



**WEST BERKSHIRE COUNCIL PERMIT SCHEME**

**PERMIT SCHEME EVALUATION REPORT 2015/16 (Year 1)**

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## **1. Executive Summary**

2015/16 was the first full year of the permit scheme operating in West Berkshire. In order to work on the local highway network all utility companies and other works promoters now require a permit from the Council.

This evaluation report has been produced to enable West Berkshire Council in its role as the highway authority, to demonstrate that the requirements of the Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 are met and that it can show that the permit scheme is meeting its 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. Following consideration of a proposal made by the Head of Highways and Transport on 19 June 2014 the Council's Executive formally gave consent for an application to be made to the Department for Transport to join the South East Permit Scheme (SEPS). SEPS was subsequently adopted by West Berkshire Council on 1 March 2015 and has been amended to reflect the requirements introduced in 2015.

Regulation 10 of The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 inserts a new regulation (16A) into the 2007 Regulations. This new regulation makes provision for the content and timing of permit scheme evaluations and states that permit schemes be evaluated following the first, second and third anniversary of the scheme's commencement and then following every third anniversary. It also requires that the outcome of each evaluation be made available within three months of the relevant anniversary.

The regulation states that, in its evaluation, the Permit Authority shall include consideration of:

- (a) whether the fee structure needs to be changed in light of any surplus or deficit;
- (b) the costs and benefits (whether or not financial) of operating the scheme; and
- (c) whether the permit scheme is meeting key performance indicators where these are set out in the Guidance.

This report sets out an overview of the West Berkshire Permit Scheme's operational performance in its 1st year, providing detailed scrutiny of the available data in relation to street works and activities in West Berkshire.

### **3. Background**

The South East region has the fastest growing economy in the United Kingdom. As a result, severe congestion, particularly on the road and rail networks, gives rise to unreliable and protracted journeys that reduce business performance and productivity for the region as a whole.

The district of West Berkshire lies on the western fringe of the South East region and makes up over half of the geographical area of the county of Berkshire – covering an area of 272 square miles and is home to a population of 154,000 (ONS, 2011 estimate). West Berkshire Council is made up of 63 parishes and has responsibility for the maintenance and management of approximately 1278km of roads. The town of Newbury lies in the centre of the Borough and contains residential, commercial and industrial areas.

West Berkshire is centrally located at a crossroads where the South East meets the South West and where the South meets the Southern Midlands. As such, the district lies at the convergence of two key road arteries in the south – the M4 and the A34. Both provide direct road links in all directions, with all the key urban centres in southern England (London, Reading, Southampton, Bristol, and Oxford) within an hour's drive.

The district has good rail connections with access via Reading to all the mainline routes throughout the country. The area also has very good links to international transport hubs: Heathrow and Southampton airport are 40 miles away, as are the ferry terminals in Southampton and Portsmouth, providing links with the continent.

The districts position in central southern England and its good links to the transport network have been key factors in West Berkshire's success at attracting businesses to the area. Consequently the area has experienced continued economic and population growth, which has resulted in more journeys being made.

A major challenge for West Berkshire will be accepting the substantial movement of people and freight through, and within, the area and to capitalise on the economic benefits that major transportation interchanges offer whilst balancing social and environmental factors.

In the 2009 place survey, 40% of people responding considered that the level of traffic congestion in West Berkshire needed improving. Against this backdrop it is imperative that West Berkshire Council protects the ability for residents and visitors alike, to move around the road network and enjoy what the area has to offer. It is equally important that businesses, including public transport operators, are able to operate efficiently without congestion impacting on their operations. Consequently the Council is committed to reducing congestion and managing the road network more efficiently resulting in minimum disruption and delay and the South East Permit Scheme is seen as a useful tool in achieving those objectives.

West Berkshire is changing. Over the coming years, the district will see significant growth in housing with 1500 new properties under construction, as

well as retail and leisure facilities at Newbury Racecourse and construction of a new IKEA Retail Facility at Calcot and also a predicted population increase of 10%, (ONS 2011).

Newbury Town Centre has recently been regenerated, bringing hundreds of new jobs and business opportunities into the district. All of these positive aspects of living and working in West Berkshire will undoubtedly result in increased pressure on the local road network.

#### **4. Objectives of the Permit Scheme**

As highway authority for West Berkshire, we have a duty to ensure effective co-ordination and management of the road network to minimize disruption while allowing necessary time and space for road works to be completed. We are committed to reducing congestion and better network management. Operational details are provided in our Network Management Plan, first published in April 2011.

This duty is defined in Section 59 of the 1991 New Roads and Street Works Act (NRSWA) and requires us to coordinate works of all kinds. In addition, Section 16 of the 2004 Traffic Management Act requires us to manage our road network, with a view to achieving, so far as may be reasonably practicable having regard to our other obligations, policies and objectives, the following overriding objectives:

- Securing the expeditious movement of traffic on the authority's road network; and
- By facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority,

Effective co-ordination and management by the highway authority is therefore essential to minimise traffic disruption whilst allowing activity promoters the necessary time and space to complete their activities.

The strategic objectives for the Permit Scheme are taken from the Council's Local Transport Plan, namely:

*'To support the economy and quality of life by minimising congestion and improving reliability on West Berkshire's transport networks'*

The aim of the Permit Scheme is to improve the management of the road network through the better planning, scheduling and management of activities so as not to cause avoidable traffic disruption to any road user.

Co-ordination of activities through the permit scheme will enable differences between those competing for space or time in the street, including traffic, to be resolved in a positive and constructive way.

The specific objectives for the 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;
  - improve public satisfaction
  - encourage a proactive, rather than reactive, attitude by activity promoters.

Since the West Berkshire Council Permit Scheme fully started on 1 April 2015 we believe that it has fulfilled its objectives shown above and moreover has, by more effectively coordinating works and events on the highway network, resulted in reduced congestion and therefore a significant reduction in costs to those individuals and businesses using that network.

During 2015, there have been a series of major roadworks in and around Newbury which have presented significant challenges in terms of network management and co-ordination. Examples of how the Council has successfully collaborated and liaised with the requisite works promoters and stakeholders to coordinate these works and minimise disruption have been detailed below.

EG1 Boundary Road – Network Rail project to renew rail bridge on traffic sensitive street in a very sensitive area with full closure proposed for 1 year. The Council ensured coordination and collaboration with internal services including Environmental Health, Traffic Services and various utility and other highways works promoters to ensure minimum congestion and disruption on the diversion routes.

EG2 Crookham Hill – SSE proposed to install a major HV mains cable along a narrow Traffic Sensitive route in Thatcham. SSE's initial programme was to complete these works under a 3 month closure, however, this would have resulted in an unacceptable level of disruption and delay on Crookham Road and the diversion route. Meetings took place with SSE, local Councillors and residents and following extensive coordination with SSE, the works were programmed and completed within 6 weeks.

EG3 Newbury Town Centre and the immediate vicinity. The Council reviewed several sets of major works on or affecting a number of traffic sensitive streets in the town centre and organised cross service coordination meetings to discuss the issues and implications. From these meetings a coordination plan and database was developed and used to minimise disruption on these routes. The coordination plan and list of key projects within the town centre are shown overleaf.

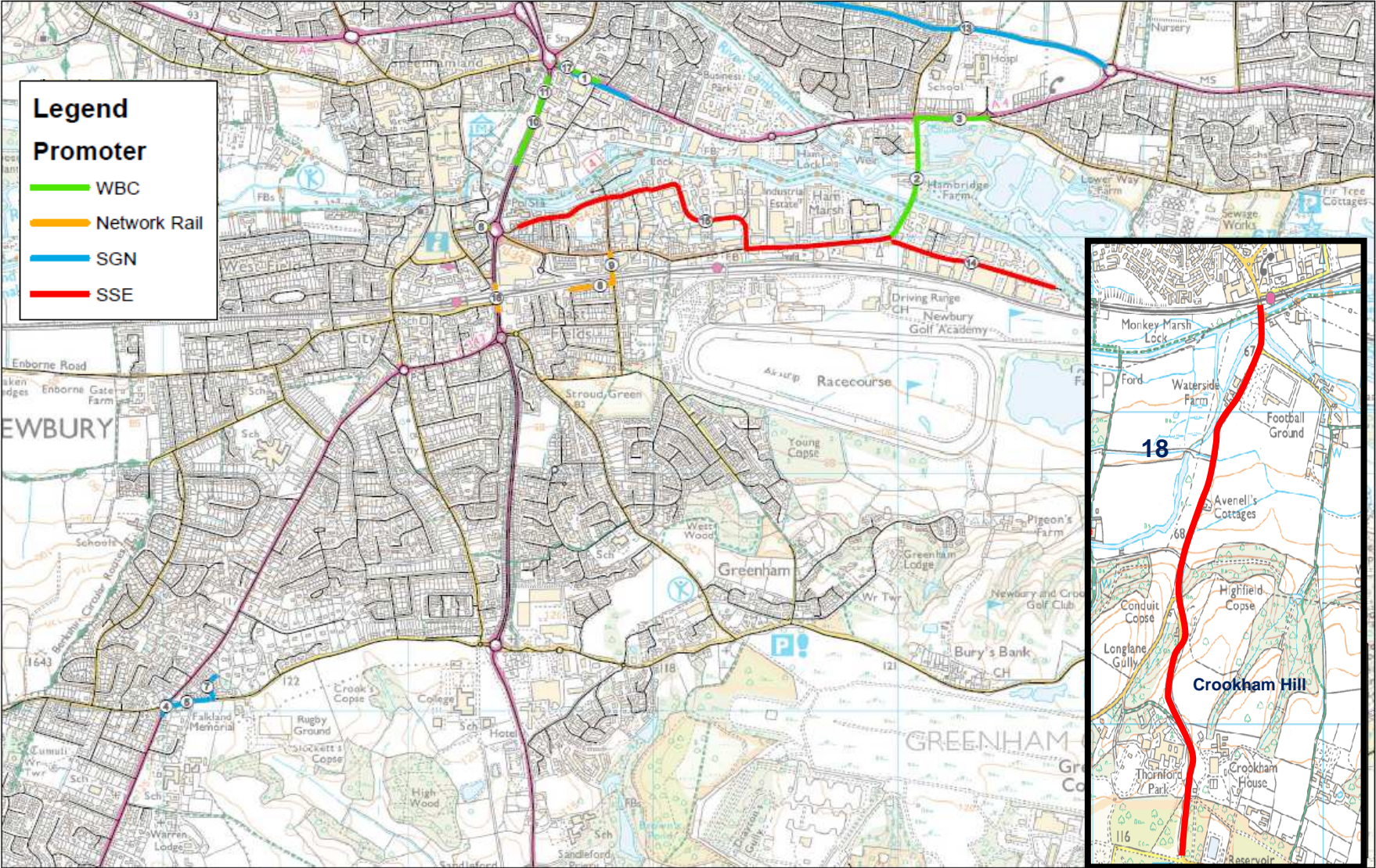
EG4 – Elsewhere in the district - IKEA Store Construction A4/J12 Roundabout Calcot, Reading. In delivering this major project, extensive collaboration took place with several Statutory Undertakers and services within the Council to coordinate major diversions of overhead power lines and the phasing of works including the realignment and resurfacing of M4 J12. Close cross border coordination with Reading BC was prerequisite in minimising disruption.

Despite the above challenges, the Permit Scheme has enabled the Council to coordinate and minimise delay and disruption in line with its key objectives and the outlook looks encouraging.

Mark Edwards  
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July 2016



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1	SGN	A4	London Road - from Robin Hood to Faraday Road	Mains Replacement		01 June 2015	01 March 2017
2	WBC - Development control	A4	Hambridge Road	Junction improvements	Lane Closures	01 August 2016	01 December 2016
3	WBC - Development control	A4	London Road/Hambridge Road	Road Widening & signal improvements	Lane Closures	01 October 2016	01 October 2016
4	SGN	A343	Andover Road	Mains Replacement	Lane Closures/Traffic lights	01 March 2016	01 March 2017
5	SGN	C	Monks Lane	Mains Replacement	Lane Closures/Traffic lights	01 March 2016	01 March 2017
6	WBC - Projects	A339	Bear Lane Junction	Subway Maintenance	none	01 January 2016	01 May 2016
7	SGN	C	Sutherlands	Mains Replacement		01 March 2016	01 March 2017
8	Network Rail	U	Railway Road	Change to a 2 way road with turning circle	N/A	11 January 2016	01 January 2017
9	Network Rail	B	Boundary Road	replace Bridge	Road Closure	11 January 2016	01 January 2017
10	Projects	A	A339	Widening of A339 into Victoria park	Lane Closures/narrow lanes	08 February 2016	28 February 2017
11	Projects	A	A339/Faraday Plaza	Utility diversions, structures work, maintenance of bridge parapets	Narrow Lanes	08 February 2016	31 October 2016
12	Projects	A	Robinhood Roundabout	Lane widening	Lane closures		
13	Projects		London Road	Junction realignment	Lane closures		
14	SGN	C	Kiln Road	Mains Replacement	Road Closure/TTL	01 July 2016	01 September 2016
15	SGN	C	Turnpike Road	Mains Replacement	Road Closure/TTL	01 July 2016	01 September 2016
16	SSE	U	Mill Lane, Bone Lane, Hambridge Road	HVC	Possible road closures	01 July 2016	01 September 2016
17	SGN	A339	A339 Sandleford Farm	Divert Main	Lane Closure	27 May 2016	10 June 2016
18	SSE	C	Crookham Hill	HV cable	Traffic lights/Night Closures	04 April 2016	27 May 2016
19	SGN		Greenham Road	Mains Replacement	Traffic lights		

## **5. Fee Structure**

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 surplus or deficit:

The Council undertook a full Cost Benefit Analysis (CBA) as part of its Permit Scheme submission to the DfT. The CBA included lengthy calculations based on officer time and the anticipated cost required to process permits, this generated our fee matrix.

In the first year, we invoiced for £133,605 in permit fees. The cost of the additional Streetworks staff, resources and overheads was £126,795 .

Whilst the generated income from the permit scheme has covered the operating cost of the scheme, the Council has no plans at this stage to increase or reduce its current fee structure on the basis that this is the first year of the scheme.

## West Berkshire Council Current Fee Structure

	Main/Strategic roads	Minor roads
	All 0, 1, 2 streets and Traffic Sensitive (at any time) 3 & 4 streets	3 and 4 / Non Traffic Sensitive streets
Provisional Advance Authorisation	£77	£62
Major Activity [over 10 days] and all major works requiring a traffic regulation order.	£199	£125
Major Activity [4 – 10 days]	£130	£ 0
Major Activity [up to 3 days]	£65	£ 0
Standard Activity	£111	£ 0
Minor Activity	£52	£ 0
Immediate Activity	£47	£ 0
Permit Variation	£45	£35

### 6. Costs and Benefits

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the permit authority shall give consideration to whether the permit scheme is meeting key performance indicators where these are set out in the guidance. West Berkshire Council believes that these KPI's have been successfully achieved as shown in the following section of the report.

### 7. Performance Indicators.

#### 7.1 PI1 The Number of Permit and Permit Variation Applications

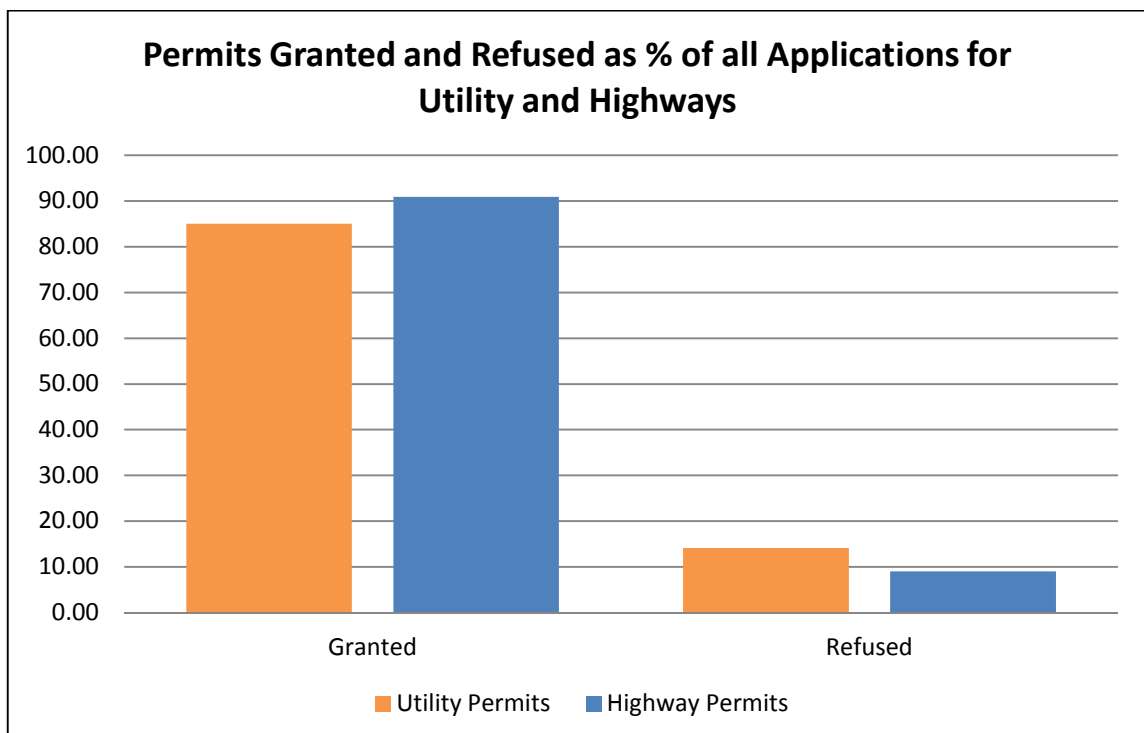
The charts and table below show a breakdown of permit applications received, granted and refused for the first year of operation in West Berkshire, followed by similar charts for the Permit Variations. Also, the data is further broken down by works type into applications granted and refused. The supporting data is summarised in Appendix 1.

**Table 1 Permits Received, Granted and Refused**

Permits Received/Granted/Refused	Number
Total permit applications received by West Berkshire Council during the 2015 year of scheme operation:	9039
Total permit variation applications received by West Berkshire Council during the 2015 year of scheme	3955
Total deemed permits:	31
Total permits granted or refused:	8984
Total granted:	7838
Total refused:	1146

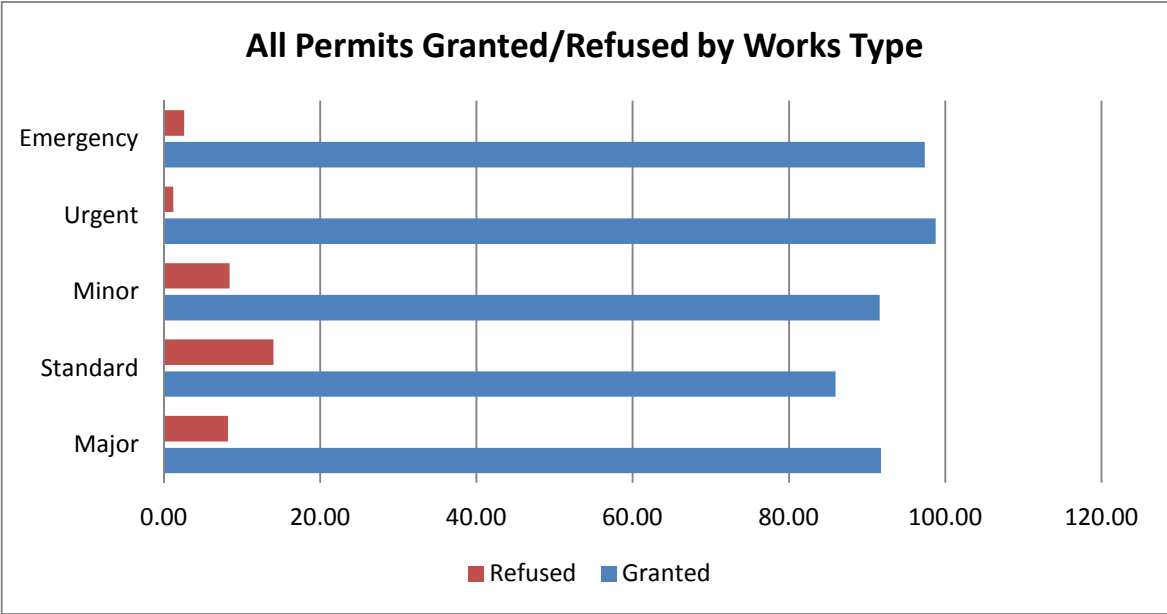
Chart 1 below shows the split of permit applications received from both highway authority and utility promoters and provides a percentage of Permits granted in West Berkshire for the same periods. On average, highway authorities were granted 90% and utility promoters 85% of the applications received. The supporting data is summarised in Appendix 1 & 2.

**Chart 1 Permits Granted and Refused for Utilities and Highways**

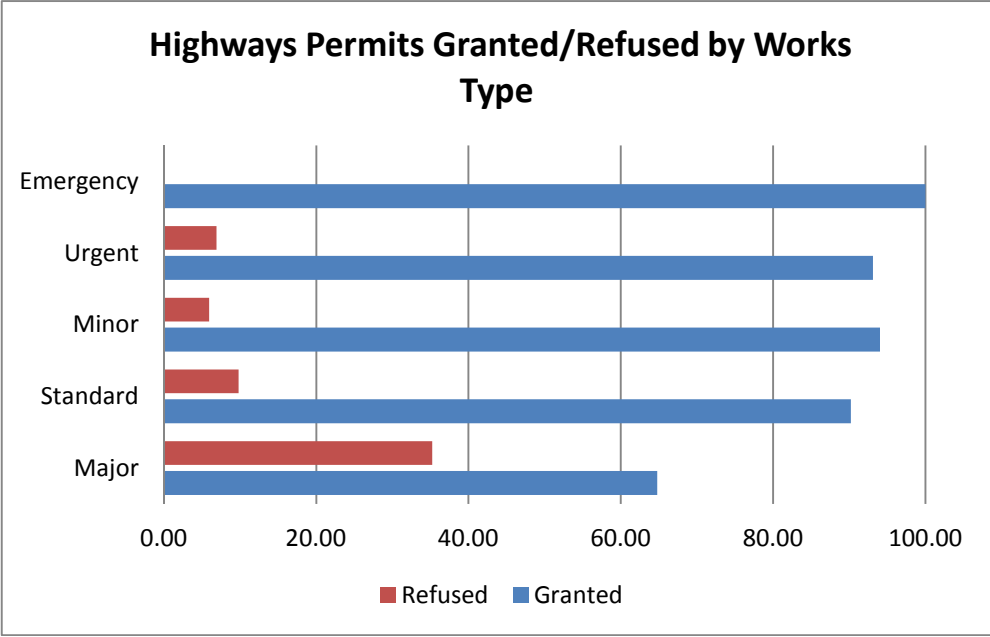


The Data has been broken down by activity type into Permit Applications Granted and Refused as a % of all applications then by promoter in Charts 2a, b and c below

**Chart 2a All Permits Granted and Refused by Works Type**



**Chart 2b Highway Permits Granted and Refused by Works Type**



**Chart 2c Utility Permits Granted and Refused by Works Type**

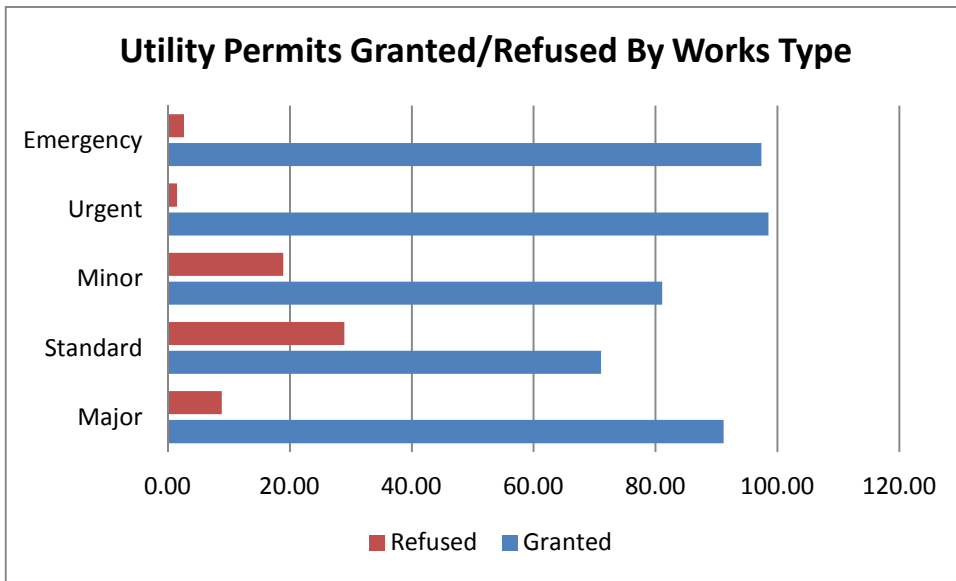
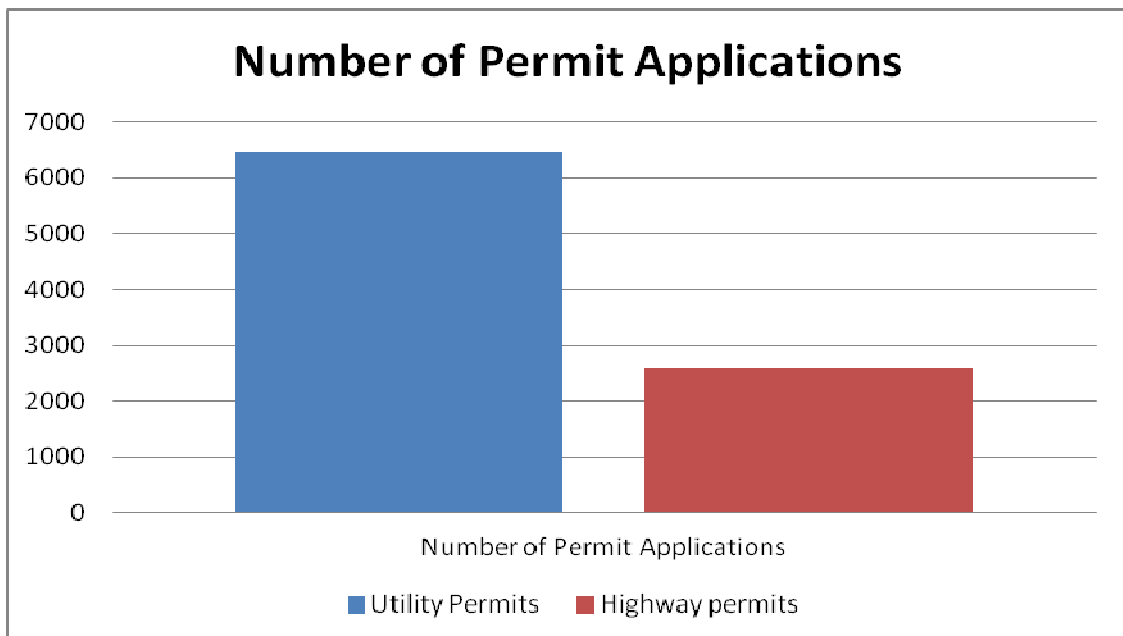


Chart 2d below shows the split of permit applications received from both highway authority and utility works promoters. For the first year of operation of the scheme, on average highway authorities generated 29% and utility companies 71% of the applications received.

**Chart 2d Number of Permits Applications**



The data provided in the above Table and Charts has been collated from the Council's Mayrise permitting system and the supporting data is summarised in Appendix 1.

The following considerations must be noted in relation to this data

1. 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.
2. The Mayrise permitting software used by West Berkshire Council did not allow the authority to grant or refuse 'Immediate' permit applications where a works stop was received before an authority could respond to the initial application. This was particularly prevalent where activities were undertaken at weekends or out of normal working hours.

These considerations mean that there are a number of permit applications, the status of which cannot be determined.

### Analysis

The Council is unable to review or explain any significant findings as this is the first year of operation of the scheme. From the Year 1 data, the highest refusal rates for utilities are for 'Minor' works and similarly for highway authorities it is for 'Minor' works and both these issues have been and will be addressed at the regular liaison and performance review meetings that currently take place between the Council and all works promoters, including its own contractors.

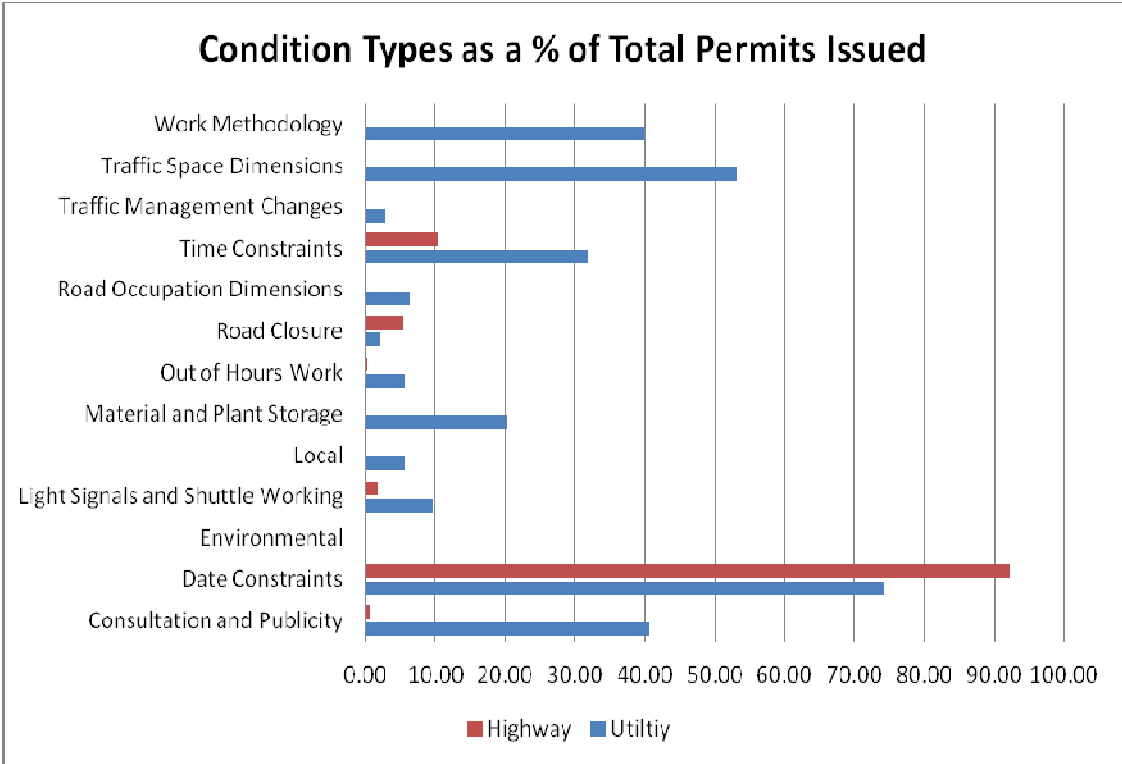
## 7.2 PI2 The Number of Conditions Applied by Condition Type

This data was produced by a proprietary system report from Mayrise software. At its inception the West Berkshire Permit Scheme used Standard and Model conditions that were specific to the National Conditions (NCT, HAUC England) and these remain in operation. It should also be noted that some permits may have multiple conditions applied. As a consequence, the number of granted permits with conditions applied will be exceeded by the number of uses of all the conditions types taken together.

As a percentage of all Permit Applications/ Variations received the number of permit applications without conditions is 48.3% across the whole scheme and 59.6% for Utility applications.

Chart 3 overleaf 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 EToN conditions. The supporting data is summarised in Appendix 2.

**Chart 3 Permit Condition Types as a % of Total Permits Issued**

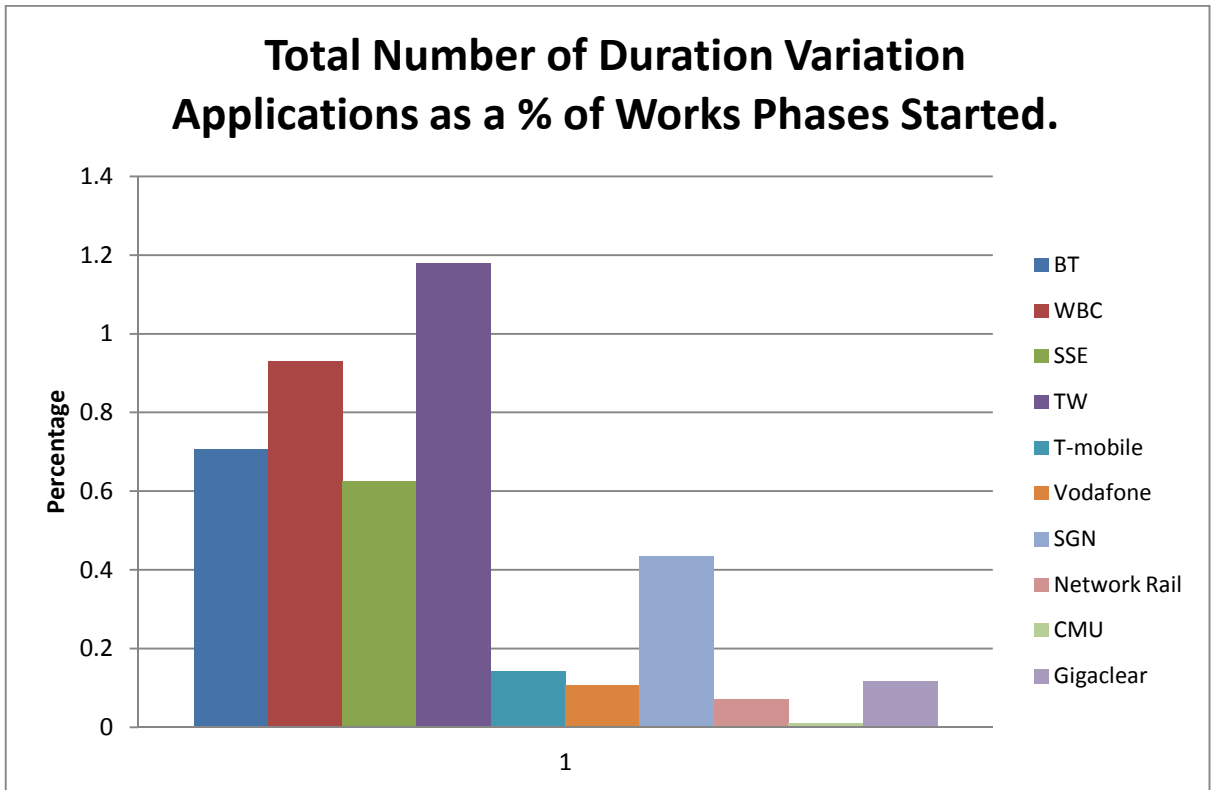


**7.3 The Number of Approved Revised Durations**

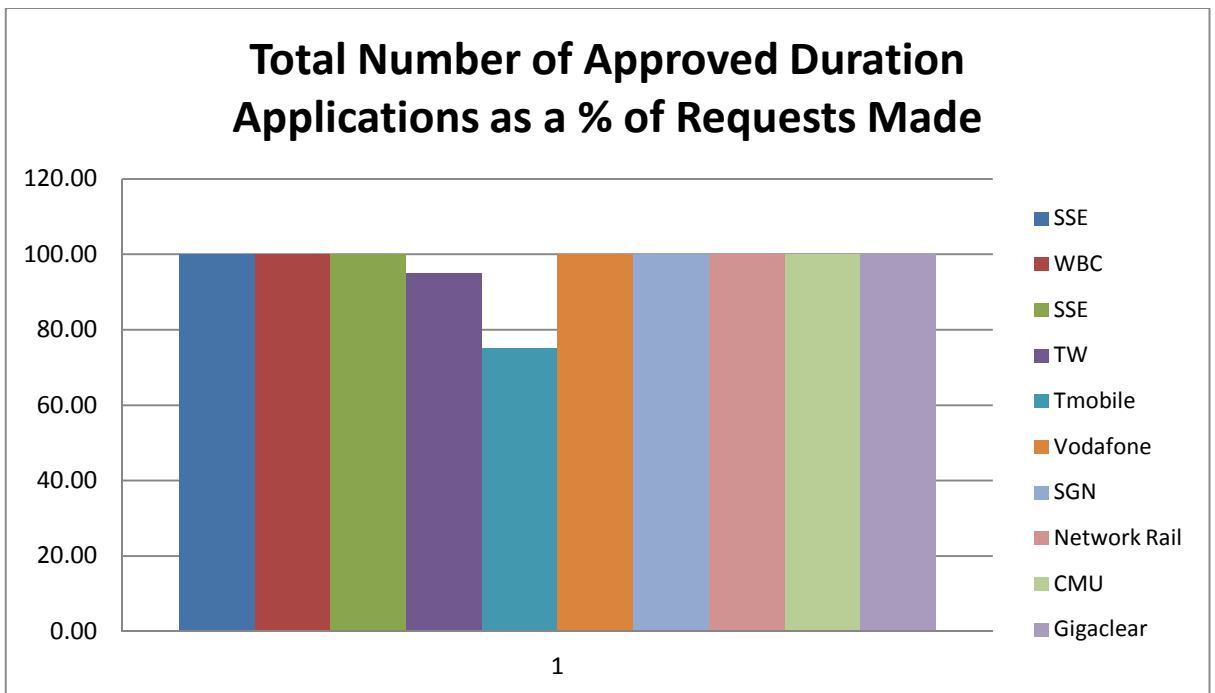
Chart 4 overleaf shows the number of Duration Variation applications received as a percentage of Works phases started for the first year of the Permit scheme split by the main statutory undertakers operating in West Berkshire and Highway Authority applications. The supporting data is summarised in Appendix 3.



**Chart 4 Duration Variation Applications Received as a Percentage of Works Phases Started.**



**Chart 5 Percentage of Duration Variation Applications Approved from Total Applied For.**



## Analysis

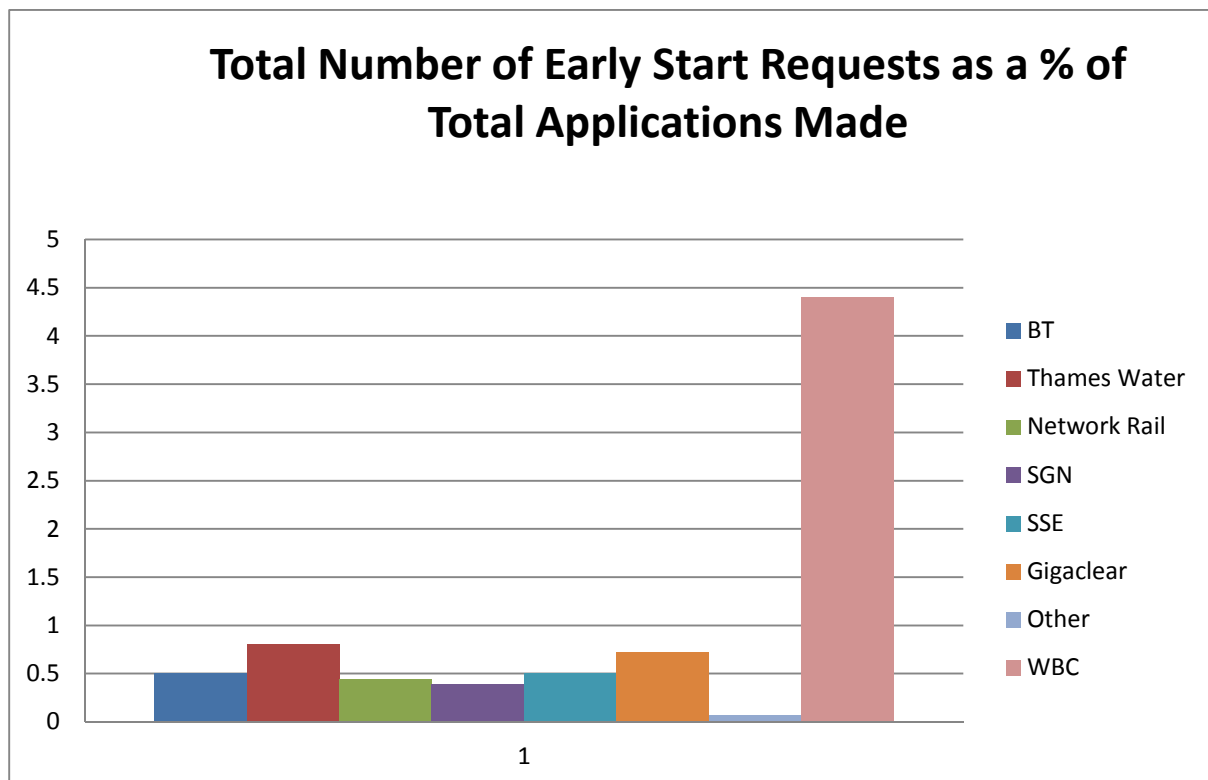
The Permit Scheme provides a framework for the Council to treat all activities and activity promoters covered by the scheme on an equal basis. The data shows that this is largely the case. Extension requests are considered individually on their own merits and are never refused without a valid reason, which is reflected in the high percentage figures of those granted.

### 7.4 The number of occurrences of reducing the application period (Early Starts)

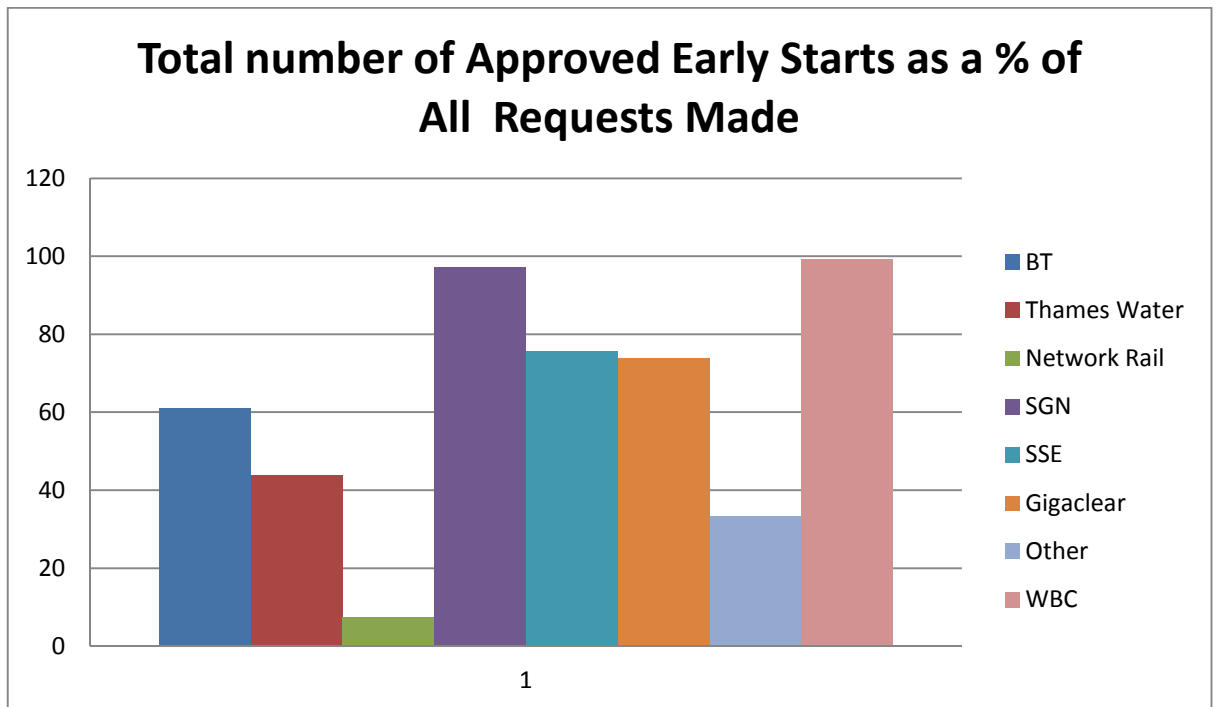
This KPI was considered to be in relation to the number of times promoters were allowed to start their works without having to comply with the minimum permit application lead-in period, commonly known as an early start agreement.

With reference to Charts 6 and 7 below, the data supports the framework's intention of delivering parity and the Council has and will address any high incidence issues of such requests, such as that of its own contractors, as shown below, through liaison meetings as they can be counterproductive to the efficient operation of the Permit Scheme. The supporting data is summarised in Appendix 4

**Chart 6 Number of Applications to Reduce Application Period as a Percentage of Total Applications Made.**



**Chart 7 Number of Agreements to Reduce Application Period as a Percentage of Early Starts**



## 8. HAUC TPI Measures

### 8.1 TPI1 Works Phases Started (Base Data)

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
2924	2247	2095	2039	9305

### 8.2 TPI2 Works Phases Completed (Base Data)

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
1659	2182	2047	1794	7682

### 8.3 TPI3 Days of Occupancy Phases Completed

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
17275	20978	26887	41618	106758

### 8.4 TPI4 Average Duration of Works

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
5.27	4.96	5.4	20.7	9.08

### 8.5 TPI5 Phases Completed on Time

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
1492	1935	1927	1745	7103

### 8.6 TPI6 Number of Deemed Permit Applications

Number of Deemed Permit Applications	31
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### 8.7 TPI7 Number of Phase One Permanent Registrations

Quarter 1	Quarter 2	Quarter 3	Quarter 4	Total
1026	1029	918	1321	4294

The data for this report has been extracted from the Mayrise version of the HAUC TPI Report for TPI6 data please refer to Appendix 8.

## 9. Authority Measures

In addition to DfT KPIs and HAUC TPIs, West Berkshire Council has collated its own data. In order to reflect the objectives set out in our scheme submission documentation.

### 9.1 AM1 Average Days Duration of Works by Permit Type

**Chart 8 Average Duration of Works by Permit Type – All Works Promoters**

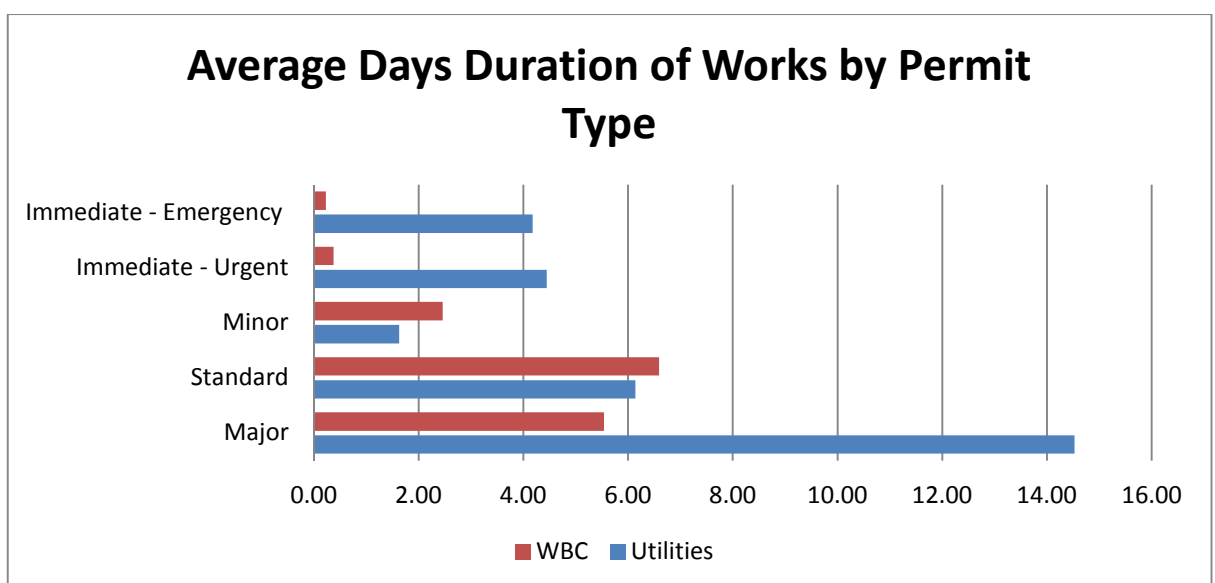


Chart 8 above shows that the average durations for all types of works are generally consistent with those expected for those types of works  
. The supporting data is summarised in Appendix 5.

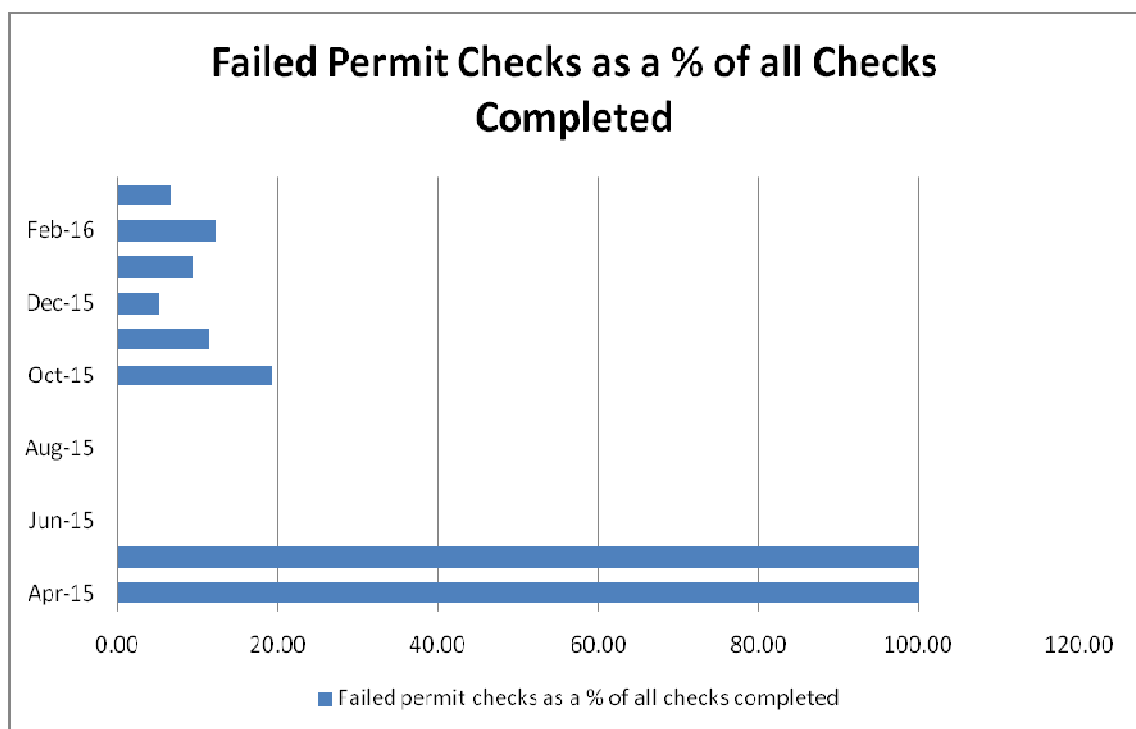
## 9.2 AM2 Inspections – Permit Condition Checks

This measure provides a performance indicator showing the number of failed permit conditions checks (where one or more permit conditions have been breached) shown as a percentage of the total undertaken within a period.

This data has been collated by West Berkshire Council and the supporting data is summarised in Appendix 6.

The chart below shows a breakdown of failed permit condition checks as a percentage of the total undertaken within the period completed by West Berkshire Council. The gaps in the data reflect the periods where a loss of inspection staff has not enabled inspections to take place

**Chart 9 Failed Permit Checks as a % of all Checks Completed**



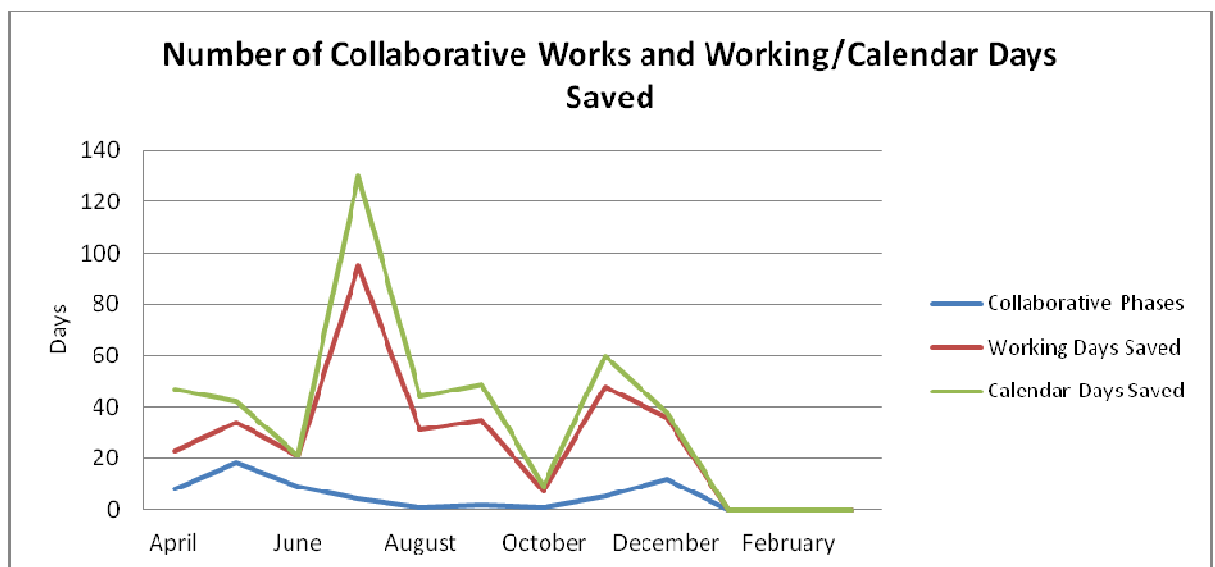
Analysis

From Chart 9 above, it has been noted that there is a much higher rate of compliance than failure of the inspections of both types. Although non – compliance escalated to 20% and 10% in October 2015 and February 2016, generally all the utilities seem to be performing reasonably well in terms of the samples taken. The 100% figures shown on the chart are for only single inspections that failed and so are not representative failure rates for such a low sample. The supporting data is summarised in Appendix 6.

### 9.3 AM3 Days of Disruption Saved/ Number of Collaborative Works

This measure is the number of days of disruption saved by West Berkshire Council through the various co-ordination methodologies available to them 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).

**Chart 10 Number of Collaborative Works and Working/Calendar Days Saved**

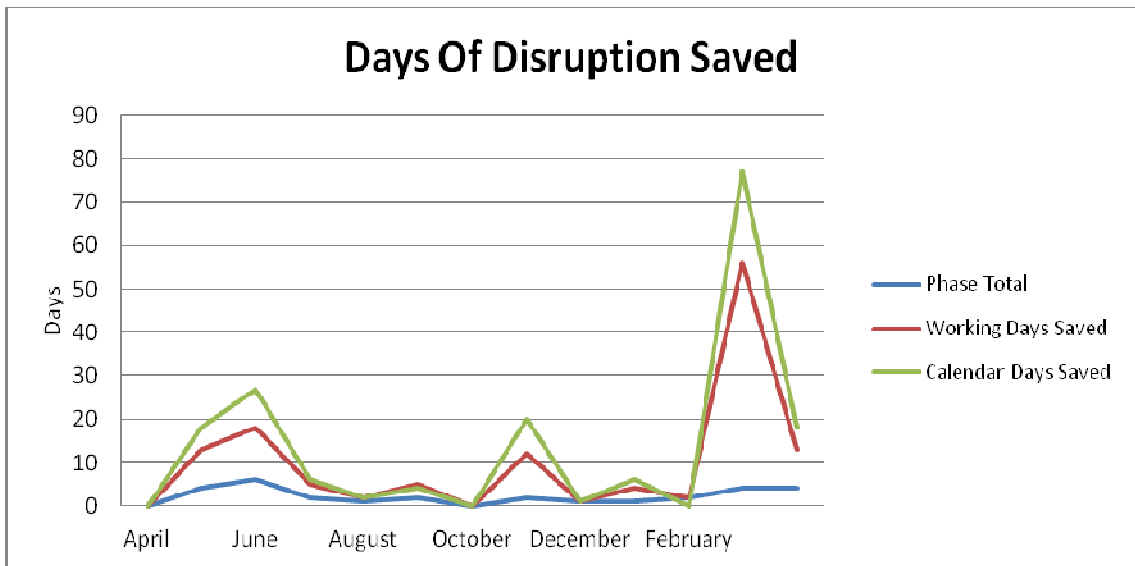


The data was collated by West Berkshire and the supporting data is summarised in Appendix 7.

#### Analysis

Chart 10 above shows the clear benefits of collaborative working in the number of days saved/reduced periods of disruption and supports one of the key objectives of the Council's Permit Scheme.

**Chart 11 Days of Disruption Saved**



### Analysis

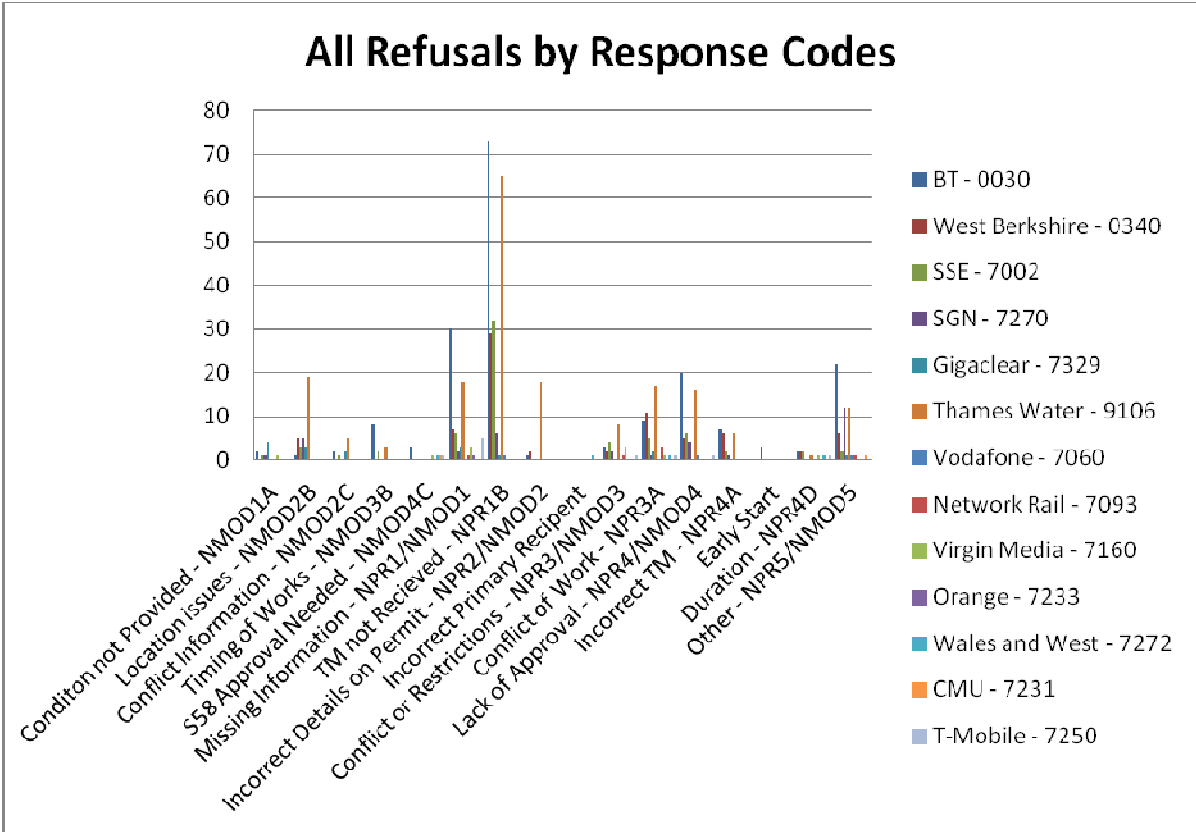
Chart 11 above shows the high numbers of days of disruption saved on the highway network. Please note that the data report used to generate this chart was for the date range for the full year. The supporting data has been summarised in Appendix 8

#### 9.4 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.

Chart 12 overleaf shows the number of refusals broken down by response code that took place in West Berkshire in 2015.

**Chart 12 All Refusals by Response Codes**



**Analysis**

The chart above indicates that by far the greatest number of refusals has been for utility companies not providing traffic management details with their Permit Applications and although this has been addressed previously at the regular quarterly performance meetings with the various Statutory Undertakers, further action is required via those meetings. Furthermore West Berkshire Council’s own contractors have not always included some of the Permit Conditions in the correct part of the permit resulting in some data not being included on the above chart. This has now been resolved at our weekly Performance and Coordination meeting with them. The supporting data is summarised in Appendix 9. The concentrated nature of the chart is due to the requirement to include a preponderance of datasets in it.



## 9.5 AM5 FPNs (Permit Breaches)

Chart 13 FPNs Issued by Type and Promoter

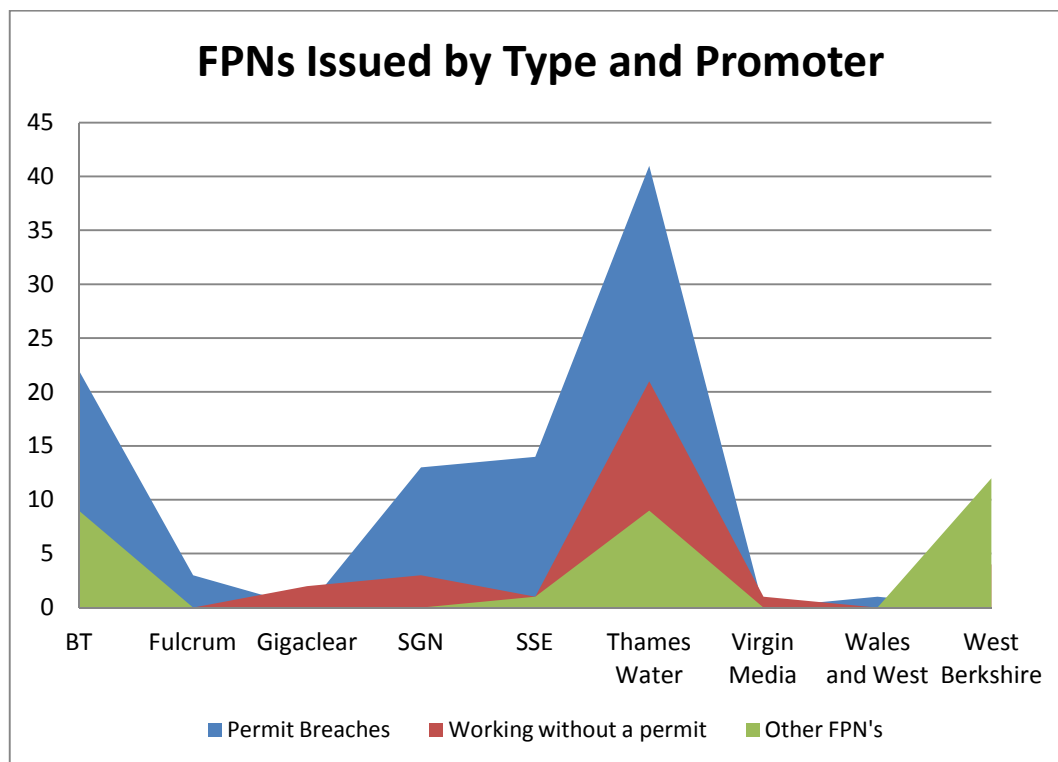


Chart 13 above indicates quite a high level of incidence of permit conditions breaches by Thames Water, relative to the total and these issues will be addressed at the regular liaison and performance review meetings the Council holds with the various works promoters, including its own contractors. The supporting data is summarised in Appendix 10.

## 10. Conclusion

It is West Berkshire Council's view that the operation of its Permit Scheme has been successful and that the objectives have been met as evidenced by the performance indicators shown in the above previous sections of this report.

From the data analysed, the Council's Local Transport Plan objective 'To support the economy and quality of life by minimising congestion and improving reliability on West Berkshire's transport networks' has been successfully achieved along with the objectives detailed in Section 4 of this report. This has been attained through the reasonable implementation of Permit Conditions so ensuring that coordination of works is maximised and that any differences/conflicts between those competing for space or time on the street, including traffic, are resolved in a positive and constructive way.

This is shown particularly in the Average Duration of Works charts, which indicate that the average durations for all types of works are consistently within those that are expected for those types of works, as well as the collaborative working charts which indicate that there are many examples of collaborative working, which have saved a significant number of working days on the

highway network through reduced disruption. These outcomes are all in line with all the stated objectives of the West Berkshire Council Permit Scheme.

The Council will continue to develop its Permit Scheme and liaise with all statutory undertakers and other works promoters, including its own contractors, on a quarterly basis in order to discuss defects and performance issues, including those for Permit Conditions, Traffic Management and coordination, as well as requesting first time permanent reinstatement all of which ensure the above objectives are met.

## 11. Glossary of Terms

**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

**KPI** – Key Performance Indicator as developed by the DfT and set out in the Permit Code of Practice

**NMD** – Network Management Duty, a legal obligation created by the Traffic Management Act 2004 for highway authorities to secure the expeditious movement of traffic

**AM** – Authority Measure

**PAN** – Permit Advice Note

**TMA** – Traffic Management Act 2004

**TPI** – TMA Performance Indicators

**SEPS** – South East Permit Scheme

**ONS** – Office for National Statistics

**CBA** - Cost Benefit Analysis

**HAUC** – Highway Authority and Utilities Company

**NRSA** – New Roads and Street Works Act

## 12. Appendices 1 to 10

## Appendix 1

### Charts 1, 2a, 2b, 2c and 2d Permits Granted and Refused

Utilities	Number			Percent	
	Granted	Refused	Total	Granted	Refused
Major	423	41	464	91.16	8.84
Standard	587	239	826	71.07	28.93
Minor	3524	823	4347	81.07	18.93
Urgent	1786	27	1813	98.51	1.49
Emergency	258	7	265	97.36	2.64

West Berkshire Council	Number			Percent	
	Granted	Refused	Total	Granted	Refused
Major	103	56	159	64.78	35.22
Standard	341	37	378	90.21	9.79
Minor	2509	159	2668	94.04	5.96
Urgent	27	2	29	93.10	6.90
Emergency	4	0	4	100.00	0.00

All	Number			Percent	
	Granted	Refused	Total	Granted	Refused
Major	480	43	523	91.78	8.22
Standard	809	132	941	85.97	14.03
Minor	4993	458	5451	91.60	8.40
Urgent	1805	22	1827	98.80	1.20
Emergency	261	7	268	97.39	2.61

Chart 3 - Permit Condition Types as a Percentage of Total Permits Issued

Permit Application Conditions	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Date Constraints	350	411	355	707	435	663	548	584	546	626	621	433	6279
Time Constraints	206	163	155	208	149	164	132	139	153	175	172	183	1999
Out of Hours Work	18	29	17	25	35	30	22	20	23	32	28	35	314
Material and Plant Storage	44	47	86	133	104	94	94	102	85	114	114	103	1120
Road Occupation Dimensions	20	27	32	24	34	14	24	17	35	31	36	37	331
Traffic Space Dimensions	222	197	244	292	266	288	245	274	196	264	239	202	2929
Road Closures	21	65	17	27	20	24	16	10	10	8	13	13	244
Light Signals and Shuttle Working	44	43	38	52	44	53	52	57	33	55	56	47	574
Traffic Management Changes	8	3	9	12	10	7	11	13	16	30	23	20	162
Work Methodology	218	190	179	190	187	206	175	222	143	201	158	137	2206
Consultation and Publicity	144	144	164	245	159	157	170	212	177	259	248	177	2256
Environmental	0	0	0	0	2	1	0	1	0	1	5	1	11
Local	7	5	4	5	17	18	17	33	46	48	51	59	310

### Appendix 3

**Chart 4 - Total Number of Duration Variation Applications as a % of Works Phases Started**

**Chart 5 - and Total number of approved duration variation applications as a % of works phases started.**

Approved permit extensions - BT	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Works phases Started	607	565	611	833	666	921	762	768	631	740	728	650	8482
Extension Requests	3	4	2	6	5	15	2	7	3	3	6	4	60
Total number of duration variation applications as a % of works phases started	0.49	0.71	0.33	0.72	0.75	1.63	0.26	0.91	0.48	0.41	0.82	0.62	0.71
Agreed Extensions	2	4	2	6	5	15	2	7	3	3	6	4	59
Total number of approved duration variation applications as a % of works phases started	66.67	100	100	100	100	100	100	100	100	100	100	100	98.33

Approved permit extensions - WBC	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Works phases Started	607	565	611	833	666	921	762	768	631	740	728	650	8482
Extension Requests	1	12	9	6	17	18	6	4	1	0	2	3	79
Total number of duration variation applications as a % of works phases started	0.16	2.12	1.47	0.72	2.55	1.95	0.79	0.52	0.16	0	0.27	0.46	0.93
Agreed Extensions	1	12	9	6	17	18	6	4	1	0	2	3	79
Total number of approved duration variation applications as a % of works phases started	100	100	100	100	100	100	100	100	100	0	100	100	100

Approved permit extensions - SSE	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Works phases Started	607	565	611	833	666	921	762	768	631	740	728	650	8482
Extension Requests	1	3	1	3	1	7	1	4	14	5	7	6	53
Total number of duration variation applications as a % of works phases started	0.16	0.53	0.16	0.36	0.15	0.76	0.13	0.52	2.22	0.68	0.96	0.92	0.62
Agreed Extensions	1	3	1	3	1	7	1	4	14	5	7	6	53
Total number of approved duration variation applications as a % of works phases started	100	100	100	100	100	100	100	100	100	100	100	100	100

Appendix 3 continued

Chart 4 - Total Number of Duration Variation Applications as a % of Works Phases Started

Chart 5 - and Total number of approved duration variation applications as a % of works phases started.

Approved permit extensions – TWU	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Works phases Started	607	565	611	833	666	921	762	768	631	740	728	650	8482
Extension Requests	4	8	5	8	6	10	11	7	11	12	9	9	100
Total number of duration variation applications as a % of works phases started	0.66	1.42	0.82	0.96	0.90	1.09	1.44	0.91	1.74	1.62	1.24	1.38	1.18
Agreed Extensions	3	8	5	8	6	9	9	7	11	11	9	9	95
Total number of approved duration variation applications as a % of works phases started	75.00	100	100	100	100	90	81.82	100	100	91.67	100	100	95

Approved permit extensions – T-mobile	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Works phases Started	607	565	611	833	666	921	762	768	631	740	728	650	8482
Extension Requests	4	0	0	0	3	0	0	0	5	0	0	0	12
Total number of duration variation applications as a % of works phases started	0.66	0	0	0	0.45	0	0	0	0.79	0	0	0	0.14
Agreed Extensions	2	0	0	0	2	0	0	0	5	0	0	0	9
Total number of approved duration variation applications as a % of works phases started	50	0	0	0	66.67	0	0	0	100	0	0	0	75

Approved permit extensions - Vodafone	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Works phases Started	607	565	611	833	666	921	762	768	631	740	728	650	8482
Extension Requests	0	0	1	4	0	3	0	0	0	1	0	0	9
Total number of duration variation applications as a % of works phases started	0	0	0.16	0.48	0	0.33	0	0	0	0.14	0	0	0.11
Agreed Extensions	0	0	1	4	0	3	0	0	0	1	0	0	9
Total number of approved duration variation applications as a % of works phases started	0	0	100	100	0	100	0	0	0	100	0	0	100

Appendix 3 continued

Chart 4 - Total Number of Duration Variation Applications as a % of Works Phases Started

Chart 5 - and Total number of approved duration variation applications as a % of works phases started.

Approved permit extensions - SGN	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Works phases Started	607	565	611	833	666	921	762	768	631	740	728	650	8482
Extension Requests	0	0	1	2	0	6	3	8	0	1	9	7	37
Total number of duration variation applications as a % of works phases started	0	0	0.16	0.24	0	0.65	0.39	1.04	0	0.14	1.24	1.08	0.43
Agreed Extensions	0	0	1	2	0	6	3	8	0	1	9	7	37
Total number of approved duration variation applications as a % of works phases started	0	0	100	100	0	100	100	100	0	100	100	100	100

Approved permit extensions – Network Rail	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Works phases Started	607	565	611	833	666	921	762	768	631	740	728	650	8482
Extension Requests	0	0	0	0	0	0	1	0	0	0	0	5	6
Total number of duration variation applications as a % of works phases started	0	0	0	0	0	0	0.13	0	0	0	0	0.77	0.07
Agreed Extensions	0	0	0	0	0	0	1	0	0	0	0	5	6
Total number of approved duration variation applications as a % of works phases started	0	0	0	0	0	0	100	0	0	0	0	0	100

Approved permit extensions - CMU	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Works phases Started	607	565	611	833	666	921	762	768	631	740	728	650	8482
Extension Requests	0	0	0	0	0	0	0	1	0	0	0	0	1
Total number of duration variation applications as a % of works phases started	0	0	0	0	0	0	0	0.13	0	0	0	0	0.01
Agreed Extensions	0	0	0	0	0	0	0	1	0	0	0	0	1
Total number of approved duration variation applications as a % of works phases started	0	0	0	0	0	0	0	100	0	0	0	0	100

**Appendix 3 continued**

**Chart 4 - Total Number of Duration Variation Applications as a % of Works Phases Started**

**Chart 5 - and Total number of approved duration variation applications as a % of works phases started.**

<b>Approved permit extensions - Gigaclear</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>Feb</b>	<b>Mar</b>	<b>Total</b>
<b>Total Works phases Started</b>	<b>607</b>	<b>565</b>	<b>611</b>	<b>833</b>	<b>666</b>	<b>921</b>	<b>762</b>	<b>768</b>	<b>631</b>	<b>740</b>	<b>728</b>	<b>650</b>	<b>8482</b>
<b>Extension Requests</b>	0	0	0	0	0	0	0	4	0	3	1	2	<b>10</b>
<b>Total number of duration variation applications as a % of works phases started</b>	0	0	0	0	0	0	0	0.52	0	0.41	0.14	0.31	<b>0.12</b>
<b>Agreed Extensions</b>	0	0	0	0	0	0	0	4	0	3	1	2	<b>10</b>
<b>Total number of approved duration variation applications as a % of works phases started</b>	0	0	0	0	0	0	0	100	0	100	100	100	<b>100</b>



## Appendix 4

**Chart 6 - Total Number of Requests for Early Starts as a % of Total Applications Made**

**Chart 7 - Total Number of Approved Early Starts as a % of all Early Start Requests**

Approved permit extensions	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Total Applications Received	653	623	562	944	649	874	728	776	712	854	817	847	<b>9039</b>
Extension Requests	10	31	19	29	32	59	24	36	34	26	33	40	
Total number of duration variation applications as a % of works phases started	1.65	5.49	3.11	3.48	4.80	6.41	3.15	4.69	5.39	3.51	4.53	6.15	
Agreed Extensions	8	29	19	29	31	58	22	36	34	25	32	40	
Total number of approved duration variation applications as a % of works phases started	80.00	94	100.00	100.00	96.88	98.31	91.67	100.00	100.00	96.15	96.97	100.00	

WBC	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Early Start Requests	4	3	3	11	29	38	29	4	37	5	141	94	<b>398</b>
Total number of duration variation applications as a % of works phases started	0.61	0.48	0.53	1.17	4.47	4.35	3.98	0.52	5.20	0.59	17.26	11.10	<b>4.40</b>
Early starts agreed	4	3	3	9	29	38	29	4	37	4	141	94	<b>395</b>
Total Number of approved early starts as a % of all early start requests	<b>100</b>	<b>100</b>	<b>100</b>	<b>81.82</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>80</b>	<b>100</b>	<b>100</b>	<b>99.25</b>

BT	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Early Start Requests	2	2	2	5	6	13	2	2	5	1	3	3	<b>46</b>
Total number of requests as a % of total applications made	0.31	0.32	0.36	0.53	0.92	1.49	0.27	0.26	0.70	0.12	0.37	0.35	<b>0.51</b>
Early starts agreed	2	0	2	5	5	7	2	1	1	1	1	1	<b>28</b>
Total Number of approved early starts as a % of all early start requests	100	0	100	100	83.33	53.85	100	50	20	100	33.33	33.33	<b>60.86</b>

## Chart 6 - Total Number of Requests as a % of Total Applications Made

## Chart 7 - Total Number of Approved Early Starts as a % of all Early Start Requests

Thames Water	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Early Start Requests	5	4	10	4	8	4	4	8	7	5	7	7	73
Total number of requests as a % of total applications made	0.77	0.64	1.78	0.42	1.23	0.46	0.55	1.03	0.98	0.59	0.86	0.83	0.81
Early starts agreed	1	2	8	2	4	2	1	4	7	1	0	0	32
Total Number of approved early starts as a % of all early start requests	20	50	80	50	50	50	25	50	100	20	0	0	43.84

Network Rail	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Early Start Requests	7	5	6	0	3	0	3	2	1	2	7	4	40
Total number of requests as a % of total applications made	1.07	0.80	1.07	0	0 46	0	0.41	0.26	0.14	0.23	0.86	0.47	0.44
Early starts agreed	1	0	0	0	0	0	1	0	0	1	0	0	3
Total Number of approved early starts as a % of all early start requests	14.29	0	0	0	0	0	33.33	0	0	50	0	0	97.14

SGN	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Early Start Requests	5	0	3	3	1	5	6	3	3	1	4	1	35
Total number of requests as a % of total applications made	0.77	0	0.53	0.32	0.15	0.57	0.82	0.39	0.42	0.12	0.49	0.12	0.39
Early starts agreed	5	0	3	3	1	5	6	3	2	1	4	1	34
Total Number of approved early starts as a % of all early start requests	100	0	100	100	100	100	100	100	66.67	100	100	100	97.14

## Chart 6 - Total Number of Requests as a % of Total Applications Made

## Chart 7 - Total Number of Approved Early Starts as a % of all Early Start Requests

SSE	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Early Start Requests	0	0	0	3	3	5	8	3	6	8	5	4	45
Total number of requests as a % of total applications made	0	0	0	0.32	0.46	0.57	1.10	0.39	0.84	0.94	0.61	0.47	0.50
Early starts agreed	0	0	0	2	3	3	4	3	5	6	4	4	34
Total Number of approved early starts as a % of all early start requests	0	0	0	66.67	100	60	50	100	83.33	75	80	100	75.56

Gigaclear	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Early Start Requests	0	0	0	0	0	0	4	6	6	20	16	13	65
Total number of requests as a % of total applications made	0	0	0	0	0	0	0.55	0.77	0.84	2.34	1.96	1.53	0.72
Early starts agreed	0	0	0	0	0	0	4	6	5	16	6	11	48
Total Number of approved early starts as a % of all early start requests	0	0	0	0	0	0	100	100	83.33	80	37.5	84.62	73.85

Others	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
Early Start Requests	0	0	0	3	0	1	0	1	1	0	0	0	6
Total number of requests as a % of total applications made	0	0	0	0.32	0	0.11	0	0.13	0.14	0	0	0	0.07
Early starts agreed	0	0	0	0	0	0	0	1	1	0	0	0	2
Total Number of approved early starts as a % of all early start requests	0	0	0	0	0	0	0	100	100	0	0	0	33.33

Chart 8 - Average Duration of Works by Permit Type

Average Duration of works - Promoters	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Major	7.55	5.09	20.23	13.64	6.3	5.06	4.91	32.61	20	18	30.37	10.57	14.53
Standard	7.02	7.38	5.62	6.31	5.46	6.33	5.57	6.56	5.72	6.03	6.19	5.84	6.14
Minor	1.7	1.67	1.69	1.57	1.45	1.88	1.71	1.72	1.3	1.5	1.56	1.8	1.63
Immediate - Urgent	4.49	4.81	4.48	4.42	4.68	4.77	4.6	4.76	4.71	4.88	4.56	4.56	4.45
Immediate - Emergency	3.91	4	5.12	3.77	4.33	4.37	4	4.71	4.5	4.54	4.08	4.43	4.18

Average Duration of works - Authority	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Major	7	0	0	4	0	33	10	0	0	0	12.5	0	5.54
Standard	3	7.53	5.64	4	10.43	7.1	6.7	4	3	15	5.43	6.08	6.59
Minor	1.37	2.05	1.39	2.66	2.37	2.69	2.81	2.94	2.79	2.8	2.98	3.03	2.46
Immediate - Urgent	0	0	0	0	0	1	0	1	0	1.92	0	1	0.38
Immediate - Emergency	0	0	0	0	0	1	0	0	1	0	1	0	0.23
Average Duration of works - All	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Major	14.55	5.09	20.23	17.64	6.3	38.06	14.91	32.61	20	18	42.87	10.57	20.07
Standard	10.02	14.91	11.26	10.31	15.89	13.43	12.27	10.56	8.72	21.03	11.62	11.92	12.66
Minor	3.07	3.72	3.08	4.23	3.82	4.57	4.52	4.66	4.09	4.3	4.54	4.83	4.12
Immediate - Urgent	4.49	4.81	4.48	4.42	4.68	5.77	4.6	5.76	4.71	6.8	4.56	5.56	5.05
Immediate - Emergency	3.91	4	5.12	3.77	4.33	5.37	4	4.71	5.5	4.54	5.08	4.43	4.56

## Appendix 6

### Chart 9 - Failed Permit Checks as a % of All Checks Completed

Permit Inspections	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
<b>Total</b>	1	2	0	0	0	0	31	122	78	85	98	60	<b>477</b>
<b>Compliant</b>	0	0	0	0	0	0	25	108	74	77	86	56	<b>426</b>
<b>Non - Compliant</b>	1	2	0	0	0	0	6	14	4	8	12	4	<b>51</b>
<b>Failed permit checks as a % of all checks completed</b>	100.00	100.00	0.00	0.00	0.00	0.00	19.35	11.48	5.13	9.41	12.24	6.67	

## Appendix 7

### Chart 10 - Number of Collaborative Works and Working/Calendar Days Saved

Collaborative Works	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
<b>Collaborative Phases</b>	8	18	9	4	1	2	1	5	12	0	0	0	<b>60</b>
<b>Working Days Saved</b>	23	34	21	95	31	35	7	48	36	0	0	0	<b>330</b>
<b>Calendar Days Saved</b>	47	42	21	130	44	49	9	60	38	0	0	0	<b>440</b>

Section 74 Overrun	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
<b>Promoters</b>	3	0	0	3	2	3	0	2	2	0	2	0	<b>17</b>
<b>Authority</b>	29	16	34	40	19	35	22	0	0	0	19	33	<b>247</b>

## Appendix 8

### Chart 11 Days of Disruption Saved

Days of Disruption Saved	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
<b>Phase Total</b>	0	4	6	2	1	2	0	2	1	1	2	4	<b>25</b>
<b>Working Days Saved</b>	0	13	18	5	2	5	0	12	1	4	2	56	<b>118</b>
<b>Calendar Days Saved</b>	0	18	27	6	2	4	0	20	1	6	0	77	<b>161</b>

**Chart 12 All Refusals by Response Codes**

**Appendix 9**

Permit Response Codes	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Condition not Provided	0	0	0	2	0	0	0	2	0	2	2	0	8
Location issues	4	2	4	3	2	6	3	3	0	4	1	7	39
Conflict Information	3	1	0	1	0	0	1	0	1	1	1	1	10
Timing of Works	2	2	0	3	0	0	3	0	0	2	0	3	15
S58 Approval Needed	0	0	0	0	2	0	0	0	0	0	1	2	5
Missing Information	4	2	11	7	5	7	3	5	5	8	8	3	68
TM not Received	20	8	1	20	20	21	15	20	17	12	21	52	227
Incorrect Details on Permit	1	1	0	0	0	0	0	1	0	0	1	1	5
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	1	0	1
Conflict or Restrictions	0	0	1	0	0	1	1	6	8	2	0	2	21
Conflict of Work	2	4	6	11	1	10	6	2	2	6	10	11	71
Lack of Approval	7	6	8	5	2	11	4	1	6	1	3	1	55
Incorrect TM	0	2	0	0	0	0	5	0	1	0	0	7	15
Early Start	0	0	0	0	0	0	0	0	0	0	0	4	4
Duration	0	0	20	1	0	1	0	1	0	0	1	1	25
Other	6	6	7	8	9	8	2	0	0	1	2	10	59

BT - 0030	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Condition not Provided - NMOD1A	0	0	0	0	0	0	0	1	0	0	1	0	2
Location issues - NMOD2B	0	0	0	0	0	1	0	0	0	0	0	0	1
Conflict Information - NMOD2C	1	0	0	0	0	0	0	0	1	0	0	0	2
Timing of Works - NMOD3B	2	1	0	4	0	0	1	0	0	0	0	0	8
S58 Approval Needed - NMOD4C	0	0	0	0	2	0	0	0	0	0	0	1	3
Missing Information - NPR1/NMOD1	1	1	4	5	3	2	1	3	1	3	0	6	30
TM not Received - NPR1B	10	4	8	8	6	6	7	6	7	5	6	0	73
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	1	0	0	0	0	1
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	0	1	2	0	0	0	3
Conflict of Work - NPR3A	1	2	0	0	0	0	3	0	1	1	0	1	9
Lack of Approval - NPR4/NMOD4	4	1	1	4	1	5	1	0	3	0	0	0	20
Incorrect TM - NPR4A	0	1	0	0	0	1	2	1	0	0	0	2	7
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	2	0	0	0	0	0	0	0	0	0	2
Other - NPR5/NMOD5	5	2	0	3	5	4	0	0	0	1	0	2	22

West Berkshire Council - 0340	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Condition not Provided - NMOD1A	0	0	0	0	0	0	0	0	0	0	0	0	0
Location issues - NMOD2B	0	0	0	0	0	0	0	0	0	0	0	5	5
Conflict Information - NMOD2C	1	0	0	0	0	0	0	0	0	0	0	0	0
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	0	0	0	0
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	1	1	0	0	0	0	1	1	2	1	7
TM not Received - NPR1B	1	0	0	1	0	0	1	1	0	4	3	18	29
Incorrect Details on Permit - NPR2/NMOD2	1	0	0	0	0	0	0	0	0	0	0	1	2
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	0	0	0	1	0	1	2
Conflict of Work - NPR3A	0	0	0	4	0	3	0	0	0	2	0	2	11
Lack of Approval - NPR4/NMOD4	0	2	0	0	0	1	0	0	0	1	1	0	5
Incorrect TM - NPR4A	1	0	0	0	0	0	0	0	0	0	0	5	6
Early Start	0	0	0	0	0	0	0	0	0	0	0	3	3
Duration - NPR4D	0	0	0	0	0	0	0	0	0	0	1	1	2
Other - NPR5/NMOD5	0	0	0	0	0	3	0	0	0	0	0	3	6



SSE - 7002	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Condition not Provided - NMOD1A	0	0	0	0	0	0	0	1	0	0	0	0	1
Location issues - NMOD2B	0	0	0	0	0	0	1	1	0	1	0	0	3
Conflict Information - NMOD2C	0	0	0	0	0	0	0	1	0	0	0	0	1
Timing of Works - NMOD3B	0	0	0	0	0	0	1	0	0	0	0	1	2
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	1	0	2	0	1	0	1	0	1	0	6
TM not Received - NPR1B	2	0	2	5	2	3	3	4	4	1	3	3	32
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	0	3	1	0	0	0	4
Conflict of Work - NPR3A	0	0	2	1	0	0	0	0	0	2	0	0	5
Lack of Approval - NPR4/NMOD4	1	0	0	0	0	0	0	0	4	0	1	0	6
Incorrect TM - NPR4A	0	1	1	0	0	0	0	0	0	0	0	0	2
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	1	0	0	0	0	0	0	1	0	2
Other - NPR5/NMOD5	0	1	0	0	0	0	1	0	0	0	0	0	2

<b>SGN - 7270</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Total</b>
<b>Condition not Provided - NMOD1A</b>	0	0	0	0	0	0	0	0	0	1	0	0	<b>1</b>
<b>Location issues - NMOD2B</b>	2	0	1	0	0	2	0	0	0	0	0	0	<b>5</b>
<b>Conflict Information - NMOD2C</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Timing of Works - NMOD3B</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>S58 Approval Needed</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Missing Information - NPR1/NMOD1</b>	0	0	1	0	0	0	0	0	0	1	0	0	<b>2</b>
<b>TM not Received - NPR1B</b>	1	0	1	0	1	1	0	0	0	0	0	2	<b>6</b>
<b>Incorrect Details on Permit - NPR2/NMOD2</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Incorrect Primary Recipient</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Conflict or Restrictions - NPR3/NMOD3</b>	0	0	0	0	0	0	0	0	1	1	0	0	<b>2</b>
<b>Conflict of Work - NPR3A</b>	0	0	0	0	0	0	0	0	0	1	0	0	<b>1</b>
<b>Lack of Approval - NPR4/NMOD4</b>	0	1	1	0	0	0	1	0	0	0	1	0	<b>4</b>
<b>Incorrect TM - NPR4A</b>	0	0	0	0	0	1	0	0	0	0	0	0	<b>1</b>
<b>Early Start</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Duration - NPR4D</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Other - NPR5/NMOD5</b>	1	1	1	2	4	1	1	0	0	0	1	0	<b>12</b>

Gigaclear - 7329	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Condition not Provided - NMOD1A	0	0	0	0	0	0	0	0	0	1	0	0	4
Location issues - NMOD2B	0	0	0	0	0	0	0	0	0	1	0	2	3
Conflict Information - NMOD2C	0	0	0	0	0	0	1	0	0	1	0	0	2
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	0	0	0	0
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	0	0	0	0	0	0	0	3	0	0	3
TM not Received - NPR1B	0	0	0	0	0	0	0	0	0	0	0	1	1
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict of Work - NPR3A	0	0	0	0	0	0	0	0	0	0	2	0	2
Lack of Approval - NPR4/NMOD4	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect TM - NPR4A	0	0	0	0	0	0	0	0	0	0	0	0	0
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - NPR5/NMOD5	0	0	0	0	0	0	0	0	0	0	0	1	1

Thames Water - 9106	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Condition not Provided - NMOD1A	0	0	0	0	0	0	0	0	0	0	0	0	0
Location issues - NMOD2B	2	2	3	2	2	3	2	0	0	2	0	1	19
Conflict Information - NMOD2C	1	1	0	0	0	0	1	0	0	0	1	1	5
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	2	0	1	3
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	3	1	3	0	0	4	0	1	2	0	4	0	18
TM not Received - NPR1B	6	4	6	5	10	9	1	9	4	2	8	1	65
Incorrect Details on Permit - NPR2/NMOD2	0	1	0	0	0	0	0	0	0	0	1	16	18
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	1	0	2	4	0	0	1	8
Conflict of Work - NPR3A	1	2	0	4	1	1	2	1	1	0	4	0	17
Lack of Approval - NPR4/NMOD4	0	2	3	0	0	3	2	0	0	0	1	5	16
Incorrect TM - NPR4A	1	0	0	1	0	0	3	0	1	0	0	0	6
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	0	0	0	0	1	0	0	0	0	1
Other - NPR5/NMOD5	0	2	5	1	0	0	0	0	0	0	0	4	12

Vodafone - 7060	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Condition not Provided - NMOD1A	0	0	0	0	0	0	0	0	0	0	0	0	0
Location issues - NMOD2B	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict Information - NMOD2C	0	0	0	0	0	0	0	0	0	0	0	0	0
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	0	0	0	0
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	0	0	0	0	0	0	0	0	0	0	0
TM not Received - NPR1B	0	0	0	1	0	0	0	0	0	0	0	0	1
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict of Work - NPR3A	0	0	0	0	0	0	0	0	0	0	0	0	0
Lack of Approval - NPR4/NMOD4	0	0	1	0	0	0	0	0	0	0	0	0	1
Incorrect TM - NPR4A	0	0	0	0	0	0	0	0	0	0	0	0	0
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - NPR5/NMOD5	0	0	0	1	0	0	0	0	0	0	0	0	1

<b>Network Rail - 7093</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Total</b>
Condition not Provided - NMOD1A	0	0	0	0	0	0	0	0	0	0	0	0	0
Location issues - NMOD2B	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict Information - NMOD2C	0	0	0	0	0	0	0	0	0	0	0	0	0
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	0	0	0	0
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	0	0	0	0	1	0	0	0	0	0	1
TM not Received - NPR1B	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	1	0	0	0	0	0	1
Conflict of Work - NPR3A	0	1	1	0	0	0	1	0	0	0	0	0	3
Lack of Approval - NPR4/NMOD4	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect TM - NPR4A	0	0	0	0	0	0	0	0	0	0	0	0	0
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - NPR5/NMOD5	0	0	0	0	0	0	0	0	0	0	1	0	1

Virgin Media - 7160	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Location issues - NMOD2B	0	0	0	0	0	0	0	0	0	0	1	0	1
Conflict Information - NMOD2C	0	0	0	0	0	0	0	0	0	0	0	0	0
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	0	0	0	0
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	0	0	0	0	0	0	0	0	0	1	1
TM not Received - NPR1B	0	0	0	0	0	0	0	0	0	0	0	3	3
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict of Work - NPR3A	0	0	0	0	0	0	0	0	0	0	3	3	3
Lack of Approval - NPR4/NMOD4	0	0	1	0	0	0	0	0	0	0	0	0	1
Incorrect TM - NPR4A	0	0	0	0	0	0	0	0	0	0	0	0	0
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - NPR5/NMOD5	0	0	0	1	0	0	0	0	0	0	0	0	1

<b>Orange - 7233</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Total</b>
Location issues - NMOD2B	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict Information - NMOD2C	0	0	0	0	0	0	0	0	0	0	0	0	0
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	0	0	0	0
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	0	0	0	0	0	0	0	0	0	0	0
TM not Received - NPR1B	0	0	1	0	0	0	0	0	0	0	0	0	1
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict of Work - NPR3A	0	0	0	0	0	0	0	0	0	0	0	0	0
Lack of Approval - NPR4/NMOD4	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect TM - NPR4A	0	0	0	0	0	0	0	0	0	0	0	0	0
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - NPR5/NMOD5	0	0	0	0	0	0	0	0	0	0	0	0	0



<b>Wales and West - 7272</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Total</b>
Location issues - NMOD2B	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict Information - NMOD2C	0	0	0	0	0	0	0	0	0	0	0	0	0
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	0	0	0	0
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	1	0	0	0	0	0	0	0	0	0	1
TM not Received - NPR1B	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	1	0	0	0	0	0	0	0	0	0	1
Conflict of Work - NPR3A	0	0	0	0	0	0	0	0	0	0	0	0	0
Lack of Approval - NPR4/NMOD4	0	0	0	0	0	0	0	0	1	0	0	0	1
Incorrect TM - NPR4A	0	0	0	0	0	0	0	0	0	0	0	0	0
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - NPR5/NMOD5	0	0	1	0	0	0	0	0	0	0	0	0	1

CMU - 7231	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Location issues - NMOD2B	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict Information - NMOD2C	0	0	0	0	0	0	0	0	0	0	0	0	0
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	0	0	0	0
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	0	0	0	1	0	0	0	0	0	0	1
TM not Received - NPR1B	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict of Work - NPR3A	0	0	0	0	0	0	0	0	0	0	0	0	0
Lack of Approval - NPR4/NMOD4	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect TM - NPR4A	0	0	0	0	0	0	0	0	0	0	0	0	0
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - NPR5/NMOD5	0	0	0	0	0	0	0	0	0	0	0	0	0
Condition Not Provided - NMOD1A	0	0	0	1	0	0	0	0	0	0	0	0	1

T-Mobile - 7250	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
Location issues - NMOD2B	0	0	0	0	0	0	0	2	0	0	0	0	0
Conflict Information - NMOD2C	0	0	0	0	0	0	0	0	0	0	0	0	0
Timing of Works - NMOD3B	0	0	0	0	0	0	0	0	0	0	0	0	0
S58 Approval Needed	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing Information - NPR1/NMOD1	0	0	0	1	0	0	0	0	0	0	0	0	1
TM not Received - NPR1B	0	0	0	0	0	1	2	0	2	0	0	0	5
Incorrect Details on Permit - NPR2/NMOD2	0	0	0	0	0	0	0	0	0	0	0	0	0
Incorrect Primary Recipient	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict or Restrictions - NPR3/NMOD3	0	0	0	0	0	0	0	0	0	0	0	0	0
Conflict of Work - NPR3A	0	0	0	0	0	1	0	0	0	0	0	0	1
Lack of Approval - NPR4/NMOD4	0	0	0	0	1	0	0	0	0	0	0	0	1
Incorrect TM - NPR4A	0	0	0	0	0	1	0	0	0	0	0	0	1
Early Start	0	0	0	0	0	0	0	0	0	0	0	0	0
Duration - NPR4D	0	0	0	0	0	0	0	0	0	0	0	0	0
Other - NPR5/NMOD5	0	0	0	0	1	0	0	0	0	0	0	0	1
Condition Not Provided - NMOD1A	0	0	0	0	0	0	0	0	0	0	0	0	0

## TPI 6 Number of Deemed Permit Applications

Deemed Permit Applications	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
<b>Total</b>	2	1	5	4	0	0	6	2	4	3	2	2	<b>31</b>

## Chart 13 FPNs Issued by Type and Promoter

## Appendix 10

Permit Breaches	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
<b>BT</b>	0	2	1	1	2	2	0	6	2	2	3	0	<b>21</b>
<b>Fulcrum</b>	0	0	0	0	0	0	0	3	0	0	0	0	<b>3</b>
<b>Gigaclear</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>SGN</b>	0	0	0	0	1	1	1	3	1	3	1	2	<b>13</b>
<b>SSE</b>	0	0	0	1	1	0	0	3	2	2	2	3	<b>14</b>
<b>Thames Water</b>	0	1	0	0	2	2	2	14	2	4	9	3	<b>39</b>
<b>Virgin Media</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Wales and West</b>	0	0	0	0	0	0	0	0	0	1	0	0	<b>1</b>
<b>West Berkshire Council</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>

Working without a permit	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
<b>BT</b>	1	0	1	0	0	0	0	0	0	2	0	1	<b>5</b>
<b>Fulcrum</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Gigaclear</b>	0	0	0	0	0	0	0	1	1	0	0	0	<b>2</b>
<b>SGN</b>	0	0	0	0	2	0	0	1	0	0	0	0	<b>3</b>
<b>SSE</b>	0	0	0	0	0	0	0	0	0	1	0	0	<b>1</b>
<b>Thames Water</b>	2	3	4	7	3	0	0	1	1	0	0	0	<b>21</b>
<b>Virgin Media</b>	0	0	0	0	0	0	0	0	1	0	0	0	<b>1</b>
<b>Wales and West</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>West Berkshire Council</b>	0	0	0	1	0	1	0	0	0	2	0	0	<b>4</b>

Other FPN's	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Total
<b>BT</b>	1	0	2	0	0	4	0	0	0	1	0	1	<b>9</b>
<b>Fulcrum</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Gigaclear</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>SGN</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>SSE</b>	0	0	0	0	0	0	0	0	0	1	0	0	<b>1</b>
<b>Thames Water</b>	1	0	0	3	1	1	0	0	0	2	0	1	<b>9</b>
<b>Virgin Media</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Wales and West</b>	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>West Berkshire Council</b>	0	0	10	0	0	0	0	2	0	0	0	0	<b>12</b>

