

Barnsley Permit Scheme
All-roads permits scheme – year 3 report
December 2022

1. Executive Summary

Barnsley Council has successfully operated a permit scheme, previously part of the Yorkshire Common Permit Scheme, since June 2012. Initially the permit scheme concentrated on the strategic route network and consisted of all type 0, 1 and 2 roads, and additionally traffic sensitive type 3 and 4 roads.

As has been demonstrated in previous reports this has resulted in a reduction in duration of works and subsequent reduction in disruption experienced by highway users.

In order to build upon this success, Barnsley rolled out the permit scheme to all streets in September 2019. This revised scheme has continued to build on the previous schemes' successes and meeting the stated objectives.

2. Introduction

The Traffic Management Act 2004 (TMA), Part 3 Sections 32 to 39, and the Traffic Management Permit Scheme (England) Regulations 2007 make provision for Permit Schemes to be introduced in England. The Yorkshire Common Permit Scheme (2012) was adopted by Barnsley MBC and amended in 2015 to reflect the requirements introduced in 2015. It was further amended in 2019 to include all adopted streets within the borough as part of the permit scheme. These additional streets are subject to a different charging regime, which are lower than the pre-existing permit streets.

This is the third report covering the all-roads permit scheme, covering the period between September 2021 and August 2022. Some data is collected quarterly so covers the period up to the end of September 2022 (2022 Q2). Further reports will be issued every three years.

3. Objectives

The objectives of the permit scheme remain as below:

- Minimising delay and reducing disruption to road users arising from road and street works activity
- Ensuring parity between promoters of street works and works for road purposes.
- To protect the structure of the street and the integrity of apparatus in it;
- To encourage proactive, rather than reactive, attitudes to activities by promoters. It is easier to reject a permit application for non-supply of required information than it was to impose a directive on a Notice. This change in culture has already

resulted in the supply of more information to Barnsley MBC, even more so with the introduction of the all-streets permit scheme as all streets now enjoy an enhanced level of information supply and assessment. This enables BMBC to better manage the network, coordinate activities within Barnsley MBC and across adjacent authorities, and reduce disruption to users of the highway. This information is provided to the general public enabling informed journey choices;

- To ensure safety for those using, living or working on the street, including those engaged in activities controlled by the Permit Scheme;
- To improve activity planning by all promoters;
- An aid to help improve public transport efficiencies.

4. Fees

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

Barnsley Council committed to undertake an annual review of the permit fees, and make any necessary adjustments to the subsequent years fees.

When the previous (year 2) report was undertaken no changes in the fee structure were identified, following an increase in the summer of 2021. However after subsequent reviews and increases to staffing costs it has been identified small increases to the permit fees are now required. BMBC intends to implement the new charges from 1 April 2023.

The current permit fees for each type of road/permit can be found below.

PAA	Major	Standard	Minor	Immediate	Variation
Type 1/2 & T/S Streets					
£102	£198	£113	£61	£53	£45
Type 3/4 & non-T/S Streets					
£68	£143	£75	£45	£40	£35

The below charges are proposed from April 1 2023.

PAA	Major	Standard	Minor	Immediate	Variation
Type 1/2 & T/S Streets					
£105	£213	£121	£65	£57	£45
Type 3/4 & non-T/S Streets					
£74	£150	£75	£45	£40	£35

5. Costs and benefits

The Statutory Guidance for Highway Authority Permit Schemes October 2015 states that (Regulation 16a) authorities must evaluate their permit scheme every 12 months of operation for the first three years of operation and then every three years thereafter.

This report is the third report covering the all-roads permits scheme and is specific to Barnsley Metropolitan Borough Council; it evaluates the progress of the permit scheme in meeting the objectives and parity of treatment for both street works promoters and works for road purposes.

A set of Key Performance Indicators (KPIs) has been developed by the HAUC (England) Permit Forum. This report includes details of scheme specific performance indicators (PIs), HAUC (England) KPIs and additional authority measures (AMs) that reflect the objectives put forward in the scheme submission documentation. The layout of the report is based on the HAUC(UK) permit report guidance.

The key objective of the permit scheme is 'minimising delay and reducing disruption to road users arising from road and street works activity'; the permit scheme has demonstrated that it has met this objective in a number of ways outlined below in order of relevance:

- AM1 – The average duration of works has continued to show that the average remains consistently below the pre-permit averages with an overall downward trend. It should be noted however the inclusion of all streets within the permit scheme does introduce some longer durations on non-traffic sensitive streets, which have little overall impact on traffic disruption in the borough.
- AM3 – There have been 65 instances of collaborative working in the second year reporting period, an increase of 25 instances over the previous year, showing that we are liaising closely with works promoters to encourage working together wherever possible.
- TPI5 – Phases completed on time. There is a trend showing works are increasingly being completed within the agreed reasonable period.
- AM5 – Fixed Penalty Notices (FPNs). There has been a steady decrease in the number of FPNs given, showing more accurate information is being submitted on permits, however this has naturally increased now all streets are included in the permit scheme so liable for FPNs. Permit compliance is included with the FPN data. The increase shows BMBC is rigorously applying the requirements to all permit streets to drive performance improvement and compliance with inspections.

In addition to these reports, we are working closely with our colleagues in the Urban Traffic Control (UTC) team to monitor the effects of roadworks, particularly those using temporary traffic control, including timings and phasing of signals.

Where UTC data is not available, we make extensive use of Google maps traffic data to monitor particularly disruptive works and the effects it is having on real time traffic, adjusting permit conditions where necessary.

The parity measure for the permit scheme is 'ensuring parity between promoters of street works and works for road purposes'. Barnsley Council invite all works promoters to discuss any works in advance of them starting to discuss working times, techniques, TM, conditions etc thus ensuring that permits can be assessed and granted first time which in turn allows works promoters to have assurance that the works will go ahead as intended.

With regard to the supplementary objectives, these can be evaluated using a combination of indicators and measures.

- To protect the structure of the street and the integrity of apparatus in it.
 - Section 58 information is published on one.network for use in works planning and discussions take place regarding any works required within the S58 restriction.
 - Encouraging works promoters to check the associated street data on the gazetteer to ensure they are aware of any restrictions and/or engineering difficulties.
 - Ensuring any reinstatement defects are dealt with within prescribed timescales and raising any reinstatement issues at quarterly performance meetings.

- To encourage proactive, rather than reactive, attitudes to activities by promoters.
 - Advance meetings to discuss specific schemes and agree conditions on permits prior to them being submitted.
 - Encouraging early submission of permits for immediate works which may have a significant impact on the Barnsley network.
 - Assessing data from the Urban Traffic Control team to ascertain the suitability of traffic management and potential impacts on the network.

- To ensure safety for those using, living or working on the street, including those engaged in activities controlled by the Permit Scheme.
 - Carrying out permit compliance checks as reported in AM5, these are supplemented by random sample inspections.
 - Ensuring that works with the most potential impact to the network are carried out at times where they will cause less disruption by imposing or agreeing permit conditions with the works promoter.
 - Monitoring Google maps traffic data to ensure traffic is being managed adequately at sensitive sites.

- To improve activity planning by all promoters
 - Encouraging long term co-ordination schedules and discussions at quarterly co-ordination meetings
 - Encouraging early submission of all events and temporary traffic regulation orders to assist in the effective co-ordination of all works affecting the network, not just those involving road and street works.

- An aid to help improve public transport efficiencies
 - Increased advanced visibility of immediate works combined with publishing information on One.network is helping to provide improved information to Transport Authorities

6. Performance Indicators

6.1.1 – PI1 – the number of permit and permit variation applications (September 2021 – August 2022)

Table 1.1 – number of permits and permit variations submitted

Number of permit and permit variation applications received, excluding any applications that are subsequently withdrawn	12107
Number of applications granted as a percentage of the total applications made	73.3
Number of applications refused as a percentage of the total applications made	26.7

The full breakdown of data by promoter can be found in Appendix 1.

Permits Granted and Refused

The below tables shows a breakdown of permit applications received, granted and refused/PAMR'd (permit modification request issued) in relation to Highway Authority works for road purposes and works by utility companies. The complete summary of data can be found in Appendix 1. The data has been further broken down by activity status and applications granted or refused; this can also be found in Appendix 1.

Table 1.2 – percentage of permits granted and refused for utility and HA

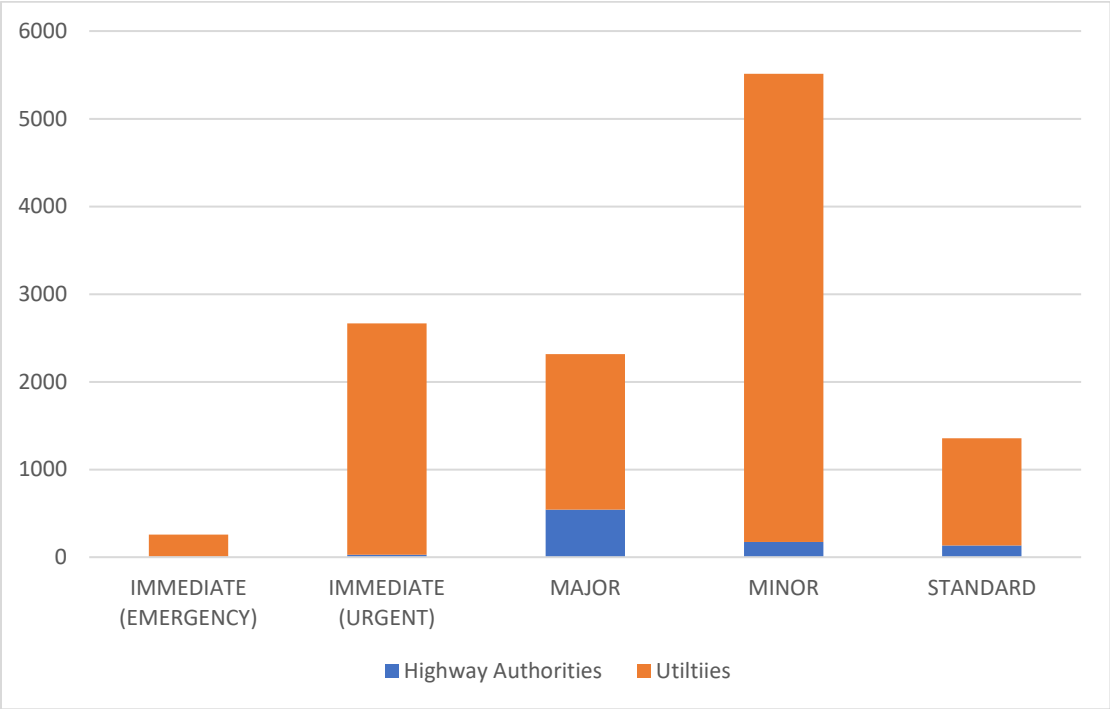
Description	Highway Authority	Utilities
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	Number	%age of total	Number	%age of total
Permits / Variations agreed	784	89.09	8085	72.01
Permits / Variations refused/PMR	96	10.91	3142	27.99
Total	880	100.00	11227	100.00

When considering this data it should be noted that 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 refused within that same period. In other words, a permit application received in one period may be responded to within the next period.

The following chart shows the split of permit applications received from Highway Authority and utility promoters. On average highway authorities generated 8.5% of applications and utilities 92% of applications received, which is a slightly greater proportion of utility permits compared to the previous year. There have been a number of major utility build projects underway during this reporting period which has affected the proportion.

Chart 1 – Number of Permit Applications



6.2 – PI2 – the number of conditions applied by condition type

This is intended to be measured by promoter and show as:

- The number of permits granted
- The number of conditions applied, broken down into condition type, the number of each type being shown as a percentage of the total permits issued.

The total number of conditions by type is shown below for the year 3 reporting period (September 2021-August 2022). The full breakdown by promoter can be found in appendix 1. This data does not show the percentage breakdown, as it is not currently possible to split at a permit level due to software limitations. For example a permit may be submitted multiple times or abandoned, and with few or many conditions attached.

Condition	Number of times condition used
NCT02a	4679
NCT02b	971
NCT04a	341
NCT04b	95
NCT05a	1607
NCT06a	2497
NCT07a	669
NCT08a	2478
NCT08b	765
NCT09a	86
NCT09b	96
NCT09c	284
NCT10a	3033
NCT11b	700
NCT12a	7
NCT13	1
Grand Total	18309
Number of permit and permit variation applications received, excluding any applications that are subsequently withdrawn	12107

6.3 – PI3 – the number of approved revised durations

This is measured by the promoter and shown as:

- The total number of permits granted
- The number of requests for revised durations shown as a percentage of the permits issued
- The number of agreed revised durations as a percentage of the revised durations applied for.

Table 2 – Number of revised durations (September 2021 – August 2021)

Organisation	Permits granted	%age extension requests	% requests approved
BARNSLEY	336	15.77	96.23
BT	422	2.84	58.33
Cadent Gas Limited	309	29.77	81.52
CityFibre	357	16.53	91.53
Energy Assests Networks Ltd	5	20.00	100.00
GTC	10	30.00	100.00
Harlaxton Energy Networks	2	50.00	100.00
Northern Gas Networks	116	42.24	81.63
Northern Powergrid (Yorkshire) plc	722	26.18	69.31
Telefonica (O2 (UK) Limited)	12	25.00	100.00
T-Mobile (UK) Limited	44	6.82	100.00
VIRGIN MEDIA	617	0.49	66.67
Yorkshire Water	1685	13.65	68.26
Grand Total	4716	14.80	75.64

Analysis

Whilst the number of extension requests (and percentage as a whole) varies between promoters, the same assessment criteria is applied. In particular permits on traffic sensitive streets will be expected to be completed as soon as possible in order to minimise disruption. However all works are expected to be cleared once a reasonable duration has elapsed in order to reduce occupation of the highway and meet the scheme’s objectives. The utilities with a 100% approval rate submitted only a small number of permits in the reporting period which has skewed the figures for these utilities, the overall approval rate of 75% is more representative.

6.4 – PI4 The number of occurrences of reducing the application period

Also known as “early starts”, this is shown as:

- The total number of permit and permit variations made

- The number of requests to reduce the notification period as a percentage of applications made
- The number of agreements made to reduce the notification period as a percentage of requests made

Table 3.1 – early starts (September 2020-August 2021)

Number of applications	Reduction requests %	Reductions granted %
9526	29.07	100

Analysis

This measure was considered to be in relation to the number of times promoters were allowed by Barnsley MBC to start their works without having to comply with the minimum permit lead-in period, commonly known as an early start agreement.

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

Barnsley MBC’s approach is enable a permit to be submitted with an early start agreement, however it should be noted the permit may still be refused for another reason, for example if there are coordination issues or if the conditions are insufficient. It may also not meet the timescale for processing a temporary traffic restriction order, however the early start itself may be accepted.

7. TPI Measures

This section outlines the Permit Indicators (TPI) contained as Annex A within the Statutory Guidance for Highway Authority Permit Schemes.

These indicators for permit schemes are additional to the general TMA Performance Indicators (TPIs) which are already being produced.

7.1 TPI Work Phases Started

Table 4 – Number of work phases started

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	254	65	23	29	118	489
2015 Q2	190	42	51	20	97	400
2015 Q3	198	39	31	21	105	394
2015 Q4	220	43	57	30	142	492
2016 Q1	208	41	25	17	101	392
2016 Q2	210	40	33	21	90	394
2016 Q3	190	42	51	20	97	400
2016 Q4	187	36	24	22	74	343
2017 Q1	224	66	25	17	72	404
2017 Q2	273	57	24	17	80	451
2017 Q3	236	52	29	27	139	483
2017 Q4	205	52	51	24	138	470
2018 Q1	254	42	45	25	163	529
2018 Q2	567	211	248	87	966	2079
2018 Q3	819	237	222	65	623	1966
2018 Q4	717	247	399	80	707	2150
2019 Q1	777	371	558	47	558	2311
2019 Q2	757	173	357	43	670	2000
2019 Q3	694	136	167	57	691	1745
2019 Q4	626	123	104	59	696	1608
2020 Q1	490	95	117	40	497	1239
2020 Q2	542	140	140	41	515	1378
2020 Q3	539	147	94	58	546	1384
2020 Q4	594	153	140	63	663	1613
2021 Q1	647	300	121	24	480	1572
2021 Q2	683	158	144	38	524	1547
2021 Q3	499	108	99	52	553	1305
2021 Q4	532	111	197	548	509	1397
2022 Q1	480	98	159	521	42	1300
2022 Q2	649	88	158	531	37	1463

7.2 TPI2 Works Phases Completed

Table 5 – number of works phases completed

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	253	64	33	26	118	494
2015 Q2	192	46	22	22	97	379
2015 Q3	207	39	66	22	103	437
2015 Q4	219	45	51	28	146	489
2016 Q1	215	38	28	19	100	400
2016 Q2	208	45	35	20	89	397
2016 Q3	192	46	22	22	97	379
2016 Q4	181	30	23	22	73	329
2017 Q1	228	67	37	18	68	418
2017 Q2	270	54	26	17	80	447
2017 Q3	243	56	41	25	137	502
2017 Q4	205	54	46	26	137	468
2018 Q1	257	41	49	25	163	535
2018 Q2	566	226	240	84	977	2093
2018 Q3	828	252	268	64	627	2039
2018 Q4	709	221	338	84	699	2051
2019 Q1	777	395	347	47	560	2126
2019 Q2	759	164	344	44	658	1969
2019 Q3	708	149	226	55	712	1850
2019 Q4	624	114	101	58	685	1582
2020 Q1	488	92	92	41	510	1223
2020 Q2	541	141	129	39	501	1351
2020 Q3	544	154	121	561	55	1435
2020 Q4	580	140	116	636	70	1542
2021 Q1	646	277	117	491	24	1555
2021 Q2	679	184	146	512	36	1557
2021 Q3	513	106	122	560	51	1305
2021 Q4	526	101	166	508	46	1347
2022 Q1	483	100	171	527	45	1326
2022 Q2	650	88	160	522	37	1457

7.3 TPI3 Days of Occupancy Phases Completed

Table 6 – number of days of occupancy phases completed

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	2,042	526	1,260	194	477	4,499
2015 Q2	1,843	397	1,258	215	431	4,144
2015 Q3	1,913	459	2,253	172	387	5,184
2015 Q4	1,892	488	1,561	201	638	4,780
2016 Q1	1,881	410	1,170	218	404	4,083
2016 Q2	1,914	513	1,069	234	380	4,110
2016 Q3	1,843	397	1,258	215	431	4,144
2016 Q4	2,126	452	1,352	185	379	4,494
2017 Q1	2,009	532	1,768	161	361	4,831
2017 Q2	2,264	600	1,817	176	422	5,279
2017 Q3	2,164	614	1,565	168	701	5,212
2017 Q4	1,846	497	1,661	240	694	4,938
2018 Q1	2,031	444	1,299	215	805	4,794
2018 Q2	5,226	3582	6,397	1413	6074	22,692
2018 Q3	6,004	3649	4,759	1325	4750	20,487
2018 Q4	5,793	3590	7,168	1467	4923	22,941
2019 Q1	5,807	5787	6,104	1284	4242	23,224
2019 Q2	6,231	3103	6,092	1301	4805	21,532
2019 Q3	6,354	2938	4,045	1438	4824	19,599
2019 Q4	6,230	2645	2,810	1395	4776	17,856
2020 Q1	5,857	2711	2,852	1260	4032	16,712
2020 Q2	5,952	3195	4,405	1294	4112	18,958
2020 Q3	5,974	3,315	4,547	1,360	4,229	19,425
2020 Q4	6,139	3,506	4,571	5,198	1,571	20,985
2021 Q1	6,327	4,575	4,286	4,387	1,235	20,810
2021 Q2	6,366	3,773	4,761	4,669	1,303	20,872
2021 Q3	5,805	3,224	3,662	5,145	1,519	19,315
2021 Q4	5,789	3,221	4,962	4,597	1,321	19,890
2022 Q1	5,778	2,881	3,880	4,347	1,254	18,140
2022 Q2	6,023	3,034	4,130	4,387	1,198	18,772

7.4 TPI4 Average Duration of Works

Table 7 – average works duration by notice type in days

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	2.31	6.58	68.88	3.5	3.11	16.88
2015 Q2	1.92	7.13	21.41	5.95	3.71	8.02
2015 Q3	2.21	6.08	39.26	3.82	2.78	10.83
2015 Q4	1.94	12	16.86	3.18	3.77	7.55
2016 Q1	2.03	7.97	19.04	7.79	3.18	8
2016 Q2	1.81	9.2	36.46	6.95	3.19	11.52
2016 Q3	1.92	7.13	21.41	5.95	3.71	8.02
2016 Q4	1.88	6.27	17	4.32	3.25	6.54
2017 Q1	2.45	6.28	38.68	4.06	3.87	11.07
2017 Q2	3.53	8.5	116.69	4.94	3.59	27.45
2017 Q3	2.88	8.11	22.44	2.72	4.07	8.04
2017 Q4	1.96	7.37	51.98	6.08	3.79	14.24
2018 Q1	3.49	8.68	19.96	4.96	3.83	8.18
2018 Q2	2.19	7.6	21.85	4.64	4.06	6
2018 Q3	2.28	7.65	18.87	4.52	4.09	5.75
2018 Q4	2.37	7.41	15.24	4.74	4.56	5.88
2019 Q1	2.01	10.37	16.46	4.06	3.85	6.45
2019 Q2	5.88	7.43	15.04	4.57	4.07	6.98
2019 Q3	2.32	7.83	16.18	5.93	3.85	5.15
2019 Q4	2.39	6.38	15.48	4.38	3.74	4.17
2020 Q1	2.08	8.02	14.95	5.44	3.72	4.29
2020 Q2	1.82	7.01	20.76	4.41	3.7	4.94
2020 Q3	1.86	7.55	28.3	4.51	3.7	5.52
2020 Q4	2.01	8.59	18.41	7.41	4.14	4.96
2021 Q1	2.1	7.76	19.26	5.96	4.11	5.09
2021 Q2	2.1	8.25	25.77	4.3	4.58	5.82
2021 Q3	1.66	8.12	12.80	9.96	4.35	6.71
2021 Q4	1.76	8.10	11.61	4.44	5.07	4.57
2022 Q1	1.8	6.77	18.88	3.41	4.04	5.09
2022 Q2	1.63	6.64	11.08	4.29	3.80	3.94

7.5 TPI5 - Phases Completed On Time

Table 8 – phases completed after the reasonable period

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	5	2	6	0	8	21
2015 Q2	1	1	1	0	1	4
2015 Q3	4	3	3	2	2	14
2015 Q4	1	6	4	1	8	20
2016 Q1	1	1	3	5	2	12
2016 Q2	0	5	2	3	2	12
2016 Q3	1	1	1	0	1	4
2016 Q4	0	1	2	0	1	4
2017 Q1	2	1	4	0	1	8
2017 Q2	5	3	4	1	1	14
2017 Q3	7	4	1	0	1	13
2017 Q4	1	3	0	3	4	11
2018 Q1	1	3	2	1	1	8
2018 Q2	6	9	15	2	15	47
2018 Q3	5	12	5	2	7	31
2018 Q4	8	5	7	2	8	30
2019 Q1	3	3	10	2	6	24
2019 Q2	5	8	6	3	10	32
2019 Q3	13	8	5	6	9	41
2019 Q4	6	6	9	2	8	31
2020 Q1	4	3	6	0	11	24
2020 Q2	5	12	8	1	23	49
2020 Q3	8	6	17	1	8	40
2020 Q4	5	6	7	7	15	40
2021 Q1	8	9	3	2	18	40
2021 Q2	15	9	10	3	20	57
2021 Q3	5	6	5	26	1	43
2021 Q4	10	7	6	13	5	41
2022 Q1	5	5	8	22	1	41
2022 Q2	5	0	2	27	3	37

7.6 TPI6 - Number of Deemed Applications

The number of deemed permits within the reporting period is very low (less than 0.1%). Barnsley MBC has robust procedures for ensuring all permits are processed within prescribed timescales.

The primary reason in the past for deemed permits was unplanned system outages and certain difficulties with the API being misaligned with the latest Street Manager updates when Street Manager was first introduced. Barnsley Council has moved onto a managed cloud-based service for its API for streetworks management which has reduced the number of deems to virtually zero.

7.7 TPI7 - Number of Phase One Permanent Registrations

Table 9 – number of phases one permanent registrations

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	84	43	11	13	85	236
2015 Q2	83	34	14	9	76	216
2015 Q3	90	20	16	11	85	222
2015 Q4	89	24	11	16	125	265
2016 Q1	102	23	13	7	87	232
2016 Q2	83	28	9	6	71	197
2016 Q3	83	34	14	9	76	216
2016 Q4	63	21	6	15	59	164
2017 Q1	103	38	7	10	53	211
2017 Q2	130	32	2	9	70	243
2017 Q3	115	33	16	11	95	270
2017 Q4	79	22	10	9	109	229
2018 Q1	84	26	14	10	122	256
2018 Q2	282	184	193	58	791	1508
2018 Q3	443	213	218	37	537	1448
2018 Q4	369	187	284	55	595	1490
2019 Q1	419	158	320	35	459	1391
2019 Q2	378	135	293	34	579	1419
2019 Q3	369	132	188	41	619	1349
2019 Q4	344	82	89	44	582	1141
2020 Q1	260	77	38	30	451	856
2020 Q2	408	113	71	37	467	1096
2020 Q3	402	124	79	49	529	1183
2020 Q4	446	117	79	63	599	1304
2021 Q1	458	196	88	22	452	1216
2021 Q2	441	130	103	29	454	1157
2021 Q3	340	83	82	471	39	1015
2021 Q4	326	89	110	435	35	995
2022 Q1	279	81	108	454	36	958
2022 Q2	311	61	121	456	29	978

8. Authority measures

8.1 AM1 – Average duration of works by permit type

Table 10 – average duration of works by works type in days

Quarter	Minor	Standard	Major	Immediate Emergency	Immediate Urgent	Grand Total
2015 Q1	2.31	6.58	68.88	3.5	3.11	16.88
2015 Q2	1.92	7.13	21.41	5.95	3.71	8.02
2015 Q3	2.21	6.08	39.26	3.82	2.78	10.83
2015 Q4	1.94	12	16.86	3.18	3.77	7.55
2016 Q1	2.03	7.97	19.04	7.79	3.18	8
2016 Q2	1.81	9.2	36.46	6.95	3.19	11.52
2016 Q3	1.92	7.13	21.41	5.95	3.71	8.02
2016 Q4	1.88	6.27	17	4.32	3.25	6.54
2017 Q1	2.45	6.28	38.68	4.06	3.87	11.07
2017 Q2	3.53	8.5	116.69	4.94	3.59	27.45
2017 Q3	2.88	8.11	22.44	2.72	4.07	8.04
2017 Q4	1.96	7.37	51.98	6.08	3.79	14.24
2018 Q1	3.49	8.68	19.96	4.96	3.83	8.18
2018 Q2	2.19	7.6	21.85	4.64	4.06	6
2018 Q3	2.28	7.65	18.87	4.52	4.09	5.75
2018 Q4	2.37	7.41	15.24	4.74	4.56	5.88
2019 Q1	2.01	10.37	16.46	4.06	3.85	6.45
2019 Q2	5.88	7.43	15.04	4.57	4.07	6.98
2019 Q3	2.32	7.83	16.18	5.93	3.85	5.15
2019 Q4	2.39	6.38	15.48	4.38	3.74	4.17
2020 Q1	2.08	8.02	14.95	5.44	3.72	4.29
2020 Q2	1.82	7.01	20.76	4.41	3.7	4.94
2020 Q3	1.86	7.55	28.3	4.51	3.7	5.52
2020 Q4	2.01	8.59	18.41	7.41	4.14	4.96
2021 Q1	2.1	7.76	19.26	5.96	4.11	5.09
2021 Q2	2.1	8.25	25.77	4.3	4.58	5.82
2021 Q3	1.66	8.12	12.80	9.96	4.35	6.71
2021 Q4	1.76	8.10	11.61	4.44	5.07	4.57
2022 Q1	1.8	6.77	18.88	3.41	4.04	5.09
2022 Q2	1.63	6.64	11.08	4.29	3.80	3.94

8.2 AM2 – Inspections

This measure is intended to provide two separate performance indicators:

- Number of failed Sample A inspections shown as a percentage of the total undertaken within a period. This is shown below as passed inspection rate.
- Number of failed permit condition checks (where one or more permit conditions have been breached) shown as a percentage of the total undertaken within a period

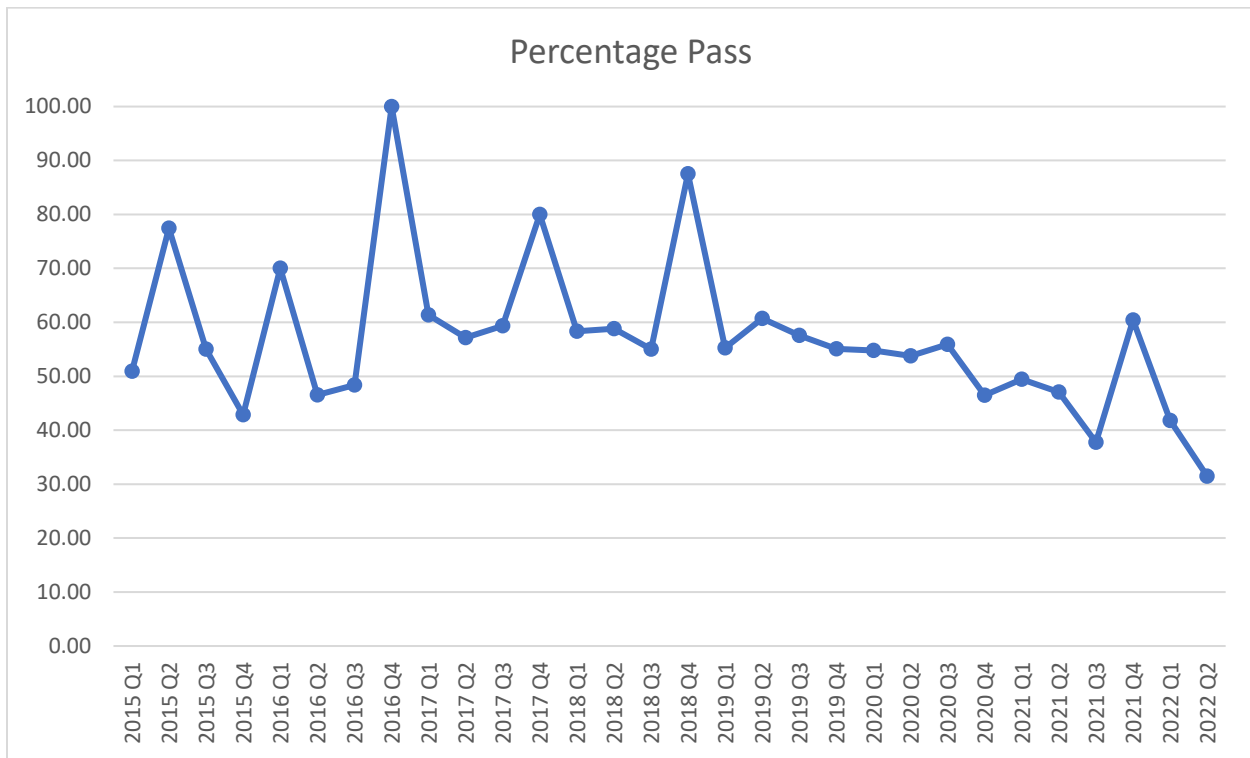
Table 11 – number of Sample A passes

The below data reports on the number of Sample A inspections carried out on permit streets. The data prior to September 2019 relates to the strategic and traffic sensitive routes only, after September 2019 all streets are included in the data.

Quarter	Number of inspections	Number of passes	Percentage Pass
2015 Q1	53	27	50.94
2015 Q2	31	24	77.42
2015 Q3	20	11	55.00
2015 Q4	7	3	42.86
2016 Q1	30	21	70.00
2016 Q2	43	20	46.51
2016 Q3	31	15	48.39
2016 Q4	8	8	100.00
2017 Q1	44	27	61.36
2017 Q2	35	20	57.14
2017 Q3	32	19	59.38
2017 Q4	5	4	80.00
2018 Q1	48	28	58.33
2018 Q2	34	20	58.82
2018 Q3	20	11	55.00
2018 Q4	8	7	87.50
2019 Q1	38	21	55.26
2019 Q2	28	17	60.71
2019 Q3	139	80	57.55
2019 Q4	69	38	55.07
2020 Q1	126	69	54.76
2020 Q2	132	71	53.79
2020 Q3	136	76	55.88
2020 Q4	185	86	46.49
2021 Q1	182	90	49.45
2021 Q2	206	97	47.09

2021 Q3	143	54	37.76
2021 Q4	48	29	60.42
2022 Q1	146	61	41.78
2022 Q2	162	51	31.49

Chart 2 – Percentage pass rate for Sample A inspections



Analysis

There has been a general decline in sample A pass rates for many utilities, which over the last year or two has settled to an overall pass rate of around 50%. This is being addressed through improvement notices and close working to improve performance.

Table 12 - Number of failed PRM (permit compliance) checks

Quarter	Non-compliant	Compliant	Grand Total	%age failed
2015 Q1	30	14	44	68.18
2015 Q2	17	22	39	43.59
2015 Q3	25	16	41	60.98
2015 Q4	28	13	41	68.29
2016 Q1	10	16	26	38.46
2016 Q2	18	11	29	62.07

2016 Q3	23	15	38	60.53
2016 Q4	21	22	43	48.84
2017 Q1	13	16	29	44.83
2017 Q2	19	12	31	61.29
2017 Q3	26	20	46	56.52
2017 Q4	17	12	29	58.62
2018 Q1	23	13	36	63.89
2018 Q2	28	11	39	71.79
2018 Q3	28	9	37	75.68
2018 Q4	24	14	38	63.16
2019 Q1	14	12	26	53.85
2019 Q2	42	24	66	63.64
2019 Q3	79	15	94	84.04
2019 Q4	57	20	77	74.03
2020 Q1	87	29	116	75.00
2020 Q2	89	37	126	70.63
2020 Q3	77	65	142	54.23
2020 Q4	142	72	214	66.36
2021 Q1	190	46	236	80.51
2021 Q2	198	42	240	82.50
2021 Q3	192	37	229	83.84
2021 Q4	110	43	153	71.90
2022 Q1	153	45	198	77.27
2022 Q2	198	44	242	81.82

Analysis

The number of failed PRM inspections increased with the introduction of all streets into the permit scheme as more streets are now open to this type of inspection, with more scope for non-compliance. This initially had a negative effect on the pass rate as more permits were found to be non-compliant with conditions, however this has continued with widespread, albeit largely minor, non-compliance with conditions. We have continued to see non-display of permit number a common failure reason, along with failure to match footway and pedestrian management with the permit conditions. From a network management viewpoint of reducing disruption, some permits continue to have incorrect or insufficient traffic control which can have adverse impacts on traffic flows. These are immediately flagged up to alter the traffic management set ups.

8.3 AM3 – Days of disruption saved/number of collaborative works

This measure is the number of days of disruption saved by an authority through the various coordination methodology available, e.g. collaborative works or challenging initial duration and/or proposed methodology of working (whether formally through the S74 mechanism or through informal discussion at the planning stage).

Table 13 Average duration

Quarter	Grand Total
2015 Q1	16.88
2015 Q2	8.02
2015 Q3	10.83
2015 Q4	7.55
2016 Q1	8
2016 Q2	11.52
2016 Q3	8.02
2016 Q4	6.54
2017 Q1	11.07
2017 Q2	27.45
2017 Q3	8.04
2017 Q4	14.24
2018 Q1	8.18
2018 Q2	6
2018 Q3	5.75
2018 Q4	5.88
2019 Q1	6.45
2019 Q2	6.98
2019 Q3	5.15
2019 Q4	4.17
2020 Q1	4.29
2020 Q2	4.94
2020 Q3	5.52
2020 Q4	4.96
2021 Q2	5.09
2021 Q2	5.82
2021 Q3	6.71
2021 Q4	4.57
2022 Q1	5.09
2022 Q2	3.94

Analysis

This overall shows a continued downward trend in works durations, reducing disruption and occupancy of the network. This is despite all streets becoming permit streets, including streets where duration reduction is less vital to the overall operation of the network (such as non-traffic sensitive routes). This shows a robust approach is applied to all roads to reduce works duration and potential disruption. A number of major projects have been underway during 2021 and 2022, which has caused the average duration to edge up. However these are still being carefully managed to reduce disruption.

Table 13 – Number of collaborative works

Quarter	Number of collaborative works
2015 Q1	7
2015 Q2	9
2015 Q3	6
2015 Q4	6
2016 Q1	4
2016 Q2	8
2016 Q3	0
2016 Q4	4
2017 Q1	7
2017 Q2	24
2017 Q3	12
2017 Q4	25
2018 Q1	15
2018 Q2	6
2018 Q3	15
2018 Q4	6
2019 Q1	1
2019 Q2	6
2019 Q3	6
2019 Q4	11
2020 Q1	6
2020 Q2	11
2020 Q3	9
2020 Q4	23
2021 Q1	14
2021 Q2	19
2021 Q3	7
2021 Q4	11
2022 Q1	6
2022 Q2	6

8.4 – AM4 – Response code – broken down by promoter

This measure is the number of refusals broken down by response code where this has been used by the authority in year 3 of this scheme (all roads permit scheme).

The table below shows the number of refusals broken down by response code. This is shown as a summary for all permits, further information broken down by promoter can be found in Appendix 1. The table shows an increase in refusals, particularly for standard permits. This is partly due to a large increase in the number of major utility projects and initial difficulties in supplying acceptable permit conditions.

Table 14 – permit refusal codes

Response code	Minor	Standard	Major	Emergency	Urgent
PMR - RC12	10	10	2	0	0
PMR - RC20	4	4	0	0	0
PMR - RC23	16	20	6	0	0
PMR - RC30	2	2	0	0	0
PMR - RC32	8	8	0	0	0
PMR - RC40	152	168	26	0	0
PMR - RC41	20	20	0	0	0
PMR - RC43	6	6	0	0	0
PMR - RC44	4	8	0	0	0
Refusal - RC10	58	80	12	0	0
Refusal - RC11	212	262	18	0	0
Refusal - RC12	256	350	46	0	0
Refusal - RC20	46	52	6	0	4
Refusal - RC21	4	4	0	0	0
Refusal - RC22	112	118	12	2	2
Refusal - RC23	416	470	44	2	0
Refusal - RC30	6	6	2	0	0
Refusal - RC31	176	224	16	0	0
Refusal - RC32	184	218	8	0	2
Refusal - RC33	56	72	8	0	0
Refusal - RC40	1370	1718	264	6	66
Refusal - RC41	896	1032	74	0	12
Refusal - RC43	16	22	0	0	0
Refusal - RC44	222	326	16	0	6
Refusal - RC50	68	104	42	8	92
Total	4320	5304	602	18	184

8.6 AM5 – FPNs (permit breaches)

The below report shows FPNs issued on permit streets. All-streets permits started in September 2019, so 2019 Q2 includes some non-permit streets. The change in requirements for start/stop notices (i.e. reduced notice periods) with the introduction of Street Manager has resulted in an increase in section 74(7B) offences.

Table 16 – number of FPNs issued by type

Quarter	Breach of conditions	Section 54(5)	Section 55(5)	Section 55(9)	Section 57(4)	Section 70(6) 3 or 4A	Section 74(7B)	Working without a permit
2015 Q1	43		1	1	14	14	28	30
2015 Q2	13					8	18	20
2015 Q3	23					5	24	17
2015 Q4	27					1	29	24
2016 Q1	15					2	20	18
2016 Q2	26		1			13	45	22
2016 Q3	30					7	42	25
2016 Q4	24					6	34	19
2017 Q1	13					1	8	20
2017 Q2	19					15	31	12
2017 Q3	28					5	28	10
2017 Q4	12						6	6
2018 Q1	28					5	8	12
2018 Q2	27					4	8	3
2018 Q3	30					8	9	8
2018 Q4	23					3	8	2
2019 Q1	16					16	18	5
2019 Q2	40	2	4	27	1	24	49	14
2019 Q3	72			1		34	25	39
2019 Q4	45			24	1		12	16
2020 Q1	94					6	51	16
2020 Q2	82					42	65	17
2020 Q3	45					25	97	11
2020 Q4	89					22	108	21
2021 Q1	153					33	106	17
2021 Q2	165					16	90	17
2021 Q3	192					6	83	31
2021 Q4	92					6	63	10
2022 Q1	124					13	44	14
2022 Q2	137					21	50	14

8.6. AM6 – levels of customer enquiries

The customer services systems currently used by the authority do not allow customer enquiry data to be extracted in the required format.

9. Conclusion

The principal objectives of the Barnsley permit scheme are to minimise delay and disruption from works in the highway, and demonstrate parity with all works promoters. The general reduction in durations demonstrates the scheme is meeting its objectives. In addition to the overall aim of duration reduction, permits and works locations are dynamically managed to ensure the most disruptive works on the wider network are managed most closely with the most effective traffic management and shortest durations.

The introduction of the all-streets permits scheme has brought all the additional management and inspections to all streets. The third year of the scheme included the period when the UK was emerging from Covid restrictions (though a number were sporadically in place during the reporting period has built on the successful introduction of the scheme despite ongoing disruption and uncertainty during the Covid-19 pandemic in continuing to uphold the objectives of the permit scheme whilst applying to all streets.

Overall the scheme is continuing to meet the objectives that were initially set out.

10. Appendix 1

Table 17.1 – Number of permits assessed PI1 (September 2021-August 2022)

The below table relates to performance indicator PI1 and shows the following:

- The total number of permit and permit variation applications received, excluding any that are subsequently withdrawn, with response by response type
- The number of applications granted as a percentage of the total
- The number of applications refused as a percentage of the total.

Promoter Organisation Name	GRANT PAA	GRANT PERMIT	GRANT VARIATION	PERMIT MODIFICATION REQUEST	REFUSE APPLICATION	Grand Total
BARNSELEY	213	345	222	20	76	876
Highways England		3	1			4
BT	43	540	254	34	274	1145
Cadent Gas Limited	117	370	216	13	242	958
CenturyLink Communications UK Limited		1	1	2		4
CityFibre	72	501	256	31	398	1258
Clear Channel		1				1
COLT TELECOMMUNICATIONS		1			3	4
Energy Assests Networks Ltd	6	5	14		22	47
ES Pipelines Ltd			1		1	2
GEO		1				1
GTC		13	3	1	2	19
Harlaxton Energy Networks		2	1		2	5
Independent Next Generation Networks Ltd		3				3
Last Mile Electricity Limited		8	3		22	33
NETWORK RAIL - PROMOTERS NATIONAL	18	27	4		14	63
Northern Gas Networks	36	148	103	8	148	443
Northern Powergrid (Northeast) Limited		1				1

Northern Powergrid (Yorkshire) plc	22	891	355	12	291	1571
Romec		3				3
South Yorkshire PTE	2	37	5	3	13	60
Telefonica (O2 (UK) Limited)	3	14	3	2	9	31
T-Mobile (UK) Limited	2	70	16	3	36	127
VIRGIN MEDIA	8	810	133	32	506	1489
Vodafone		4	1			5
Yorkshire Water	82	2421	431	97	920	3951
Zayo Group UK Ltd (formerly AboveNet)		2			1	3
Grand Total	624	6222	2023	258	2980	12107

Table 17.2 – Applications granted and refused by activity type September 2021-August 2022

Promoter Organisation Name	IMMEDIATE (EMERGENCY)	IMMEDIATE (URGENT)	MAJOR	MINOR	STANDARD	Grand Total
BARNSELY	4	26	540	171	135	876
BT	23	151	113	827	31	1145
Cadent Gas Limited	98	36	557	172	95	958
CenturyLink Communications UK Limited				4		4
CityFibre	14	9	457	699	79	1258
Clear Channel				1		1
COLT TELECOMMUNICATIONS				4		4
Energy Assests Networks Ltd	1		30	6	10	47
ES Pipelines Ltd					2	2
GEO				1		1
GTC	1			5	13	19
Harlaxton Energy Networks					5	5
Highways England			1	3		4
Independent Next Generation Networks Ltd		1			2	3
Last Mile Electricity Limited			1		32	33

NETWORK RAIL - PROMOTERS NATIONAL	1		46	13	3	63
Northern Gas Networks	61	6	198	75	103	443
Northern Powergrid (Northeast) Limited					1	1
Northern Powergrid (Yorkshire) plc	2	898	81	263	327	1571
Romec	1			2		3
South Yorkshire PTE	1		3	56		60
Telefonica (O2 (UK) Limited)			5	22	4	31
T-Mobile (UK) Limited		4	9	100	14	127
VIRGIN MEDIA	17	23	28	1414	7	1489
Vodafone				5		5
Yorkshire Water	32	1514	246	1667	492	3951
Zayo Group UK Ltd (formerly AboveNet)				3		3
Grand Total	256	2668	2315	5513	1355	12107

Table 17.3 – permit refusal codes by promoter

Promoter	Response Code	MINOR	STANDARD	MAJOR	EMERGENCY	URGENT
Cadent Gas Limited [10]	PMR - RC23	0	1	0	0	0
	PMR - RC40	3	3	3	0	0
	Refusal - RC10	1	2	2	0	0
	Refusal - RC11	3	4	5	0	0
	Refusal - RC12	8	18	14	0	0
	Refusal - RC20	1	1	2	0	0
	Refusal - RC22	2	2	1	0	0
	Refusal - RC23	3	5	2	0	0
	Refusal - RC31	1	1	1	0	0
	Refusal - RC32	3	4	1	0	0
	Refusal - RC33	0	0	4	0	0
	Refusal - RC40	28	42	44	3	0
	Refusal - RC41	14	18	11	0	0
	Refusal - RC43	0	2	0	0	0
	Refusal - RC44	3	5	2	0	0
	Refusal - RC50	0	0	8	1	0
	ALL	70	108	100	4	0
BT [30]	PMR - RC32	1	1	0	0	0
	PMR - RC40	19	21	1	0	0

	PMR - RC41	1	1	0	0	0
	PMR - RC43	2	2	0	0	0
	Refusal - RC10	8	8	0	0	0
	Refusal - RC11	22	23	0	0	0
	Refusal - RC12	24	24	0	0	0
	Refusal - RC20	5	5	0	0	0
	Refusal - RC22	9	9	0	0	0
	Refusal - RC23	14	14	0	0	0
	Refusal - RC31	17	17	2	0	0
	Refusal - RC32	11	11	0	0	0
	Refusal - RC33	4	4	0	0	0
	Refusal - RC40	90	98	3	0	1
	Refusal - RC41	54	54	0	0	1
	Refusal - RC43	1	1	0	0	0
	Refusal - RC44	11	11	0	0	0
	Refusal - RC50	5	5	1	1	3
	ALL	298	309	7	1	5
BARNSELEY [4405]	PMR - RC40	3	3	0	0	0
	PMR - RC41	1	1	0	0	0
	Refusal - RC12	2	2	0	0	0
	Refusal - RC20	1	1	0	0	1
	Refusal - RC22	5	5	0	0	0
	Refusal - RC23	0	0	1	0	0
	Refusal - RC30	0	0	1	0	0
	Refusal - RC31	3	5	1	0	0
	Refusal - RC32	4	4	0	0	0
	Refusal - RC33	1	1	0	0	0
	Refusal - RC40	9	11	5	0	0
	Refusal - RC41	8	9	5	0	1
	Refusal - RC44	0	0	1	0	0
	Refusal - RC50	0	1	1	0	0
	ALL	37	43	15	0	2
Northern Powergrid (Yorkshire) plc [7001]	PMR - RC32	1	1	0	0	0
	PMR - RC40	1	2	0	0	0
	PMR - RC44	1	1	0	0	0
	Refusal - RC10	0	5	0	0	0
	Refusal - RC12	10	17	0	0	0
	Refusal - RC20	0	1	0	0	0
	Refusal - RC22	1	2	0	0	1
	Refusal - RC23	5	11	0	0	0
	Refusal - RC31	1	2	0	0	0
	Refusal - RC32	3	7	0	0	0

	Refusal - RC33	2	6	0	0	0
	Refusal - RC40	37	75	4	0	18
	Refusal - RC41	15	35	1	0	0
	Refusal - RC43	1	1	0	0	0
	Refusal - RC44	1	21	0	0	2
	Refusal - RC50	0	5	0	0	27
	ALL	79	192	5	0	48
	Refusal - RC32	1	1	0	0	0
COLT TELECOMMUNICATIONS [7075]	Refusal - RC40	1	1	0	0	0
	Refusal - RC41	1	1	0	0	0
	Refusal - RC44	1	1	0	0	0
	ALL	4	4	0	0	0
NETWORK RAIL - PROMOTERS NATIONAL [7093]	Refusal - RC12	0	0	1	0	0
	Refusal - RC23	2	2	0	0	0
	Refusal - RC32	0	0	1	0	0
	Refusal - RC40	3	3	0	0	0
	Refusal - RC41	3	4	0	0	0
	Refusal - RC44	2	2	0	0	0
	ALL	10	11	2	0	0
VIRGIN MEDIA [7160]	PMR - RC23	1	1	0	0	0
	PMR - RC32	1	1	0	0	0
	PMR - RC40	13	13	0	0	0
	PMR - RC41	2	2	0	0	0
	Refusal - RC10	12	12	0	0	0
	Refusal - RC11	10	10	0	0	0
	Refusal - RC12	20	21	0	0	0
	Refusal - RC20	2	2	0	0	0
	Refusal - RC22	4	4	0	0	0
	Refusal - RC23	78	78	0	0	0
	Refusal - RC31	17	17	0	0	0
	Refusal - RC32	19	19	0	0	0
	Refusal - RC33	9	9	0	0	0
	Refusal - RC40	203	205	1	0	0
	Refusal - RC41	174	174	0	0	2
	Refusal - RC43	2	2	0	0	0
	Refusal - RC44	71	71	0	0	0
	Refusal - RC50	6	6	0	0	0
	ALL	644	647	1	0	2
Telefonica (O2 (UK) Limited) [7182]	Refusal - RC11	3	3	0	0	0
	Refusal - RC23	2	2	0	0	0
	Refusal - RC40	6	6	0	0	0
	Refusal - RC41	3	3	0	0	0

	Refusal - RC44	1	1	0	0	0
	ALL	15	15	0	0	0
GTC [7231]	PMR - RC40	1	1	0	0	0
	Refusal - RC44	0	1	0	0	0
	ALL	1	2	0	0	0
Zayo Group UK Ltd (formerly AboveNet) [7235]	Refusal - RC41	1	1	0	0	0
	ALL	1	1	0	0	0
T-Mobile (UK) Limited [7250]	Refusal - RC12	2	2	0	0	0
	Refusal - RC23	9	9	0	0	0
	Refusal - RC30	1	1	0	0	0
	Refusal - RC31	2	4	0	0	0
	Refusal - RC33	1	1	0	0	0
	Refusal - RC40	10	12	0	0	0
	Refusal - RC41	6	6	0	0	0
	ALL	31	35	0	0	0
ES Pipelines Ltd [7260]	Refusal - RC23	0	1	0	0	0
	ALL	0	1	0	0	0
Last Mile Electricity Limited [7269]	Refusal - RC11	0	3	0	0	0
	Refusal - RC23	0	5	0	0	0
	Refusal - RC31	0	7	0	0	0
	Refusal - RC33	0	1	0	0	0
	Refusal - RC40	0	9	0	0	0
	Refusal - RC44	0	2	0	0	0
	Refusal - RC50	0	9	0	0	0
	ALL	0	36	0	0	0
Northern Gas Networks [7271]	PMR - RC12	0	0	1	0	0
	PMR - RC23	1	1	0	0	0
	PMR - RC40	2	2	0	0	0
	Refusal - RC10	1	1	1	0	0
	Refusal - RC11	5	5	2	0	0
	Refusal - RC12	4	14	5	0	0
	Refusal - RC20	0	2	0	0	0
	Refusal - RC22	1	1	1	0	0
	Refusal - RC23	2	4	3	0	0
	Refusal - RC31	1	1	1	0	0
	Refusal - RC32	5	5	0	0	0
	Refusal - RC33	1	1	0	0	0
	Refusal - RC40	15	29	14	0	0
	Refusal - RC41	5	11	3	0	0
	Refusal - RC44	0	1	0	0	0
	Refusal - RC50	0	1	4	2	0
	ALL	43	79	35	2	0

CityFibre [7330]	PMR - RC23	1	2	1	0	0
	PMR - RC40	14	14	8	0	0
	PMR - RC41	1	1	0	0	0
	Refusal - RC10	0	0	3	0	0
	Refusal - RC12	11	11	3	0	0
	Refusal - RC20	2	2	1	0	0
	Refusal - RC22	9	11	4	0	0
	Refusal - RC23	49	50	12	0	0
	Refusal - RC30	1	1	0	0	0
	Refusal - RC31	10	13	3	0	0
	Refusal - RC32	7	7	1	0	0
	Refusal - RC33	2	2	0	0	0
	Refusal - RC40	63	75	50	0	0
	Refusal - RC41	30	37	16	0	0
	Refusal - RC44	10	10	5	0	0
	Refusal - RC50	1	1	1	0	0
ALL	211	237	108	0	0	
Harlaxton Energy Networks [7342]	Refusal - RC33	0	1	0	0	0
	Refusal - RC40	0	2	0	0	0
	ALL	0	3	0	0	0
Energy Assests Networks Ltd [7359]	Refusal - RC11	0	1	0	0	0
	Refusal - RC12	0	3	0	0	0
	Refusal - RC23	0	1	0	0	0
	Refusal - RC40	2	4	1	0	0
	Refusal - RC41	0	2	0	0	0
	Refusal - RC50	0	0	1	0	0
	ALL	2	11	2	0	0
UK Power Distribution [7361]	Refusal - RC40	0	1	0	0	0
	ALL	0	1	0	0	0
Yorkshire Water [9109]	PMR - RC12	5	5	0	0	0
	PMR - RC20	2	2	0	0	0
	PMR - RC23	5	5	2	0	0
	PMR - RC30	1	1	0	0	0
	PMR - RC32	1	1	0	0	0
	PMR - RC40	20	25	1	0	0
	PMR - RC41	5	5	0	0	0
	PMR - RC43	1	1	0	0	0
	PMR - RC44	1	3	0	0	0
	Refusal - RC10	7	12	0	0	0
	Refusal - RC11	63	82	2	0	0
	Refusal - RC12	46	62	0	0	0
	Refusal - RC20	12	12	0	0	1

	Refusal - RC21	2	2	0	0	0
	Refusal - RC22	25	25	0	1	0
	Refusal - RC23	43	52	4	1	0
	Refusal - RC30	1	1	0	0	0
	Refusal - RC31	36	45	0	0	0
	Refusal - RC32	39	51	1	0	1
	Refusal - RC33	7	9	0	0	0
	Refusal - RC40	212	280	10	0	14
	Refusal - RC41	130	157	1	0	2
	Refusal - RC43	4	5	0	0	0
	Refusal - RC44	11	37	0	0	1
	Refusal - RC50	22	24	5	0	16
	ALL	701	904	26	2	35
South Yorkshire PTE [9236]	Refusal - RC12	1	1	0	0	0
	Refusal - RC23	1	1	0	0	0
	Refusal - RC33	1	1	0	0	0
	Refusal - RC40	6	6	0	0	0
	Refusal - RC41	4	4	0	0	0
	ALL	13	13	0	0	0
ALL ORGANISATIONS [0]	PMR - RC12	5	5	1	0	0
	PMR - RC20	2	2	0	0	0
	PMR - RC23	8	10	3	0	0
	PMR - RC30	1	1	0	0	0
	PMR - RC32	4	4	0	0	0
	PMR - RC40	76	84	13	0	0
	PMR - RC41	10	10	0	0	0
	PMR - RC43	3	3	0	0	0
	PMR - RC44	2	4	0	0	0
	Refusal - RC10	29	40	6	0	0
	Refusal - RC11	106	131	9	0	0
	Refusal - RC12	128	175	23	0	0
	Refusal - RC20	23	26	3	0	2
	Refusal - RC21	2	2	0	0	0
	Refusal - RC22	56	59	6	1	1
	Refusal - RC23	208	235	22	1	0
	Refusal - RC30	3	3	1	0	0
	Refusal - RC31	88	112	8	0	0
	Refusal - RC32	92	109	4	0	1
	Refusal - RC33	28	36	4	0	0
	Refusal - RC40	685	859	132	3	33
	Refusal - RC41	448	516	37	0	6
	Refusal - RC43	8	11	0	0	0

	Refusal - RC44	111	163	8	0	3
	Refusal - RC50	34	52	21	4	46
	ALL	2,160	2,652	301	9	92

Table 17.4

PI2 – Number of conditions applied by condition type by promoter

Promoter	Condition	Total
Cadent Gas Limited [10]	NCT02a	290
	NCT02b	147
	NCT04a	162
	NCT05a	212
	NCT06a	222
	NCT07a	64
	NCT08a	171
	NCT08b	56
	NCT09a	28
	NCT09b	3
	NCT09c	39
	NCT10a	244
	NCT11b	286
	ALL	1924
BT [30]	NCT02a	273
	NCT02b	91
	NCT04a	3
	NCT04b	21
	NCT05a	169
	NCT06a	255
	NCT07a	43
	NCT08a	235
	NCT08b	108
	NCT09a	6
	NCT09b	3
	NCT09c	157
	NCT10a	99
	NCT11b	50
ALL	1513	
BARNSELY [4405]	NCT02a	428
	NCT02b	42
	NCT04a	1

	NCT04b	14
	NCT05a	212
	NCT06a	194
	NCT07a	152
	NCT08a	188
	NCT08b	22
	NCT09a	1
	NCT09b	54
	NCT10a	2
	NCT11b	48
	NCT13	1
	ALL	1359
Northern Powergrid (Yorkshire) plc [7001]	NCT02a	1227
	NCT02b	17
	NCT04a	16
	NCT04b	5
	NCT05a	15
	NCT06a	92
	NCT07a	34
	NCT08a	244
	NCT08b	70
	NCT09a	11
	NCT09b	4
	NCT09c	14
	NCT10a	24
	NCT11b	5
	ALL	1778
Northern Powergrid (Northeast) Limited [7006]	NCT02a	1
	ALL	1
	NCT08b	1
	ALL	1
Vodafone [7076]	NCT02a	2
	NCT04a	2
	NCT05a	2
	NCT06a	5
	ALL	11
NETWORK RAIL -PROMOTERS NATIONAL [7093]	NCT02a	31
	NCT02b	1
	NCT05a	1
	NCT07a	22
	NCT08a	8
	NCT08b	2

	NCT11b	21
	ALL	86
VIRGIN MEDIA [7160]	NCT02a	859
	NCT02b	39
	NCT04a	1
	NCT05a	321
	NCT06a	590
	NCT07a	3
	NCT08a	160
	NCT08b	30
	NCT09a	2
	NCT09b	2
	NCT09c	17
	NCT10a	7
	NCT11b	7
	ALL	2038
Telefonica (O2 (UK) Limited) [7182]	NCT02a	11
	NCT04b	5
	NCT05a	2
	NCT06a	10
	NCT09a	1
	NCT11b	3
	ALL	32
	NCT02b	2
	NCT06a	1
	ALL	3
	NCT06a	2
	ALL	2
GTC [7231]	NCT02a	8
	NCT02b	5
	NCT06a	6
	NCT08a	9
	NCT09c	9
	NCT10a	7
	NCT11b	2
	ALL	46
Zayo Group UK Ltd (formerly AboveNet) [7235]	NCT02a	1
	NCT02b	1
	NCT08a	1
	ALL	3
T-Mobile (UK) Limited [7250]	NCT02a	86
	NCT02b	2

	NCT04a	2
	NCT05a	3
	NCT06a	57
	NCT07a	5
	NCT08a	18
	NCT08b	4
	NCT09a	1
	NCT09c	3
	NCT10a	3
	ALL	184
ES Pipelines Ltd [7260]	NCT02a	1
	NCT09a	1
	NCT10a	1
	NCT11b	1
	ALL	4
	NCT04b	4
	NCT06a	5
	NCT10a	4
	NCT11b	4
	ALL	17
Northern Gas Networks [7271]	NCT02a	115
	NCT04a	115
	NCT05a	138
	NCT06a	35
	NCT07a	20
	NCT08a	113
	NCT08b	47
	NCT09a	3
	NCT09b	1
	NCT10a	72
	NCT11b	142
	ALL	801
	NCT05a	1
	NCT09a	1
	ALL	2
CityFibre [7330]	NCT02a	715
	NCT02b	63
	NCT04a	3
	NCT05a	7
	NCT06a	702
	NCT07a	72
	NCT08a	292

	NCT08b	123
	NCT09b	20
	NCT09c	26
	NCT10a	9
	NCT11b	29
	ALL	2061
Independent Next Generation Networks Ltd [7336]	NCT02a	2
	NCT02b	2
	NCT08a	2
	NCT09c	2
	NCT10a	2
	ALL	10
	NCT06a	3
	NCT10a	3
	ALL	6
Energy Assests Networks Ltd [7359]	NCT02a	18
	NCT06a	8
	NCT08a	6
	NCT08b	12
	NCT09a	9
	NCT10a	8
	NCT11b	2
	ALL	63
Yorkshire Water [9109]	NCT02a	573
	NCT02b	556
	NCT04a	36
	NCT04b	46
	NCT05a	482
	NCT06a	310
	NCT07a	254
	NCT08a	1030
	NCT08b	290
	NCT09a	22
	NCT09b	9
	NCT09c	17
	NCT10a	2544
	NCT11b	100
	NCT12a	7
	ALL	6276
South Yorkshire PTE [9236]	NCT02a	38
	NCT02b	3
	NCT05a	42

	NCT08a	1
	NCT10a	4
	ALL	88
All	NCT02a	4679
	NCT02b	971
	NCT04a	341
	NCT04b	95
	NCT05a	1607
	NCT06a	2497
	NCT07a	669
	NCT08a	2478
	NCT08b	765
	NCT09a	86
	NCT09b	96
	NCT09c	284
	NCT10a	3033
	NCT11b	700
NCT12a	7	
	NCT13	1
TOTAL		18309