

The Sefton Metropolitan Borough Council Permit Scheme for Road and Street Activities



SEFTON MBC NETWORK MANAGEMENT
YEARS 7-9 REVIEW, 2021-24

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Sefton Metropolitan Borough Council (SMBC) Permit Scheme went live on 2nd February 2015.
- 1.1.2 The operation of the first year of operation was evaluated and reported in the '*Sefton Council 12 Month review, 2015-16*'.
- 1.1.3 The purpose of the 12-month review was to;
- Demonstrate a reduction in the duration of works.
 - Demonstrate a reduction in the number of Permit applications (through an increase in collaborative working).
 - Report the monitored Key Performance Indicators (KPI 1, KPI 2, KPI 3 & KPI 7).
 - Re-evaluate the Cost Benefit Assessment to show an economic return on the investment.
 - Report the annual scheme benefit to all road users.
- 1.1.4 The reduction in number of works across the network was significant at 16%. The combination of a reduction in the number of works and a significant reduction in average works durations resulted in an overall 38% reduction in number of days worked on the road network. This equated to nearly 25,000 fewer days worked on the network in the first year.
- 1.1.5 The financial benefit to road users of the Permit Scheme in year 1 was calculated at **£3.9M per annum**. This saving equated to approximately 20% of the overall cost of works calculated in the CBA (£18.25M per annum total cost to road users).

1.2 Annual Reviews

- 1.2.1 The Council has commissioned a full review of the scheme at the end of each year since, with the following reports available:
- '*The Sefton Council Permit Scheme, Year 2 Review 2016-17*'
 - '*The Sefton Council Permit Scheme, Year 3 Review 2017-18*'
 - '*The Sefton Council Permit Scheme, Year 4 Review 2018-19*'
 - '*The Sefton Council Permit Scheme, Year 5 Review 2019-20*'
 - '*The Sefton Council Permit Scheme, Year 6 Review 2020-21*'
- 1.2.2 The overall reduction in average duration following the introduction of the Permit Scheme was maintained between years 2 and 6 at no more than 2.6 days; a 25% reduction compared with the situation under Noticing. The financial benefit to road users of the Permit Scheme in these years was calculated at between **£3.4M and £4.4M per annum**.
- 1.2.3 This saving equates to 24% of the overall cost of works calculated in the CBA (£18.25M per annum total cost to road users).

1.3 Year 7-9 Review

- 1.3.1 This report presents the results of the three year review covering the period Years 7 to 9, 2nd February 2021 to 1st February 2024 and satisfies the requirements in the legislation to undertake and report a review at least every three years after the third year anniversary of the scheme.
- 1.3.2 A full review of scheme operation and costs since the last fee change was implemented in December 2018 has been carried out and is also included in this review.

2 FORMAT OF REVIEW

2.1 Methodology

2.1.1 The full three year review considers and reports on four key areas:

1. High level review of scheme benefits and cost benefit of scheme
2. Detailed review of works durations
3. KPI analysis to demonstrate parity
4. Presenting scheme operating costs and fee income in Year 9

2.1.2 The report also includes recommendations to further improve scheme performance in these key areas.

2.2 Data Sources

2.2.1 Data sources available for this review are:

- Permit Scheme work stops notices, February 2021 - February 2024, Years 7 to 9 (Mayrise database)
- Key Performance Indicator (KPI) reports, February 2021 - February 2024, Years 7 to 9 (Mayrise database)

2.2.2 This review assesses the year-on-year change in the number of Permit applications and reviews the breakdown of key metrics. The purpose of the review is to quantify the benefit of the Permit Scheme in terms of a reduction in number of days worked on the road network.

2.3 Scheme Objectives

2.3.1 The specific objectives of the Permit Scheme are as follows:

- Reduce occupation of the highway to benefit all road users
- Obtain greater control of all activities on the public highway
- Minimise/avoid/manage delays to all road users
- Enhance co-ordination of all activities on the highway
- Achieve an improvement in air quality
- Enhance safety of all road users at road and street activities
- Reduce potential incidents/accidents at road activities
- Improve public perception of managing road activities
- Enhance reliability of journey times
- Enhance journey experience
- Reduce long-term damage to the highway asset
- Encourage collaborative activities between all activity promoters

- Enhance reliability of activities taking place at a particular time, especially on the strategic road network
- Promote best practices across Sefton
- Promote common activity practices across the region to ensure ease of operation for activity promoters
- Enhanced cross-boundary co-operation
- Demonstrate parity for all activity promoters
- Reduce instances of customer complaints regarding road and street activities
- Reduce the impact of noise on residents by having greater control of timing of activities

2.3.2 Many of these objectives are subjective in nature, but where they can be objectively evaluated, the annual review already reports on the impact towards achieving the stated objectives, for example;

- Reduce occupation of the highway to benefit all road users
- Minimise/avoid/manage delays to all road users
- Demonstrate parity for all activity promoters
- Enhance co-ordination of all activities on the highway

2.3.3 Others will require additional data and to be evaluated over a period of years to identify changes and progress towards the objective, for example;

- Encouraging collaborative activities between all activity promoters and demonstrating year-on-year increases in cases
- Enhancing safety of all road users at road and street activities by maintaining and reviewing accident/incident logs
- Reduce potential incidents/accidents at road activities by demonstrating a reduction in non-compliance during inspections
- Reduce instances of customer complaints regarding road and street activities by maintaining and reviewing a complaints log
- Enhance reliability of activities taking place at a particular time, especially on the strategic road network by reviewing number of change requests for works

2.3.4 It is recommended that consideration be given to collecting data and providing additional reporting in subsequent years to permit a review of the objectives listed above.

3 SCHEME BENEFITS

3.1 Summary of Benefits

3.1.1 Figure 1 presents the number of works per annum completed in the Years 7 to 9 of the Scheme.

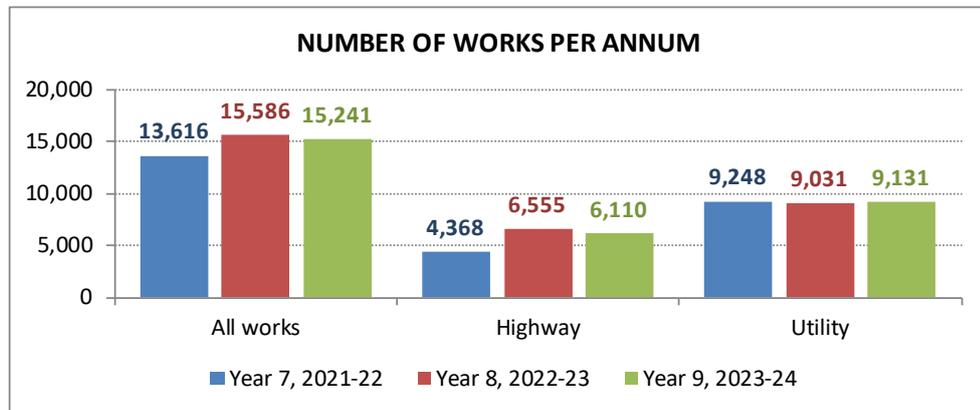


Figure 1 Number of works per annum

3.1.2 The number of works completed in Years 8 and 9 have increased following a dip in Year 7 to the lowest number recorded since the scheme went live, at 13,616 and some 4,800 fewer than the 18,433 works completed during the Year 4 high.

3.1.3 The change in volume is due to the variation in the number of highway works recorded in each year, with the number increasing by around 2,000 from a Year 7 low of 4,368 works completed.

3.1.4 Utility works numbers have been very consistent over the last three years, with no more a 2% variation in the number of works completed between Years 7 and 9.

3.1.5 Figure 2 presents the average duration of works completed across the network in each year.

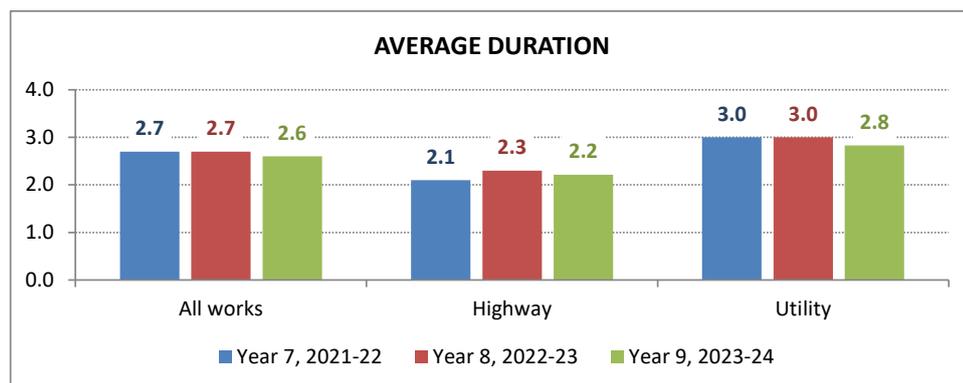


Figure 2 Average duration of works

3.1.6 This chart shows the average duration of works has been very consistent in each year.

3.1.7 The average duration of utility works has reduced very slightly to 2.8 days, but is still slightly higher than the low value of 2.7 days recorded in Year 5.

3.1.8 Figure 3 presents the total number of days worked across the network in each year.

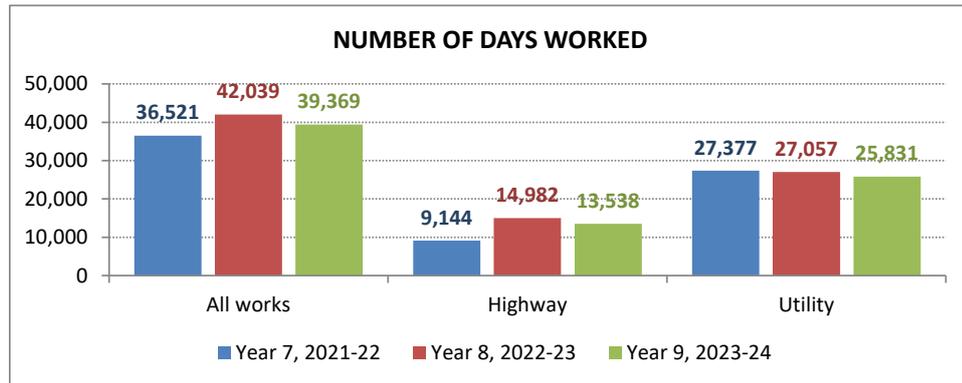


Figure 3 Number of days worked per annum

- 3.1.9 The overall increase in occupancy in Years 8 and 9 is due to the increase in number and average duration of highway works – particularly in Year 8.
- 3.1.10 The occupancy for utility works has fallen year on year, due to the reduction in average duration.
- 3.1.11 The total number of days worked is between 23,633 and 29,151 fewer than under Noticing. The total number of days worked on utility projects is 5,408 and 6,957 lower than under Noticing, despite a 15% to 18% increase in the number of works recorded.

3.2 Cost Benefit

- 3.2.1 The CBA business case calculated the cost per day for each traffic management type on each street type. Since the majority of the reduction in works numbers is accounted for with short duration Minor and Immediate works, the financial benefit to road users of the Permit Scheme in Year 7 is calculated as:
- Average monetary cost of works per day, £159 (source: CBA report 2010 prices, works with some form of give and take management)
 - Number of days saved under Permit Scheme, 23,633 and 26,306 (Years 8 and 9, respectively, compared with 29,151 days in Year 7)
 - **Monetary benefit to road users, £3.7M to £4.2M per annum (Years 8 and 9, respectively, compared with £4.6M in Year 7)**
- 3.2.2 This saving equates to approximately 25% of the overall cost of works calculated in the CBA (£18.25M per annum total cost to road users). This is comparable with the benefits reported for Years 5 and 6.
- 3.2.3 The 36% to 44% reduction in number of days worked compared with Noticing is substantially higher than the 5% benefit specified in the DfT guidelines for the business case justification for a move to Permit Schemes.
- 3.2.4 It should be noted that the scale of benefit may be over-stated due to a 50% reduction in the number of works completed for highway works when compared with the Noticing benchmark period.
- 3.2.5 The monetary benefit to road users for utility works only is £0.86M to £1.1M, despite a 15% to 18% increase in the number of utility works recorded. Rebasing the utility works occupancy to discount the effect of the 15% to 18% increase in the number of works completed, would increase the monetary benefit in each year to between £1.5M and £1.7M or approximately 40% of the total benefit reported above.

4 WORKS DURATION

4.1 Presentation Format

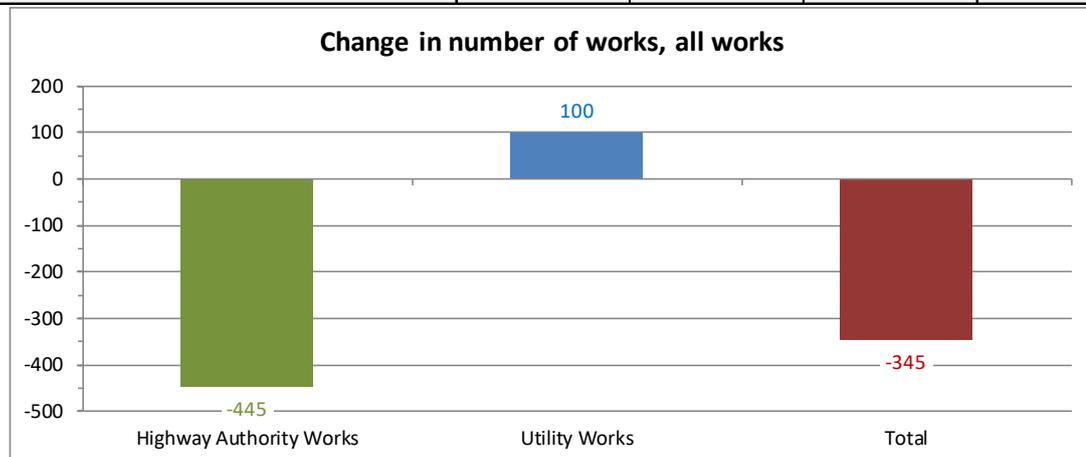
- 4.1.1 This section presents a breakdown of the works completed by promoter, work category and traffic management type. A detailed analysis of the duration of each works category is also presented.
- 4.1.2 The data is presented for all works combined and then key metrics are presented separately for highway works and utility works.

4.2 All Works

- 4.2.1 The following series of charts and tables present a comparison of the Years 7 to 9 data records.
- 4.2.2 The total number of works completed and a breakdown by highway authority and utility company is shown in Table 1 and the accompanying chart.

Table 1 Number of works completed

PROMOTER TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Highway Authority Works	4,368	6,555	6,110	-445
Utility Works	9,240	9,031	9,131	100
Total	13,608	15,586	15,241	-345



- 4.2.3 Permit activity during year 7 further reduced following steady reductions from a high in year 4. The number of works completed in year 7 was the lowest since the introduction of the scheme in 2015, and 6% lower than year 6.
- 4.2.4 The number of works has increased in Years 8 and 9, due primarily to the increase in the number of highway works recorded.
- 4.2.5 Utility works numbers have been very consistent over the last three years with year on year variation lower than 2%.
- 4.2.6 Figure 4 presents the total number of works completed across the network in each year.

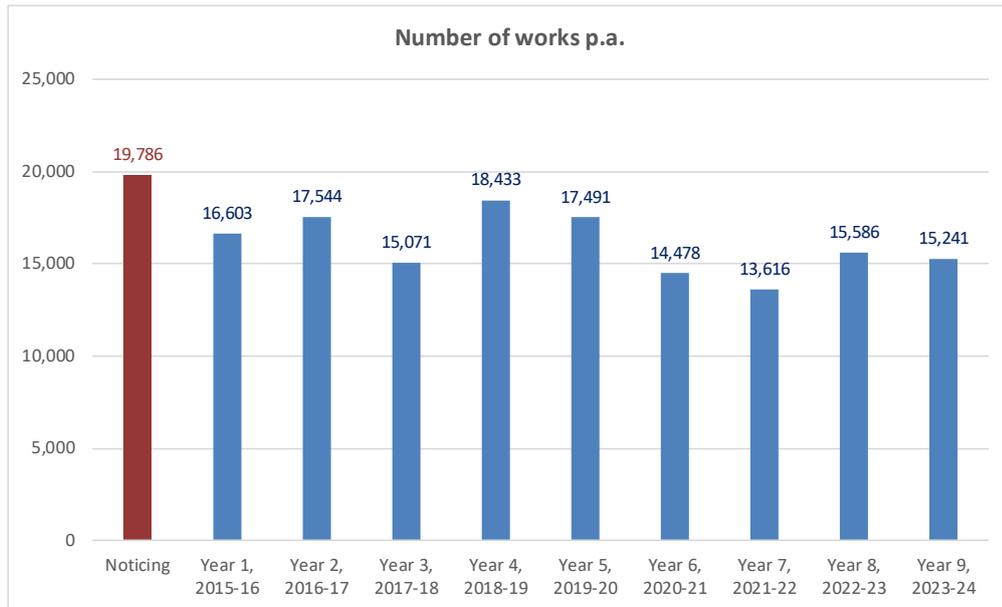


Figure 4 Number of woks completed in each year since 2014

- 4.2.7 In addition to the 13,616 works completed during year 7, 2,329 permit applications were granted but then subsequently cancelled (see Table 2 below).

Table 2 Granted permit applications subsequently cancelled

PROMOTER TYPE	Year 7		Year 8		Year 9	
	Permits	Variations	Permits	Variations	Permits	Variations
Highway authority	1,007	44	744	225	457	162
Utility	1,322	169	1,349	318	1,247	362
Other organisation	0	0	0	0	0	0
ALL PROMOTERS	2,329	213	2,093	543	1,704	524

- 4.2.8 This has reduced to 2,093 and 1,704 granted permits subsequently cancelled in Years 8 and 9. Conversely, the number of permit variations granted then cancelled has increased in Years 8 and 9.
- 4.2.9 The cancellation rate was highest for highway permits in Year 7 at 17.6%, but has fallen in each year since, to 7.1% of permits granted in Year 9.
- 4.2.10 The cancellation rate for utility permits has been consistent at 13% to 14% in each year.
- 4.2.11 A comparison of the average number of works completed between Years 4 to 6 and Years 7 to 9 is shown in Table 3.

Table 3 Works completed, three year averages, 2018-24

PROMOTER TYPE	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Highway Authority Works	6,564	5,678	-886
Utility Works	10,237	9,134	-1,103
Total	16,801	14,812	-1,989

4.2.12 The number of works completed has reduced by 11% to 13% for both promoter types. The number of works has not returned to the levels recorded prior to COVID-19 lockdown between 2018 and 2020 (Years 4 and 5).

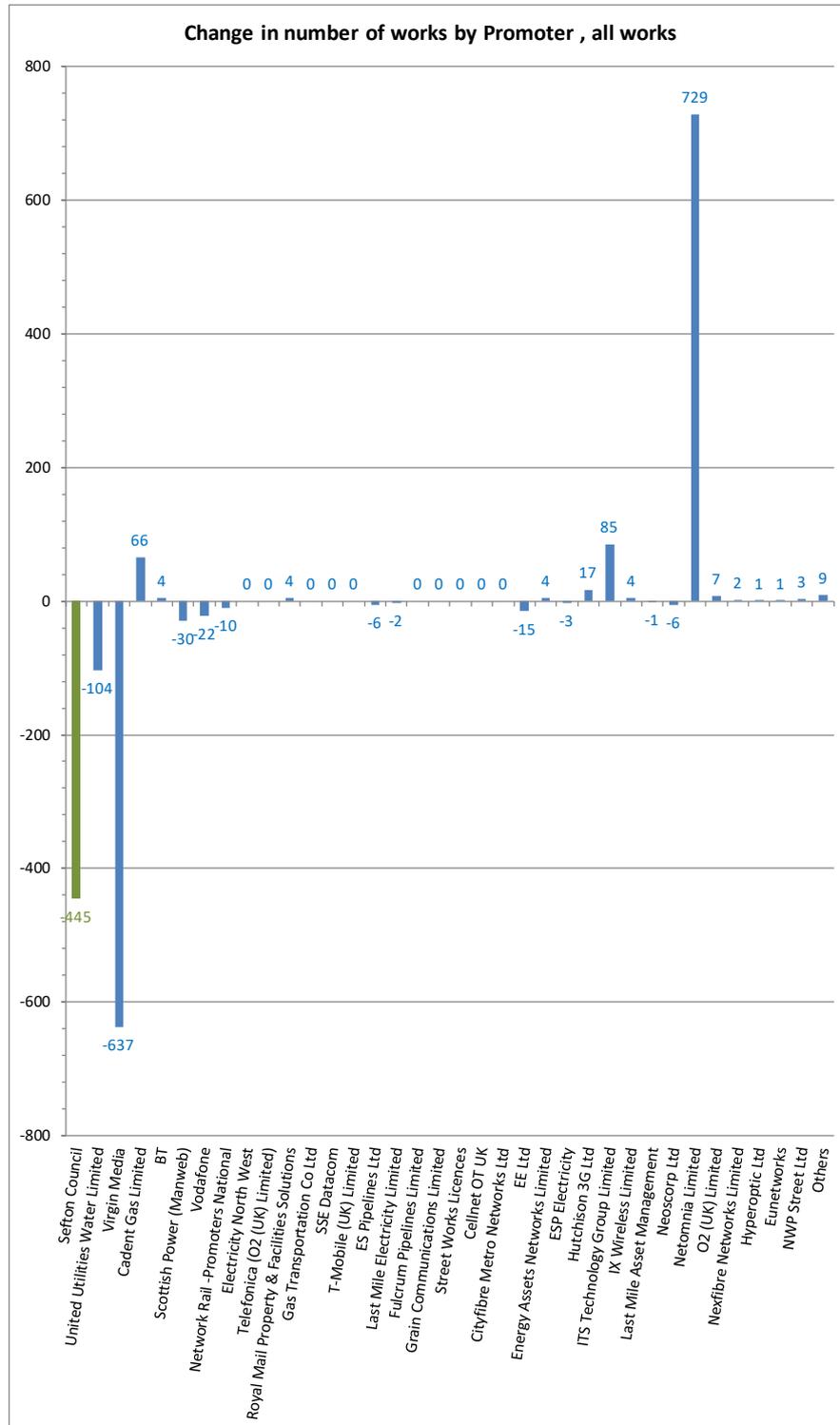


Figure 5 Number of works completed by promoter

- 4.2.13 Figure 5 shows the change in number of works completed by works promoter between Years 8 and 9. The biggest changes are a sevenfold increase in the number of works completed by Netomnia Limited (729 additional works in Year 9) and fewer works completed by the Council and Virgin Media (both reducing from peaks recorded in Year 8).
- 4.2.14 Table 4 shows the number of works completed by telecoms promoters in each year.

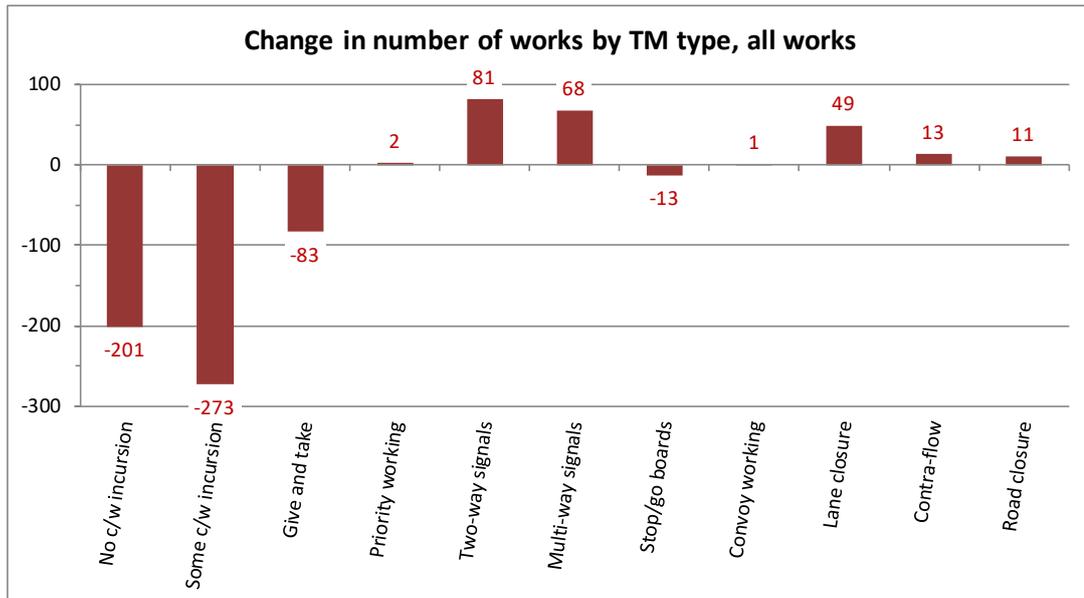
Table 4 Number of works completed by telecoms promoters

TELECOMMS. PROMOTERS	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Number of works completed	3,021	3,758	3,960	202

- 4.2.15 The number of works has increased steadily year on year since Year 7, with a 24% increase recorded in Year 8 and a further 5% increase in Year 9.
- 4.2.16 However, the average number of telecoms works completed in each three year period shows a fall of 7% on average since Year 7, compared with the average between Years 4 and 6.
- 4.2.17 The remaining detailed analysis contained in the section is presented for all works promoters. The same analysis is presented separately in Appendix A for highway authority works and utility company works.
- 4.2.18 Table 5 and the accompanying chart presents a comparison of the change in number of all works applications by traffic management type.

Table 5 Number of applications by traffic management type

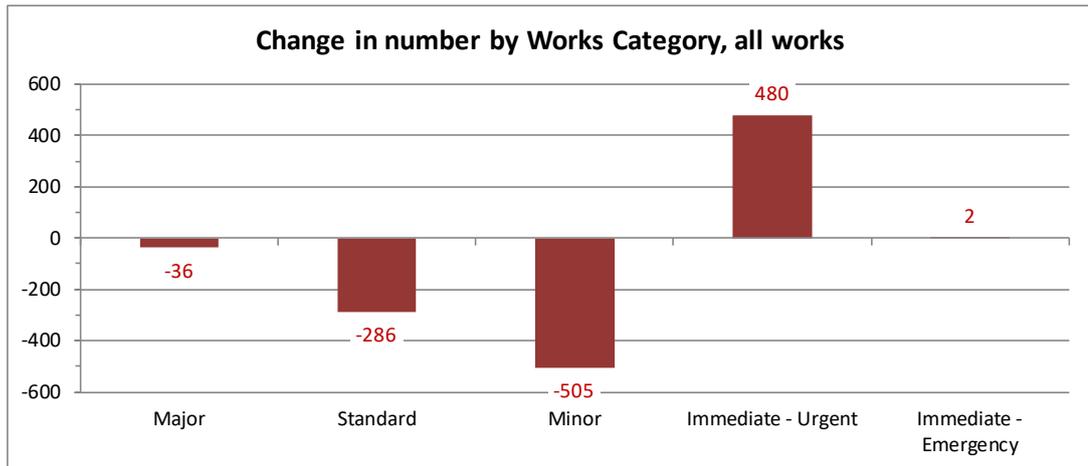
TRAFFIC MANAGEMENT TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
No c/w incursion	1,666	2,587	2,386	-201
Some c/w incursion	8,972	10,163	9,890	-273
Give and take	835	783	700	-83
Priority working	9	4	6	2
Two-way signals	467	485	566	81
Multi-way signals	910	697	765	68
Stop/go boards	141	173	160	-13
Convoy working		1	2	1
Lane closure	322	342	391	49
Contra-flow	9	13	26	13
Road closure	285	338	349	11
Total	13,616	15,586	15,241	-345



- 4.2.19 The number of works carried out with multi-way traffic signals in operation continues to increase steadily year-on-year since the introduction of the permit scheme.
- 4.2.20 Years 7, 8 and 9 are higher than the 661 multi-way signal works recorded in year 6 at between 697 and 910. This follows a 45% increase from Year 5. The three year average has increased by 49% compared with the average for Years 4 to 6.
- 4.2.21 Other active traffic control measures (e.g. temporary signals, lane and road closures) show small increases year on year. Road closures have increased from 285 in Year 7 to 349 in Year 9. The three year average has increased by 17% compared with the average for Years to 6.
- 4.2.22 No carriageway incursion, some incursion and works operating under give & take control have reduced in Year 9.
- 4.2.23 The total number of Permit applications by Works Category is shown in Table 6 and the accompanying chart.

Table 6 Applications by works category

WORKS STOPPED	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Major	458	460	424	-36
Standard	1,430	1,269	983	-286
Minor	8,565	11,342	10,837	-505
Immediate - Urgent	2,631	2,100	2,580	480
Immediate - Emergency	531	415	417	2
Total	13,615	15,586	15,241	-345



4.2.24 While the number of Major and Standard works has reduced steadily in Years 8 and 9, the three year average still shows an increase of 4% and 11%, respectively, compared with the average for Years 4 to 6.

4.2.25 The number of Minor works reduced in Year 9 and follows a pattern over the last 5 or 6 years, with the three year average also 16% lower than the peaks recorded in Years 4 and 5. This reduction is consistent with the fall in the number of works completed over the same period.

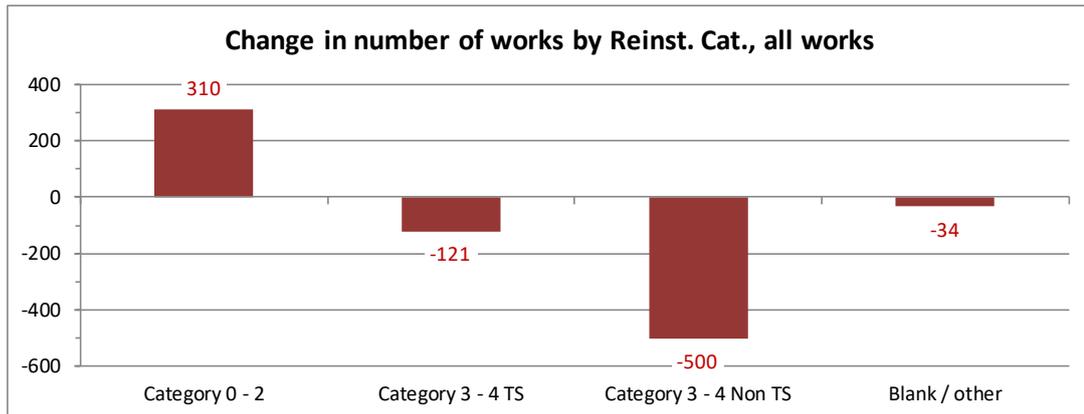
4.2.26 Immediate – Urgent works have increased significantly in Year 9, with both highway and utility works promoters showing an increase of over 200 works compared with the previous year.

Recommendation Yr9 - 01: Review Immediate – Urgent permit applications from all works promoters in the current year to ensure the reasons for justifying an immediate start are valid.

4.2.27 The total number of Permit applications by reinstatement category type is shown in Table 7 and the accompanying chart.

Table 7 Number by reinstatement category type

REINSTATEMENT CATEGORY	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Category 0 - 2	2,104	2,222	2,532	310
Category 3 - 4 TS	3,225	3,379	3,258	-121
Category 3 - 4 Non TS	8,036	9,698	9,198	-500
Blank / other	251	287	253	-34
All works	13,616	15,586	15,241	-345



- 4.2.28 The number of works on Category 0-2 streets increased in Year 9, but the trend over the last 6 years is slightly downwards, with the average between Years 7 and 9 5% lower than the three year average between Years 4 and 6.
- 4.2.29 The reduction in works on Category 3 and 4 Non-TS streets is broadly in line with the overall reduction in works numbers over the last six years.
- 4.2.30 Table 8 shows a comparison of the average works duration for all works.

Table 8 Average works duration & occupancy

DURATION	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Average duration (days)	2.7	2.7	2.6	-0.1
Total number of days worked	36,521	42,039	39,369	-2,670

- 4.2.31 Year 9 shows a very small reduction in the already low average works duration, from 2.7 days in previous years to 2.6 days. The overall average has been consistently between 2.5 and 2.7 days for most of the first nine years the scheme has been operating.
- 4.2.32 Highway works duration has increased from 1.7 days average between Years 4 and 6 to 2.2 days average over the last three years.
- 4.2.33 The average duration of utility works has been very consistent at 2.9 days over the last six years.

4.3 Highway works

- 4.3.1 Average durations and total occupancy for highway works since the scheme was introduced are compared in Table 9.

Table 9 Average duration and total days worked - highway works

DURATION	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Average duration (days)	2.1	2.3	2.2	-0.1
Total number of days worked	9,144	14,982	13,538	-1,444

- 4.3.2 The occupancy for highway works reduced slightly in Year 9, with a 7% reduction in works numbers producing a 10% reduction in the total number of working days.
- 4.3.3 Table 10 shows the average duration and occupancy by works category for each of the last three years.

Table 10 Average duration and occupancy by category - highway works

Year 9, 2023-24, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.2	6.8	1.9	1.9	1.9
Total number of days worked	1,308	1,178	10,452	564	36

Year 8, 2022-23, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	10.9	5.6	1.9	2.2	2.0
Total number of days worked	1,328	1,966	11,422	195	71

Year 7, 2021-22, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	8.0	5.0	1.8	1.6	1.9
Total number of days worked	614	1,205	6,998	276	51

- 4.3.4 The average duration by works category has been consistent over the last three years, other than small increases in each year for Major and Standard works. These works are low volume in each year, so do not have a significant impact on the total number of days worked for highways works.
- 4.3.5 The biggest change in working days is a result of the large increase in the number of Minor works recorded in Years 8 and 9. This alone has added 3,500 to 4,500 days to the highway occupancy.

4.4 Utility works

- 4.4.1 The change in number of days recorded on the network for utility works is shown below in Table 11.

Table 11 Average duration and total days worked – utility works

DURATION	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Average duration (days)	3.0	3.0	2.8	-0.2
Total number of days worked	27,377	27,057	25,831	-1,226

- 4.4.2 The reduction in average duration of utility works and a 1% reduction in the number of works recorded during Year 9 has reduced the occupancy of the network for these works by 4.5% or 1,226 days.

4.4.3 Average durations for each works category are shown in Table 12.

Table 12 Average duration and occupancy by category - utility works

Year 9, 2023-24, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	12.8	5.3	1.7	2.9	4.5
Total number of days worked	3,915	4,334	9,233	6,577	1,772

Year 8, 2022-23, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.9	4.8	2.0	3.1	4.6
Total number of days worked	4,017	4,445	10,688	6,149	1,758

Year 7, 2021-22, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.7	4.4	1.7	3.2	3.7
Total number of days worked	4,447	5,227	7,903	7,921	1,879

- 4.4.4 A small reduction in the number and average duration of Minor works in Year 9 has reduced the occupancy for this works category by over 1,400 days.
- 4.4.5 There is very little variation in occupancy for the other categories in each year.
- 4.4.6 A detailed breakdown of average duration by traffic management type and works category is shown in Appendix C for each of the works promoters with more than 100 permits granted per year.

5 KPI MONITORING

5.1 Introduction

5.1.1 The four Key Performance Indicators committed for inclusion in the annual review are;

- **KPI 1**, the number of Permit and Permit Variation applications received, and a breakdown of the number granted and refused
- **KPI 2**, the number of conditions applied by condition type
- **KPI 3**, the number of approved Permit variations (extensions)
- **KPI 7**, the number of inspections carried out to monitor conditions

5.1.2 Data for the following KPI records have also been provide for Year 7;

- **KPI 4**, the number of reduced application/notification periods (early start requests)
- **AM 5**, the number of FPN given

5.1.3 The above data should be presented separately for highway authority and utility company applications to demonstrate parity in the application of the Scheme.

5.2 KPI 1

5.2.1 The number and proportion of Permit and Permit Variation applications received and refused; a breakdown of refusal rate is presented below.

5.2.2 Table 13 and Figure 6 shows the breakdown of number of permit applications received and the refusal rate.

Table 13 KPI 1, Permit applications received and refused

PROMOTER TYPE	Year 7			Year 8			Year 9		
	Granted	Refused	Refused %	Granted	Refused	Refused %	Granted	Refused	Refused %
Highway Authority	5,715	368	5.7%	6,895	404	4.9%	6,456	182	2.5%
Utility	9,796	2,305	17.5%	9,594	2,740	19.0%	9,812	1,985	14.1%
Other organisation				3	3	30.0%	2	3	42.9%
ALL PROMOTERS	15,511	2,673	13.6%	16,492	3,147	13.9%	16,270	2,170	10.2%

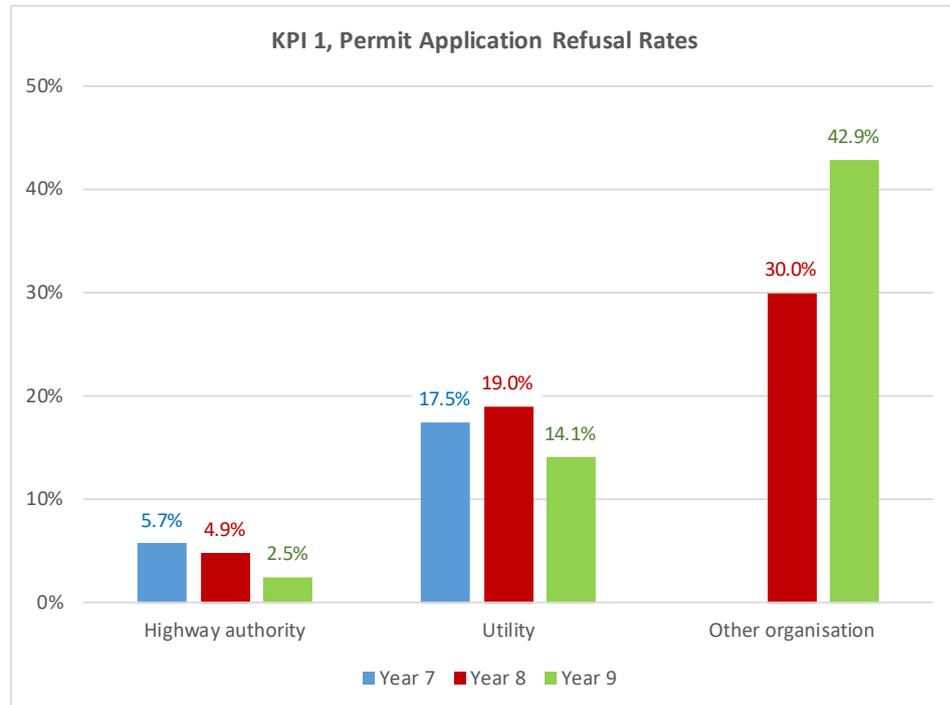


Figure 6: KPI 1, Permit application refusal rates

- 5.2.3 The refusal rate for highway authority permits has reduced in each year, from 6% in Year 7 to 2.5% in Year 9. The refusal rate for utility permits is relatively consistent at between 14% and 19% and has only increased marginally from previous years.
- 5.2.4 Notwithstanding the above, it should be noted that the refusal data for KPI 1 includes Permit Modification requests for which the majority would have subsequently been granted. A high proportion of the modifications which have been requested are only applicable to utility works. This makes the KPI figures reported by Mayrise slightly misleading.
- 5.2.5 With regards to KPI 1, the high amount of granted permits does not reflect the actual amount of work involved by Scheme co-ordinators, as they only refuse permits where the activity promoters fail to update the permit.
- 5.2.6 Table 14 and Figure 7 shows the breakdown of number of permit variation requests received and the refusal rate.

Table 14 KPI 1, Permit variation applications received and refused

PROMOTER TYPE	Year 7			Year 8			Year 9		
	Granted	Refused	Refused %	Granted	Refused	Refused %	Granted	Refused	Refused %
Highway Authority	383	40	8.9%	1,362	143	9.0%	1,018	76	6.7%
Utility	1,858	462	19.2%	3,028	700	18.1%	3,064	696	18.0%
Other organisation				2	1	25.0%	0	0	
ALL PROMOTERS	2,241	502	17.6%	4,392	844	15.5%	4,082	772	15.5%

- 5.2.7 The number of permit variations submitted has increased in Years 8 and 9, to 5,236 and 4,854 following a large reduction from previous years to 2,743 in Year 7.

- 5.2.8 The refusal rate for variations was slightly lower also, at between 7% and 9% of highway applications refused (compared with 10.8% in Year 6) and 18% to 19% of utility applications refused (compared with 21%).

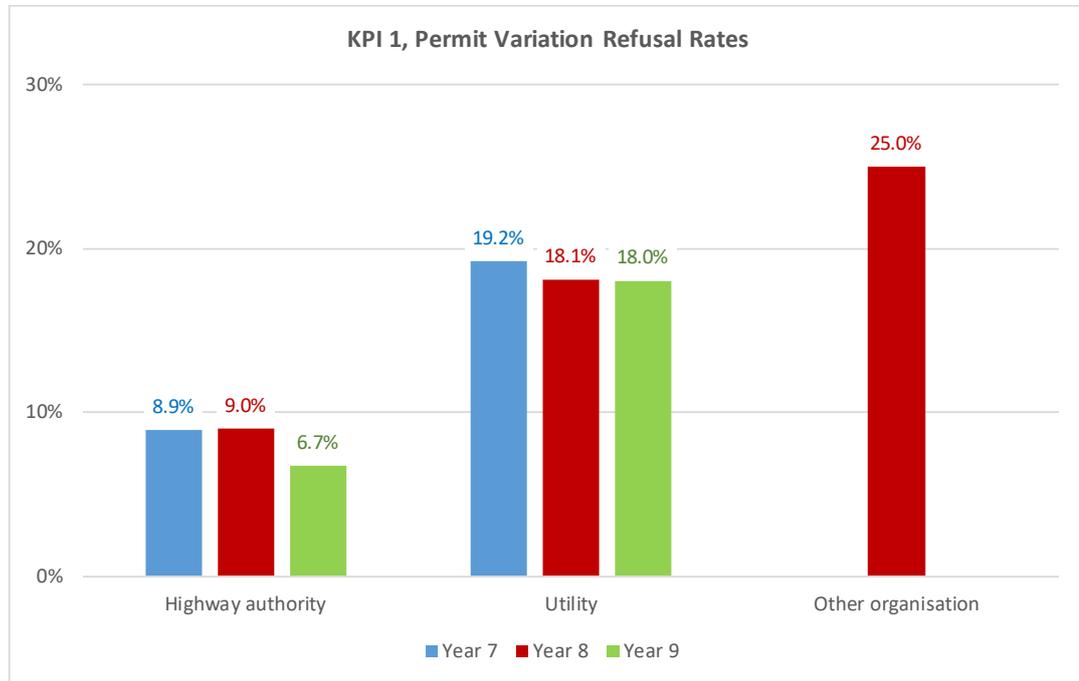


Figure 7: KPI 1, Permit variation application refusal rates

5.3 KPI 2

- 5.3.1 The number of conditions applied by condition type; a breakdown of the number of conditions applied by condition type for highway and utility permit applications is shown in Table 15 and Figure 8.

Table 15 KPI 2, Number of permit conditions applied

All Conditions	Year 7			Year 8			Year 9		
	HA	PU	All	HA	PU	All	HA	PU	All
TOTAL	1,860	5,297	7,157	3,261	5,457	8,718	3,162	5,635	8,797
	26%	74%		37%	63%		36%	64%	

- 5.3.2 The number of conditions applied has continued to reduce since Year 5, reducing by a further 30%, from 10,136 to 7,157 in Year 7.
- 5.3.3 The number of conditions has increased in Years 8 and 9 due to an increase in highway permit conditions, with an increase in the number of time constraints applied.
- 5.3.4 The number of conditions submitted with utility applications has reduced to 40% of the number submitted in Year 5, from 13,016 to between 5,297 and 5,635 in the last three years.

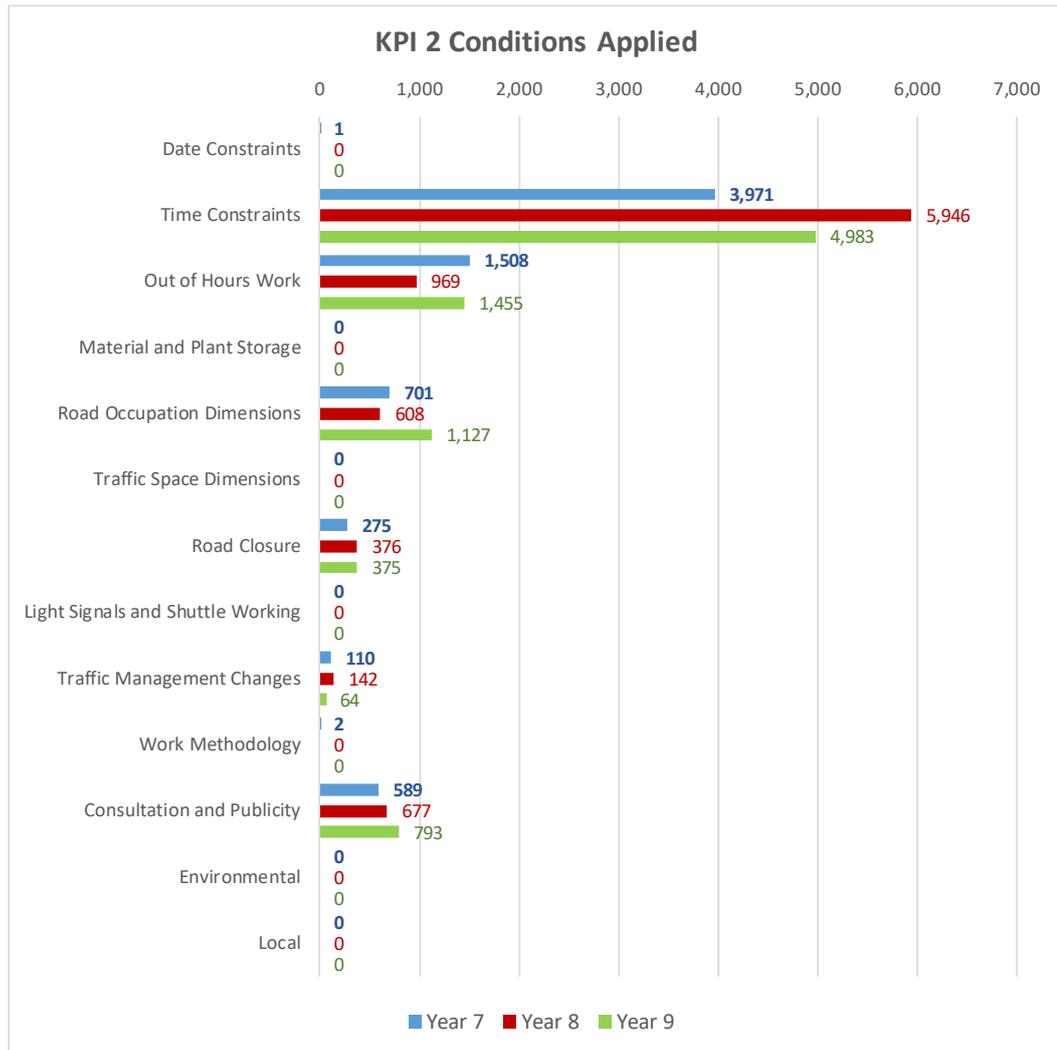


Figure 8: KPI 2, Conditions applied

5.4 KPI 3

5.4.1 The number of approved extensions; the following figure shows the number of extensions granted and refused, for all promoters, and separately for highway authority applications and for statutory undertakers.

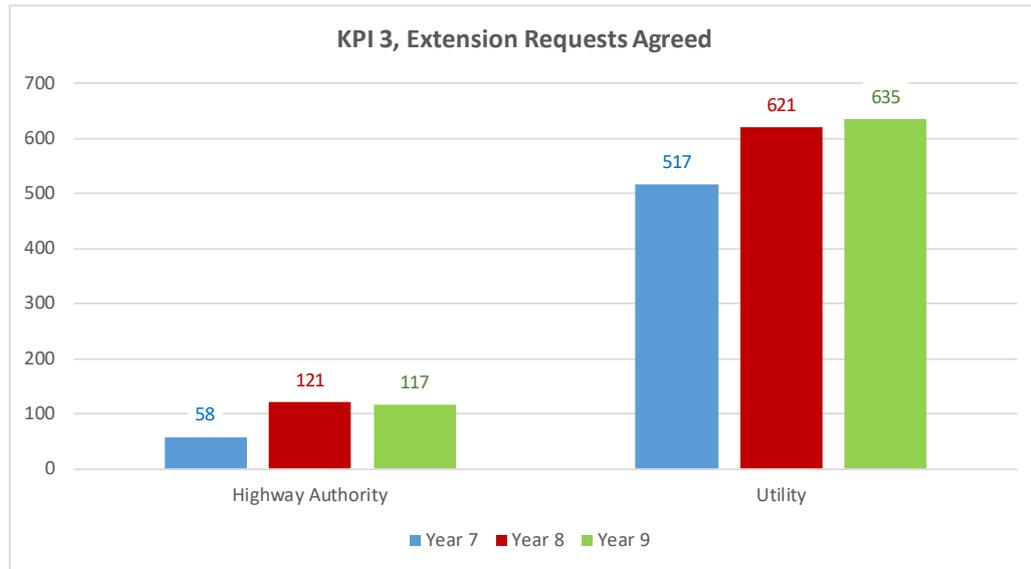


Figure 9: KPI 3, Permit extension requests agreed

- 5.4.2 The number of extension requests has been relatively consistent, varying between 576 and 752.
- 5.4.3 Only 1 extension request has been refused in the last three years, a request by the highway authority during Year 7.

5.5 KPI 4

- 5.5.1 The number of approved early start requests; the following table and figure show the number of early start requests and percentage agreed.

Table 16 Number of early start requests

Early Starts	Year 7			Year 8			Year 9		
	Highway	Utility	All	Highway	Utility	All	Highway	Utility	All
Early Start Requests	183	340	523			0	183	289	472
Early Starts Agreements	35	127	162			0	69	172	241
Early Starts Refused	148	213	361			0	114	117	231
% Early Starts Refused	80.9%	62.6%	69.0%	#DIV/0!	#DIV/0!	#DIV/0!	62.3%	40.5%	48.9%

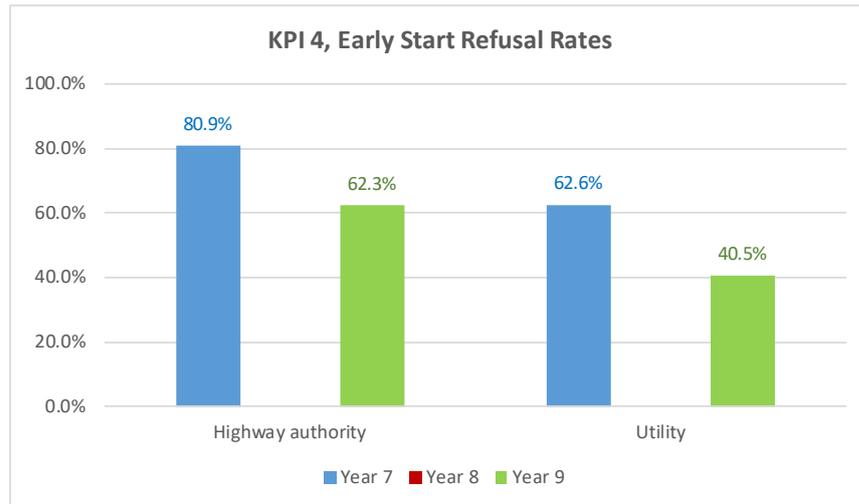


Figure 10: KPI 4, Early start requests

- 5.5.2 No data was included in the Year 8 KPI 4 report.
- 5.5.3 The refusal rate for early start requests in Years 7 and 9 is relatively high at 49% to 69%. The refusal rate for requests relating to highway authority permits is higher at 62% to 81%.
- 5.5.4 However, the number of requests for highway authority permits has reduced to fewer than 200 from 253 recorded in Year 6.

5.6 KPI 7

- 5.6.1 The number of inspections carried out to monitor conditions are summarised in Table 17.

Table 17 Number of inspections carried out to monitor conditions

ALL PROMOTERS	Passed	Non-Compliant	No. Inspections
Year 7, 2021-22	181	79	260
Year 8, 2022-23	299	134	433
Year 9, 2023-24	159	38	197
TOTAL	639	251	890

- 5.6.2 During Year 8, the number of inspections recorded to monitor permit conditions increased to 433 from the 260 recorded in Year 7. The number record in Year 9 reduced to 197.
- 5.6.3 From these inspections 30% were found to be non-compliant in Years 7 and 8. The number of non-compliant permit inspections recorded in Year 9 reduced to 38 with the non-compliance rate falling to 19%.

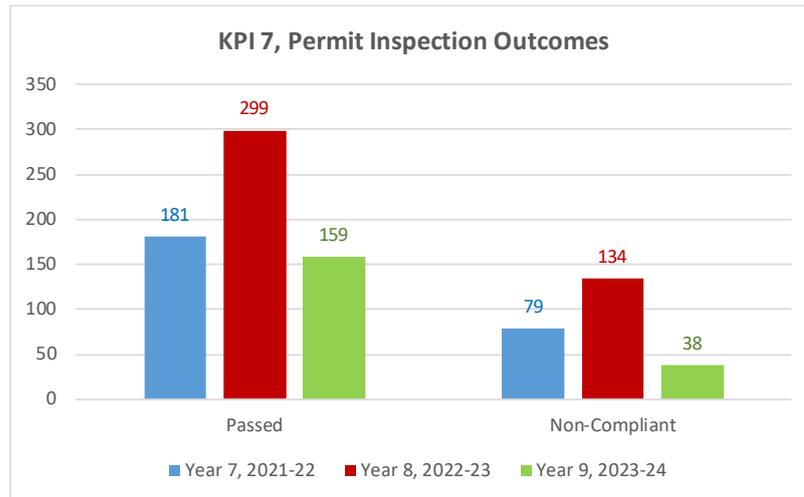


Figure 11: KPI 7, permit conditions inspection outcomes

5.7 AM5 FPN Given

5.7.1 The number of fixed penalty notices (FPN) given for a permit condition fail is shown in Table 18.

Table 18 Number of FPN given following permit inspections

FPN TYPE	Year 7	Year 8	Year 9
70(6)	186	222	243
74(7B)	485	360	419
19(1)	31	70	27
20(1)	245	237	143
TOTAL	947	889	832

5.7.2 The number given for working without a valid permit is between 27 and 70. This is consistent with the number recorded in previous years.

5.7.3 The number for a breach of permit conditions has increased from 135 to 245 and 237 in Years 7 and 8. The number recorded in Year 9 has reduced to a similar level recorded in previous years at 143. This may be related to the reduction in number of inspections recorded in the ninth year.

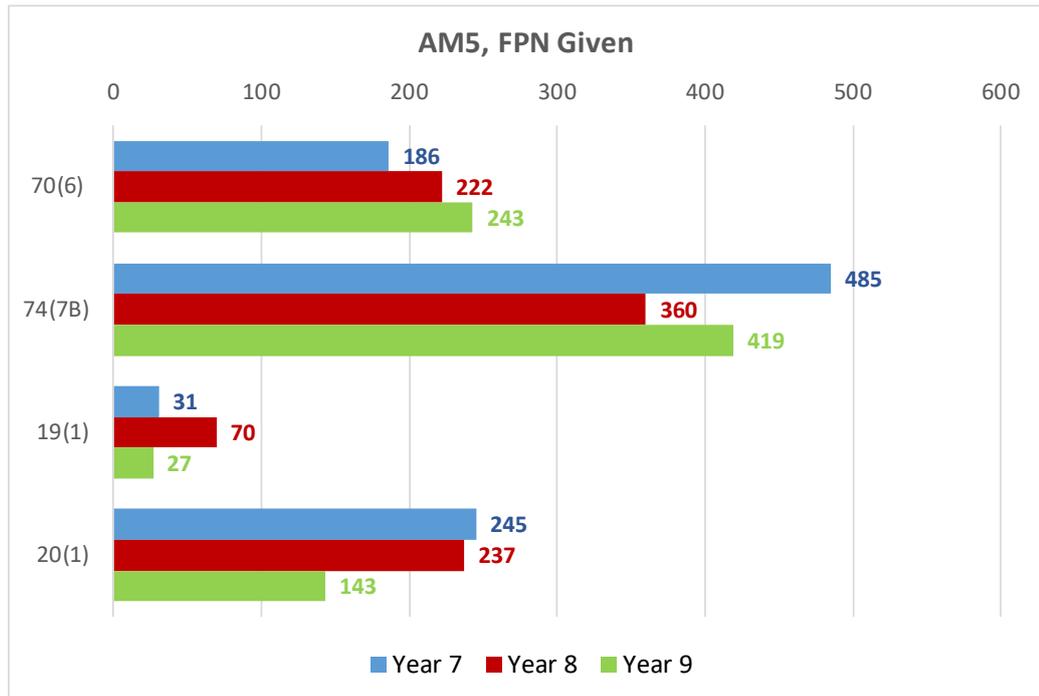


Figure 12: Fixed Penalty Notices given

5.7.4 Overall, the number of FPN given has reduced slightly from 947 in Year 7 to 832 in Year 9.

5.7.5 The number of FPN given for each non-compliance type is generally consistent year on year.

6 STAFFING & RESOURCE

6.1 Summary

6.1.1 The DfT Fees Matrix used to estimate staff numbers and set the permit fee charges has been re-run with the actual number of permit applications granted in each year since the introduction of the scheme, to determine whether the staff numbers forecast in the business case are still appropriate.

6.1.2 The number of permits granted in each year since Year 6 is shown in Figure 13.

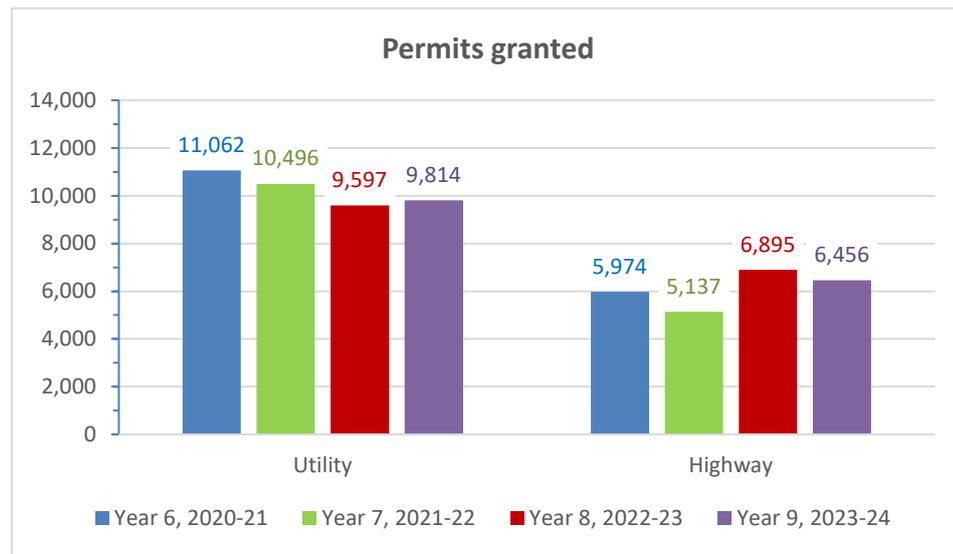


Figure 13: Works completed in each year

6.1.3 Overall, the number of permits granted in Years 7 to 9 have reduced, to between 15,633 and 16,492 compared with 17,036 recorded in Year 6 and 19,785 forecast in 2014.

6.1.4 While the number of utility works completed reduced in Years 8 and 9, the number of highway works has increased.

6.2 Staff Resource

6.2.1 The DfT Fees Matrix calculated the number of staff required to process the forecast number of permit applications in the first year of the scheme and set the permit fees to match the costs incurred to process utilities permit applications.

6.2.2 The forecast permit activity used in the 2014 business case estimated a total number of full time equivalent (FTE) staff of 11.1 (Table 19). 4.9 FTE staff would be required to process utility permit applications and 6.2 staff to process highway applications.

Table 19 2014 Business case staff resource projection

PERSONNEL LEVEL	All Works	Utilities
Street Works Officer	5.7	2.5
Street Works Co-ordinator	4.2	1.9
Traffic Manager	1.2	0.5
Total employees	11.1	4.9

6.2.3 Using the actual number of utility and highway authority permit applications granted in each year, the same Fees Matrix spreadsheet calculates the total number of FTE staff required at 8.6 to 8.9 FTE in each year (Table 20).

Table 20 Years 7 to 9 staff resource, 2021-24

PERSONNEL LEVEL	Highway Works			Utilities		
	Year 7	Year 8	Year 9	Year 7	Year 8	Year 9
Street Works Officer	1.4	1.8	1.6	3.0	2.7	2.7
Street Works Co-ordinator	1.0	1.3	1.2	2.3	2.1	2.1
Traffic Manager	0.3	0.4	0.4	0.7	0.6	0.6
Total employees	2.7	3.4	3.2	6.0	5.4	5.4

- 6.2.4 The number of staff required to process all permit applications has reduced by 2.5 FTE compared with the CBA forecast.
- 6.2.5 An additional 1.1 FTE staff is required to process utility permits granted in Year 7. The number of staff required to process highway applications has reduced by 3.5 to 2.7 FTE.
- 6.2.6 An additional 0.5 FTE is required to process utility permits granted in Years 8 and 9.
- 6.2.7 The above reflects the change in activity during the first six years of the scheme, with the number of highway permits reducing and the number of utility permits increasing.
- 6.2.8 The year-on-year change in FTE staff required since the scheme went live in 2015 is shown in Figure 13.

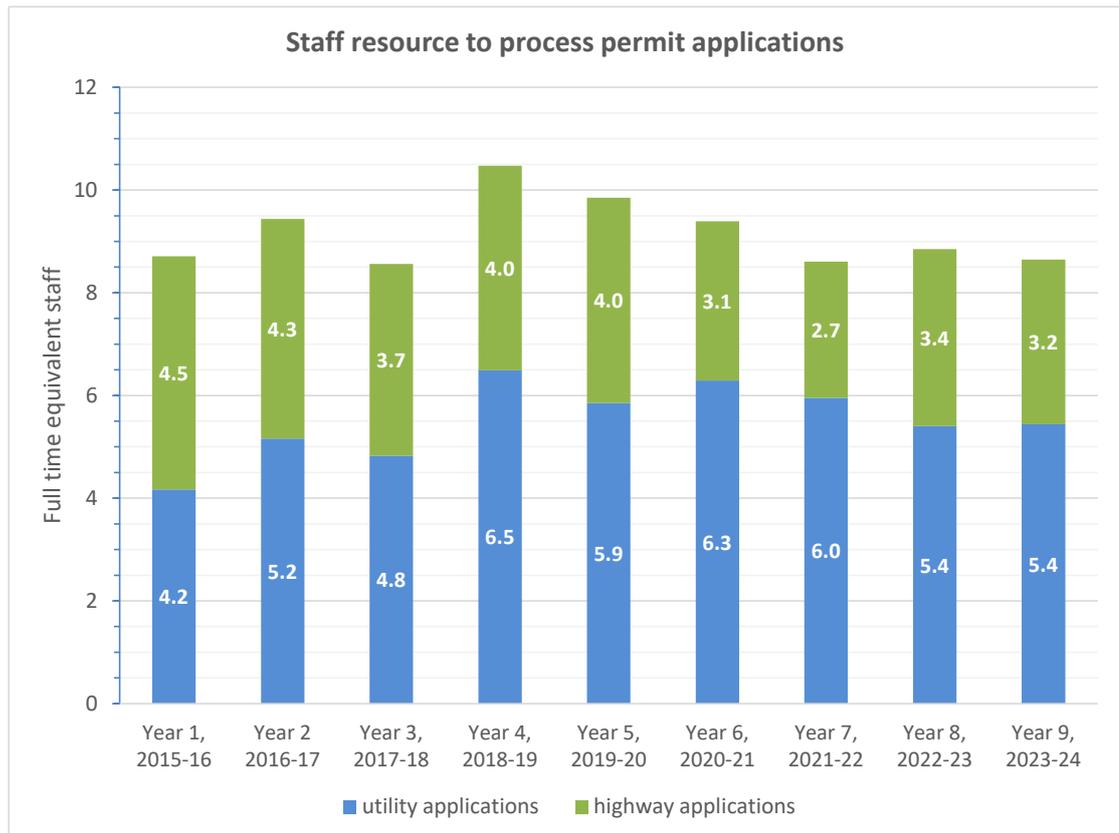


Figure 13: FTE Staff Required 2015-24

6.2.9 The overall cost to the Council to operate the scheme has reduced from the 2014 forecast. However, the cost to process utility works promoter applications and the permit fee income charged is higher than forecast in the 2014 CBA.

6.3 Operating Cost Factors

6.3.1 Scheme costs have increased significantly over the last six years, with upwards pressure on many fronts, including:

- Staff costs - salaries and employer contributions to NI and pension payments
- Overhead costs - following the introduction of Street Manager in 2020 and associated Mayrise API modules required to interface with it
- Volume of permit applications - the number of permits granted increasing significantly since 2020

6.3.2 Staff salaries have increase by, on average 21% between 2018 and 2024. In the last two years alone, salaries have increase by an average of 14%. Over the same period, there has been a small increase in employer contributions to National Insurance and pension payments, with the latter increasing from 9% to 10.5%.

6.3.3 The introduction of the Street Manager system to manage permit applications and the associated Mayrise API modules required to interface with Street Manager has increased overhead costs by more than £13.500 in each year since 2020.

- 6.3.4 Furthermore, the Council has reviewed the impact of changes affecting the calculation of the staff cost multiplier over the same period. The Department for Transport Fees Matrix spreadsheet applies a multiplier to staff costs to cover the departments contribution towards a share of other Council overheads, for example, legal services, HR, payroll, directorate, office accommodation, indemnity and liability insurance cover.
- 6.3.5 This review has considered the effect of any changes in the above overhead costs to quantify, for example, the impact of changes in working practices since COVID-19 lockdown measures were removed in 2021.
- 6.3.6 This review concluded that a reset of the multiplier to 2.10 from 2.47 is appropriate from April 2021 (Year 6 of the scheme). This is in line with the multiplier included in the calculation of staff hourly rates for works undertaken by Council staff and charged to external/third parties.
- 6.3.7 The scheme costs have been calculated in the Fees Matrix on the basis of this change to the cost multiplier. The change to the cost multiplier has offset to a degree the effect of increases in the cost of staff and allowable overheads.

6.4 Scheme Cost

- 6.4.1 Using the same Fees Matrix spreadsheet, total cost to the Council to operate the scheme is between £620,000 and £675,000 between Years 7 and 9.
- 6.4.2 The annual operating costs calculated to process utility permits granted for each year since 2018 are shown in Table 21.

Table 21 Annual scheme operating cost, utility permits 2018-24

Year	Adjusted Cost	% Change
Year 4, 2018-19	£644,516	-
Year 5, 2019-20	£679,766	5.5%
Year 6, 2020-21	£720,923	6.1%
Sub-total, Years 4 to 6	£2,045,205	
Year 7, 2021-22	£620,863	-13.9%
Year 8, 2022-23	£638,173	2.8%
Year 9, 2023-24	£674,487	5.7%
Sub-total, Years 7 to 9	£1,933,523	-5.5%
TOTAL YEARS 4 TO 9, 2018-2024	£3,978,728	

- 6.4.3 The total cost to process utility permit applications over the last three years has reduced by 5.5% compared with the previous three year period.

6.5 Fee Income

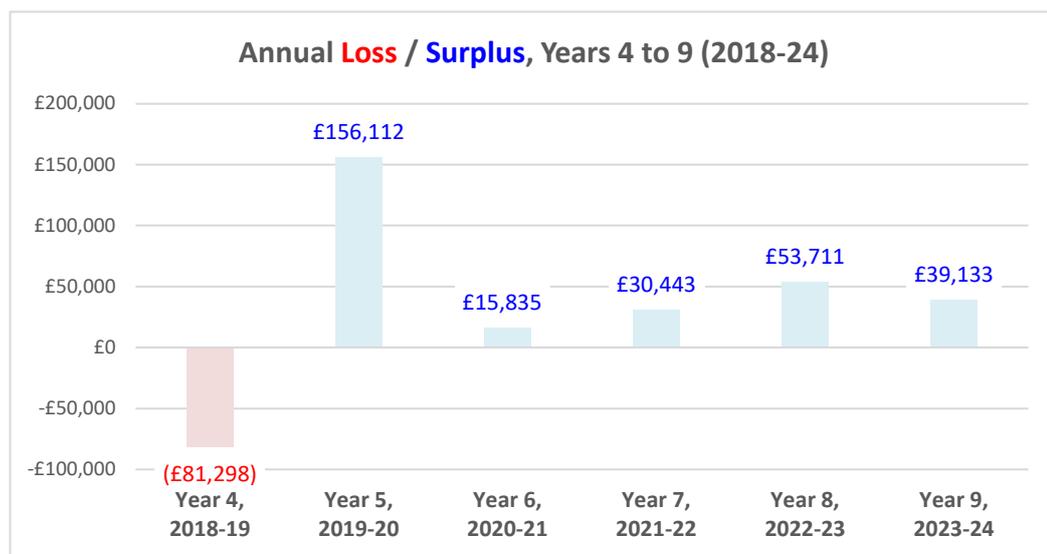
- 6.5.1 Permit fees were adjusted in 2018 to recover losses accumulated in the first three years of the scheme. The Council plans to undertake another review of costs and permit fee income this year on completion of the Year 9 annual review.

Table 22 Permit fee income, 2018-24

Year	Fee income	% Change
Year 4, 2018-19	£563,218	-
Year 5, 2019-20	£835,878	48.4%
Year 6, 2020-21	£736,758	-11.9%
Sub-total, Years 4 to 6	£2,135,854	
Year 7, 2021-22	£651,306	-11.6%
Year 8, 2022-23	£691,884	6.2%
Year 9, 2023-24	£713,620	3.1%
Sub-total, Years 7 to 9	£2,056,810	
TOTAL YEARS 4 TO 9, 2018-2024	£4,192,664	

6.5.2 Permit fee income has reduced by 3.7% between Years 7 and 9 compared with the previous three year period.

6.5.3 The reported loss or surplus in each year since 2018 is presented in Figure 14.

**Figure 14: Annual scheme loss/surplus, 2018-24**

6.5.4 The scheme has been in surplus since the fee increase introduced in 2019.

6.5.5 The scheme reported a large surplus of £156,112 following the permit fee increase and a significant increase in the volume of permits granted in the fifth year. Permit applications have reduced significantly in subsequent years. This combined with the increase in operating costs over the last four years has resulted in small surpluses in each year.

6.5.6 The scheme has carried a very small accumulated surplus after discounting the £180,334 loss reported to the end of Year 3. The cumulative surplus to end of Year 9 is £33,603 or 1.6% of the total fee income billed in the last three years.

6.5.7 Break even permit fees for 2023-24 are only slightly lower than current permit fees charged. Any further increases in staff costs or allowable overheads are likely to push the

scheme back into loss making, therefore it is recommended that no change in fee structure is required but the Council should to continue to monitor fee income and operating costs until the next full review is required at the end of Year 12.

Recommendation Yr9 - 02: Continue to monitor fee income and costs and carry out the next scheduled full review at the end of Year 12 before deciding on any further change to permit fees.

7 CONCLUSIONS

7.1 Summary

- 7.1.1 The Sefton Metropolitan Borough Council (SMBC) Permit Scheme went live on 2nd February 2015.
- 7.1.2 The operation of the first year of operation was evaluated and reported in the '*Sefton Council 12 Month review, 2015-16*'.
- 7.1.3 Following the seventh anniversary of the Permit Scheme on 2nd February 2022, GK-TC has been commissioned to undertake a detailed review of the operation during Year 7 and to determine whether benefits achieved in the first 6 years has been maintained.
- 7.1.4 The purpose of this annual review is;
- Demonstrate a reduction in the duration of works.
 - Demonstrate a reduction in the number of Permit applications (through an increase in collaborative working).
 - Report the monitored Key Performance Indicators (KPI 1 to 5 & KPI 7).
 - Re-evaluate the Cost Benefit Assessment to show an economic return on the investment.
 - Report the annual scheme benefit to all road users.

7.2 Scheme Benefits

- 7.2.1 The number of works completed in Years 8 and 9 have increased following a dip in Year 7 to the lowest number recorded since the scheme went live, at 13,616 and some 4,800 fewer than the 18,433 works completed during the Year 4 high.
- 7.2.2 The change in volume is due to the variation in the number of highway works recorded in each year, with the number increasing by around 2,000 from a Year 7 low of 4,368 works completed.
- 7.2.3 Utility works numbers have been very consistent over the last three years, with no more a 2% variation in the number of works completed between Years 7 and 9.
- 7.2.4 The biggest changes by works promoter are a sevenfold increase in the number of works completed by Netomnia Limited (729 additional works in Year 9) and fewer works completed by the Council and Virgin Media (both reducing from peaks recorded in Year 8).
- 7.2.5 The average duration of utility works has reduced very slightly to 2.8 days, but is still slightly higher than the low value of 2.7 days recorded in Year 5.
- 7.2.6 The total number of days worked is between 23,633 and 29,151 fewer than under Noticing. The total number of days worked on utility projects is 5,408 and 6,957 lower than under Noticing, despite a 15% to 18% increase in the number of works recorded.
- 7.2.7 The CBA business case calculated the cost per day for each traffic management type on each street type. The financial benefit to road users of the Permit Scheme in Years 7 to 9 is calculated at **£3.7M to £4.6M per annum**. This saving equates to approximately 21% to 25% of the overall cost of works calculated in the CBA (£18.25M per annum total cost to road users).

7.2.8 The 36% to 44% reduction in number of days worked compared with Noticing is substantially higher than the 5% benefit specified in the DfT guidelines for the business case justification for a move to Permit Schemes.

7.2.9 It should be noted that the scale of benefit may be over-stated due to a 50% reduction in the number of works completed for highway works when compared with the Noticing benchmark period.

7.3 Recommendations

7.3.1 Following the Year 7 review, a further two recommendations have been included for consideration during the current year;

Duration & occupancy;

Recommendation Yr9 - 01: Review Immediate – Urgent permit applications from all works promoters in the current year to ensure the reasons for justifying an immediate start are valid.

Permit Fees;

Recommendation Yr9 - 02: Continue to monitor fee income and costs and carry out the next scheduled full review at the end of Year 12 before deciding on any further change to permit fees.

7.3.2 The recommendations seek to monitor the scheme performance as COVID lockdown measures are removed and to further improve the already excellent performance evident in the first eight years under the scheme.

7.4 Conclusions

7.4.1 Monitoring the key performance indicators and evidence gained from the first five years of operation demonstrates that the Permit Scheme;

- improves coordination of activities
- improves safety at road and street works
- improves communication between authority and utility companies
- reduces occupancy of the highway
- improves accuracy of works records recorded in the Register
- reduces customer complaints

7.4.2 This review has demonstrated that Scheme has continued to achieve its stated objectives in Years 7 to 9, as defined in the permit scheme document.

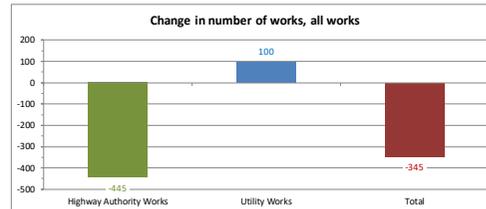
APPENDIX A. YEARS 7-9 DETAILED ANALYSIS

All works promoters

Table A.1: Number of works p.a., year on year comparison

PROMOTER TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Highway Authority Works	4,368	6,555	6,110	-445
Utility Works	9,240	9,031	9,131	100
Total	13,608	15,586	15,241	-345

-6.8%
1.1%
-2.2%



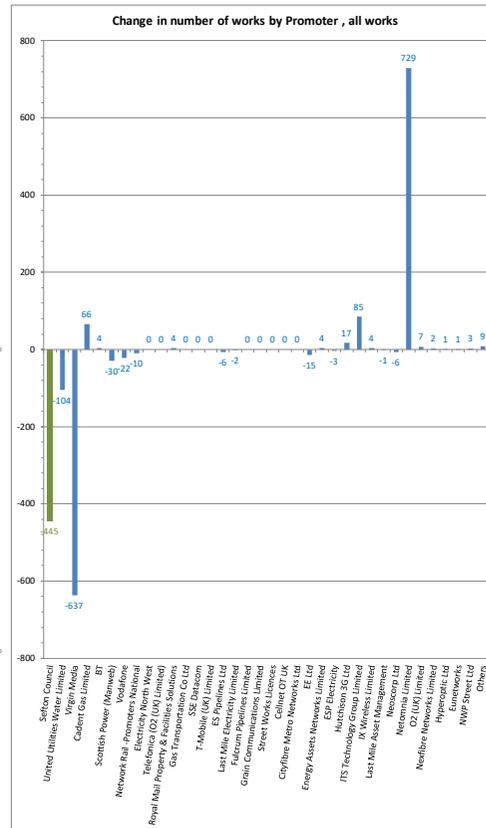
PROMOTER TYPE	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Highway Authority Works	6,564	5,678	-886
Utility Works	10,237	9,134	-1,103
Total	16,801	14,812	-1,989

-13.5%
-10.8%
-11.8%

Table A.2: Number of works by Promoter, year on year comparison

PROMOTER	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Sefton Council	4,368	6,555	6,110	-445
United Utilities Water Limited	3,540	3,374	3,270	-104
Virgin Media	791	1,731	1,094	-637
Cadent Gas Limited	1,148	830	896	66
BT	2,039	1,660	1,664	4
Scottish Power (Manweb)	1,421	966	936	-30
Vodafone	23	31	9	-22
Network Rail - Promoters National	50	42	32	-10
Electricity North West	1			
Telefonica (O2 (UK) Limited)	27			
Royal Mail Property & Facilities Solu	10	5	9	4
Gas Transportation Co Ltd				
SSE Datacom	10			
T-Mobile (UK) Limited	58			
ES Pipelines Ltd	8	6		-6
Last Mile Electricity Limited	7	14	12	-2
Fulcrum Pipelines Limited	2			
Grain Communications Limited	9	53	53	
Street Works Licences	2			
Cellnet OT UK		1	1	
Cityfibre Metro Networks Ltd				
EE Ltd		40	25	-15
Energy Assets Networks Limited		1	5	4
ESP Electricity		4	1	-3
Hutchison 3G Ltd		7	24	17
ITS Technology Group Limited		120	205	85
IX Wireless Limited		1	5	4
Last Mile Asset Management		3	2	-1
Neoscorp Ltd		6		-6
Netomnia Limited		114	843	729
O2 (UK) Limited		22	29	7
Nexfibre Networks Limited			2	2
Hyperoptic Ltd			1	1
Eunetworks			1	1
NWP Street Ltd			3	3
Others		102	9	9
Total	13,616	15,586	15,241	-345

-6.8%
-3.1%
-36.8%
8.0%
0.2%
-3.1%
-71.0%
-23.8%
80.0%
-100.0%
-14.3%
400.0%
-75.0%
242.9%
70.8%
400.0%
-33.3%
-100.0%
639.5%
31.8%
-2.2%



PROMOTER	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Sefton Council	6,564	5,678	-886
United Utilities Water Limited	3,748	3,395	-353
Virgin Media	937	1,205	268
Cadent Gas Limited	1,197	958	-239
BT	2,865	1,788	-1,078
Scottish Power (Manweb)	1,260	1,108	-152
Vodafone	12	21	9
Network Rail - Promoters National	41	41	0
Electricity North West	1	1	0
Telefonica (O2 (UK) Limited)	10	27	17
Royal Mail Property & Facilities Solu	10	8	-2
Gas Transportation Co Ltd	8		-8
SSE Datacom	9	10	1
T-Mobile (UK) Limited	25	58	33
ES Pipelines Ltd	10	7	-3
Last Mile Electricity Limited	1	11	11
Fulcrum Pipelines Limited	9	2	-7
Grain Communications Limited	38	38	0
Street Works Licences	68	2	-66
Cellnet OT UK		1	1
Cityfibre Metro Networks Ltd			
EE Ltd		33	33
Energy Assets Networks Limited		3	3
ESP Electricity		3	3
Hutchison 3G Ltd		16	16
ITS Technology Group Limited		163	163
IX Wireless Limited		3	3
Last Mile Asset Management		3	3
Neoscorp Ltd		6	6
Netomnia Limited		479	479
O2 (UK) Limited		26	26
Nexfibre Networks Limited		2	2
Hyperoptic Ltd		1	1
Eunetworks		1	1
NWP Street Ltd		3	3
Others		56	16
Total	16,813	15,153	-1,660

-13.5%
-9.4%
28.6%
-19.9%
-37.6%
-12.1%
70.3%
0.8%
170.0%
-20.0%
-100.0%
11.1%
135.1%
-30.0%
2100.0%
-78.6%
-97.1%
39.9%
-9.9%

Table A.2b: Number of works by Telecomms. promoters, year on year comparison

TELECOMMS. PROMOTERS	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Number of works completed	3,021	3,758	3,960	202

Change from previous year 24.4% 5.4%

5.4%

TELECOMMS. PROMOTERS	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Number of works completed	3,856	3,580	-277

Change from previous period -7.2%

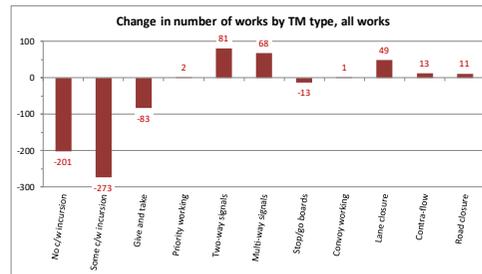
-7.0%

Table A.3: Number of works by traffic management type, year on year comparison

TRAFFIC MANAGEMENT TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
No c/w incursion	1,666	2,587	2,386	-201
Some c/w incursion	8,972	10,163	9,890	-273
Give and take	835	783	700	-83
Priority working	9	4	6	2
Two-way signals	467	485	566	81
Multi-way signals	910	697	765	68
Stop/go boards	141	173	160	-13
Convoy working	1	1	2	1
Lane closure	322	342	391	49
Contra-flow	9	13	26	13
Road closure	285	338	349	11
Total	13,616	15,586	15,241	-345

% no carriageway incursion 12.2% 16.6% 15.7%

-7.8%
-2.7%
-10.6%
50.0%
16.7%
9.8%
-7.5%
100.0%
14.3%
100.0%
3.3%
-2.2%



TRAFFIC MANAGEMENT TYPE	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
No c/w incursion	2,307	2,213	-94
Some c/w incursion	11,351	9,675	-1,676
Give and take	1,362	773	-590
Priority working	14	6	-7
Two-way signals	422	506	84
Multi-way signals	530	791	260
Stop/go boards	214	158	-56
Convoy working	1	2	1
Lane closure	319	352	33
Contra-flow	5	16	11
Road closure	276	324	48
Total	16,801	14,815	-1,987

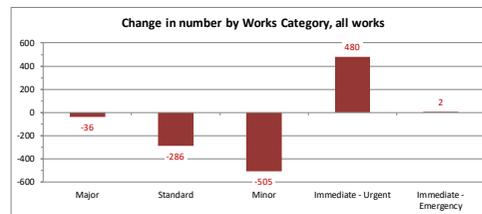
% no carriageway incursion 13.7% 14.9%

-4.1%
-14.8%
-43.3%
-53.7%
19.9%
49.1%
-26.1%
50.0%
10.4%
200.0%
17.4%
-11.8%

Table A.4: Number of works by works category, year on year comparison

WORKS STOPPED	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Major	458	460	424	-36
Standard	1,430	1,269	983	-286
Minor	8,565	11,342	10,837	-505
Immediate - Urgent	2,631	2,100	2,580	480
Immediate - Emergency	531	415	417	2
Total	13,615	15,586	15,241	-345

-7.8%
-22.5%
-4.5%
22.9%
0.5%
-2.2%



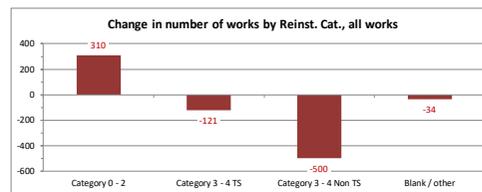
WORKS STOPPED	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Major	431	447	16
Standard	1,101	1,227	126
Minor	12,271	10,248	-2,023
Immediate - Urgent	2,574	2,437	-137
Immediate - Emergency	418	454	37
Total	16,796	14,814	-1,982

3.7%
11.4%
-16.5%
-5.3%
8.8%
-11.8%

Table A.5: Traffic sensitivity, year on year comparison

REINSTATEMENT CATEGORY	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Category 0 - 2	2,104	2,222	2,532	310
Category 3 - 4 TS	3,225	3,379	3,258	-121
Category 3 - 4 Non TS	8,036	9,698	9,198	-500
Blank / other	251	287	253	-34
All works	13,616	15,586	15,241	-345

14.0%
-3.6%
-5.2%
-11.8%
-2.2%



REINSTATEMENT CATEGORY	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Category 0 - 2	2,411	2,286	-125
Category 3 - 4 TS	3,828	3,287	-540
Category 3 - 4 Non TS	10,249	8,977	-1,271
Blank / other	314	264	-50
All works	16,801	14,814	-1,986

-5.2%
-14.1%
-12.4%
-15.9%
-11.8%

Table A.6: Average works duration, year on year comparison

DURATION	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Average duration (days)	2.7	2.7	2.6	-0.1
Total number of days worked	36,521	42,039	39,369	-2,670

-3.7%

-6.4%

Year 9, 2023-24, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	12.3	5.6	1.8	2.8	4.3
Total number of days worked	5,223	5,512	19,685	7,141	1,808

Year 8, 2022-23, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.6	5.1	1.9	3.0	4.4
Total number of days worked	5,345	6,411	22,110	6,344	1,829

Year 7, 2021-22, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.1	4.5	1.7	3.1	3.6
Total number of days worked	5,061	6,432	14,901	8,197	1,930

DURATION	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Average duration (days)	2.4	2.7	0.2
Total number of days worked	40,790	39,310	-1,480

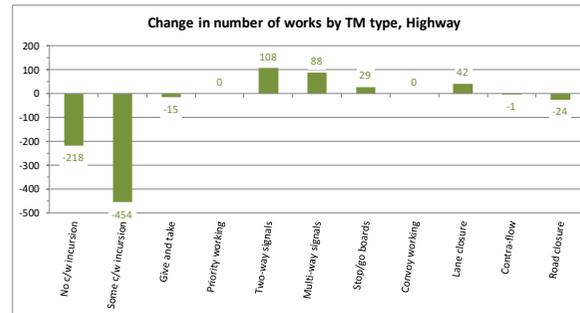
9.6%

-3.6%

Highway authority works promoter

TRAFFIC MANAGEMENT TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
No c/w incursion	327	1,235	1,017	-218
Some c/w incursion	3,433	4,489	4,035	-454
Give and take	9	119	104	-15
Priority working	3	1	1	
Two-way signals	129	200	308	108
Multi-way signals	128	123	211	88
Stop/go boards	29	33	62	29
Convoy working	1	1	1	
Lane closure	197	184	226	42
Contra-flow		3	2	-1
Road closure	113	167	143	-24
Total	4,368	6,555	6,110	-445

-17.7%
-10.1%
-12.6%
54.0%
71.5%
87.9%
22.8%
-33.3%
-14.4%
-6.8%



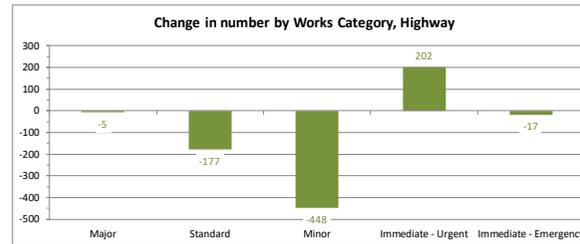
TRAFFIC MANAGEMENT TYPE	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
No c/w incursion	281	860	578
Some c/w incursion	5,440	3,986	-1,454
Give and take	51	77	27
Priority working	1	2	0
Two-way signals	171	212	42
Multi-way signals	171	154	-17
Stop/go boards	120	41	-78
Convoy working	0	1	0
Lane closure	206	202	-3
Contra-flow	0	2	1
Road closure	123	141	18
Total	6,564	5,678	-886

205.6%
-26.7%
52.6%
25.0%
24.4%
-9.9%
-65.5%
100.0%
-1.6%
400.0%
14.3%
-13.5%

Table A.8: Number of works by works category, year on year comparison

WORKS STOPPED	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Major	77	122	117	-5
Standard	240	349	172	-177
Minor	3,848	5,960	5,512	-448
Immediate - Urgent	176	88	290	202
Immediate - Emergency	27	36	19	-17
Total	4,368	6,555	6,110	-445

-4.1%
-50.7%
-7.5%
229.5%
-47.2%
-6.8%



WORKS STOPPED	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Major	119	105	-13
Standard	264	254	-10
Minor	6,102	5,107	-995
Immediate - Urgent	54	185	131
Immediate - Emergency	26	27	2
Total	6,564	5,678	-886

-11.2%
-3.9%
-16.3%
244.1%
6.5%
-13.5%

Table A.9: Average works duration, year on year comparison

DURATION	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Average duration (days)	2.1	2.3	2.2	-0.1
Total number of days worked	9,144	14,982	13,538	-1,444

-4.3%
-9.6%

Year 9, 2023-24, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.2	6.8	1.9	1.9	1.9
Total number of days worked	1,308	1,178	10,452	564	36

Year 8, 2022-23, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	10.9	5.6	1.9	2.2	2.0
Total number of days worked	1,328	1,966	11,422	195	71

Year 7, 2021-22, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	8.0	5.0	1.8	1.6	1.9
Total number of days worked	614	1,205	6,998	276	51

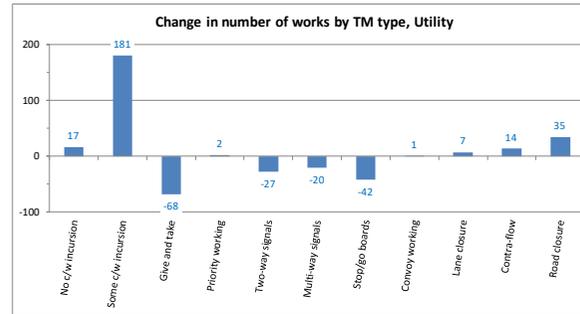
DURATION	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Average duration (days)	1.7	2.2	0.5
Total number of days worked	11,208	12,555	1,347

29.4%
12.0%

Utility works promoters

Table A.10: Number of works by traffic management type, year on year comparison

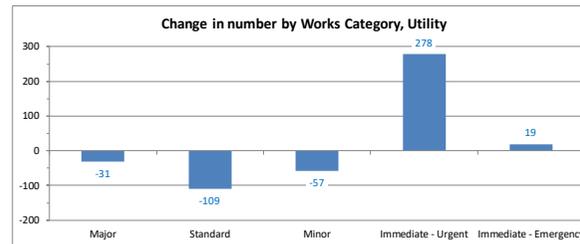
TRAFFIC MANAGEMENT TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8	
No c/w incursion	1,339	1,352	1,369	17	1.3%
Some c/w incursion	5,539	5,674	5,855	181	3.2%
Give and take	826	664	596	-68	-10.2%
Priority working	6	3	5	2	66.7%
Two-way signals	338	285	258	-27	-9.5%
Multi-way signals	782	574	554	-20	-3.5%
Stop/go boards	112	140	98	-42	-30.0%
Convoy working			1	1	
Lane closure	125	158	165	7	4.4%
Contra-flow	9	10	24	14	140.0%
Road closure	172	171	206	35	20.5%
Total	9,248	9,031	9,131	100	1.1%



TRAFFIC MANAGEMENT TYPE	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
No c/w incursion	2,026	1,353	-673	-33.2%
Some c/w incursion	5,911	5,689	-222	-3.8%
Give and take	1,312	695	-616	-47.0%
Priority working	12	5	-8	-62.2%
Two-way signals	251	294	42	16.8%
Multi-way signals	359	637	277	77.2%
Stop/go boards	94	117	23	24.1%
Convoy working		0	0	
Lane closure	113	149	36	32.2%
Contra-flow	5	14	9	186.7%
Road closure	153	183	30	19.9%
Total	10,237	9,137	-1,100	-10.7%

Table A.11: Number of works by works category, year on year comparison

WORKS STOPPED	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8	
Major	381	338	307	-31	-9.2%
Standard	1,190	920	811	-109	-11.8%
Minor	4,717	5,382	5,325	-57	-1.1%
Immediate - Urgent	2,455	2,012	2,290	278	13.8%
Immediate - Emergency	504	379	398	19	5.0%
Total	9,247	9,031	9,131	100	1.1%



WORKS STOPPED	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Major	313	342	29	9.4%
Standard	837	974	136	16.3%
Minor	6,169	5,141	-1,028	-16.7%
Immediate - Urgent	2,521	2,252	-268	-10.6%
Immediate - Emergency	392	427	35	8.9%
Total	10,232	9,136	-1,095	-10.7%

Table A.12: Average works duration, year on year comparison

DURATION	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8	
Average duration (days)	3.0	3.0	2.8	-0.2	-6.7%
Total number of days worked	27,377	27,057	25,831	-1,226	-4.5%

Year 9, 2023-24, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	12.8	5.3	1.7	2.9	4.5
Total number of days worked	3,915	4,334	9,233	6,577	1,772

DURATION	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Average duration (days)	2.9	2.9		
Total number of days worked	29,582	26,755	-2,827	-9.6%

Year 8, 2022-23, Duration by works category

DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.9	4.8	2.0	3.1	4.6
Total number of days worked	4,017	4,445	10,688	6,149	1,758

Year 7, 2021-22, Duration by works category

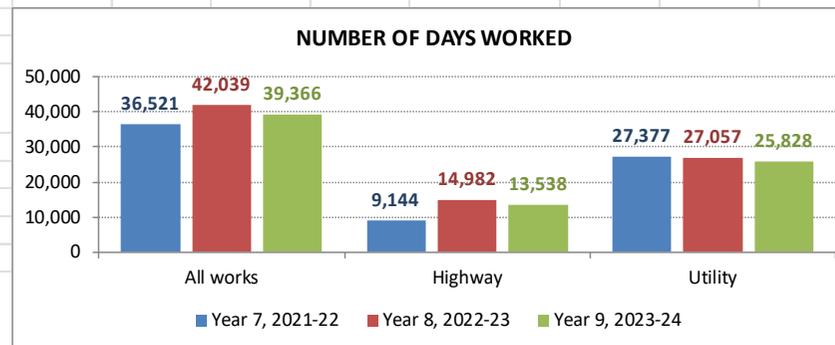
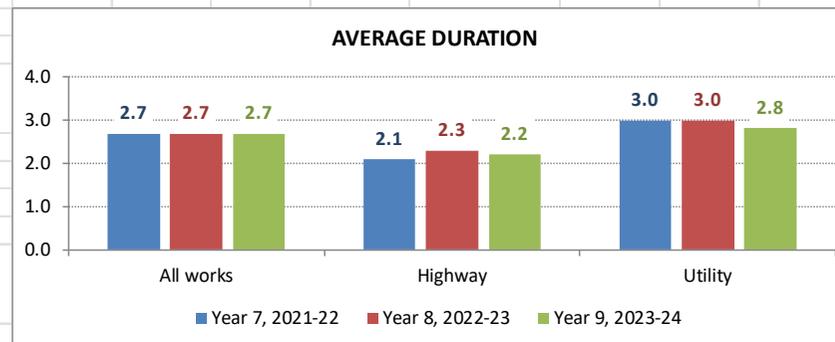
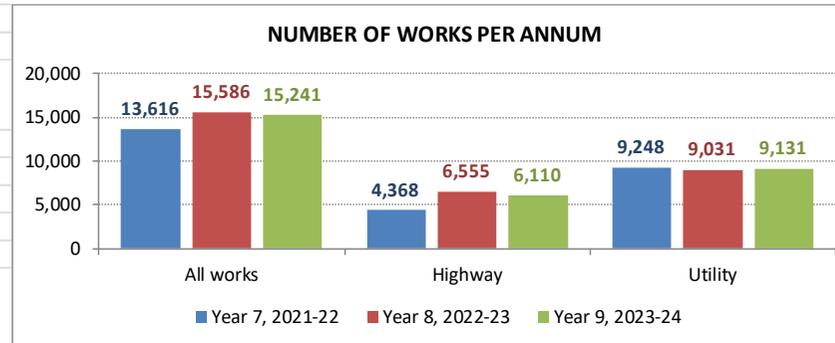
DURATION	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.7	4.4	1.7	3.2	3.7
Total number of days worked	4,447	5,227	7,903	7,921	1,879

APPENDIX B. SCHEME BENEFIT SUMMARY

NUMBER OF WORKS (number)			
	All works	Highway	Utility
Year 7, 2021-22	13,616	4,368	9,248
Year 8, 2022-23	15,586	6,555	9,031
Year 9, 2023-24	15,241	6,110	9,131
Change, Year 9 - Year 8	-345	-445	100
Change (%)	-2.2%	-6.8%	1.1%

DURATION (days)			
	All works	Highway	Utility
Year 7, 2021-22	2.7	2.1	3.0
Year 8, 2022-23	2.7	2.3	3.0
Year 9, 2023-24	2.7	2.2	2.8
Change (days)	0.0	-0.1	-0.2

DAYS WORKED (days)			
	All works	Highway	Utility
Year 7, 2021-22	36,521	9,144	27,377
Year 8, 2022-23	42,039	14,982	27,057
Year 9, 2023-24	39,366	13,538	25,828
Change, Year 9 - Year 8	-2,673	-1,444	-1,229
Change (%)	-6.4%	-9.6%	-4.5%



APPENDIX C. PROMOTER DURATION ANALYSIS

Year 8 works

TRAFFIC MANAGEMENT & DURATION, UNITED UTILITES WATER LIMITED											WORKS CATEGORIES, UNITED UTILITES WATER LIMITED				
Some c/w incursion	None / signing only	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
2.4	2.2	2.5	1.0	2.0	1.3	1.4	#DIV/0!	1.6	1.5	5.2	6.8	4.7	1.8	2.9	1.3
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	3.0	0.0	0.0	0.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
23.0	36.0	8.0	1.0	19.0	8.0	3.0	0.0	4.0	2.0	139.0	139.0	10.0	4.0	20.0	3.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
1	1	0	0	1	0	0	0	0	0	5	3	0	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
0	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
444	4,766	960	1	317	335	134	0	55	3	470	443	370	4,017	2,564	91
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
187	2,154	387	1	161	260	96	0	35	2	91	65	78	2,265	896	70
Total Number of Works															
3,374															
Average Duration															
2.2															
Total Number of Days Worked															
7,485															

TRAFFIC MANAGEMENT & DURATION, BT											WORKS CATEGORIES, BT				
Some c/w incursion	None / signing only	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
5.6	2.2	2.5	#DIV/0!	1.5	1.8	1.7	#DIV/0!	1.8	#DIV/0!	1.5	2.9	5.0	2.5	2.6	2.1
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
760.0	9.0	13.0	0.0	5.0	8.0	8.0	0.0	6.0	0.0	5.0	13.0	9.0	760.0	8.0	3.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
1,277	2,449	374	0	41	98	34	0	61	0	21	29	343	2,394	1,478	111
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
229	1,129	151	0	27	56	20	0	34	0	14	10	69	958	570	53
Total Number of Works															
1,660															
Average Duration															
2.2															
Total Number of Days Worked															
4,355															

TRAFFIC MANAGEMENT & DURATION, VIRGIN MEDIA											WORKS CATEGORIES, VIRGIN MEDIA				
Some c/w incursion	None / signing only	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
2.6	2.4	2.8	#DIV/0!	2.6	1.8	3.8	#DIV/0!	1.4	#DIV/0!	#DIV/0!	12.0	4.2	2.0	1.5	1.6
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
0.0	0.0	0.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0	0.0	12.0	1.0	0.0	1.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
10.0	12.0	10.0	0.0	5.0	2.0	5.0	0.0	3.0	0.0	0.0	12.0	10.0	4.0	3.0	3.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
983	3,108	48	0	13	14	15	0	10	0	0	12	1,338	2,818	15	8
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
377	1,313	17	0	5	8	4	0	7	0	0	1	322	1,393	10	5
Total Number of Works															
1,731															
Average Duration															
2.4															
Total Number of Days Worked															
4,191															

TRAFFIC MANAGEMENT & DURATION, CADENT GAS LIMITED											WORKS CATEGORIES, NATIONAL GRID GAS PLC				
Some c/w incursion	None / signing only	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
4.4	5.5	7.6	#DIV/0!	8.1	15.4	2.8	#DIV/0!	13.6	0.0	15.2	17.4	5.3	1.9	4.0	6.7
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
1.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	1.0	2.0	0.0	1.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
32.0	64.0	41.0	0.0	30.0	49.0	9.0	0.0	57.0	0.0	58.0	64.0	10.0	4.0	19.0	63.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
5	21	9	0	3	29	0	0	5	0	5	15	0	0	0	6
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
1	6	1	0	0	7	0	0	4	0	2	1	0	0	0	1
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
774	2,487	448	0	186	1,203	14	0	272	0	228	2,771	497	503	340	1,501
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
177	452	59	0	23	78	5	0	20	1	15	159	94	268	84	225
Total Number of Works															
830															
Average Duration															
6.7															
Total Number of Days Worked															
5,612															

TRAFFIC MANAGEMENT & DURATION, SCOTTISH POWER (MANWEB)											WORKS CATEGORIES, SCOTTISH POWER (MANWEB)				
Some c/w incursion	None / signing only	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Contra-flow	Lane closure	Road closure	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
3.6	4.0	#DIV/0!	4.7	4.9	7.5	#DIV/0!	5.5	4.3	4.4	3.6	8.8	5.1	2.2	3.9	2.1
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
1.0	0.0	0.0	1.0	1.0	1.0	0.0	3.0	0.0	1.0	1.0	1.0	1.0	0.0	0.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
27.0	25.0	0.0	25.0	10.0	25.0	0.0	8.0	10.0	20.0	27.0	27.0	10.0	3.0	13.0	6.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
1	2	0	1	0	1	0	0	0	1	1	0	0	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
935	1,862	0	136	562	45	0	11	95	120	935	228	1,522	416	1,742	30
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
262	463	0	29	114	6	0	2	22	27	262	26	297	186	443	14
Total Number of Works															
1,187															
Average Duration															
4.0															
Total Number of Days Worked															
4,701															

Year 9 works

TRAFFIC MANAGEMENT & DURATION, UNITED UTILITES WATER LIMITED											WORKS CATEGORIES, UNITED UTILITES WATER LIMITED				
Some c/w incursion	None / signing only	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
2.4	2.1	2.8	3.0	2.2	1.7	1.4	#DIV/0!	1.7	#DIV/0!	2.7	2.6	4.7	1.8	2.8	1.2
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
12.0	15.0	12.0	3.0	10.0	9.0	4.0	0.0	5.0	0.0	28.0	16.0	10.0	3.0	28.0	5.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
349	4,837	1,019	6	263	310	98	0	43	0	261	165	444	3,460	3,042	75
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
147	2,266	360	2	118	183	71	0	26	0	97	64	94	1,953	1,098	61
Total Number of Works															
3,270															
Average Duration															
2.2															
Total Number of Days Worked															
7,186															

TRAFFIC MANAGEMENT & DURATION, BT											WORKS CATEGORIES, BT				
Some c/w incursion	None / signing only	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
1.9	2.1	1.7	#DIV/0!	1.9	1.5	1.6	#DIV/0!	2.1	#DIV/0!	1.3	2.9	4.9	1.5	2.5	1.4
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	0.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
8.0	12.0	8.0	0.0	10.0	3.0	3.0	0.0	5.0	0.0	3.0	12.0	10.0	4.0	10.0	3.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
486	2,525	182	0	63	61	11	0	37	0	13	20	301	1,454	1,586	17
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
254	1,192	108	0	33	42	7	0	18	0	10	7	62	960	623	12
Total Number of Works															
1,664															
Average Duration															
2.0															
Total Number of Days Worked															
3,378															

TRAFFIC MANAGEMENT & DURATION, VIRGIN MEDIA											WORKS CATEGORIES, VIRGIN MEDIA				
Some c/w incursion	None / signing only	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
1.9	1.7	4.0	#DIV/0!	1.7	1.0	0.3	#DIV/0!	2.3	4.0	1.0	#DIV/0!	3.9	1.5	1.4	#DIV/0!
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
0.0	0.0	4.0	0.0	1.0	0.0	0.0	0.0	1.0	3.0	1.0	0.0	1.0	0.0	0.0	0.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
5.0	6.0	4.0	0.0	2.0	3.0	1.0	0.0	5.0	5.0	1.0	0.0	5.0	6.0	3.0	0.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
338	1,540	8	0	5	4	1	0	30	12	1	0	457	1,352	130	0
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
181	884	2	0	3	4	3	0	13	3	1	0	118	885	91	0
Total Number of Works															
1,094															
Average Duration															
1.8															
Total Number of Days Worked															
1,939															

TRAFFIC MANAGEMENT & DURATION, CADENT GAS LIMITED											WORKS CATEGORIES, NATIONAL GRID GAS PLC				
Some c/w incursion	None / signing only	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
3.9	4.8	12.9	3.0	8.4	12.1	2.0	#DIV/0!	7.2	#DIV/0!	10.7	17.8	7.1	2.2	4.0	5.4
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
1.0	0.0	1.0	3.0	1.0	1.0	1.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0	1.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
17.0	45.0	155.0	3.0	34.0	70.0	3.0	0.0	26.0	0.0	29.0	155.0	14.0	4.0	14.0	34.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
1	21	1	0	3	22	0	0	2	0	7	8	0	0	0	1
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
0	2	1	0	1	5	0	0	0	0	0	2	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
517	2,621	219	3	270	1,355	4	0	130	0	363	1,917	1,104	566	337	1,558
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
132	548	17	1	32	112	2	0	18	0	34	108	156	258	84	290
Total Number of Works															
896															
Average Duration															
6.1															
Total Number of Days Worked															
5,482															

TRAFFIC MANAGEMENT & DURATION, SCOTTISH POWER (MANWEB)											WORKS CATEGORIES, SCOTTISH POWER (MANWEB)				
Some c/w incursion	None / signing only	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Contra-flow	Lane closure	Road closure	No c/w incursion	Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
3.8	4.5	14.5	6.0	7.1	2.5	#DIV/0!	4.0	4.8	5.4	3.8	18.9	5.3	2.2	3.9	3.3
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
0.0	0.0	2.0	1.0	1.0	2.0	0.0	3.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
39.0	46.0	27.0	49.0	80.0	3.0	0.0	5.0	10.0	12.0	39.0	80.0	10.0	4.0	24.0	7.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>30	>30	>30	>30	>30
6	8	1	1	3	0	0	0	0	0	6	10	0	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>60	>60	>60	>60	>60
1	4	0	1	2	0	0	0	0	0	1	1	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>180	>180	>180	>180	>180
0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
1,210	1,663	29	175	512	5	0	8	110	150	1,210	1,265	1,447	457	1,450	49
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
317	366	2	29	72	2	0	2	23	28	317	67	271	211	372	15
Total Number of Works															
1,158															
Average Duration															
4.2															
Total Number of Days Worked															
5,072															

