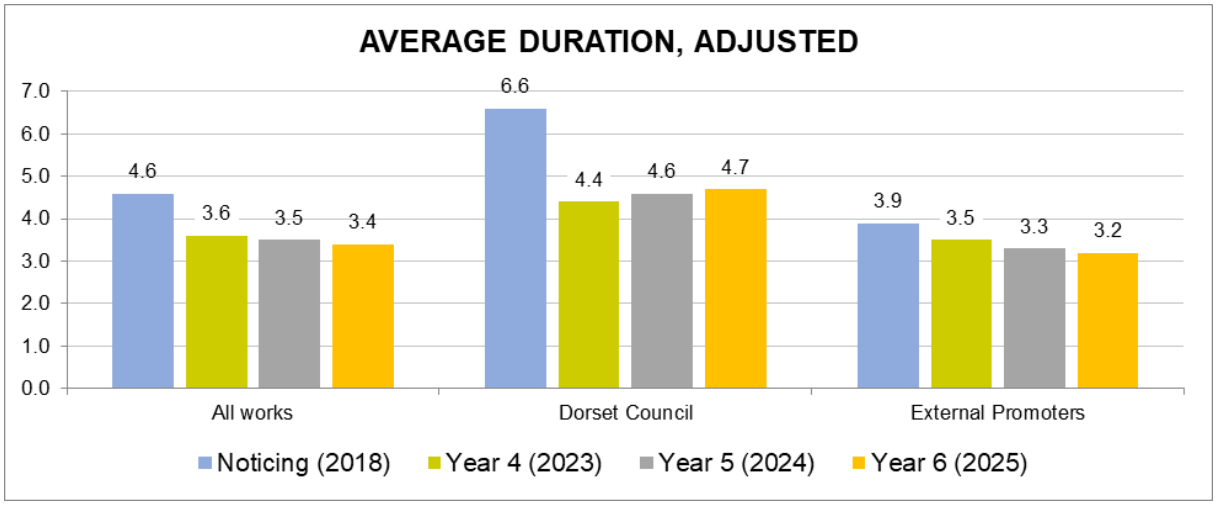
Table 4: Change in Number of Works by Telecoms Promoters

Telecoms Promoters	Noticing 2018	Permitting Year 4, 2023	Permitting Year 5, 2024	Permitting Year 6, 2025
Number of works completed	1,946	5,086	4,076	4,359

The biggest change from the previous year is a 28% increase in works completed by BT Openreach, increasing to 2,561 works completed in the sixth year.

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

Figure 3b: Average Duration of Works



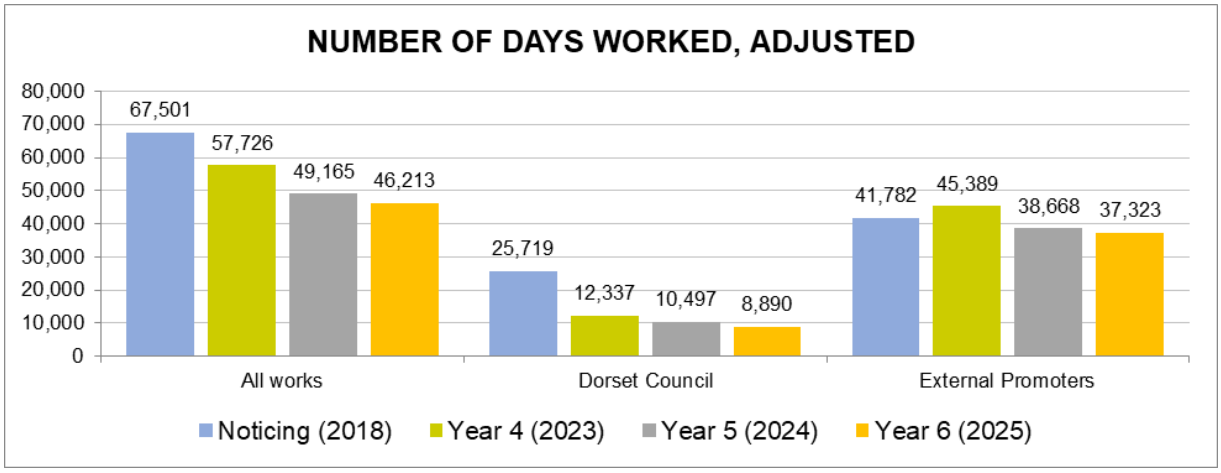
The trend of a small year-on-year reduction in the average duration for all works has continued into the sixth year, reducing by another 0.1 days to 3.4 days average overall.

The average duration of highway works increased slightly from 4.6 days average in Year 5 to 4.7 days average in Year 6. This is a result of the 75% increase in the number of longer duration Standard works completed while the number of shorter duration Minor and Immediate works reduced.

The average duration of utility works continued the year-on-year fall recorded over the last five years, from 3.3 days average in Year 5 to 3.2 days average in 2025.

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

Figure 3c: Number of Days Worked



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

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

The benchmark case has been reduced to 67,501 working days by excluding these Minor highway works to avoid over-stating the benefits of the scheme when comparing the operation in each year.

For the equivalent 12-month period from January to December 2025, corresponding to the sixth year of the Permit Scheme, 46,123 working days were recorded. A saving of 21,288 days worked on the network (or 31% lower than the adjusted noticing benchmark period).

Utility works recorded 4,459 fewer days worked compared with Noticing, a fall of 10.7%.

The 31% saving in occupancy in Year 6 (46,123 days compared with 67,501 in 2018) means the effective reduction in occupancy of the network in the sixth year is significantly higher than the 5% minimum stipulated in the statutory guidance for authorities implementing a permit scheme.

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

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

Therefore, the calculated monetary benefit to transport users of the Permit Scheme in Year 6 is;

- All works saving £9.7M (at 2010 values) or saving 30% of the total annual impact
- Highway works saving £7.7M (at 2010 values) or saving 24% of the total annual impact
- Utility works saving £2.0M (at 2010 values) or 6% of the total annual impact

The effective saving from the change in utility works (where the number of works in each year is the same and the benefit is calculated from the reduction in average duration only) produces a higher saving, at £3.6M or 11% of the total annual impact due to the reduction in average duration from 3.9 days to 3.2 days in the sixth year.

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

The methodology involves the following steps using the Year 6 data records;

- Identify the number of works-by-works category and road type
- Update forecast opening Year 2020 Quadro modelling with volumes recorded in 2024
- Recalculate the annual impact using updated Quadro model outputs
- Recalculate the operating costs (replacing the Fees Matrix forecast with the actual number of permit works stopped records)
- Recalculate the NPV and BCR for default 5% saving and recorded 31% saving in working days

The updated CBA recalculated the annual impact on the network at £41.0M in Year 6, a 29% increase in modelled impact compared with Year 1. This is a result of the increase in the number of works completed (from 12,996 in Year 1 to 13,700 in Year 6), particularly those works operating with active traffic management.

A 5% reduction in occupancy results in a BCR of 1.9 and a Net Present Value (NPV) of £567,119 per annum. This is at the lower end of the range of BCR 2.0 to 2.3 achieved in previous years. The 31% reduction in occupancy recorded for all works produces a BCR of 14.9 and a NPV of £10,962,914.

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

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

6. Key Performance Indicators

Section 20.3 of the Permits Code of Practice states that every Authority that wants to run a Permit Scheme must explain how it intends to demonstrate parity of treatment for all promoters in its application. To demonstrate that the permit scheme is operated with parity, Dorset Council has applied a set of Key Performance Indicators (KPIs) shown below. The data has been extracted and analysed for Year 6 (Jan to Dec 2025).

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

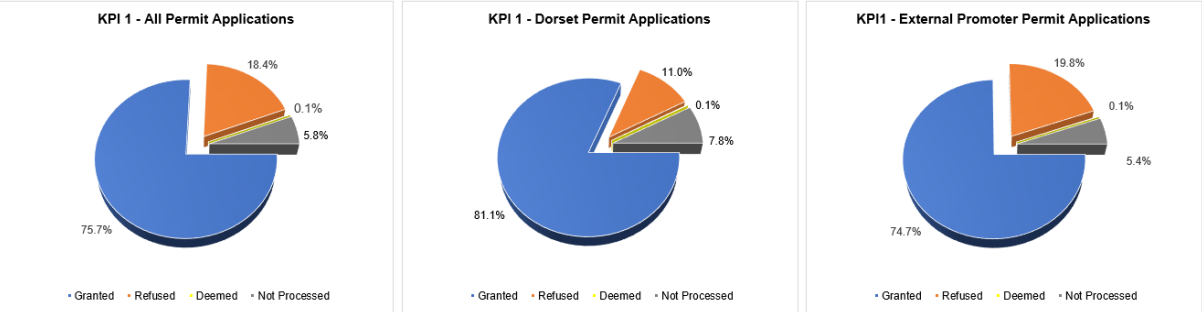
Dorset Council received a total of 29,692 Permit and Permit Variation applications during the period, out of which 15.6% were received from the Dorset Highways and 84.4% from external work promoters. Due to clustering of reactive maintenance works, the share of permits applications for Highways may appear lower when compared to other similar size unitary authorities. Table 5 shows the number of permit applications and variations received, granted, refused, and deemed for the period.

Table 5: Permit Applications & Variations Summary

	Applications	Granted	Refused	Deemed	Cancelled / Superseded
Dorset	4,640	3,762 (81.1%)	510 (11%)	5 (0.1%)	363 (7.8%)
External	25,052	18,710 (74.7%)	4,959 (19.8%)	18 (0.1%)	1,365 (5.4%)
All	29,692	22,472 (75.7%)	5,469 (18.4%)	23 (0.1%)	1,728 (5.8%)

*Towards the end of 2024, a change was introduced to Street Manager which allows for applications on private streets to be processed automatically. As such, there are no deemed applications for private streets in 2025.

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



During Year 6 of the Permit Scheme operations, 75.7% of all permit applications received by Dorset Council were granted, while 18.4% were refused for valid

reasons. Our analysis clearly indicates parity of treatment for all work promoters. The slightly higher refusal rate for external promoter works is attributed to higher complexity and average durations of such works. The percentage of refused external permits has slightly increased in Year 6 by 2.9%, although the overall number of refused external permits remains reasonably low, which is a sign of good co-ordination from external promoters when planning works.

There were 23 permit applications deemed during Year 6 of the Permit Scheme operations, of which 5 were for internal works and 18 were for external. The overall number of deemed applications decreased by 57.4% in Year 6, with the number of deemed internal applications decreased by 75% whilst the number of deemed external applications decreased by 47.1%.

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

KPI 2: Number of Conditions Applied by Condition Type

A total of 25,672 standard conditions were applied to 29,692 granted permits and variations out of which almost 84% were related to external (utility) work promoters' applications. The majority of conditions applied to external work promoters' permits relate to Time Constraints (22%), Consultation and Publicity (21%) and Light Signals and Shuttle Working (12%). Highway permit conditions are predominantly related to Time Constraints (60%), Consultation and Publicity (27%) and Light Signals and Shuttle Working (8%).

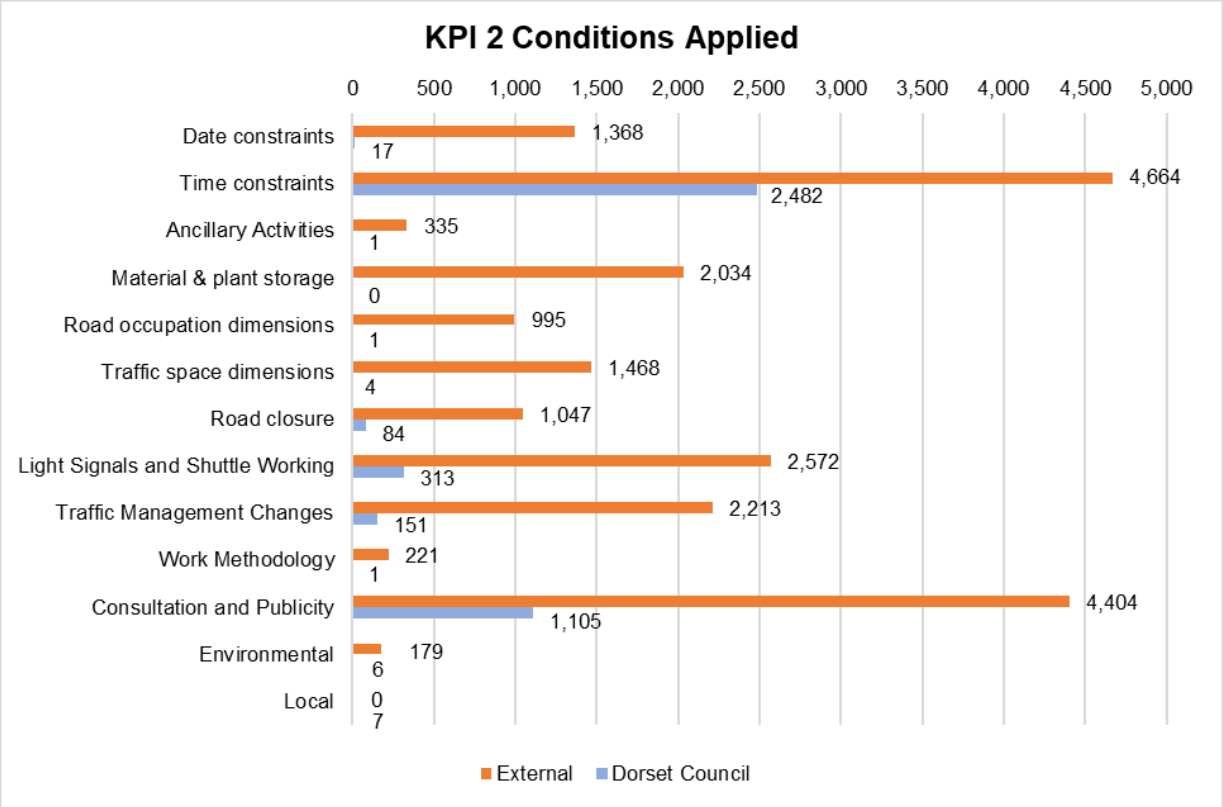
Number of conditions applied to the Highways permits is lower, however this is justified due to lower number of Highways works and permit applications during the period when compared to external work promoters. Further, the type of works combined with effective pre scheme collaboration and discussions,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

Table 6: Number of Conditions Applied by Condition Type

Condition	Condition Description	External	Dorset	All
NCT01	Date constraints	1,368	17	1,385
NCT02	Time constraints	4,664	2,482	7,146
NCT03	Ancillary Activities	335	1	336
NCT04	Material & plant storage	2,034	0	2,034

Condition	Condition Description	External	Dorset	All
NCT05	Road occupation dimensions	995	1	996
NCT06	Traffic space dimensions	1,468	4	1,472
NCT07	Road closure	1,047	84	1,131
NCT08	Light Signals and Shuttle Working	2,572	313	2,885
NCT09	Traffic Management Changes	2,213	151	2,364
NCT10	Work Methodology	221	1	222
NCT11	Consultation and Publicity	4,404	1,105	5,509
NCT12	Environmental	179	6	185
NCT13	Local	0	7	7
	TOTAL	**21,500**	**4,172**	**25,672**
		83.7%	**16.3%**	

Figure 5: Number of Conditions Applied by Condition Type



Permit conditions used for utility applications in Year 6 demonstrated a slight increase from Year 5, where they have rose from 82% to 83.7% of total conditions applied to all works. Hence, we are continuing the recommendation below for Year 6 as well.

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

Year 6 also saw a considerable reduction in the number of permit conditions being applied for all promoters, reducing from 31,306 in Year 5 to 25,672 in Year 6. This is primarily due to a decrease in the total number of permit conditions for external works, which fell from 25,825 (Year 5) to 21,500 (Year 6).

KPI 3: Number of Approved Revised Durations

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

Table 7: Revised Duration Requests

	External	Dorset	All
Permits Issued	14,316	2,789	17,105
Extension Requests	1,749 (12.2%)	338 (12.1%)	2087 (12.2%)
Extensions Agreed	1579 (90.3%)	310 (91.7%)	1889 (90.5%)
Extensions Refused	170 (9.7%)	28 (8.3%)	198 (9.5%)

Of the permits granted during the evaluation period, only 12.2% requested duration extensions, 12.1% for internal works and 12.2% for external works. Dorset Council demonstrated parity of treatment by granting a similar percentage of the extensions requested by external work promoters (90.3%) irrespective of more complex nature of these jobs. Overall, low number of duration extension requests and higher approval rates for these extensions has demonstrated high level of coordination and collaboration with work promoters.

In the sixth year, the total number of extension requests received for all promoters was lower than the figures seen in Year 5, with external extension requests reducing by almost 8%.

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

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

Table 8: Early Start Requests and Agreements

	External	Dorset	All
Permit Granted	17,907	4,228	22,135
Early Start Requests	2,951 (16.5%)	1,244 (29.4%)	4,195 (19%)
Early Start Agreements	668 (22.6%)	824 (66.2%)	1,492 (35.6%)
Early Starts Refused	2,283 (77.4%)	420 (33.8%)	2,703 (64.4%)

Of the 22,135 permits granted, 19% of the works requested early starts with 29.4% of Dorset Council works and 16.5% of Utility works requesting early starts.

Through good communication and dialogue, the impact of each of the early starts was assessed and the permit team granted 35.6% of early start requests demonstrating good collaboration. The remaining early start requests were rejected due to various reasons such as clashes of works or where the early start was requested too late to be processed on time.

In Year 6, Dorset Council demonstrated parity of treatment on this measure by approving a reasonably high percentage of early start requests by external work promoters (22.6%) when compared with their own works (66.2%). The percentage of approved external early start requests reduced by just approximately 9% when compared to Year 5 (from 31.5% to 22.6%), and the percentage of approved early start requests for DC has only slightly increased (4.4%) from 61.8% to 66.2%.

The difference between external and DC early start approvals in Year 6 when compared with Year 5 is greater, however this should not be of concern regarding parity as the number of internal early start requests reduced in year 6, and the reasoning for refusing more external requests would be for valid reasons.

7. Traffic Management Act Performance Indicators (TPI)

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

TPI 1 Works Phases Started

Table 9 shows the count of all Works phases that started in each quarter by promotors. A total of 14,127 works were started from 01st of January 2025 to 31st December 2025, out of which 2,005 were highway works and 12,122 were utility works.

Table 9: Works Phases Started

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
Advanced Electricity Networks Ltd	0	0	2	0
ALLPOINTS FIBRE NETWORKS LIMITED	48	27	4	5
BT	663	590	633	742
CityFibre	31	3	5	6
Cornerstone Telecommunications	0	1	0	0
E S PIPELINES LTD	0	0	1	0
Eclipse Power Networks	8	2	1	1
EE Ltd	0	2	2	4
Energy Assets Networks Ltd	1	1	2	1
ENERGY ASSETS PIPELINES LTD	0	0	1	0
ESP Electricity Ltd	6	14	3	6
GIGACLEAR LIMITED	73	41	42	38
GTC	0	1	1	0
GTC Electricity	2	2	0	1
Highways England	3	2	1	3
Hyperoptic Ltd	2	0	0	0
Jurassic Fibre Ltd	16	10	1	1
Last Mile Gas Limited	1	0	0	1
mua Electricity Limited	0	0	0	2
National Grid Electricity Distribution South West	43	24	20	17
NETWORK RAIL -PROMOTERS NATIONAL	8	5	16	21
Nexfibre Networks Limited	361	172	127	61

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
Royal Mail Property & Facilities Solutions	2	2	0	1
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	182	221	261	214
South West Water	161	168	238	168
SOUTHERN GAS NETWORKS	234	177	193	155
Trooli Ltd	68	43	49	93
UK Power Distribution	0	0	2	6
VIRGIN MEDIA	19	11	24	43
Vodafone	3	2	3	4
Wessex Internet Limited	112	99	134	148
WESSEX WATER	1,176	1,159	1,319	1,293
All Utilities Promoters	**3,223**	**2,779**	**3,085**	**3,035**
Dorset Council	**443**	**544**	**559**	**459**

TPI 2 Works Phases Completed

Table 10 shows the count of all Works phases completed by each quarter by promotors. A total of 14,150 works phases were completed from 01st of January 2025 to 31st December 2025, out of which 2,038 were highway works and 14,150 were utility works.

Table 10: Works Phases Completed

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
Advanced Electricity Networks Ltd	0	0	2	0
ALLPOINTS FIBRE NETWORKS LIMITED	47	28	4	5
BT	661	589	629	750
CityFibre	31	2	5	6
Cornerstone Telecommunications	0	1	0	0
E S PIPELINES LTD	0	0	1	0
Eclipse Power Networks	6	2	1	1
EE Ltd	0	2	2	4
Energy Assets Networks Ltd	1	1	2	1
ENERGY ASSETS PIPELINES LTD	0	0	1	0
ESP Electricity Ltd	6	15	1	8
GIGACLEAR LIMITED	73	41	43	39
GTC	0	0	1	1

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
GTC Electricity	2	2	0	1
Highways England	3	2	1	2
Hyperoptic Ltd	2	0	0	0
Jurassic Fibre Ltd	16	10	1	1
Last Mile Gas Limited	1	0	0	1
mua Electricity Limited	0	0	0	2
National Grid Electricity Distribution South West	42	24	20	18
NETWORK RAIL -PROMOTERS NATIONAL	9	5	16	19
Nexfibre Networks Limited	355	170	133	61
Royal Mail Property & Facilities Solutions	2	2	0	1
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	183	213	248	224
South West Water	159	169	235	160
SOUTHERN GAS NETWORKS	231	203	179	168
Trooli Ltd	66	43	49	94
UK Power Distribution	0	0	2	6
VIRGIN MEDIA	19	11	23	44
Vodafone	3	2	3	4
Wessex Internet Limited	110	101	125	162
WESSEX WATER	1,173	1,153	1,317	1,293
All Utilities Promoters	**3,201**	**2,791**	**3,044**	**3,076**
Dorset Council	**443**	**551**	**572**	**472**

TPI 3 Days of Occupancy Phases Completed

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

Table 11: Days of Occupancy Phases Completed

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
1255OD	90	91	92	92
Advanced Electricity Networks Ltd	0	0	15	0
ALLPOINTS FIBRE NETWORKS LIMITED	184	47	6	7
BT	1,640	1,590	1,967	2,686

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
CityFibre	91	29	12	10
Cornerstone Telecommunications	0	1	0	0
E S PIPELINES LTD	0	0	9	0
Eclipse Power Networks	97	12	6	3
EE Ltd	0	2	3	13
Energy Assets Networks Ltd	10	1	3	2
ENERGY ASSETS PIPELINES LTD	0	0	8	0
ESP Electricity Ltd	37	99	22	96
GIGACLEAR LIMITED	175	79	75	55
GTC	0	8	34	7
GTC Electricity	14	11	0	1
Highways England	6	19	1	14
Hyperoptic Ltd	10	0	0	0
Jurassic Fibre Ltd	34	15	1	1
Last Mile Gas Limited	7	0	0	1
mua Electricity Limited	0	0	0	18
National Grid Electric PLC	90	91	92	92
National Grid Electricity Distribution South West	229	82	129	136
NETWORK RAIL -PROMOTERS NATIONAL	64	11	43	116
Nexfibre Networks Limited	1,314	643	400	276
Royal Mail Property & Facilities Solutions	2	2	0	1
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	1,896	1,823	2,450	2,446
South West Water	679	678	1,141	1,341
SOUTHERN GAS NETWORKS	4,852	2,341	2,984	3,108
Trooli Ltd	139	81	86	155
UK Power Distribution	0	0	7	55
VIRGIN MEDIA	19	11	55	59
Vodafone	4	5	4	6
Wessex Internet Limited	438	491	651	827
WESSEX WATER	2,370	2,704	3,985	5,172
All Utilities Promoters	**14,491**	**10,967**	**14,281**	**16,796**
Dorset Council	**4,997**	**5,071**	**5,027**	**5,448**

*We believe the counts may include the works started any time before the observation period and did not receive a work stop notice. The actual number of days worked calculated by work stop notices can be found in CBA section.

TPI 4 Average Duration of Works

Table 12 shows the average duration in days for all those Work phases that were completed within each quarter by promoters. The average duration for all promoters in the 6th Year of scheme's operation is 3.7 days.

Table 12: Average Duration of Works

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
Advanced Electricity Networks Ltd	0	0	7.5	0
ALLPOINTS FIBRE NETWORKS LIMITED	3.81	1.71	1.5	1.4
BT	1.65	1.74	1.82	2.38
CityFibre	2.94	8	2.4	1.67
Cornerstone Telecommunications	0	1	0	0
E S PIPELINES LTD	0	0	9	0
Eclipse Power Networks	14.17	6	6	3
EE Ltd	0	1	1.5	3.25
Energy Assets Networks Ltd	10	1	1.5	2
ENERGY ASSETS PIPELINES LTD	0	0	8	0
ESP Electricity Ltd	6.17	6.67	10	13.5
GIGACLEAR LIMITED	2.4	1.93	1.77	1.44
GTC	0	0	40	9
GTC Electricity	7	5.5	0	1
Highways England	2	9.5	1	2
Hyperoptic Ltd	5	0	0	0
Jurassic Fibre Ltd	2.13	1.5	1	1
Last Mile Gas Limited	7	0	0	1
mua Electricity Limited	0	0	0	9
National Grid Electricity Distribution South West	4.95	4.04	6.3	8.06
NETWORK RAIL -PROMOTERS NATIONAL	14.33	2.2	2.69	2.53
Nexfibre Networks Limited	3.62	3.54	1.76	1.51
Royal Mail Property & Facilities Solutions	1	1	0	1
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	9.27	7.42	8.67	6.83
South West Water	2.52	2.4	1.86	2.23
SOUTHERN GAS NETWORKS	18.35	19.41	10.85	14.86

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
Trooli Ltd	1.95	1.88	1.76	1.66
UK Power Distribution	0	0	3.5	9.17
VIRGIN MEDIA	1	1	2.3	1.36
Vodafone	1.33	2.5	1.33	1.5
Wessex Internet Limited	3.88	4.49	4.94	5.64
WESSEX WATER	1.85	1.82	2.48	2.35
All Utilities Promoters	**3.89**	**3.8**	**3.38**	**3.55**
Dorset Council	**11.14**	**5.88**	**6.31**	**6.04**

*These counts may include the works for which works stop notices are not sent on time. The actual average duration will be less than 4.0. The actual calculations based on the works stopped during the 6th year of the scheme operation

TPI 5 Phases Completed Involving Overrun

Table 13 shows the count of works phases where the Works Stop Date was after the "Reasonable Period" for the phase for each quarter by promoters. A total of 146 work phases were completed after the reasonable period, out of which 37 works were Highway works and 109 works were utility works.

Table 13: Phases Completed Involving Overrun

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
ALLPOINTS FIBRE NETWORKS LIMITED	0	1	0	0
BT	8	5	2	5
ESP Electricity Ltd	0	0	0	2
GIGACLEAR LIMITED	1	0	1	0
National Grid Electricity Distribution South West	0	0	2	0
Nexfibre Networks Limited	1	0	1	0
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	7	2	12	4
South West Water	3	5	0	3
SOUTHERN GAS NETWORKS	5	5	1	2
Trooli Ltd	0	0	1	1
Wessex Internet Limited	0	0	2	1
WESSEX WATER	5	0	10	11
All Utilities Promoters	**30**	**18**	**32**	**29**
Dorset Council	**13**	**7**	**12**	**5**

TPI 6 Number of Overrun Days

Table 14 shows the sum of the total overrun days for those work phases that were completed during each quarter by promoters. A total of 3,238 overrun days, out of which 2,686 days overrun by Highway works and 552 days overrun by utility works.

Table 14: Number of Overrun Days

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
ALLPOINTS FIBRE NETWORKS LIMITED	0	1	0	0
BT	17	5	29	5
ESP Electricity Ltd	0	0	0	4
GIGACLEAR LIMITED	1	0	3	0
National Grid Electricity Distribution South West	0	0	4	0
Nexfibre Networks Limited	1	0	6	0
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	108	3	150	6
South West Water	12	10	0	3
SOUTHERN GAS NETWORKS	13	25	1	13
Trooli Ltd	0	0	1	1
Wessex Internet Limited	0	0	8	1
WESSEX WATER	46	0	40	35
All Utilities Promoters	**198**	**44**	**242**	**68**
Dorset Council	**1,250**	**693**	**720**	**23**

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

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

Table 15: Number of Phase One Registrations/Permanent Registrations

Promoter	Registration	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
Advanced Electricity Networks Ltd	Phase One Registrations	0	0	1	0

	Phase One Permanent Registrations	0	0	1	0
	% of Phase One Permanent Registrations	-	-	100%	-
ALLPOINTS FIBRE NETWORKS LIMITED	Phase One Registrations	41	23	4	1
	Phase One Permanent Registrations	41	23	4	1
	% of Phase One Permanent Registrations	100%	100%	100%	100%
BT	Phase One Registrations	431	428	458	529
	Phase One Permanent Registrations	378	382	423	480
	% of Phase One Permanent Registrations	87.7%	89.3%	92.4%	90.7%
CityFibre	Phase One Registrations	29	2	0	1
	Phase One Permanent Registrations	27	2	0	1
	% of Phase One Permanent Registrations	93.1%	100%	-	100%
E S PIPELINES LTD	Phase One Registrations	0	0	1	0
	Phase One Permanent Registrations	0	0	1	0
	% of Phase One Permanent Registrations	-	-	100%	-
Eclipse Power Networks	Phase One Registrations	5	2	0	1
	Phase One Permanent Registrations	5	0	0	0
	% of Phase One Permanent Registrations	100%	0%	-	0%
EE Ltd	Phase One Registrations	0	0	0	2
	Phase One Permanent Registrations	0	0	0	1

	% of Phase One Permanent Registrations	-	-	-	50%
Energy Assets Networks Ltd	Phase One Registrations	1	0	1	0
	Phase One Permanent Registrations	1	0	0	0
	% of Phase One Permanent Registrations	100%	-	0%	-
ENERGY ASSETS PIPELINES LTD	Phase One Registrations	0	0	1	0
	Phase One Permanent Registrations	0	0	1	0
	% of Phase One Permanent Registrations	-	-	100%	-
ESP Electricity Ltd	Phase One Registrations	3	11	1	7
	Phase One Permanent Registrations	3	9	1	6
	% of Phase One Permanent Registrations	100%	81.8%	100%	85.7%
GIGACLEAR LIMITED	Phase One Registrations	40	15	19	18
	Phase One Permanent Registrations	26	8	10	10
	% of Phase One Permanent Registrations	65%	53.3%	52.6%	55.6%
GTC	Phase One Registrations	0	0	1	1
	Phase One Permanent Registrations	0	0	1	1
	% of Phase One Permanent Registrations	-	-	100%	100%
GTC Electricity	Phase One Registrations	2	2	0	1
	Phase One Permanent Registrations	2	2	0	1
	% of Phase One Permanent Registrations	100%	100%	-	100%

Hyperoptic Ltd	Phase One Registrations	1	0	0	0
	Phase One Permanent Registrations	1	0	0	0
	% of Phase One Permanent Registrations	100%	-	-	-
Last Mile Gas Limited	Phase One Registrations	1	0	0	0
	Phase One Permanent Registrations	1	0	0	0
	% of Phase One Permanent Registrations	100%	-	-	-
mua Electricity Limited	Phase One Registrations	0	0	0	2
	Phase One Permanent Registrations	0	0	0	2
	% of Phase One Permanent Registrations	-	-	-	100%
National Grid Electricity Distribution South West	Phase One Registrations	23	11	12	13
	Phase One Permanent Registrations	15	8	11	13
	% of Phase One Permanent Registrations	65.2%	72.7%	91.7%	100%
Nexfibre Networks Limited	Phase One Registrations	297	123	30	33
	Phase One Permanent Registrations	290	113	23	20
	% of Phase One Permanent Registrations	97.6%	91.9%	76.7%	60.6%
Royal Mail Property & Facilities Solutions	Phase One Registrations	2	2	0	1
	Phase One Permanent Registrations	2	2	0	1
	% of Phase One Permanent Registrations	100%	100%	-	100%
SCOTTISH AND SOUTHERN POWER	Phase One Registrations	138	132	185	169

DISTRIBUTION (SSEPD)	Phase One Permanent Registrations	129	121	163	156
	% of Phase One Permanent Registrations	93.5%	91.7%	88.1%	92.3%
South West Water	Phase One Registrations	134	153	215	140
	Phase One Permanent Registrations	125	139	201	124
	% of Phase One Permanent Registrations	93.3%	90.8%	93.5%	88.6%
SOUTHERN GAS NETWORKS	Phase One Registrations	215	175	160	152
	Phase One Permanent Registrations	193	146	147	139
	% of Phase One Permanent Registrations	89.8%	83.4%	91.9%	91.4%
Trooli Ltd	Phase One Registrations	47	29	32	60
	Phase One Permanent Registrations	42	24	26	55
	% of Phase One Permanent Registrations	89.4%	82.8%	81.3%	91.7%
UK Power Distribution	Phase One Registrations	0	0	2	5
	Phase One Permanent Registrations	0	0	2	2
	% of Phase One Permanent Registrations	-	-	100%	40%
VIRGIN MEDIA	Phase One Registrations	19	10	23	40
	Phase One Permanent Registrations	19	8	22	31
	% of Phase One Permanent Registrations	100%	80%	95.7%	77.5%
Vodafone	Phase One Registrations	0	0	0	2
	Phase One Permanent Registrations	0	0	0	2

	% of Phase One Permanent Registrations	-	-	-	100%
Wessex Internet Limited	Phase One Registrations	76	72	90	138
	Phase One Permanent Registrations	58	49	79	110
	% of Phase One Permanent Registrations	76.3%	68.1%	87.8%	79.7%
WESSEX WATER	Phase One Registrations	958	939	1,078	1,042
	Phase One Permanent Registrations	826	832	962	916
	% of Phase One Permanent Registrations	86.2%	88.6%	89.2%	87.9%
All Utilities Promoters	**Phase One Registrations**	**2,463**	**2,129**	**2,314**	**2,358**
	Phase One Permanent Registrations	**2,184**	**1,868**	**2,078**	**2,072**
	% of Phase One Permanent Registrations	**88.7%**	**87.7%**	**89.8%**	**87.8%**

*Please note that we have not mentioned the Dorset Council's performance in TPI7/8 as Site registration is not mandatory for Highways Authority.

TPI 13 Early Start Agreements

Table 16 shows the count of works phases where an "Early Start" has been agreed. There was a total of 1,232 early starts agreed out of which 710 were for Highways works and 522 were for Utility works.

Table 16: Early Start Agreements

Promoter	Q4 24/25	Q1 25/26	Q2 25/26	Q3 25/26
BT	14	21	18	20
CityFibre	4	1	2	0
Eclipse Power Networks	3	0	1	0
EE Ltd	0	0	0	1
ENERGY ASSETS PIPELINES LTD	0	0	1	0
ESP Electricity Ltd	1	0	1	0
GIGACLEAR LIMITED	14	11	13	6

GTC	0	1	0	0
Jurassic Fibre Ltd	5	3	0	0
mua Electricity Limited	0	0	0	2
National Grid Electricity Distribution South West	6	0	3	2
NETWORK RAIL -PROMOTERS NATIONAL	0	0	0	1
Nexfibre Networks Limited	17	2	1	7
SCOTTISH AND SOUTHERN POWER DISTRIBUTION (SSEPD)	26	14	22	11
South West Water	1	1	2	0
SOUTHERN GAS NETWORKS	8	6	18	3
Trooli Ltd	1	0	2	3
VIRGIN MEDIA	0	0	0	4
Vodafone	0	0	1	0
Wessex Internet Limited	22	14	4	15
WESSEX WATER	36	49	36	41
All Utilities Promoters	**158**	**123**	**125**	**116**
Dorset Council	**117**	**167**	**190**	**236**

8. Conclusions

Overall, Dorset Council considers the Sixth Year of Permit Scheme operation to have been a success. As part of this review, we have also identified key operational and performance measures to focus on for Year 7.

In the Sixth Year of operation, it is pleasing to see that the total number of days occupation for all promoter has reduced by 6% compared to Year 5, whilst the number of works has continued to reduce for internal promoters. The average duration of works for external work promoters continues to decrease, from an average of 3.3 days in Year 5 to 3.2 days in Year 6. The Sixth Year of scheme operation shows improved coordination and information management between Dorset Council and all work promoters, with a small number of works being refused or deemed. Dorset Council has applied parity to all works as required by the scheme.

The fees income received in Year 6 has reflected the cost of operating the scheme and was moderately higher than the estimated value. This will be used in Year 7 to make further improvements for operating the scheme and embedding system support for optimisation of efforts.

During the Sixth Year of Permit Scheme operations, the quality of data supplied by all work promoters has continued to improve, resulting in high quality information being recorded on the Streetworks Register. Identification of gaps in the supplied data at an early stage of the permit noticing process helped to record more accurate data. In turn, a larger focus on applying accurate conditions to permits has maintained a relatively small percentage of infringements regarding breach of conditions, despite the number of permit conditions decreasing by almost 18% in Year 6.

The operational changes introduced by the Permit Scheme since its introduction in 2020 has significantly reduced disruption in Dorset. Data shows that the scheme has stabilised, but minor improvements may still be made. The scheme continues to maintain its benefits.

9. Recommendations

Based on the overall analysis of operating the Permit scheme in Year 6, the following recommendations have been made for Year 7.

Recommendation 01:

It is recommended that consideration is given to further increasing the permit fees in the current year to prevent losses accumulating further before the next three year permit scheme review is required in 2029.

Recommendation 02:

Although the average duration of occupancy of the road network in Year 6 has reduced, it is recommended that monitoring continues in Year 7 to drive occupancy of the road network lower.

Recommendation 03:

The number of highway works recorded in Year 6 has decreased by 16.5%. However, the average duration of highway works did increase for the second consecutive year. We therefore recommend reviewing the highway works undertaken in Year 7 and challenge work durations appropriately to help drive improved efficiency and better value in road network occupancy.

Recommendation 04:

Permit conditions used for utility applications in Year 6 have slightly increased from Year 5, from 82% to 83% of total conditions applied to all works. We recommend continuing to monitor this in Year 7.

Recommendation 05:

In Year 6, the number of works undertaken by telecoms promoters increased by 283 after declining the last two consecutive years. At this stage, the trend remains unpredictable. We therefore recommend closely monitoring the volume of works by telecoms promoters during Year 7 to assess whether this increase represents a sustained upward trend.

10. Document Control

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02/02/2026	Review #1 – Draft Report	Saanchi	Internal
09/02/2026	Review #2 – Draft Report	Dorset Council & Saanchi	Feedback
26/02/2026	Review #3 – Draft Report	Dorset Council & Saanchi	Feedback
27/02/2026	Final Report	Saanchi	For Approval
06/03/2026	Approval	Dorset Council	For Publishing

11. Carbon Emission Analysis

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

The total occupancy of the network has reduced further in Year 6 compared with the previous years. The occupancy compared with the last year of noticing has reduced by 31% compared with a 27% reduction recorded in Year 4. This further reduction is in part, helped by a small reduction in the number of works completed in the sixth year.

The total occupation of the highway in Year 6 was 46,213 days. This is 2,952 days less than the previous year and 21,288 days less than under noticing - a 32% reduction on the baseline figure.

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

The impact of traffic management at roadworks sites has been modelled using the Quadro modelling software (QUeues And Delays at ROadworks). The Quadro software documentation confirms that the calculation of fuel emissions are calculated internally within the software model. The software only reports the cost of change in emissions; hence emissions cannot be directly derived from the model outputs. However, the WebTAG databook shows the cost of carbon dioxide equivalent emissions £52.83 per tonne of CO2e at 2010 values.

The Cost Benefit Analysis modelling reported the total annual fuel emissions cost of delays and diversions due to roadworks across the network in the fourth year at £1.20M (2010 values) or 3% of the total modelled cost of works in Year 6 (£41.0M). Calculating backwards from the cost per tonne, would give 22,731 tonnes of carbon dioxide emitted through the works areas in Year 6.

The permit scheme has reduced average durations and therefore occupancy by 31% in the sixth year, when compared with the Noticing benchmark period. Therefore, the effective reduction of carbon dioxide emitted in the sixth year of the scheme can be stated as 7,046 tonnes of CO2e saved. This is approximately double the volume saved in Year 4, but slightly higher than the volume saved in Year 5.

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