



**WOKINGHAM
BOROUGH COUNCIL**

The Wokingham Borough Council Permit Scheme

Scheme Evaluation Report 2015/16 First Year

Contents

1.	Executive Summary	Page 3
2.	Introduction	Page 3
3.	Objectives of The Wokingham Borough Permit Scheme	Page 3 - 4
4.	Fee Structure	Page 4 - 5
4.1	Figure 1 Monthly Permit Income	Page 5
4.2	Figure 1a Fees	Page 5
5.	Costs and Benefits	Page 6
6.	Performance Indicators	Page 6
6.1	PI1 The number of Permit and permit variation applications	Page 6
	Figure 2 Permits Granted and Refused	Page 6
	Figure 3 Permits Granted and Permits Refused for Utility and Highway	Page 7
	Figure 4 All Permits Granted & Refused by Works Type	Page 7
	Figure 5 Highway Permits Granted & Refused by Works Type	Page 8
	Figure 6 Utility Permits Granted & Refused by Works Type	Page 8
	Figure 7 Number of Permit Applications	Page 9
6.1.2	Analysis	Page 9
6.2	PI2 The number of conditions applied by condition type	Page 9
	Figure 8 - Percentage of Conditions applied by Type for Utility /Highway Authority	Page 10
6.3	The number of approved revised extensions	Page 11
	Figure 9 Duration Variation Applications	Page 11
	Figure 10 % of Duration Variation Applications	Page 11
6.4	The number of occurrences of reducing the application period	Page 12
	Figure 11 Number of applications to reduce the notification period	Page 12
	Figure 12 Number of Agreements to reduce notification period	Page 12
7.	HAUC TPI measures	Page 13
8.	Authority Measures	Page 13
	Figure 13 Average duration of works by Permit Type in first year of permit scheme	Page 13
8.1	AM1 Average duration of works by permit type	Page 13
8.2	AM2 Inspections – Permit condition checks	Page 14
	Figure 14 Failed Permit Conditions	Page 14
8.3	AM3 Days of disruption saved/ Number of collaborative works	Page 14
	Figure 15 Number of Durations Challenges	Page 14
8.4	AM5 FPNs (Permit Breaches)	Page 14
9.	Conclusion	Page 15
10.	Glossary	Page 16
11.	Appendices 1 to 6	Page 17 - 19

1. Executive Summary

The first year operation of the Wokingham Borough Council Permit Scheme has been a success. During the second half of the year we have seen an increase in the number of permit applications and a reduction in works cancellations which is a good indication that work activities are being planned and resourced more carefully; indicating better planning by Utility Companies and Works for Road Purposes.

Less than 0.08% of permit applications were reported to have been deemed. See Appendix 2 for details.

This Authority granted more than 85% of all duration variations and agreed 45% of early start requests. Good communications and understanding of works activities through coordination and interaction during site visits continue to develop working relationship with all works promoters. Works Promoters and Stakeholders are invited to monthly Major Projects Meetings; this level of engagement has proven invaluable and driven forward many improvements in the coordination process.

One of the tools used to develop these relationships is www.roadworks.org. Real time data from this Authorities Street Works Register benefits a wide range of stake holders. This information helps works promoters forward plan and road users to plan their journeys in or through the Borough. Streetworks coordinators also use the tool to look at wider area, enabling them to judge the impact of proposed Works, Events, Road Closures, Diversion Routes and their effects on neighbouring Authorities.

Fixed Penalty Notices (FPNs) are used where appropriate by this authority to drive improvement. 2.0% of work phases during the first year of operation attracted an FPN. We regularly meet works promoters to discuss these issues and FPN's are withdrawn where appropriate.

2. Introduction

The Traffic Management Act 2004 (TMA), Part 3 Sections 32 to 39, and the Traffic Management Permit Scheme (England) Regulations 2007 makes provision for Permit Schemes to be introduced in England. Wokingham Borough Council adopted the South East Permit Scheme on the 19th January 2015 and introduced The Traffic Management (Wokingham Borough Council) Permit Scheme Order 2015 on 1st October 2015, replacing the common scheme.

This report sets out an overview of the operational performance of The Wokingham Borough Council Permit Scheme in year one and provides detailed scrutiny of the available data in relation to street works and works for road purposes activities in Wokingham Borough Council area for this period.

3. Objectives of The Wokingham Borough Council Permit Scheme

Wokingham Borough Council has a duty under Section 59 of the New Roads and Streetworks Act 1991 to co-ordinate all works that are planned on the public highway. In addition, section 16 of the Traffic Management Act 2004 requires this Authority to manage our road network with a view to achieving, so far as reasonably practicable with regard to our other obligations, policies and objectives, the following overriding objectives:

- a) Securing the expeditious movement of traffic on the authority's road network and;
- b) Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Effective co-ordination of the network by the highway authority is therefore essential to minimising traffic disruption whilst still allowing works promoters the time and space they require to complete their activities.

Wokingham Borough Council is committed to reducing congestion and managing the network more efficiently to reach these objectives. We recognise that the long term solution to this is to manage the network more efficiently.

The strategic objectives for the permit scheme are taken from the Council's Local Transport Plan, namely;

'To help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Wokingham Borough Council area; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life.'

The objectives of the Wokingham Borough Council Permit Scheme are to:

- Manage and maintain the local highway network to maximise the safe and efficient use of road space and provide reliable journey times, including:
 - Providing for people with a disability;
 - Minimising other impacts on the community;
 - Improving public satisfaction
- Encourage a proactive, rather than reactive, attitude to activities promoters. This change in culture will result in the supply of more information to us, which will enable us to better manage our network
- Protect the structure of the street and integrity of apparatus in it
- Ensure safety for those using, living or working the street, including those engaged in activities controlled by the Scheme, with special emphasis on people with disabilities.

4. Fee Structure

The Traffic Management Permit Scheme (England) (Amendment) Regulation 2015 require that the permit authority shall give consideration to whether the fee structure needs to be changed in light of a surplus or deficit.

With the fee structure set at the outset of the Scheme, the first year of operation generated an invoiced amount of £166,728.00 during this period our expenditure within the boundary of the scheme was £191,055.00 which covers the cost of human resources, office space and equipment. The difference between the total income and our anticipated income could be as a result of the first 6 weeks of the Scheme where Permits fees were not charged, see Figure 1a.

4.1. Wokingham Borough Council Permit Monthly Income

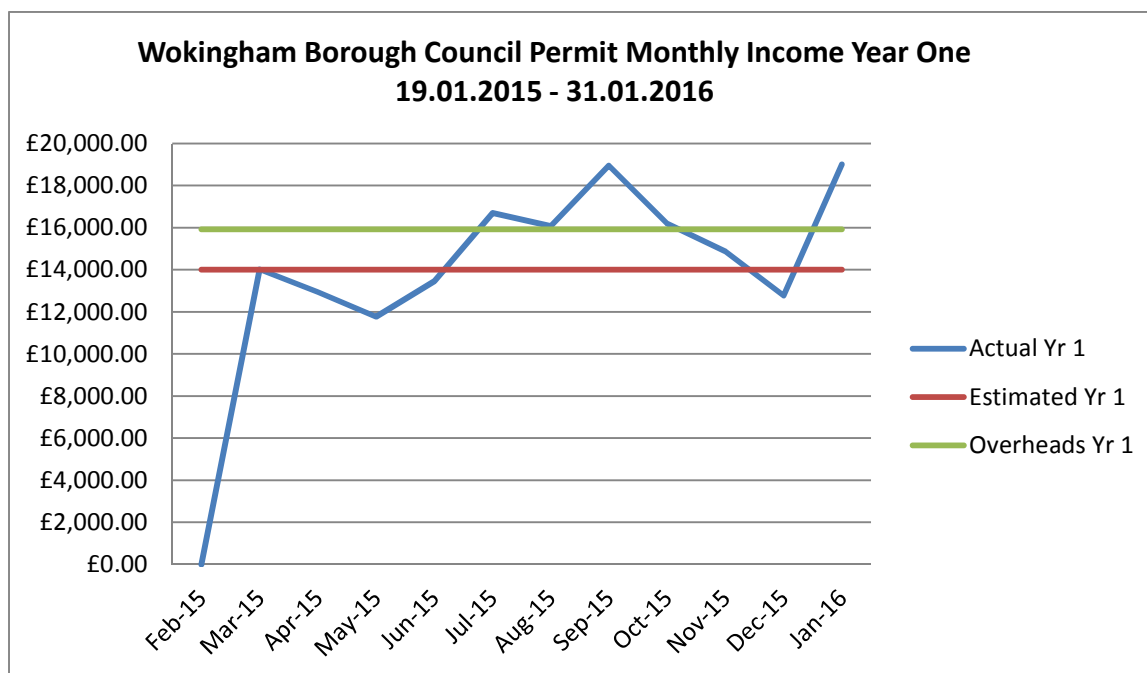


Figure 1 – Monthly Income Year One

Based upon the original permit fee matrix produced as part of the Council's submission to the Department for Transport, the experience of the first year of operation and information provided by utility companies during coordination meetings, we anticipate that the number of major works taking place within the Wokingham Borough will continue to increase. If this forecast is correct, it is likely that the fee structure will need to be reviewed as an increased number of staff members may be required to effectively coordinate this work.

4.2. The fees charged are as detailed in the Figure 1a below


	Main Roads	Minor Roads
	All 0, 1, 2 streets and Traffic Sensitive (at any time) 3 & 4 streets	3 and 4 streets and non-Traffic Sensitive streets
Provisional Advanced Authorisation	£84	£74
Major Activity [over 10 days] and all major works requiring a TTRO	£219	£143
Major Activity [4 – 10 days]	£127	£0
Major Activity [up to 3 days]	£63	£0
Standard Activity	£127	£0
Minor Activity	£63	£0
Immediate Activity	£54	£0
Permit Variation	£45	£35

Figure 1a - Permit Fees (Data source shown in Appendix 1)

5. Costs and Benefits

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the permit authority shall also give consideration to whether the permit scheme is meeting key performance indicators. Section 6 below we provide details on the DfT Performance Indicators, section 7 Permit Scheme's Key Performance Indicators and in section 8 our Authority's Performance Indicators.

Included in the document, Statutory Guidance for Highway Authority Permits Schemes is a requirement in section 6.11 to offer a discounted fee for works on streets designated as traffic sensitive when the works are conducted wholly outside of the defined traffic sensitive times.

This document was issued by the Department for Transport with an October 1st 2015 introduction date and required all Permit Authorities to provide a discount; this was communicated to Wokingham when the Statutory Instrument was still required.

In line with the discount rate for collaborative working, Wokingham introduced a 30% reduction on fees for works on traffic sensitive streets conducted wholly outside of traffic sensitive times from the 2nd March 2015 'live' date. This discount rate is applied irrespective of whether the works were planned by the promoter or directed by the Permit Authority to be at these times.

6. Performance Indicators

6.1. (PI1) The number of permit and permit variation applications

Figure 2 below shows a breakdown of permit applications Received, Granted and Refused for the first year of the schemes operation in Wokingham. Limitations in reporting mean some data is unavailable at present. A detailed summary of data including permit and variation cancellations are shown in Appendix 2.

Permits received / Granted / Refused	Year 1
Total permit applications / variations received by WBC	11208
Total Deemed	9
Total permits granted or refused	11199
Total granted	9790
Total Refused	1409

Figure 2 - Permits Granted and Refused

Figure 3 below shows the percentage of permits granted and refused; in relation to Highway Authority and Utilities for the first year of the Scheme. More detailed data can be found in Appendices 2 and 3.

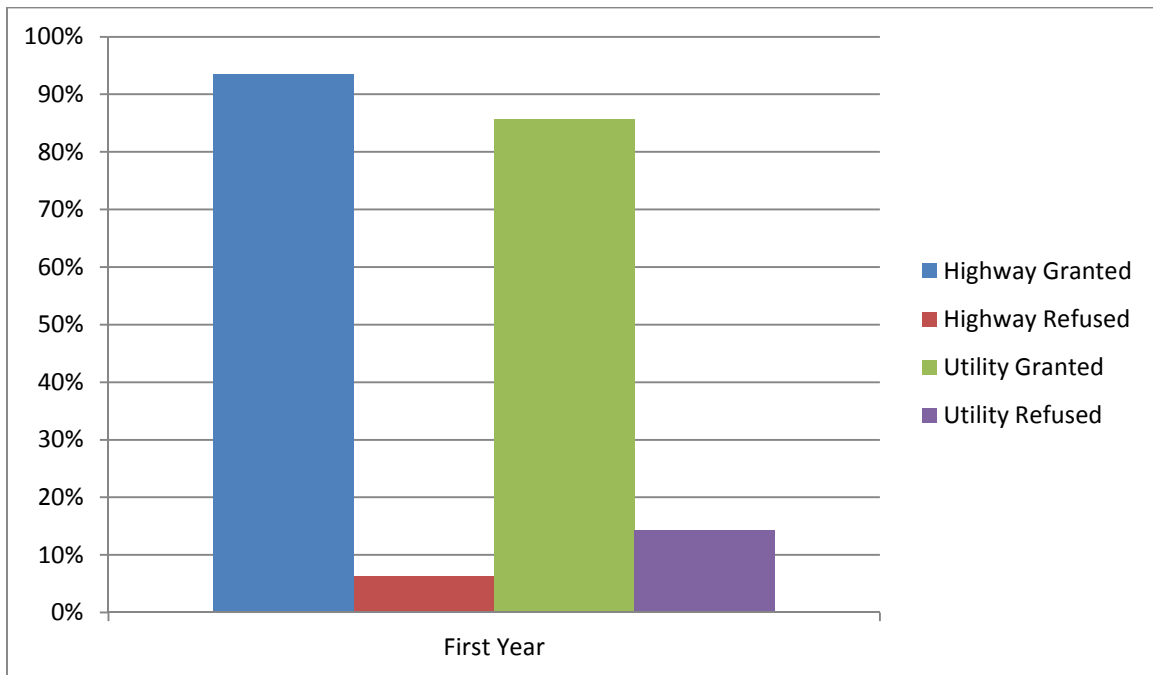


Figure 3 - Permits Granted and Permits Refused for Utility and Highway Authority

Figure 4 shows granted and refused applications broken down by activity type for All Works Promoters. More detailed data can be found in Appendices 2 and 3.

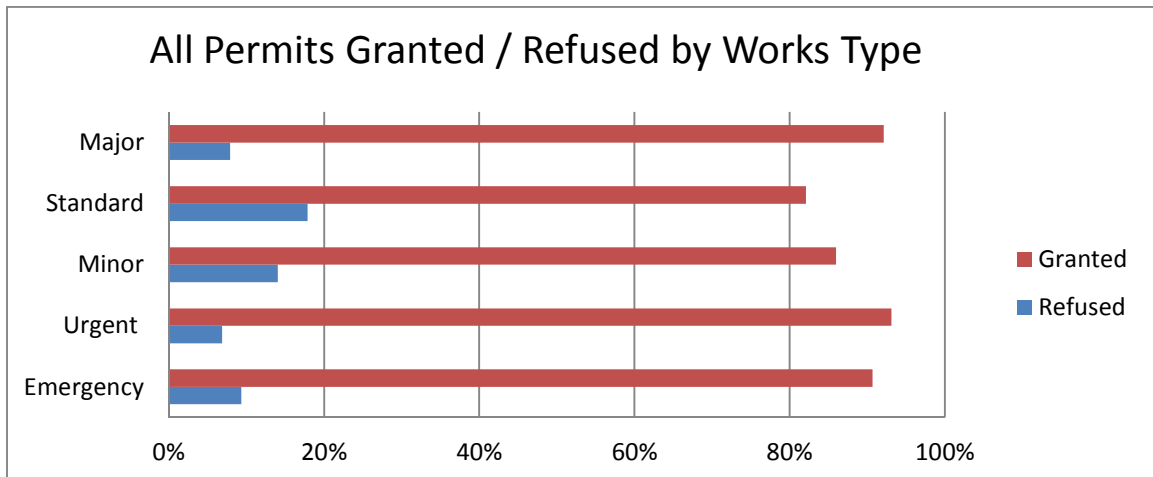


Figure 4 - All Permits Granted & Refused by Works Type

Figure 5 shows granted and refused applications broken down by activity type for the Highway Authority. More detailed data can be found in Appendices 2 and 3.

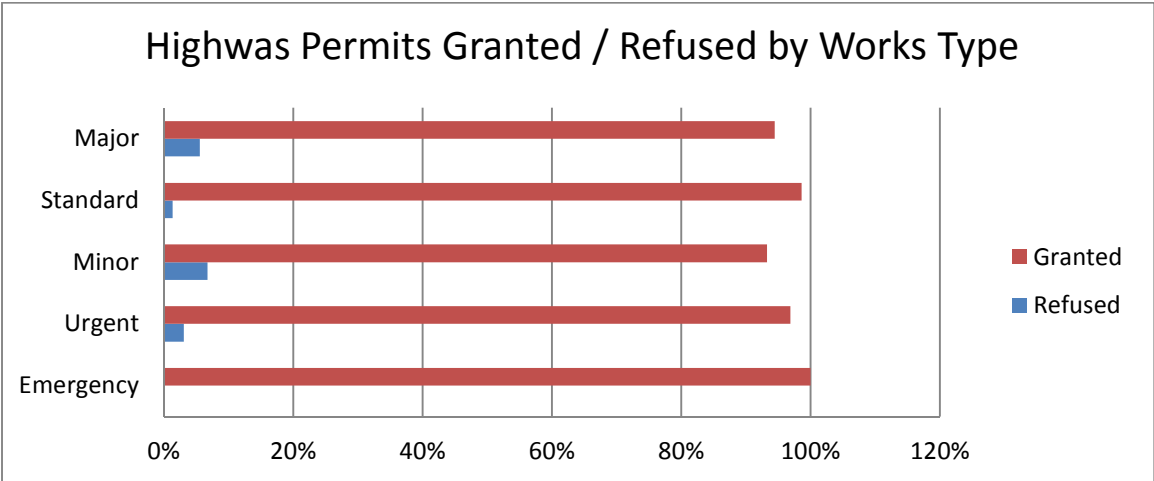


Figure 5 - Highway Permits Granted & Refused by Works Type

Figure 6 shows granted and refused applications broken down by activity type for the Utility. More detailed data can be found in Appendices 2 and 3.

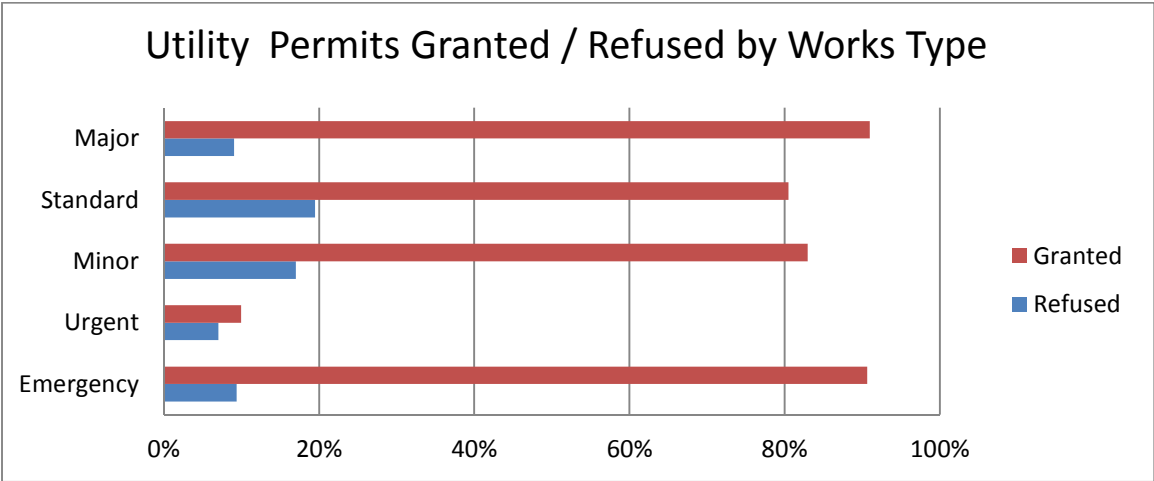


Figure 6 - Utility Permits Granted & Refused by Works Type

The following consideration must be noted in relation to this data.

- Each application has an appropriate response period which means that the number of applications received in any one period does not correspond to the permits granted and refused within that same period. In other words, a permit application received in one period may be responded to within the next period.

The above issue means that there are a number of permit applications, the status of which cannot be determined.

Number of Permit Applications

Figure 7 shows the split of permit applications received from both Highway Authority and Utility promoters. In the first year of the schemes operation, Highways generated 22% of permit application and Utility promoters produced the remaining 78% of the applications received. The data can be found in Appendix 2

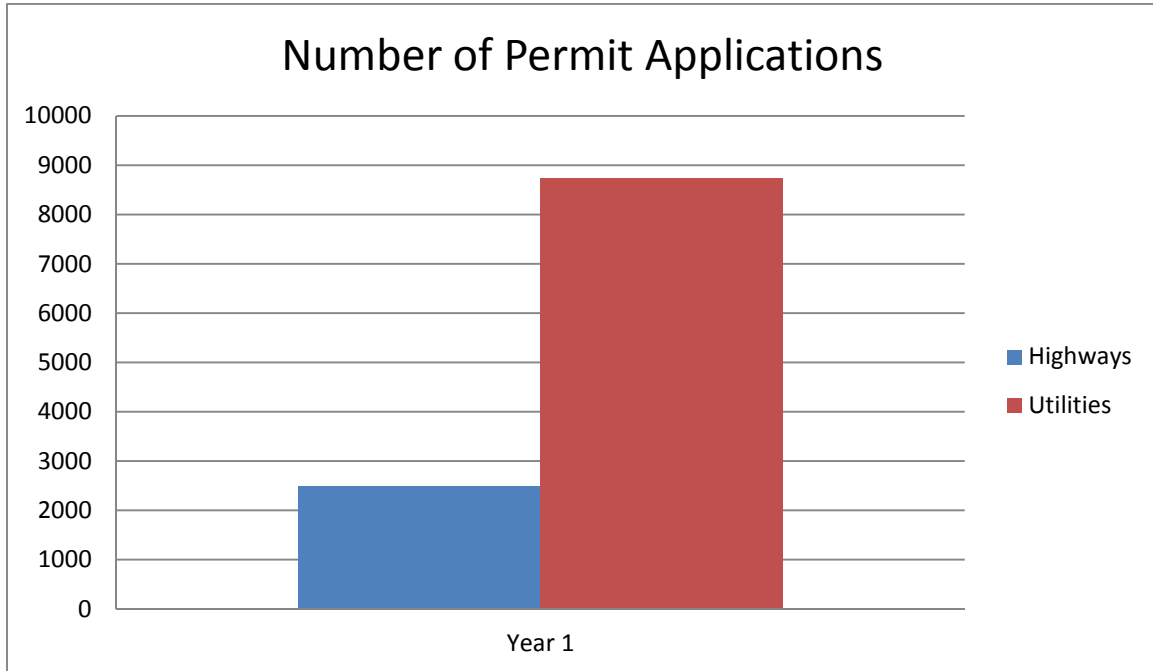


Figure 7 – Number of Permit Applications

6.1.2. Analysis

There has been an increase in the quality of the Permits received for all Highway Authority works. Improvements have been driven by regular performance meeting between the Highways contractor and the Wokingham Street Works Team.

6.2. (PI2) The number of conditions applied by condition type

Wokingham in their submission to the DfT agreed to use the National Conditions (NCT, HAUC England) before they became a requirement for all schemes.

Figure 8 below shows the percentage of permit conditions applied against permits in relation to works for road purposes and streets works undertaken by statutory undertakers on the basis of the 13 standard HAUC (England) conditions. The data is shown in Appendix 4.

(These figures were calculated from Permit Applications with conditions as % of all Permit Applications/Variations)

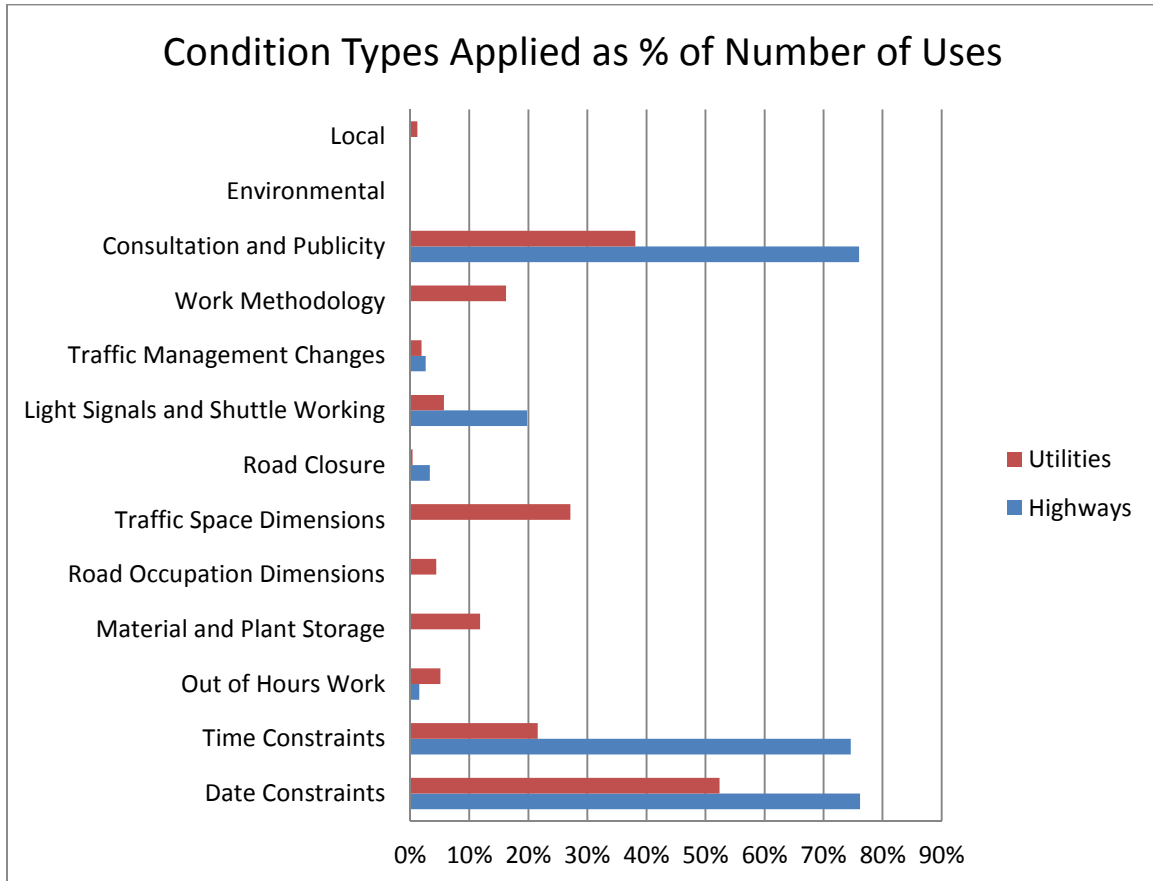


Figure 8 - Percentage of Conditions applied by Type for Utility Permits and Highway Authority Permits

6.3. The Number of Approved Revised Durations

Figure 9 shows the number of Duration Variation applications received as a percentage of Works phases started for the Permit scheme split between the main statutory undertakers and Highway Authority applications for works within the Wokingham Borough area. The data is shown in Appendix 5.

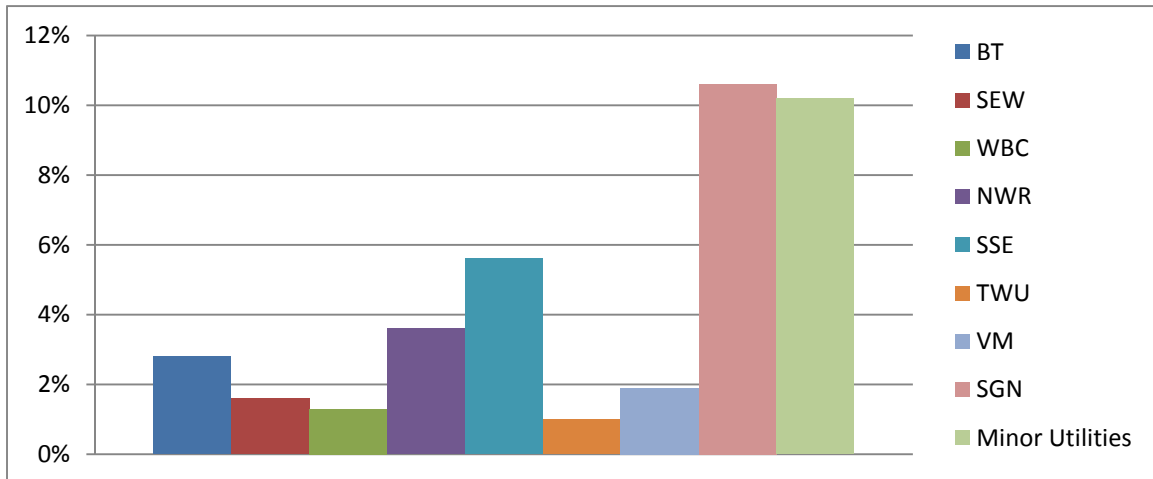


Figure 9 - Duration Variation Applications as % of Works phases Started

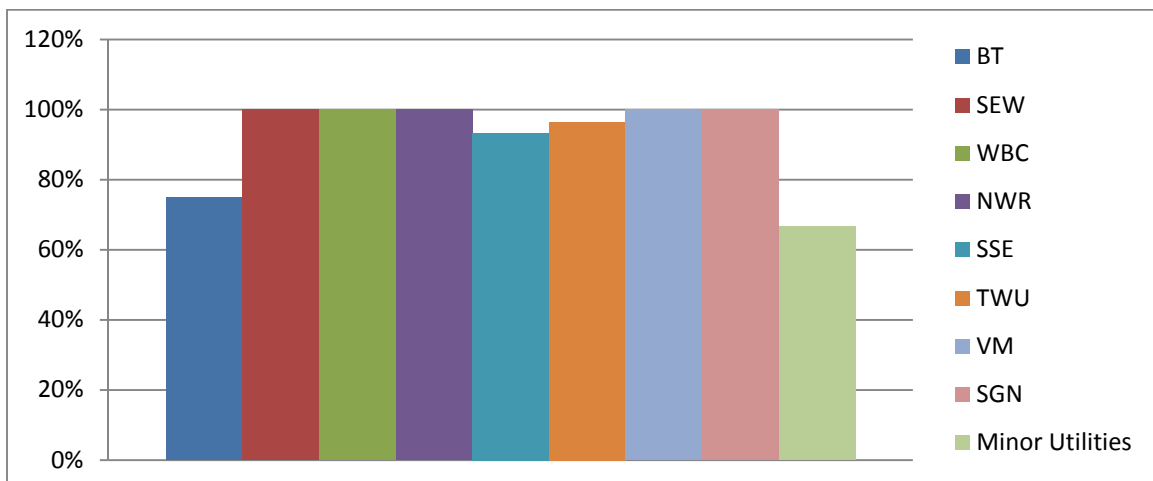


Figure 10 - % of Duration Variation Applications Agreed from Total Applied for by Works Promoters

It should be noted that not all agreements for revised duration of the permit will allow for an increase in the reasonable period allowed for the works to take place. This will be considered for each application and the promoter informed if this should be the case.

6.4. The Number of occurrences of reducing the application period

This KPI was considered to be in relation to the number of times promoters were allowed by Wokingham Borough Council to start their works without having to comply with the minimum permit application lead-in period; commonly known as an Early Start. Data can be found in Appendix 5

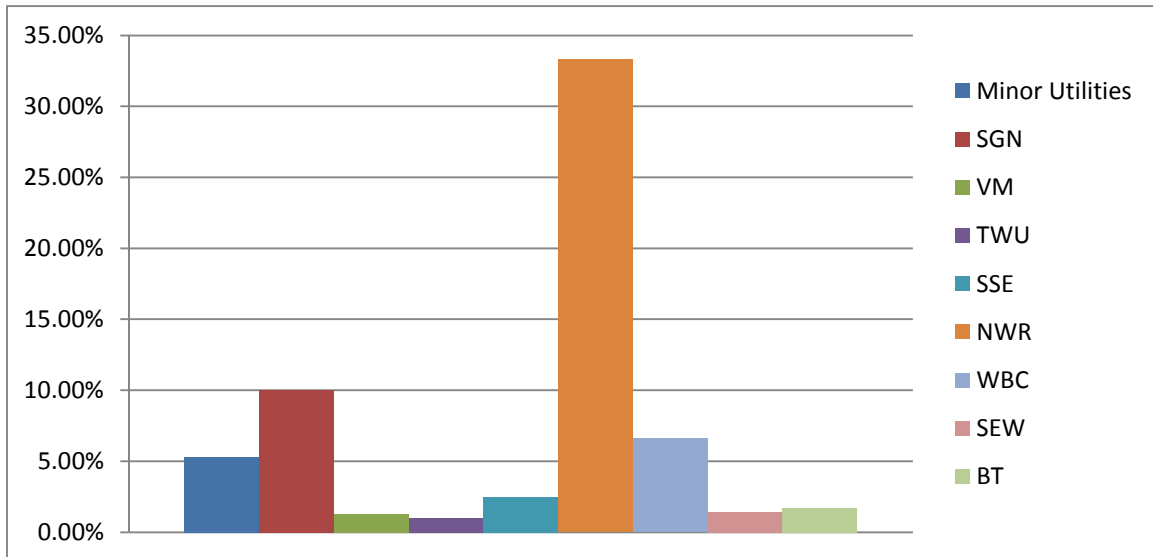


Figure 11 - Number of applications to reduce the notification period (Early Starts) as a % of total applications made

Figure 11 shows that Network Rail made the most applications to reduce the notification period of any promoter and below Figure 12 shows that despite their large number of early starts; they received the least agreements.

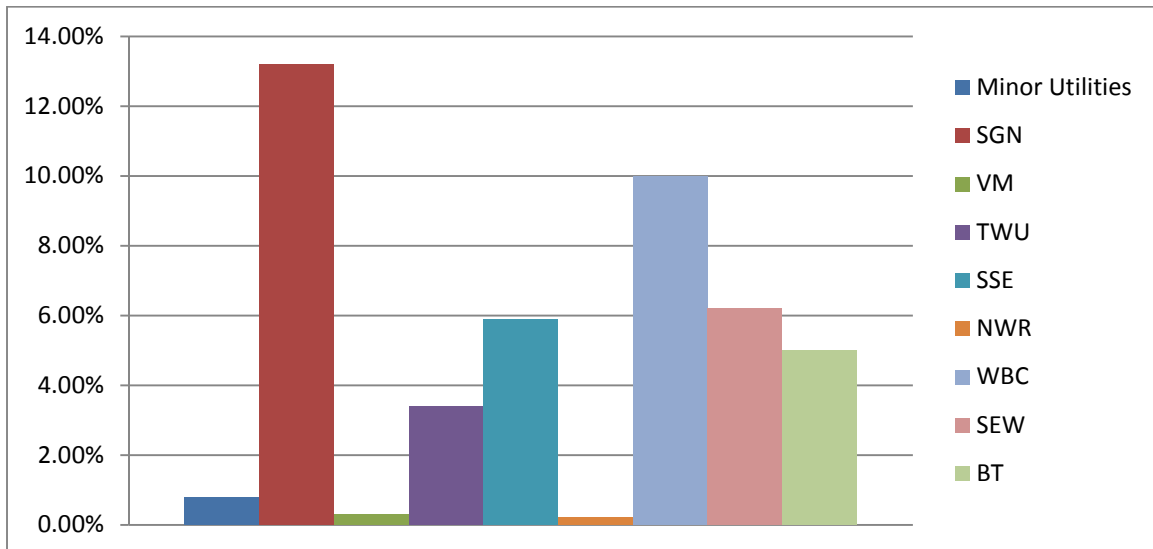


Figure 12 - Number of Agreements to reduce notification period as a percentage of all Early Starts

The Wokingham Permit Scheme provides a framework for Wokingham to treat all activities and activity promoters covered by the scheme on an equal basis. The above data shows that largely to be the case. Early start requests are considered individually on their own merits by Wokingham and are never refused without a valid reason.

7. HAUC TPI Measures

This section outlines the Permit Indicators (TPI) set out in the Statutory Guidance for Highway Authority Permit Schemes October 2015, Annex A.

These indicators for permit schemes are additional to the general TMA Performance Indicators (TPIs), which are already being produced. The TPIs focus on occupancy, co-ordination and inspections, and therefore relate mainly to the stages of the works from works start to final conclusion. These additional permit indicators focus more on the process of permit applications and responses, prior to the works being carried out.

7.1. TPI1 Works Phases Started (Base Data)

7638

7.2. TPI2 Works Phases Completed (Base Data)

7637

7.3. TPI3 Days Of Occupancy Phases Completed

43840

7.4. TPI4 Average Duration of Works

5.81

7.5. TPI5 Phases Completed on time

7565

7.6. TPI6 Number of deemed permit applications

9

7.7. TPI7 Number of Phase One Permanent Registrations

5485

8. AUTHORITY MEASURES

In addition to DfT KPIs and HAUC TPIs, Wokingham Borough Council has collated its own data.

8.1. AM 1 - Average duration of works by permit type

Figure 13 shows that the average durations, when viewed by permit type.

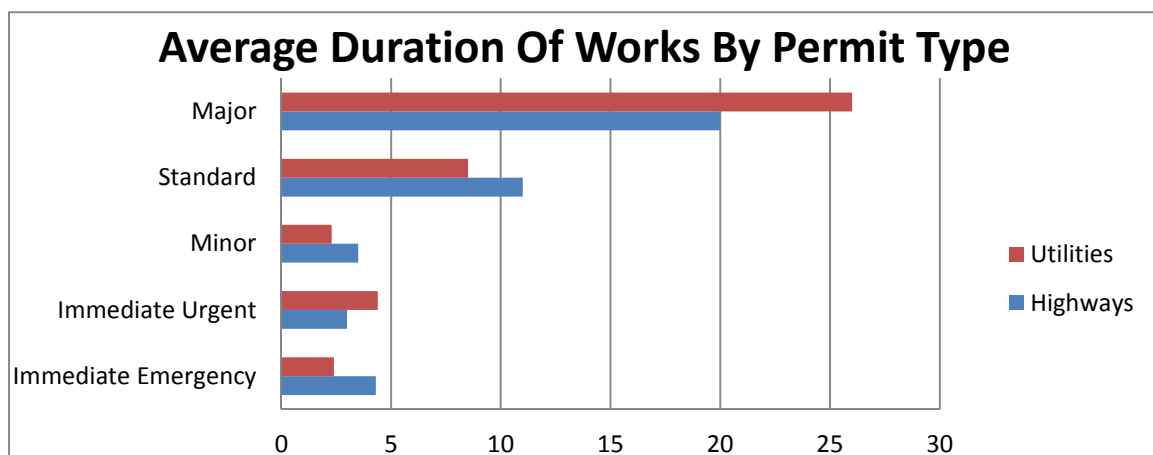


Figure 13 - Average duration of works (Working Days) by Permit Type in first year of permit scheme

8.2. AM 2 – Inspections

Figure 14 relates to permit compliance inspections carried out, excluding inspections with results recorded as Abortive.

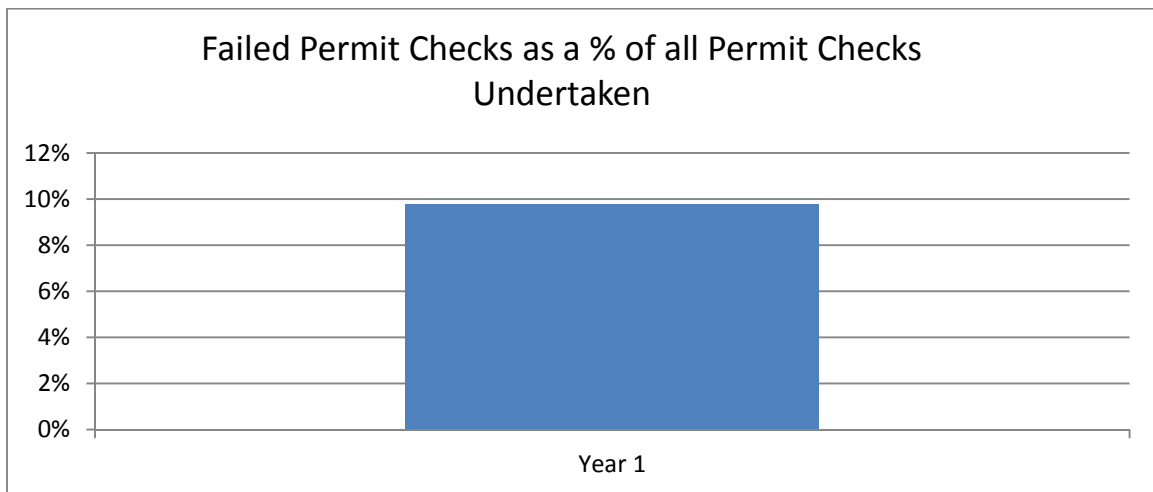


Figure 14 - Failed Permit Conditions Checks as % of all undertaken during first year of permit scheme

8.3. AM 3 – Days of Disruption Saved/ Number of Collaborative works

Duration Challenges	5
Calendar Days Saved	598
Permits with Collaborative Working	474
Total Working Days Saved	510

Figure 15 - Number of Durations Challenges, Permits with collaborative Working and Days saved

8.4. AM 5 - FPNs (Permit breaches)

FPNs apply only to statutory undertakers and not to highway authorities, so the data is shown here for the main statutory undertakers working in Wokingham Borough Council Area. Please see Appendix 7 for details.

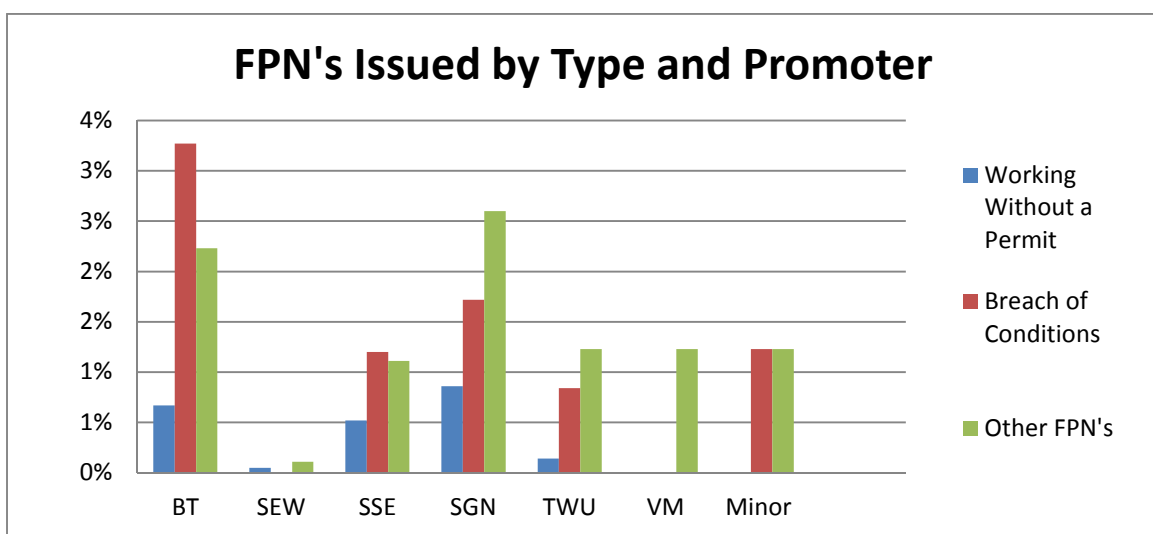


Figure 16 - FPNs issued by Type and promoter in Year 1

9 CONCLUSION

The Wokingham Local Transport Plan 3 recognises that maintaining and improving roads, coordinating street works and managing parking support business and is necessary to drive economic growth.

Our Local Transport Plan (LTP3 2011-2026) states:

- we shall manage the road network to improve the movement of Traffic including the coordination of roadworks.
- improve the quality and notification of road works to minimise disruption to the travelling public as part of our Network Management duty,
- work with other partners to co-ordinate road works and minimise the impact on the travelling public.

Our objective to encourage a proactive attitude from works promoters has been met by the increase in permit applications and reduction in permit cancellations; indicating better planning. This in association with all applications being considered in time means that the notification of road works to the travelling public is more meaningful and undertaken in a timely manner, so we also met our objective to better manage the road network.

At the six weekly performance meetings with each utility, we discuss defects, seeking to understand why they occurred and how to prevent their reoccurrence. This contributes to improving the safety of road users via signing, lighting and guarding defects, and protecting the network asset via reinstatement defects.

The appropriate and reasonable use of conditions on permits, together with the reducing average duration of works minimises disruption to the travelling public and aids the movement of traffic.

The reduction in FPNs and introduction of permit fee discounts for collaborative working and work outside of traffic sensitive times demonstrates the engagement with partners and stakeholders to minimise the impact on the travelling public.

10 Glossary

AM	Authority Measure
DEEMED	If the Permit Authority fails to reply to an application for a Permit or PAA within the designated response times, the Permit or PAA is deemed to be granted under the terms of the application
DfT	Department for Transport
EToN system	The Electronic Transfer of Notices, the nationally agreed format for the transmission of notice information.
EToN developers	Representatives of the main software developers involved in street works
EToN Strategy Group	Responsible for the development of the EToN system
FPN	Fixed Penalty Notice
HAUC	Highway Authority Utility Committee
KPI	Key Performance Indicator as developed by the DfT and set out in the Permit Code of Practice
LPT	Local Transport Plan
NCT	National Condition Text from HAUC England used from 01/07/2015 and mandatory from October 2015
NMD	Network Management Duty, a legal obligation created by the Traffic Management Act 2004 for highway authorities to secure the expeditious movement of traffic
NWR	Network Rail
Minor Utilities	O2, Energetics, T-Mobile, Vodafone, Fulcrum, GTC & Orange
PAN	Permit Advice Note
PI	Performance Indicator October 2015
Sample A	An inspection undertaken during the progress of the works as defined in Section 2.3.1 of The Code of Practice for Inspections 2002
BT	BT Openreach
SEW	South East Water
SGN	Sothern Gas Net Works
SSE	Scottish & Southern Energy
TMA	Traffic Management Act 2004
TPI	Traffic Management Act Performance Indicators
TTRO	Temporary Traffic Regulation Order
TWU	Thames Water
VM	Virgin Media
WFRP	Works for Road Purposes SSE – Scottish & Southern Energy
WBC	Wokingham Borough Council

11 Appendices 1 to 6

Appendix 1 Permit Fees

Source for Figure 2 <http://www.wokingham.gov.uk> Charges for permits.pdf

Appendix 2 Number of Permit and Permit Variations Applications

Source for Figure 2 is SWRKPI1_DETAIL.RPT, this report in raw form was an Excel Spreadsheet exported from the Streetworks Register. The data has been sorted and presented below in a summarised form. All Permit Applications for the period covered in first year of The Wokingham Borough Council Permit Scheme.

KPI 1 - Number of Permit and Permit Variation Applications												
Date Range from 19/01/2015 to 31/01/2016												
		Applications Received		Permit status = Granted				Permit Status = Refused				Permit Status = Deemed
Org Ref	Organisation Name	Permit Application	Variation	Permit Application	Variation	Permit Application Cancellation	Variation Cancellation	Permit Application	Variation	Permit Application Cancellation	Variation Cancellation	Permit Application
0030	BT OPENREACH	1,139	208	851	154	160	21	286	53	197	18	3
0360	WOKINGHAM BOROUGH COUNCIL	2,207	276	2,057	264	166	40	146	12	62	4	4
7002	SOUTHERN ELECTRIC	1,068	280	937	255	65	9	131	25	24	4	
7075	COLT TELECOMMUNICATIONS	7	2	6	2	1	0	1	0	0	0	
7076	Vodafone	32	23	25	17	1	2	7	6	3	2	
7093	NETWORK RAIL	18	9	14	9	1	0	4	0	1	0	
7160	VIRGIN MEDIA	475	119	380	106	72	15	95	13	30	4	
7182	Telefonica (O2 (UK) Limited)	13	8	8	8	2	2	5	0	2	0	
7183	Level 3 Communications UK Limited	3	4	1	0	0	0	2	4	2	4	
7221	Romec	2	0	0	0	0	0	2	0	1	0	
7231	GAS TRANSPORTATION CO LTD	21	21	8	12	2	0	12	9	3	2	1
7233	Orange PCS Group	14	5	11	5	1	0	3	0	0	0	
7238	MIDDLESEX CABLE LTD	3	7	0	3	0	0	3	4	1	1	
7244	SSE DATACOM	12	2	9	2	0	0	3	0	1	0	
7245	Intersute	1	0	0	0	0	0	1	0	0	0	
7250	T-Mobile (UK) Limited	15	7	11	6	1	2	4	1	2	1	
7269	Energetics Electricity Limited	1	0	1	0	0	0	0	0	0	0	
7270	SOUTHERN GAS NETWORKS	398	181	354	168	54	10	44	13	13	1	
7294	Fulcrum Pipelines Limited	6	1	2	1	0	0	4	0	3	0	
7309	ESP Electricity Ltd	2	2	0	2	0	0	2	0	0	0	
7311	Energetics	1	1	0	1	0	0	1	0	0	0	
9106	Thames Water Utilities Ltd	2,469	376	2,111	319	492	52	357	57	191	37	1
9117	South East Water	1,650	119	1,565	105	234	13	85	14	50	6	
		9,557	1,651	8,351	1,439	1,252	166	1,198	211	586	84	9
			11,208									11,208

Selection Criteria
 Confirmed Permit and Permit Variation Applications selected where the file date is within the Date Range.
 Count of Permit and Permit Variation Applications (EToN Notice Types 0210, 0310, 0311, 0510 and 1110) for SU Works (Class 1) and HA Works (Class 2).
 Notifications not yet processed are excluded, this may result in fluctuations in data compared to future report runs for the same date range.
 Cancelled phases are included

Version 1.4

Appendix 3 Data for Permits Granted & Refused

All Permits Granted & Refused by Works Type							
	Permit Applications / Variations	Total Applications/Variations less Cancelled Applications/Variations	Cancelled	Permit Applications Granted	Permit Applications Refused	% Granted	% Refused
Major	380	350	30	350	30	92%	8%
Standard	822	623	199	675	147	82%	18%
Minor	7510	5734	1776	6456	1054	86%	14%
Urgent	2198	2116	82	2047	151	93%	7%
Emergency	289	286	3	262	27	91%	9%
Highways Permits Granted & Refused by Works Type							
	Permit Applications / Variations	Total Applications / Variations less Cancelled Permit Phases	Cancelled	Permit Applications Granted	Permit Applications Refused	% Granted	% Refused
Major	126	103	16	119	7	94%	6%
Standard	73	28	44	72	1	99%	1%
Minor	2186	1823	212	2035	147	93%	7%
Urgent	97	93	1	94	3	97%	3%
Emergency	1	1	0	1	0	100%	0%
Utility Permits Granted & Refused by Works Type							
	Permit Applications / Variations	Total Applications / Variations less Cancelled Permit Phases	Cancelled	Permit Applications Granted	Permit Applications Refused	% Granted	% Refused
Major	254	217	14	231	23	91%	9%
Standard	749	448	155	603	146	81%	19%
Minor	5324	2857	1564	4421	907	83%	17%
Urgent	2101	1872	81	1953	148	93%	7%
Emergency	288	258	3	261	27	91%	9%

Appendix 4 (PI2) The number of conditions applied by condition type

KPI 2		Date Range from 19/01/2015 to 31/01/2016									
Number of Permit Conditions Applied - In Relation to Permit Conditions Lookup in Technical Specification											
Condition	Condition Description	# of Permit Applications	# of All conditions applied	%	# of Permit Applications	# of Highway conditions	%	# of Permit Applications	# of Utility conditions applied	%	
1	Date Constraints	11208	6460	58	2483	1891	76	8725	4569	52	
2	Time Constraints	11208	3733	33	2483	1852	75	8725	1881	22	
3	Out of Hours Work	11208	480	4	2483	37	1	8725	443	5	
4	Material and Plant Storage	11208	1032	9	2483	2	0	8725	1030	12	
5	Road Occupation Dimensions	11208	380	3	2483	0	0	8725	380	4	
6	Traffic Space Dimensions	11208	2366	21	2483	1	0	8725	2365	27	
7	Road Closure	11208	113	1	2483	81	3	8725	32	0	
8	Light Signals and Shuttle Working	11208	991	9	2483	491	20	8725	500	6	
9	Traffic Management Changes	11208	233	2	2483	64	3	8725	169	2	
10	Work Methodology	11208	1415	13	2483	2	0	8725	1413	16	
11	Consultation and Publicity	11208	5207	46	2483	1886	76	8725	3321	38	
12	Environmental	11208	9	0	2483	1	0	8725	8	0	
13	Local	11208	103	1	2483	0	0	8725	103	1	

Confirmed Permit Applications selected where the file date is within the Date Range.
 Count of Permit Applications (EToN Notice Types 0210 and 0310) against Condition Type for SU Works (Class 1) and HA Works (Class 2).
 Notifications not yet processed are excluded, this may result in fluctuations in data compared to future report runs for the same date range.
 Cancelled phases are excluded

Version 1.2

Appendix 5 The Number of occurrences of reducing the application period

KPI 3 - Number of Approved Extensions		Date Range from 19/01/2015 to 31/01/2016					
NTYPE		510					
	Granted	Refused	Figure 9	%	Figure 10	%	
Promoters							
BT	27	9	1347	2.7	36	75.0	
SSE	28	0	1769	1.6	28	100.0	
WBC	31	0	2483	1.2	31	100.0	
NWR	2	0	55	3.6	2	100.0	
SSE	70	5	1348	5.6	75	93.3	
TWU	27	1	2845	1.0	28	96.4	
VM	11	0	594	1.9	11	100.0	
SGN	51	10	579	10.5	61	83.6	
Minor Utility			118	10.2	12	66.7	
MG	1	0					
NX	6	1					
ZP	1	3					

Selection Criteria
 Works selected where Permit Application or Extension Request file date is within the date range.
 Count of Extension Requests (EToN Notice Type 0510) against Issued Permits for SU Works (Class 1) and HA Works (Class 2).
 Notifications not yet processed are excluded, this may result in fluctuations in data compared to future report runs for the same date range.

Version 1.2

Appendix 6 Fixed Penalty % applications received

Year 1	BT Openreach	South East Water	Scottish & Southern Energy	SGN	Virgin Media	Thames Water	Minor Utilities
Total Fixed Penalty Notices Given	79	3	39	30	8	63	5
Working Without a Permit	9	1	7	5	0	4	0
% Applications Received	0.67%	.05%	0.52%	.86%	0%	0.14%	0.0%
Breach Of Conditions	44	0	17	10	0	24	3
% Applications Received	3.27%	0	1.26%	1.72%	0%	0.84%	1.23%
Other Fixed Penalty Notices	30	2	15	15	8	35	3
% Applications Received	2.23%	.11%	1.11%	2.6%	1.35%	1.23%	1.23%