The Lancashire Permit Scheme for Road & Street Activities

Year 10 Review, 2024-25

Lancashire County Council

www.lancashire.gov.uk

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 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.

1.2.2 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'*
- *'The Lancashire Permit Scheme, Year 7 Review 2021-22'*
- *'The Lancashire Permit Scheme, Year 8 Review 2022-23'*
- *'The Lancashire Permit Scheme, Year 9 Review 2023-24'*

1.2.3 The financial benefit to road users of the Permit Scheme to date 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 8 years.

1.3 Year 10 Review

1.3.1 This report presents the results of the Year 10 annual review.

2 FORMAT OF REVIEW

2.1 Methodology

2.1.1 The annual review considers and reports on four key areas:

1. High level review of scheme benefits and cost benefit of scheme
2. Detailed review of works durations
3. KPI analysis to demonstrate parity
4. Presenting scheme operating costs and fee income in Year 10

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 10 review are:

- Permit Scheme work stops notices, February 2024 - February 2025 (Street Manager);
- Key Performance Indicator reports February 2025 – February 2025 (Symology & Street Manager).

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 8 and 10.

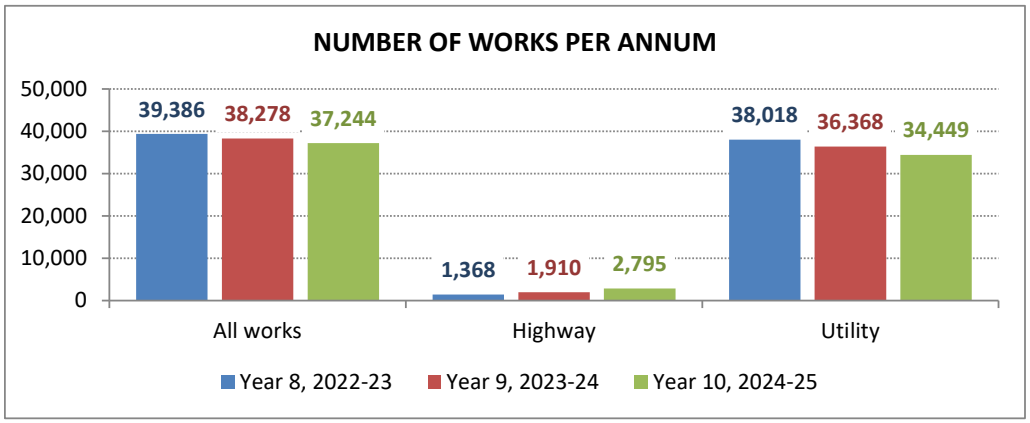


Figure 1 Number of works per annum

3.1.2 The chart shows a further reduction in the total number of works completed last year following a reduction between Years 8 and 9. The number of highway works completed has increased twofold over the last two years, from 1,368 to 2,795.

3.1.3 The number of utility works completed has reduced by 5.3% in Year 10. This follows a 4% reduction in the previous year.

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

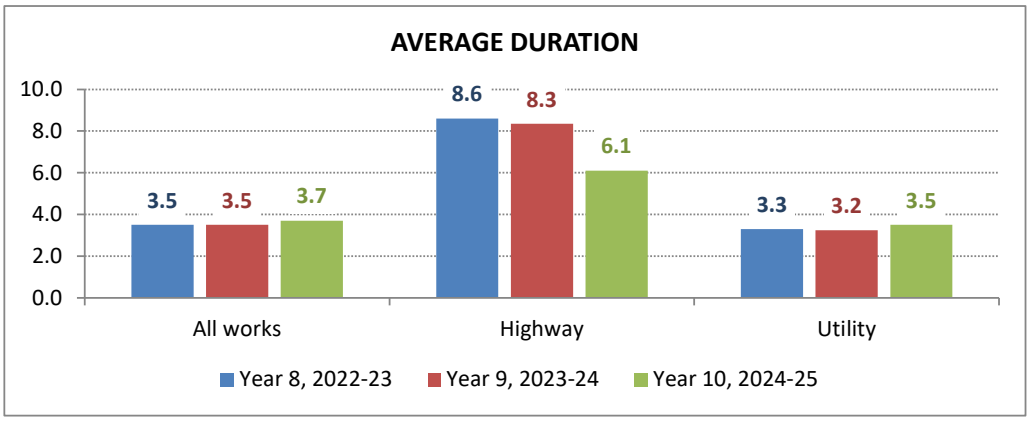


Figure 2 Average duration of works

3.1.5 Following a steady downward fall in average duration for utility works promoters over the previous four years, the average duration has increased slightly from 3.2 days to 3.5 days.

3.1.6 The average duration for highway works has continue fall every year since the scheme went live, with the 6.1 day average recorded last year half of the duration recorded in the first two years of the scheme.

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

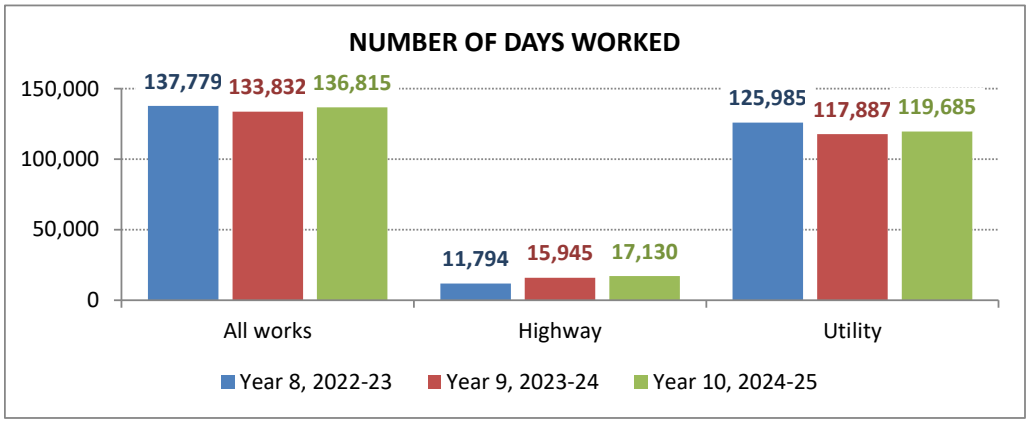


Figure 3 Number of days worked per annum

3.1.8 The total number of days worked has been relatively consistent over the last three years. Overall, Year 10 recorded 2,983 more days worked – a 2.2% increase on the number reported in Year 9.

3.1.9 Both highway and utility works recorded a small increase in total duration in Year 10.

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 10 shows a 24,772 reduction in number of days worked compared with the Noticing baseline (136,815 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, 24,772
- **Monetary benefit to road users, £14.6M per annum**

3.2.3 This saving equates to 20% of the overall cost of works calculated in the CBA (£72.0M per annum total cost to road users). The saving is £1.7M lower than the previous year, due primarily to an increase in the average duration of utility works.

3.2.4 The 15% 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.

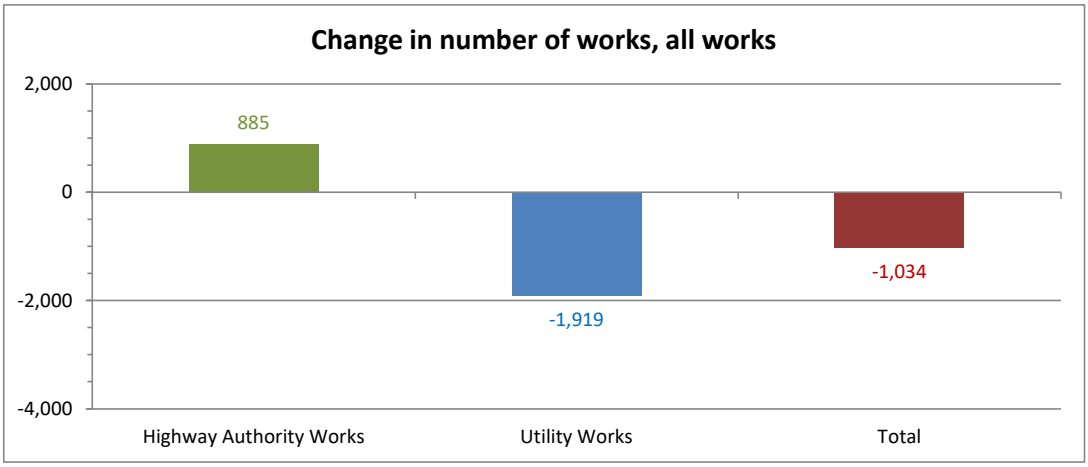
4.2 All Works

4.2.1 The following series of charts and tables present a comparison of the Year 10 works completed records against the previous years - Years 8 and 9 - 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 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Highway Authority Works	1,368	1,910	2,795	885
Utility Works	38,018	36,368	34,449	-1,919
Total	**39,386**	**38,278**	**37,244**	**-1,034**



4.2.3 37,244 works were completed during Year 10, 2.7% fewer than completed the previous year. This follows a 2.8% reduction recorded in Year 9.

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.

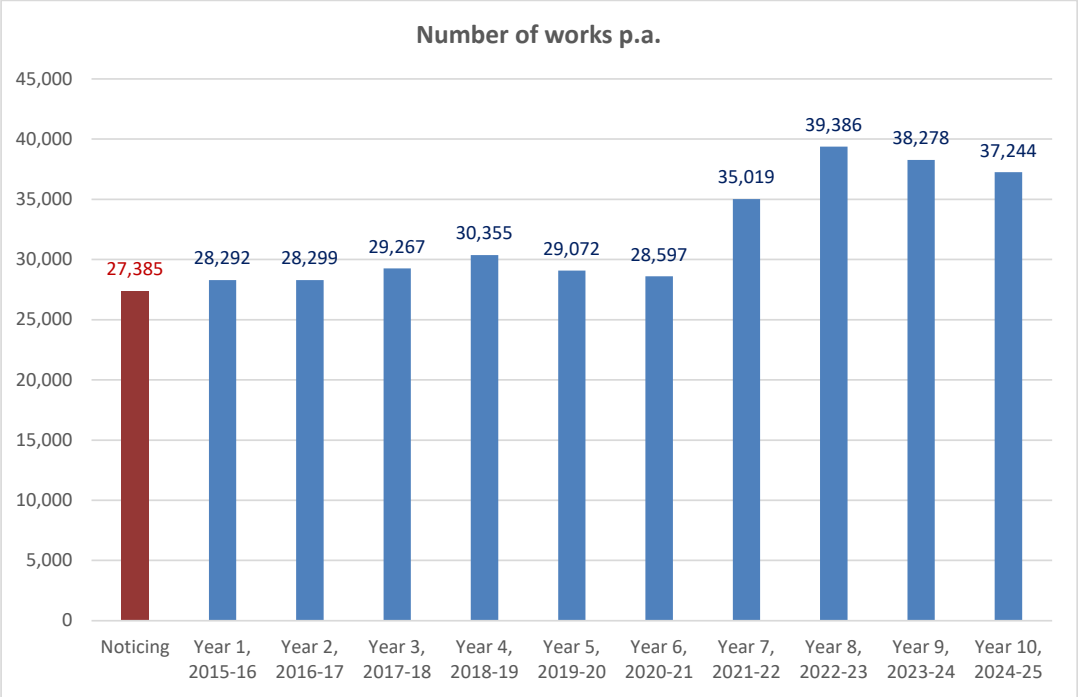


Figure 4 Number of works completed in each year

4.2.5 The increase in Years 7 and 8 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 Since then, the number of works completed has reduced steadily over the last two years. During Year 9 the number of works completed by United Utilities Water Ltd reduced by over 1,500, together with a reduction in works by telecoms promoters.

4.2.7 Year 10 saw further reductions in the number of works completed by telecoms promoters, falling from over 17,100 in Years 8 and 9, to 15,409 in Year 10 – a 10% reduction.

4.2.8 The number of highway works increased again in Year 10, following fewer than 1,000 work recorded as complete during Year 7. The 2,795 highway works recorded as complete in Year 10 equates to 7.5% of all works completed.

4.2.9 This is still lower than recorded during the early years of the scheme. For example, 3,558 highway works were recorded in Year 2.

Recommendation Yr10 – 01 (continued from Yr9 - 01): Continue to review all highways planned and reactive repairs to identify if all works requiring a permit are recorded correctly in the system and to ensure all works are closed out correctly.

4.2.10 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 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Lancs.CC	1,368	1,910	2,795	885
BT	7,954	7,995	7,356	-639
Virgin Media	4,396	3,244	2,522	-722
United Utilities Water LTD	14,475	12,874	12,596	-278
Cadent Gas Limited	2,554	2,622	2,856	234
Electricity North West	3,081	3,007	2,928	-79
Network Rail	141	229	179	-50
Yorkshire Water	132	206	158	-48
O2 (UK) Limited	1	1	2	1
Fulcrum Pipelines Limited	4	3	6	3
Manweb	36	56	58	2
Vodafone Group	130	114	72	-42
ES Pipelines Limited	12		9	9
Last Mile Electricity Ltd	67	68	42	-26
T-Mobile (UK) Limited	93	39		-39
Energetics Gas Ltd	14	11		-11
National Grid Electricity Transmissio	1		1	1
Romec Ltd	16	17	8	-9
Gas Transportation Co Ltd	8	9	3	-6
Orange PCS Ltd				
Neoscorp Ltd	58	18		-18
New World Payphones Ltd	7	8	34	26
ESP Electricity	23	12	8	-4
Northern Powergrid - Yorkshire Dale	74	64	71	7
GEO	21			
Broadband for the Rural North	26	88	163	75
Abovenet Communications UK Ltd	7	5	1	-4
ITS Technology Group Limited	74	63	33	-30
Cityfibre	485	380	43	-337
IX Wireless Limited	239	492	783	291
Netomnia Limited	889	203	513	310
Digital Infrastructure Ltd	706	446	13	-433
BRSK Limited	1,997	865	940	75
Grain Communications Limited	48	314	42	-272
Nexfibre Networks Limited		2,692	2,434	-258
Others	242	223	575	352
Total	**39,379**	**38,278**	**37,244**	**-1,034**

4.2.11 The position in Year 10 shows a general reduction in the number of works completed by digital and telecoms promoters, with BT and Virgin Media recording 8% and 22% reductions respectively. However, some telecoms promoters recorded an increase last

year with IX Wireless Limited and Netomnia Limited both recording increases of around 300 works.

4.2.12 The position for non-telecoms promoters is largely unchanged from the previous year.

4.2.13 Year 10 shows the number of telecoms works recorded has fallen for the first time in three years, from over 17,100 in Years 8 and 9, to 15,409.

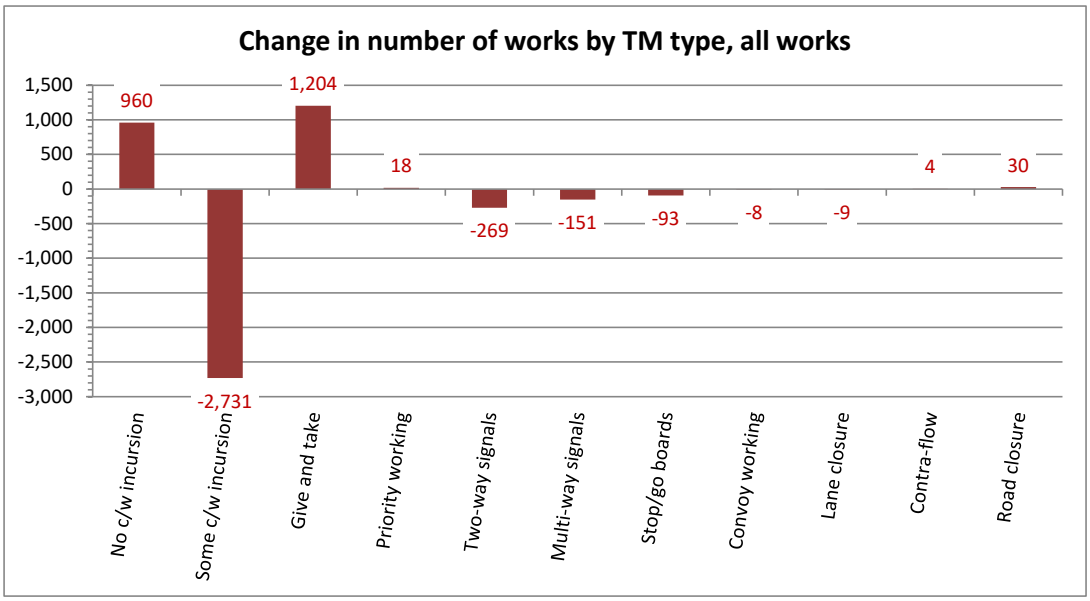
Table 3 Number of by telecoms work promoters

TELECOMMS. PROMOTERS	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Number of works completed	**17,175**	**17,110**	**15,409**	**-1,701**

4.2.14 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 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
No c/w incursion	1,943	1,680	2,640	960
Some c/w incursion	22,517	21,834	19,103	-2,731
Give and take	5,805	5,293	6,497	1,204
Priority working	180	111	129	18
Two-way signals	3,380	3,550	3,281	-269
Multi-way signals	2,890	2,504	2,353	-151
Stop/go boards	340	418	325	-93
Convoy working	1	10	2	-8
Lane closure	433	538	529	-9
Contra-flow	19	15	19	4
Road closure	1,878	2,258	2,288	30
Total	**39,386**	**38,211**	**37,166**	**-1,045**



4.2.15 Year 10 recorded a reduction in the number of works operating some carriageway incursion, and an increase in give & take traffic management and works having no carriageway incursion.

4.2.16 Utility works show nearly 3,000 fewer works operating with some carriageway incursion ad an increase of 1,213 works operating under give & take traffic management. This is generally consistent with the 5% reduction in number of works, most of which are short duration Minor works undertaken by telecoms promoters.

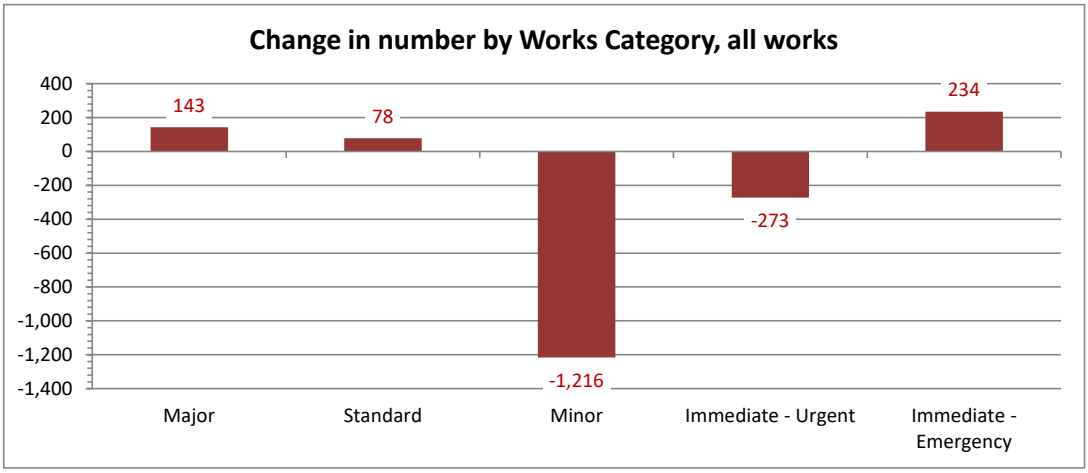
4.2.17 The 46% increase in highway works – 886 additional works in Year 10 – is largely made up of Minor works. 908 additional highway works operating with no carriageway incursion were recorded in the tenth year.

Recommendation Yr10 – 02: Review the traffic management measures proposed for highway works, particularly those proposed to operate with no carriageway incursion, to confirm the tm operation is being correctly registered.

4.2.18 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 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Major	1,574	1,698	1,841	143
Standard	4,743	5,024	5,102	78
Minor	22,291	20,322	19,106	-1,216
Immediate - Urgent	9,125	9,773	9,500	-273
Immediate - Emergency	1,653	1,461	1,695	234
Total	**39,386**	**38,278**	**37,244**	**-1,034**



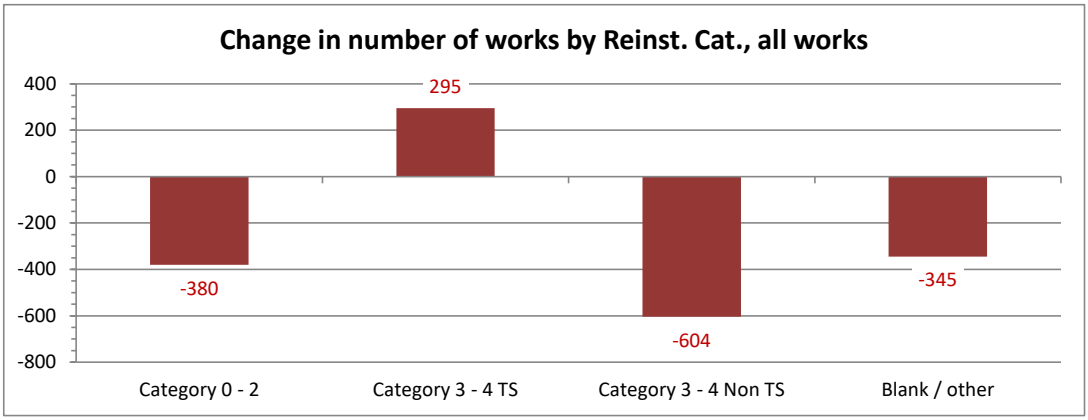
4.2.19 Year 10 shows an 8% and 2% increase in the number of Major and Standard works completed, despite an overall 3% reduction in works completed.

4.2.20 The number of Minor and Immediate works reduced by similar proportions and accounted for most of the 3% overall reduction in works completed.

4.2.21 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 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Category 0 - 2	7,736	7,691	7,311	-380
Category 3 - 4 TS	6,387	6,498	6,793	295
Category 3 - 4 Non TS	25,016	23,744	23,140	-604
Blank / other	247	345		-345
All works	**39,386**	**38,278**	**37,244**	**-1,034**



4.2.22 The number of works completed by road category type has been broadly consistent over the last three years. The change in number for each category is less than 5% and not though to be significant.

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

Table 7 Works duration comparison, all works

DURATION	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Average duration (days)	3.5	3.5	3.7	0.2
Total number of days worked	**137,779**	**133,832**	**136,815**	**2,983**

4.2.24 The average duration of all works increased from 3.5 days to 3.7 days in Year 10. This has resulted in a 2.2% increase in the number of days worked (additional 2,983 days) despite a 3% reduction in the number of works completed last year.

4.2.25 An increase in the number and duration of Major works – 143 more works with average duration increasing from 13.7 days to 14.6 days – alone added over 3,500 days to the Year 10 total.

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 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9
Average duration (days)	3.5	3.7	0.2
Total number of days worked	**131,545**	**136,815**	**5,270**

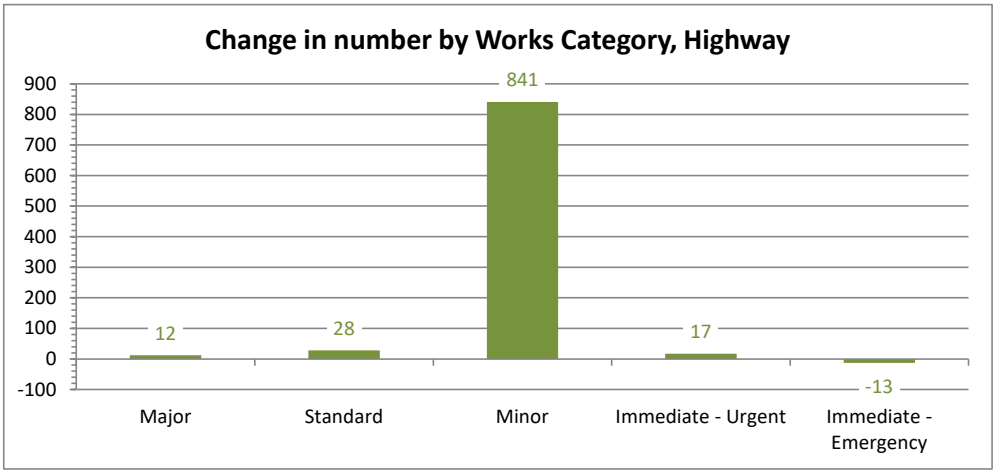
4.2.27 This data shows the difference in average duration over each three year period, with the 3.5 day average recorded between Years 7 and 9 increasing to a 3.7 day average in Year 10.

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 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Major	424	459	471	12
Standard	364	548	576	28
Minor	359	671	1,512	841
Immediate - Urgent	157	136	153	17
Immediate - Emergency	64	96	83	-13
Total	**1,368**	**1,910**	**2,795**	**885**



4.3.2 886 additional highway works were recorded as complete in Year 10. An additional 841 Minor works accounts for the majority of this increase.

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

Table 10 Total duration, highway works

DURATION	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Average duration (days)	8.6	8.3	6.1	-2.2
Total number of days worked	**11,794**	**15,945**	**17,130**	**1,185**

4.3.4 The reduction in average duration is largely a result of the additional short duration Minor works recorded last year. The result is a 46% increase in the number of works recorded has only increased the total occupancy by 7.4%

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 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9
Average duration (days)	8.1	6.1	-2.0
Total number of days worked	**11,684**	**17,130**	**5,446**

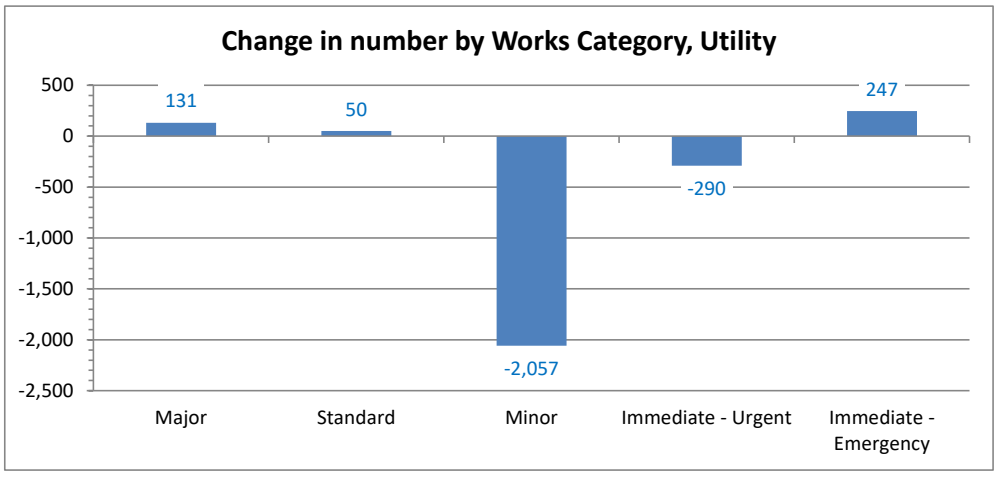
4.3.6 While the average duration of highway works has reduced in Year 10, the number of days worked has increased by almost 5,500 due to the increase in the number of works recorded last year.

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 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Major	1,150	1,239	1,370	131
Standard	4,379	4,476	4,526	50
Minor	21,932	19,651	17,594	-2,057
Immediate - Urgent	8,968	9,637	9,347	-290
Immediate - Emergency	1,589	1,365	1,612	247
Total	**38,018**	**36,368**	**34,449**	**-1,919**



4.4.2 The reduction in Minor and Immediate – Urgent works is broadly consistent with the overall reduction in works completed by external works promoters. However, the number of Major, Standard and Emergency works has increased slightly.

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

Table 13 Total duration, utility works

DURATION	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9
Average duration (days)	3.3	3.2	3.5	0.3
Total number of days worked	**125,985**	**117,887**	**119,685**	**1,798**

4.4.4 The increase in the number of longer duration Major, Standard and Emergency works has contributed to a 9% increase in the average duration of utility works, despite a 5% reduction in the number of works recorded as complete last year.

4.4.5 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 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9
Average duration (days)	3.3	3.5	0.2
Total number of days worked	**119,861**	**119,685**	**-176**

4.4.6 Following a steady year-on-year reduction in the average duration for utility works, Year 10 has shown an overall increase from 3.3 days to 3.5 days.

4.4.7 This has resulted in no significant change in the total number of days worked despite a 5% reduction in the number of utility works recorded.

5 KPI MONITORING

5.1 Introduction

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

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

5.1.2 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 all permit applications received and the refusal rate.

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

PROMOTER	Received	Granted	Refused	% Refused	Deemed	PMR
Highway authority	5,914	5,231	474	8.0%	60	18
Utility	63,680	51,162	9,425	14.8%	407	110
ALL	69,594	56,393	9,899	14.2%	467	128

5.2.3 The refusal rate for all highway works applications has remained consistent at 8%-9% over the last two years.

5.2.4 The refusal rate for utility applications has increased from 10% to 13.8% last year.

5.2.5 474 highway authority applications were refused in Year 10, compared with 351 in Year 9. 9,425 utility applications were refused in Year 10, compared with 4,795 in Year 9.

5.2.6 The number of deemed permit applications has increased from 17 in Year 9 to 467 last year; 60 for highway authority works and 407 for utility promoters. A quarter of these were applications submitted for works on private streets which are not covered by the permit scheme and were allowed to deem by the permit officers.

5.2.7 However, an increase in the number qualifying permits deemed may point to a staff resource issue or an issue with system processes not correctly notifying of impending decision deadlines for applications.

Recommendation Yr10 – 03: Review utility permit applications deemed in Year 10 to identify if any valid applications were missed and a permit fee was avoided.

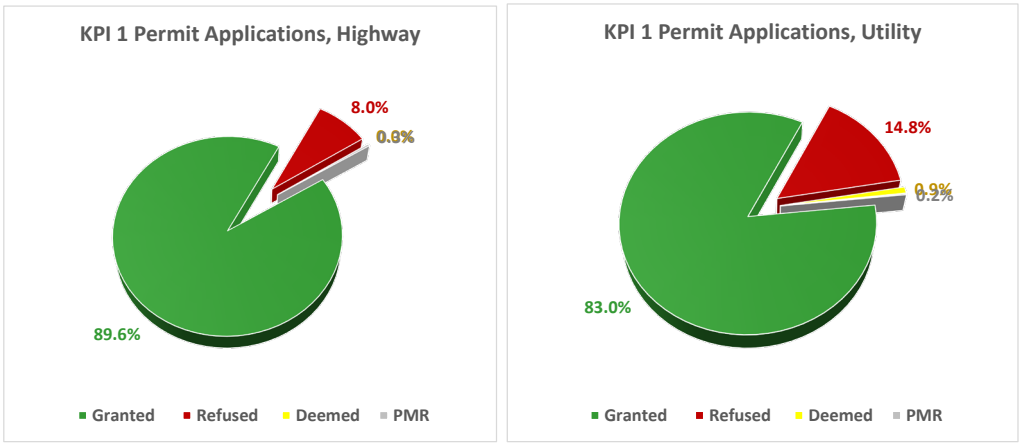


Figure 5: KPI 1, Permit and Variation Applications

5.2.8 **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.

5.2.9 The number of conditions applied to highway and utility permits is shown in Table 16 and Figure 6.

Table 16 Number of conditions applied

All Conditions	Highway	Utility	All
TOTAL	23,559	271,603	295,162
	8%	92%	

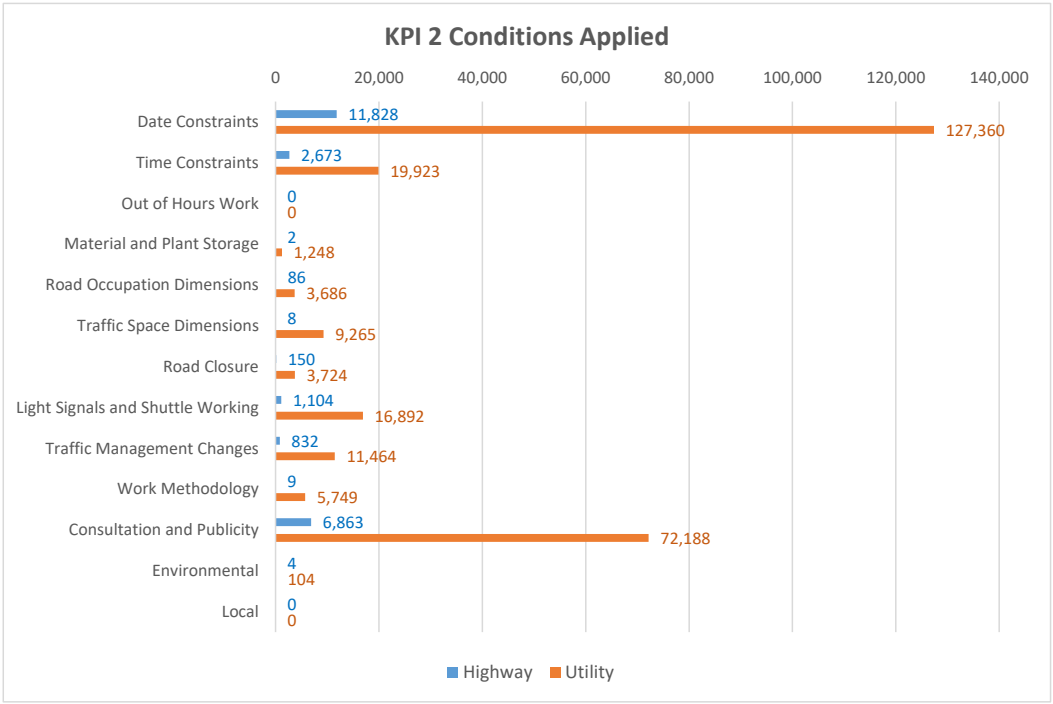


Figure 6: KPI 2, Permit Conditions

5.2.10 Year 10 saw a substantial increase in the number of conditions reported from 43,880 conditions in Year 9 to 295,162 in Year 10. This is a result of the inclusion of mandatory conditions – NCT01 timing of works and NCT10 display of permit boards - included in the Street Manager report compared with the Symology reports used in previous years.

5.2.11 8% of conditions were applied to the 5,231 highway permits granted. An increase from 3% in previous years.

5.2.12 **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 17 KPI 3, Number of extension requests refused

PROMOTER	Req. as % of Apps. Granted	Received	Granted	Refused	% Refused
Highway authority	0.9%	46	45	1	2.2%
Utility	1.4%	707	651	56	7.9%
ALL	1.3%	753	696	57	7.6%

5.2.13 The number of applications to extend permit duration has reduced significantly from a peak of more than 3,000 over the previous two years to 753 in Year 10.

5.2.14 The refusal rate has reduced for highway requests and increased for utility requests, from 6% to 2% and 8% for highway and utility requests, respectively.

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

Table 18 KPI 7, Number of permit condition inspections

PROMOTER	Conditions - Passed	Non compliant (with conditions)	Failure Rate %
Highway authority	9	3	25%
Utility	368	42	10%
ALL	377	45	11%

5.2.16 422 permit condition inspections were reported in Street Manager in Year 10. 45 or 11% of these were found to non-compliant with permit conditions.

5.2.17 This is a change from previous years, where no permit condition inspections were logged or reported in Symology.

5.2.18 In the absence of permit inspection records, the number of FPN issued was reported in previous years to provide a measure of non-compliance found.

5.2.19 1,003 FPN were given to external works promoters in Year 10. Of these, 76 were given for working without a valid permit and 295 for a breach of permit conditions. This is similar to the 63 and 318 FPN given for the same offences in Year 9.

5.2.20 The number of FPN reported in Year 10 is similar to the number reported in previous years. Over 1,000 FPN were given in each of the last three years.

Table 19 Number of FPN given

	FPNs Given				
	70(6)	74(7B)	19(1)	20(1)	Total
BLACKBURN WITH DARWEN BOROUGH COUNCIL		12			12
BROADBAND FOR THE RURAL NORTH LTD		1			1
BT	43	118	8	22	191
CADENT GAS LIMITED	3	74	26	75	178
Digital Infrastructure				2	2
E S PIPELINES LTD		1			1
Eclipse Power Networks Limited	3	6		1	10
ELECTRICITY NORTH WEST LIMITED (NORWEB)	10	37	7	57	111
ENERGY ASSETS NETWORKS LIMITED		3	2	3	8
ESP ELECTRICITY		4			4
FULCRUM PIPELINES LIMITED			1		1
Global Reach Networks Limited	1	7			8
Grain Communications Limited	3	4	2		9
HARLAXTON ENERGY NETWORKS LIMITED				1	1
HUTCHISON 3G LTD		1		1	2
ITS TECHNOLOGY GROUP LIMITED		1			1
IX WIRELESS LIMITED	4	6	1	1	12
LANCASHIRE COUNTY COUNCIL				2	2
Last Mile Asset Management		1			1
LAST MILE ELECTRICITY LIMITED		2			2
LUMEN TECHNOLOGIES INC		1			1
MANWEB	1	1		1	3
mua Electricity Limited		2		1	3
NATIONAL HIGHWAYS		2			2
Netomnia (formerly Brsk Limited)	1	5		5	11
Netomnia Limited	1	2		2	5
Nexfibre Networks Limited	5	51	5	19	80
NORTHERN POWERGRID (YORKSHIRE) PLC				1	1
NWP STREET LTD (formerly New World Payphones Ltd)	3	6			9
United Utilities Water Ltd	8	181	23	97	309
VIRGIN MEDIA	4	6		2	12
VODAFONE GROUP		1		1	2
VONEUS LIMITED		4			4
YORKSHIRE WATER		4	1	1	6
	90	544	76	295	1,005

5.2.21 The number of FPN given in Year 10 is shown in Figure 7.

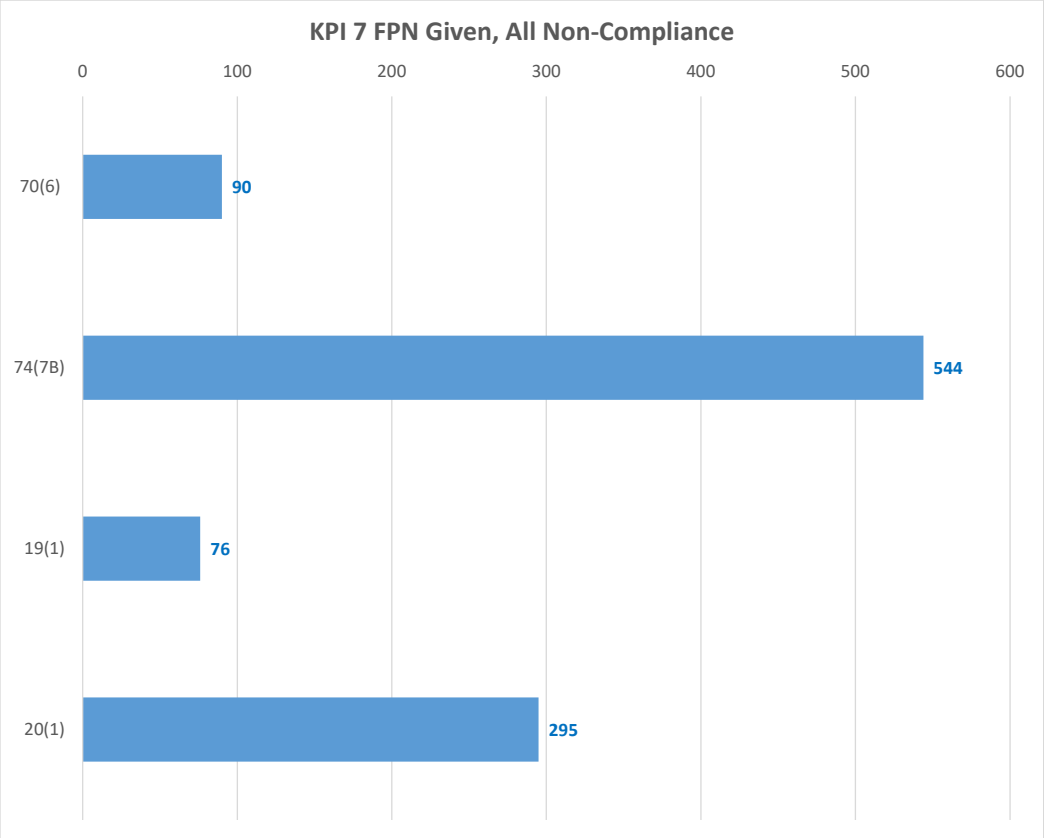


Figure 7: Number of FPN Given, Year 10

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 has reduced again in Year 10 to 39,467, following a fall to 41,390 the preceding year from a peak of 44,410 recorded in Year 8. This is still significantly higher than the number granted in previous years, which ranged from 29,000 to 31,500.

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 20). 14.7 FTE staff would be required to process utility permit applications and 3.3 staff to process highway applications.

Table 20 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 21).

Table 21 Year 10 staff resource, 2024-25

PERSONNEL LEVEL	All Works	Utilities
Street Works Officer	12.5	10.8
Street Works Co-ordinator	10.0	8.4
Traffic Manager	4.6	3.7
Total employees	**27.0**	**23.0**

6.2.4 The number of staff required to process utility permits in Year 10 has reduced from 24.2 in Year 9 to 23.0. Conversely, the number of staff required to process highway works applications has increased from 2.4 to 4.0 FTE.

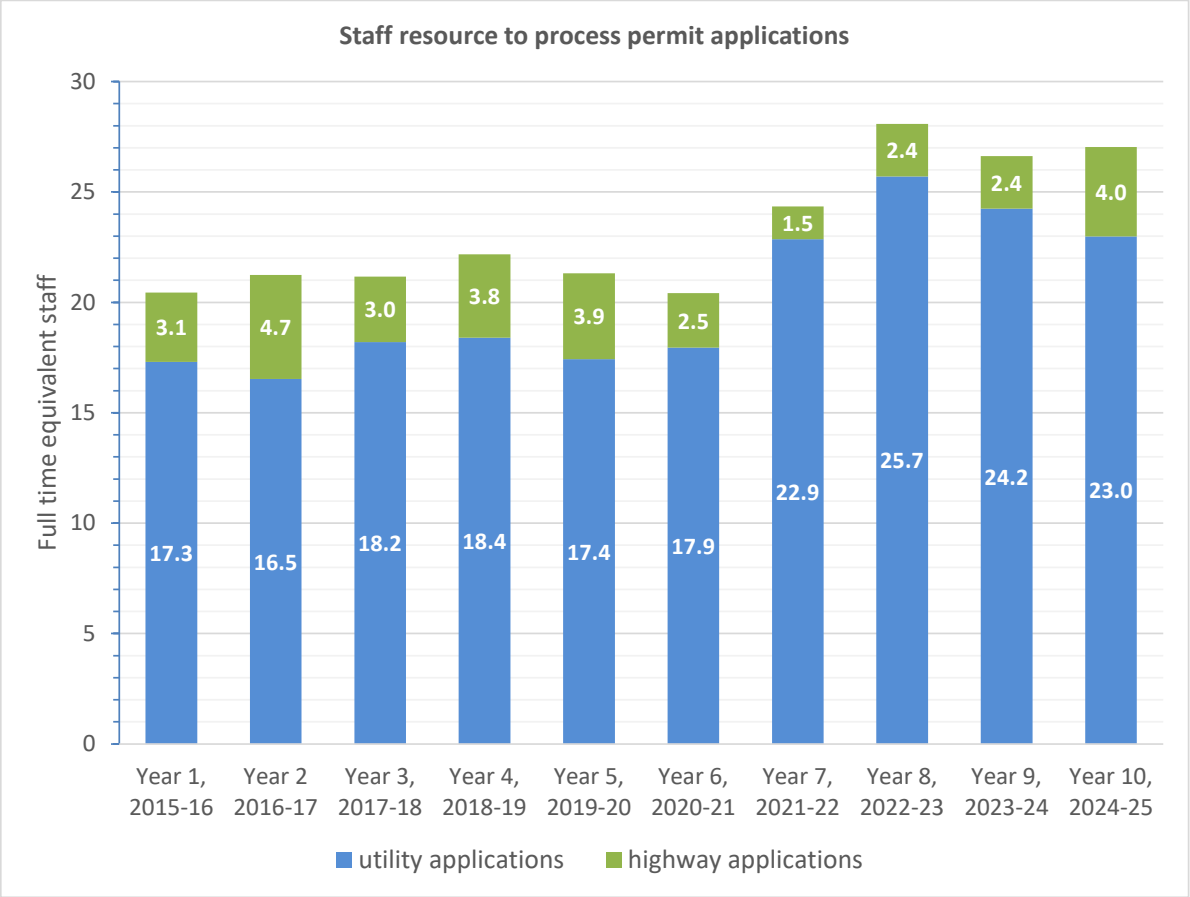


Figure 9 Change in staff resource to process permit applications

6.2.5 While the number of staff required to process utility applications has fallen from the peak in 2022-23, the increase in staff resource to process highway applications means the total number of staff has remained above 25 for the last three years.

6.3 Operating Cost

6.3.1 Using the same Fees Matrix spreadsheet, the cost to process granted utility permits in Year 10 has reduced very slightly to £2.26M from £2.42M and £2.39M in the previous two years; a 5.4% reduction.

6.3.2 This is broken down as £1,864,225 for staff costs related to permit applications and £281,650 for the additional fees charged for permit variations (Table 22).

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 £131,217 of the calculated overheads, or approximately 6% of the total annual income.

Table 22 Year 10 DfT Fees Matrix outputs, 2024-25

	Total Fee Income	Number Granted	Personnel Required	Operating Cost
Year 10, 2024-25				
All works permit applications;		43,662	27.03	**£2,699,388**
Utility permit applications;	**£2,079,352**		22.98	**£2,277,092**
- Permit applications & PAA		39,467		£1,864,225
- Permit variations		11,266		£281,650
- Allowable overheads				£131,217

6.4 Fee Income

6.4.1 Permit fee income billed in Year 9 reduced by 6.6% from a peak of £2,332,443 in Year 8 to £2,178,953 in Year 9. The fee income has fallen for a second consecutive year to £2,079,352 in Year 10. 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 7 years is shown in Table 23.

Table 23 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%
Year 10, 2024-25	**£2,079,352**	-4.6%

6.4.3 The scheme was operating at a reported 9% loss in the tenth 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 Composite salaries for SW co-ordinators and SW officers have increased by 21% and 11% since 2018.

6.5 Fees Charged

6.5.1 The Council 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.

6.5.2 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.

6.5.3 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 Year 9 review.

6.5.4 Following an extensive consultation process in 2024 some of the permit fees were adjusted on 1st April 2025 to fully recover the cost of processing Standard, Minor and Immediate permit applications on Category 3 an 4 non traffic sensitive streets. Fees charged for permit variations were also reduced from the maximum permitted (£35 and £45) to £25 and £35, for non traffic sensitive and traffic sensitive streets, respectively.

6.5.5 Permit fees were not adjusted for the remaining categories.

6.5.6 The impact of this fee change will not be evident until the end of the current year, but should significantly reduce the losses reported in Years 9 and 10.

6.5.7 An intermediate review of fees and income is recommended at the end of Year 11 to quantify the impact of the fee adjustment on reported losses. However, no further change in permit fees is anticipated before a full review is carried out at the end of Year 12, in 2027.

Recommendation Yr10 - 04: Carry out an interim review of fees and costs at the end of the current year to quantify the impact of the 1st April 2025 fee adjustment.

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 9, with interim reviews prepared at the end of Years 7 and 8.

7.1.4 This report presents the interim annual review on completion of Year 10, covering the period March 2024 to February 2025.

7.2 Scheme benefits

7.2.1 37,244 works were completed during Year 10, 2.7% fewer than completed the previous year. This follows a 2.8% reduction recorded in Year 9. Prior to Year 7, the maximum number of works completed in a single year was 30,355.

7.2.2 Following a steady downward fall in average duration for utility works promoters over the previous four years, the average duration has increased slightly from 3.2 days to 3.5 days.

7.2.3 The average duration for highway works has continue fall every year since the scheme went live, with the 6.1 day average recorded last year half of the duration recorded in the first two years of the scheme.

7.2.4 The total number of days worked has been relatively consistent over the last three years. Overall, Year 10 recorded 2,983 more days worked – a 2.2% increase on the number reported in Year 9. Both highway and utility works recorded a small increase in total duration in Year 10.

7.2.5 The benefit of the scheme is assessed against the benchmark prior to the introduction of the Permit Scheme. Year 10 shows a 24,772 reduction in number of days worked compared with the Noticing baseline (136,815 days compared with 161,587 days).

7.2.6 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 10 is calculated at **£14.6M per annum**.

7.2.7 This saving equates to 20% of the overall cost of works calculated in the CBA (£72.0M per annum total cost to road users).

7.2.8 The saving is £1.7M lower than the previous year, due primarily to an increase in the average duration of utility works. The saving is also significantly 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 four years.

7.3 Recommendations

7.3.1 Four recommendations have been made, relating to recording of highway works, monitoring Key Performance Indicators relating to permit conditions and permit condition inspections and monitor the impact of the permit fee increase introduced in April of this year.

Duration & occupancy;

Recommendation Yr10 – 01 (continued from Yr9 - 01): Continue to review all highways planned and reactive repairs to identify if all works requiring a permit are recorded correctly in the system and to ensure all works are closed out correctly.

Recommendation Yr10 – 02: Review the traffic management measures proposed for highway works, particularly those proposed to operate with no carriageway incursion, to confirm the tm operation is being correctly registered.

Key Performance Indicators;

Recommendation Yr10 – 03: Review utility permit applications deemed in Year 10 to identify if any valid applications were missed and a permit fee was avoided.

Permit Fees;

Recommendation Yr10 - 04: Carry out an interim review of fees and costs at the end of the current year to quantify the impact of the 1st April 2025 fee adjustment.

7.3.2 Recommendation 01 is continued from the recommendation made in the Year 9 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 tenth year, as defined in the application documents.

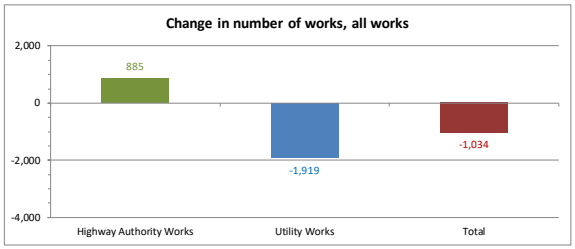
7.4.3 The 15% reduction in number of days worked since Noticing is substantially higher than the 5% benefit specified in the DfT guidelines for the business case justification for a move to Permit Schemes.

APPENDIX A. YEAR 10 DETAILED ANALYSIS

A1. All Works

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

PROMOTER TYPE	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Highway Authority Works	1,368	1,910	2,795	885	46.3%
Utility Works	38,018	36,368	34,449	-1,919	-5.3%
Total	**39,386**	**38,278**	**37,244**	**-1,034**	-2.7%



PROMOTER TYPE	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Highway Authority Works	1,417	2,795	1,378	97.2%
Utility Works	36,144	34,449	-1,695	-4.7%
Total	**37,561**	**37,244**	**-317**	-0.8%

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

PROMOTER	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Lancs.CC	1,368	1,910	2,795	885	46.3%
BT	7,954	7,995	7,356	-639	-8.0%
Virgin Media	4,396	3,244	2,522	-722	-22.3%
United Utilities Water LTD	14,475	12,874	12,596	-278	-2.2%
Cadent Gas Limited	2,554	2,622	2,856	234	8.9%
Electricity North West	3,081	3,007	2,928	-79	-2.6%
Network Rail	141	229	179	-50	-21.8%
Yorkshire Water	132	206	158	-48	-23.3%
O2 (UK) Limited	1	1	2	1	100.0%
Fulcrum Pipelines Limited	4	3	6	3	100.0%
Manweb	36	56	58	2	3.6%
Vodafone Group	130	114	72	-42	-36.8%
ES Pipelines Limited	12		9	9	
Last Mile Electricity Ltd	67	68	42	-26	-38.2%
T-Mobile (UK) Limited	93	39		-39	-100.0%
Energetics Gas Ltd	14	11		-11	-100.0%
National Grid Electricity Transmissio	1		1	1	
Romec Ltd	16	17	8	-9	-52.9%
Gas Transportation Co Ltd	8	9	3	-6	-66.7%
Orange PCS Ltd					
Neoscorp Ltd	58	18		-18	-100.0%
New World Payphones Ltd	7	8	34	26	325.0%
ESP Electricity	23	12	8	-4	-33.3%
Northern Powergrid - Yorkshire Dale	74	64	71	7	10.9%
GEO	21				
Broadband for the Rural North	26	88	163	75	85.2%
Abovenet Communications UK Ltd	7	5	1	-4	-80.0%
ITS Technology Group Limited	74	63	33	-30	-47.6%
Cityfibre	485	380	43	-337	-88.7%
IX Wireless Limited	239	492	783	291	59.1%
Netomnia Limited	889	203	513	310	152.7%
Digital Infrastructure Ltd	706	446	13	-433	-97.1%
BRSK Limited	1,997	865	940	75	8.7%
Grain Communications Limited	48	314	42	-272	-86.6%
Nexfibre Networks Limited		2,692	2,434	-258	-9.6%
Others	242	223	575	352	157.8%
Total	**39,379**	**38,278**	**37,244**	**-1,034**	-2.7%

PROMOTER	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Lancs.CC	1,417	2,795	1,378	97.2%
BT	8,355	7,356	-999	-12.0%
Virgin Media	3,440	2,522	-918	-26.7%
United Utilities Water LTD	13,391	12,596	-795	-5.9%
Cadent Gas Limited	2,694	2,856	162	6.0%
Electricity North West	2,978	2,928	-50	-1.7%
Network Rail	195	179	-16	-8.4%
Yorkshire Water	160	158	-2	-1.0%
O2 (UK) Limited	1	2	1	50.0%
Fulcrum Pipelines Limited	10	6	-4	-40.0%
Manweb	45	58	13	29.9%
Vodafone Group	110	72	-38	-34.7%
ES Pipelines Limited	13	9	-4	-30.8%
Global Utility Connections	61	42	-19	-31.5%
T-Mobile (UK) Limited	111		-111	-100.0%
Energetics Gas Ltd	10		-10	-100.0%
National Grid Electricity Transmissio	2	1	-1	-40.0%
Romec Ltd	16	8	-8	-50.0%
Gas Transportation Co Ltd	15	3	-12	-79.5%
Orange PCS Ltd				
Neoscorp Ltd	40		-40	-100.0%
New World Payphones Ltd	6	34	28	436.8%
ESP Electricity	15	8	-7	-47.8%
Northern Powergrid - Yorkshire Dale	74	71	-3	-4.5%
GEO	23		-23	-100.0%
Broadband for the Rural North	97	163	66	67.5%
Abovenet Communications UK Ltd	4	1	-3	-75.0%
ITS Technology Group Limited	51	33	-18	-35.7%
Cityfibre	427	43	-384	-89.9%
IX Wireless Limited	491	783	292	59.5%
Netomnia Limited	512	513	1	0.2%
Digital Infrastructure Ltd	384	13	-371	-96.6%
BRSK Limited	1,127	940	-187	-16.6%
Grain Communications Limited	151	42	-109	-72.2%
Nexfibre Networks Limited	897	2,434	1,537	171.2%
Others	210	575	365	173.8%
Total	**37,536**	**37,244**	**-292**	-0.8%

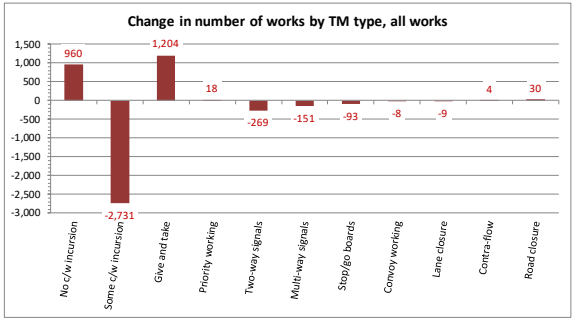
Table A.2b: Number of works by Telecomms. promoters, year on year comparison

TELECOMMS. PROMOTERS	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Number of works completed	**17,175**	**17,110**	**15,409**	**-1,701**	-9.9%
Change from 2015-16 baseline		-0.4%	-9.9%		

TELECOMMS. PROMOTERS	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Number of works completed	**16,331**	**15,409**	**-922**	-5.4%
Change from previous period		-5.6%		

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

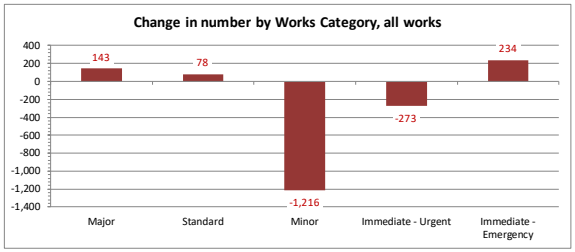
TRAFFIC MANAGEMENT TYPE	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
No c/w incursion	1,943	1,680	2,640	960	57.1%
Some c/w incursion	22,517	21,834	19,103	-2,731	-12.5%
Give and take	5,805	5,293	6,497	1,204	22.7%
Priority working	180	111	129	18	16.2%
Two-way signals	3,380	3,550	3,281	-269	-7.6%
Multi-way signals	2,890	2,504	2,353	-151	-6.0%
Stop/go boards	340	418	325	-93	-22.2%
Convoy working	1	10	2	-8	-80.0%
Lane closure	433	538	529	-9	-1.7%
Contra-flow	19	15	19	4	26.7%
Road closure	1,878	2,258	2,288	30	1.3%
Total	**39,386**	**38,211**	**37,166**	**-1,045**	-2.7%
% no carriageway incursion	*4.9%*	*4.4%*	*7.1%*		



TRAFFIC MANAGEMENT TYPE	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
No c/w incursion	2,017	2,640	623	30.9%
Some c/w incursion	20,352	19,103	-1,249	-6.1%
Give and take	5,862	6,497	635	10.8%
Priority working	200	129	-71	-35.6%
Two-way signals	3,485	3,281	-204	-5.9%
Multi-way signals	2,748	2,353	-395	-14.4%
Stop/go boards	399	325	-74	-18.5%
Convoy working	4	2	-2	-50.0%
Lane closure	463	529	66	14.3%
Contra-flow	17	19	2	11.8%
Road closure	1,992	2,288	296	14.9%
Total	**37,539**	**37,166**	**-373**	-1.0%
% no carriageway incursion	*5.4%*	*7.1%*		

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

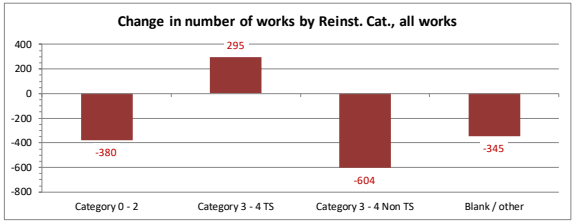
WORKS STOPPED	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Major	1,574	1,698	1,841	143	8.4%
Standard	4,743	5,024	5,102	78	1.6%
Minor	22,291	20,322	19,106	-1,216	-6.0%
Immediate - Urgent	9,125	9,773	9,500	-273	-2.8%
Immediate - Emergency	1,653	1,461	1,695	234	16.0%
Total	**39,386**	**38,278**	**37,244**	**-1,034**	-2.7%



WORKS STOPPED	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Major	1,625	1,841	216	13.3%
Standard	4,386	5,102	716	16.3%
Minor	20,575	19,106	-1,469	-7.1%
Immediate - Urgent	9,418	9,500	82	0.9%
Immediate - Emergency	1,556	1,695	139	8.9%
Total	**37,561**	**37,244**	**-317**	-0.8%

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

REINSTATEMENT CATEGORY	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Category 0 - 2	7,736	7,691	7,311	-380	-4.9%
Category 3 - 4 TS	6,387	6,498	6,793	295	4.5%
Category 3 - 4 Non TS	25,016	23,744	23,140	-604	-2.5%
Blank / other	247	345		-345	-100.0%
All works	**39,386**	**38,278**	**37,244**	**-1,034**	-2.7%



REINSTATEMENT CATEGORY	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Category 0 - 2	7,568	7,311	-257	-3.4%
Category 3 - 4 TS	6,439	6,793	354	5.5%
Category 3 - 4 Non TS	23,162	23,140	-22	-0.1%
Blank / other	392		-392	-100.0%
All works	**37,561**	**37,244**	**-317**	-0.8%

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

DURATION	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Average duration (days)	3.5	3.5	3.7	0.2	5.7%
Total number of days worked	**137,779**	**133,832**	**136,815**	**2,983**	2.2%

Year 10, 2024-25, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
14.6	6.3	1.8	3.6	5.1
26,812	**32,002**	**35,188**	**34,094**	**8,719**

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

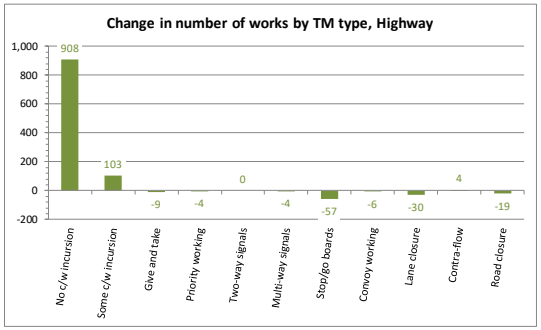
MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
14.0	5.7	2.0	3.9	4.7
22,053	**27,170**	**45,555**	**35,152**	**7,849**

DURATION	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Average duration (days)	3.5	3.7	0.2	5.7%
Total number of days worked	**131,545**	**136,815**	**5,270**	4.0%

A2. Highway Works

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

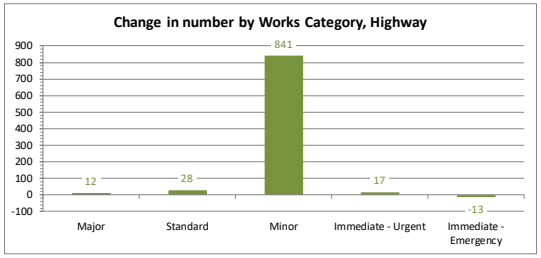
TRAFFIC MANAGEMENT TYPE	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
No c/w incursion	21	41	949	908	2214.6%
Some c/w incursion	227	401	504	103	25.7%
Give and take	117	73	64	-9	-12.3%
Priority working	18	9	5	-4	-44.4%
Two-way signals	267	385	385		
Multi-way signals	154	247	243	-4	-1.6%
Stop/go boards	71	176	119	-57	-32.4%
Convoy working		6		-6	-100.0%
Lane closure	128	222	192	-30	-13.5%
Contra-flow			4	4	
Road closure	365	349	330	-19	-5.4%
Total	**1,368**	**1,909**	**2,795**	**886**	46.4%



TRAFFIC MANAGEMENT TYPE	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
No c/w incursion	28	949	921	3249.4%
Some c/w incursion	266	504	238	89.7%
Give and take	79	64	-15	-18.6%
Priority working	11	5	-6	-54.5%
Two-way signals	266	385	119	44.6%
Multi-way signals	164	243	79	48.2%
Stop/go boards	98	119	21	21.0%
Convoy working	2		-2	-100.0%
Lane closure	150	192	42	28.0%
Contra-flow	0	4	4	1100.0%
Road closure	352	330	-22	-6.3%
Total	**1,417**	**2,795**	**1,378**	97.2%

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

WORKS STOPPED	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Major	424	459	471	12	2.6%
Standard	364	548	576	28	5.1%
Minor	359	671	1,512	841	125.3%
Immediate - Urgent	157	136	153	17	12.5%
Immediate - Emergency	64	96	83	-13	-13.5%
Total	**1,368**	**1,910**	**2,795**	**885**	46.3%



WORKS STOPPED	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Major	374	471	97	26.0%
Standard	385	576	191	49.7%
Minor	402	1,512	1,110	275.8%
Immediate - Urgent	188	153	-35	-18.6%
Immediate - Emergency	69	83	14	20.9%
Total	**1,417**	**2,795**	**1,378**	97.2%

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

DURATION	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Average duration (days)	8.6	8.3	6.1	-2.2	-26.5%
Total number of days worked	**11,794**	**15,945**	**17,130**	**1,185**	7.4%

Year 10, 2024-25, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
20.7	5.6	1.7	4.2	10.4
9,759	**3,245**	**2,623**	**638**	**865**

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

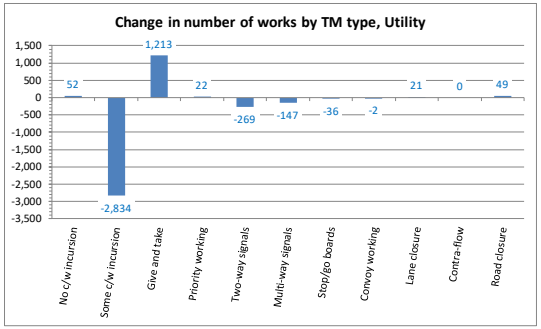
MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
16.3	7.3	2.0	4.7	11.7
6,925	**2,666**	**719**	**736**	**748**

DURATION	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Average duration (days)	8.1	6.1	-2.0	-25.0%
Total number of days worked	**11,684**	**17,130**	**5,446**	46.6%

A3. Utility Works

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

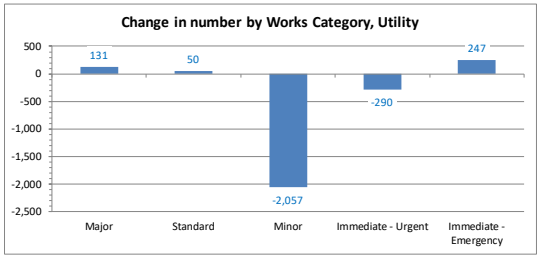
TRAFFIC MANAGEMENT TYPE	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
No c/w incursion	1,922	1,639	1,691	52	3.2%
Some c/w incursion	22,290	21,433	18,599	-2,834	-13.2%
Give and take	5,688	5,220	6,433	1,213	23.2%
Priority working	162	102	124	22	21.6%
Two-way signals	3,113	3,165	2,896	-269	-8.5%
Multi-way signals	2,736	2,257	2,110	-147	-6.5%
Stop/go boards	269	242	206	-36	-14.9%
Convoy working	1	4	2	-2	-50.0%
Lane closure	305	316	337	21	6.6%
Contra-flow	19	15	15		
Road closure	1,513	1,909	1,958	49	2.6%
Total	**38,018**	**36,302**	**34,371**	**-1,931**	-5.3%



TRAFFIC MANAGEMENT TYPE	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
No c/w incursion	1,988	1,691	-297	-15.0%
Some c/w incursion	20,086	18,599	-1,487	-7.4%
Give and take	5,783	6,433	650	11.2%
Priority working	189	124	-65	-34.5%
Two-way signals	3,219	2,896	-323	-10.0%
Multi-way signals	2,584	2,110	-474	-18.4%
Stop/go boards	300	206	-94	-31.4%
Convoy working	2	2	0	20.0%
Lane closure	313	337	24	7.8%
Contra-flow	17	15	-2	-10.0%
Road closure	1,640	1,958	318	19.4%
Total	**36,122**	**34,371**	**-1,751**	-4.8%

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

WORKS STOPPED	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Major	1,150	1,239	1,370	131	10.6%
Standard	4,379	4,476	4,526	50	1.1%
Minor	21,932	19,651	17,594	-2,057	-10.5%
Immediate - Urgent	8,968	9,637	9,347	-290	-3.0%
Immediate - Emergency	1,589	1,365	1,612	247	18.1%
Total	**38,018**	**36,368**	**34,449**	**-1,919**	-5.3%



WORKS STOPPED	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Major	1,252	1,370	118	9.5%
Standard	4,001	4,526	525	13.1%
Minor	20,173	17,594	-2,579	-12.8%
Immediate - Urgent	9,230	9,347	117	1.3%
Immediate - Emergency	1,488	1,612	124	8.4%
Total	**36,144**	**34,449**	**-1,695**	-4.7%

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

DURATION	Year 8 2022-23	Year 9 2023-24	Year 10 2024-25	Diff Yr 10 - Yr 9	
Average duration (days)	3.3	3.2	3.5	0.3	9.4%
Total number of days worked	**125,985**	**117,887**	**119,685**	**1,798**	1.5%

Year 10, 2024-25, Duration by works category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
12.4	6.4	1.9	3.6	4.9
17,053	**28,757**	**32,565**	**33,456**	**7,854**

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**

DURATION	Average Years 7-9, 2021-24	Average Year 10, 2024-25	Difference Year 10 - Yrs 7-9	
Average duration (days)	3.3	3.5	0.2	6.1%
Total number of days worked	**119,861**	**119,685**	**-176**	-0.1%

APPENDIX B. PROMOTER DURATION ANALYSIS

Works Promoter Durations, Traffic Management, BT (BC)										
No Carriageway Incursion	Some Carriageway Incursion	Give and take	Priority working	Two-way signals	Multi-way signals	Stop/go boards	Convoy workings	Contra-flow	Lane Closure	Road Closure
Average works duration										
2.0	**1.9**	**2.4**	**4.7**	**1.6**	**2.0**	**1.4**			**2.0**	**1.5**
Minimum duration										
0	0	0	1	0	0	1	0	0	0	0
Maximum duration										
108	13	14	21	10	12	4	0	0	8	19
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
1	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
>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**
Number of Works;										
504	3,923	1,357	7	607	472	32	0	0	64	357
Number of Days Worked;										
1,030	7,429	3,290	33	945	937	45	0	0	128	535

Works Categories, BT (BC)				
Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average works duration				
2.9	**4.9**	**1.6**	**1.6**	**1.7**
Minimum duration				
0	0	0	0	0
Maximum durtion				
108	10	5	7	5
>15	>15	>15	>15	>15
3	0	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
Number of Works;				
206	655	5,350	1,073	72
Number of Days Worked;				
589	3,233	8,716	1,750	125

Total Number of Works
7,323

Average Duration
2.0

Total Number of Days Worked
14,372

Works Promoter Durations, Traffic Management, United Utilities										
No Carriageway Incursion	Some Carriageway Incursion	Give and take	Priority working	Two-way signals	Multi-way signals	Stop/go boards	Convoy workings	Contra-flow	Lane Closure	Road Closure
Average works duration										
3.9	**3.2**	**5.4**	**1.2**	**2.8**	**2.4**	**1.2**		**1.8**	**3.1**	**3.7**
Minimum duration										
0	0	0	1	0	0	0	0	1	0	0
Maximum duration										
43	256	22	2	44	17	10	0	4	39	43
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
4	**7**	**1**	**0**	**6**	**2**	**0**	**0**	**0**	**2**	**9**
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
3	**5**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**4**
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
0	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
0	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Number of Works;										
210	6,039	3,327	6	1,178	602	55	0	6	108	1,064
Number of Days Worked;										
825	19,620	17,854	7	3,258	1,439	68	0	11	334	3,885

Works Categories, United Utilities				
Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average works duration				
6.5	**7.8**	**2.1**	**3.9**	**2.2**
Minimum duration				
0	1	0	0	0
Maximum durtion				
73	10	256	22	43
>15	>15	>15	>15	>15
21	0	2	3	5
>30	>30	>30	>30	>30
14	0	1	0	1
>60	>60	>60	>60	>60
1	0	1	0	0
>180	>180	>180	>180	>180
0	0	1	0	0
Number of Works;				
220	1,566	4,263	6,061	486
Number of Days Worked;				
1,436	12,183	9,107	23,493	1,083

Total Number of Works

12,595

Average Duration

3.8

Total Number of Days Worked

47,301

Works Promoter Durations, Traffic Management, Virgin Media										
No Carriageway Incursion	Some Carriageway Incursion	Give and take	Priority working	Two-way signals	Multi-way signals	Stop/go boards	Convoy workings	Contra-flow	Lane Closure	Road Closure
Average works duration										
1.7	**1.4**	**2.3**		**1.9**	**3.9**	**0.6**			**3.0**	**1.0**
Minimum duration										
0	0	0	0	0	1	0	0	0	1	1
Maximum duration										
4	7	3	0	5	8	2	0	0	8	1
>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**
Number of Works;										
163	2,268	31	0	27	14	13	0	0	5	1
Number of Days Worked;										
276	3,080	72	0	50	55	8	0	0	15	1

Works Categories, Virgin Media				
Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average works duration				
1.0	**5.1**	**1.4**	**1.6**	
Minimum duration				
1	3	0	0	0
Maximum durtion				
1	8	7	3	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
Number of Works;				
1	17	2,269	235	0
Number of Days Worked;				
1	86	3,098	372	0

al Number of Works

2,522

Average Duration

1.4

al Number of Days Worked

3,557

Works Promoter Durations, Traffic Management, Cadent Gas Limited										
No Carriageway Incursion	Some Carriageway Incursion	Give and take	Priority working	Two-way signals	Multi-way signals	Stop/go boards	Convoy workings	Contra-flow	Lane Closure	Road Closure
Average works duration										
5.5	**6.0**	**7.0**		**8.3**	**16.3**	**0.4**	**15.0**	**8.5**	**10.1**	**14.3**
Minimum duration										
0	0	0	0	0	0	0	15	7	0	0
Maximum duration										
59	79	35	0	53	88	1	15	10	52	80
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
10	**103**	**19**	**0**	**31**	**121**	**0**	**0**	**0**	**3**	**30**
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
3	**14**	**2**	**0**	**10**	**28**	**0**	**0**	**0**	**1**	**10**
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
0	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**2**
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Number of Works;										
188	1,829	159	0	247	302	8	2	2	18	101
Number of Days Worked;										
1,040	11,041	1,116	0	2,041	4,919	3	30	17	181	1,440

Total Number of Works

2,856

Average Duration

7.6

Total Number of Days Worked

21,828

Works Categories, Cadent Gas Limited				
Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average works duration				
19.7	**6.0**	**2.2**	**4.8**	**7.0**
Minimum duration				
1	1	0	0	1
Maximum durtion				
88	14	5	18	68
>15	>15	>15	>15	>15
260	0	0	1	56
>30	>30	>30	>30	>30
59	0	0	0	9
>60	>60	>60	>60	>60
7	0	0	0	1
>180	>180	>180	>180	>180
0	0	0	0	0
Number of Works;				
493	459	686	306	912
Number of Days Worked;				
9,726	2,774	1,491	1,470	6,367

Works Promoter Durations, Traffic Management, ELECTRICITY NORTH WEST										
No Carriageway Incursion	Some Carriageway Incursion	Give and take	Priority working	Two-way signals	Multi-way signals	Stop/go boards	Convoy workings	Contra-flow	Lane Closure	Road Closure
Average works duration										
4.1	**4.1**	**4.7**	**6.0**	**4.1**	**5.9**	**6.0**		**3.0**	**3.8**	**7.1**
Minimum duration										
0	0	0	3	0	0	0	0	2	0	0
Maximum duration										
24	27	27	10	41	39	59	0	5	10	250
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
1	**2**	**5**	**0**	**4**	**11**	**2**	**0**	**0**	**0**	**14**
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
0	**0**	**0**	**0**	**1**	**2**	**2**	**0**	**0**	**0**	**3**
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Number of Works;										
61	1,560	334	3	386	250	21	0	3	60	240
Number of Days Worked;										
249	6,336	1,570	18	1,594	1,485	126	0	9	229	1,701

Works Categories, ELECTRICITY NORTH WEST				
Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average works duration				
11.4	**5.3**	**1.4**	**4.1**	**3.0**
Minimum duration				
0	1	0	0	0
Maximum durtion				
250	10	3	14	10
>15	>15	>15	>15	>15
39	0	0	0	0
>30	>30	>30	>30	>30
8	0	0	0	0
>60	>60	>60	>60	>60
3	0	0	0	0
>180	>180	>180	>180	>180
1	0	0	0	0
Number of Works;				
207	939	463	1,279	40
Number of Days Worked;				
2,357	5,021	652	5,189	118

Total Number of Works

2,918

Average Duration

4.6

Total Number of Days Worked

13,317

Works Promoter Durations, Traffic Management, Nexfibre Networks Limited										
No Carriageway Incursion	Some Carriageway Incursion	Give and take	Priority working	Two-way signals	Multi-way signals	Stop/go boards	Convoy workings	Contra-flow	Lane Closure	Road Closure
Average works duration										
3.6	**3.5**	**6.0**	**3.7**	**3.0**	**2.7**	**2.2**			**2.2**	**2.3**
Minimum duration										
1	0	0	3	0	0	0	0	0	0	1
Maximum duration										
171	49	61	4	11	31	6	0	0	5	5
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
1	**18**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
1	**6**	**9**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
1	**0**	**1**	**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**
Number of Works;										
176	1,492	514	3	81	141	10	0	0	14	3
Number of Days Worked;										
629	5,159	3,082	11	247	378	22	0	0	31	7

Works Categories, Nexfibre Networks Limited				
Major	Standard	Minor	Immediate - Urgent	Immediate - Emergency
Average works duration				
23.9	**6.8**	**2.3**	**2.6**	**2.4**
Minimum duration				
1	1	0	1	1
Maximum durtion				
171	10	6	5	5
>15	>15	>15	>15	>15
40	0	0	0	0
>30	>30	>30	>30	>30
17	0	0	0	0
>60	>60	>60	>60	>60
2	0	0	0	0
>180	>180	>180	>180	>180
0	0	0	0	0
Number of Works;				
77	509	1,657	175	16
Number of Days Worked;				
1,839	3,465	3,764	460	38

Total Number of Works

2,434

Average Duration

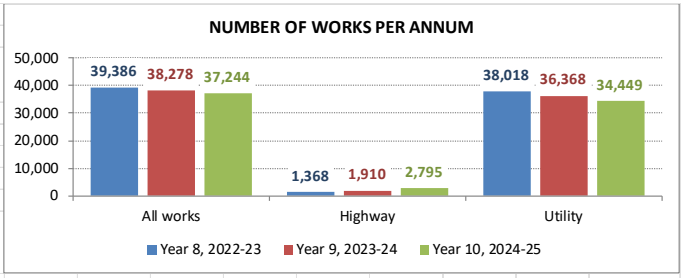
3.9

Total Number of Days Worked

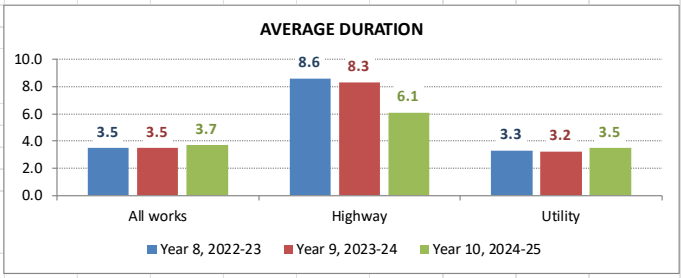
9,566

APPENDIX C. SCHEME BENEFIT SUMMARY

NUMBER OF WORKS	(number)		
	All works	Highway	Utility
Year 8, 2022-23	39,386	1,368	38,018
Year 9, 2023-24	38,278	1,910	36,368
Year 10, 2024-25	37,244	2,795	34,449
Change, Year 10 - Year 9	-1,034	885	-1,919
Change (%)	-2.7%	46.3%	-5.3%



DURATION	(days)		
	All works	Highway	Utility
Year 8, 2022-23	3.5	8.6	3.3
Year 9, 2023-24	3.5	8.3	3.2
Year 10, 2024-25	3.7	6.1	3.5
Change (days)	0.2	-2.2	0.3



DAYS WORKED	(days)		
	All works	Highway	Utility
Year 8, 2022-23	137,779	11,794	125,985
Year 9, 2023-24	133,832	15,945	117,887
Year 10, 2024-25	136,815	17,130	119,685
Change, Year 10 - Year 9	2,983	1,185	1,798
Change (%)	2.2%	7.4%	1.5%