



Wirral Metropolitan Borough Council

The Wirral Permit Scheme for Road & Street Activities

12 Month Review Report

GK-TC
January 2019



Report: The Wirral Permit Scheme for Road & Street Activities, 12 Month Review Report

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*Wirral Council Permit Scheme,
12 Month Review*

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1 INTRODUCTION

1.1 Background

1.1.1 The Wirral Council Permit Scheme for Road & Street Activities went live on 16th October 2017.

1.1.2 This report presents an operational review of the first year of the Scheme.

1.1.3 The purpose of the 12-month review is 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.

1.2 12 Month Review

1.2.1 Following the first anniversary of the Permit Scheme on 16th October 2018, GK-TC has been commissioned to undertake a detailed review of the operation during the first year and to quantify the benefits achieved.

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, 2014-15 (Bentley database)
- Permit Scheme work stops notices, October 2017 – October 2018 (Bentley database)

2.1.2 This review assesses the year on year change in the number of Permit applications and review the breakdown of key performance metrics. The main 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.

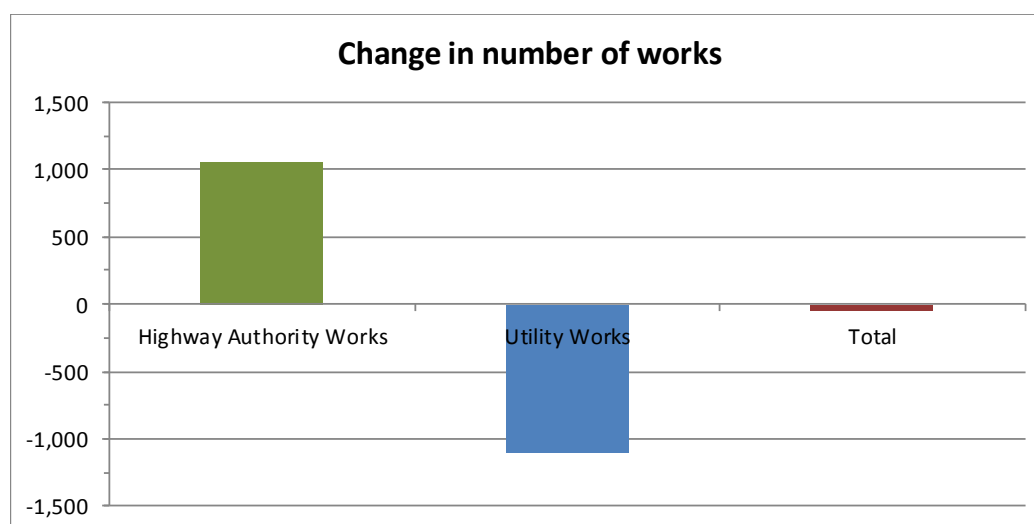
2.2 All works

2.2.1 The following series of charts and tables present a comparison of the first year operating under the Permit Scheme and the average year selected under Noticing for the CBA business case assessment.

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	Noticing 2014-15	Permitting 2017-18	Change
Highway Authority Works	205	1,264	1,059
Utility Works	8,987	7,884	-1,103
Total	9,192	9,148	-44



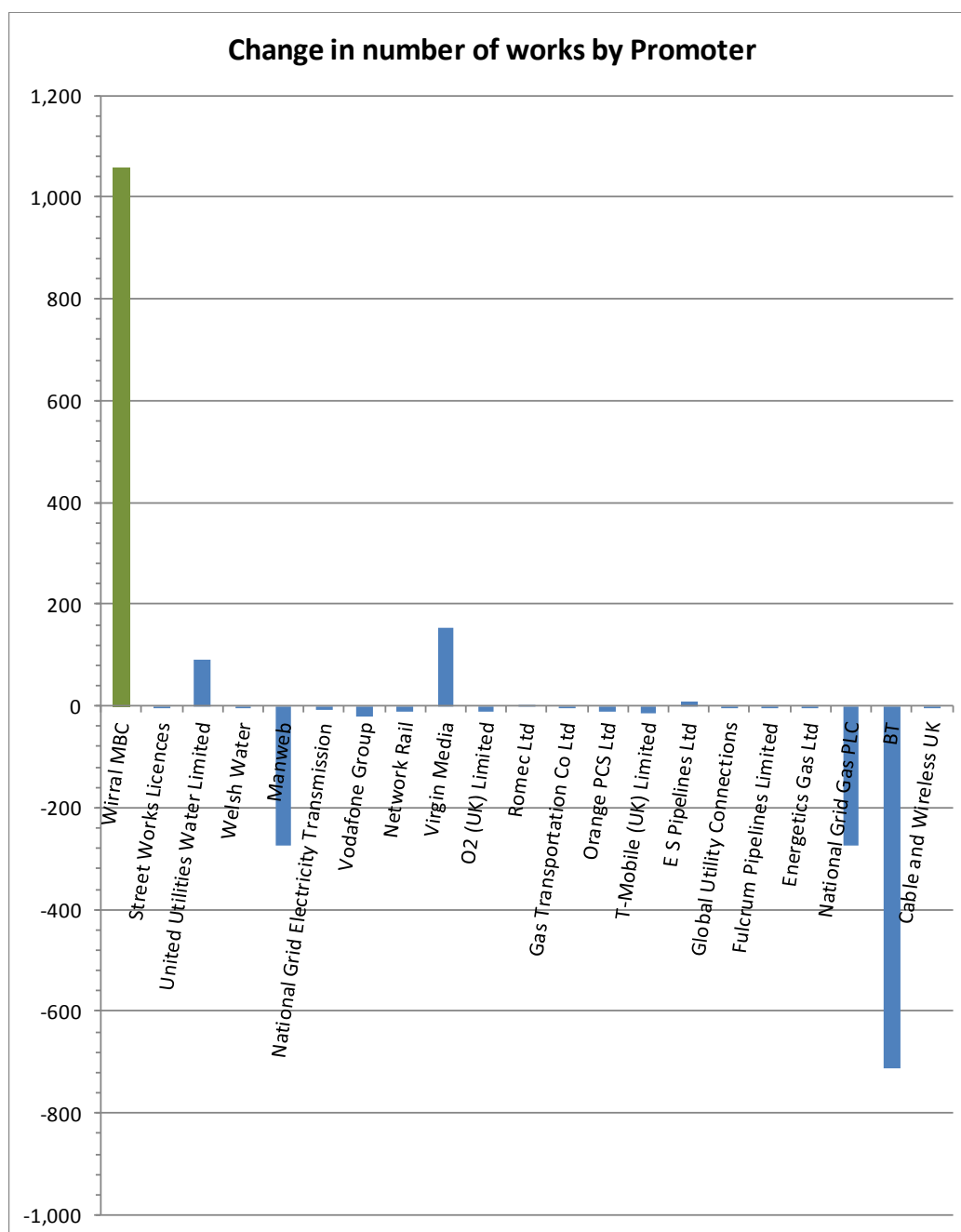
2.2.3 Highway authority works have increased by 1,059. There is a similar reduction in the number of utility works undertaken, reducing by 1,103 works from 8,987 to 7,884.



- 2.2.4 153 of the highway authority works were Section 50 works, compared with 100 for the previous 12 month period.
- 2.2.5 Overall the total number of works completed is very similar to the Noticing benchmark.
- 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	Noticing 2014-15	Permitting 2017-18	Change
Wirral MBC	205	1,264	1,059
Street Works Licences	3		-3
United Utilities Water Limited	3,744	3,835	91
Welsh Water	18	14	-4
Manweb	1,201	925	-276
National Grid Electricity Transmission	17	9	-8
Vodafone Group	48	28	-20
Network Rail	24	14	-10
Virgin Media	961	1,113	152
O2 (UK) Limited	14	3	-11
Romec Ltd	6	7	1
Gas Transportation Co Ltd	11	8	-3
Orange PCS Ltd	11		-11
T-Mobile (UK) Limited	29	16	-13
E S Pipelines Ltd	5	13	8
Global Utility Connections	2		-2
Fulcrum Pipelines Limited	18	15	-3
Energetics Gas Ltd	2		-2
National Grid Gas PLC	1,314	1,039	-275
BT	1,557	844	-713
Cable and Wireless UK	2		-2
ESP Electricity		1	1
Total	9,192	9,148	-44



- 2.2.7 Three quarters of the reduction in utility works is a result of BT works reducing by almost a factor of 2 from 1,557 to 844 works.
- 2.2.8 There are smaller reductions in Manweb and National Grid Gas works, both reducing by around 25% compared with 2014-15 records.
- 2.2.9 There are smaller changes for the other utilities, which are not felt to be significant and are generally indicative of annual fluctuations in promoter works numbers to be expected year on year.

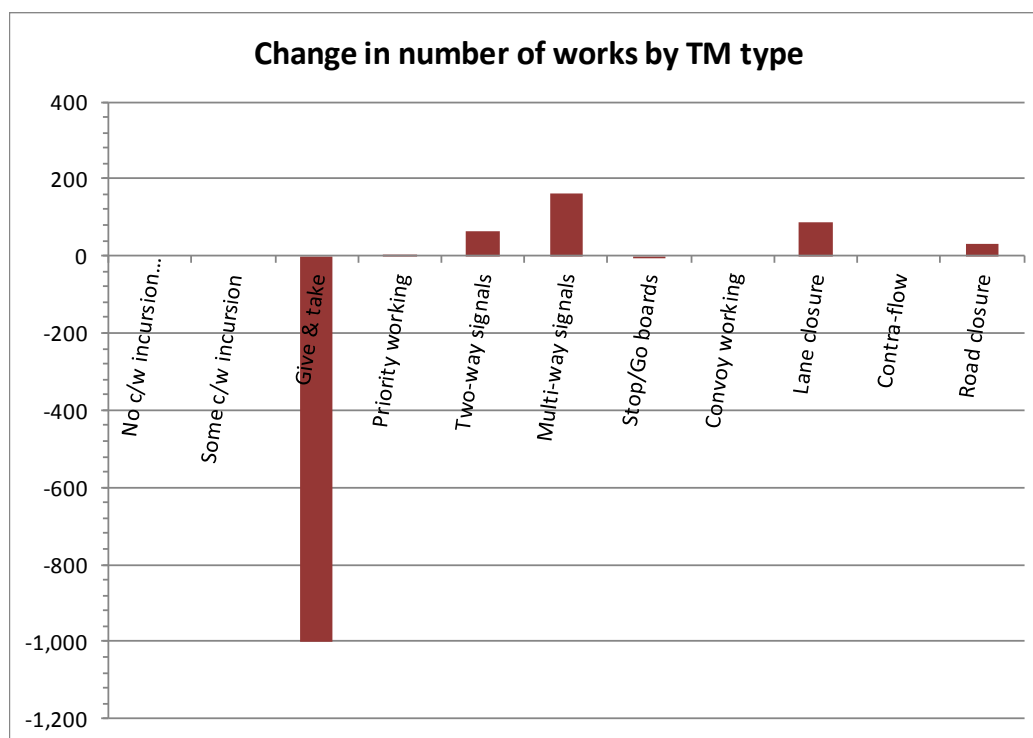


2.2.10 The following analysis is presented for applications by all works promoters. The same analysis is presented separately in Appendix A section A.1 for highway authority works and section A.2 for utility works.

2.2.11 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	Noticing 2014-15	Permitting 2017-18	Change
No c/w incursion (EToN5: None/signing only)	6,136	2,002	
Some c/w incursion		4,752	
Give & take	2,474	1,474	-1,000
Priority working	6	8	2
Two-way signals	230	293	63
Multi-way signals	117	280	163
Stop/Go boards	54	48	-6
Convoy working			
Lane closure	117	202	85
Contra-flow	3	3	
Road closure	54	86	32
Blank			
Total	9,191	9,148	-43



2.2.12 The move to EToN6 descriptions shows the biggest change, with 6,136 works categories under the EToN5 code 'None/Signing Only'. The EToN6 codes



applicable under the permits scheme show 6,754 works categorised under 'No carriageway incursion' or 'Some carriageway incursion', with approximately three quarters of these classified as having some impact on the highway.

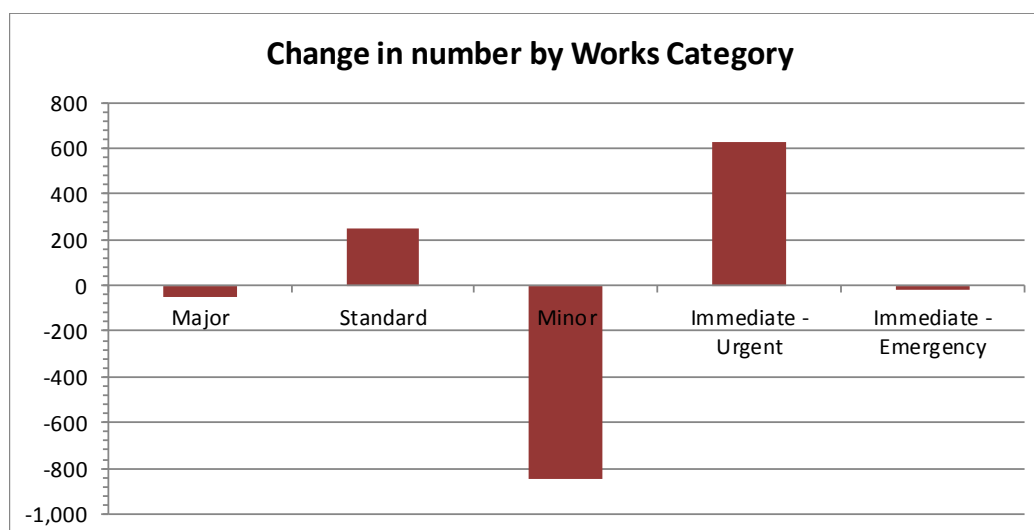
- 2.2.13 The other traffic management types, which are unchanged following the change to EToN6, show smaller but nevertheless significant changes in the first year of the permit scheme.
- 2.2.14 Works operating with 'Give & take' have reduced by 1,000 to 1,4747 works. The majority of these would appear to have transferred to 'No carriageway incursion' or 'Some carriageway incursion'.
- 2.2.15 Works operating with temporary traffic signals have increased by more than 200, from 347 to 573. Multi-way signal control has more than doubled. This is likely to be a combination of more accurate definition of traffic management types under the scheme and permit officers requesting the most appropriate form of traffic management at the permit application stage.
- 2.2.16 Lane closures and road closures have also increased by 60% to 70% compared with the 2014-15 Noticing benchmark. Again, the more accurate recording of traffic management types will likely account for most of this 'increase'.

Recommendation 01: Monitor works stated to be operating under 'Some carriageway incursion' to confirm they are not operating as either formal or informal 'Give & take' tm. If so, review future applications to ensure the most appropriate tm type is specified and applied.

- 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	Noticing 2014- 15	Permitting 2017-18	Change
Major	329	278	- 51
Standard	1,198	1,443	245
Minor	4,951	4,102	-849
Immediate - Urgent	2,120	2,747	627
Immediate - Emergency	594	578	-16
Total	9,192	9,148	- 44



2.2.18 There are significant changes in the number of each works category, other than Immediate – Emergency works.

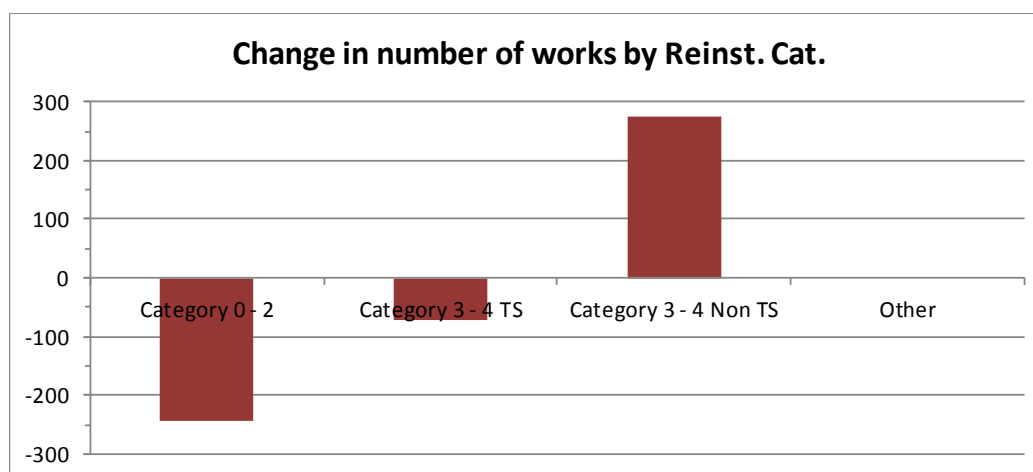
2.2.19 Reviewing the separate analysis of highway and utility works promoter in Appendix A shows; the additional 1,059 highway works are predominantly Major, Standard and Minor works, utility works show similar reductions cancelling out the increase in Major and Standard works, there is a near 1,000 reduction in Minor utility works.

Recommendation 02: Review short duration highway works and work towards recording Minor and Immediate highway works through year 2.

2.2.20 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	Noticing 2014-15	Permitting 2017-18	Change
Category 0 - 2	1,640	1,396	-244
Category 3 - 4 TS	333	260	-73
Category 3 - 4 Non TS	7,218	7,492	274
Other			
All works	9,191	9,148	-43



2.2.21 The spread of works across each road category type is broadly similar, with changes lower than 15% for each.

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

Table 6 Average works duration

DURATION	Noticing 2014-15	Permitting 2017-18	Change
Average duration (days)	5.2	4.5	-0.7
Total number of days worked	47,439	41,300	-6,139

2.2.23 The data shows a significant reduction in average duration following the introduction of the Permit Scheme; a reduction from 5.2 days to 4.5 days. This is a 13% reduction in average works duration.

2.2.24 The data shows over 6,100 days fewer worked on the network compared with the Noticing benchmark, despite only a 0.5% reduction in the number of works undertaken.

2.2.25 Highway authority works (presented in Section A.1) have increased by a factor of six. Most of this increase is for longer duration Major and Standard works, pushing the average duration up from 4.9 days to 7.4 days. The result is an additional 8,344 recorded days for highway works.

2.2.26 Conversely, the total number of days worked by utility promoters has reduced by 14,483 (presented in Section A.2). This is a 31% reduction overall and a 23% reduction in occupancy after accounting for the 12% reduction in utility works following the introduction of the permit scheme.

2.2.27 The average duration of utility works in the first year of the Permit Scheme are;

- Major works, 11.7 days *(-7.6 days compared with Noticing records)*
- Standard works, 6.8 days *(-1.3 days)*
- Minor works, 2.7 days *(-0.5 days)*
- Immediate Urgent works, 4.2 days *(-1.9 days)*
- Immediate Emergency works, 6.6 days *(+0.7 days)*



- 2.2.28 All utility works categories show significant reductions in average duration, other than the 577 Immediate – emergency works that have increased from 5.9 days to 6.6 days.
- 2.2.29 There were 16 cases of collaborative working involving 38 different utility works in the first year.
- 2.2.30 These collaborations saved around 80 to 120 working days assuming an average duration for each of 4 to 6 days.

Recommendation 03: Continue to look for opportunities to increase collaborative working between utilities and highway authority works promoters to further reduce the number of days worked on the network in year 2.

2.3 Scheme Benefit

- 2.3.1 Figure 1 presents the number of works per annum under Noticing and during the first two full years of operation following the introduction of the Permit Scheme.

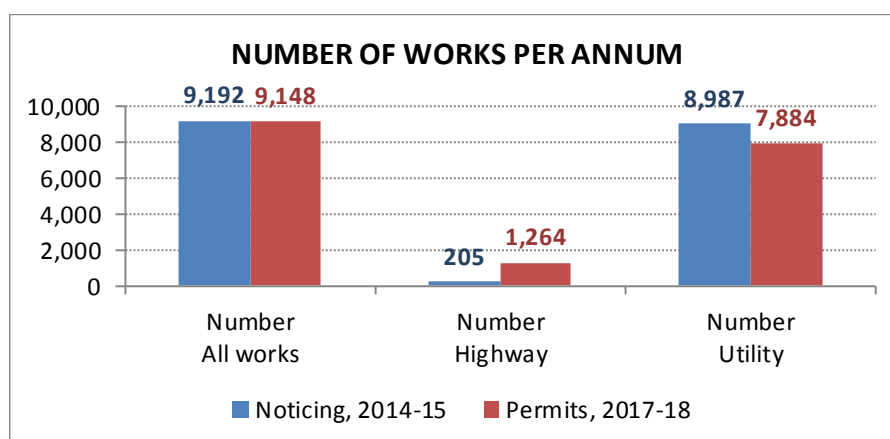


Figure 1 Number of works per annum

- 2.3.2 The summary data shows a very small 0.5% reduction in the number of works carried out during the second year of the Permit Scheme. This is broken down as a six-fold increase in recorded highway works and a 12% reduction in utility works.
- 2.3.3 The increase in average duration of highway works – an increase from 4.9 days to 7.4 days - is offset by a reduction from 5.2 days to 4.1 days for utility works, resulting in a 6,139 day or 13% reduction in total works duration.
- 2.3.4 The number of days worked by utility promoters has reduced by 31% overall compared with Noticing and by 23% after accounting for the 12% reduction in works.

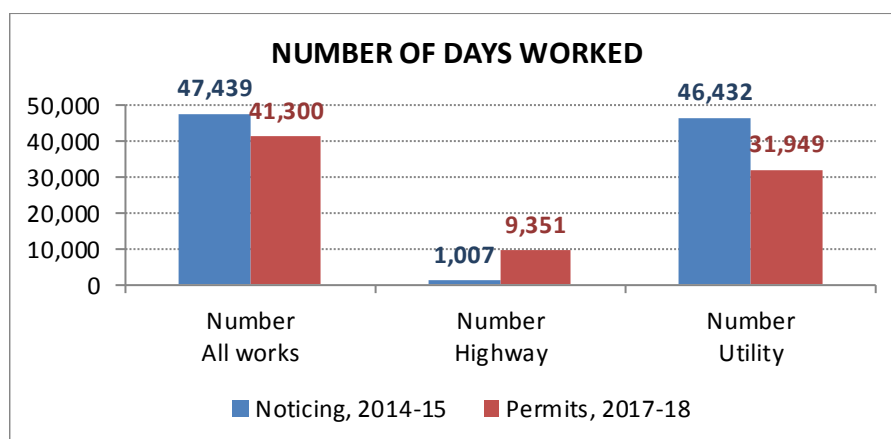


Figure 2 Number of days worked per annum

- 2.3.5 The CBA business case was predicated on a 5% reduction in average works duration. Discounting the highway works duration due to the significant increase in the number of Major and Standard works recorded, the average duration of utility works has reduced by 21% compared with Noticing and the number of days worked has reduced by 31%.

Recommendation 04: Continue to monitor the duration of highway and utility works to drive further reductions in the occupancy of the network in year 3.

- 2.3.6 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 1 is calculated as:

- Average monetary cost of works per day, £339 (source: CBA report 2010 prices, average cost of all works £1,832 divided by average duration 5.4 days)
- Number of days saved under Permit Scheme, 6,139
- **Monetary benefit to road users, £2.1M per annum**

- 2.3.7 This saving equates to approximately 12% of the overall cost of works calculated in the CBA (£17.5M per annum total cost to road users).

2.4 Conclusions

- 2.4.1 Highway authority works have increased by 1,059. There is a similar reduction in the number of utility works undertaken, reducing by 1,103 works from 8,987 to 7,884. Overall the total number of works completed is very similar to the Noticing benchmark.
- 2.4.2 Three quarters of the reduction in utility works is a result of BT works reducing by almost a factor of 2 from 1,557 to 844 works. There are smaller reductions in Manweb and National Grid Gas works, both reducing by around 25% compared with 2014-15 records. There are only small changes in the number of works registered by the other utility works promoters.
- 2.4.3 The increase in average duration of highway works – an increase from 4.9 days to 7.4 days – is offset by a reduction from 5.2 days to 4.1 days for utility works, resulting in a 6,139 day or 13% reduction in total works duration.



- 2.4.4 The number of days worked by utility promoters has reduced by 31% overall compared with Noticing and by 23% after accounting for the 12% reduction in works.
- 2.4.5 There were 16 cases of collaborative working involving 38 different utility works in the first year. These collaborations saved around 80 to 120 working days assuming an average duration for each of 4 to 6 days.
- 2.4.6 The CBA business case was predicated on a 5% reduction in average works duration. Discounting the highway works duration due to the significant increase in the number of Major and Standard works recorded, the average duration of utility works has reduced by 21% compared with Noticing and the number of days worked has reduced by 31%.
- 2.4.7 The CBA business case calculated the cost per day for each traffic management type on each street type. The financial benefit to road users of the Permit Scheme in year 1 is calculated at **£2.1M per annum**. This saving equates to approximately 12% of the overall cost of works calculated in the CBA (£17.5M per annum total cost to road users).



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 The Bentley system Wirral Council uses does not provide KPI reports in a format required to undertake the detailed evaluation.

3.2.2 The Council are upgrading the system and will circulate a separate addendum report on the KPIs when available.



4 CONCLUSIONS

4.1 Summary

- 4.1.1 The Wirral Council Permit Scheme for Road & Street Activities went live on 16th October 2017.
- 4.1.2 This report presents an operational review of the first year of the Scheme.
- 4.1.3 Following the first anniversary of the Permit Scheme on 16th October 2018, GK-TC has been commissioned to undertake a detailed review of the operation during the first year and to quantify the benefits achieved.
- 4.1.4 The purpose of the 12-month review is 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.

4.2 Scheme benefits

- 4.2.1 Highway authority works have increased by 1,059. There is a similar reduction in the number of utility works undertaken, reducing by 1,103 works from 8,987 to 7,884. Overall the total number of works completed is very similar to the Noticing benchmark.
- 4.2.2 Three quarters of the reduction in utility works is a result of BT works reducing by almost a factor of 2 from 1,557 to 844 works. There are smaller reductions in Manweb and National Grid Gas works, both reducing by around 25% compared with 2014-15 records. There are only small changes in the number of works registered by the other utility works promoters.
- 4.2.3 The increase in average duration of highway works – an increase from 4.9 days to 7.4 days - is offset by a reduction from 5.2 days to 4.1 days for utility works, resulting in a 6,139 day or 13% reduction in total works duration.
- 4.2.4 The number of days worked by utility promoters has reduced by 31% overall compared with Noticing and by 23% after accounting for the 12% reduction in works.
- 4.2.5 There were 16 cases of collaborative working involving 38 different utility works in the first year. These collaborations saved around 80 to 120 working days assuming an average duration for each of 4 to 6 days.
- 4.2.6 The CBA business case was predicated on a 5% reduction in average works duration. The financial benefit to road users of the Permit Scheme in year 1 is calculated at **£2.1M per annum**. This saving equates to approximately 12% of the overall cost of works calculated in the CBA (£17.5M per annum total cost to road users).



4.3 Recommendations

- 4.3.1 Four recommendations to help drive down occupancy of the network and better monitor performance during year 2 are;

Recommendation 01: Monitor works stated to be operating under 'Some carriageway incursion' to confirm they are not operating as either formal or informal 'Give & take' traffic management. If so, review future applications to ensure the most appropriate tm type is specified and applied.

Recommendation 02: Review short duration highway works and work towards recording Minor and Immediate highway works through year 2.

Recommendation 03: Continue to look for opportunities to increase collaborative working between utilities and highway authority works promoters to further reduce the number of days worked on the network in year 2.

Recommendation 04: Continue to monitor the duration of highway and utility works to drive further reductions in the occupancy of the network in year 3.

4.4 Conclusions

- 4.4.1 This review has demonstrated that a substantial reduction in the number of days worked on utility works has reduced by 31% compared with Noticing or by 23% after accounting for the 12% reduction in works.
- 4.4.2 The data shows over 6,100 days fewer worked on the network compared with the Noticing benchmark, despite only a 0.5% reduction in the number of works undertaken.
- 4.4.3 This review has demonstrated that Scheme has achieved its stated objectives relating to reduced occupancy of the road network in year 1.
- 4.4.4 There are further benefits derived from reduced occupation of the highway, including;
- improves safety at road and street works
 - reduces noise and air pollution
- 4.4.5 Furthermore, the benefits derived from operating the Permit Scheme include;
- improved coordination of activities
 - improved communication between authority and utility companies
 - improved accuracy of works records recorded in the Register
 - reduction in customer complaints
- 4.4.6 The Bentley system Wirral Council uses does not provide KPI reports in a format required to undertake the detailed evaluation. The Council are upgrading the system and will circulate a separate addendum report on the KPIs when available.

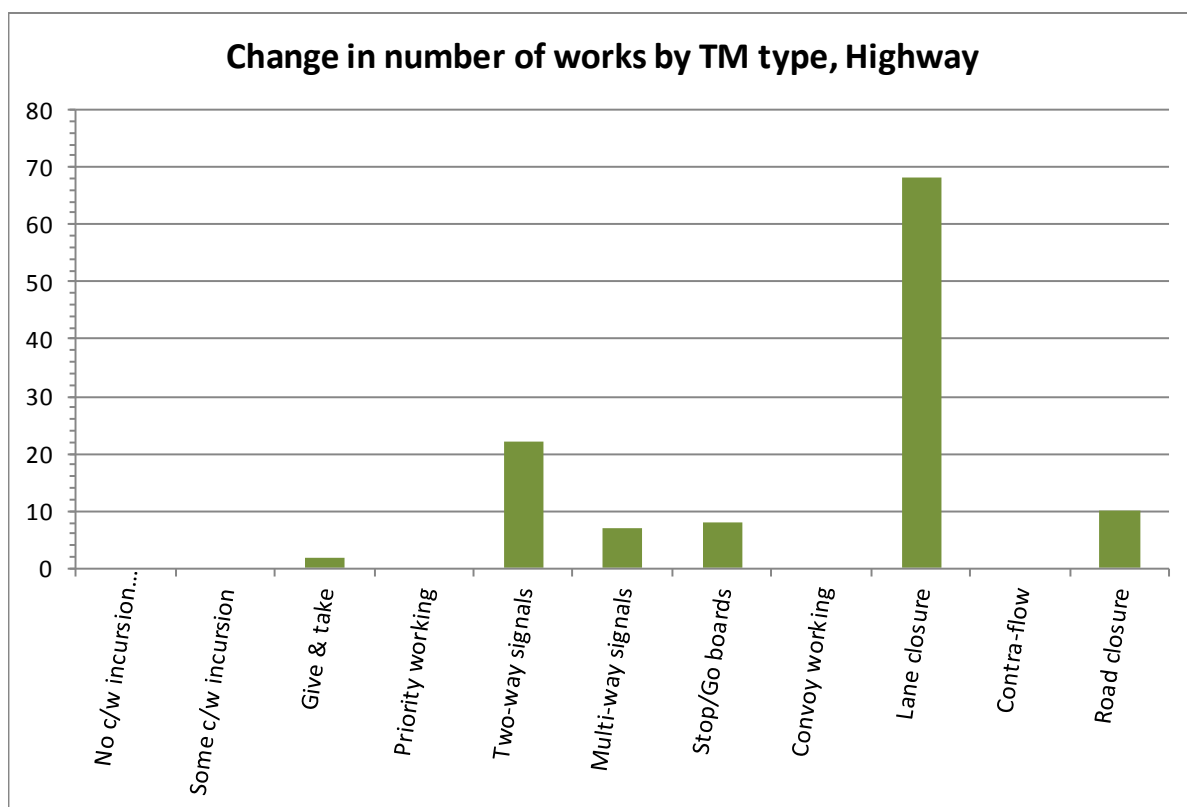
A. PERMIT APPLICATIONS 2017-18

A.1 Highway authority works

The number of highway authority applications by traffic management type is shown in Table A.1.

Table A.1 Number of applications by traffic management type

TRAFFIC MANAGEMENT TYPE	Noticing 2014-15	Permitting 2017-18	Change
No c/w incursion (EToN5: None/signing only)	131	450	
Some c/w incursion		623	
Give & take	4	6	2
Priority working			
Two-way signals	10	32	22
Multi-way signals	3	10	7
Stop/Go boards	1	9	8
Convoy working			
Lane closure	55	123	68
Contra-flow			
Road closure	1	11	10
Blank			
Total	205	1,264	1,059

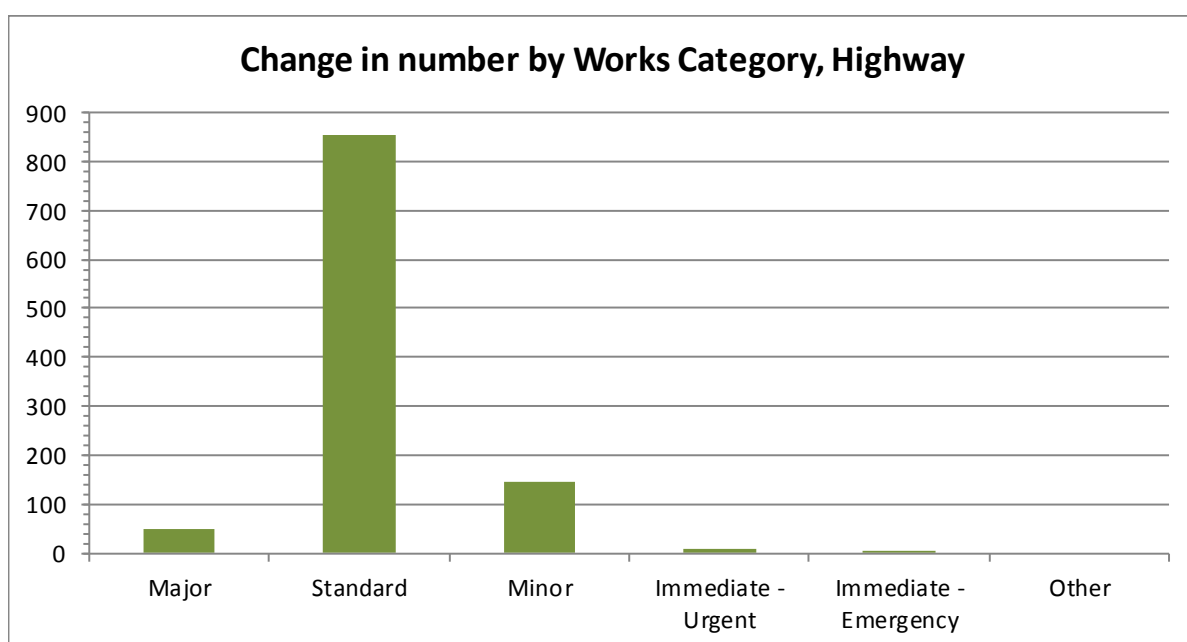


The data shows an increase in the number of all traffic management types. The bulk of the additional 1,059 works recorded are undertaken with 'No carriageway incursion' or 'Some carriageway incursion'.

There is a three-fold increase in works operating under temporary traffic signals and a doubling in the number of lane closures and road closures.

Table A.2 Applications by works category

WORKS STOPPED	Noticing 2014-15	Permitting 2017-18	Change
Major	60	110	50
Standard	26	880	854
Minor	119	265	146
Immediate - Urgent		8	8
Immediate - Emergency		1	1
Other			
Total	205	1,264	1,059



Most of the increase in highway works are Standard works, 854 of the 1,059.

There were 265 Minor works recorded but only 9 Immediate highway works recorded. It is recommended that short duration highway works – planned maintenance and reactive repairs – are reviewed and permit applications submitted if applicable.

Table A.3 Average works duration

DURATION	Noticing 2014-15	Permitting 2017-18	Change
Average duration (days)	4.9	7.4	2.5
Total number of days worked	1,007	9,351	8,344

Average works duration has increased from 4.9 days to 7.4 days. This is largely due to the increase in longer duration Major and Standard works.

A comparison of the average durations and total number of days worked for each works category is shown below.

Table A.4 Average works duration, by works category**Permitting Year 1, 2017-18**

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
11.7	8.1	3.1	13.1	4.0
1,290	7,123	829	105	4

Noticing, 2014-15

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
5.7	11.3	3.1		
344	294	369		

Difference

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
6.0	-3.2		13.1	4.0
946	6,829	460	105	4

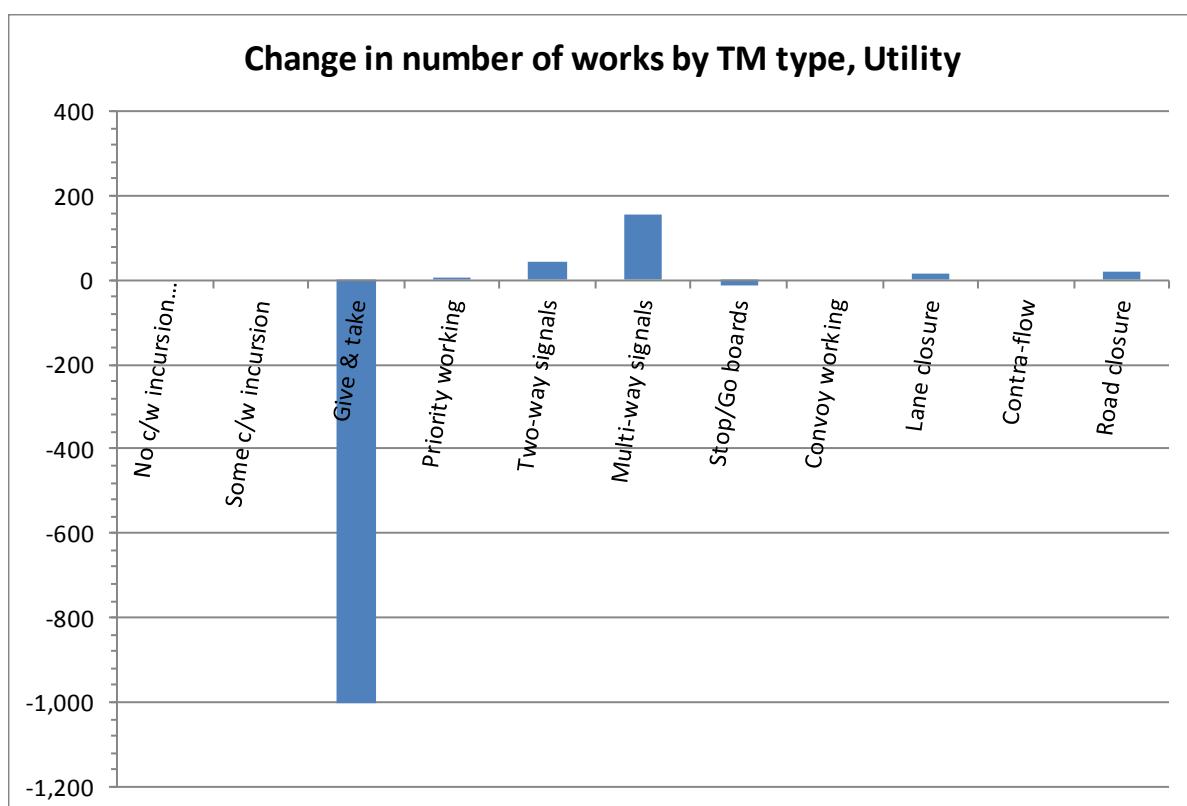
The average duration for Major works has increased and the duration of Standard works has reduced in year 1. The duration for Minor works is unchanged. There were no Immediate works recorded under Noticing.

A.2 Utility works

The number of utility works applications by traffic management type is shown in Table A.5.

Table A.5 Number of applications by traffic management type

TRAFFIC MANAGEMENT TYPE	Noticing 2014-15	Permitting 2017-18	Change
No c/w incursion (EToN5: None/signing only)	6,005	1,552	
Some c/w incursion		4,129	
Give & take	2,470	1,468	-1,002
Priority working	6	8	2
Two-way signals	220	261	41
Multi-way signals	114	270	156
Stop/Go boards	53	39	-14
Convoy working			
Lane closure	62	79	17
Contra-flow	3	3	
Road closure	53	75	22
Blank	1		-1
Total	8,987	7,884	-1,103



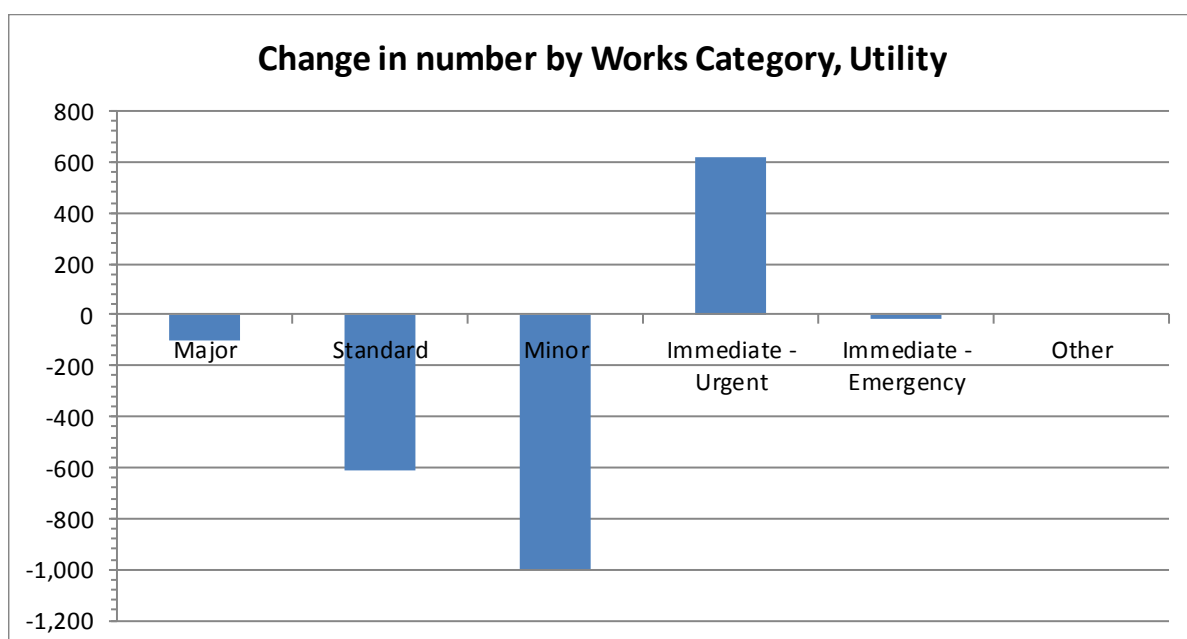
The utility works data shows a large reduction in 'Give & take' traffic management. There is a corresponding increase in 'No carriageway incursion'

and 'Some carriageway incursion' when compared with the number of EToN5 works classified as 'None/signing only'.

There is a smaller, but nevertheless significant, increase in the number of works operating with temporary traffic signals and road closures.

Table A.6 Applications by works category

WORKS STOPPED	Noticing 2014-15	Permitting 2017-18	Change
Major	269	168	-101
Standard	1,172	563	-609
Minor	4,832	3,837	-995
Immediate - Urgent	2,120	2,739	619
Immediate - Emergency	594	577	-17
Other			
Total	8,987	7,884	-1,103



The 1,103 reduction in utility works is generally spread evenly across the work categories, other than a 619 increase in Immediate – Urgent works.

Table A.7 Average works duration

DURATION	Noticing 2014-15	Permitting 2017-18	Change
Average duration (days)	5.2	4.1	-1.1
Total number of days worked	46,432	31,949	-14,483

Utility works show a significant reduction in average duration in the first year. Average works duration has reduced from 5.2 days under Noticing to 4.1 days in year 1 of the Permit Scheme.

This is a 21% reduction in average duration. The total number of days worked on utility works reduced by 31%, or 23% after accounting for the 12% reduction in the number of works.

Table A.8 Average works duration, by Works Category

Permitting Year 1, 2017-18

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
11.7	6.8	2.7	4.2	6.6
2,375	3,802	10,437	11,524	3,811

Noticing, 2014-15

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
19.3	8.1	3.2	6.1	5.9
5,190	9,439	15,263	13,017	3,523

Difference

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
-7.6	-1.3	-0.5	-1.9	0.7
-2,815	-5,637	-4,826	-1,493	288

Average durations for all works categories have reduced, other than a small increase in the duration of Immediate – Emergency works.

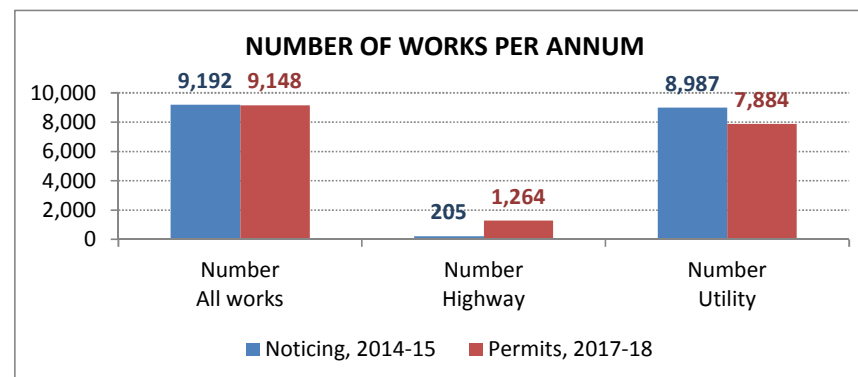
Major duration works duration has reduced significantly from 19.3 days to 11.7 days.

B. SCHEME BENEFITS

SCHEME BENEFITS

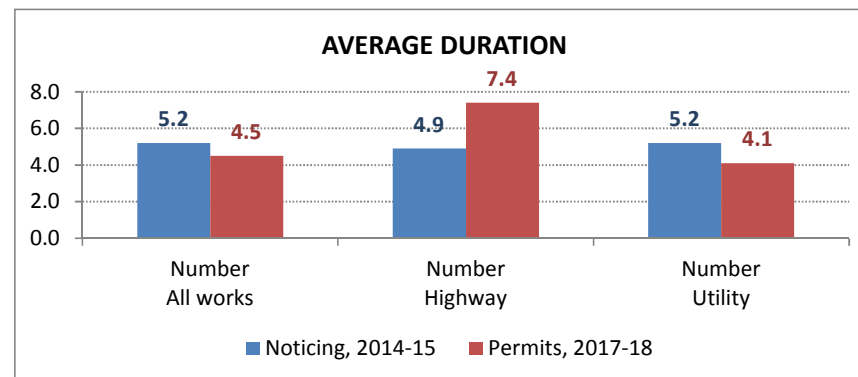
NUMBER OF WORKS (number)

	Number All works	Number Highway	Number Utility
Noticing, 2014-15	9,192	205	8,987
Permits, 2017-18	9,148	1,264	7,884
Difference	-44	1,059	-1,103
Change (%)	-0.5%	516.6%	-12.3%



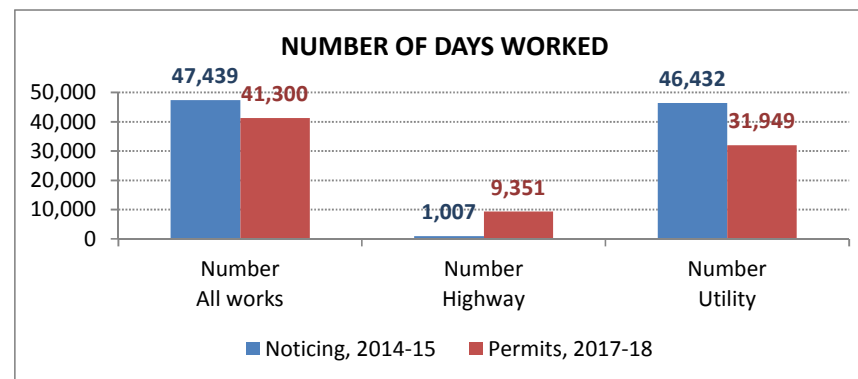
DURATION (days)

	Average All works	Average Highway	Average Utility
Noticing, 2014-15	5.2	4.9	5.2
Permits, 2017-18	4.5	7.4	4.1
Change (%)	-13.5%	51.0%	-21.2%



DAYS WORKED (days)

	Number All works	Number Highway	Number Utility
Noticing, 2014-15	47,439	1,007	46,432
Permits, 2017-18	41,300	9,351	31,949
Difference	-6,139	8,344	-14,483
Change (%)	-12.9%	828.6%	-31.2%



C. PROMOTER DURATION ANALYSIS

WIRRAL MBC, PERMIT SCHEME YEAR 1 REVIEW,
PROMOTER DURATION ANALYSIS

Wirral MBC [4325]										
No c/w incursion	Some c/w incursion	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	Road Closure
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
7.3	7.4	9.5		6.5	3.5	6.6		3.9		56.3
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
1.0	1.0	4.0		1.0	2.0	2.0		1.0		1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
30.0	183.0	15.0		36.0	11.0	11.0		82.0		581.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
21	14			2				4		1
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
	3			2				3		1
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
	2							1		1
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
	1									1
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
3,279	4,617	57		208	35	59		477		619
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
450	623	6		32	10	9		123		11

TOTAL WORKS

1,264

Number of Days Worked

9,351

Average Duration

7.4

Wirral MBC [4325]				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average	Average	Average	Average	Average
11.7	8.1	3.1	13.1	4.0
Minimum	Minimum	Minimum	Minimum	Minimum
1.0	2.0	1.0	2.0	4.0
Maximum	Maximum	Maximum	Maximum	Maximum
581.0	43.0	25.0	89.0	4.0
>30	>30	>30	>30	>30
6	2		1	
>60	>60	>60	>60	>60
3			1	
>180	>180	>180	>180	>180
2				
>365	>365	>365	>365	>365
1				
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
1,290	7,123	829	105	4
Number	Number	Number	Number	Number
110	880	265	8	1

WIRRAL MBC, PERMIT SCHEME YEAR 1 REVIEW,
PROMOTER DURATION ANALYSIS

United Utilities Water [9102]										
No c/w incursion	Some c/w incursion	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	Road Closure
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
4.4	3.0	3.7	3.4	3.4	2.9	1.8		2.9	1.0	3.8
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
1.0	1.0	1.0	2.0	1.0	1.0	1.0		1.0	1.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
27.0	14.0	27.0	6.0	11.0	16.0	2.0		6.0	1.0	15.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
1		1			1					
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
542	7,287	3,675	17	308	220	7		102	1	177
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
124	2,449	1,004	5	90	76	4		35	1	47

TOTAL WORKS

3,835

Number of Days Worked

12,336

Average Duration

3.2

United Utilities Water [9102]				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average	Average	Average	Average	Average
3.1	6.6	2.6	3.7	2.7
Minimum	Minimum	Minimum	Minimum	Minimum
1.0	2.0	1.0	1.0	2.0
Maximum	Maximum	Maximum	Maximum	Maximum
15.0	16.0	11.0	27.0	5.0
>30	>30	>30	>30	>30
>60	>60	>60	>60	>60
>180	>180	>180	>180	>180
>365	>365	>365	>365	>365
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
93	382	4,926	6,900	35
Number	Number	Number	Number	Number
30	58	1,864	1,870	13

WIRRAL MBC, PERMIT SCHEME YEAR 1 REVIEW,
PROMOTER DURATION ANALYSIS

Nat Grid Gas [10]

No c/w incursion	Some c/w incursion	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	Road Closure
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
4.9	7.4	7.6		8.0	10.6	3.3		20.4		10.2
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
1.0	1.0	1.0		1.0	1.0	3.0		4.0		2.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
21.0	36.0	55.0		26.0	32.0	4.0		136.0		17.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
4	37	11		5	12			4		1
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
	5	4			2			2		
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
								1		
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180

Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
810	4,393	1,126		466	479	13		286		61
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
167	596	149		58	45	4		14		6

TOTAL WORKS

1,039

Number of Days Worked

7,634

Average Duration

7.3

Nat Grid Gas [10]

Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average	Average	Average	Average	Average
17.2	7.2	2.9	6.2	7.2
Minimum	Minimum	Minimum	Minimum	Minimum
6.0	2.0	1.0	2.0	2.0
Maximum	Maximum	Maximum	Maximum	Maximum
136.0	55.0	6.0	20.0	36.0
>30	>30	>30	>30	>30
7	1			5
>60	>60	>60	>60	>60
1				
>180	>180	>180	>180	>180
>365	>365	>365	>365	>365

Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
1,703	1,328	489	560	3,554
Number	Number	Number	Number	Number
99	185	167	91	497

WIRRAL MBC, PERMIT SCHEME YEAR 1 REVIEW,
PROMOTER DURATION ANALYSIS

Virgin Media [7160]										
No c/w incursion	Some c/w incursion	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	Road Closure
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
2.5	3.6	3.2	4.0	2.4	2.3	3.4				
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
1.0	1.0	2.0	4.0	2.0	2.0	2.0				
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
10.0	11.0	4.0	4.0	3.0	4.0	4.0				
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
2,178	710	48	4	12	21	17				
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
883	195	15	1	5	9	5				

TOTAL WORKS

1,113

Number of Days Worked

2,990

Average Duration

2.7

Virgin Media [7160]				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average	Average	Average	Average	Average
10.0	8.6	2.6	3.0	2.7
Minimum	Minimum	Minimum	Minimum	Minimum
10.0	4.0	1.0	2.0	2.0
Maximum	Maximum	Maximum	Maximum	Maximum
10.0	11.0	6.0	5.0	4.0
>30	>30	>30	>30	>30
>60	>60	>60	>60	>60
>180	>180	>180	>180	>180
>365	>365	>365	>365	>365
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
10	43	2,848	81	8
Number	Number	Number	Number	Number
1	5	1,077	27	3

WIRRAL MBC, PERMIT SCHEME YEAR 1 REVIEW,
PROMOTER DURATION ANALYSIS

Manweb [7008]										
No c/w incursion	Some c/w incursion	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	Road Closure
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
7.0	5.7	5.7		5.5	6.8	4.5		4.4		6.0
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
1.0	1.0	2.0		2.0	2.0	2.0		1.0		4.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
13.0	55.0	13.0		13.0	26.0	19.0		13.0		10.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
	13				1	1				
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
	4									
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
1,637	2,765	651		229	184	59		31		30
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
234	483	114		42	27	13		7		5

TOTAL WORKS

925

Number of Days Worked

5,586

Average Duration

6.0

Manweb [7008]				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average	Average	Average	Average	Average
19.0	5.9	2.9	6.2	2.9
Minimum	Minimum	Minimum	Minimum	Minimum
4.0	2.0	1.0	2.0	2.0
Maximum	Maximum	Maximum	Maximum	Maximum
55.0	13.0	19.0	26.0	10.0
>30	>30	>30	>30	>30
4				
>60	>60	>60	>60	>60
>180	>180	>180	>180	>180
>365	>365	>365	>365	>365
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
513	1,237	297	3,470	69
Number	Number	Number	Number	Number
27	208	102	564	24

WIRRAL MBC, PERMIT SCHEME YEAR 1 REVIEW,
PROMOTER DURATION ANALYSIS

BT [30]										
No c/w incursion	Some c/w incursion	Traffic control (give and take)	Traffic control (priority working)	Traffic control (two-way signals)	Traffic control (multi-way signals)	Traffic control (stop/go boards)	Traffic control (convoy working)	Lane closure	Contra-flow	Road Closure
Average	Average	Average	Average	Average	Average	Average	Average	Average	Average	Average
3.7	3.2	4.0	4.0	3.3	3.0	3.6		3.1	3.0	2.7
Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum	Minimum
1.0	1.0	1.0	4.0	1.0	1.0	1.0		1.0	2.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum	Maximum
10.0	13.0	13.0	4.0	12.0	11.0	9.0		9.0	4.0	4.0
>15	>15	>15	>15	>15	>15	>15	>15	>15	>15	>15
>30	>30	>30	>30	>30	>30	>30	>30	>30	>30	>30
>60	>60	>60	>60	>60	>60	>60	>60	>60	>60	>60
>180	>180	>180	>180	>180	>180	>180	>180	>180	>180	>180
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
383	1,256	684	8	143	287	36		55	6	19
Number	Number	Number	Number	Number	Number	Number	Number	Number	Number	Number
104	391	171	2	43	96	10		18	2	7

TOTAL WORKS

844

Number of Days Worked

2,877

Average Duration

3.4

BT [30]				
Major	Standard	Minor	Immed. (Urgent)	Immed. (Emerg.)
Average	Average	Average	Average	Average
3.7	7.4	3.1	2.7	3.4
Minimum	Minimum	Minimum	Minimum	Minimum
3.0	2.0	1.0	1.0	1.0
Maximum	Maximum	Maximum	Maximum	Maximum
4.0	13.0	7.0	6.0	7.0
>30	>30	>30	>30	>30
>60	>60	>60	>60	>60
>180	>180	>180	>180	>180
>365	>365	>365	>365	>365
Days Worked	Days Worked	Days Worked	Days Worked	Days Worked
11	580	1,663	493	130
Number	Number	Number	Number	Number
3	78	543	182	38

**WIRRAL MBC, PERMIT SCHEME YEAR 1 REVIEW,
PROMOTER DURATION ANALYSIS**

	WORKS PROMOTER: AVERAGE DURATIONS BY TM TYPE					
	Wirral MBC [4325]	United Utilities Water [9102]	Nat Grid Gas [10]	Virgin Media [7160]	Manweb [7008]	BT [30]
No c/w incursion	7.3	4.4	4.9	2.5	7.0	3.7
Some c/w incursion	7.4	3.0	7.4	3.6	5.7	3.2
Traffic control (give and take)	9.5	3.7	7.6	3.2	5.7	4.0
Traffic control (priority working)		3.4		4.0		4.0
Traffic control (two-way signals)	6.5	3.4	8.0	2.4	5.5	3.3
Traffic control (multi-way signals)	3.5	2.9	10.6	2.3	6.8	3.0
Traffic control (stop/go boards)	6.6	1.8	3.3	3.4	4.5	3.6
Traffic control (convoy working)						
Lane closure	3.9	2.9	20.4		4.4	3.1
Contra-flow		1.0				3.0
Road Closure	56.3	3.8	10.2		6.0	2.7

