



The Lancashire Permit Scheme for Road & Street Activities

Year 4 Review, 2018-19



*Lancashire County Council Permit Scheme,
Year 4 Review, 2018-19*

Contents:		Page
Chapter 1	INTRODUCTION.....	1
Chapter 2	PERMIT APPLICATIONS.....	2
Chapter 3	KPI MONITORING	11
Chapter 4	CONCLUSIONS	17
Appendix A	PERMIT APPLICATIONS 2018-19	
A.1	All works	
A.2	Highway authority works	
A.3	Utility works	
Appendix B	SCHEME BENEFITS	



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).

1.1.6 The financial benefit to road users of the Permit Scheme in years 2 and 3 was calculated at **£10.6M and £23.4M per annum**, respectively; from a saving of 18,000 and 39,591 days compared with the Noticing baseline.

1.1.7 The evaluation of the second and third years of operation was reported in the report '*Lancashire County Council Year 2 Review, 2016-17*' and '*Lancashire County Council Year 3 Review, 2017-18*'.

1.2 Year 4 Review

1.2.1 Following the fourth anniversary of the Permit Scheme on 2nd February 2019, GK-TC has been commissioned to undertake a detailed review of the operation during year 4 and to determine whether benefits achieved in the first three years have been maintained.

1.2.2 Chapter 2 presents the analysis of the permit applications and actual durations. The review of the key performance indicators is reported in Chapter 3.

1.2.3 Chapter 4 presents the report summary, conclusions and recommendations.



2 PERMIT APPLICATIONS

2.1 Methodology

2.1.1 Data sources available for this review are:

- Noticing work stops notices, 2010 - 2013 (Exor database)
- Permit Scheme work stops notices, February 2015 - February 2019 (Symology database)

2.1.2 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.

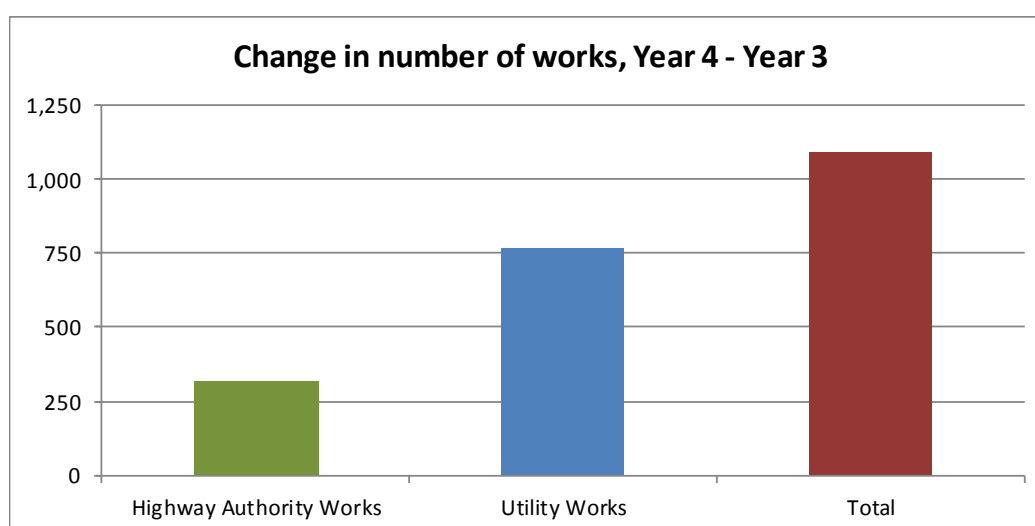
2.2 All works

2.2.1 The following series of charts and tables present a comparison of the year 4 performance against the previous year, year 3, and also the first year of operation.

2.2.2 The total number of Permit applications and a breakdown by highway authority and utility company is shown in Table 1 and the accompanying chart.

Table 1 Number of Permit applications

PROMOTER TYPE	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
Highway Authority Works	2,116	2,194	2,514	320
Utility Works	26,176	27,073	27,841	768
Total	28,292	29,267	30,355	1,088



2.2.3 The year 4 data shows a further increase in the number of permit applications compared with years 1 and 3.

2.2.4 Overall the number of permit applications is 3.7% higher in year 4 than the previous year, and 7% higher than the number recorded during year 1.

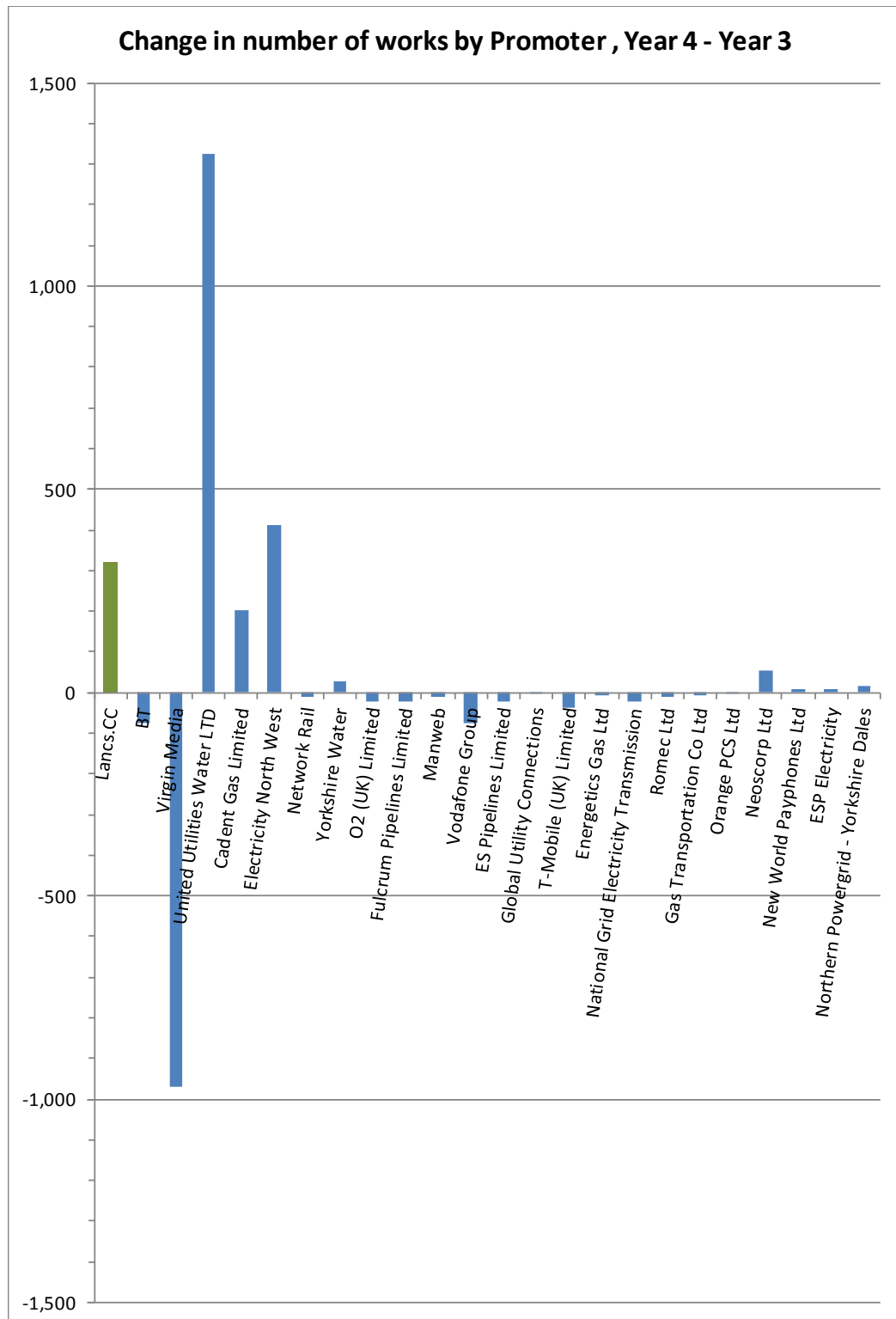


2.2.5 Highway works permits increased by 320 or 15% and utility works increased by 768 or 2.8%.

2.2.6 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 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
Lancs.CC	2,116	2,194	2,514	320
BT	6,482	5,688	5,614	-74
Virgin Media	2,518	3,879	2,909	-970
United Utilities Water LTD	9,662	10,506	11,830	1,324
Cadent Gas Limited	3,396	2,862	3,064	202
Electricity North West	3,240	3,100	3,512	412
Network Rail	152	211	199	-12
Yorkshire Water	94	112	139	27
O2 (UK) Limited	10	28	5	-23
Fulcrum Pipelines Limited	57	78	58	-20
Manweb	45	61	49	-12
Vodafone Group	193	157	82	-75
ES Pipelines Limited	51	71	49	-22
Global Utility Connections	47	46	45	-1
T-Mobile (UK) Limited	42	55	18	-37
Energetics Gas Ltd	28	18	13	-5
National Grid Electricity Transmission	1	27	6	-21
Romec Ltd	9	23	13	-10
Gas Transportation Co Ltd	26	45	38	-7
Orange PCS Ltd	5	2		-2
Neoscorp Ltd	2	1	55	54
New World Payphones Ltd	7		10	10
ESP Electricity	8	4	14	10
Northern Powergrid - Yorkshire Dales	101	59	74	15
Section 50 Licences				
Others		40	45	5
Total	28,292	29,267	30,355	1,088



2.2.7 The biggest change from year 3 is a 13% increase in permits for United Utilities Water Ltd, with the number of permits increasing from 9,662 in year 1, to 10,506 in year 3 and 11,830 last year.

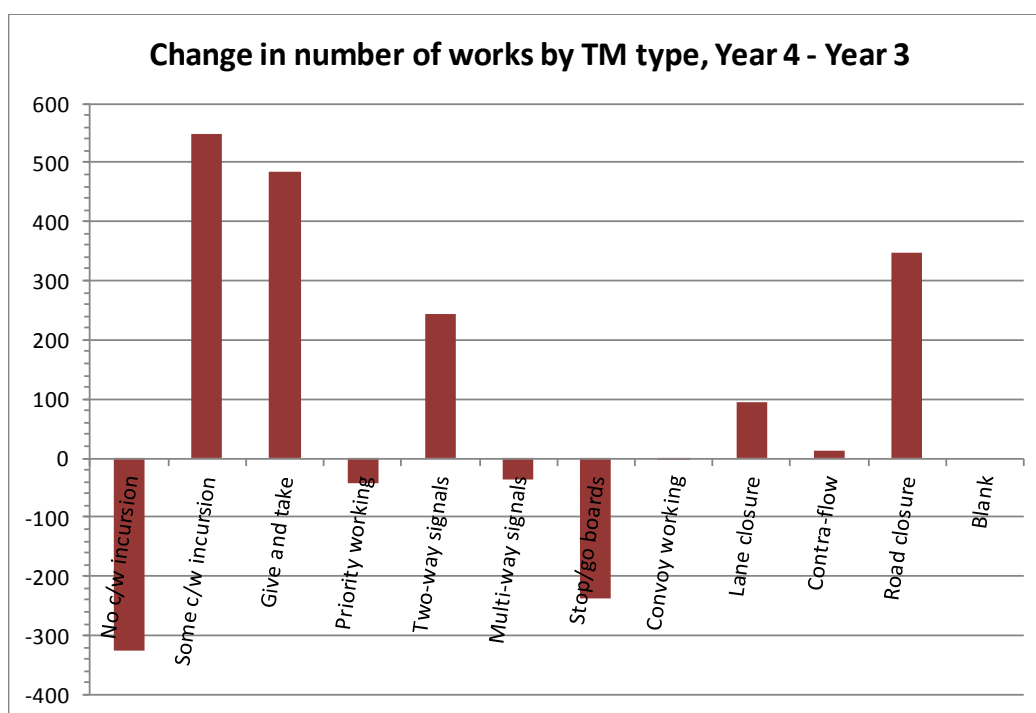
2.2.8 Other large changes include a 13% increase in works carried out for Electricity North West, from 3,100 to 3,512, and a 25% reduction in Virgin Media works, reducing from 3,879 in year 3 to 2,909 permits.



- 2.2.9 The Virgin Media works have returned to the level of the first two years, from a large peak in year 3 permits.
- 2.2.10 The changes for other works promoters are not felt to be significant and are generally within the range of changes expected year on year.
- 2.2.11 The following analysis is presented for applications by all works promoters. The same analysis is presented separately in Appendix A for highway authority works and utility company works.
- 2.2.12 Table 3 and the accompanying chart presents a comparison of the change in number of all works applications by traffic management type.

Table 3 Number of applications by traffic management type

TRAFFIC MANAGEMENT TYPE	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
No c/w incursion	6,784	6,014	5,690	-324
Some c/w incursion	8,836	13,002	13,550	548
Give and take	5,441	2,963	3,446	483
Priority working	334	194	151	-43
Two-way signals	3,111	2,940	3,183	243
Multi-way signals	1,045	2,007	1,972	-35
Stop/go boards	730	685	449	-236
Convoy working	12	3		-3
Lane closure	268	254	350	96
Contra-flow	7	3	14	11
Road closure	1,499	1,202	1,550	348
Blank	225			
Total	28,292	29,267	30,355	1,088





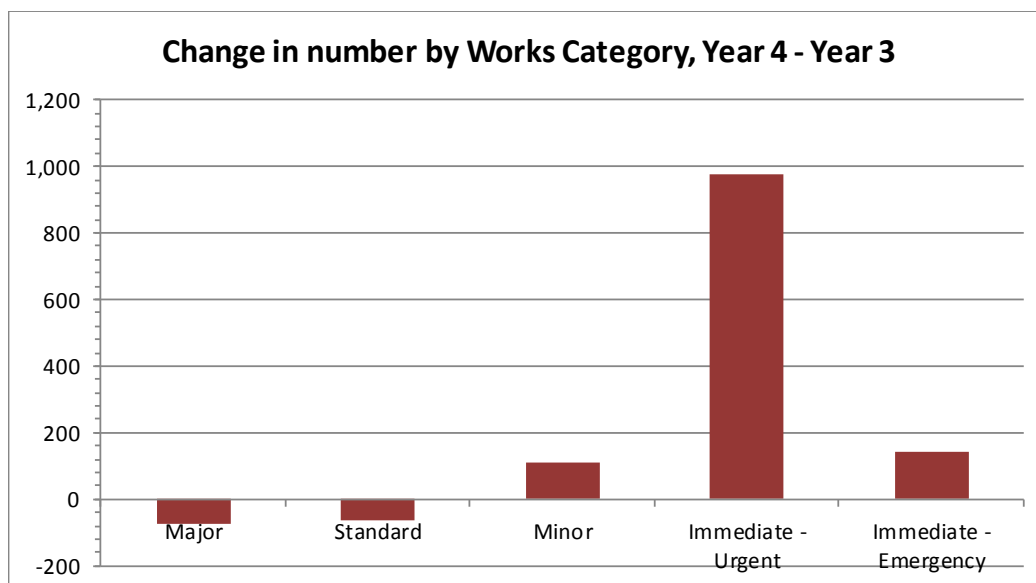
- 2.2.13 There are no significant changes in number of works by traffic management type compared with the number recorded in the first three years of the Scheme.
- 2.2.14 The number of works operating under some carriageway incursion, give & take and two-way traffic signals have increased in line with the additional number of works recorded in year 4.
- 2.2.15 The number of utility works operating under multi-way signal control increased significantly in years 2 and 3. This was a result of promoters being given a FPN for using give and take traffic management close to a junction in year 1, therefore specifying multi-way signals to cover against this in years 2 and 3.
- 2.2.16 This increase was maintained in year 4, with 1,972 works carried out with multi-way signals.

Recommendation Yr 05 – 01 (ongoing): Continue to monitor give and take and some incursion permit applications to identify if the works are likely to take place close to a junction. If so, consider directing promoter to use multi-way signal control.

- 2.2.17 The total number of Permit applications by Works Category is shown in Table 4 and the accompanying chart.

Table 4 Applications by works category

WORKS STOPPED	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
Major	1,595	1,604	1,528	-76
Standard	3,340	3,844	3,782	-62
Minor	13,433	13,923	14,033	110
Immediate - Urgent	8,127	8,630	9,604	974
Immediate - Emergency	1,572	1,266	1,408	142
Intention to Issue Licence	225			
Total	28,292	29,267	30,355	1,088

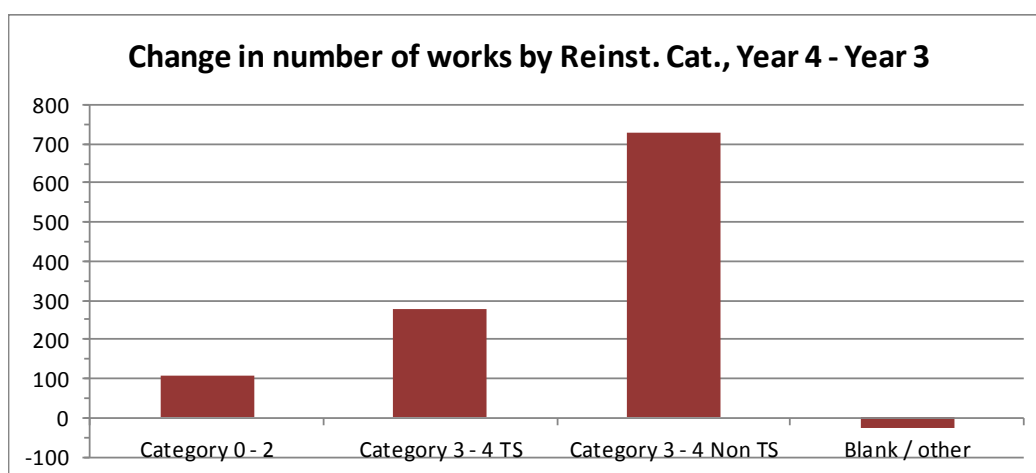


2.2.18 The variation in the number of works under each category is not thought to be significant, given the increase in permits overall.

2.2.19 The total number of Permit applications by reinstatement category type is shown in Table 5 and the accompanying chart.

Table 5 Number by reinstatement category type

REINSTATEMENT CATEGORY	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
Category 0 - 2	6,464	6,428	6,535	107
Category 3 - 4 TS	5,338	5,311	5,587	276
Category 3 - 4 Non TS	15,942	17,016	17,745	729
Blank / other	548	512	488	-24
All works	28,292	29,267	30,355	1,088



2.2.20 The change in works by road type is not significant. The number of works has increased by between 2% and 5% for all categories.



2.2.21 Table 6 shows a comparison of the average works duration for all works.

Table 6 Average works duration

DURATION	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
Average duration (days)	4.7	4.2	4.1	-0.1
Total number of days worked	133,791	121,996	125,121	3,125

2.2.22 Overall the average works duration has further reduced from 4.2 days in year 3 to 4.1 days.

2.2.23 The number of days worked has increased by 3,125 or 2.6% compared with year 3 but has reduced by 8,670 compared with year 1.

2.3 Scheme Benefit

2.3.1 Figure 1 presents the number of works per annum in years 1, 3 and 4.

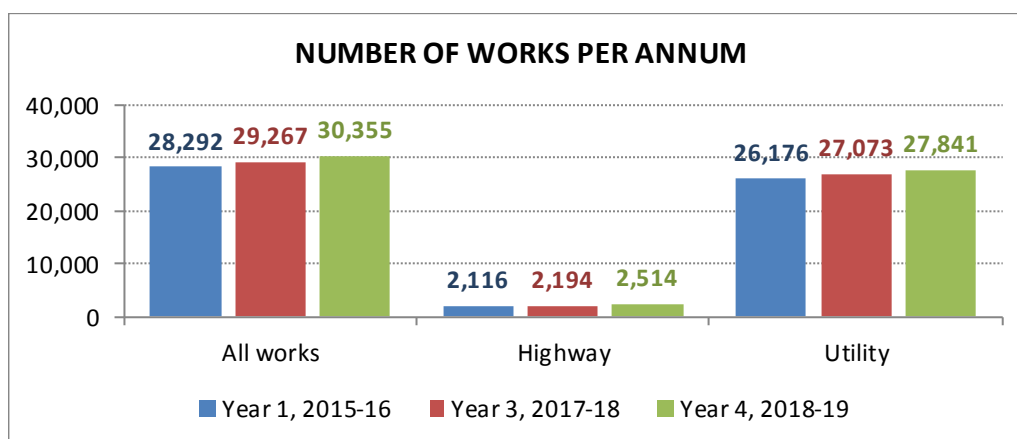


Figure 1 Number of works per annum

2.3.2 The number of works across the network has increased by 3.7%. The number of highway works has increased by 14.6% and utility works by 2.8%.

2.3.3 The average duration for highway works is unchanged compared with year 3. Utility works show a further reduction in year 4, from 3.7 days to 3.6 days.

2.3.4 Figure 2 presents a comparison of the total number of days worked.

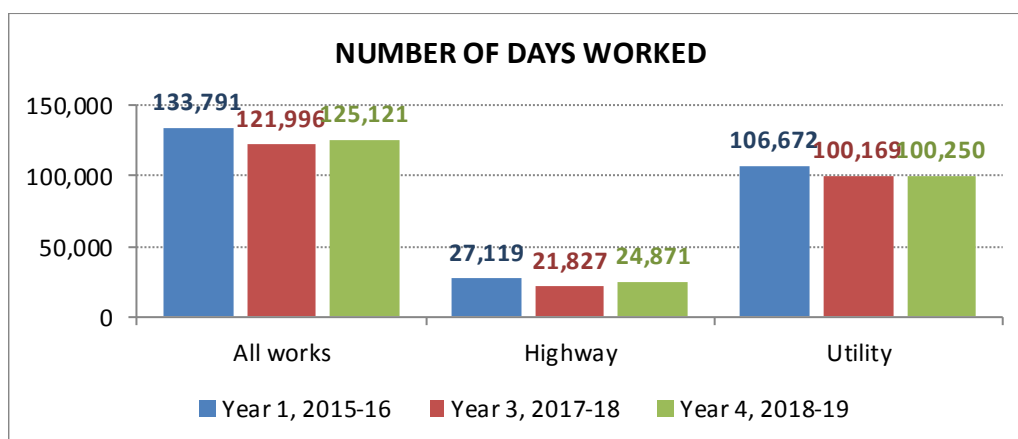


Figure 2 Number of days worked per annum

- 2.3.5 The total number of days worked has increased overall by 2.6%. The number of days worked on utility permits is unchanged despite a 2.8% increase in the number of works.
- 2.3.6 The increase in the number of days worked in year 4 can be attributed to the 14% increase in the number of highway works.
- 2.3.7 The benefit of the scheme is assessed against the benchmark prior to the introduction of the Permit Scheme. Year 4 shows a 36,466 reduction in number of days worked compared with the Noticing baseline (125,121 days compared with 161,587 days).
- 2.3.8 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 4 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, 36,466
 - **Monetary benefit to road users, £21.6M per annum**
- 2.3.9 This saving equates to approximately 30% of the overall cost of works calculated in the CBA (£72.0M per annum total cost to road users).

2.4 Conclusions

- 2.4.1 The year 4 data shows a further increase in the number of permit applications compared with years 1 and 3.
- 2.4.2 Overall the number of permit applications is 3.7% higher in year 4 than the previous year, and 7% higher than the number recorded during year 1.
- 2.4.3 The average works duration has further reduced from 4.2 days in year 3 to 4.1 days. The number of days worked has increased by 3,125 or 2.6% compared with year 3 but has reduced by 8,670 compared with year 1.
- 2.4.4 The introduction of the permit scheme reduced the total number of days worked across the network by almost 28,000 in year 1. The reduction in average duration in year 4 further reduces the total number of days worked on the



network by an additional 8,670 or 6.5%, compared with year 1, despite a 7% increase in the number of works recorded.

- 2.4.5 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 4 is calculated at **£21.6M per annum**. This saving equates to approximately 30% of the overall cost of works calculated in the CBA (£72.0M per annum total cost to road users).
- 2.4.6 The 23% 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.
- 2.4.7 The benefit achieved in year 4 is broadly similar to year 3 and higher than that achieved in years 1 and 2.



3 KPI MONITORING

3.1 Introduction

3.1.1 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

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

3.2 KPI review

3.2.1 KPI 1 - the number and proportion of Permit and Permit Variation applications received and refused; a breakdown of refusal rate is presented below.

3.2.2 Table 7 and Figure 3 shows the breakdown of number of permit applications and permit variation requests received and the refusal rate.

Table 7 KPI 1, Permit and Variation applications received and refused

Promoter	Received	Refused	%
Highway authority	3,355	481	14.3%
Utility	44,976	5,079	11.3%
ALL	48,331	5,560	11.5%

3.2.3 The refusal rate is higher in year 4 compared with the previous year; highway authority refusal rate increasing from 5.7% to 14.3% and for utility applications from 8.5% to 11.3%.

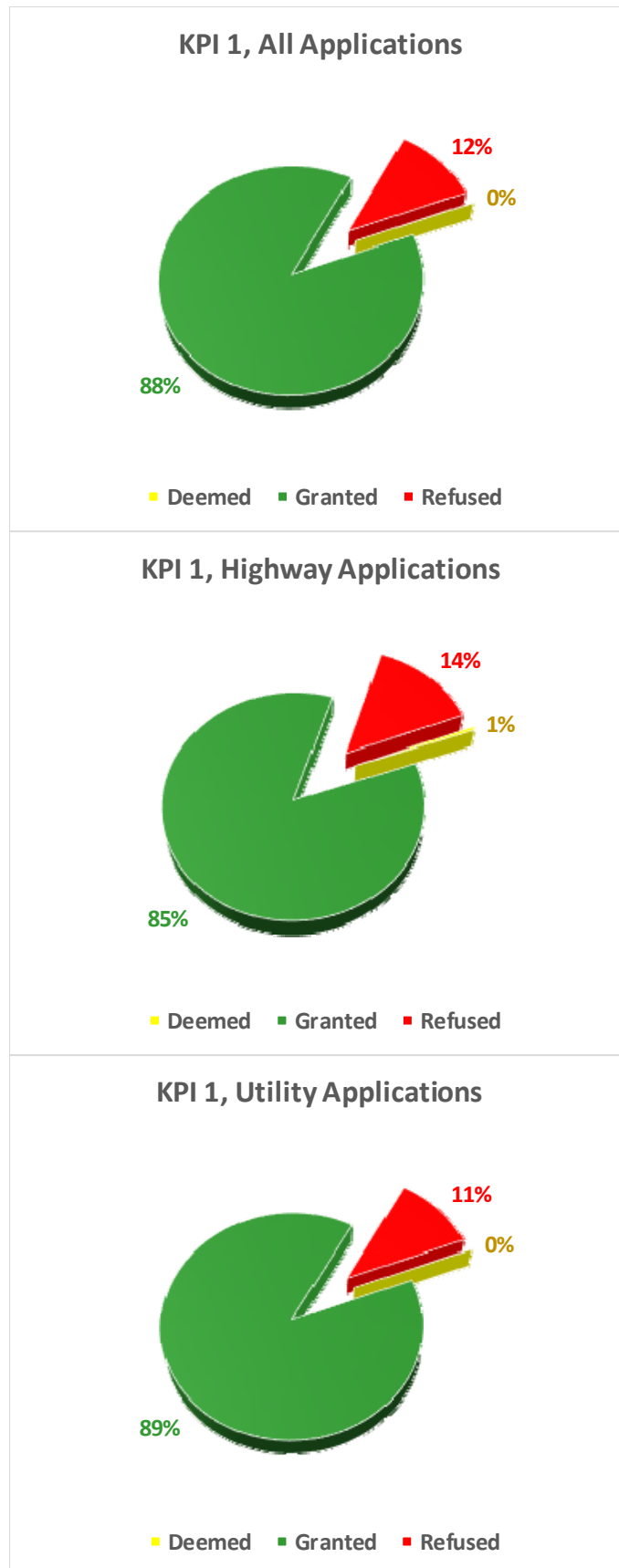


Figure 3: KPI 1, Permit and Variation Applications



- 3.2.4 KPI 1 – Approximately 11% all permit and permit variation applications by statutory undertakers were refused. 14% of applications by the highway authority were refused.
- 3.2.5 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 is shown in Table 8 and Figure 4.

Table 8 KPI 2, Conditions applied, number and type

All Conditions		Utility	Highway	All
	TOTAL	39,130	2,267	41,397
		95%	5%	

Condition	Condition Description	Utility	Highway	All
NCT02a	Date constraints	10,423	634	11,057
NCT02b	Time constraints	2,514	14	2,528
NCT04a	Material & plant removal	833	0	833
NCT04b	Material & plant storage	79	2	81
NCT05a	Road occupation dimensions	1,100	4	1,104
NCT06a	Traffic space dimensions	5,442	1,179	6,621
NCT07a	Road closure	703	130	833
NCT08a	Light signals - tm request	4,586	52	4,638
NCT08b	Light signals - manual control	2,933	46	2,979
NCT09a	Traffic management changes - notify	1,193	3	1,196
NCT09b	Traffic management changes - directed	75	1	76
NCT09c	Traffic management changes - signal removal	4,198	22	4,220
NCT10a	Work methodology	3,275	6	3,281
NCT11b	Consultation & publicity	1,420	110	1,530
NCT12a	Environmental - limit timing of activities	18	0	18
NCT13	Local condition	338	64	402
	TOTAL	39,130	2,267	41,397

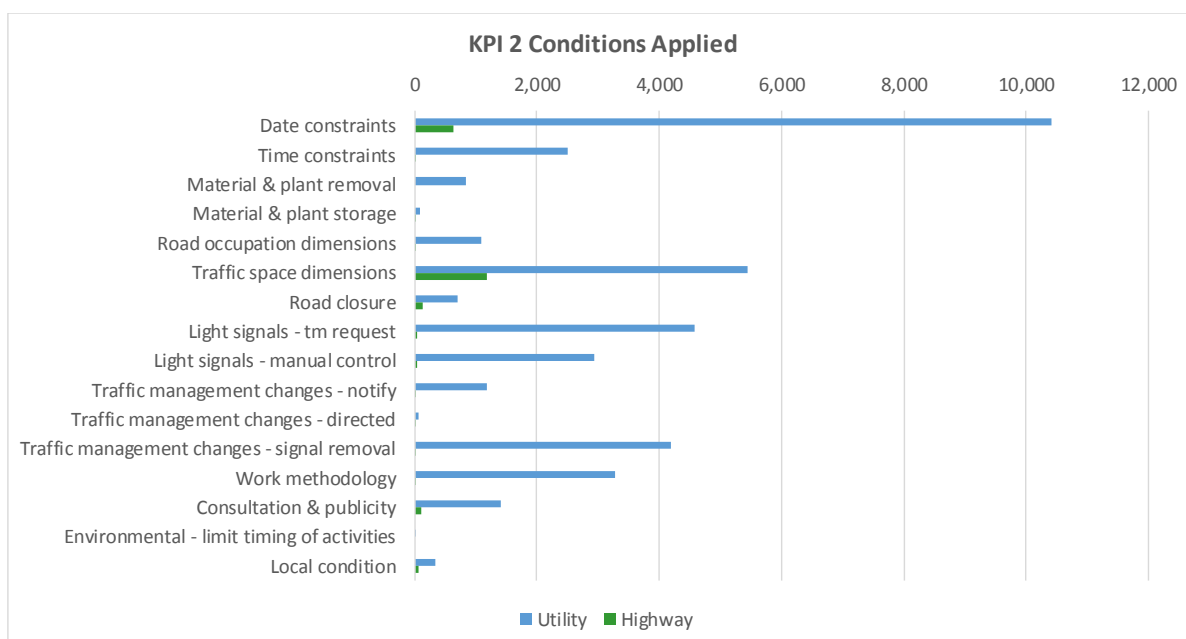


Figure 4: KPI 2, Conditions Applied

- 3.2.6 The number of conditions reported has increased slightly in year 4 to over 41,000 from 37,000 in the previous year. This is still substantially higher than the 4,000 conditions submitted in year 1.
- 3.2.7 This is a result of Recommendations 03 and 04 in the 12 month review report, to apply more conditions to highway works (increased tenfold by year 2) and to ensure condition types are correctly referenced NCT0xx by all works promoters (to ensure Symology reports all condition codes correctly).
- 3.2.8 The ratio of utility conditions to highway conditions is unchanged and the ratio of each condition type is broadly consistent with year 3.
- 3.2.9 Conditions are more widely spread for utility applications, with date constraints, traffic space dimensions, traffic signal conditions and consultation/publicity accounting for the bulk of the increase.
- 3.2.10 BT and United Utilities Water continue to account for almost 60% of the conditions applied.
- 3.2.11 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.
- 3.2.12 The number of applications to extend permit duration has increased in year 4 from 1,710 in year 3 to 2,661.
- 3.2.13 The number of highway authority applications for permit extensions increased slightly from 90 in year 3 to 157. 38 were refused, a refusal rate of 24%.
- 3.2.14 The number of applications for extensions by utility works promoters increased by 35% from 1,620 to 2,504 – returning to the level seen in year 2. 169 were refused, a refusal rate of 7%, which is slightly higher than the 4% refusal rate in year 3.

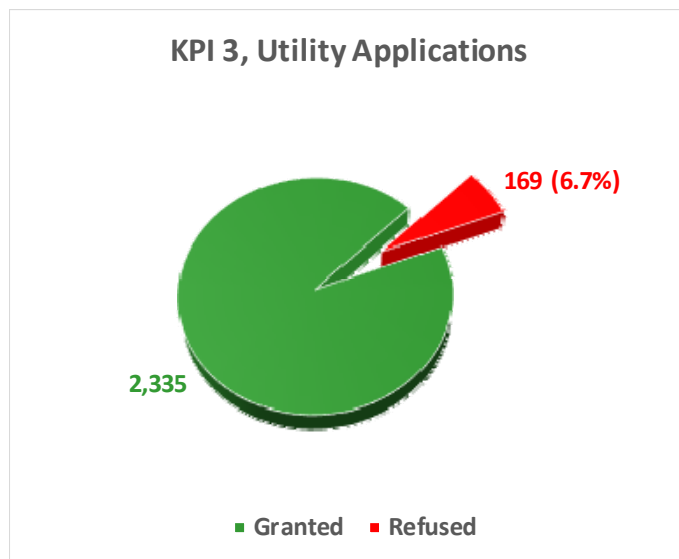
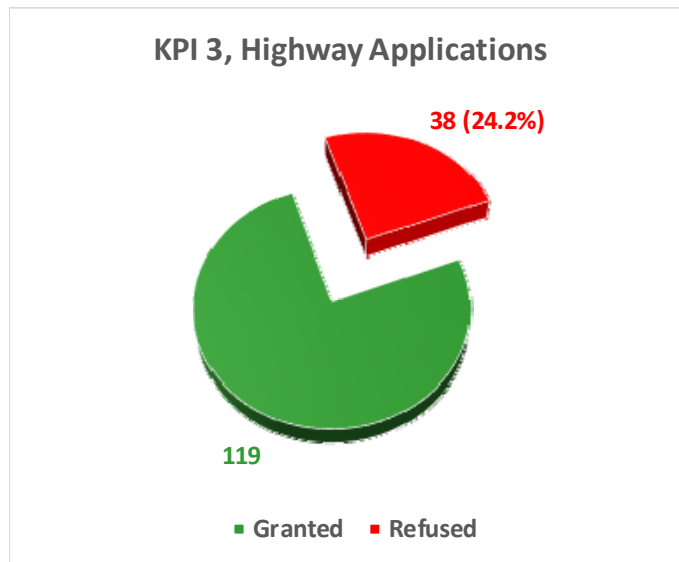
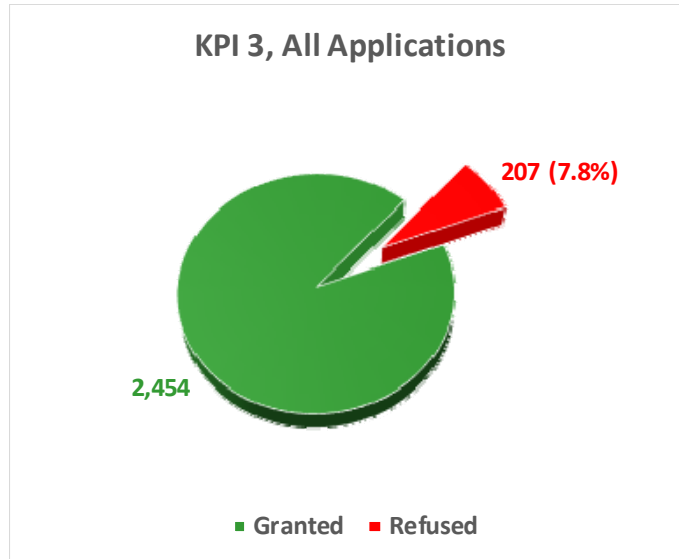


Figure 5: KPI 3, Permit Extensions



3.2.15 KPI 7 - the Number of Inspections carried out to monitor conditions. During the year 4,845 inspections have been carried out to monitor permit conditions and from these inspections 3,922 passed and 923 (19%) were found to be non-compliant, see Table 9 below.

Table 9 Number of inspections carried out to monitor conditions

Permit Condition Inspections	Passed	Non-Compliant	Abortive	Number of Inspections	Fail %
Utility	3,922	923		4,845	19%

3.2.16 The failure rate is unchanged from year 3.

3.3 Conclusions

3.3.1 **KPI 1**, the number of Permit and Permit Variation applications received and a breakdown of the number granted and refused; approximately 11% of all permit and permit variation applications by statutory undertakers were refused. 14% of applications by the highway authority were refused. The refusal rate has increased slightly compared with previous years.

3.3.2 **KPI 2**, the number of conditions applied by condition type; all but 5% of the conditions applied relate to applications by utility promoters. The number of conditions reported has increased slightly in year 4 to over 41,000 from 37,000 in the previous year. This is still substantially higher than the 4,000 conditions submitted in year 1. The ratio of utility conditions to highway conditions is unchanged and the ratio of each condition type is broadly consistent with the previous year. BT and United Utilities Water continue to account for almost 60% of the conditions applied.

3.3.3 **KPI 3**, the number of approved Permit variations (extensions); applications recorded increased by 35% from 1,620 to 2,504 Of the 157 requests for extensions by the highway authority 38 were refused (an increase to a 24% refusal rate). Of the 2,504 applications for extensions by the utilities, 169 were refused (7%), which is higher than the 4% refusal rate in year 3.

3.3.4 **KPI 7**, the number of inspections carried out to monitor conditions; almost 5,000 permit inspections were carried out for utility works in year 4. The failure rate is unchanged from year 3, at 19%.



4 CONCLUSIONS

4.1 Summary

- 4.1.1 The Lancashire County Council (LCC) Permit Scheme went live on 2nd March 2015.
- 4.1.2 Following the fourth anniversary of the Permit Scheme on 2nd February 2019, GK-TC has been commissioned to undertake a detailed review of the operation during year 4 and to determine whether benefits achieved in the first three years have been maintained.
- 4.1.3 The operation of the fourth year of operation is evaluated and reported in this report '*Lancashire County Council Year 4 Review, 2018-19*'.

4.2 Scheme benefits

- 4.2.1 The year 4 data shows a further increase in the number of permit applications compared with years 1 and 3.
- 4.2.2 Overall the number of permit applications is 3.7% higher in year 4 than the previous year, and 7% higher than the number recorded during year 1.
- 4.2.3 The average works duration has further reduced from 4.2 days in year 3 to 4.1 days. The number of days worked has increased by 3,125 or 2.6% compared with year 3 but has reduced by 8,670 compared with year 1.
- 4.2.4 The introduction of the permit scheme reduced the total number of days worked across the network by almost 28,000 in year 1. The reduction in average duration in year 4 further reduces the total number of days worked on the network by an additional 8,670 or 6.5%, compared with year 1, despite a 7% increase in the number of works recorded.
- 4.2.5 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 4 is calculated at **£21.6M per annum**. This saving equates to approximately 30% of the overall cost of works calculated in the CBA (£72.0M per annum total cost to road users).
- 4.2.6 The 23% 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.
- 4.2.7 The benefit achieved in year 4 is broadly similar to year 3 and higher than that achieved in years 1 and 2.

4.3 Recommendations

- 4.3.1 One recommendation from the previous year has been carried forward, to monitor the correct application of multi-way traffic signal control near or adjacent to junctions;

Recommendation Yr 05 – 01 (ongoing): Continue to monitor give and take and some incursion permit applications to identify if the works are likely to take place close to a junction. If so, consider directing promoter to use multi-way signal control.



4.4 Conclusions

4.4.1 Monitoring the key performance indicators and evidence gained from the first 4 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

4.4.2 This review has demonstrated that Scheme has achieved its objectives in the fourth year, as defined in the application documents.

A. PERMIT APPLICATIONS 2018-19

A.1 All works

**LANCASHIRE COUNTY COUNCIL PERMIT SCHEME ANNUAL REVIEW,
YEAR 4 2018 - 2019
ALL WORKS**

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

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3.7%

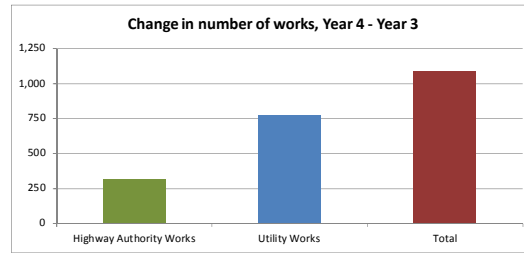
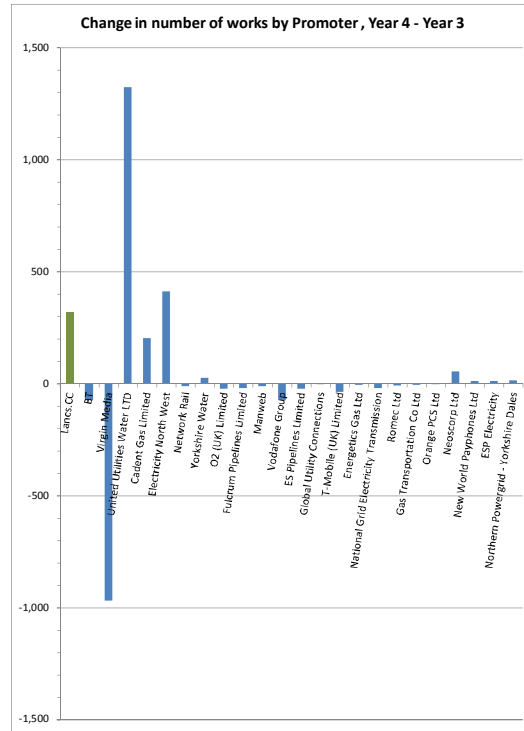


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Electricity North West	3,240	3,100	3,512	412
Network Rail	152	211	199	-12
Yorkshire Water	94	112	139	27
O2 (UK) Limited	10	28	5	-23
Fulcrum Pipelines Limited	57	78	58	-20
Manweb	45	61	49	-12
Vodafone Group	193	157	82	-75
ES Pipelines Limited	51	71	49	-22
Global Utility Connections	47	46	45	-1
T-Mobile (UK) Limited	42	55	18	-37
Energetics Gas Ltd	28	18	13	-5
National Grid Electricity Transmission	1	27	6	-21
Romec Ltd	9	23	13	-10
Gas Transportation Co Ltd	26	45	38	-7
Orange PCS Ltd	5	2		-2
Neoscorp Ltd	2	1	55	54
New World Payphones Ltd	7		10	10
ESP Electricity	8	4	14	10
Northern Powergrid - Yorkshire Dales	101	59	74	15
Section 50 Licences				
Others		40	45	5
Total	28,292	29,267	30,355	1,088

14.6%
-1.3%
-25.0%
12.6%
7.1%
13.3%
-5.7%
24.1%
-82.1%
-25.6%
-19.7%
-47.8%
-31.0%
-2.2%
-67.3%
-27.8%
-77.8%
-43.5%
-15.6%
-100.0%
5400.0%
250.0%
25.4%
12.5%
3.7%



**LANCASHIRE COUNTY COUNCIL PERMIT SCHEME ANNUAL REVIEW,
YEAR 4 2018 - 2019
ALL WORKS**

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

TRAFFIC MANAGEMENT TYPE	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3	
No c/w incursion	6,784	6,014	5,690	-324	-5.4%
Some c/w incursion	8,836	13,002	13,550	548	4.2%
Give and take	5,441	2,963	3,446	483	16.3%
Priority working	334	194	151	-43	-22.2%
Two-way signals	3,111	2,940	3,183	243	8.3%
Multi-way signals	1,045	2,007	1,972	-35	-1.7%
Stop/go boards	730	685	449	-236	-34.5%
Convoy working	12	3	-3	-3	-100.0%
Lane closure	268	254	350	96	37.8%
Contra-flow	7	3	11	11	366.7%
Road closure	1,499	1,202	1,550	348	29.0%
Blank	225				
Total	28,292	29,267	30,355	1,088	3.7%

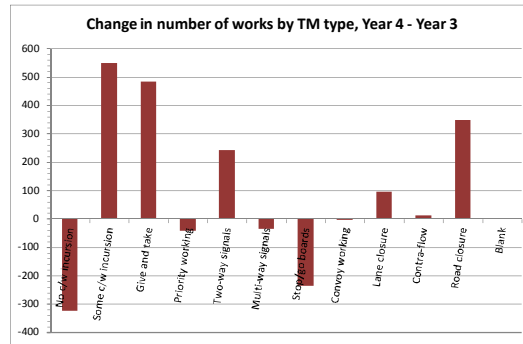


Table 4: Number of works by works category, year on year comparison

WORKS STOPPED	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3	
Major	1,595	1,604	1,528	-76	-4.7%
Standard	3,340	3,844	3,782	-62	-1.6%
Minor	13,433	13,923	14,033	110	0.8%
Immediate - Urgent	8,127	8,630	9,604	974	11.3%
Immediate - Emergency	1,572	1,266	1,408	142	11.2%
Intention to Issue Licence	225				
Total	28,292	29,267	30,355	1,088	3.7%

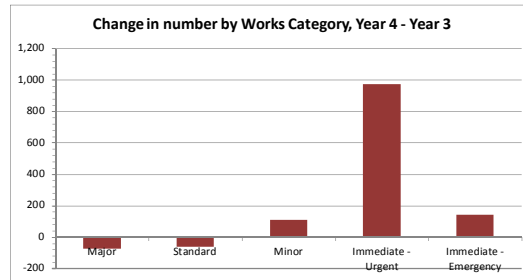


Table 5: Traffic sensitivity, year on year comparison

REINSTATEMENT CATEGORY	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3	
Category 0 - 2	6,464	6,428	6,535	107	1.7%
Category 3 - 4 TS	5,338	5,311	5,587	276	5.2%
Category 3 - 4 Non TS	15,942	17,016	17,745	729	4.3%
Blank / other	548	512	488	-24	-4.7%
All works	28,292	29,267	30,355	1,088	3.7%

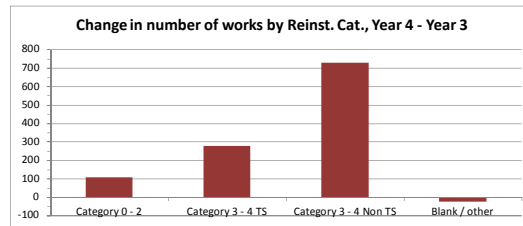


Table 6: Average works duration, year on year comparison

DURATION	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3	
Average duration (days)	4.7	4.2	4.1	-0.1	-2.4%
Total number of days worked	133,791	121,996	125,121	3,125	2.6%

A.2 Highway authority works

**LANCASHIRE COUNTY COUNCIL PERMIT SCHEME ANNUAL REVIEW,
YEAR 4 2018 - 2019
HIGHWAY AUTHORITY WORKS**

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

TRAFFIC MANAGEMENT TYPE	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
No c/w incursion	126	685	893	208
Some c/w incursion	201	492	411	-81
Give and take	328	169	177	8
Priority working	13	8	12	4
Two-way signals	231	156	205	49
Multi-way signals	62	51	59	8
Stop/go boards	230	199	134	-65
Convoy working	1			
Lane closure	82	51	90	39
Contra-flow	1		1	1
Road closure	616	383	532	149
Blank	225			
Total	2,116	2,194	2,514	320

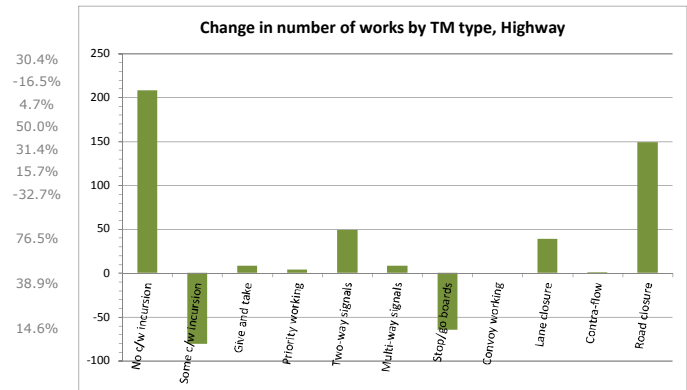


Table 8: Number of works by works category, year on year comparison

WORKS STOPPED	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
Major	768	497	599	102
Standard	574	1,170	1,045	-125
Minor	443	417	702	285
Immediate - Urgent	63	68	51	-17
Immediate - Emergency	43	42	117	75
Intention to Issue Licence	225			
Total	2,116	2,194	2,514	320

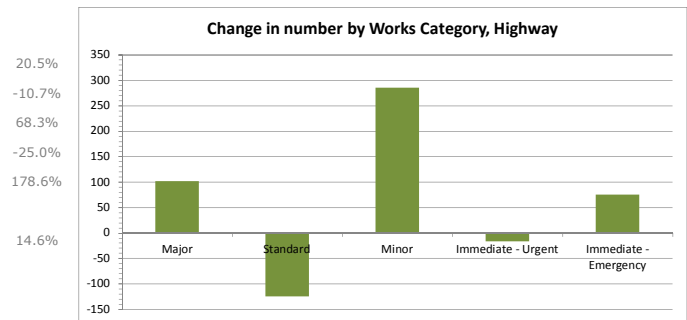


Table 9: Average works duration, year on year comparison

DURATION	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
Average duration (days)	12.8	9.9	9.9	
Total number of days worked	27,119	21,827	24,871	3,044

13.9%

Year 4, 2018-19, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
14.4	7.6	9.1	11.4	11.8
8,646	7,909	6,362	579	1,375

Year 3, 2017-18, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
16.0	7.5	8.4	7.9	24.5
7,963	8,798	3,500	535	1,031

Difference, Year 3 - Year 2

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
-1.6	0.1	0.7	3.5	-12.7
683	-889	2,862	44	344

A.3 Utility works

**LANCASHIRE COUNTY COUNCIL PERMIT SCHEME ANNUAL REVIEW,
YEAR 4 2018 - 2019
UTILITY COMPANY WORKS**

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

TRAFFIC MANAGEMENT TYPE	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
No c/w incursion	6,658	5,329	4,797	-532
Some c/w incursion	8,635	12,510	13,139	629
Give and take	5,113	2,794	3,269	475
Priority working	321	186	139	-47
Two-way signals	2,880	2,784	2,978	194
Multi-way signals	983	1,956	1,913	-43
Stop/go boards	500	486	315	-171
Convoy working	11	3	-3	-3
Lane closure	186	203	260	57
Contra-flow	6	3	13	10
Road closure	883	819	1,018	199
Blank				
Total	26,176	27,073	27,841	768

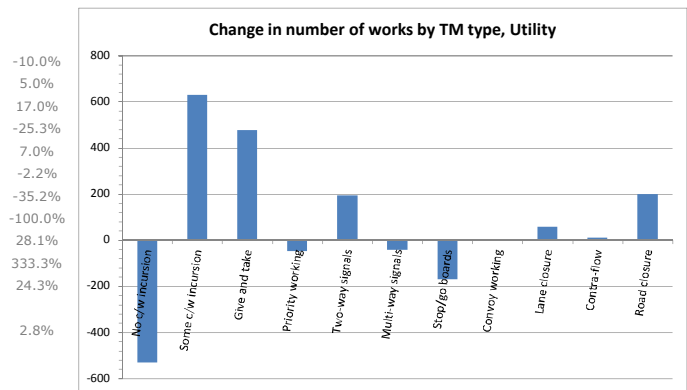


Table 11: Number of works by works category, year on year comparison

WORKS STOPPED	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
Major	827	1,107	929	-178
Standard	2,766	2,674	2,737	63
Minor	12,990	13,506	13,331	-175
Immediate - Urgent	8,064	8,562	9,553	991
Immediate - Emergency	1,529	1,224	1,291	67
Other				
Total	26,176	27,073	27,841	768

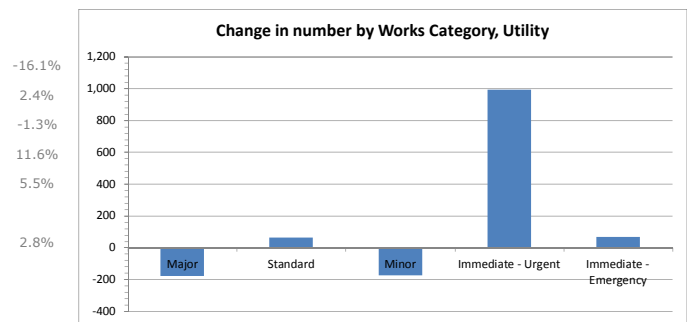


Table 12: Average works duration, year on year comparison

DURATION	Year 1 2015-16	Year 3 2017-18	Year 4 2018-19	Diff Yr 4 - Yr 3
Average duration (days)	4.1	3.7	3.6	-0.1
Total number of days worked	106,672	100,169	100,250	81

-2.7%
0.1%

Year 4, 2018-19, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
12.9	6.7	2.0	3.8	6.1
12,025	18,243	26,121	35,959	7,902

Year 3, 2017-18, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
12.7	6.4	2.0	4.0	6.7
14,091	17,037	26,642	34,259	8,140

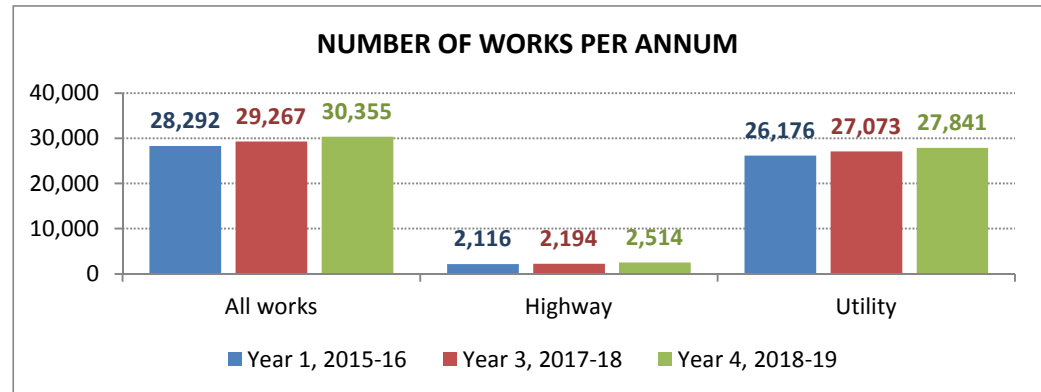
Difference, Year 3 - Year 2

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
0.2	0.3		-0.2	-0.6
-2,066	1,206	-521	1,700	-238

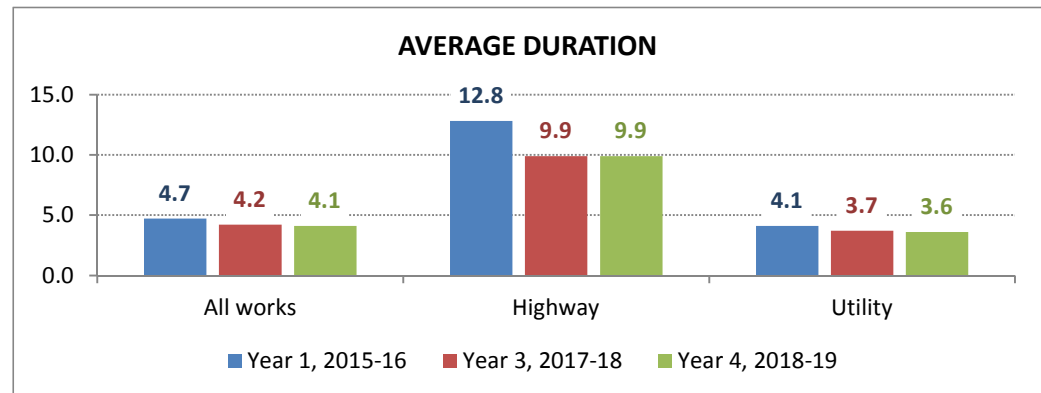
B. SCHEME BENEFITS 2018-19

SCHEME BENEFITS

NUMBER OF WORKS (number)			
	All works	Highway	Utility
Year 1, 2015-16	28,292	2,116	26,176
Year 3, 2017-18	29,267	2,194	27,073
Year 4, 2018-19	30,355	2,514	27,841
Change, Year 4 - Year 3	1,088	320	768
Change (%)	3.7%	14.6%	2.8%



DURATION (days)			
	All works	Highway	Utility
Year 1, 2015-16	4.7	12.8	4.1
Year 3, 2017-18	4.2	9.9	3.7
Year 4, 2018-19	4.1	9.9	3.6
Change (days)	-0.1	0.0	-0.1



DAYS WORKED (days)			
	All works	Highway	Utility
Year 1, 2015-16	133,791	27,119	106,672
Year 3, 2017-18	121,996	21,827	100,169
Year 4, 2018-19	125,121	24,871	100,250
Change, Year 4 - Year 3	3,125	3,044	81
Change (%)	2.6%	13.9%	0.1%

