

**North Yorkshire County Council**  
**Business and Environmental Services**

**Executive Members**

**26 June 2019**

**New Roads and Street Works Act (NRSWA) – Permit Scheme Annual Report**

**Report of the Corporate Director – Business and Environmental Services**

**1.0 Purpose of Report**

- 1.1 To provide the first Annual Report on the performance of the North Yorkshire Permit Scheme
- 1.2 To seek approval from the Corporate Director Business and Environmental Services (BES) in consultation with the BES Executive Members to the Annual Report attached in Appendix A.

**2.0 Background**

- 2.1 The North Yorkshire Permit Scheme (NYoPS) was introduced by North Yorkshire County Council (NYCC) on the 5th of February 2018. The primary focus of the permit scheme is on improved management of disruptive works on traffic sensitive streets, an appropriate level of scrutiny be applied to all activities undertaken on all streets.
- 2.2 All street permit schemes must be able to demonstrate parity for all works promoters and mandatory Performance Indicators are required to measure this. NYCC has adopted the Traffic Performance Indicators (TPI) as contained in the Statutory Guidance for Highway Authority Permit Schemes (October 2015) to further demonstrate this requirement and to underpin operational evaluation of the scheme.
- 2.3 It is a requirement of Regulation 40 that an Annual Report be produced for each of the first three years that the scheme is in operation and then each third year thereafter, and that permit schemes operate on a 'cost neutral' basis. The overall income from the permit fees may not exceed the prescribed costs of operating the permit scheme as defined in Regulation 29.
- 2.4 The purpose of the report is to demonstrate to the Council and other stakeholders that the introduction of the NYoPS scheme has and will continue to provide the benefits stated in the objectives; and outlining any changes required by North Yorkshire County Council to improve the operation of the scheme.

**3.0 Scheme Evaluation Report**

- 3.1 WSP, who advised on the design and set-up of NYoPS, were engaged to undertake a review of the performance of the scheme in its first year of operations; and to produce an evaluation report in accordance with the legislation.
- 3.2 The report will be issued to all stakeholder who were consulted in the process of setting up the scheme in 2017.

## **4.0 Annual Report Conclusions**

- 4.1 WSP's review of the first year of the schemes operation concluded that the introduction of the permit scheme has given North Yorkshire greater control of the network and greatly improved the visibility of works, allowing for comprehensive coordination of works and provides the County Council with greater opportunities to protect its asset.
- 4.2 All highway authority and statutory undertaker promoters are obtaining permits for works activities. Any works undertaken that do not have a valid permit are subject to Fixed Penalty Notice.
- 4.3 The network management team now review and co-ordinate all permit applications and apply conditions to minimise the impact of the works. Permit conditions relating to time constraints, traffic management, and road space availability are regularly applied to permits and these ensure better management of the local road network and to minimise the impact of the works on the users of the road network.

## **5.0 Financial Implications**

- 5.1 Under a permit scheme statutory undertakers are required to pay fees that will contribute towards the management of the scheme by the Highway Authority. Fees are payable for each permit application and for any subsequent variations in advance of the works being completed.
- 5.2 Permit Schemes are required to be fiscally neutral and during the first year there was a small deficit. However, it is the intention to retain the existing fee structure for a three year period to allow for variability in fees invoiced before considering any further changes to the fees.

## **6.0 Equalities Implications**

- 6.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. See Appendix B for a copy of the completed Equalities Impact Assessment form.

## **7.0 Legal Implications**

- 7.1 In operating the permit scheme the County Council has complied with the Traffic Management Act 2004, the Traffic Management Permit Scheme (England) Regulations 2007 ("the 2007 Regulations"), the Traffic Management Permit Scheme (England) (Amendment) Regulations 2015, and with regard to the statutory guidance issued by the Secretary of State.

**8.0 Recommendation**

- 8.1 It is recommended that the Corporate Director BES in consultation with Executive Members approves the Annual Report of the North Yorkshire Permit Scheme.

BARRIE MASON  
Assistant Director Highways & Transportation

Author of report: David Hunt

Background documents: None

DRAFT

# **North Yorkshire Permit Scheme**

## **Performance & Evaluation Report**



**Year 1**

Contents

1	Executive Summary .....	3
2	Background .....	4
3	Fees, Costs & Benefits .....	7
4	Summary of Performance Indicators .....	9
5	Summary of Traffic Performance Indicators .....	15
6	Conclusion .....	20

## 1 Executive Summary

This is the Year 1, North Yorkshire Permit Scheme (NYoPS) Annual Evaluation Report (2018/19) as required under The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 regulation 16A. The NYoPS commenced on 05 February 2018 and this report details the income, expenditure, Key Performance Indicators and successes achieved through the management of Roadworks and Streetworks in North Yorkshire. All data used in the report is taken from the 'Symology' EToN system used by NYCC to manage street works activities between Feb 2018 and Jan 2019.

The fee levels charged by the scheme have been set in accordance with the Department for Transport. These are within the maximum fee levels specified in Regulation 30 as set in the scheme document. Only statutory undertakers are charged a fee. North Yorkshire County Council (NYCC) has reviewed the overall costs of operating the scheme and concluded that permit fee income in the first year of operation did not cover all the applicable costs for the authority; the permit fee invoiced amount was £1,332,001. Whilst fees didn't cover all the operational costs the shortfall is relatively low. Guidance requires that fees should be considered over a number of years, as such, there is no need to consider an adjustment in fee rates at this time.

NYoPS received 49,467 permit applications and variations. 37,109 permits were granted (75%) and 849 were refused (2%); 11,509 (23%) of permits are undetermined, these are likely to include permit modification requests (PMR) that are issued before either have been responded to. All Deemed Permits were a result of a Permit being submitted for a private road not covered within the scheme. This is a system issue requiring further investigation to allow all permits a response. In these circumstances the Team have no option but to let them Deem as the system does not allow a response to be provided.

Year 1	Number
Total permit applications and permit variations received by NYCC during year 1 of scheme operation:	49,467
Total granted	37109
Total refused	849
Total undetermined	11,509

The results of the Year 1 operation of the NYoPS shows that it is on track to meet the majority of the scheme's core objectives. Highlights from Year 1 include:

- All highway authority and statutory undertaker promoters are obtaining permits for works activities
- Permit conditions relating to time constraints, traffic management and road space availability are most frequently applied to applications; these ensure better management of the local road network with less traffic during peak hours whenever possible, clears traffic management when no longer in use and ensures road space is available for all users

General compliance to the over-arching principle of scheme operation overall is high, NYOPS has led to a better control of the network, delivers an essential element of the Traffic Management Duty

and NYCC will continue to work with all stakeholders to improve and minimise the impact of works on the highway network and to improve performance measures for the next permitting year.

## 2 Background

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### 2.1 Introduction

The Traffic Management Act 2004 (TMA), Part 3 and the Traffic Management Permit Scheme (England) Regulations 2007 as amended in 2015, makes provision for street permit schemes to be introduced in England. The North Yorkshire Permit Scheme (NYoPS) was introduced by North Yorkshire County Council (NYCC) on the 5th of February 2018.

NYoPS applies to the whole of the local authority controlled road network (9,000 km) but excludes trunk roads and motorways. A two-tier 'whole network' charging structure applies to fees for all permit applications from statutory undertakers; the lesser fee applied to non-traffic sensitive (non-TS) streets. Whilst the primary focus of the permit scheme is on improved management of disruptive works on traffic sensitive streets, an appropriate level of scrutiny be applied to all activities undertaken on all streets. In addition, concessions are provided to encourage best practices for example, collaborative working arrangements such as shared traffic management or trench sharing, or works that are undertaken outside of traffic-sensitive times.

All street permit schemes must be able to demonstrate parity for all works promoters and mandatory Performance Indicators are required to measure this. NYCC has adopted the Traffic Performance Indicators (TPI) as contained in the Statutory Guidance for Highway Authority Permit Schemes (October 2015) to further demonstrate this requirement and to underpin operational evaluation of the scheme.

It is a requirement of Regulation 40 that an annual report be produced for each of the first three years that the scheme is in operation and then each third year thereafter, and that permit schemes operate on a 'cost neutral' basis. The overall income from the permit fees may not exceed the prescribed costs of operating the permit scheme as defined in Regulation 29.

This report provides analysis of the available data in relation to street works and road works activities under the NYoPS in its first year. The purpose is to demonstrate that the introduction of the NYoPS scheme has and will continue to provide the benefits stated in the objectives; and outlining any changes required by North Yorkshire County Council to improve the operation of the scheme.

Data has been collected, collated and presented in either graphical or tabulated format for each of the defined PI/TPIs. Commentary is provided to highlight and explain noteworthy trends in the data.

## 2.2 Objectives of the North Yorkshire Permit Scheme

The objectives of NYoPS are defined in Section 2 of the scheme document<sup>1</sup>. These are summarised below along with how they have been met within the first year of operation.

Objective	How the objective has been met in Year 1
Increase the efficient running of the highway network through proactive management of activities on the highway	Permit Conditions applied to manage activities and Permit Modification Requests (PMRs). NYCC has managed the coordination of activities to avoid conflict and challenge works durations resulting in more efficient use of road space.
Improve the quality and timeliness of information received from all activity promoters	Early engagement with works promoters to discuss permit and site requirements working to improve applications granted on first submissions. Where incorrect information is supplied, FPNs are issued and permits are reissued and granted with the correct and site-specific information.
Encourage a proactive approach to planning and undertaking of works on the highway	Coordination meetings held with works promoters to identify opportunities for collaborative working. Permits are also reviewed daily for further collaboration opportunities of traffic management or trench sharing between promoters.
Protect the structure of the street and the integrity of apparatus in it	Works coordination (i.e. works involving s.58 restrictions) and site inspection regimes for safety and conditions compliance to prevent repeated excavation of the highway and long-term damage to the road structure.
Ensure the safety of those using the street and those working on activities that fall under the scheme, with emphasis on people with disabilities	Site-specific permit conditions are applied and on-site compliance inspections are undertaken to ensure suitable site conditions for those with disabilities i.e. ensuring ramps on-site, increasing the width of footway access beyond the minimum requirements and other bespoke consideration according to the location.
Ensure parity of treatment for all activity promoters	Highway Authority and Statutory Undertaker works promoters all have a high grant rate and are assessed in a comparable way. The application of conditions should be more balanced for all works promoters; applications

<sup>1</sup> North Yorkshire Highways Works Permit Scheme



with conditions attached are higher amongst SU permits, either applied through their own volition or as requested by North Yorkshire’s coordination team, however, this should be reviewed and observed over the coming years as it is an essential measure of parity of treatment.

### 2.3 Measures – PIs and TPis

The Statutory Guidance for Highway Authority Permit Schemes October 2015 set out Permit Indicators (TPI) for Permit Schemes are additional to the general TMA Performance Indicators (PIs). The specified Indicators are set out to demonstrate parity of treatment between works for road purposes and streets works undertaken by statutory undertakers.

PI 1 – The number of Permit and Permit variation applications received, the number granted and the number refused

PI 2 – The number of conditions applied by condition type

TPI 1 – Works phases started (Base Data)

TPI 2 – Works phases completed (Base Data)

TPI 3 – Days of occupancy phases completed

TPI 4 – Average duration of works

TPI 5 – Phases completed on time

TPI 6 – Number of deemed permit applications

TPI 7 – Number of Phase One permanent registrations

Annual performance data has been collected and the results presented to enable changes and trends to be observed time. This is useful to enable regular checks to be made internally against key targets so this can be managed and responded to quickly.

All data used in the report is taken from the ‘Symology’ EToN system used by NYCC to manage street works activities between Feb 2018 and Jan 2019.

### 3 Fees, Costs & Benefits

#### 3.1 Fee Structure

The fee levels have been set in accordance with the Department for Transport and within the maximum fee levels specified in Regulation 30 as set within the scheme document. Only statutory undertakers are charged a fee. NYCC has examined their overall costs of operating the scheme and concluded that permit fee income in the first year of operation did not cover all the costs for the authority; the invoiced amount between February 2018 and January 2019 was £1,332,001. Whilst fees didn't cover all the operational costs the shortfall is relatively low.

Permit fees are charged as shown in Table 1 and a charge is raised only once an application has been assessed and the permit subsequently granted. Applications that are refused, or have modification requests, are not charged. This consideration is considered when preparing the fee model. Permits that are granted but subsequently cancelled are still charged; it is considered a disincentive for promoters, which should encourage better planning.

Table 1: Permit Fees

Activity type	Charge on strategically significant streets	Charge on non-strategically significant streets
Provisional Advance Authorisation	£98	£31
Major activities (over 10 days duration OR requiring a TTRO)	£200	£54
Major activities (4 to 10 days duration)	£130	£54
Major activities (up to 3 days duration)	£65	£45
Standard activities	£117	£37
Minor activities	£65	£23
Immediate activities	£54	£22
Permit variation	£45	£35

There is a charge for permit variations on all streets. If a permit variation moves an activity into a higher fee category, the promoter will be required to pay the difference in permit fee; this reflects the added work required to manage relevant streets and is an incentive for activity promoters to plan and submit permits accurately in the first instance.

In addition, a minimum discount of 50% is available to help promote improvements in working practice that help reduce the impact or occupation of activities and to reflect the desire of the

Council not to penalise economic growth and development. Discounted fees are given in the following circumstances:

- Where several permit applications for works that are of part of the same project but which are carried out on more than one street, but on a scale comparative to one street, are submitted at the same time.
- Where several promoters are working within the same site and submit applications at the same time. Where the Highway Authority promoter is collaborating with Statutory Undertakers, those undertakers will be eligible for the discount.
- Where works are undertaken wholly outside of traffic sensitive times on traffic sensitive streets. The improvements in the planning processes will benefit the operational management of the road network and other promoters needing to carry out works.

### 3.2 Economic appraisal

The quantitative economic analysis is based on the use of QUADRO (Queues And Delays at Roadworks) modelling to assess the potential impact of road works and the positive affect a permit scheme could have on these works. These models used traffic data together with road works impact and duration data for a selection of representative works sites. The cost/benefit analysis undertaken as part of the business case for implementing a permit scheme in North Yorkshire produced a positive benefit of **2.49** within its primary scenario over 25years. There is no reason to suggest that these figures have changed significantly during the first year.

### 3.3 Future fee levels

Fee income was less than the scheme costs. Whilst the generated income from the NYoPS has not covered the operating costs of the scheme, North Yorkshire has no plans at this stage to increase or reduce its current fee structure on the basis that this is the first year running the scheme. Guidance requires that fees should be considered over a number of years, as such, there is no need to consider an adjustment in fee rates at this time.

## 4 Summary of Performance Indicators

Authorities must demonstrate parity of treatment for all activity promoters, particularly between statutory undertakers and the highway authorities' own promoters. The issue of equal treatment (PI1 and PI2 parity measures) is emphasized in the Guidance on the Network Management Duty introduced under the TMA.

4.1 PI 1 - The number of Permit and Permit Variation Applications received, the number granted and the number refused.

### 4.1.2 Results

#### Permit Applications Received, Granted and Refused

The tables below show a breakdown of the permit applications received, granted and refused for the first year of operation in North Yorkshire. Data for this evaluation has been collated from Symology 'EToN' system through built-in or bespoke reports for both highway authority and statutory undertaker data. This has been done to provide some consistency in the manner of calculation. Note that data does not include applications and responses relating to Provisional Advance Authorisations.

NYoPS received a total 49,467 permit applications and variations. Statutory Undertakers (SU) accounted for 72% of works, Highway Authority (HA) works 28%.

Table 2: Permit Applications Received, Granted and Refused

Year 1	Number
Total permit applications and permit variations received by NYCC during year 1 of scheme operation:	49,467
Total granted	37,109
Total refused	849
Total undetermined	11,509

This is further summarised as follows:

Table 3: HA & SU summary

	HA	SU
Received	14,024	35,443
Granted	12,087	25,022
Refused	152	697

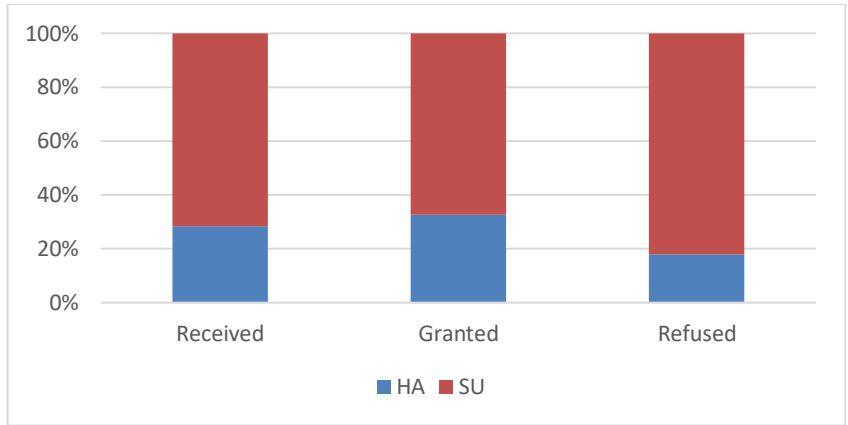


Chart 1: Proportion of application and Granted/Refused by HA and SU

Works promoters that did not undertake activities during Year 1 have been excluded from the table above.

The charts below show a breakdown of the data into applications granted in relation to highway authority works for road purposes and works by utility promoters. Of the total number of permits submitted by highway authority work promoters, 86% works were granted; 71% of statutory undertaker permits were granted. 1% of HA works and 2% of SU works were refused.

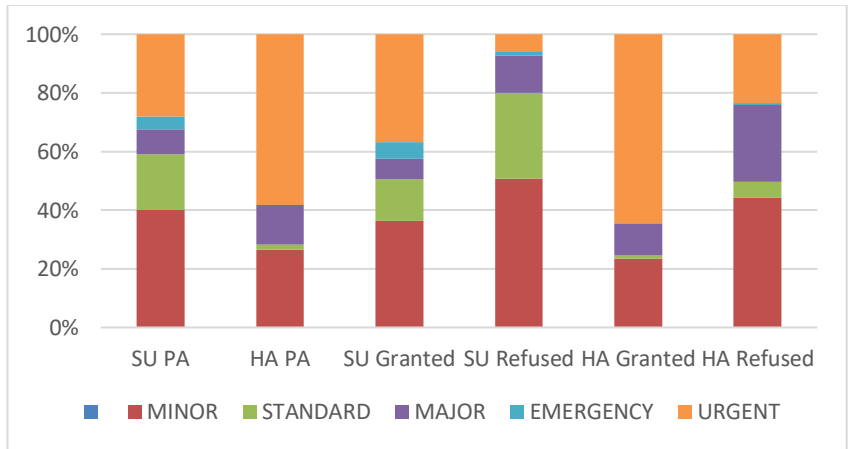


Chart 2: SU and HA Total PAs, and those Granted

The data is further broken down by activity type into applications granted and refused to show the distribution of permit responses based on work categories. Immediate Urgent and Immediate Emergency have been split out into individual groups. Note that the scales on each chart do not run from zero. The SU and HA proportions charts both have vertical scale starting at 90% because the refusals are a small proportion.

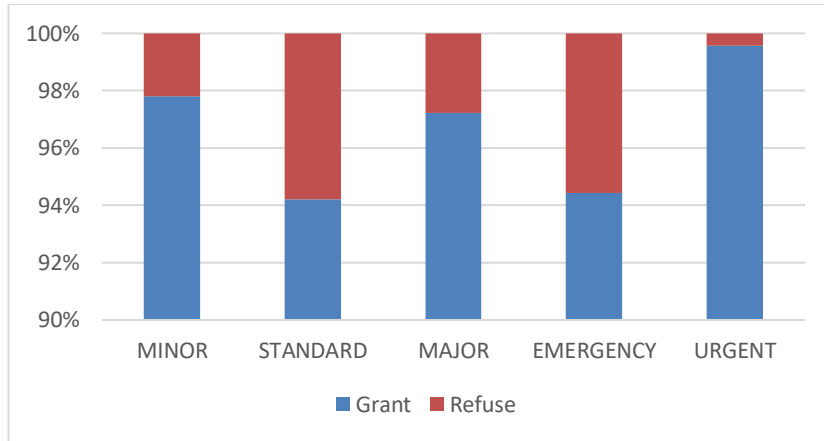


Chart 3: HA Proportion Granted/Refused

Chart 4 below presents the proportion of SU granted and refused permits.

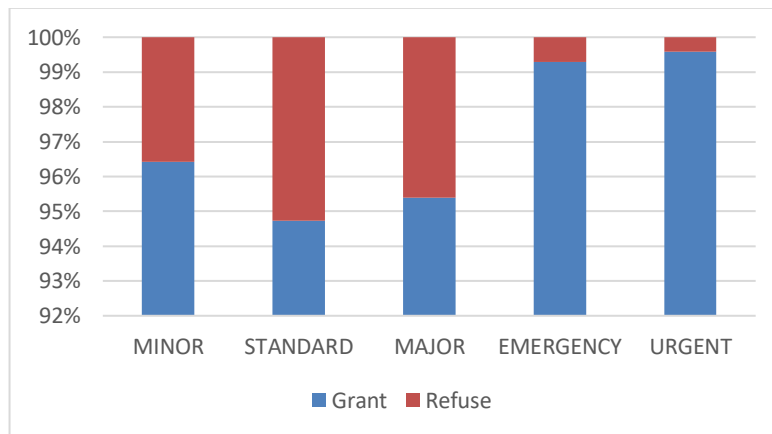


Chart 4: SU Proportion Granted/Refused

Chart presents the permit granted and refused by activity type of HA and SU applications.

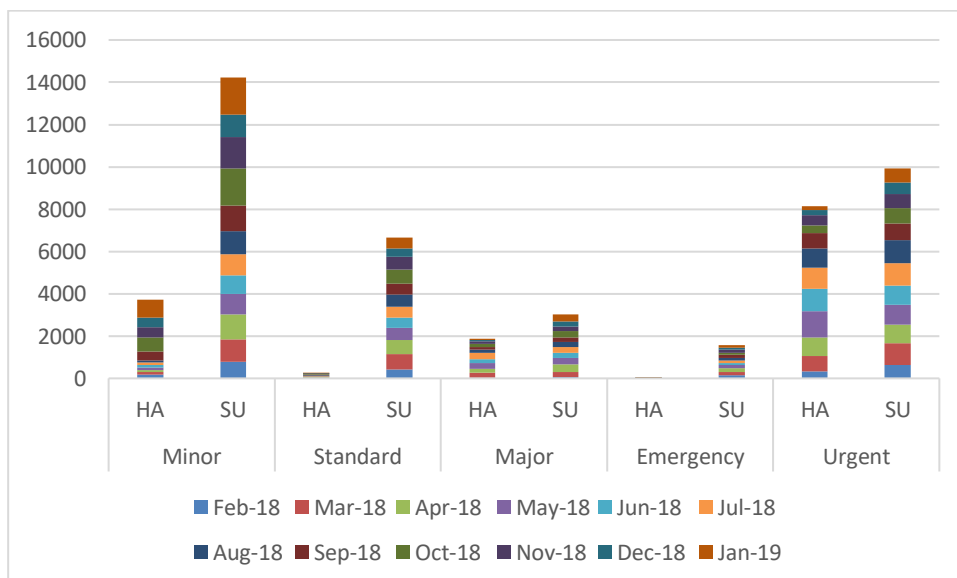


Chart 5: SU and HA Permits Granted and Refused by Activity Type

#### 4.1.3 Analysis

NYoPS received 49,467 permit applications and variations. A total of 37,109 permits and variations (75%) were granted and 849 (2%) were refused; 11,509 (23%) of permits with a status of undetermined which is a significantly number, these are likely to include permit applications that are cancelled prior to assessment, Immediate permits that are raised and closed before they have been responded to, PMRs never responded to or instances of works without permits where subsequent permits are also raised and closed without the opportunity to respond. Occurrences of permits raised and closed without a response do not attract a permit fee and therefore impacts on the costs of operating the scheme for the works undertaken on the network.

12,087 (86%) Highway Authority applications were granted and 152 applications refused (1%) against a total of 14,024 permit applications. 25,022 (71%) Statutory Undertaker applications were granted and 697 (2%) refused against a total of 35,443 permit applications.

The number of permit variations are almost half the number of permit applications received, therefore it is likely that this figure includes the permit modification request (PMR) response. These are technically treated as a refusal, although it allows the promoter to resubmit their application with minor amendments and keep their proposed works dates. The low refusal rates may also be explained as works promoters engaging with North Yorkshire prior to submitting permits, meaning refusals are less likely and issues are resolved in advance of permit applications.

It is common that refusal rates may be higher in the first year as a scheme is embedded; results show the refusal rate is very low across HA and SU works demonstrating NYCC is working hard to review all applications and ensure a response is provided, opting for permit modifications instead of permit refusals.

There are a few noticeable metrics with the data:

- The highest percentage of works undertaken by statutory undertakers were in the 'Minor' category accounting for 40% of their granted works.
- Highway authority promoters highest proportion of works were completed under 'Immediate-urgent' permits (58%). Further investigation of the works descriptions will identify whether this is a result of incorrect categorisation for this activity, poor planning (i.e. the use of this category for non-urgent works where an early start request has not or cannot be made), or significantly high reactive maintenance tasks.
- There may also be instances of works promoters submitting immediate permit applications where a Works Stop notification was received before a response from NYCC could be provided. This is particularly prevalent where works take place out of hours or on weekends.

Overall, the network management team have been successful in demonstrating parity in reviewing permit applications and providing responses. Refusal rates are low and the number of deemed (granted) applications is very low considering the volume of applications. Early engagement will continue with works promoters on permit content in an effort to reduce permit variations, increasing the number of permit applications granted first time.

4.2 PI2 - The number of conditions applied by 'condition type'. These are specified within the Electronic Transfer of Notices technical specification.

#### 4.2.2 Results

The NYoPS applies the statutory ‘National Condition Text’ (NCT) to its permit applications as set out in the Statutory Guidance; these include time restraints, traffic management, traffic space and environmental considerations. Conditions are applied by the works promoter either through their own volition or as requested by North Yorkshire’s coordination team, and a permit application may contain several conditions under each condition type.

There are three conditions that are ‘standard’ and apply to every permit in all cases; it is not necessary to select these or include the condition text when applying for a permit:

1. Site must display the permit number at all times (NCT11a - Publicity).
2. The activity will only take place between the permit estimated start and end date on a traffic sensitive street (NCT1a - Date constraint).
3. The activity will only take place between the permit start and end date allowing for a validity period which allows works to start and end later on non-traffic sensitive street (NCT1b - Date constraint).

The conditions measures are shown as the number applied to works that were undertaken, i.e. started. For these works the conditions applied are broken down into condition types. The number of each type is further shown as a percentage of the total works undertaken.

The table below shows the percentage of permit conditions applied against permits in relation to permits granted for highway authority and statutory undertakers works activities based on the 13 standard EToN conditions; this is more likely to be a true reflection of works that have taken place.

Table 4: Conditions percentage use - HA and SU

	Highway Authority		Statutory Undertaker	
	permits issued	12087	permits issued	25022
Condition	No.HA Cond.	HA%	No.SU Cond	SU%
<b>NCT02a</b>	220	1.82	16,228	64.85
<b>NCT02b</b>	353	2.92	245	0.98
<b>NCT04a</b>	3	0.02	986	3.94
<b>NCT04b</b>	0	0.00	1,593	6.37
<b>NCT05a</b>	2	0.02	4,068	16.26
<b>NCT06a</b>	32	0.26	4,877	19.49
<b>NCT07a</b>	189	1.56	748	2.99
<b>NCT08a</b>	34	0.28	3,162	12.64
<b>NCT08b</b>	45	0.37	1,718	6.87
<b>NCT09a</b>	13	0.11	160	0.64
<b>NCT09b</b>	0	0.00	300	1.20
<b>NCT09c</b>	4	0.03	580	2.32
<b>NCT10a</b>	17	0.14	14,753	58.96
<b>NCT11b</b>	64	0.53	1,251	5.00
<b>NCT12a</b>	0	0.00	2	0.01
<b>NCT13</b>	7	0.06	12	0.05



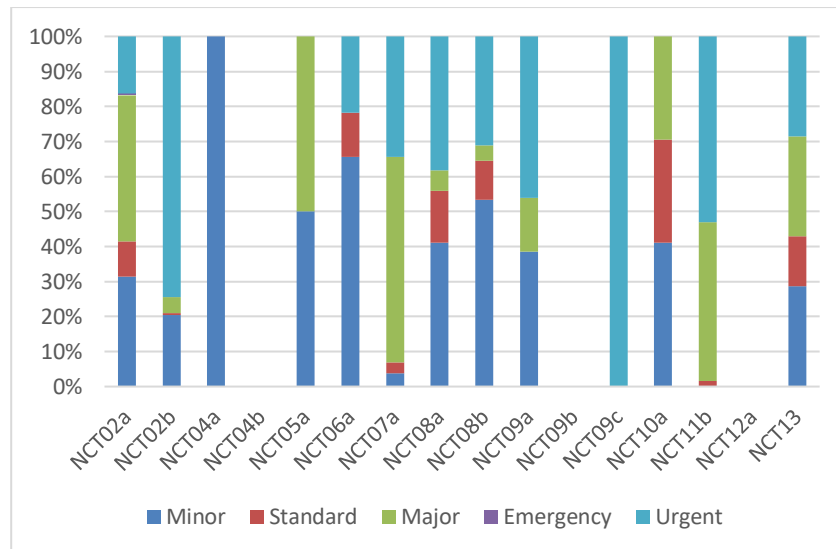


Chart 6: HA proportion of permit conditions by works categories

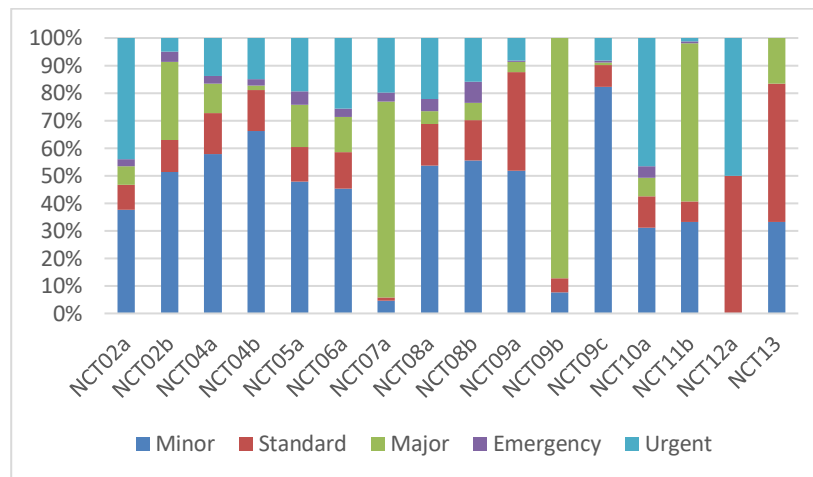


Chart 7: SU proportion of permit conditions by works category

#### 4.2.3 Analysis

Permits may go through a series of modifications (including refusals) to apply conditions and it should be noted that most permits have multiple conditions applied. Therefore (in the case of statutory undertakers) the number of conditions applied exceeds the number of permits granted. It should also be considered that these are condition types, and not individual conditions; some types allow for more than one condition within its parameters.

The primary application of conditions fall under one of the following:

- NCT02a NCT02b and has the greatest use applied across HA and SU works activities. Mostly used on traffic-sensitive streets, this ensures works activities are restricted to certain time of the day to avoid peak traffic flows.
- NCT6a ensures sufficient road space is available to pedestrian and vehicular traffic, reducing the disruption on the network.

- NCT07a requires activities to be carried out under a road closure. Common in large HA schemes.
- NCT010a requires the employment of appropriate working methodologies.

The results demonstrate NCT02a is applied across 64% of SU granted permit applications and has the highest use across Immediate-Urgent and Minor works. This condition is applied across 1.8% of HA granted permits.

Time constraints being the dominant condition applied is not uncommon. The highway authority contractors are aware of traffic sensitive times and work to avoid this as far as possible. They can adjust their working times more easily because of the nature of their works, particularly reactive or responsive repairs are generally only a few hours or less in duration and so these condition types are used typically in traffic sensitive locations to limit the activity to periods outside peak or traffic sensitive times.

For the statutory undertaker, the use of a time constraint is very typical to try to ensure that works lasting several days are planned suitably to avoid significant times where no activity takes place on site – so as well as the standard conditions, this type might be applied to ensure works only start or end on certain days.

Overall, there is a high application of conditions to permits. This might be attributed to both North Yorkshire requiring many conditions to ensure that they fully understand the scope of the works to ensure they assess and coordinate correctly, and to the promoters submitting applications with too many (non-site specific) conditions in a bid to ‘cover all bases’ and ensure their applications are granted. Additionally, this may be Immediate works where NYCC are more likely to grant a permit to ensure the promoter is not working illegally, rather than challenging incorrect or wrongly attributed conditions.

## 5 Summary of Traffic Performance Indicators

The Traffic Performance Indicators (TPIs) used by NYoPS (as contained within the Statutory Guidance) were applied with the expectation that the data could be collated in an efficient and consistent manner. Data has been extracted from NYCC’s Symology EToN system.

### 5.1 TPI 1 – Works Phases Started (Base data)

TPI 1 demonstrates the annual number of works phases started under each of the five works categories. SU works account for 72% of all works phases started; Minor works is the dominant category for SU permit applications. HA own works account for 28%. There were a high number of HA works carried out under Immediate Urgent permits due to operational issues by the Highways Contractor in the first few months of the Scheme. These process deficiencies were identified and the correct processes and procedures are now in place and complied with.

Table 5: Works Phases Started (Base data) - annual total

	Minor	Standard	Major	Emergency	Urgent
SU	6,739	2,256	1,129	955	7,891
HA	2,550	111	1,162	18	8,442

5.2 TPI 2 – Work Phases Completed (Base data)

TPI2 demonstrates the annual number of works phases completed under each of the five works categories. There is a small variation between works phases started and works phases completed of 621 days; works promoters encouraged to close works that had previously been submitted incorrectly may contribute to this figure.

Table 6: Work phases completed (Base data) – annual total

	Minor	Standard	Major	Emergency	Urgent
SU	5,807	2,282	1,117	957	7,903
HA	1,820	119	1,180	17	8,401

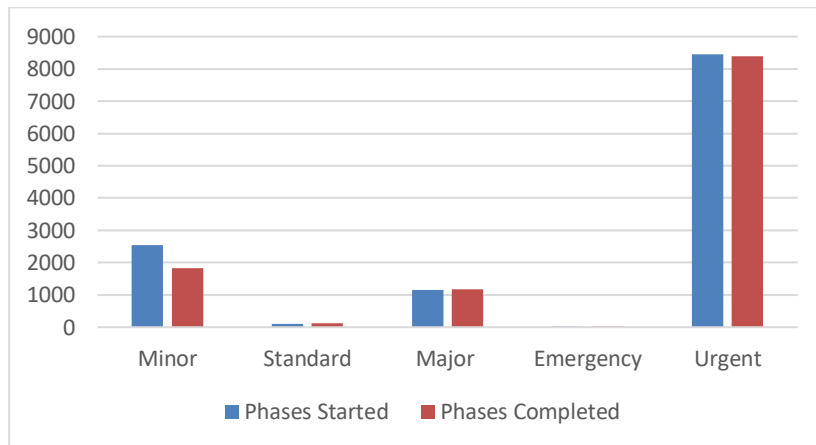


Chart 8: HA Phases Started/Completed

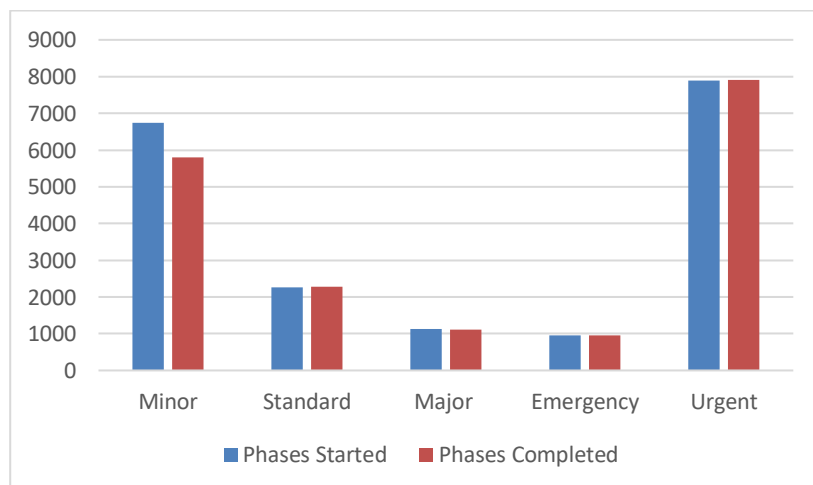


Chart 9: SU Phases Started/Completed

### 5.3 TPI 3 – Days of Occupancy Phases Completed

Due to system limitations, data runs for performance statistics of TPI3 are taken from quarterly results from January 2018 to March 2019). TPI3 demonstrates the total number of days the highway was occupied by works categories. The total annual occupancy days is 333,400 days; HA had a total of 138,494 days (42%). HA greatest occupancy category is Major; occupancy can be reasonably high as works range from surfacing dressing programmes to reactive maintenance. SU occupancy days total of 194,906 days (58%), which is a high level of occupancy days. Works can also be varied and complex in nature which may result in extended periods on-site.

Table 7: Days of Occupancy Phases Completed - all works promoters

	Minor	Standard	Major	Emergency	Urgent
Q4 2017 / 2018	4,563	12,597	12,078	2,980	22,290
Q1 2018 / 2019	15,954	11,945	18,089	2,716	27,883
Q2 2018 / 2019	17,078	12,506	18,647	2,511	23,111
Q3 2018 / 2019	18,084	11,848	11,130	2,706	16,784
Q4 2018 / 2019	23,751	11,513	11,585	3,434	17,617

Table 8: HA Days of Occupancy Phases Completed

	Minor	Standard	Major	Emergency	Urgent
Q4 2017 / 2018	1	4,360	6,886	461	7,754
Q1 2018 / 2019	6,458	4,214	12,598	368	12,251
Q2 2018 / 2019	6,949	4,281	13,325	371	6,892
Q3 2018 / 2019	7,166	4,286	7,520	404	3,604
Q4 2018 / 2019	12,275	4,183	6,466	562	4,859

Table 9: SU Days of Occupancy Phases Completed

	Minor	Standard	Major	Emergency	Urgent
Q4 2017 / 2018	4,562	8,237	5,192	2,519	14,536
Q1 2018 / 2019	9,496	7,731	5,491	2,348	15,632
Q2 2018 / 2019	10,129	8,225	5,322	2,140	16,219
Q3 2018 / 2019	10,918	7,562	3,610	2,302	13,180
Q4 2018 / 2019	11,476	7,330	5,119	2,872	12,758

### 5.4 TPI 4 - Average duration of works

TPI4 presents the average number of working days to complete works. The table shows it takes HA works promoters an average of 4.15 days to complete Minor works and SU complete works within 1.93 days; works under this category should have a duration of up to 3 working days. Standard activities (4-10 days) are completed in 11.18 days by HA (likely to involve extension requests) and SU completed with 7.37 days. Works under the Immediate – Emergency and Urgent categories may

include securing a defective site whilst the owner is identified, as well as undertaking urgent pot hole repairs; HA results shows potentially dangerous Emergency and Urgent network issues are rectified within 2.96 days, ensuring safety to all road users and the expeditious movement of traffic. SU immediate activities may include excavating to repair carriageway or footway covers or underground faults and reinstating; these too can be quick or several days if more complex. Works are completed within 4.75 days.

Table 10: Average duration of works - annual total

Year 1		
	HIGHWAY AUTHORITY	STATUTORY UNDERTAKER
Works Category	Ave Duration (Days)	Ave Duration (days)
Minor	4.15	1.93
Standard	11.18	7.37
Major	18.70	13.95
Emergency	2.96	4.75
Urgent	2.52	4.43

5.5 TPI 5 – Phases completed on time.

TPI5 identifies the percentage of instances where works activities completed on time. Of the works phases started all HA completed 11,889 of 12,283 phases on time (97%) and 18,765 of 18,970 SU phases completed on time (99%),. These are clearly positive results suggesting few sites overrun, which allows the network space for pedestrians and vehicles to be freed-up as quickly as possible. Typically, activities recorded as finishing late in this report are the result of work promoters requiring extensions but not seeking the required extension requests (either within the required timeframe, or at all) to continue the activity, or where they have requested an extension but it has not been considered a ‘valid’ extension by the coordination team.

Table 11: Phases completed on time

Works Category	HIGHWAY AUTHORITY			STATUTORY UNDERTAKER		
	No. Phases Started	No. Phases completed on time	No. Phases completed late	No. Phases Started	No. Phases completed on time	No. Phases completed late
Minor	2,550	2,454	96	6,739	6,716	23
Standard	111	96	15	2,256	2,193	63
Major	1,162	1,025	137	1,129	1,104	25
Emergency	18	18	0	955	929	26
Urgent	8,442	8,296	146	7,891	7,823	68

5.6 TPI 6 – Number of deemed permit applications

TPI 6 presents the number of permits “deemed to be granted”. This occurs when a permit is not responded to within the specified time; this statutory time period varies depending on the works

category for which the permit applies. Permits that have deemed do not attract a fee and works can be undertaken as per the proposed information detailed in the application (although any deemed permits that are caught would be discussed with NYCC beforehand to ensure that they are not likely to cause significant disruption, or contain significant erroneous information).

All Deemed Permits were a result of a Permit being submitted for a private road not covered within the scheme. This is a system issue requiring further investigation to allow all permits a response. In these circumstances the Team have no option but to let them Deem as the system does not allow a response to be provided.

### 5.7 TPI 7 - Number of Phase One Permanent Registrations

TPI7 presents the number of first-time reinstatements completed under each works activity; this entails returning the carriageway back to its original specification where the excavation took place. This ensured the network is returned to its capacity quicker, and it reduces journey times and disruption generally. An interim reinstatement can remain for up to 6 months before a permanent reinstatement is completed. This not only then requires another permit to undertake the interim-to-permanent reinstatement (putting additional pressure on the network) but runs a higher risk of the interim reinstatement failing, because often these are considered temporary and are often not repaired to the required specification of repair. The highest proportion of first time permanent reinstatements (61%) is completed under Immediate-Urgent works are completed as phase one permanent reinstatements compared to 45% of SU Immediate-Urgent; Immediate-Emergency have the lowest of first time permanent reinstatements works. Minor works have the lowest completion at 38%. HA do not need register s.70 reinstatements for their own works; NYCC maintain a register which contains all their works activities undertaken and therefore 0% has been applied across all works categories.

Table 12: Number of Phase One Permanent Registrations

	Year 1					
	HIGHWAY AUTHORITY			STATUTORY UNDERTAKER		
	Permits Issued		12,087	Permits Issued		25,022
	No. FT Perm Regist.	Works Phase started	HA%	No. FT Perm Regist.	Works Phase started	SU%
Minor	0	2,550	0.0	2,603	6,739	38.6
Standard	0	111	0.0	1,797	2,256	79.7
Major	0	1,162	0.0	599	1,129	53.1
Urgent	0	8,442	0.0	6,107	7,891	77.4
Emergency	0	18	0.0	586	955	61.4

## 6 Conclusion

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The key driver of the NYoPS is to improve the management of the road network through better planning, scheduling and management of activities. Permitting has given North Yorkshire greater control of their network and greatly improved the visibility of works, allowing for comprehensive coordination of works and provides NYCC with greater opportunities to protect its assets. The report will provide a base comparison for future years and it is anticipated that North Yorkshire will continue to build on the success of the Scheme.

The year 1 operation of the NYoPS results shows that it is on track to meeting many of the core objectives. Whilst establishing the scheme, there were initial challenges with some promoters moving away from a notice system to operating under the permitting and NYCC were able to support in the transition with guidance and regular communication.

Highlights from the first year include:

- All highway authority and statutory undertaker promoters are obtaining permits for works activities demonstrating parity of treatment for all works promoters. Furthermore, it has allowed the network management team to more effectively manage NYCC's own contractors.
- The quality of the information within the permits has improved from noticing i.e. conditions and on-site arrangements, also, the permit is refused if the information supplied within the permit is incorrect meaning a more robust street register.
- The network management team now co-ordinate all road and street works taking the time to review each and every application and apply conditions to minimise the impact of the works on the users of the network.
- Permit conditions relating to time constraints, traffic management and road space availability are most frequently applied to applications; these ensure less traffic during peak hours whenever possible, clears traffic management when no longer in use and ensures sufficient road space is available for all users.
- Improved communication between all parties. The scheme has ensured that dialogue now takes place between the Permit Team and the other sections within the authority and a far more holistic approach to road and street works is now being taken as a result.
- Very high percentage of works are completed on time.

HA and SU works promoters all have high grant rates and are assessed in a measured way, however, there are improvements to be made in the high-level application of conditions on SU permits. Results show a lower amount of conditions attached to HA permits, although it should be noted that the percentage is lower than that of utility promoters, attributed to the closer working relationship with NYCC officers, which in turns assists with the pre-planning prior to the permit application being submitted. The application of conditions should be balanced for all works promoters; this needs to be reviewed and observed over the coming years as it is an essential measure of parity of treatment.

General compliance to the over-arching principle of scheme operation overall is high, NYOPS has led to a better control of the network, delivers an essential element of the Traffic Management Duty and NYCC will continue to work with all stakeholders to improve and minimise the impact of works on the highway network and to improve performance measures for the next permitting year.

## 8 Glossary

EToN system	The Electronic Transfer of Notices, the nationally agreed format for the transmission of notice information.
HA	Highway Authority
Major Works	Works type as defined in the NRSWA
NMD	Network Management Duty, a legal obligation created by the Traffic Management Act 2004 for highway authorities to secure the expeditious movement of traffic
NRSWA	New Roads and Street Works Act 1991
NYoPS	North Yorkshire Permit Scheme for Road Works and Street Works
PI	Key Performance Indicator as developed by the DfT and set out in the Permit Code of Practice
PA	Permit Application. This term is used to define a Permit Application or any of the Permit variation applications.
PAA	Provisional Advance Authorization.
PMR	Permit Condition Request
SU	Statutory Undertaker
TMA	Traffic Management Act 2004
TPI	The TMA Performance Indicators
TS	Traffic Sensitive. Any Street which is categorized as Traffic Sensitive under criteria included in
WRP	Works for Road Purposes as defined in section 86 of NRSWA



## Appendix 1

**PI 1** – The number of permit and permit variation applications received, the number granted and the number refused.

Permit applications received

ALL ORGANISATIONS	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan
<b>Cadent Gas Limited [10]</b>	0	2	0	3	1	1	7	6	0	0	2	7
<b>BT [30]</b>	481	686	609	479	448	519	552	620	853	729	573	906
<b>NORTH YORKSHIRE [2745]</b>	564	1,080	1,189	1,659	1,361	1,496	1,159	1,274	1,220	1,124	758	1,140
<b>Northern Powergrid (Yorkshire) plc [7001]</b>	102	108	128	113	85	61	107	92	120	121	73	99
<b>ELECTRICITY NORTH WEST [7005]</b>	6	17	16	16	14	12	6	6	11	15	3	29
<b>Northern Powergrid (Northeast) Limited [7006]</b>	131	336	327	243	255	270	281	265	298	275	221	299
<b>National Grid Electric PLC [7015]</b>	2	6	0	0	0	2	4	1	0	1	1	0
<b>Vodafone [7076]</b>	0	0	1	4	4	7	2	2	1	0	0	5
<b>NETWORK RAIL -PROMOTERS NATIONAL [7093]</b>	34	45	67	67	51	70	37	63	29	38	28	48
<b>VIRGIN MEDIA [7160]</b>	21	8	29	59	40	43	40	35	50	34	18	21
<b>Telefonica (O2 (UK) Limited) [7182]</b>	2	2	0	4	7	0	1	0	0	4	1	6
<b>Dept for Transport Stat Roads [7188]</b>	0	0	0	0	1	0	0	0	0	0	0	0
<b>Romec [7221]</b>	4	5	1	0	1	0	1	6	4	5	2	1
<b>BSkyB Telecommunications Services Ltd. [7225]</b>	0	0	0	0	3	0	0	0	0	0	0	0
<b>GTC [7231]</b>	8	48	34	4	14	3	21	13	21	19	18	30
<b>Interoute [7245]</b>	0	0	0	0	0	0	0	0	0	0	0	5
<b>T-Mobile (UK) Limited [7250]</b>	2	5	2	4	4	4	0	0	1	2	1	3
<b>ES Pipelines Ltd [7260]</b>	1	0	0	3	0	0	0	0	0	1	0	0
<b>Northern Gas Networks [7271]</b>	281	443	434	398	295	278	306	272	337	288	213	411
<b>Fulcrum Pipelines Limited [7294]</b>	7	4	1	4	1	3	3	5	6	5	16	3
<b>GEO [7304]</b>	0	0	0	0	0	0	0	0	0	6	2	9
<b>CityFibre [7330]</b>	1	0	0	0	0	0	0	1	0	0	0	0
<b>Independent Next Generation Networks Ltd [7336]</b>	0	0	0	2	0	2	0	0	0	0	0	0
<b>Harlaxton Energy Networks [7342]</b>	1	1	0	3	2	2	1	0	0	0	0	0
<b>Broadband for the Rural North (B4RN) [7350]</b>	0	0	6	1	0	5	0	4	4	1	2	0
<b>Arqiva Ltd [7354]</b>	5	3	1	4	0	6	8	6	4	7	0	0
<b>Energy Assests Networks Ltd [7359]</b>	0	0	0	0	0	0	0	2	3	6	0	0
<b>NORTHUMBRIAN WATER [9101]</b>	35	72	50	56	52	32	67	44	57	69	41	36
<b>UNITED UTILITIES WATER LIMITED [9102]</b>	0	20	10	8	2	3	6	5	10	1	1	2
<b>Yorkshire Water [9109]</b>	895	1,439	1,578	1,392	1,372	1,623	1,671	1,453	1,723	1,459	1,125	1,514

## Permits Granted

ALL ORGANISATIONS	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Cadent Gas Limited [10]	0	1	0	0	0	0	4	5	0	0	1	4
BT [30]	247	382	352	352	334	382	401	454	648	554	427	689
<b>NORTH YORKSHIRE [2745]</b>	<b>439</b>	<b>804</b>	<b>1,097</b>	<b>1,097</b>	<b>1,312</b>	<b>1,389</b>	<b>1,112</b>	<b>1,141</b>	<b>1,062</b>	<b>986</b>	<b>632</b>	<b>1,016</b>
Northern Powergrid (Yorkshire) plc [7001]	62	75	83	83	68	56	87	70	86	88	51	72
ELECTRICITY NORTH WEST [7005]	2	7	7	7	8	10	4	6	7	9	3	14
Northern Powergrid (Northeast) Limited [7006]	73	195	187	187	180	196	233	191	209	210	140	208
National Grid Electric PLC [7015]	0	4	0	0	0	1	4	1	0	0	0	0
Vodafone [7076]	0	0	0	0	2	3	1	0	1	0	0	4
NETWORK RAIL -PROMOTERS NATIONAL [7093]	18	30	33	33	41	47	31	43	20	26	18	32
VIRGIN MEDIA [7160]	9	5	18	18	30	36	34	26	32	27	14	16
Telefonica (O2 (UK) Limited) [7182]	1	1	0	0	6	0	1	0	0	3	0	4
Dept for Transport Stat Roads [7188]	0	0	0	0	1	0	0	0	0	0	0	0
Romec [7221]	1	3	0	0	1	0	1	6	3	3	2	1
BSkyB Telecommunications Services Ltd. [7225]	0	0	0	0	1	0	0	0	0	0	0	0
GTC [7231]	1	8	13	13	7	0	12	7	10	10	10	9
Interoute [7245]	0	0	0	0	0	0	0	0	0	0	0	2
T-Mobile (UK) Limited [7250]	1	4	1	1	4	2	0	0	0	2	1	3
ES Pipelines Ltd [7260]	1	0	0	0	0	0	0	0	0	1	0	0
Northern Gas Networks [7271]	152	223	256	256	211	198	236	156	191	193	148	294
Fulcrum Pipelines Limited [7294]	1	2	0	0	1	1	1	2	4	4	3	2
GEO [7304]	0	0	0	0	0	0	0	0	0	0	0	8
CityFibre [7330]	1	0	0	0	0	0	0	0	0	0	0	0
Independent Next Generation Networks Ltd [7336]	0	0	0	0	0	2	0	0	0	0	0	0
Harlaxton Energy Networks [7342]	0	1	0	0	1	1	1	0	0	0	0	0
Broadband for the Rural North (B4RN) [7350]	0	0	2	2	0	4	0	1	3	1	1	0
Arqiva Ltd [7354]	1	3	0	0	0	3	5	2	4	4	0	0
Energy Assests Networks Ltd [7359]	0	0	0	0	0	0	0	1	1	3	0	0
<b>NORTHUMBRIAN WATER [9101]</b>	<b>13</b>	<b>24</b>	<b>27</b>	<b>27</b>	<b>35</b>	<b>25</b>	<b>48</b>	<b>29</b>	<b>43</b>	<b>45</b>	<b>29</b>	<b>23</b>
<b>UNITED UTILITIES WATER LIMITED [9102]</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>2</b>
<b>Yorkshire Water [9109]</b>	<b>596</b>	<b>987</b>	<b>1,053</b>	<b>1,053</b>	<b>1,063</b>	<b>1,299</b>	<b>1,342</b>	<b>1,082</b>	<b>1,252</b>	<b>1,083</b>	<b>842</b>	<b>1,138</b>

## Permits Refused

<b>ALL ORGANISATIONS</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>
<b>BT [30]</b>	10	12	16	16	5	3	3	14	7	3	36	59
<b>NORTH YORKSHIRE [2745]</b>	11	10	5	5	2	15	4	5	14	14	33	34
<b>Northern Powergrid (Yorkshire) plc [7001]</b>	0	0	0	0	0	1	1	1	1	1	7	11
<b>ELECTRICITY NORTH WEST [7005]</b>	0	0	0	0	0	0	0	0	2	2	0	0
<b>Northern Powergrid (Northeast) Limited [7006]</b>	2	4	6	6	4	0	3	1	1	3	15	5
<b>Vodafone [7076]</b>	0	0	0	0	1	0	0	0	0	0	0	1
<b>NETWORK RAIL -PROMOTERS NATIONAL [7093]</b>	0	0	0	0	0	0	0	2	0	1	1	5
<b>VIRGIN MEDIA [7160]</b>	0	0	0	0	0	0	0	0	0	0	0	1
<b>BSkyB Telecommunications Services Ltd. [7225]</b>	0	0	0	0	1	0	0	0	0	0	0	0
<b>GTC [7231]</b>	0	0	0	0	0	1	0	0	0	0	0	3
<b>Northern Gas Networks [7271]</b>	6	9	5	5	5	3	7	6	4	5	9	29
<b>Fulcrum Pipelines Limited [7294]</b>	0	0	0	0	0	0	0	0	0	0	4	0
<b>GEO [7304]</b>	0	0	0	0	0	0	0	0	0	0	1	1
<b>Arqiva Ltd [7354]</b>	1	0	0	0	0	0	0	0	0	0	0	0
<b>NORTHUMBRIAN WATER [9101]</b>	3	0	0	0	0	0	1	0	1	1	0	2
<b>Yorkshire Water [9109]</b>	17	14	18	18	8	10	19	27	27	17	62	74

**PI 2 – The Number of Conditions Applied by Condition Type****Condition Types**

For reference the Permit Condition Type numbers are listed below:

- 1 - Date Constraints
- 2 – Time Constraints
- 3 – Out of Hours Working
- 4 – Material and Plant Storage
- 5 – Road Occupation Dimension
- 6 - Traffic Space Dimension
- 7 – Road Closure
- 8 – Light Signals
- 9 - Traffic Management Changes
- 10 - Work Methodology
- 11- Consultation and Publicity
- 12 – Environmental
- 13 - Local

## HA Conditions application

Condition	Minor	Standard	Major	Emergency	Urgent	Total
<b>NCT02a</b>	69	22	92	1	36	220
<b>NCT02b</b>	72	2	16	0	263	353
<b>NCT04a</b>	3	0	0	0	0	3
<b>NCT04b</b>	0	0	0	0	0	0
<b>NCT05a</b>	1	0	1	0	0	2
<b>NCT06a</b>	21	4	0	0	7	32
<b>NCT07a</b>	7	6	111	0	65	189
<b>NCT08a</b>	14	5	2	0	13	34
<b>NCT08b</b>	24	5	2	0	14	45
<b>NCT09a</b>	5	0	2	0	6	13
<b>NCT09b</b>	0	0	0	0	0	0
<b>NCT09c</b>	0	0	0	0	4	4
<b>NCT10a</b>	7	5	5	0	0	17
<b>NCT11b</b>	0	1	29	0	34	64
<b>NCT12a</b>	0	0	0	0	0	0
<b>NCT13</b>	2	1	2	0	2	7
<b>ALL</b>	225	51	262	1	444	983

## SU Conditions application

Condition	Minor	Standard	Major	Emergency	Urgent	Total
<b>NCT02a</b>	6090	1495	1092	410	7141	16228
<b>NCT02b</b>	126	28	70	9	12	245
<b>NCT04a</b>	571	146	105	27	137	986
<b>NCT04b</b>	1056	237	26	37	237	1593
<b>NCT05a</b>	1951	507	622	204	784	4068
<b>NCT06a</b>	2205	653	616	151	1252	4877
<b>NCT07a</b>	34	10	531	24	149	748

<b>NCT08a</b>	1699	473	150	139	701	3162
<b>NCT08b</b>	955	252	108	129	274	1718
<b>NCT09a</b>	83	57	6	1	13	160
<b>NCT09b</b>	23	15	262	0	0	300
<b>NCT09c</b>	477	46	5	4	48	580
<b>NCT10a</b>	4590	1688	985	625	6865	14753
<b>NCT11b</b>	417	92	719	8	15	1251
<b>NCT12a</b>	0	1	0	0	1	2
<b>NCT13</b>	4	6	2	0	0	12
<b>ALL</b>	20281	5706	5299	1768	17629	50683

**TPI 1 – Works Phases Started (Base data)**

ALL ORGANISATIONS	Minor	Standard	Major	Emergency	Urgent
Cadent Gas Limited [10]	8	4	0	3	1
BT [30]	2209	209	53	114	1001
CABLE AND WIRELESS UK [70]	0	0	0	0	0
NORTH YORKSHIRE [2745]	2550	111	1162	18	8442
Northern Powergrid (Yorkshire) plc [7001]	149	141	40	12	315
ELECTRICITY NORTH WEST [7005]	37	10	6	0	12
Northern Powergrid (Northeast) Limited [7006]	397	518	129	11	645
National Grid Electric PLC [7015]	6	0	0	0	0
Vodafone [7076]	7	1	0	0	2
Kingston Communications (CSO) [7082]	0	0	0	0	0
NETWORK RAIL-PROMOTERS NATIONAL [7093]	116	8	226	7	18
VIRGIN MEDIA [7160]	182	7	0	2	13
Telefonica (O2 (UK) Limited) [7182]	15	1	1	0	0
CenturyLink Communications UK Limited [7183]	0	0	0	0	0
Dept for Transport Stat Roads [7188]	1	0	0	0	0
Independent Pipelines Limited [7218]	0	0	0	0	0
Romec [7221]	13	0	0	4	0
THUS [7224]	0	0	0	0	0
BSkyB Telecommunications Services Ltd. [7225]	1	0	0	0	0
GTC [7231]	14	36	2	0	0
Orange PCS Group [7233]	0	0	0	0	0
Interoute [7245]	2	0	0	0	0
Tycom Networks (UK) Ltd (VSNL) [7248]	0	0	0	0	0
T-Mobile (UK) Limited [7250]	9	2	1	0	0
ES Pipelines Ltd [7260]	3	1	0	0	1
Fibre Span Limited [7266]	0	0	0	0	0
Energetics Electricity Limited [7269]	0	0	0	0	0
Northern Gas Networks [7271]	276	557	282	479	72
Fulcrum Pipelines Limited [7294]	6	11	0	0	0
Opal Telecom [7299]	0	0	0	0	0
GEO [7304]	0	0	7	0	0
EUNETWORKS FIBER UK LTD [7307]	0	0	0	0	0
Energetics Gas Limited [7311]	0	0	0	0	0
H2O Networks [7312]	0	0	0	0	0
Gigaclear [7329]	0	0	0	0	0
CityFibre [7330]	1	0	0	0	0
Independent Next Generation Networks Ltd [7336]	0	1	0	0	0
Harlaxton Energy Networks [7342]	1	2	0	0	0
Broadband for the Rural North (B4RN) [7350]	12	1	0	0	0
Arqiva Ltd [7354]	19	0	1	0	0
Energy Assests Networks Ltd [7359]	1	2	0	0	0
NORTHUMBRIAN WATER [9101]	60	100	9	1	89
UNITED UTILITIES WATER LIMITED [9102]	24	0	2	0	8
Yorkshire Water [9109]	3170	644	370	322	5714
ALL ORGANISATIONS [0]	9289	2367	2091	876	16333

**TPI 2 – Works Phases Completed (Base data)**

ALL ORGANISATIONS	Minor	Standard	Major	Emergency	Urgent
Cadent Gas Limited [10]	7	4	0	3	1
BT [30]	2104	220	48	115	999
CABLE AND WIRELESS UK [70]	0	0	0	0	0
NORTH YORKSHIRE [2745]	1820	119	1180	17	8401
Northern Powergrid (Yorkshire) plc [7001]	115	141	36	11	314
ELECTRICITY NORTH WEST [7005]	36	10	6	0	12
Northern Powergrid (Northeast) Limited [7006]	304	526	134	11	650
National Grid Electric PLC [7015]	6	0	0	0	0
Vodafone [7076]	7	1	0	0	2
Kingston Communications (CSO) [7082]	0	0	0	0	0
NETWORK RAIL-PROMOTERS NATIONAL [7093]	96	8	224	7	18
VIRGIN MEDIA [7160]	183	7	0	2	14
Telefonica (O2 (UK) Limited) [7182]	15	1	1	0	0
CenturyLink Communications UK Limited [7183]	0	0	0	0	0
Dept for Transport Stat Roads [7188]	1	0	0	0	0
Independent Pipelines Limited [7218]	0	0	0	0	0
Romec [7221]	13	0	0	4	0
THUS [7224]	0	0	0	0	0
BSkyB Telecommunications Services Ltd. [7225]	1	0	0	0	0
GTC [7231]	12	36	2	0	0
Orange PCS Group [7233]	0	0	0	0	0
Interoute [7245]	2	0	0	0	0
Tycom Networks (UK) Ltd (VSNL) [7248]	0	0	0	0	0
T-Mobile (UK) Limited [7250]	9	2	1	0	0
ES Pipelines Ltd [7260]	2	1	0	0	1
Fibre Span Limited [7266]	0	0	0	0	0
Energetics Electricity Limited [7269]	0	0	0	0	0
Northern Gas Networks [7271]	135	554	281	477	73
Fulcrum Pipelines Limited [7294]	4	11	0	0	0
Opal Telecom [7299]	0	0	0	0	0
GEO [7304]	0	0	3	0	0
EUNETWORKS FIBER UK LTD [7307]	0	0	0	0	0
Energetics Gas Limited [7311]	0	0	0	0	0
H2O Networks [7312]	0	0	0	0	0
Gigaclear [7329]	0	0	0	0	0
CityFibre [7330]	1	0	0	0	0
Independent Next Generation Networks Ltd [7336]	0	1	0	0	0
Harlaxton Energy Networks [7342]	1	2	0	0	0
Broadband for the Rural North (B4RN) [7350]	12	1	0	0	0
Arqiva Ltd [7354]	19	0	1	0	0
Energy Assests Networks Ltd [7359]	1	2	0	0	0
NORTHUMBRIAN WATER [9101]	50	103	10	1	89
UNITED UTILITIES WATER LIMITED [9102]	24	0	2	0	8
Yorkshire Water [9109]	2647	651	368	326	5722
ALL ORGANISATIONS [0]	7627	2401	2297	974	14498

## TPI 3 – Days of Occupancy Phases Completed

ALL ORGANISATIONS	Q4 2017/2018				
	Minor	Standard	Major	Emergency	Urgent
Cadent Gas Limited [10]	1	13	0	29	8
BT [30]	3362	1,048	103	686	1,239
CABLE AND WIRELESS UK [70]	0	0	0	0	0
NORTH YORKSHIRE [2745]	6429	4,360	6,886	461	7,754
Northern Powergrid (Yorkshire) plc [7001]	322	706	227	7	1,415
ELECTRICITY NORTH WEST [7005]	10	15	11	0	23
Northern Powergrid (Northeast) Limited [7006]	228	1,309	1,446	6	1,588
National Grid Electric PLC [7015]	6	0	0	0	0
Vodafone [7076]	2	0	0	0	0
Kingston Communications (CSO) [7082]	0	0	0	0	0
NETWORK RAIL-PROMOTERS NATIONAL [7093]	27	0	195	19	12
VIRGIN MEDIA [7160]	881	0	0	2	18
Telefonica (O2 (UK) Limited) [7182]	10	0	0	0	0
CenturyLink Communications UK Limited [7183]	0	0	0	0	0
Dept for Transport Stat Roads [7188]	0	0	0	0	0
Independent Pipelines Limited [7218]	0	0	0	0	0
Romec [7221]	4	0	0	0	0
THUS [7224]	0	0	0	0	0
BSkyB Telecommunications Services Ltd. [7225]	0	0	0	0	0
GTC [7231]	9	115	0	0	0
Orange PCS Group [7233]	0	0	0	0	0
Interoute [7245]	0	0	0	0	0
Tycom Networks (UK) Ltd (VSNL) [7248]	0	0	0	0	0
T-Mobile (UK) Limited [7250]	1	0	0	0	0
ES Pipelines Ltd [7260]	1	0	0	0	7
Fibre Span Limited [7266]	0	0	0	0	0
Energetics Electricity Limited [7269]	0	0	0	0	0
Northern Gas Networks [7271]	113	1,284	1,606	1,476	93
Fulcrum Pipelines Limited [7294]	2	40	0	0	0
Opal Telecom [7299]	0	0	0	0	0
GEO [7304]	0	0	0	0	0
EUNETWORKS FIBER UK LTD [7307]	0	0	0	0	0
Energetics Gas Limited [7311]	0	0	0	0	0
H2O Networks [7312]	0	0	0	0	0
Gigaclear [7329]	0	0	0	0	0
CityFibre [7330]	2	0	0	0	0
Independent Next Generation Networks Ltd [7336]	3	0	0	0	0
Harlaxton Energy Networks [7342]	0	17	0	0	0
Broadband for the Rural North (B4RN) [7350]	0	0	0	0	0
Arqiva Ltd [7354]	8	0	0	0	0
Energy Assests Networks Ltd [7359]	0	0	0	0	0
NORTHUMBRIAN WATER [9101]	8	216	45	0	134
UNITED UTILITIES WATER LIMITED [9102]	3	0	0	0	12
Yorkshire Water [9109]	4520	3,474	1,559	294	9,987
ALL ORGANISATIONS [0]	15952	12,597	12,078	2,980	22,290



ALL ORGANISATIONS	Q1 2018/2019				
	Minor	Standard	Major	Emergency	Urgent
Cadent Gas Limited [10]	4	0	0	0	0
BT [30]	3,195	845	171	635	1,268
CABLE AND WIRELESS UK [70]	0	0	0	0	0
NORTH YORKSHIRE [2745]	6,458	4,214	12,598	368	12,251
Northern Powergrid (Yorkshire) plc [7001]	345	723	308	64	1,484
ELECTRICITY NORTH WEST [7005]	14	34	0	0	27
Northern Powergrid (Northeast) Limited [7006]	181	1,272	884	5	1,774
National Grid Electric PLC [7015]	0	0	0	0	0
Vodafone [7076]	1	2	0	0	0
Kingston Communications (CSO) [7082]	0	0	0	0	0
NETWORK RAIL-PROMOTERS NATIONAL [7093]	51	0	231	3	9
VIRGIN MEDIA [7160]	809	16	0	1	3
Telefonica (O2 (UK) Limited) [7182]	7	4	1	0	0
CenturyLink Communications UK Limited [7183]	0	0	0	0	0
Dept for Transport Stat Roads [7188]	0	0	0	0	0
Independent Pipelines Limited [7218]	0	0	0	0	0
Romec [7221]	1	0	0	0	0
THUS [7224]	0	0	0	0	0
BSkyB Telecommunications Services Ltd. [7225]	3	0	0	0	0
GTC [7231]	2	86	0	0	0
Orange PCS Group [7233]	0	0	0	0	0
Interoute [7245]	0	0	0	0	0
Tycom Networks (UK) Ltd (VSNL) [7248]	0	0	0	0	0
T-Mobile (UK) Limited [7250]	5	18	1	0	0
ES Pipelines Ltd [7260]	4	0	0	0	0
Fibre Span Limited [7266]	0	0	0	0	0
Energetics Electricity Limited [7269]	0	0	0	0	0
Northern Gas Networks [7271]	56	899	2,127	1,296	126
Fulcrum Pipelines Limited [7294]	0	8	0	0	0
Opal Telecom [7299]	0	0	0	0	0
GEO [7304]	0	0	0	0	0
EUNETWORKS FIBER UK LTD [7307]	0	0	0	0	0
Energetics Gas Limited [7311]	0	0	0	0	0
H2O Networks [7312]	0	0	0	0	0
Gigaclear [7329]	0	0	0	0	0
CityFibre [7330]	0	0	0	0	0
Independent Next Generation Networks Ltd [7336]	0	0	0	0	0
Harlaxton Energy Networks [7342]	0	0	0	0	0
Broadband for the Rural North (B4RN) [7350]	11	0	0	0	0
Arqiva Ltd [7354]	4	0	0	0	0
Energy Assests Networks Ltd [7359]	0	0	0	0	0
NORTHUMBRIAN WATER [9101]	29	198	10	8	89
UNITED UTILITIES WATER LIMITED [9102]	7	0	0	0	5
Yorkshire Water [9109]	4,767	3,626	1,758	336	10,847
ALL ORGANISATIONS [0]	15,954	11,945	18,089	2,716	27,883

ALL ORGANISATIONS	Q2 2018/1019				
	Minor	Standard	Major	Emergency	Urgent
Cadent Gas Limited [10]	4	21	0	5	0
BT [30]	3,344	853	212	622	1,351
CABLE AND WIRELESS UK [70]	0	0	0	0	0
NORTH YORKSHIRE [2745]	6,949	4,281	13,325	371	6,892
Northern Powergrid (Yorkshire) plc [7001]	330	724	282	92	1,544
ELECTRICITY NORTH WEST [7005]	20	33	3	0	29
Northern Powergrid (Northeast) Limited [7006]	262	1,436	561	16	1,954
National Grid Electric PLC [7015]	6	0	0	0	0
Vodafone [7076]	9	0	0	0	0
Kingston Communications (CSO) [7082]	0	0	0	0	0
NETWORK RAIL-PROMOTERS NATIONAL [7093]	52	11	285	8	12
VIRGIN MEDIA [7160]	813	9	0	0	12
Telefonica (O2 (UK) Limited) [7182]	3	0	0	0	0
CenturyLink Communications UK Limited [7183]	0	0	0	0	0
Dept for Transport Stat Roads [7188]	1	0	0	0	0
Independent Pipelines Limited [7218]	0	0	0	0	0
Romec [7221]	2	0	0	4	0
THUS [7224]	0	0	0	0	0
BSkyB Telecommunications Services Ltd. [7225]	0	0	0	0	0
GTC [7231]	8	97	0	0	0
Orange PCS Group [7233]	0	0	0	0	0
Interoute [7245]	0	0	0	0	0
Tycom Networks (UK) Ltd (VSNL) [7248]	0	0	0	0	0
T-Mobile (UK) Limited [7250]	3	0	0	0	0
ES Pipelines Ltd [7260]	0	0	0	0	0
Fibre Span Limited [7266]	0	0	0	0	0
Energetics Electricity Limited [7269]	0	0	0	0	0
Northern Gas Networks [7271]	62	788	2,053	992	138
Fulcrum Pipelines Limited [7294]	5	2	0	0	0
Opal Telecom [7299]	0	0	0	0	0
GEO [7304]	0	0	0	0	0
EUNETWORKS FIBER UK LTD [7307]	0	0	0	0	0
Energetics Gas Limited [7311]	0	0	0	0	0
H2O Networks [7312]	0	0	0	0	0
Gigaclear [7329]	0	0	0	0	0
CityFibre [7330]	0	0	0	0	0
Independent Next Generation Networks Ltd [7336]	0	7	0	0	0
Harlaxton Energy Networks [7342]	2	8	0	0	0
Broadband for the Rural North (B4RN) [7350]	11	5	0	0	0
Arqiva Ltd [7354]	7	0	0	0	0
Energy Assests Networks Ltd [7359]	0	0	0	0	0
NORTHUMBRIAN WATER [9101]	16	188	132	0	151
UNITED UTILITIES WATER LIMITED [9102]	10	0	0	0	2
Yorkshire Water [9109]	5,159	4,043	1,794	401	11,026
ALL ORGANISATIONS [0]	17,078	12,506	18,647	2,511	23,111

ALL ORGANISATIONS	Q3 2018/2019				
	Minor	Standard	Major	Emergency	Urgent
Cadent Gas Limited [10]	2	0	0	6	0
BT [30]	3,558	1,011	117	605	1,188
CABLE AND WIRELESS UK [70]	0	0	0	0	0
NORTH YORKSHIRE [2745]	7,166	4,286	7,520	404	3,604
Northern Powergrid (Yorkshire) plc [7001]	366	687	439	94	1,533
ELECTRICITY NORTH WEST [7005]	15	23	5	0	2
Northern Powergrid (Northeast) Limited [7006]	270	1,227	464	1	1,668
National Grid Electric PLC [7015]	0	0	0	0	0
Vodafone [7076]	1	0	0	0	0
Kingston Communications (CSO) [7082]	0	0	0	0	0
NETWORK RAIL -PROMOTERS NATIONAL [7093]	21	14	266	1	1
VIRGIN MEDIA [7160]	817	30	0	1	1
Telefonica (O2 (UK) Limited) [7182]	4	0	0	0	0
CenturyLink Communications UK Limited [7183]	0	0	0	0	0
Dept for Transport Stat Roads [7188]	0	0	0	0	0
Independent Pipelines Limited [7218]	0	0	0	0	0
Romec [7221]	7	0	0	1	0
THUS [7224]	0	0	0	0	0
BSkyB Telecommunications Services Ltd. [7225]	0	0	0	0	0
GTC [7231]	15	55	62	0	0
Orange PCS Group [7233]	0	0	0	0	0
Interoute [7245]	0	0	0	0	0
Tycom Networks (UK) Ltd (VSNL) [7248]	0	0	0	0	0
T-Mobile (UK) Limited [7250]	1	0	0	0	0
ES Pipelines Ltd [7260]	0	0	0	0	0
Fibre Span Limited [7266]	0	0	0	0	0
Energetics Electricity Limited [7269]	0	0	0	0	0
Northern Gas Networks [7271]	42	869	940	1,329	103
Fulcrum Pipelines Limited [7294]	11	14	0	0	0
Opal Telecom [7299]	0	0	0	0	0
GEO [7304]	0	0	0	0	0
EUNETWORKS FIBER UK LTD [7307]	0	0	0	0	0
Energetics Gas Limited [7311]	0	0	0	0	0
H2O Networks [7312]	0	0	0	0	0
Gigaclear [7329]	0	0	0	0	0
CityFibre [7330]	0	0	0	0	0
Independent Next Generation Networks Ltd [7336]	0	0	0	0	0
Harlaxton Energy Networks [7342]	0	0	0	0	0
Broadband for the Rural North (B4RN) [7350]	15	0	0	0	0
Arqiva Ltd [7354]	7	0	1	0	0
Energy Assessts Networks Ltd [7359]	0	5	0	0	0
NORTHUMBRIAN WATER [9101]	18	197	86	0	108
UNITED UTILITIES WATER LIMITED [9102]	6	0	2	0	1
Yorkshire Water [9109]	5,742	3,430	1,228	264	8,575
ALL ORGANISATIONS [0]	18,084	11,848	11,130	2,706	16,784

ALL ORGANISATIONS	Q4 2018/2019				
	Minor	Standard	Major	Emergency	Urgent
Cadent Gas Limited [10]	14	0	0	6	6
BT [30]	4,166	1,057	198	650	1,075
CABLE AND WIRELESS UK [70]	0	0	0	0	0
NORTH YORKSHIRE [2745]	12,275	4,183	6,466	562	4,859
Northern Powergrid (Yorkshire) plc [7001]	315	692	523	90	1,407
ELECTRICITY NORTH WEST [7005]	15	32	5	0	26
Northern Powergrid (Northeast) Limited [7006]	373	986	946	2	1,494
National Grid Electric PLC [7015]	0	0	0	0	0
Vodafone [7076]	2	0	1	0	8
Kingston Communications (CSO) [7082]	0	0	0	0	0
NETWORK RAIL -PROMOTERS NATIONAL [7093]	40	16	326	8	8
VIRGIN MEDIA [7160]	779	4	0	0	7
Telefonica (O2 (UK) Limited) [7182]	6	0	0	0	0
CenturyLink Communications UK Limited [7183]	0	0	0	0	0
Dept for Transport Stat Roads [7188]	0	0	0	0	0
Independent Pipelines Limited [7218]	0	0	0	0	0
Romec [7221]	2	0	0	0	0
THUS [7224]	0	0	0	0	0
BSkyB Telecommunications Services Ltd. [7225]	0	0	0	0	0
GTC [7231]	16	123	89	0	0
Orange PCS Group [7233]	0	0	0	0	0
Interoute [7245]	3	0	0	0	0
Tycom Networks (UK) Ltd (VSNL) [7248]	0	0	0	0	0
T-Mobile (UK) Limited [7250]	0	0	0	0	0
ES Pipelines Ltd [7260]	0	12	0	0	0
Fibre Span Limited [7266]	0	0	0	0	0
Energetics Electricity Limited [7269]	0	0	0	0	0
Northern Gas Networks [7271]	115	810	1,071	1,868	54
Fulcrum Pipelines Limited [7294]	4	35	0	0	0
Opal Telecom [7299]	0	0	0	0	0
GEO [7304]	28	0	198	0	0
EUNETWORKS FIBER UK LTD [7307]	0	0	0	0	0
Energetics Gas Limited [7311]	0	0	0	0	0
H2O Networks [7312]	0	0	0	0	0
Gigaclear [7329]	0	0	0	0	0
CityFibre [7330]	0	0	0	0	0
Independent Next Generation Networks Ltd [7336]	0	0	0	0	0
Harlaxton Energy Networks [7342]	0	0	0	0	0
Broadband for the Rural North (B4RN) [7350]	3	0	0	0	0
Arqiva Ltd [7354]	4	0	0	0	0
Energy Assessts Networks Ltd [7359]	3	3	0	0	0
NORTHUMBRIAN WATER [9101]	19	156	11	0	148
UNITED UTILITIES WATER LIMITED [9102]	2	0	1	0	12
Yorkshire Water [9109]	5,567	3,404	1,750	248	8,513
<b>ALL ORGANISATIONS [0]</b>	<b>23,751</b>	<b>11,513</b>	<b>11,585</b>	<b>3,434</b>	<b>17,617</b>

## TPI 4 – Average Duration of Works

ALL ORGANISATIONS [0]	Minor	Standard	Major	Emergency	Urgent
Cadent Gas Limited	1.60	10.00	0.00	5.67	6.00
BT [30]	2.54	7.40	4.34	2.79	2.73
CABLE AND WIRELESS UK [70]	0.00	0.00	0.00	0.00	0.00
Northern Powergrid (Yorkshire) plc [7001]	2.34	7.09	13.37	2.67	5.21
ELECTRICITY NORTH WEST [7005]	1.64	10.69	5.17	0.00	6.55
Northern Powergrid (Northeast) Limited [7006]	1.94	7.69	23.29	1.78	5.42
National Grid Electric PLC [7015]	2.50	0.00	0.00	0.00	0.00
Vodafone [7076]	1.70	2.00	0.00	0.00	4.00
Kingston Communications (CSO) [7082]	0.00	0.00	0.00	0.00	0.00
NETWORK RAIL	1.60	4.78	2.86	4.33	1.60
VIRGIN MEDIA [7160]	1.77	8.50	0.00	1.00	2.02
Telefonica (O2 (UK) Limited) [7182]	1.46	4.00	1.00	0.00	0.00
CenturyLink Communications UK Limited [7183]	0.00	0.00	0.00	0.00	0.00
Dept for Transport Stat Roads [7188]	1.00	0.00	0.00	0.00	0.00
Independent Pipelines Limited [7218]	0.00	0.00	0.00	0.00	0.00
Romec [7221]	1.00	0.00	0.00	1.17	0.00
THUS [7224]	0.00	0.00	0.00	0.00	0.00
BSkyB Telecommunications Services Ltd. [7225]	3.00	0.00	0.00	0.00	0.00
GTC [7231]	3.06	9.24	31.00	0.00	0.00
Orange PCS Group [7233]	0.00	0.00	0.00	0.00	0.00
Interoute [7245]	1.50	0.00	0.00	0.00	0.00
Tycom Networks (UK) Ltd (VSNL) [7248]	0.00	0.00	0.00	0.00	0.00
T-Mobile (UK) Limited [7250]	1.00	9.00	1.00	0.00	0.00
ES Pipelines Ltd [7260]	2.50	12.00	0.00	0.00	7.00
Fibre Span Limited [7266]	0.00	0.00	0.00	0.00	0.00
Energetics Electricity Limited [7269]	0.00	0.00	0.00	0.00	0.00
Northern Gas Networks [7271]	2.31	7.90	23.02	10.75	6.03
Fulcrum Pipelines Limited [7294]	3.83	6.26	0.00	0.00	0.00
Opal Telecom [7299]	0.00	0.00	0.00	0.00	0.00
GEO [7304]	0.00	0.00	10.33	0.00	0.00
EUNETWORKS FIBER UK LTD [7307]	0.00	0.00	0.00	0.00	0.00
Energetics Gas Limited [7311]	0.00	0.00	0.00	0.00	0.00
H2O Networks [7312]	0.00	0.00	0.00	0.00	0.00
Gigaclear [7329]	0.00	0.00	0.00	0.00	0.00
CityFibre [7330]	2.00	0.00	0.00	0.00	0.00
Independent Next Generation Networks Ltd [7336]	0.00	7.00	0.00	0.00	0.00
Harlaxton Energy Networks [7342]	2.00	12.50	0.00	0.00	0.00
Broadband for the Rural North (B4RN) [7350]	3.24	5.00	0.00	0.00	0.00
Arqiva Ltd [7354]	1.22	0.00	1.00	0.00	0.00
Energy Assests Networks Ltd [7359]	3.00	4.00	0.00	0.00	0.00
NORTHUMBRIAN WATER [9101]	1.66	4.42	37.88	8.00	4.76
UNITED UTILITIES WATER LIMITED [9102]	1.06	0.00	1.00	0.00	2.71
Yorkshire Water [9109]	1.77	6.67	11.31	4.19	4.61
NORTH YORKSHIRE [2745]	4.15	11.18	18.70	2.96	2.52

**TPI 5 – Work Phases Completed on time.**

\* data collected from Symology system presents TPI5 as ‘work phases completed after the reasonable period. Summary data therefore presented for comparison.

Works Category	HIGHWAY AUTHORITY			STATUTORY UNDERTAKER		
	No. Phases Started	No. Phases completed on time	No. Phases completed late	No. Phases Started	No. Phases completed on time	No. Phases completed late
Minor	2550	2454	96	6739	6716	23
Standard	111	96	15	2256	2193	63
Major	1162	1025	137	1129	1104	25
Emergency	18	18	0	955	929	26
Urgent	8442	8296	146	7891	7823	68

## TPI 7 – Number of Phase One Permanent Registrations

ALL ORGANISATIONS	Minor	Standard	Major	Emergency	Urgent
Cadent Gas Limited [10]	4	4	0	3	1
BT [30]	1243	162	30	97	814
CABLE AND WIRELESS UK [70]	0	0	0	0	0
NORTH YORKSHIRE [2745]	0	0	0	0	0
Northern Powergrid (Yorkshire) plc [7001]	27	125	23	1	294
ELECTRICITY NORTH WEST [7005]	6	9	3	0	11
Northern Powergrid (Northeast) Limited [7006]	48	439	98	0	605
National Grid Electric PLC [7015]	4	0	0	0	0
Vodafone [7076]	2	1	0	0	2
Kingston Communications (CSO) [7082]	0	0	0	0	0
NETWORK RAIL -PROMOTERS NATIONAL [7093]	0	0	1	0	0
VIRGIN MEDIA [7160]	104	4	0	0	8
Telefonica (O2 (UK) Limited) [7182]	4	1	0	0	0
CenturyLink Communications UK Limited [7183]	0	0	0	0	0
Dept for Transport Stat Roads [7188]	0	0	0	0	0
Independent Pipelines Limited [7218]	0	0	0	0	0
Romec [7221]	13	0	0	4	0
THUS [7224]	0	0	0	0	0
BSkyB Telecommunications Services Ltd. [7225]	1	0	0	0	0
GTC [7231]	5	23	2	0	0
Orange PCS Group [7233]	0	0	0	0	0
Interoute [7245]	1	0	0	0	0
Tycom Networks (UK) Ltd (VSNL) [7248]	0	0	0	0	0
T-Mobile (UK) Limited [7250]	0	1	0	0	0
ES Pipelines Ltd [7260]	1	1	0	0	1
Fibre Span Limited [7266]	0	0	0	0	0
Energetics Electricity Limited [7269]	0	0	0	0	0
Northern Gas Networks [7271]	32	482	200	430	55
Fulcrum Pipelines Limited [7294]	2	11	0	0	0
Opal Telecom [7299]	0	0	0	0	0
GEO [7304]	0	0	3	0	0
EUNETWORKS FIBER UK LTD [7307]	0	0	0	0	0
Energetics Gas Limited [7311]	0	0	0	0	0
H2O Networks [7312]	0	0	0	0	0
Gigaclear [7329]	0	0	0	0	0
CityFibre [7330]	1	0	0	0	0
Independent Next Generation Networks Ltd [7336]	0	1	0	0	0
Harlaxton Energy Networks [7342]	1	2	0	0	0
Broadband for the Rural North (B4RN) [7350]	12	1	0	0	0
Arqiva Ltd [7354]	12	0	1	0	0
Energy Assests Networks Ltd [7359]	1	2	0	0	0
NORTHUMBRIAN WATER [9101]	25	94	8	1	78
UNITED UTILITIES WATER LIMITED [9102]	11	0	2	0	6
Yorkshire Water [9109]	1043	434	228	50	4232
ALL ORGANISATIONS [0]	2603	1797	553	586	6107

End



<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
<b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>			
<b>Directorate</b>	BES		
<b>Service area</b>	Highways & Transportation		
<b>Proposal being screened</b>	Street Works Permits		
<b>Officer(s) carrying out screening</b>	David Hunt		
<b>What are you proposing to do?</b>	Authorisation of the Annual Report for the North Yorkshire Permit Scheme		
<b>Why are you proposing this? What are the desired outcomes?</b>	The Traffic Management Act 2004 requires the Authority to produce an Annual Report on the performance of its Permit Scheme for each of the first three years		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	There will be no commitment or removal of resources as a result of the completion of the Annual Report.		
<b>Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?</b>			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		No	
Disability		No	
Sex (Gender)		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	

Marriage or civil partnership		No	
<b>NYCC additional characteristic</b>			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	<b>No</b>		
<b>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	The introduction a Permit Scheme will change the operational practices of the Statutory Undertakers when working on the North Yorkshire Highway. There will be no impact upon people with protected characteristics.		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA: <input type="checkbox"/>
<b>Reason for decision</b>	The project has no impact upon Equalities in the Community.		
<b>Signed (Assistant Director or equivalent)</b>			
<b>Date</b>			