The Lancashire Permit Scheme for Road & Street Activities

Year 9 Review, 2023-24

Lancashire County Council

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1 INTRODUCTION

1.1 Background

1.1.1 The Lancashire County Council (LCC) Permit Scheme went live on 2nd March 2015.

1.1.2 The operation of the first year of the Scheme was evaluated and reported in the *'Lancashire County 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 not significant at 3%; but combined with a significant reduction in average works durations, resulted in an overall 17% reduction in number of days worked on the road network. This equated to nearly 28,000 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 is calculated at **£16.4M per annum**. This saving equated to approximately 23% of the overall cost of works calculated in the CBA (£72.0M 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 Lancashire Permit Scheme for Road & Street Activities, Year 2 Review 2016-17'*
- *'The Lancashire Permit Scheme for Road & Street Activities, Year 3 Review 2017-18'*
- *'The Lancashire Permit Scheme for Road & Street Activities, Year 4 Review 2018-19'*
- *'The Lancashire Permit Scheme for Road & Street Activities, Year 5 Review 2019-20'*
- *'The Lancashire Permit Scheme for Road & Street Activities, Year 6 Review 2020-21'*

1.2.2 The financial benefit to road users of the Permit Scheme in years 2 to 6 was calculated at between **£10.6M and £24M per annum**; from a saving of 18,000 to 40,534 days compared with the Noticing baseline. Overall, the benefits have been maintained at or above the level achieved in Year 1 over the last 5 years.

1.3 Interim Reviews

1.3.1 The permit scheme regulations require the production of a full review of the scheme benefits, parity of operation and fee income every year for the first three years. Thereafter, a full review is required every third year. To date the Council has commissioned a review at the end of every year since the scheme went live, with the performance reported annually.

1.3.2 Interim reviews of the operation at the end of Years 7 and 8, have been carried out. Year 7 saw a slight increase in the total number of days worked compared with Year 6. However, this must be considered in the context of the very large increase in the number of works completed during Year 7. A 22% increase in the number of all works saw a less than 2% increase in total occupancy.

1.3.3 The financial benefit to road users of the Permit Scheme in Year 7 was calculated at **£22.8M per annum**; from a saving of 38,564 days worked compared with the Noticing baseline.

1.3.4 The financial benefit to road users reduced in Year 8 due to a 15% increase in the number of works completed by utilities. The number of working days saved fell from 38,564 in Year 7 to 23,808 in Year 8.

1.3.5 The financial benefit of the Permit Scheme in Year 8 was calculated at between **£14.1M per annum**; from a saving of 23,808 days worked compared with the Noticing baseline.

1.3.6 The interim results are presented in the following reports:

- *'The Lancashire Permit Scheme, Year 7 Interim Review 2021-22'*
- *'The Lancashire Permit Scheme, Year 8 Interim Review 2022-23'*

1.4 Year 9 Review

1.4.1 This report presents the results of the Year 9 review.

1.4.2 A full review of permit fee income and scheme operating costs to the end of Year 9 will be reported on completion of this review.

2 FORMAT OF REVIEW

2.1 Methodology

2.1.1 The full three year review will consider and report 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 the Year 8 review are:

- Permit Scheme work stops notices, February 2023 - February 2024 (Symology);
- Key Performance Indicator reports February 2023 – February 2024 (Symology);
- TPI reports; days of occupancy, average duration of works, overrun days, FPN given.

2.2.2 This review will assess the year-on-year change in the number of Permit applications and to review 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 objectives as set out in the 'The Lancashire Permit Scheme for Road & Street Activities' scheme document are:

1. Reduce occupation of the highway to benefit all road users.
2. Obtain greater control of all activities on the public highway.
3. Minimise/avoid/manage delays to all road users.
4. Enhance co-ordination of all activities on the highway.
5. Achieve an improvement in air quality.
6. Enhance safety of all road users at road and street activities.
7. Reduce potential incidents/accidents at road activities.
8. Improve public perception of managing road activities.
9. Enhance reliability of journey times.
10. Enhance journey experience.
11. Reduce long-term damage to the highway asset.
12. Encourage collaborative activities between all activity promoters.
13. Enhance reliability of activities taking place at a particular time, especially on the strategic road network.
14. Promote best practices across the North West.

15. Promote common activity practices across the region to ensure ease of operation for activity promoters.
16. Enhanced cross-boundary co-operation.
17. Demonstrate parity for all activity promoters.
18. Reduce instances of customer complaints regarding road and street activities.
19. 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 will report 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 by reducing occupation of the highway and ensuring the most appropriate traffic management is used.
- Encourage collaborative activities between all activity promoters.
- Demonstrate parity for all activity promoters.

2.3.3 Others will require to be evaluated over several years to identify changes and progress towards the objective, for example;

- Improve safety for all road users by driving down non-compliance during inspections and FPN rates for signing and lighting failures, for example.
- Reduce the impact of noise on residents by having greater control of timing of activities.
- Enhance reliability of journey times.
- Enhance reliability of activities taking place at a particular time, especially on the strategic road network.

3 SCHEME BENEFITS

3.1 Summary of Benefits

3.1.1 Figure 1 presents the number of works per annum between Years 7 and 9.

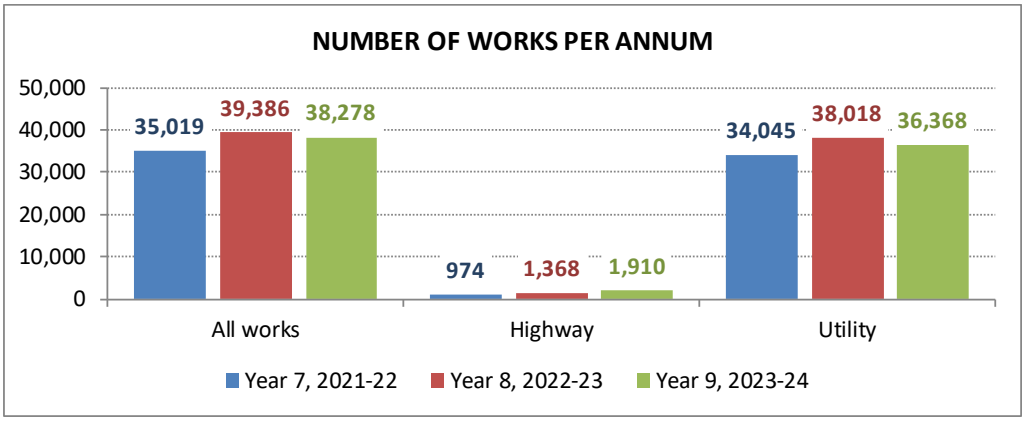


Figure 1 Number of works per annum

3.1.2 The chart shows a slight reduction in the total number of works completed in Year 9 following the highest number reported in Year 8. The number of utility works completed has reduced by 4% in Year 9. This follows 25% and then 15% increases in the two previous years.

3.1.3 Prior to Year 7, the number of utility works was generally consistent, with only small fluctuations between years evident.

3.1.4 Figure 2 presents a comparison of the average duration of works over the last three years.

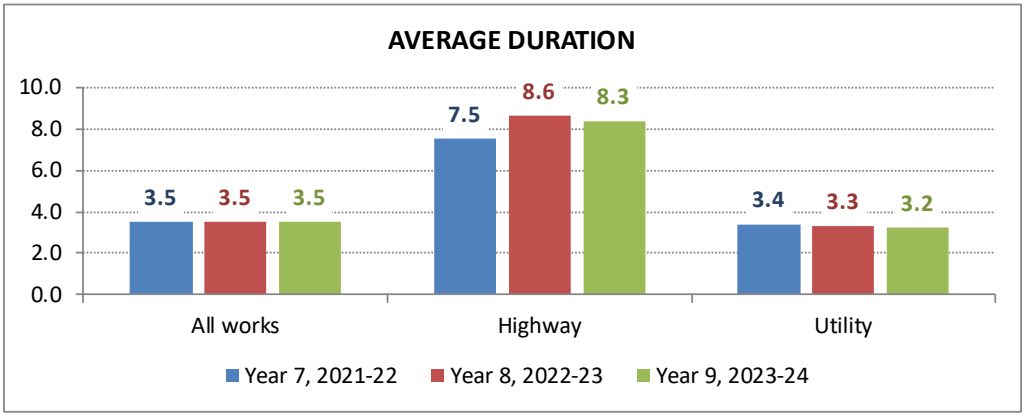


Figure 2 Average duration of works

3.1.5 This figure demonstrates the steady downward fall in average duration for utility works promoters. The small increase in average duration for highway works is a result of the continued increase in the number of longer duration Major and Standard works completed over the last two years.

3.1.6 Figure 3 presents a comparison of the total number of days worked.

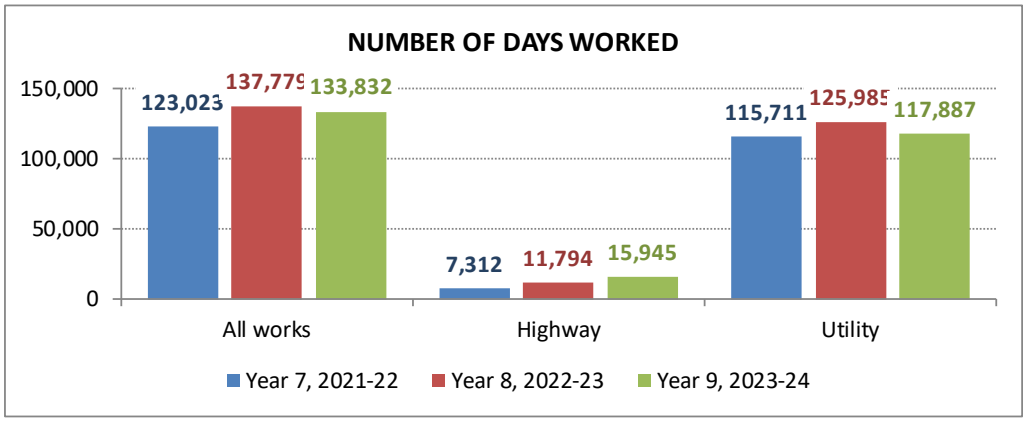


Figure 3 Number of days worked per annum

3.1.7 The total number of days worked has reduced from Year 8, following a reduction in the number of works completed during Year 9. Overall, Year 9 reported 3,947 fewer days worked – a 3% reduction on the number reported in Year 8.

3.1.8 The reduction in the number of utility works completed together with a further small fall in the average works duration has produced a 6% reduction in the number of working days recorded for utility works. 8,098 fewer working days were recorded for utility works in Year 9.

3.2 Cost Benefit

3.2.1 The benefit of the scheme is assessed against the benchmark prior to the introduction of the Permit Scheme. Year 9 shows a 27,755 reduction in number of days worked compared with the Noticing baseline (133,832 days compared with 161,587 days).

3.2.2 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 days worked numbers is accounted for across all traffic management types, the financial benefit to road users of the Permit Scheme in Year 8 is calculated as:

- Average monetary cost of works per day, £592 (source: CBA report 2010 prices, average cost of impact for all works involving some form give & take traffic management)
- Number of days saved under Permit Scheme, 27,755
- **Monetary benefit to road users, £16.4M per annum**

3.2.3 This saving equates to 23% of the overall cost of works calculated in the CBA (£72.0M per annum total cost to road users). The saving is £2.3M higher than the previous year, due primarily to the reduction in number of works completed last year.

3.2.4 The 17% reduction in number of days worked since Noticing is substantially higher than the 5% benefit specified in the DfT guidelines for the business case justification for a move to Permit Schemes.

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.

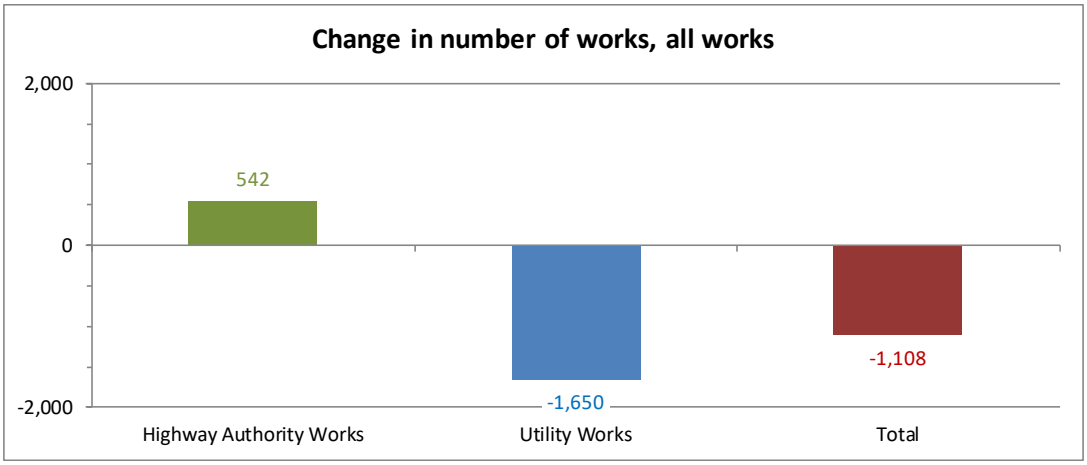
4.2 All Works

4.2.1 The following series of charts and tables present a comparison of the Year 9 works completed records against the previous years - Years 7 and 8 - for all works combined.

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	974	1,368	1,910	542
Utility Works	34,045	38,018	36,368	-1,650
Total	**35,019**	**39,386**	**38,278**	**-1,108**



4.2.3 38,728 works were completed during Year 9, 2.8% fewer than completed the previous year. This follows a 25% and then 15% increase in works completed over the two previous years.

4.2.4 Prior to Year 7, the maximum number of works completed in a single year was 30,355. The number of works completed in each year is shown in Figure 4.

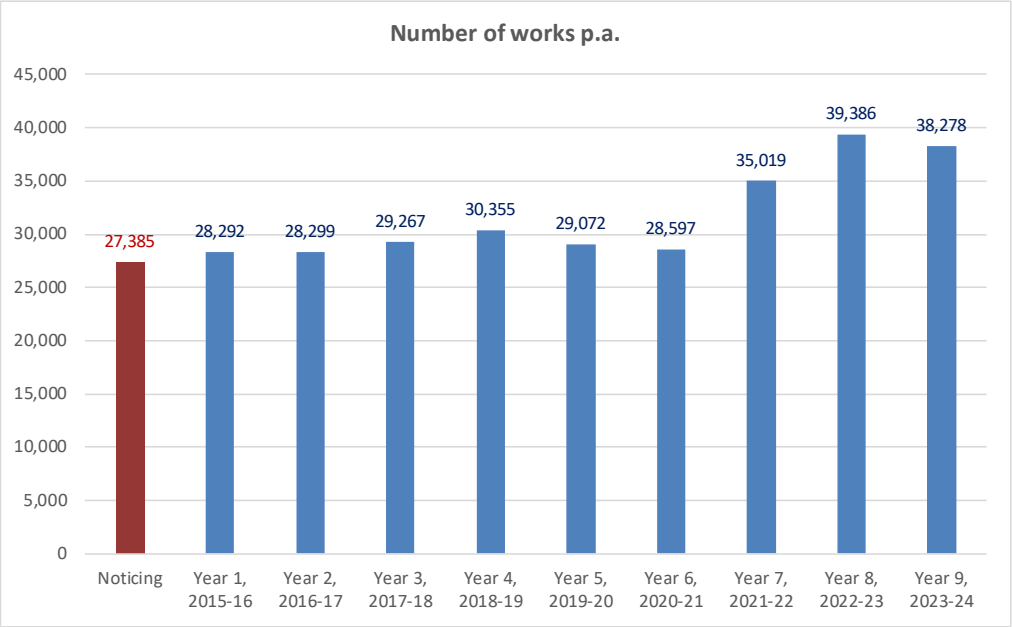


Figure 4 Number of works completed in each year

4.2.5 This increase follows a slight reduction in works throughout 2020, corresponding with the COVID-19 lockdown measures. The increase since 2021 was driven by increases by telecoms works promoters and by United Utilities Water Ltd.

4.2.6 During Year 9 the number of works completed by United Utilities Water Ltd, Virgin Media and BRSK Limited reduced by a total of 3,885 or 10% of all works completed. This was offset to a degree by almost 2,700 works completed by a promoter new to the area in 2023, Nexfibre Networks Limited.

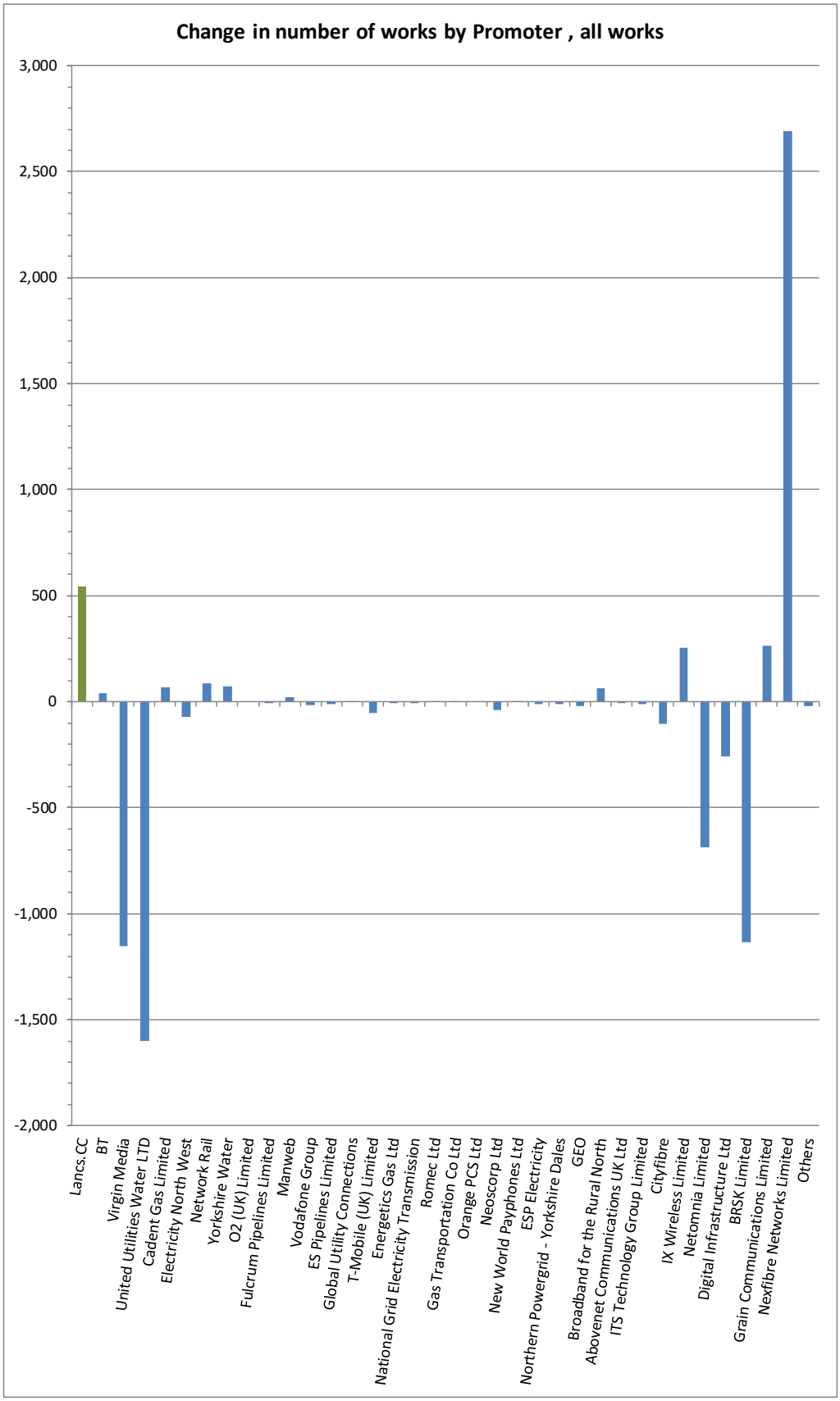
4.2.7 The number of highway works increased again in Year 9, following fewer than 1,000 work recorded as complete during Year 7. However, the 1,910 highway works recorded as complete is still significantly lower than recorded during the early years of the scheme. For example, 3,558 highway works were recorded in Year 2.

Recommendation Yr9 – 01 (continued from Yr8 - 01): Review highway works to identify if all works requiring a permit are recorded correctly in the system and to ensure all works are closed out correctly.

4.2.8 The change in number of Permit applications by works promoter is presented in Table 2 and the accompanying chart.

Table 2 Change by works promoter

PROMOTER	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Lancs.CC	974	1,368	1,910	542
BT	9,117	7,954	7,995	41
Virgin Media	2,679	4,396	3,244	-1,152
United Utilities Water LTD	12,825	14,475	12,874	-1,601
Cadent Gas Limited	2,905	2,554	2,622	68
Electricity North West	2,846	3,081	3,007	-74
Network Rail	216	141	229	88
Yorkshire Water	141	132	206	74
O2 (UK) Limited	2	1	1	
Fulcrum Pipelines Limited	23	4	3	-1
Manweb	42	36	56	20
Vodafone Group	87	130	114	-16
ES Pipelines Limited	27	12		-12
Global Utility Connections	49	67	68	1
T-Mobile (UK) Limited	202	93	39	-54
Energetics Gas Ltd	6	14	11	-3
National Grid Electricity Transmissio	4	1		-1
Romec Ltd	15	16	17	1
Gas Transportation Co Ltd	27	8	9	1
Orange PCS Ltd				
Neoscorp Ltd	45	58	18	-40
New World Payphones Ltd	4	7	8	1
ESP Electricity	11	23	12	-11
Northern Powergrid - Yorkshire Dale	85	74	64	-10
GEO	47	21		-21
Broadband for the Rural North	178	26	88	62
Abovenet Communications UK Ltd		7	5	-2
ITS Technology Group Limited	17	74	63	-11
Cityfibre	417	485	380	-105
IX Wireless Limited	742	239	492	253
Netomnia Limited	444	889	203	-686
Digital Infrastructure Ltd		706	446	-260
BRSK Limited	518	1,997	865	-1,132
Grain Communications Limited	92	48	314	266
Nexfibre Networks Limited			2,692	2,692
Others	165	242	223	-19
Total	**34,952**	**39,379**	**38,278**	**-1,101**



4.2.9 The data shows the number of United Utilities works completed falling back to the level recorded in Year 7 – following a 13% increase in Year 8. Despite this reduction, United Utilities works account for almost still account for 33% of all works completed by external works promoters.

4.2.10 As well as the introduction of 2,692 works completed by Nexfibre Networks Limited, Year 9 saw further increases in the number of works completed by Grain Communications and IX Wireless Limited.

4.2.11 Year 9 shows the increase in telecoms works reported in Year 8 - increasing by 17% to 17,175 – has been maintained at 17,110. This follows a 36% increase recorded in Year 7 - increasing from 10,199 in Year 6 to 14,708.

Table 3 Number of by telecoms work promoters

TELECOMMS. PROMOTERS	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Number of works completed	**14,708**	**17,175**	**17,110**	**-65**

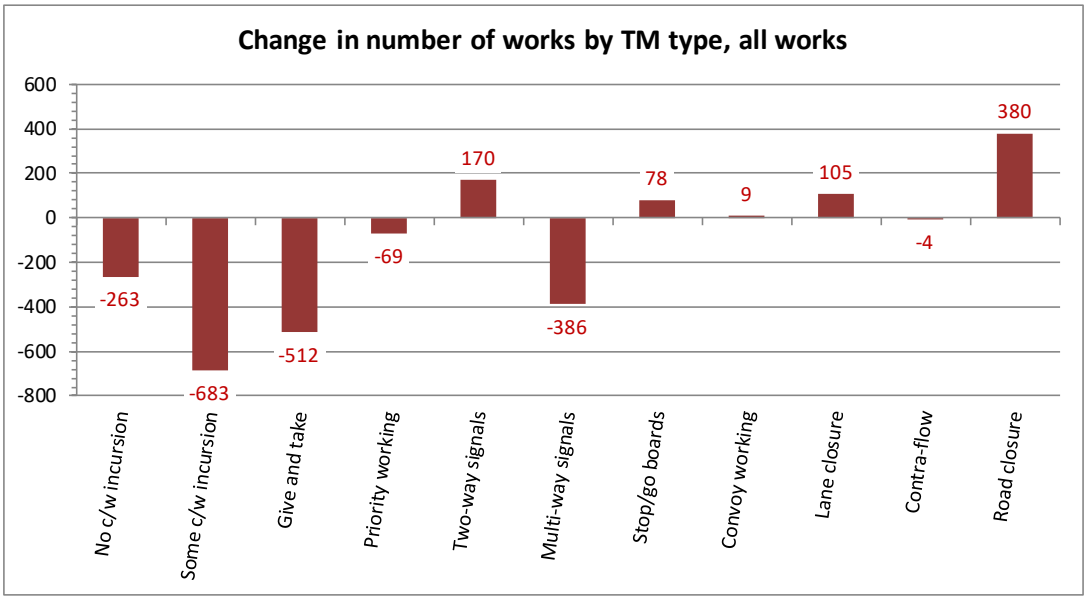
TELECOMMS. PROMOTERS	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Number of works completed	**9,290**	**16,331**	**7,041**

4.2.12 The three year average of telecoms works completed in Years 7 to 9 is 7,041 or 68% higher than recorded between Year 4 to 6.

4.2.13 Table 4 and the accompanying chart presents a comparison of the change in number of all works applications by traffic management type.

Table 4 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	2,427	1,943	1,680	-263
Some c/w incursion	16,704	22,517	21,834	-683
Give and take	6,488	5,805	5,293	-512
Priority working	310	180	111	-69
Two-way signals	3,526	3,380	3,550	170
Multi-way signals	2,851	2,890	2,504	-386
Stop/go boards	438	340	418	78
Convoy working	1	1	10	9
Lane closure	417	433	538	105
Contra-flow	17	19	15	-4
Road closure	1,840	1,878	2,258	380
Total	**35,019**	**39,386**	**38,211**	**-1,175**



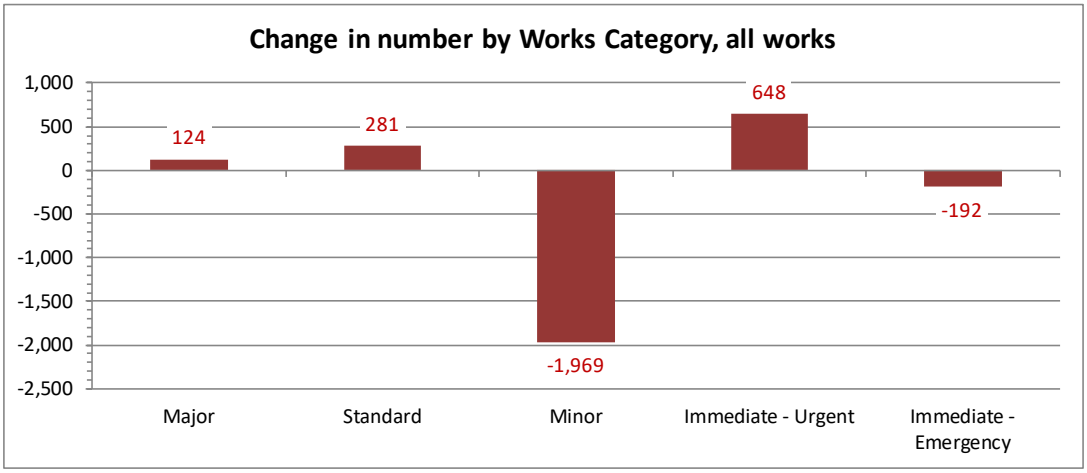
4.2.14 Year 9 shows a further 20% increase in the number of works operating with a full road closure, increasing from approximately 1,800 in Years 7 and 8 to 2,258. Utility works show an additional 396 road closure works, an increase of 26% compared with previous years.

4.2.15 The other traffic management types show relatively small changes which are generally in line with the overall 3% reduction in number of works recorded in Year 9.

4.2.16 The total number of completed works permits by works category is shown in Table 5 and the accompanying chart.

Table 5 Applications by works category

WORKS STOPPED	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Major	1,604	1,574	1,698	124
Standard	3,391	4,743	5,024	281
Minor	19,112	22,291	20,322	-1,969
Immediate - Urgent	9,357	9,125	9,773	648
Immediate - Emergency	1,555	1,653	1,461	-192
Total	**35,019**	**39,386**	**38,278**	**-1,108**



4.2.17 Year 9 shows a 6% and 8% increase in the number of Major and Standard works completed, split across highway and utility works.

4.2.18 The number of Minor highway works has almost doubled, increasing by 312 or 87%. However, this is more than offset by a 10% reduction in the number of Minor works completed by utilities, with 2,281 fewer works recorded.

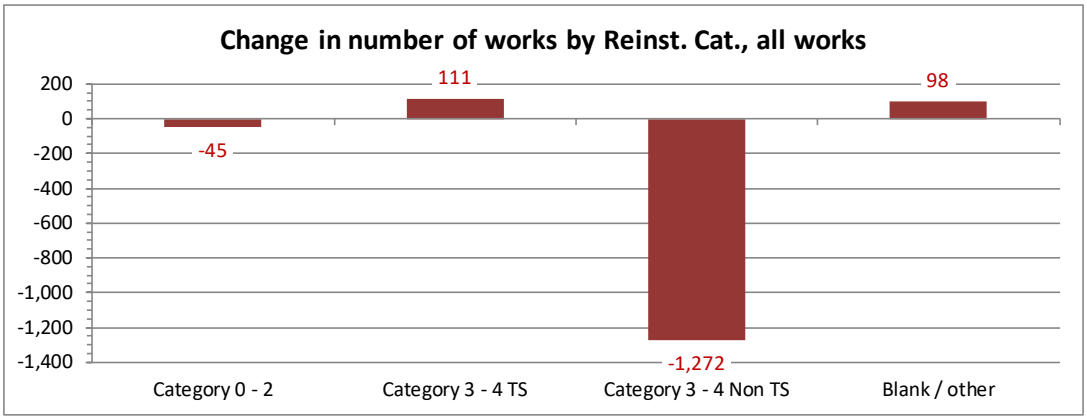
4.2.19 Immediate – Urgent works have increased by 7%, with an additional 669 works completed by utilities in Year 9. This increase is primarily a result of an increase in the number of Immediate – Urgent works recorded by BT, Virgin Media, United Utilities Water Limited and Electricity North West.

Recommendation Yr9 – 02: Review Immediate – Urgent requests submitted by utilities in the current year to confirm the number of applications of this type is appropriate.

4.2.20 The total number of works completed by reinstatement category type is shown in Table 6 and the accompanying chart.

Table 6 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	7,277	7,736	7,691	-45
Category 3 - 4 TS	6,432	6,387	6,498	111
Category 3 - 4 Non TS	20,727	25,016	23,744	-1,272
Blank / other	583	247	345	98
All works	**35,019**	**39,386**	**38,278**	**-1,108**



4.2.21 The number of works completed by road category type has been broadly consistent over the last three years, other than for works on Category 3 and 4 Non-TS streets. The large increase in the total number of works completed in Year 8 and then reduction in Year 9 has impacted these street types most. The roll out of fibre broadband to residential areas will most likely account for the majority of this change.

4.2.22 Table 7 shows a comparison of the average works duration for all works.

Table 7 Works duration comparison, all works

DURATION	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Average duration (days)	3.5	3.5	3.5	
Total number of days worked	**123,023**	**137,779**	**133,832**	**-3,947**

4.2.23 Overall, the average duration of all works has not changed over the last three years. This is still significantly lower than the 5.9 day average recorded prior to the introduction of the permit scheme and the 4.1 to 4.3 day average recorded in the early years of the scheme.

4.2.24 This data shows the permit scheme has continued to drive down durations since the scheme was introduced in 2015. The increase in the number of short duration Minor works undertaken by telecoms promoters will also have contributed to this overall reduction.

4.2.25 The 2.9% reduction in total occupancy (total number of days worked) is consistent with the 2.8% reduction in the number of works completed in Year 9.

4.2.26 A comparison of the three year average works duration for all works is shown in Table 8.

Table 8 Works duration comparison, 3 year averages

DURATION	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Average duration (days)	4.2	3.5	-0.7
Total number of days worked	**124,100**	**131,545**	**7,445**

4.2.27 This data shows the difference in average duration over each three year period, with the 4.2 day average recorded between Years 4 and 6 reducing to a 3.5 day average over the last three years.

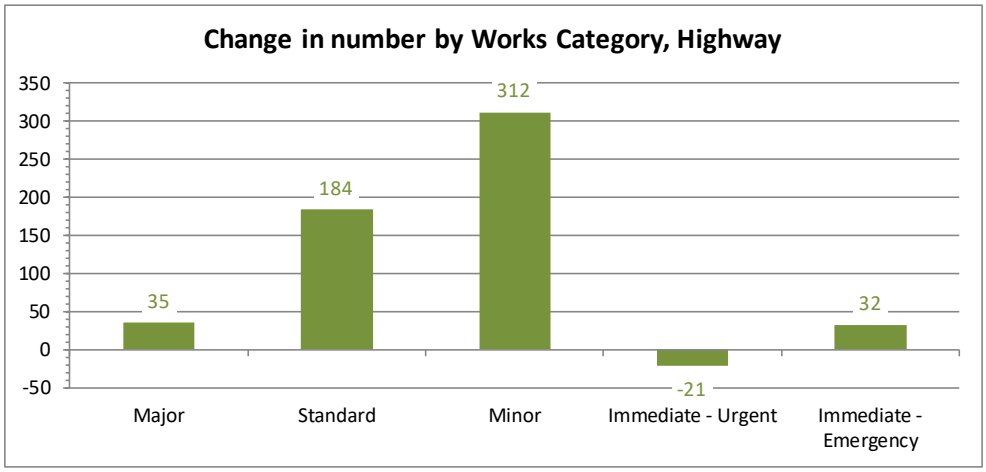
4.2.28 While the total number of days worked has increased on average by 7,445 days, the 6% increase in occupancy must be considered against the 28% increase in the number of works completed during the last three years. An additional 8,196 works were completed on average compared with the previous three year period.

4.3 Highway works

4.3.1 The total number of completed works permits by works category is shown in Table 9 and the accompanying chart.

Table 9 Highway works by category

WORKS STOPPED	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Major	238	424	459	35
Standard	242	364	548	184
Minor	177	359	671	312
Immediate - Urgent	271	157	136	-21
Immediate - Emergency	46	64	96	32
Total	**974**	**1,368**	**1,910**	**542**



4.3.2 542 additional highway works were recorded as complete in Year 9. This increase is spread across most category types, with Immediate – Urgent works only showing a small reduction.

4.3.3 Table 10 shows a comparison of the average works duration for highway works.

Table 10 Total duration, highway works

DURATION	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Average duration (days)	7.5	8.6	8.3	-0.3
Total number of days worked	**7,312**	**11,794**	**15,945**	**4,151**

4.3.4 While the average works duration has increased, this is a result of an increase in longer duration works over the last three years. The number of Major and Standard works has more than doubled between Years 7 and 9 which alone have added between 3,000 and 5,500 days worked to the highway works total.

4.3.5 Table 11 shows a comparison of the average works duration for highway works.

Table 11 Total duration, highway works, 3 year averages

DURATION	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Average duration (days)	9.5	9.4	-0.1
Total number of days worked	**21,911**	**11,684**	**-10,227**

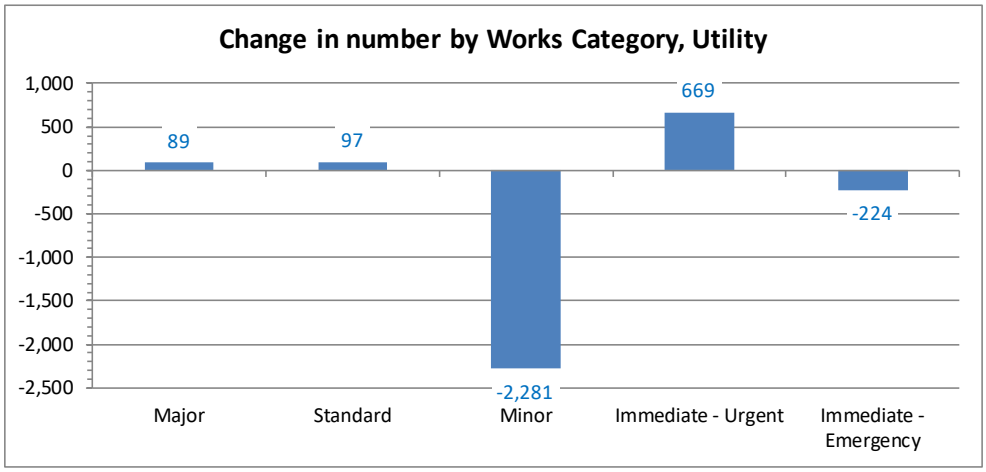
4.3.6 The average duration of highway works is broadly unchanged over the last six years. However, the number of works recorded has reduced by 38%, reducing the total number of days worked by over 10,000 days on average over the last three years.

4.4 Utility works

4.4.1 The total number of external works promoter works completed by category is shown in Table 12 and the accompanying chart.

Table 12 Utility works by category

WORKS STOPPED	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Major	1,366	1,150	1,239	89
Standard	3,149	4,379	4,476	97
Minor	18,935	21,932	19,651	-2,281
Immediate - Urgent	9,086	8,968	9,637	669
Immediate - Emergency	1,509	1,589	1,365	-224
Total	**34,045**	**38,018**	**36,368**	**-1,650**



4.4.2 The biggest change in utility work is a large reduction in the number of Minor works, reducing by 2,281 or 10%. This follows a large increase in Year 8.

4.4.3 The general proportion of works across categories is broadly consistent in each of the last three years, other than the increase in Immediate – Urgent works in Year 9, reported in para. 4.2.19.

4.4.4 Table 13 shows a comparison of the average works duration for utility works.

Table 13 Total duration, utility works

DURATION	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8
Average duration (days)	3.4	3.3	3.2	-0.1
Total number of days worked	**115,711**	**125,985**	**117,887**	**-8,098**

4.4.5 The average duration of utility works has continued to reduce over the last three years. This has contributed to a further reduction in the total number of days recorded in Year 9, with 8,098 fewer days recorded.

4.4.6 The 4.5% reduction in the number of utility works has resulted in a 6.4% reduction in number of days worked.

4.4.7 Table 14 shows a comparison of the average works duration for utility works.

Table 14 Total duration, utility works, 3 year averages

DURATION	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9
Average duration (days)	3.8	3.3	-0.5
Total number of days worked	**102,189**	**119,861**	**17,672**

4.4.8 The average duration for utility works has continued to reduce year on year, with the 3.3-day average recorded between Years 7 and 9 the lowest since the scheme began.

4.4.9 This means that the 33% increase in the number of utility works recorded over the last three years has only resulted in a 17% increase in the number of days worked, when compared with the average for Years 4 to 6.

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
- **TPI 1-9 & 13,** TPI occupancy and co-ordination report

5.1.2 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 review

5.2.1 **KPI 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 15 and Figure 5 shows the breakdown of number of permit applications and permit variation requests received and the refusal rate.

Table 15 KPI 1, Permit and Variation applications received and refused

KPI 1: Permit & Permit Variation Applications	Received	Granted	Refused	Deemed	PMR	Cancelled	% Refused
Highway authority	3,976	3,388	351	8	146	83	8.8%
Utility	48,056	38,668	4,795	9	3,040	1,544	10.0%
ALL	52,032	42,056	5,146	17	3,186	1,627	9.9%

5.2.3 The refusal rate for permit applications has remained consistent at 9%-10% overall.

5.2.4 The number of utility applications refused is very similar to last year, at 4,795 compared with 5,033 in Year 8, and a similar refusal rate at 10%.

5.2.5 351 highway authority applications were refused in Year 9, compared with only 84 in Year 8. The refusal rate has increased to 9% from 6%.

5.2.6 The number of deemed applications has reduced from 119 in Year 8 to 17 last year; 8 for highway promoter applications and 9 for utility promoters.

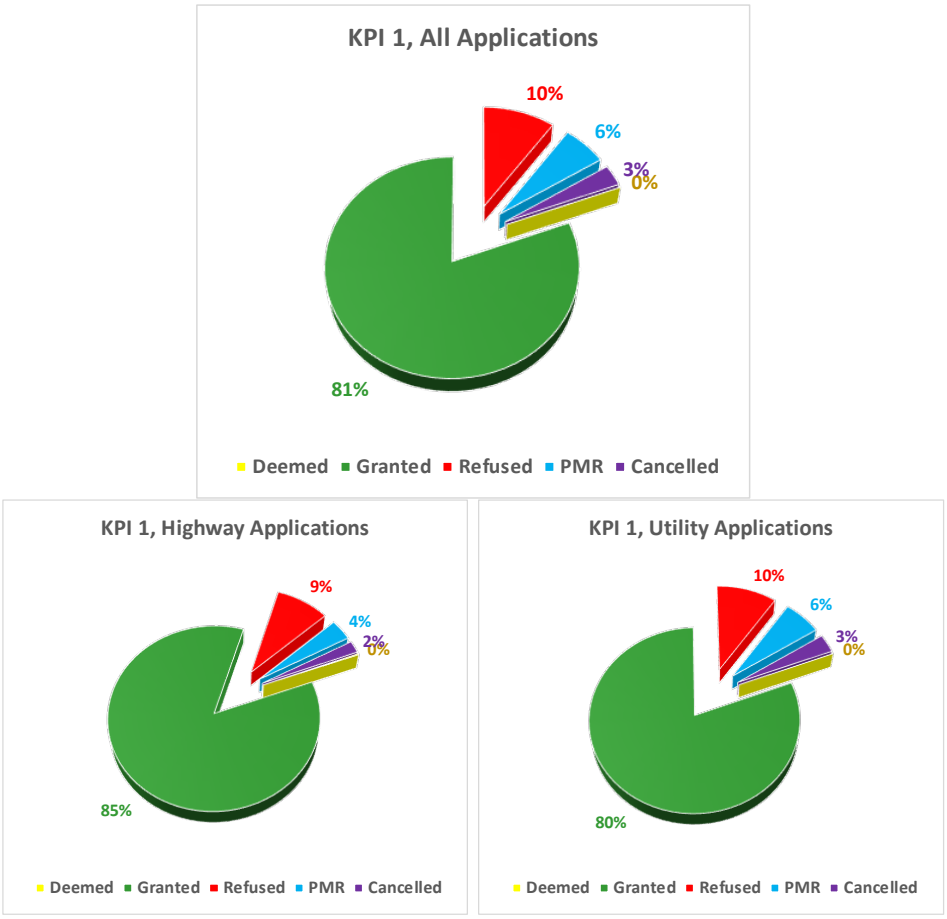


Figure 5: KPI 1, Permit and Variation Applications

5.2.7 12% of all permits granted were subsequently cancelled or never started in Year 9. This is slightly lower than a 14% cancellation rate in Year 8.

5.2.8 The total number of permits cancelled and the split between highway and utility permits is very similar to previous years.

Table 16 Permits granted but cancelled or never started

PROMOTER	Permits Granted	Cancelled/Never Started	%
Highway authority	3,388	754	22.3%
Utility	38,668	4,331	11.2%
ALL	42,056	5,085	12.1%

5.2.9 **KPI 2** – 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.

5.2.10 The number of conditions applied to highway and utility permits is shown in Table 17 and Figure 6.

Table 17 Number of conditions applied

All Conditions	Utility	Highway	All
TOTAL	42,556	1,324	43,880
	97%	3%	

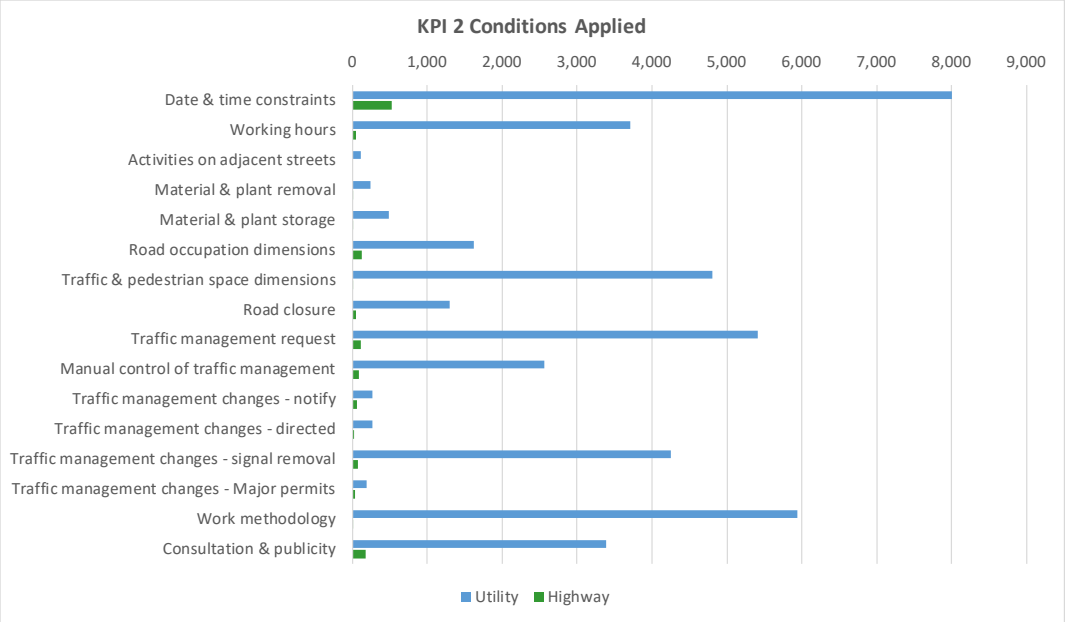


Figure 6: KPI 2, Permit Conditions

5.2.11 43,880 conditions were applied to the 42,056 permits granted. 97% of all conditions were applied to utility permits.

5.2.12 Only 1,324 conditions were applied to the 3,388 highway permits granted.

Recommendation Yr9 – 03: Review highway authority permit applications to confirm if the number of conditions applied is appropriate.

5.2.13 **KPI 3** – number of approved extensions; the following figures show the number of extensions granted and refused, for all promoters, and separately for highway authority applications and for statutory undertakers.

Table 18 KPI 3, Number of extension requests refused

KPI 3: Duration Extension Requests	Received	Refused	%
Highway authority	88	5	5.7%
Utility	2,991	169	5.7%
ALL	3,079	174	5.7%

5.2.14 The number of applications to extend permit duration was very similar to Year 8, reducing from a high in Year 7 of 4,158 to 3,079.

5.2.15 The refusal rate has reduced from 12% to 6% for both highway and utility requests.

Figure 7: KPI 3, Permit Extensions

5.2.16 **KPI 7** - the Number of Inspections carried out to monitor conditions.

5.2.17 No permit condition inspection data was provided for Year 9.

Recommendation Yr9 – 04 (continued from Yr8 – 02): Review system reporting to identify if permit condition inspections are recorded correctly.

5.2.18 In the absence of permit inspection records, the number of FPN issued has been reported to provide a measure of non-compliance found.

5.2.19 1,099 FPN were given to external works promoters in Year 9. Of these, 63 were given for working without a valid permit and 318 for a breach of permit conditions. This is lower than the 112 and 485 FPN given for the same offences in Year 8.

Table 19 Number of FPN given

	FPN's Given						Permits	
	55(5)	70(6)	74(7B)	19(1)	20(1)	Total	Granted	%
BT [30]	0	130	147	21	42	340	9,649	4%
Cadent Gas Limited [10]	0	17	63	24	110	214	3,835	6%
Electricity North West [7005]	0	7	24	6	81	118	3,621	3%
DIGITAL INFRASTRUCTURE LTD [7518]	0	25	13	0	5	43	220	20%
United Utilities Water Limited [9102]	0	37	233	45	208	523	14,682	4%
Virgin Media [7160]	0	77	119	5	6	207	4,804	4%
BRSK LIMITED [7527]	0	82	42	3	3	130	2,630	5%
Others	0	38	68	8	30	144	4,763	3%
TOTAL	0	413	709	112	485	1,719	44,204	

5.2.20 For most promoters the number of FPN received is fewer than 5% of permits granted.

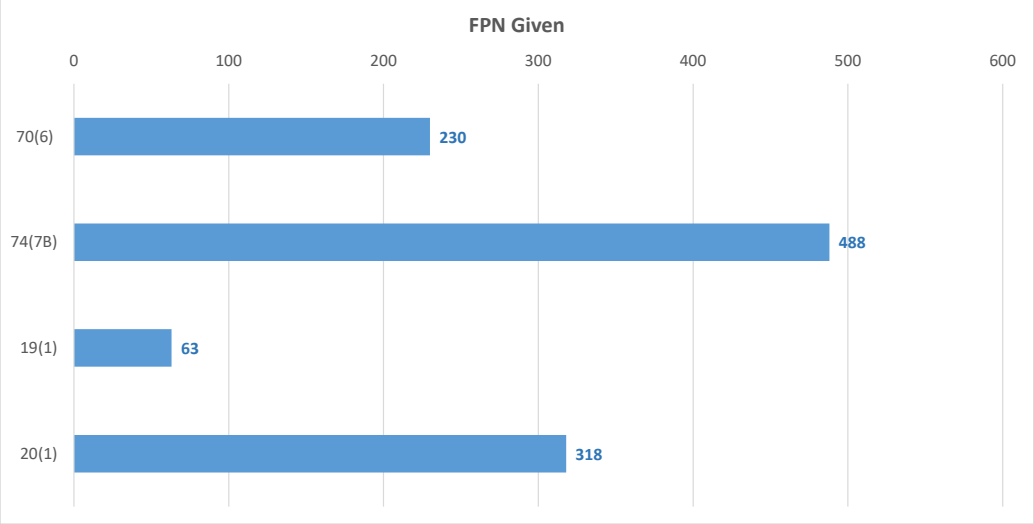


Figure 8: Number of FPN Given

5.3 TPI review

5.3.1 The TPIs reported are;

- TPI 1, number of works phases started
- TPI 2, number of works phases completed
- TPI 3, days of occupancy
- TPI 4, average duration of completed works phases
- TPI 5, works phases completed after the reasonable period
- TPI 6, number of overrun days
- TPI 7, number of phase 1 registrations
- TPI 8, number of phase 1 permanent registrations
- TPI 9, incorrectly timed notices
- TPI 13, early start agreements

5.3.2 The analysis of the key TPI statistics are presented in Table 20; for example, proportion of all works completed after the reasonable period and the proportion of permanent registrations completed at phase 1.

Table 20 Analysis of Key TPI

	Proportion of Phases Completed to Started (2/1)	Proportion Completed After Reasonable Period (5/1)	Overrun Days as Proportion Phases Started (6/1)	Permanent Registrations as Proportion of Phase 1 Registrations (8/7)	Early Starts as Proportion of Works Phases Started (13/1)
Cadent Gas Limited [10]	-	-	-	-	-
Highways England [11]	93.3%	0.0%	0.0%	0.0%	0.0%
TRANSPORT FOR LONDON [20]	-	-	-	-	-
BT [30]	100.1%	0.5%	3.2%	95.2%	6.7%
CABLE AND WIRELESS UK [70]	-	-	-	-	-
LANCASHIRE COUNTY COUNCIL [2371]	84.7%	7.3%	168.0%	0.9%	31.1%
Blackpool borough council [2373]	100.0%	0.0%	0.0%	33.3%	0.0%
Northern Powergrid (Yorkshire) plc [7001]	100.0%	4.5%	11.4%	88.9%	0.0%
ELECTRICITY NORTH WEST [7005]	100.7%	0.4%	1.2%	98.5%	13.7%
SCOTTISH POWER (MANWEB) [7008]	100.0%	0.0%	0.0%	100.0%	6.7%
Vodafone [7076]	100.0%	1.2%	1.2%	100.0%	11.9%
NETWORK RAIL -PROMOTERS NATIONAL [7093]	99.4%	0.0%	0.0%	100.0%	2.4%
VIRGIN MEDIA [7160]	100.8%	0.2%	0.3%	94.2%	2.7%
Romec [7221]	100.0%	0.0%	0.0%	100.0%	0.0%
GTC [7231]	100.0%	0.0%	0.0%	100.0%	12.5%
Zayo Group UK Ltd (formerly AboveNet) [7235]	133.3%	0.0%	0.0%	0.0%	0.0%
SSE DATACOM [7244]	100.0%	0.0%	0.0%	100.0%	0.0%
Interoute [7245]	-	-	-	-	-
T-Mobile (UK) Limited [7250]	100.0%	0.0%	0.0%	88.9%	3.1%
ES Pipelines Ltd [7260]	-	-	-	-	-
HUTCHISON 3G UK LTD [7264]	100.0%	1.7%	1.7%	100.0%	0.0%
Last Mile Electricity Limited [7269]	100.0%	10.2%	49.0%	95.1%	8.2%
Fulcrum Pipelines Limited [7294]	100.0%	0.0%	0.0%	100.0%	50.0%
GEO [7304]	-	-	-	-	-
EUNETWORKS FIBER UK LTD [7307]	100.0%	0.0%	0.0%	-	0.0%
ESP Electricity Ltd [7309]	116.7%	0.0%	0.0%	100.0%	0.0%
Last Mile Gas Limited [7311]	100.0%	0.0%	0.0%	66.7%	0.0%
CityFibre [7330]	101.1%	0.8%	1.1%	96.8%	41.3%
Organisation 007348 [7348]	100.0%	0.0%	0.0%	-	0.0%
Broadband for the Rural North (B4RN) [7350]	100.0%	0.0%	0.0%	92.3%	1.8%
Grain Communications Ltd (was Solway) [7351]	100.0%	10.0%	21.9%	79.6%	22.4%
Energy Assests Networks Ltd [7359]	100.0%	0.0%	0.0%	85.7%	0.0%
MURPHY POWER DISTRIBUTION [7366]	100.0%	10.0%	20.0%	100.0%	20.0%
MURPHY GAS NETWORKS [7367]	100.0%	0.0%	0.0%	100.0%	0.0%
ITS Technology Group [7370]	100.0%	0.0%	0.0%	71.1%	3.8%
IX Wireless Ltd [7377]	100.0%	1.6%	27.6%	61.6%	0.6%
Netomnia Ltd [7388]	100.5%	0.5%	1.1%	93.0%	8.9%
Organisation 007395 [7395]	-	-	-	-	-
Digital Infrastructure [7518]	100.7%	0.0%	0.0%	95.9%	4.4%
Organisation 007527 [7527]	100.0%	0.1%	0.1%	95.6%	7.9%
Organisation 007537 [7537]	100.0%	0.0%	0.0%	-	0.0%
Organisation 007560 [7560]	100.0%	0.0%	0.0%	100.0%	50.0%
Organisation 007562 [7562]	100.1%	2.5%	17.0%	75.9%	11.6%
Organisation 007567 [7567]	100.0%	0.0%	0.0%	100.0%	25.0%
UNITED UTILITIES WATER LIMITED [9102]	100.8%	0.6%	1.2%	96.5%	1.1%
Yorkshire Water [9109]	100.0%	0.8%	0.8%	98.5%	0.8%
SECTION 50 WORKS [9999]	-	-	-	-	-
TOTAL	**100.1%**	**1.0%**	**7.9%**	**92.5%**	**6.5%**

5.3.3 The proportion of works phases completed to phases started in the year is 100.1% overall.

5.3.4 The proportion of works completed after the reasonable period remains very low at 1.0% overall.

5.3.5 The number of overrun days as a proportion of works phases started has reduced from a high of 29% in Year 8 to 8%, with a high percentage recorded for council works due to the relatively low number of works completed.

Recommendation Yr9 – 05 (continued from Yr8 - 03): Review number of overrun days for council works and identify if all works are being closed out timeously.

5.3.6 The number of permanent registrations at phase 1 as a proportion of all phase 1 registrations is high overall at 92.5%.

5.3.7 The number of early starts as a proportion of works phases started is relatively low at 6.5% of all works.

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 utility permits granted in Year 9 has reduced to 41,390 following an increase to 44,410 in Year 8. This is still significantly higher than the number granted in previous years.

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 18.0 (shown in Table 21). 14.7 FTE staff would be required to process utility permit applications and 3.3 staff to process highway applications.

Table 21 2014 Business case staff resource projection

PERSONNEL LEVEL	All Works	Utilities
Street Works Officer	8.9	7.4
Street Works Co-ordinator	7.3	6.0
Traffic Manager	1.7	1.4
Total employees	**18.0**	**14.7**

6.2.3 Using the actual number of utility and highway authority permit applications recorded in Year 9, the same Fees Matrix spreadsheet calculates the total number of staff required at 26.6 (shown in Table 22).

Table 22 Year 9 staff resource, 2023-24

PERSONNEL LEVEL	All Works	Utilities
Street Works Officer	12.3	11.4
Street Works Co-ordinator	9.8	8.9
Traffic Manager	4.5	4.0
Total employees	**26.6**	**24.2**

6.2.4 The number of staff required to process utility permits in Year 9 has reduced from 25.7 in Year 8 to 24.2.

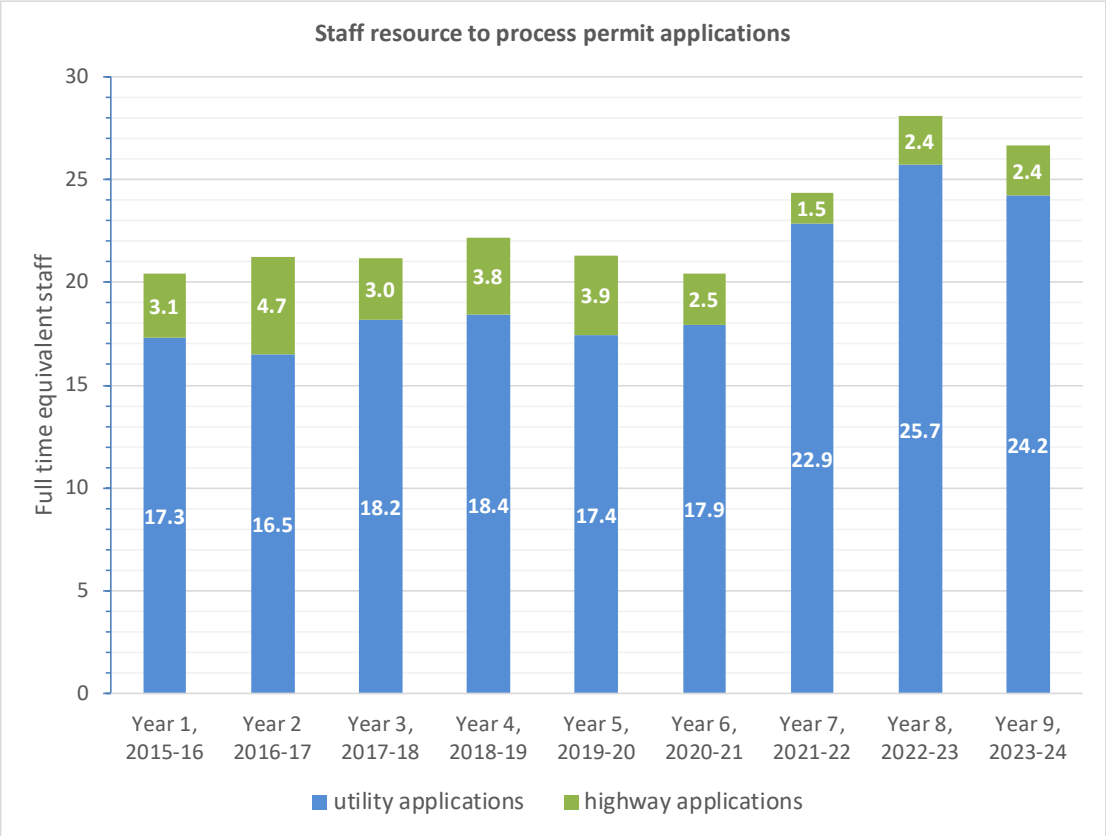


Figure 9 Change in staff resource to process permit applications

6.2.5 The additional staff resource required to process permit applications in the last three years will be reflected in a higher cost to the Council to operate the scheme since 2021.

6.3 Operating Cost

6.3.1 Using the same Fees Matrix spreadsheet, the cost to process granted utility permits in Year 9 has reduced very slightly to £2,429,803 from £2,438,020 the previous year; a 0.5% reduction.

6.3.2 This is broken down as £1,966,346 for staff costs related to permit applications and £324,748 for the additional fees charged for permit variations (Table 23).

6.3.3 The permit fees charged in each year include a surcharge to cover the utilities' share of the allowable operational costs. This surcharge recovered £138,709 of the calculated overheads, or approximately 6% of the total annual income.

Table 23 Year 9 DfT Fees Matrix outputs, 2023-24

	Total Fee Income	Number Granted	Personnel Required	Operating Cost
Year 9, 2023-24				
All works permit applications;		43,510	26.63	**£2,658,757**
Utility permit applications;	**£2,178,953**		24.24	**£2,429,803**
- Permit applications & PAA		41,390		£1,966,346
- Permit variations		12,142		£324,748
- Allowable overheads				£138,709

6.4 Fee Income

6.4.1 Permit fee income billed has reduced by 6.6% from £2,332,443 in Year 8 to £2,178,953 in Year 9. This follows a trend of increasing fee income the previous two years. The fee income level is still significantly higher than billed in any of the first six years of the scheme.

6.4.2 The change in permit fee income over the last 6 years is shown in Table 24.

Table 24 Permit fee income, 2018-24

Period	Annual Fee Income	Change from Previous Year
Year 4, 2018-19	**£1,714,327**	
Year 5, 2019-20	**£1,712,982**	-0.1%
Year 6, 2020-21	**£1,727,458**	0.8%
Year 7, 2021-22	**£2,172,115**	25.7%
Year 8, 2022-23	**£2,332,443**	7.4%
Year 9, 2023-24	**£2,178,953**	-6.6%

6.4.3 The scheme was operating at a reported 11.5% loss in the ninth year. This is a result of the continued increase in staff salaries and other costs since the permit fee schedule was set in 2015 and the increase in number of staff required to process the number of permit applications submitted.

6.4.4 Salaries for SW co-ordinators and SW officers have increased by 20% and 25% since 2018.

6.4.5 The Council has reviewed permit fee income and total costs to operate the scheme at the end of Year 3 and at the end of Year 6; in line with advice in the Department for Transport statutory advice at the time.

6.4.6 No action was taken to recover accumulated losses during the first six years of the scheme. However, a small operating loss was forecast during Year 8 and a small adjustment in fees was recommended to prevent these losses accruing in subsequent years.

6.4.7 The plan to adjust fees during 2022 was postponed following feedback received during the consultation process, with the Council choosing to re-consider permit fees at the end of the current year.

6.4.8 Given the increasing losses reported in Year 9, it is recommended that a full review of fees charged is carried out as soon as possible, with a view to adjusting fees to prevent further on-going losses accruing.

Recommendation Yr9 - 06: Review fee income and reported losses to the end of Year 9 and adjust permit fees accordingly in 2024.

7 CONCLUSIONS

7.1 Summary

7.1.1 The Lancashire County Council (LCC) Permit Scheme went live on 2nd March 2015.

7.1.2 The permit scheme regulations require the production of a full review of the scheme benefits, parity of operation and fee income every year for the first three years. Thereafter, a full review is required every third year. To date the Council has commissioned a review at the end of every year since the scheme went live, with the performance reported annually.

7.1.3 The last full review was prepared at the end of Year 6, with interim reviews prepared at the end of Years 7 and 8.

7.1.4 This report presents the next full review on completion of Year 0, covering the period March 2023 to February 2024.

7.2 Scheme benefits

7.2.1 38,728 works were completed during Year 9, 2.8% fewer than completed the previous year. This follows a 25% and then 15% increase in works completed over the two previous years. Prior to Year 7, the maximum number of works completed in a single year was 30,355.

7.2.2 The total number of days worked has reduced from Year 8, following a reduction in the number of works completed during Year 9. Overall, Year 9 reported 3,947 fewer days worked – a 3% reduction on the number reported in Year 8.

7.2.3 The reduction in the number of utility works completed together with a further small fall in the average works duration has produced a 6% reduction in the number of working days recorded for utility works. 8,098 fewer working days were recorded for utility works in Year 9.

7.2.4 The benefit of the scheme is assessed against the benchmark prior to the introduction of the Permit Scheme. Year 9 shows a 27,755 reduction in number of days worked compared with the Noticing baseline (133,832 days compared with 161,587 days).

7.2.5 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 Year 9 is calculated at **£16.4M per annum**. This saving equates to 23% of the overall cost of works calculated in the CBA (£72.0M per annum total cost to road users).

7.2.6 This is lower than the peak £24M reported benefit in Year 6, but has to be considered against the significant increase in number of works completed over the last three years.

7.2.7 The 17% reduction in number of days worked since Noticing is substantially higher than the 5% benefit specified in the DfT guidelines for the business case justification for a move to Permit Schemes.

7.3 Recommendations

7.3.1 Six recommendations have been made, relating to recording of highway works, monitoring Key Performance Indicators relating to permit conditions and permit condition inspections and to consider reviewing permit fees in the current year to recover losses reported to the end of Year 9.

Duration & occupancy;

Recommendation Yr9 – 01 (continued from Yr8 - 01): Review highway works to identify if all works requiring a permit are recorded correctly in the system and to ensure all works are closed out correctly.

Recommendation Yr9 – 02: Review Immediate – Urgent requests submitted by utilities in the current year to confirm the number of applications of this type is appropriate.

Key Performance Indicators;

Recommendation Yr9 – 03: Review highway authority permit applications to confirm if the number of conditions applied is appropriate.

Recommendation Yr9 – 04 (continued from Yr8 – 02): Review system reporting to identify if permit condition inspections are recorded correctly.

Recommendation Yr9 – 05 (continued from Yr8 - 03): Review number of overrun days for council works and identify if all works are being closed out timeously.

Permit Fees;

Recommendation Yr9 - 06: Review fee income and reported losses to the end of Year 9 and adjust permit fees accordingly in 2024.

7.3.2 Recommendations 01, 04 and 05 are a continuation of a recommendation made in the Year 8 review.

7.4 Conclusions

7.4.1 Monitoring the key performance indicators and empirical evidence gained from the first 9 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 achieved its objectives in the eight year, as defined in the application documents.

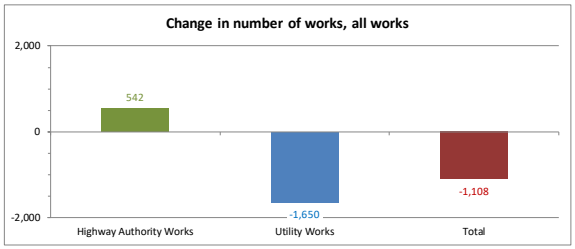
7.4.3 The 17% reduction in number of days worked since Noticing is substantially higher than the 5% benefit specified in the DfT guidelines for the business case justification for a move to Permit Schemes.

APPENDIX A. YEAR 9 DETAILED ANALYSIS

A1. All Works

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

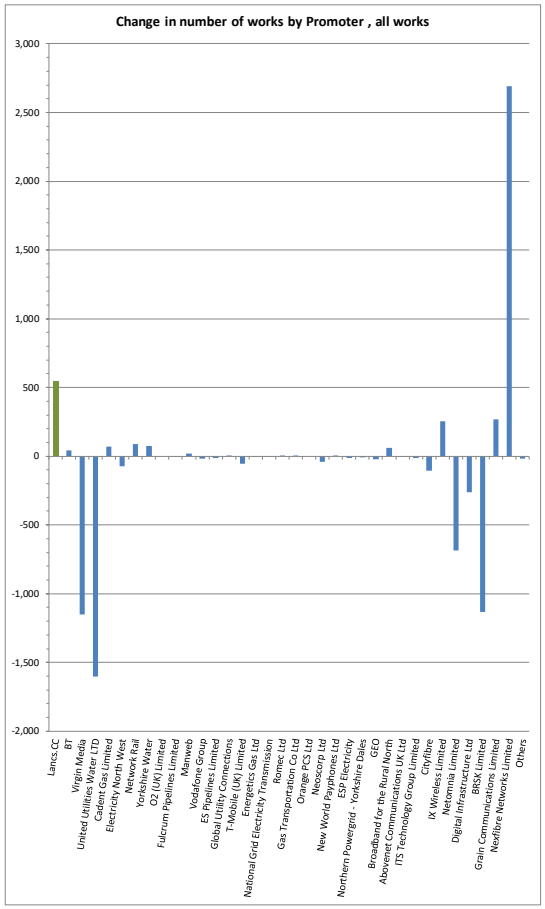
PROMOTER TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8	
Highway Authority Works	974	1,368	1,910	542	39.6%
Utility Works	34,045	38,018	36,368	-1,650	-4.3%
Total	**35,019**	**39,386**	**38,278**	**-1,108**	-2.8%



PROMOTER TYPE	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Highway Authority Works	2,293	1,417	-876	-38.2%
Utility Works	27,048	36,144	9,096	33.6%
Total	**29,341**	**37,561**	**8,220**	28.0%

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	
Lancs.CC	974	1,368	1,910	542	39.6%
BT	9,117	7,954	7,995	41	0.5%
Virgin Media	2,679	4,396	3,244	-1,152	-26.2%
United Utilities Water LTD	12,825	14,475	12,874	-1,601	-11.1%
Cadent Gas Limited	2,905	2,554	2,622	68	2.7%
Electricity North West	2,846	3,081	3,007	-74	-2.4%
Network Rail	216	141	229	88	62.4%
Yorkshire Water	141	132	206	74	56.1%
O2 (UK) Limited	2	1	1		
Fulcrum Pipelines Limited	23	4	3	-1	-25.0%
Manweb	42	36	56	20	55.6%
Vodafone Group	87	130	114	-16	-12.3%
ES Pipelines Limited	27	12		-12	-100.0%
Global Utility Connections	49	67	68	1	1.5%
T-Mobile (UK) Limited	202	93	39	-54	-58.1%
Energetics Gas Ltd	6	14	11	-3	-21.4%
National Grid Electricity Transmissio	4	1		-1	-100.0%
Romec Ltd	15	16	17	1	6.3%
Gas Transportation Co Ltd	27	8	9	1	12.5%
Orange PCS Ltd					
Neoscorp Ltd	45	58	18	-40	-69.0%
New World Payphones Ltd	4	7	8	1	14.3%
ESP Electricity	11	23	12	-11	-47.8%
Northern Powergrid - Yorkshire Dale	85	74	64	-10	-13.5%
GEO	47	21		-21	-100.0%
Broadband for the Rural North	178	26	88	62	238.5%
Abovenet Communications UK Ltd		7	5	-2	-28.6%
ITS Technology Group Limited	17	74	63	-11	-14.9%
Cityfibre	417	485	380	-105	-21.6%
IX Wireless Limited	742	239	492	253	105.9%
Netomnia Limited	444	889	203	-686	-77.2%
Digital Infrastructure Ltd		706	446	-260	-36.8%
BRSK Limited	518	1,997	865	-1,132	-56.7%
Grain Communications Limited	92	48	314	266	554.2%
Nexfibre Networks Limited			2,692	2,692	
Others	165	242	223	-19	-7.9%
Total	**34,952**	**39,379**	**38,278**	**-1,101**	-2.8%



PROMOTER	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Lancs.CC	2,293	1,417	-876	-38.2%
BT	6,108	8,355	2,248	36.8%
Virgin Media	2,717	3,440	723	26.6%
United Utilities Water LTD	10,630	13,391	2,761	26.0%
Cadent Gas Limited	3,238	2,694	-544	-16.8%
Electricity North West	3,217	2,978	-239	-7.4%
Network Rail	187	195	8	4.5%
Yorkshire Water	148	160	12	8.1%
O2 (UK) Limited	7	1	-6	-81.8%
Fulcrum Pipelines Limited	54	10	-44	-81.4%
Manweb	52	45	-7	-13.5%
Vodafone Group	58	110	53	91.3%
ES Pipelines Limited	32	13	-19	-58.9%
Global Utility Connections	54	61	8	14.3%
T-Mobile (UK) Limited	47	111	65	138.6%
Energetics Gas Ltd	17	10	-7	-40.4%
National Grid Electricity Transmissio	4	2	-2	-58.3%
Romec Ltd	15	16	1	9.1%
Gas Transportation Co Ltd	32	15	-17	-53.7%
Orange PCS Ltd				
Neoscorp Ltd	23	40	17	75.4%
New World Payphones Ltd	7	6	0	-5.0%
ESP Electricity	15	15	0	2.2%
Northern Powergrid - Yorkshire Dale	81	74	-7	-8.2%
GEO	159	23	-136	-85.7%
Broadband for the Rural North		97	97	
Abovenet Communications UK Ltd		4	4	
ITS Technology Group Limited		51	51	
Cityfibre		427	427	
IX Wireless Limited		491	491	
Netomnia Limited		512	512	
Digital Infrastructure Ltd		384	384	
BRSK Limited		1,127	1,127	
Grain Communications Limited		151	151	
Nexfibre Networks Limited		897	897	
Others	149	210	61	40.9%
Total	**29,341**	**37,536**	**8,195**	27.9%

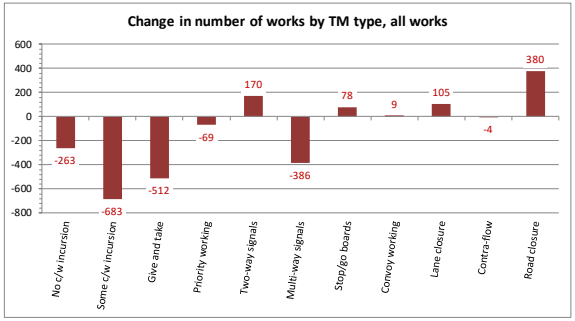
Table A.2b: Number of works by Telecomms. promoters, year on year comparison

TELECOMMS. PROMOTERS	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8	
Number of works completed	**14,708**	**17,175**	**17,110**	**-65**	-0.4%
Change from 2015-16 baseline		16.8%	-0.4%		

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	**9,290**	**16,331**	**7,041**	68.2%
Change from previous period		75.8%		

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

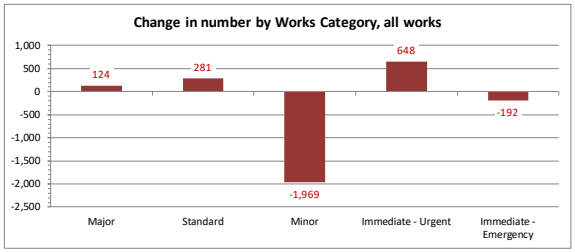
TRAFFIC MANAGEMENT TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8	
No c/w incursion	2,427	1,943	1,680	-263	-13.5%
Some c/w incursion	16,704	22,517	21,834	-683	-3.0%
Give and take	6,488	5,805	5,293	-512	-8.8%
Priority working	310	180	111	-69	-38.3%
Two-way signals	3,526	3,380	3,550	170	5.0%
Multi-way signals	2,851	2,890	2,504	-386	-13.4%
Stop/go boards	438	340	418	78	22.9%
Convoy working	1	1	10	9	900.0%
Lane closure	417	433	538	105	24.2%
Contra-flow	17	19	15	-4	-21.1%
Road closure	1,840	1,878	2,258	380	20.2%
Total	**35,019**	**39,386**	**38,211**	**-1,175**	-3.0%
% no carriageway incursion	*6.9%*	*4.9%*	*4.4%*		



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	4,187	2,017	-2,171	-51.8%
Some c/w incursion	13,027	20,352	7,325	56.2%
Give and take	4,330	5,862	1,532	35.4%
Priority working	130	200	70	53.7%
Two-way signals	3,126	3,485	360	11.5%
Multi-way signals	2,176	2,748	572	26.3%
Stop/go boards	434	399	-35	-8.1%
Convoy working	4	4	1	14.3%
Lane closure	351	463	111	31.7%
Contra-flow	14	17	3	24.4%
Road closure	1,563	1,992	429	27.4%
Total	**29,343**	**37,539**	**8,196**	27.9%
% no carriageway incursion	*14.3%*	*5.4%*		

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

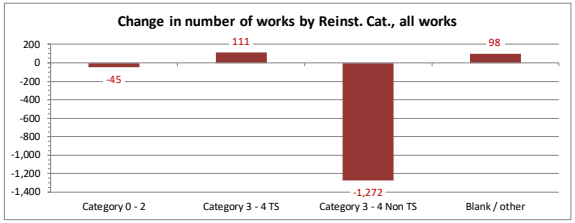
WORKS STOPPED	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8	
Major	1,604	1,574	1,698	124	7.9%
Standard	3,391	4,743	5,024	281	5.9%
Minor	19,112	22,291	20,322	-1,969	-8.8%
Immediate - Urgent	9,357	9,125	9,773	648	7.1%
Immediate - Emergency	1,555	1,653	1,461	-192	-11.6%
Total	**35,019**	**39,386**	**38,278**	**-1,108**	-2.8%



WORKS STOPPED	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Major	1,588	1,625	37	2.4%
Standard	3,723	4,386	663	17.8%
Minor	13,057	20,575	7,518	57.6%
Immediate - Urgent	9,664	9,418	-245	-2.5%
Immediate - Emergency	1,310	1,556	247	18.8%
Total	**29,341**	**37,561**	**8,220**	28.0%

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	7,277	7,736	7,691	-45	-0.6%
Category 3 - 4 TS	6,432	6,387	6,498	111	1.7%
Category 3 - 4 Non TS	20,727	25,016	23,744	-1,272	-5.1%
Blank / other	583	247	345	98	39.7%
All works	**35,019**	**39,386**	**38,278**	**-1,108**	-2.8%



REINSTATEMENT CATEGORY	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Category 0 - 2	6,613	7,568	955	14.4%
Category 3 - 4 TS	5,315	6,439	1,124	21.1%
Category 3 - 4 Non TS	16,943	23,162	6,220	36.7%
Blank / other	469	392	-77	-16.4%
All works	**29,339**	**37,561**	**8,222**	28.0%

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)	3.5	3.5	3.5		
Total number of days worked	**123,023**	**137,779**	**133,832**	**-3,947**	-2.9%

Year 9, 2023-24, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
13.7	6.1	1.8	3.6	5.3
23,239	**30,826**	**36,922**	**35,087**	**7,758**

Year 8, 2022-23, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
14.0	5.7	2.0	3.9	4.7
22,053	**27,170**	**45,555**	**35,152**	**7,849**

Year 7, 2021-22, Duration by works category

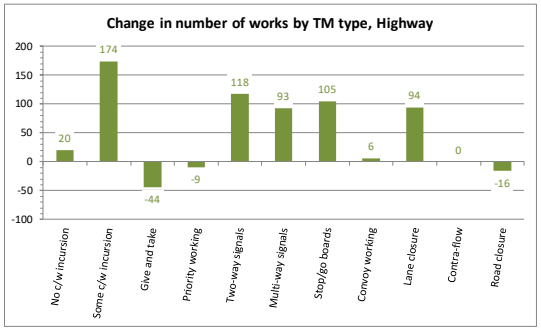
MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
12.4	6.6	2.0	3.8	4.4
19,825	**22,464**	**38,286**	**35,612**	**6,836**

DURATION	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Average duration (days)	4.2	3.5	-0.7	-16.7%
Total number of days worked	**124,100**	**131,545**	**7,445**	6.0%

A2. Highway Works

Table A.7: Number of works by traffic management type, year on year comparison

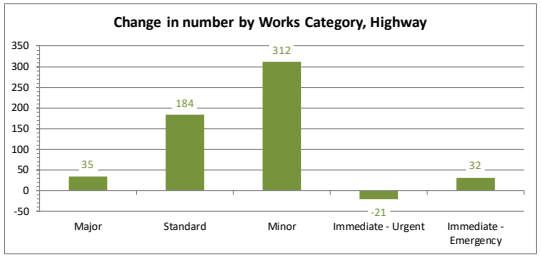
TRAFFIC MANAGEMENT TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8	
No c/w incursion	23	21	41	20	95.2%
Some c/w incursion	169	227	401	174	76.7%
Give and take	46	117	73	-44	-37.6%
Priority working	6	18	9	-9	-50.0%
Two-way signals	147	267	385	118	44.2%
Multi-way signals	91	154	247	93	60.4%
Stop/go boards	48	71	176	105	147.9%
Convoy working	1		6	6	
Lane closure	100	128	222	94	73.4%
Contra-flow	1				
Road closure	342	365	349	-16	-4.4%
Total	**974**	**1,368**	**1,909**	**541**	39.5%



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	857	28	-829	-96.7%
Some c/w incursion	369	266	-103	-27.9%
Give and take	137	79	-58	-42.4%
Priority working	8	11	3	37.5%
Two-way signals	189	266	77	40.7%
Multi-way signals	87	164	77	87.8%
Stop/go boards	134	98	-35	-26.4%
Convoy working	0	2	2	600.0%
Lane closure	79	150	71	89.9%
Contra-flow	1	0	-1	-66.7%
Road closure	432	352	-80	-18.5%
Total	**2,293**	**1,417**	**-876**	-38.2%

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	238	424	459	35	8.3%
Standard	242	364	548	184	50.5%
Minor	177	359	671	312	86.9%
Immediate - Urgent	271	157	136	-21	-13.4%
Immediate - Emergency	46	64	96	32	50.0%
Total	**974**	**1,368**	**1,910**	**542**	39.6%



WORKS STOPPED	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Major	484	374	-110	-22.8%
Standard	1,015	385	-631	-62.1%
Minor	622	402	-220	-35.4%
Immediate - Urgent	88	188	100	112.8%
Immediate - Emergency	83	69	-15	-17.6%
Total	**2,293**	**1,417**	**-876**	-38.2%

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)	7.5	8.6	8.3	-0.3	-3.5%
Total number of days worked	**7,312**	**11,794**	**15,945**	**4,151**	35.2%

Year 9, 2023-24, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
18.8	7.3	2.2	6.6	9.3
8,639	**4,021**	**1,498**	**892**	**895**

Year 8, 2022-23, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
16.3	7.3	2.0	4.7	11.7
6,925	**2,666**	**719**	**736**	**748**

Year 7, 2021-22, Duration by works category

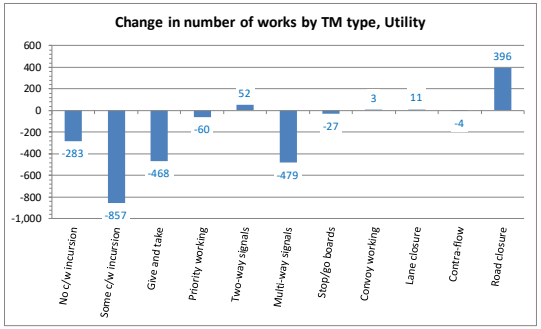
MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
12.2	7.7	1.8	6.7	8.7
2,908	**1,871**	**315**	**1,820**	**398**

DURATION	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Average duration (days)	9.5	9.4	-0.1	-1.3%
Total number of days worked	**21,911**	**11,684**	**-10,227**	-46.7%

A3. Utility Works

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

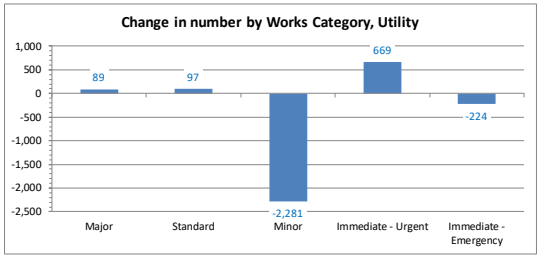
TRAFFIC MANAGEMENT TYPE	Year 7 2021-22	Year 8 2022-23	Year 9 2023-24	Diff Yr 9 - Yr 8	
No c/w incursion	2,404	1,922	1,639	-283	-14.7%
Some c/w incursion	16,535	22,290	21,433	-857	-3.8%
Give and take	6,442	5,688	5,220	-468	-8.2%
Priority working	304	162	102	-60	-37.0%
Two-way signals	3,379	3,113	3,165	52	1.7%
Multi-way signals	2,760	2,736	2,257	-479	-17.5%
Stop/go boards	390	269	242	-27	-10.0%
Convoy working		1	4	3	300.0%
Lane closure	317	305	316	11	3.6%
Contra-flow	16	19	15	-4	-21.1%
Road closure	1,498	1,513	1,909	396	26.2%
Total	**34,045**	**38,018**	**36,302**	**-1,716**	-4.5%



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	3,330	1,988	-1,342	-40.3%
Some c/w incursion	12,658	20,086	7,428	58.7%
Give and take	4,193	5,783	1,590	37.9%
Priority working	122	189	67	54.8%
Two-way signals	2,936	3,219	283	9.6%
Multi-way signals	2,089	2,584	495	23.7%
Stop/go boards	300	300		
Convoy working	2	2	0	-16.7%
Lane closure	272	313	40	14.8%
Contra-flow	13	17	4	31.6%
Road closure	1,131	1,640	509	45.0%
Total	**27,048**	**36,122**	**9,074**	33.5%

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	1,366	1,150	1,239	89	7.7%
Standard	3,149	4,379	4,476	97	2.2%
Minor	18,935	21,932	19,651	-2,281	-10.4%
Immediate - Urgent	9,086	8,968	9,637	669	7.5%
Immediate - Emergency	1,509	1,589	1,365	-224	-14.1%
Total	**34,045**	**38,018**	**36,368**	**-1,650**	-4.3%



WORKS STOPPED	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Major	1,104	1,252	148	13.4%
Standard	2,708	4,001	1,293	47.8%
Minor	12,434	20,173	7,738	62.2%
Immediate - Urgent	9,575	9,230	-345	-3.6%
Immediate - Emergency	1,226	1,488	261	21.3%
Total	**27,048**	**36,144**	**9,096**	33.6%

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)	3.4	3.3	3.2	-0.1	-3.0%
Total number of days worked	**115,711**	**125,985**	**117,887**	**-8,098**	-6.4%

Year 9, 2023-24, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
11.8	6.0	1.8	3.5	5.0
14,600	**26,805**	**35,424**	**34,195**	**6,863**

Year 8, 2022-23, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
13.2	5.6	2.0	3.8	4.5
15,128	**24,504**	**44,836**	**34,416**	**7,101**

Year 7, 2021-22, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
12.4	6.5	2.0	3.7	4.3
16,917	**20,593**	**37,971**	**33,792**	**6,438**

DURATION	Average Years 4-6, 2018-21	Average Years 7-9, 2021-24	Difference Yrs 4-6 - Yrs 7-9	
Average duration (days)	3.8	3.3	-0.5	-12.4%
Total number of days worked	**102,189**	**119,861**	**17,672**	17.3%

APPENDIX B. PROMOTER DURATION ANALYSIS

TRAFFIC MANAGEMENT & DURATION, BT (BC)										
NO C/W INCURSION	SOME C/W INCURSION	GIVE & TAKE	PRIORITY WORKING	TWO-WAY SIGNALS	MULTI-WAY SIGNALS	STOP/GO BOARDS	CONVOY WORKING	LANE CLOSURE	CONTRA-FLOW	ROAD CLOSURE
Average Duration (days)										
1.8	1.8	2.1	1.7	1.6	1.9	1.6	20.7	2.3	2.7	1.4
Minimum Duration (days)										
0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0
Maximum Duration (days)										
8.0	23.0	43.0	3.0	27.0	10.0	5.0	28.0	8.0	7.0	13.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
0	**2**	**2**	0	**1**	0	0	**2**	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
0	0	**1**	0	0	0	0	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
0	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0
>365	>365	>365	>365	>365	>365	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0
Number of Works Completed										
486	4,208	1,411	6	628	745	24	3	68	6	377
Number of Days Worked										
853	7,759	3,021	10	1,004	1,416	39	62	159	16	509

WORKS CATEGORIES, BT (BC)				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average Duration (days)				
2.0	5.3	1.6	1.7	1.8
Minimum Duration (days)				
0.0	0.0	0.0	0.0	0.0
Maximum Duration (days)				
28.0	14.0	25.0	43.0	7.0
>15	>15	>15	>15	>15
3	0	**3**	**1**	0
>30	>30	>30	>30	>30
0	0	0	**1**	0
>60	>60	>60	>60	>60
0	0	0	0	0
>180	>180	>180	>180	>180
0	0	0	0	0
>365	>365	>365	>365	>365
0	0	0	0	0
Number of Works Completed				
188	441	5,891	1,386	89
Number of Days Worked				
370	2,322	9,643	2,401	160

Total Number of Works Completed
7,962

Average Works Duration
1.7

Total number of days worked
14,848

TRAFFIC MANAGEMENT & DURATION, VIRGIN MEDIA (NK)										
NO C/W INCURSION	SOME C/W INCURSION	GIVE & TAKE	PRIORITY WORKING	TWO-WAY SIGNALS	MULTI-WAY SIGNALS	STOP/GO BOARDS	CONVOY WORKING	LANE CLOSURE	CONTRA-FLOW	ROAD CLOSURE
Average Duration (days)										
1.6	1.3	1.9	-	2.1	2.0	1.2	-	3.2	-	1.5
Minimum Duration (days)										
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0
Maximum Duration (days)										
3.0	8.0	3.0	0.0	5.0	3.0	3.0	0.0	8.0	0.0	2.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
0	0	0	0	0	0	0	0	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
0	0	0	0	0	0	0	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
0	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0
>365	>365	>365	>365	>365	>365	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0
Number of Works Completed										
108	2,964	45	0	60	27	27	0	11	0	2
Number of Days Worked										
178	3,874	86	0	123	54	33	0	35	0	3

WORKS CATEGORIES, VIRGIN MEDIA (NK)				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average Duration (days)				
1.5	4.3	1.3	1.9	-
Minimum Duration (days)				
1.0	1.0	0.0	0.0	0.0
Maximum Duration (days)				
2.0	8.0	5.0	3.0	0.0
>15	>15	>15	>15	>15
0	0	0	0	0
>30	>30	>30	>30	>30
0	0	0	0	0
>60	>60	>60	>60	>60
0	0	0	0	0
>180	>180	>180	>180	>180
0	0	0	0	0
>365	>365	>365	>365	>365
0	0	0	0	0
Number of Works Completed				
2	32	3,009	201	0
Number of Days Worked				
3	139	3,856	388	0

Total Number of Works Completed

3,244

Average Works Duration

1.3

Total number of days worked

4,386

TRAFFIC MANAGEMENT & DURATION, UNITED UTILITIES WATER LIMITED (HZ)										
NO C/W INCURSION	SOME C/W INCURSION	GIVE & TAKE	PRIORITY WORKING	TWO-WAY SIGNALS	MULTI-WAY SIGNALS	STOP/GO BOARDS	CONVOY WORKING	LANE CLOSURE	CONTRA-FLOW	ROAD CLOSURE
Average Duration (days)										
2.8	3.3	3.7	1.9	2.7	2.3	1.1	-	3.9	2.3	3.7
Minimum Duration (days)										
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Duration (days)										
23.0	43.0	34.0	5.0	55.0	34.0	5.0	0.0	71.0	5.0	94.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
1	**7**	**2**	0	**7**	**6**	0	0	**3**	0	**11**
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
0	**2**	**1**	0	**4**	**1**	0	0	**2**	0	**6**
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
0	0	0	0	0	0	0	0	**1**	0	**2**
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0
>365	>365	>365	>365	>365	>365	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0
Number of Works Completed										
155	7,061	2,331	14	1,489	649	91	0	82	6	996
Number of Days Worked										
429	23,132	8,705	27	3,990	1,525	101	0	322	14	3,710

WORKS CATEGORIES, UNITED UTILITIES WATER LIMITED (HZ)				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average Duration (days)				
6.4	5.1	1.9	3.7	2.2
Minimum Duration (days)				
0.0	0.0	0.0	0.0	0.0
Maximum Duration (days)				
94.0	19.0	10.0	54.0	34.0
>15	>15	>15	>15	>15
19	**3**	0	**13**	**2**
>30	>30	>30	>30	>30
12	0	0	**2**	**2**
>60	>60	>60	>60	>60
3	0	0	0	0
>180	>180	>180	>180	>180
0	0	0	0	0
>365	>365	>365	>365	>365
0	0	0	0	0
Number of Works Completed				
225	1,661	4,549	6,165	274
Number of Days Worked				
1,446	8,398	8,422	23,090	599

Total Number of Works Completed

12,874

Average Works Duration

3.1

Total number of days worked

41,955

TRAFFIC MANAGEMENT & DURATION, CADENT GAS LIMITED (AZ)										
NO C/W INCURSION	SOME C/W INCURSION	GIVE & TAKE	PRIORITY WORKING	TWO-WAY SIGNALS	MULTI-WAY SIGNALS	STOP/GO BOARDS	CONVOY WORKING	LANE CLOSURE	CONTRA-FLOW	ROAD CLOSURE
Average Duration (days)										
4.7	6.0	8.9	15.8	8.4	18.6	1.6	-	8.4	-	10.9
Minimum Duration (days)										
0.0	0.0	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Maximum Duration (days)										
35.0	121.0	81.0	39.0	73.0	112.0	5.0	0.0	46.0	0.0	102.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
6	**126**	**20**	**1**	**27**	**116**	0	0	**5**	0	**20**
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
1	**22**	**7**	**1**	**10**	**37**	0	0	**1**	0	**4**
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
0	**3**	**3**	0	**2**	**8**	0	0	0	0	**1**
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0
>365	>365	>365	>365	>365	>365	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0
Number of Works Completed										
173	1,764	124	4	181	244	7	0	41	0	83
Number of Days Worked										
811	10,595	1,102	63	1,528	4,542	11	0	344	0	901

WORKS CATEGORIES, CADENT GAS LIMITED (AZ)				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average Duration (days)				
21.9	7.5	2.5	4.3	6.4
Minimum Duration (days)				
0.0	1.0	0.0	1.0	0.0
Maximum Duration (days)				
121.0	48.0	9.0	14.0	61.0
>15	>15	>15	>15	>15
250	**23**	0	0	**48**
>30	>30	>30	>30	>30
68	**4**	0	0	**11**
>60	>60	>60	>60	>60
16	0	0	0	**1**
>180	>180	>180	>180	>180
0	0	0	0	0
>365	>365	>365	>365	>365
0	0	0	0	0
Number of Works Completed				
395	386	749	242	850
Number of Days Worked				
8,649	2,896	1,855	1,033	5,469

Total Number of Works Completed

2,621

Average Works Duration

7.6

Total number of days worked

19,897

TRAFFIC MANAGEMENT & DURATION, ELECTRICITY NORTH WEST (JG)										
NO C/W INCURSION	SOME C/W INCURSION	GIVE & TAKE	PRIORITY WORKING	TWO-WAY SIGNALS	MULTI-WAY SIGNALS	STOP/GO BOARDS	CONVOY WORKING	LANE CLOSURE	CONTRA-FLOW	ROAD CLOSURE
Average Duration (days)										
4.8	4.8	5.2	-	4.6	8.0	1.9	-	4.8	2.0	6.1
Minimum Duration (days)										
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0	0.0
Maximum Duration (days)										
22.0	52.0	22.0	0.0	30.0	44.0	7.0	0.0	10.0	3.0	71.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
1	**8**	**2**	0	**9**	**32**	0	0	0	0	**10**
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
0	**4**	0	0	0	**6**	0	0	0	0	**2**
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
0	0	0	0	0	0	0	0	0	0	**1**
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0
>365	>365	>365	>365	>365	>365	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0
Number of Works Completed										
175	1,494	338	0	480	245	8	0	52	2	213
Number of Days Worked										
836	7,114	1,749	0	2,203	1,961	15	0	251	4	1,292

WORKS CATEGORIES, ELECTRICITY NORTH WEST (JG)				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average Duration (days)				
11.1	5.7	1.8	4.8	3.0
Minimum Duration (days)				
0.0	1.0	0.0	0.0	0.0
Maximum Duration (days)				
58.0	51.0	9.0	52.0	71.0
>15	>15	>15	>15	>15
50	**3**	0	**8**	**1**
>30	>30	>30	>30	>30
8	**1**	0	**2**	**1**
>60	>60	>60	>60	>60
0	0	0	0	**1**
>180	>180	>180	>180	>180
0	0	0	0	0
>365	>365	>365	>365	>365
0	0	0	0	0
Number of Works Completed				
190	1,075	349	1,336	57
Number of Days Worked				
2,101	6,127	645	6,380	172

Total Number of Works Completed

3,007

Average Works Duration

5.0

Total number of days worked

15,425

TRAFFIC MANAGEMENT & DURATION, NEXFIBRE NETWORKS LIMITED (N7)										
NO C/W INCURSION	SOME C/W INCURSION	GIVE & TAKE	PRIORITY WORKING	TWO-WAY SIGNALS	MULTI-WAY SIGNALS	STOP/GO BOARDS	CONVOY WORKING	LANE CLOSURE	CONTRA-FLOW	ROAD CLOSURE
Average Duration (days)										
3.1	3.4	5.5	-	3.5	2.6	3.3	-	2.5	-	-
Minimum Duration (days)										
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Maximum Duration (days)										
72.0	23.0	15.0	0.0	10.0	10.0	10.0	0.0	3.0	0.0	0.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
1	**6**	0	0	0	0	0	0	0	0	0
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
1	0	0	0	0	0	0	0	0	0	0
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
1	0	0	0	0	0	0	0	0	0	0
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
0	0	0	0	0	0	0	0	0	0	0
>365	>365	>365	>365	>365	>365	>365	>365	>365	>365	>365
0	0	0	0	0	0	0	0	0	0	0
Number of Works Completed										
227	1,940	371	0	34	87	31	0	2	0	0
Number of Days Worked										
713	6,507	2,057	0	118	228	102	0	5	0	0

WORKS CATEGORIES, NEXFIBRE NETWORKS LIMITED (N7)				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average Duration (days)				
72.0	8.3	2.5	2.7	2.2
Minimum Duration (days)				
72.0	0.0	0.0	1.0	1.0
Maximum Duration (days)				
72.0	23.0	15.0	11.0	3.0
>15	>15	>15	>15	>15
1	**6**	0	0	0
>30	>30	>30	>30	>30
1	0	0	0	0
>60	>60	>60	>60	>60
1	0	0	0	0
>180	>180	>180	>180	>180
0	0	0	0	0
>365	>365	>365	>365	>365
0	0	0	0	0
Number of Works Completed				
1	489	2,141	56	5
Number of Days Worked				
72	4,054	5,444	149	11

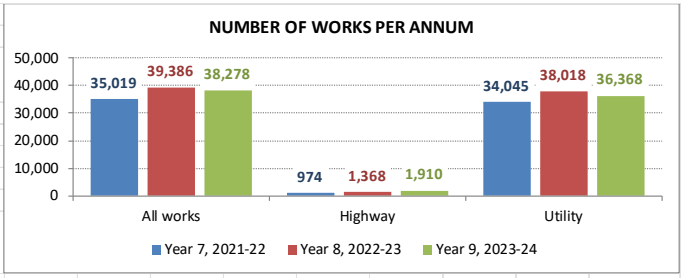
Total Number of Works Completed
2,692

Average Works Duration
3.2

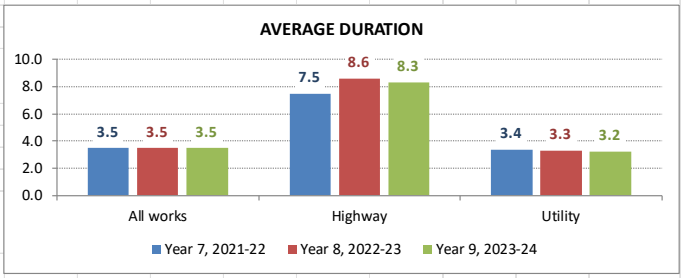
Total number of days worked
9,730

APPENDIX C. SCHEME BENEFIT SUMMARY

NUMBER OF WORKS	(number)		
	All works	Highway	Utility
Year 7, 2021-22	35,019	974	34,045
Year 8, 2022-23	39,386	1,368	38,018
Year 9, 2023-24	38,278	1,910	36,368
Change, Year 9 - Year 8	-1,108	542	-1,650
Change (%)	-2.8%	39.6%	-4.3%



DURATION	(days)		
	All works	Highway	Utility
Year 7, 2021-22	3.5	7.5	3.4
Year 8, 2022-23	3.5	8.6	3.3
Year 9, 2023-24	3.5	8.3	3.2
Change (days)	0.0	-0.3	-0.1



DAYS WORKED	(days)		
	All works	Highway	Utility
Year 7, 2021-22	123,023	7,312	115,711
Year 8, 2022-23	137,779	11,794	125,985
Year 9, 2023-24	133,832	15,945	117,887
Change, Year 9 - Year 8	-3,947	4,151	-8,098
Change (%)	-2.9%	35.2%	-6.4%