

Wirral Council

Permit Scheme Review

Years 2 & 3, 2018-20

GK-TC

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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 The Permit Scheme legislation requires an annual review of Scheme performance in the first 3 years of operation and every 3 years thereafter.
- 1.1.3 The purpose of the annual review is to;
- Compare the scheme against the stated Scheme Objectives,
 - 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 (KPIs 1 – 3 & KPI 7),
 - Report the annual scheme benefit to all road users.
- 1.1.4 The performance of the scheme during the first year of operation has been evaluated and reported in *'The Wirral Permit Scheme for Road & Street Activities, 12 Month Review Report'*, January 2019.
- 1.1.5 This report presents the combined analysis of scheme performance in Years 2 and 3 of the scheme, covering the period October 2018 to October 2020.
- 1.1.6 The purpose of this review is to present the analysis of the scheme performance in the second and third years of operation and to recommend measures to further improve the performance of the Scheme in terms of the objectives stated in 1.1.3 above.

1.2 Report structure

- 1.2.1 The following chapters present the results of the review with respect to:
- Scheme objectives
 - Occupancy and duration of works
 - Key Performance Indicators
 - Preliminary review of fee income and costs
 - Conclusions & recommendations

2 OBJECTIVES

2.1 Scheme objectives

2.1.1 The specific objectives as set out in the '*Wirral Borough Council Permit Scheme for Road and Street Activities*' scheme document are:

- Reduce occupation of the highway to benefit all road users,
- Obtain greater control of all activities on the public highway,
- Minimise/avoid/manage delays to all road users,
- Enhance co-ordination of all activities on the highway,
- Achieve an improvement in air quality,
- Enhance safety of all road users at road and street activities,
- Reduce potential incidents/accidents at road activities,
- Improve public perception of managing road activities,
- Enhance reliability of journey times,
- Enhance journey experience,
- Reduce long-term damage to the highway asset,
- Encourage collaborative activities between all activity promoters,
- Enhance reliability of activities taking place at a particular time, especially on the strategic road network,
- Promote best practices Wirral Borough Council,
- Promote common activity practices across the region to ensure ease of operation for activity promoters,
- Enhanced cross-boundary co-operation,
- Demonstrate parity for all activity promoters,
- Reduce instances of customer complaints regarding road and street activities,
- Reduce the impact of noise on residents by having greater control of timing of activities.

2.2 Evaluation of objectives

2.2.1 Many of the scheme 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,
- Minimise/avoid/manage delays to all road users,
- Demonstrate parity for all activity promoters.

2.2.2 The occupancy of all works in the third year is higher than the noticing period, increasing from 47,439 days to 49,396 days. However, this must be considered in the context of a near 50% increase in the number of works completed in the third year.

- 2.2.3 The occupancy of utility works is significantly lower than the noticing period in all years, with between 9,000 and 21,000 fewer days recorded for utility works, reducing by between 42% in Year 1 and 18% in the third year.
- 2.2.4 This scale of reduction will have reduced delays to transport users accordingly.
- 2.2.5 Others will require to be evaluated over the initial years of the scheme to identify changes and progress towards the objective, for example;
- Demonstrate a year-on-year increase in collaborative working between works promoters,
 - Improve safety for all road users by driving down non-compliance during inspections and FPN rates for signing and lighting failures, for example.
- 2.2.6 The number of collaborative phases by utilities has increased from 25 in the first year, to 47 in Year 2 and 80 in the third year. This is a positive benefit towards reducing occupation of the street and impact on road users.
- 2.2.7 The number of FPN given in each year broadly reflects the number of permits granted, increasing by approximately 50% in the third year. Some further work is required to monitor non-compliance with permit conditions, particularly in relation to traffic management and signing/lighting non compliance.

3 WORKS DURATION

3.1 Data sources

3.1.1 Data reports extracted from Symology for the Year2 and Year 3 review include:

- Works stopped notices, October 2018 – October 2020,
- Key Performance Indicators (KPI) reports, October 2018 – October 2020,
- NRSWA Noticing work stops notices, January 2015 – January 2017, performance benchmark against which to assess permit scheme benefits.

3.1.2 In addition, the data collected for the Year 1 review has been presented to compare with the Year 2 and Year 3 data:

- Works stopped notices, October 2017 – October 2018, Year 1,
- Key Performance Indicators (KPI) reports, October 2017 – October 2018, Year 1.

3.1.3 The purpose of the duration review is to quantify the benefit of the Permit Scheme in terms of a reduction in number of days worked on the road network during Years 2 and 3 of the scheme.

3.2 Occupancy

3.2.1 Figure 1 presents a comparison of the number of works completed in each of the first three years of operation of the Permit Scheme, with the noticing benchmark period data provided for comparison (covering noticing records for works completed between 2015-16).

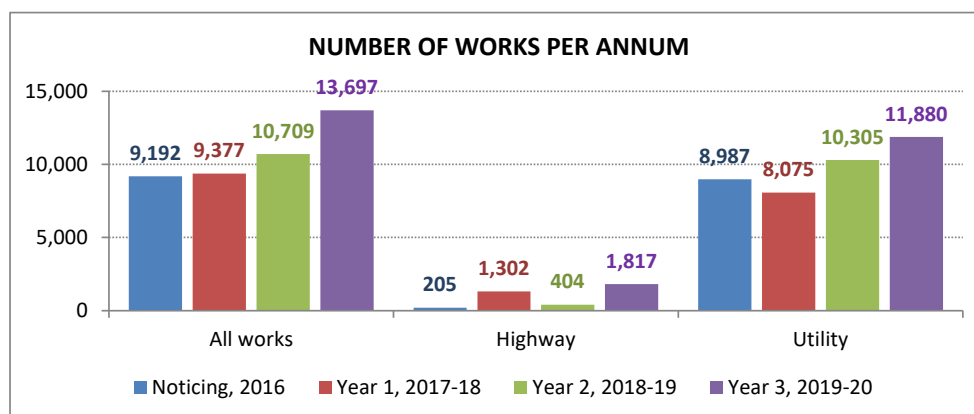


Figure 1 Number of completed works per annum

3.2.2 Year 1 reported an approximate 1,000 reduction in the number of utility works completed and a corresponding increase in the number of highway works, compared with the noticing benchmark period.

3.2.3 The number of utility works completed has increased in the second and third years, by 27% between Years 1 and 2 and a further 15% in the third year.

3.2.4 Year 3 recorded the highest number of highway authority works completed, at 1,817 compared with 1,302 and 404 recorded in the previous two years.

3.2.5 Overall, highway works account for 4% of all works recorded as complete in the second year and for between 13% and 14% of all works completed in Years 1 and 3.

3.2.6 Figure 2 presents a comparison of the average duration of highway authority and utility works in each year.

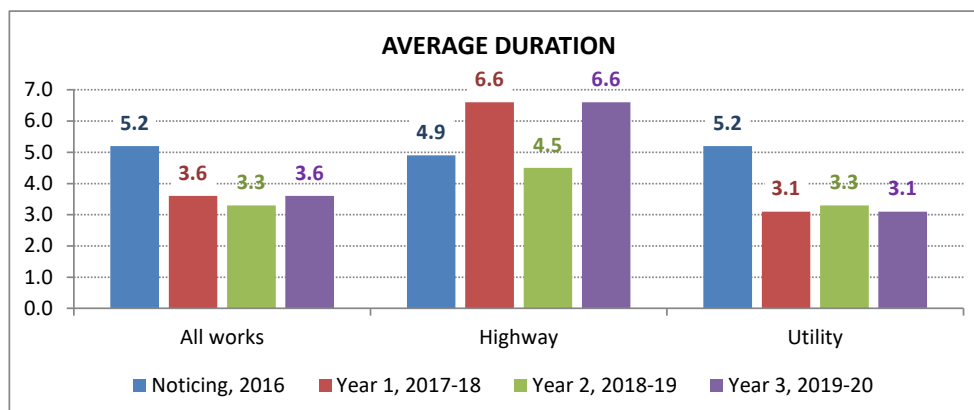


Figure 2 Average duration of works

3.2.7 The average duration of utility works is generally lower than highway works. This is likely to be a result of a lower proportion of shorter duration Minor and Immediate works being recorded by the highway authority.

3.2.8 Following a sharp fall in the average duration from 5.2 days under noticing to 3.1 days in the first year, the average duration of utility works has been relatively consistent since the start of the scheme.

3.2.9 The total occupancy (number of days worked) in each year is shown in Figure 3.

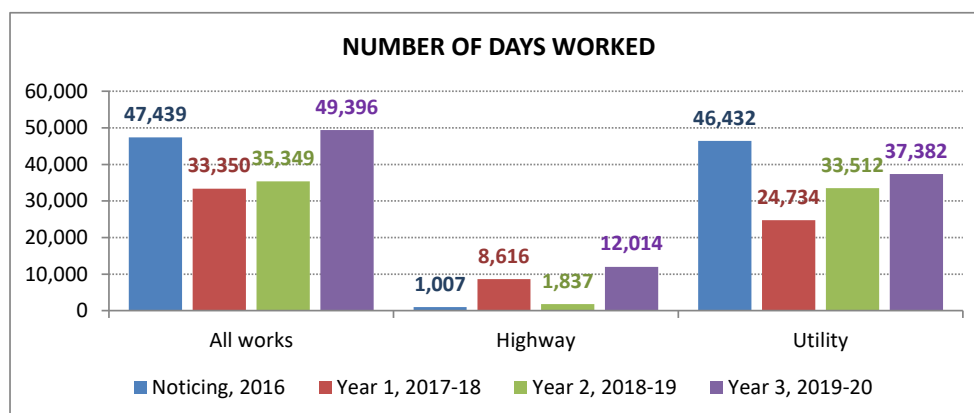


Figure 3 Number of days worked per annum

3.2.10 Years 1 and 2 show a large reduction in the occupancy of all works, with between 12,000 and 14,000 days fewer in the first two years compared with the noticing period.

3.2.11 The occupancy of all works in the third year is higher than the noticing period, increasing from 47,439 days to 49,396 days. However, this must be considered in the context of a near 50% increase in the number of works completed in the third year.

3.2.12 The occupancy of utility works is significantly lower than the noticing period in all years, with between 9,000 and 21,000 fewer days recorded for utility works. The occupancy of utility works has increased steadily year-on-year over the first three years. This is in line with the increase in the number of utility works recorded each year.

3.2.13 The occupancy of highway works is higher in Years 1 and 3 due to a higher average duration and an increase in the number of works recorded each year.

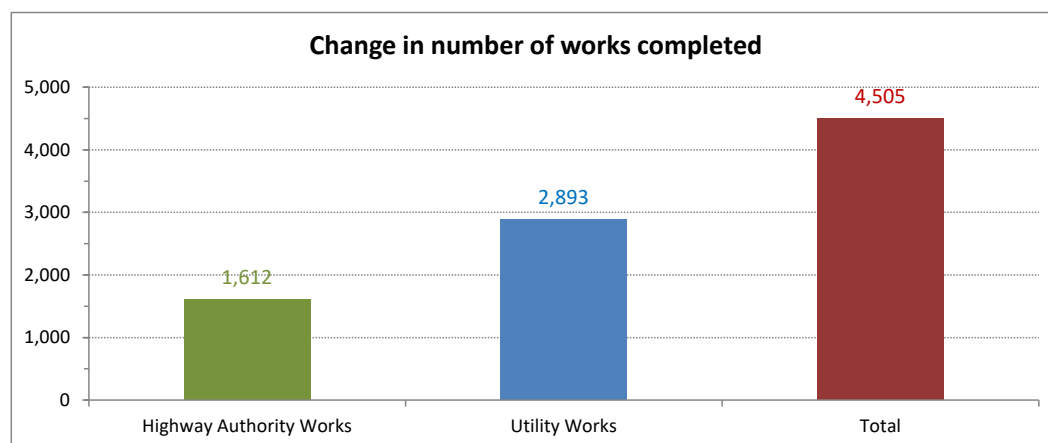
- 3.2.14 The scheme benefits analysis is presented in Appendix A and a detailed analysis of the works stopped records for all works and separately for highway and utility works is presented in the following sections.

3.3 Detailed - all works

- 3.3.1 The number of works completed in each year is presented in Table 1. The chart shows the difference between Year 3 works and the number of works recorded during the Noticing benchmark period prior to the introduction of the permit scheme.

Table 1 Number of works completed

PROMOTER TYPE	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Highway Authority Works	205	1,302	404	1,817	1,612
Utility Works	8,987	8,075	10,305	11,880	2,893
Total	9,192	9,377	10,709	13,697	4,505



- 3.3.2 The total number of works completed in Year 3 is approximately 50% higher than the noticing period. The number of completed works has increased steadily year-on-year since the introduction of the scheme.
- 3.3.3 The number of works recorded for each works promoter is shown in Table 2.

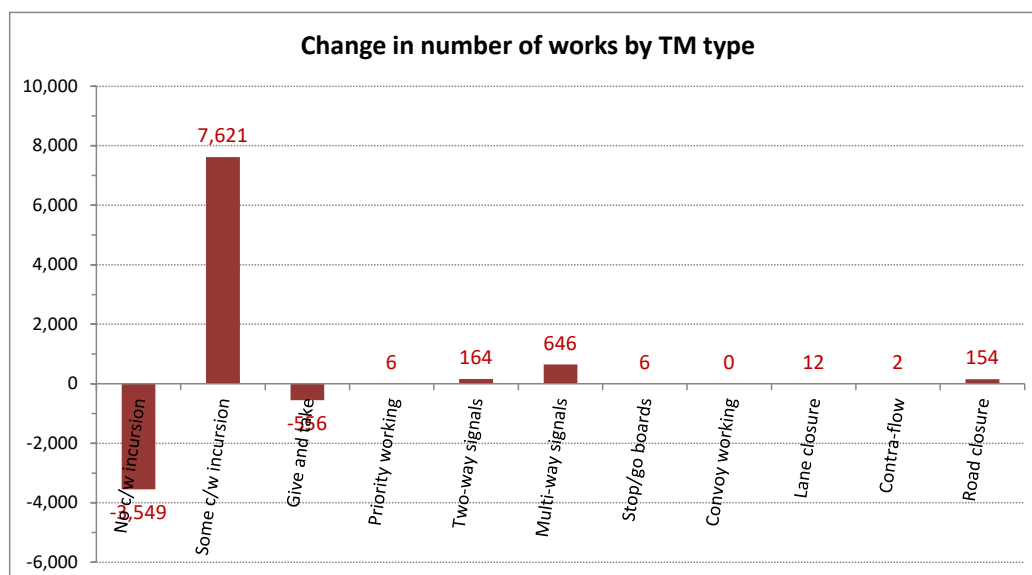
Table 2 Number of works by promoter

PROMOTER	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Wirral Council	205	1,302	404	1,817	1,612
BT	1,557	884	3,327	5,314	3,757
VIRGIN MEDIA	961	1,111	742	744	-217
United Utilities Water Ltd	3,744	3,922	3,797	3,602	-142
Cadent Gas Limited	1,314	1,073	1,109	928	-386
SP Manweb	1,201	951	1,236	1,148	-53
Vodafone	48	29	14	37	-11
RM Property & Facilities Sol.		8	3	1	1
Fulcrum Pipelines Ltd	18	15	8	7	-11
Network Rail	24	14	25	48	24
National Grid Electric	17	10		1	-16
EE Limited (formerly T-Mobile)	29	16	10	18	-11
GTC	11	9	7	5	-6
ES Pipelines Ltd	5	13	1	3	-2
Last Mile Electricity Ltd				2	2
Last Mile Gas Ltd	2		2	4	2
Telefonica (O2 UK) Ltd	14	3		1	-13
Welsh Water	18	16	14	10	-8
Others	24	1	10	7	-17
Total	9,192	9,377	10,709	13,697	4,505

- 3.3.4 Other than the fluctuation in the number of highway works and a significant increase in the number of works completed by BT, the number of works completed by promoters has been relatively consistent year on year.
- 3.3.5 The number of works completed by BT increased fourfold between Year 1 and Year 3, increasing by almost 1,500 in the second year and a further 2,000 in the third.
- 3.3.6 Most other promoters show no significant change or a small reduction in works compared with the noticing period.
- 3.3.7 The breakdown of works by traffic management type is shown in Table 3 and the accompanying chart.

Table 3 Traffic management type

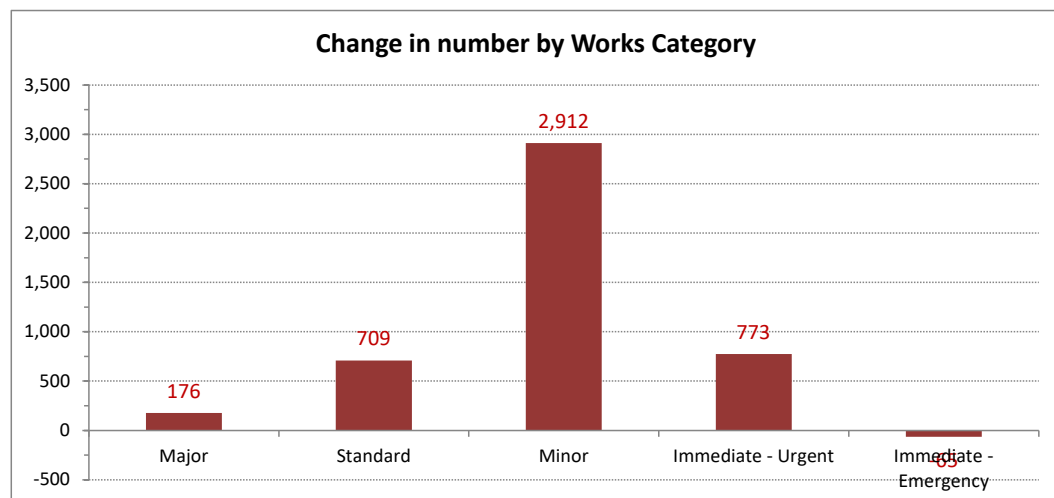
TRAFFIC MANAGEMENT TYPE	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
No c/w incursion	6,136	2,026	1,803	2,587	-3,549
Some c/w incursion		4,858	6,840	7,621	7,621
Give and take	2,474	1,512	1,117	1,918	-556
Priority working	6	11	5	12	6
Two-way signals	230	308	285	394	164
Multi-way signals	117	300	341	763	646
Stop/go boards	54	49	60	60	6
Convoy working					
Lane closure	117	218	133	129	12
Contra-flow	3	3	5	5	2
Road closure	54	92	120	208	154
Total	9,191	9,377	10,709	13,697	4,506



- 3.3.8 The replacement of the EToN5 None/signing only traffic management type with No carriageway incursion and some incursion prior to the scheme going live, is the reason for the large change in the number of works operating with these types.
- 3.3.9 Since the first year, the scheme has seen a steady increase in the number of works requiring temporary traffic signal control. Year 3 in particular has seen the number of works operating with multi-way signals more than doubling compared with previous years.
- 3.3.10 The number of road closures in Year 3 is almost four times the number recorded prior to the introduction of the scheme.
- 3.3.11 The number of works completed for each works category is shown in Table 4 and the accompanying chart.

Table 4 Works category

WORKS STOPPED	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Major	329	300	473	505	176
Standard	1,198	1,457	876	1,907	709
Minor	4,951	4,212	5,889	7,863	2,912
Immediate - Urgent	2,120	2,812	3,042	2,893	773
Immediate - Emergency	594	596	429	529	-65
Other					
Total	9,192	9,377	10,709	13,697	4,505

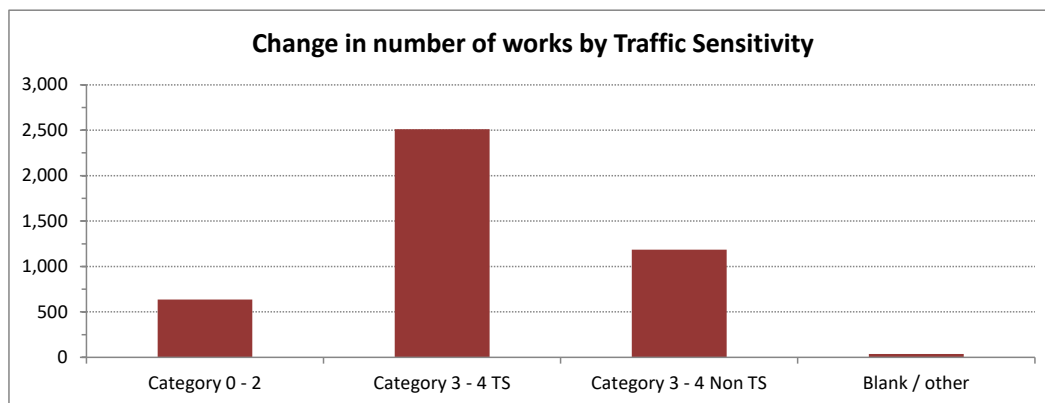


3.3.12 Generally, the number of works of each category has increased in line with the overall increase in the number of works completed; increasing by between 40% to 60%.

3.3.13 The breakdown of works by reinstatement category grouping is shown in Table 5 and the accompanying chart.

Table 5 Reinstatement category & Traffic sensitivity

REINSTATEMENT CATEGORY	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Category 0 - 2	1,640	1,537	1,755	2,275	635
Category 3 - 4 TS	333	1,849	2,303	2,844	2,511
Category 3 - 4 Non TS	7,218	5,892	6,547	8,403	1,185
Blank / other		99	104	37	37
All works	9,191	9,377	10,709	13,559	4,368



3.3.14 The proportion of works in each group of road categories is broadly consistent in each year. The data shows a higher proportion of Category 3 and 4 Traffic Sensitive streets; increasing from 4% to 20%.

3.3.15 This is a result of road categories and Traffic Sensitive (TS) status of streets in the National Street Gazetteer (NSG) prior to the introduction of the scheme in 2017.

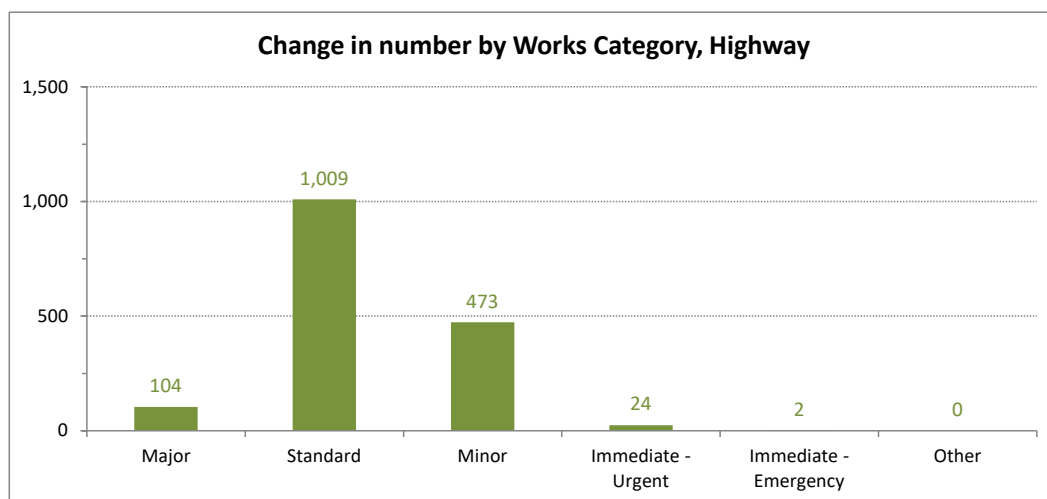
3.3.16 The full analysis of works stopped records is presented in Appendix B.

3.4 Highway works

3.4.1 The breakdown of highway works by category grouping is shown in Table 6 and the accompanying chart.

Table 6 Highway works categories

WORKS STOPPED	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Major	60	128	75	164	104
Standard	26	876	82	1,035	1,009
Minor	119	288	244	592	473
Immediate - Urgent		9	3	24	24
Immediate - Emergency		1		2	2
Other					
Total	205	1,302	404	1,817	1,612



3.4.2 There was a dip in the number of highway works recorded in the second year, reducing from 1,303 in Year 1 to 404. The number of highway works recorded in the third year increased to 1,817 or 13% of all works permitted.

3.4.3 Only 39 Immediate highway works have been recorded since the start of the scheme.

Recommendation Rec - Yr3 - 01: Review highway maintenance and repair works to determine if all works requiring a permit are recorded within the permit scheme system.

3.4.4 The total number of days worked and average duration for highway works in each year is shown in Figure 4.

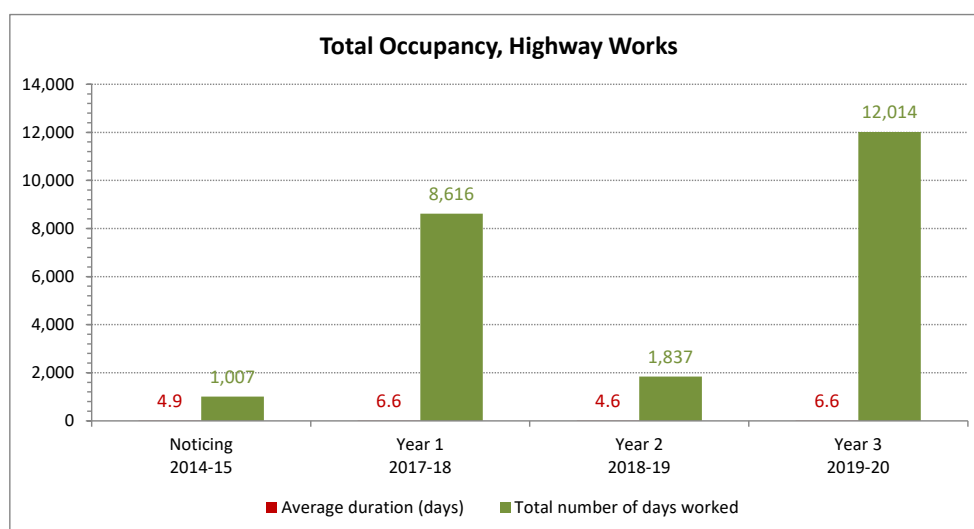


Figure 4 Total occupancy – highway works

3.4.5 The occupancy is higher in the first and third years due to the higher number of highway works recorded. The average duration of works is also higher in these years to a higher number of generally longer duration Major and Standard works being recorded.

3.4.6 Works on highway authority jobs were recorded on over 12,000 days in the third year. This represents almost 25% of the 49,396 days total occupancy.

3.4.7 The average duration of highway works is higher than the duration of works completed by external works promoters.

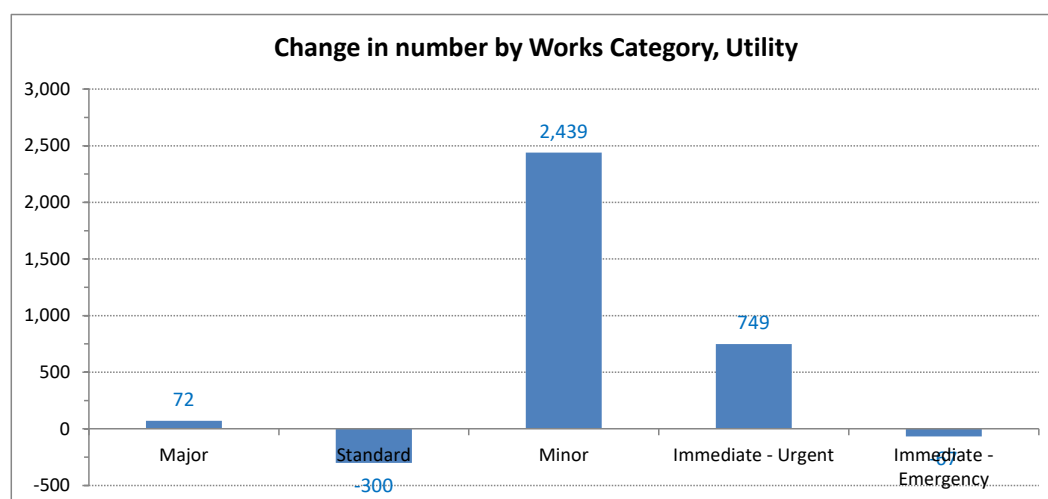
Recommendation Rec - Yr3 - 02: Review the estimated duration of highway maintenance and repair works to determine if all works requiring a permit are recorded within the permit scheme system.

3.5 Utility works

3.5.1 The breakdown of utility works by category is shown in Table 7 and the accompanying chart.

Table 7 Utility works categories

WORKS STOPPED	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Major	269	172	398	341	72
Standard	1,172	581	794	872	-300
Minor	4,832	3,924	5,645	7,271	2,439
Immediate - Urgent	2,120	2,803	3,039	2,869	749
Immediate - Emergency	594	595	429	527	-67
Other					
Total	8,987	8,075	10,305	11,880	2,893



3.5.2 The number and proportion of Minor utility works increased in the second and third years. Almost 2,500 additional Minor works were recorded in the third year compared with the noticing benchmark period.

3.5.3 The change in number of days recorded on the network for utility works is shown below in Figure 5.

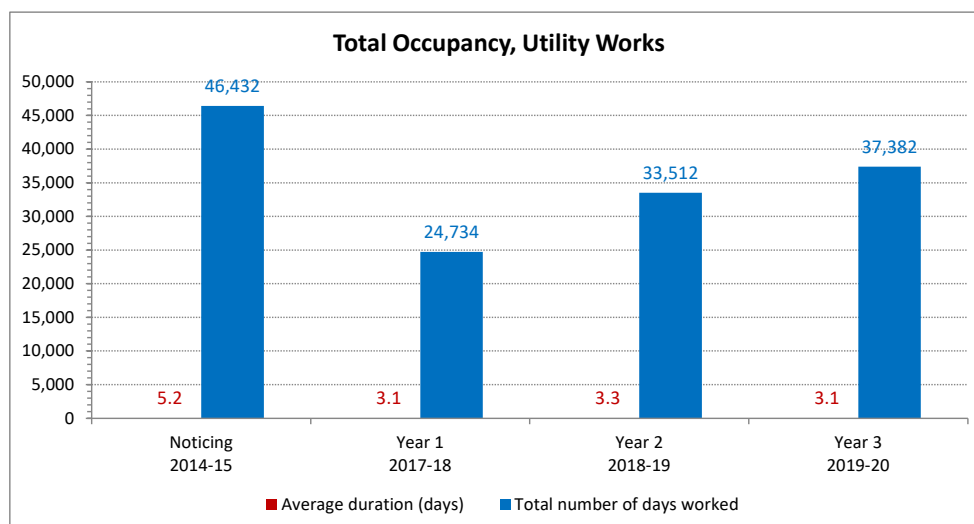


Figure 5 Works categories – utility works

- 3.5.4 The average duration of utility works has been broadly consistent since the scheme went live, reducing from 5.2 days under the noticing regime to between 3.1 and 3.3 days under permits.
- 3.5.5 Therefore, despite a 28% increase in the number of works recorded in the third year (compared with the noticing benchmark period) the number of days occupancy has reduced by 27% or 9,050 fewer days worked throughout the year.
- 3.5.6 Average durations for each works category are shown in Table 8.

Table 8 Average duration and total days worked by works category, utility

Year 3, 2021-22, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	10.4	5.8	2.0	4.0	5.0
Total number of days worked	3,551	5,070	14,529	11,577	2,655

Year 2, 2020-21, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.7	5.4	2.1	3.5	5.5
Total number of days worked	4,666	4,274	11,597	10,604	2,371

Year 1, 2019-20, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	13.5	5.8	1.7	3.2	5.6
Total number of days worked	2,319	3,348	6,753	8,979	3,335

- 3.5.7 The average duration for Major works has reduced slightly year-on-year from 13.5 days in Year 1 to 10.4 days in Year 3.

- 3.5.8 Average durations for the other works categories show small fluctuations (increasing or reducing) over the first three years of the scheme.

3.6 Cost Benefit

- 3.6.1 The CBA business case supporting the transition to a permit scheme was predicated on a 5% reduction in average works duration.
- 3.6.2 Discounting the highway works duration due to the significant increase in the number of Major and Standard works recorded in the first and third years, the occupancy of works completed by utilities works has reduced by between 42% in Year 1 and 18% in the third year.
- 3.6.3 This is despite an increase in the number of utility works completed of between 15% and 32% in Years 2 and 3.
- 3.6.4 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 each year 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)
 - **Year 1**, number of days saved under Permit Scheme, 21,968 - **monetary benefit to transport users, £7.4M per annum**
 - **Year 2**, number of days saved under Permit Scheme, 12,920 - **monetary benefit to transport users, £4.4M per annum**
 - **Year 3**, number of days saved under Permit Scheme, 9,050 - **monetary benefit to transport users, £3.1M per annum**
- 3.6.5 These savings equates to between 18% and 42% of the overall cost of works calculated in the CBA prior to the introduction of the scheme (£17.5M per annum total cost to road users in a typical year).
- 3.6.6 While the benefits appear to have reduced in each year, this is a result in an increase in the number of works. Discounting the effect of this increase and using the change in average duration of works would result in a 33% reduction in effective occupancy in the first year rising to 48% in Year 3.
- 3.6.7 Using either calculation, the benefits achieved in each of the first three years is well above the 5% threshold required in the permit scheme guidelines.

4 KPI MONITORING

4.1 Introduction

4.1.1 The analysis of the Year 3 KPI data is compared with the Year 1 and 2 data for the following Key Performance Indicators;

- **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

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

4.1.3 The following additional metrics have also been reported;

- **AM5**, the number of Fixed Penalty Notices (FPN) given, and a breakdown by works promoter
- **OM6**, the number of collaborative working phases
- **OM7**, the number of permit and variation applications deemed
- **TPI 1-9 & 13**, TPI occupancy and co-ordination report

4.2 KPI review

KPI 1, PA & PAA applications

4.2.1 The number and proportion of Permit and Permit Variation applications granted and refused is presented below.

4.2.2 Table 9 shows the breakdown of number of permit applications granted and refused.

Table 9 KPI 1, Permit applications granted and refused

PROMOTER TYPE	Year 1			Year 2			Year 3		
	Granted	Refused	Refused %	Granted	Refused	Refused %	Granted	Refused	Refused %
Highway Authority	1,491	30	1.9%	693	13	1.7%	3,024	83	2.4%
Utility	9,988	1,112	8.7%	13,299	1,284	7.0%	15,431	2,300	10.6%
ALL PROMOTERS	11,479	1,142	8.0%	13,992	1,297	6.8%	18,455	2,383	9.5%

4.2.3 The overall refusal rate for permit applications has been relatively consistent with between 7% and 9.5% of all applications refused in each year.

4.2.4 The pattern is the same for highway authority and utility applications, with approximately 2% of applications submitted on behalf of the highway authority refused and 7% to 10% of utility applications.

4.2.5 The number of applications refused in the third year was almost double the previous years. 2,383 permit applications were refused in the third year with fewer than 1,300 refused in the previous two years.

4.2.6 The refusal rates for each promoter group are compared on the chart in Figure 6.

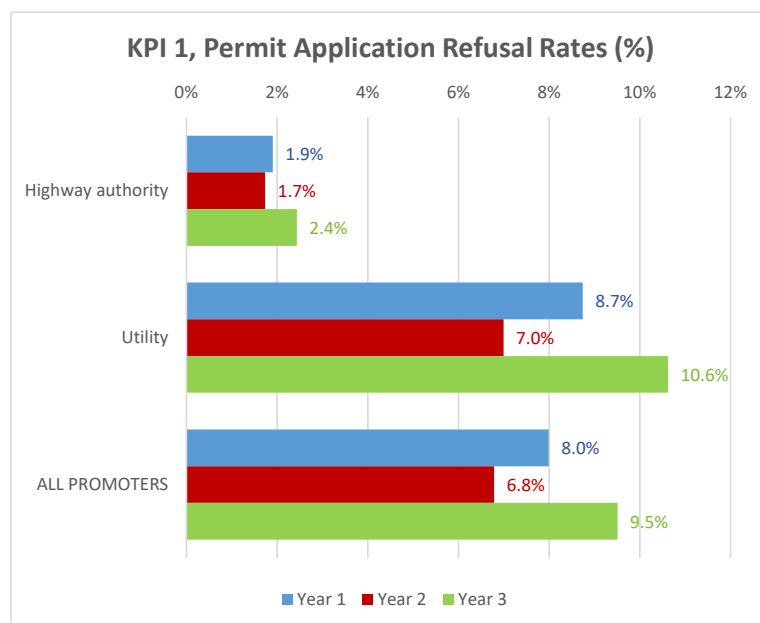


Figure 6: KPI 1, Permit Applications

4.2.7 The relatively low refusal rate for permit applications is a result of the Council actively working with all works promoters as soon as a permit application is submitted. An open and frank dialogue is applied daily through the team; the aspiration is if a Permit is submitted it should be in an acceptable form and set up to be granted.

4.2.8 This is reflected in the large number of permit modification requests (PMR) returned, increasing from just over 1,000 in the first year to 3,334 and 3,828 in the second and third years. Table 10 shows the number of permit modification requests returned on applications in each year.

Table 10 KPI 1, Permit modification requests

PROMOTER TYPE	Application	Year 1 PMR	PMR %	Application	Year 2 PMR	PMR %	Application	Year 3 PMR	PMR %
Highway Authority	1,573	7	0.4%	748	26	3.5%	3,409	179	5.3%
Utility	12,719	1,076	8.5%	18,360	3,308	18.0%	21,653	3,649	16.9%
ALL PROMOTERS	14,292	1,083	7.6%	19,108	3,334	17.4%	25,062	3,828	15.3%

4.2.9 The proportion of permit and variation applications granted, deemed, refused or with a PMR returned is shown in Figure 7.

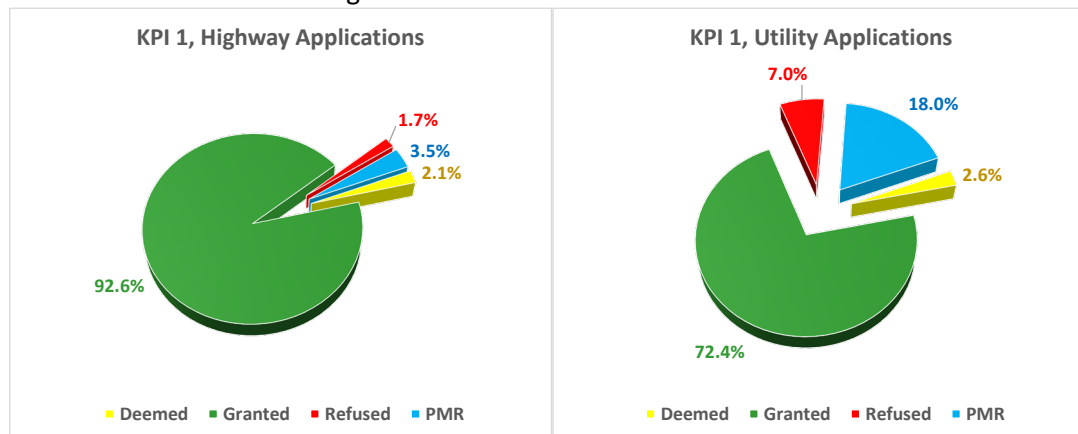


Figure 7: Year 3 Permit Modification Requests

KPI 2, Permit conditions

- 4.2.10 The number of conditions applied by condition type for highway and utility permit applications is shown in Table 11.

Table 11 KPI 2, Permit conditions

All Conditions	Year 1			Year 2			Year 3		
	HA	PU	All	HA	PU	All	HA	PU	All
TOTAL	978	13,812	14,790	78	16,725	16,803	3,447	25,039	28,486
	7%	93%		0%	100%		12%	88%	

- 4.2.11 Permit conditions are applied at an average rate of approximately 1.1 conditions per permit application in each year.
- 4.2.12 The majority of conditions relate to time and date constraints (NCT02a/b) and traffic space dimensions (NCT06a).
- 4.2.13 Year 3 has seen an increase in the number of conditions relating to work methodology (NCT10a) and consultation & publicity (NCT10a & NCT 11b). Almost half of the NCT10a work methodology conditions were related to highway authority applications.
- 4.2.14 The vast majority of other permit conditions are applied to utility permits. Less than 12% of conditions were applied to highway permits in the third year, which make up a small proportion of all permits granted.

KPI 3, Extension requests

- 4.2.15 The number of permit extension requests granted and refused are shown for all promoters, and separately for highway authority applications and for statutory undertakers in Table 12 and Figure 8.

Table 12 KPI 3, Utility permit extensions

PROMOTER TYPE	Year 1			Year 2			Year 3		
	Requests	Agreed	Refused %	Requests	Agreed	Refused %	Requests	Agreed	Refused %
Highway Authority	57	57	0.0%	13	13	0.0%	345	345	0.0%
Utility	537	470	12.5%	610	556	8.9%	631	628	0.5%
ALL PROMOTERS	594	527	11.3%	623	569	8.7%	976	973	0.3%

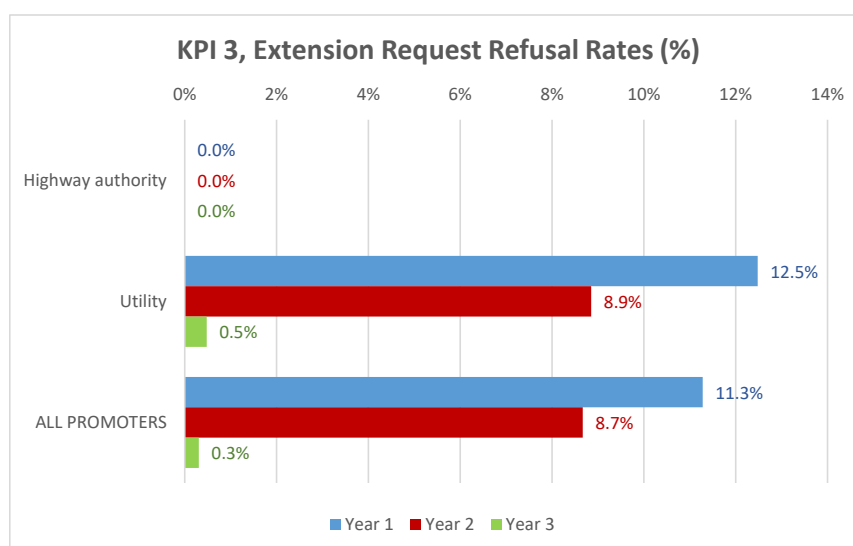


Figure 8: KPI 3, Permit Extensions

- 4.2.16 Between 90% and 95% of all requests to extend the duration of a permit in the first two years were submitted by utilities.
- 4.2.17 The number of requests submitted on behalf of the highway authority in the third year increased to one third of all requests. This coincides with the start of COVID-19 lockdown measures in the second half of Year 3, so may be related to difficulties managing the workforce during that period.
- 4.2.18 Only around 1 in 10 of requests submitted by utilities in the first two years were refused. No requests submitted by the highway authority. This is a result of discussions with the permit team to check on suitability before a formal request is submitted.
- 4.2.19 The refusal rate dropped to almost zero in the third year. Again this is likely to be a relaxation on requests during the COVID-19 lockdown period.

AM5, Fixed Penalty Notices given

- 4.2.20 The number of FPN given in each year for non-compliance is shown in Table 13 and Figure 9.

Table 13 AM5, FPN Given

FPN TYPE	Year 1	Year 2	Year 3
TOTAL	169	150	235

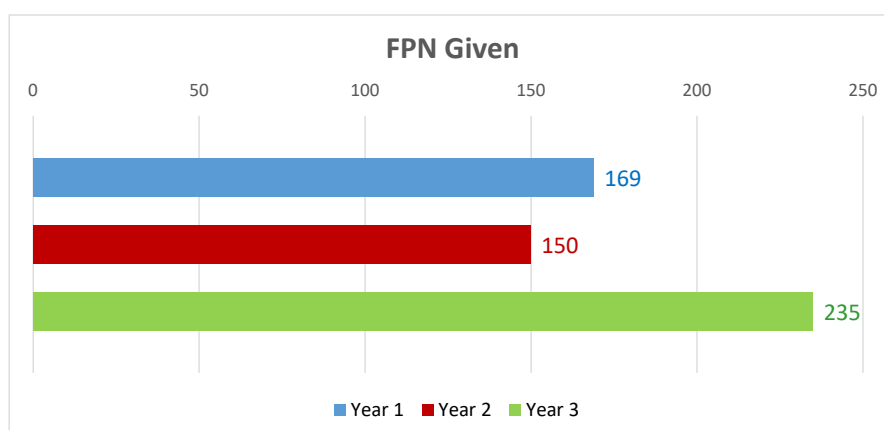


Figure 9: Fixed Penalty Notices Given

- 4.2.21 The number of FPN given in each year broadly reflects the number of permits granted, increasing by approximately 50% in the third year.

OM6, Collaborative working

- 4.2.22 The scheme has seen a steady increase in the number of collaborative working phases (see Table 14 and Figure 10).

Table 14 OM6, Number of collaborative working phases

PROMOTER TYPE	Year 1			Year 2			Year 3		
	Applications	Collab.	Phase %	Applications	Collab.	Phase %	Applications	Collab.	Phase %
Highway Authority	1,573	0	0.0%	748	9	1.2%	3,409	0	0.0%
Utility	12,719	25	0.2%	18,360	47	0.3%	21,653	80	0.4%
ALL PROMOTERS	14,292	25	0.2%	19,108	56	0.3%	25,062	80	0.3%

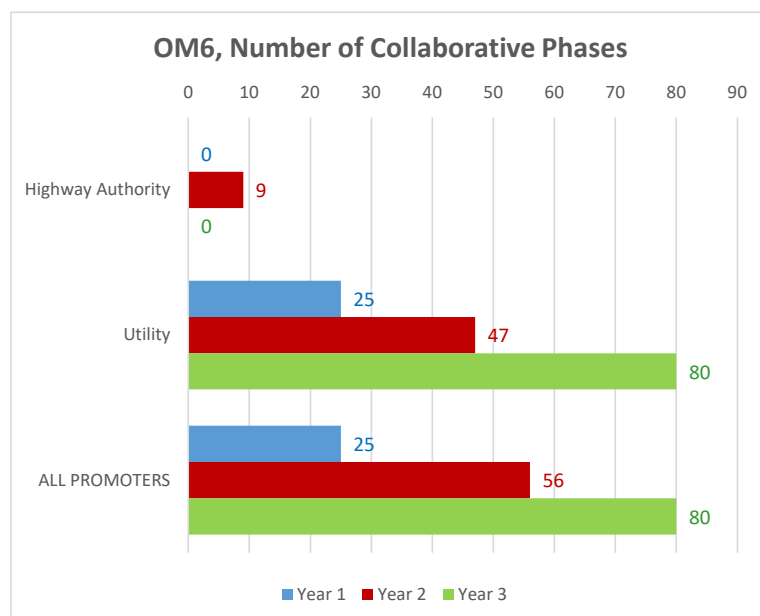


Figure 10: OM6, Collaborative works phases

- 4.2.23 The number of collaborative phases by utilities has increased from 25 in the first year, to 47 in Year 2 and 80 in the third year.

OM7, Deemed permit applications

- 4.2.24 The number of permit and permit variation applications deemed in each year is shown in Table 15 and Figure 11.

Table 15 OM7, Number of applications deemed

PROMOTER TYPE	Year 1			Year 2			Year 3		
	Applications	Deemed	Deemed %	Applications	Deemed	Deemed %	Applications	Deemed	Deemed %
Highway Authority	1,573	45	2.9%	748	16	2.1%	3,409	123	3.6%
Utility	12,719	543	4.3%	18,360	469	2.6%	21,653	273	1.3%
ALL PROMOTERS	14,292	588	4.1%	19,108	485	2.5%	25,062	396	1.6%

- 4.2.25 Around 4% of applications were deemed in the first year, amounting to 588 deemed. The rate has reduced to 2.5% in Year 2 and 1.6% in Year 3.
- 4.2.26 A degree of bedding in of the work procedures and staff training is expected at the start of the scheme. However, almost 400 applications were still deemed in the third year.

Recommendation Rec - Yr3 - 03: Review staff resource and permit reporting processes to check if the resource is sufficient to keep up with the increase in permit activity in the second and third years.

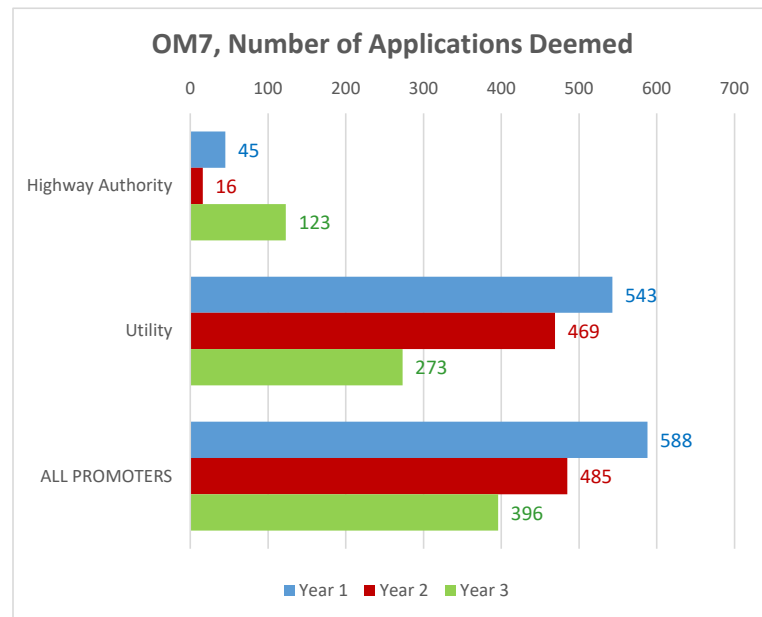


Figure 11: OM7, Deemed applications

4.3 TPI reports

4.3.1 The TPIs reported are;

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

4.3.2 The analysis of the key TPI statistics are presented in Tables 16 and 17 for Years 2 and 3, respectively.

4.3.3 The key data presented includes the proportion of all works completed after the reasonable period and the proportion of permanent registrations completed at phase 1.

4.3.4 The detailed statistics for Years 2 and 3 are presented in Appendix C.

Table 16 Analysis of Key TPI, Year 2

	Proportion of Phases Completed to Started (2/1)	Proportion Completed After Reasonable Period (5/1)	Overrun Days as Proportion Phases Started (6/1)	Permanent Registrations as Proportion of Phase 1 Registrations (8/7)	Early Starts as Proportion of Works Phases Started (13/1)
BT [30]	98.9%	0.2%	0.3%	96.4%	1.8%
Cadent Gas Limited [10]	100.6%	3.1%	18.5%	94.9%	21.3%
DCWW [9107]					
Dept for Transport Stat Roads [7188]					
Energy Assests Networks Ltd [7359]					
ES Pipelines Ltd [7260]					
ESP Electricity Ltd [7309]					
Fujitsu (Telecommunications Europe Ltd) [7238]					
Fulcrum Electrical Assets Limited [7368]	100.0%	0.0%	0.0%	100.0%	0.0%
Fulcrum Pipelines Limited [7294]	100.0%	0.0%	0.0%	100.0%	0.0%
GTC [7231]	100.0%	0.0%	0.0%	100.0%	0.0%
Last Mile Gas Limited [7311]	100.0%	0.0%	0.0%	0.0%	0.0%
NETWORK RAIL -PROMOTERS NATIONAL [7093]	100.0%	0.0%	0.0%	100.0%	8.0%
Romec [7221]	100.0%	0.0%	0.0%	100.0%	0.0%
SCOTTISH POWER (MANWEB) [7008]	99.6%	2.1%	5.6%	96.9%	6.0%
T-Mobile (UK) Limited [7250]	109.1%	0.0%	0.0%	100.0%	0.0%
UNITED UTILITIES WATER LIMITED [9102]	99.6%	0.2%	1.5%	97.6%	1.3%
VIRGIN MEDIA [7160]	100.4%	0.5%	0.7%	87.2%	1.3%
Vodafone [7076]	107.1%	0.0%	0.0%	71.4%	7.1%
WIRRAL [4325]	93.4%	9.3%	85.1%	17.9%	3.6%
TOTAL	99.3%	1.1%	6.8%	92.5%	4.2%

- 4.3.5 The proportion of works phases completed to phases started in the year is 99.3% overall.
- 4.3.6 The proportion of works completed after the reasonable period is very low at 1.1% overall, with no external works promoter higher than 3.1%.
- 4.3.7 Of the 720 overrun days in the second year, approximately half occur on highway authority works. Almost 30% of overrun days are incurred on Cadent Gas works.
- 4.3.8 The number of permanent registrations at phase 1 as a proportion of all phase 1 registrations remains high at 92% in the second year. The Wirral Council works percentage is lower due to works completions being recorded differently.
- 4.3.9 The number of early starts as a proportion of works phases started is low at 4% of works phases started.

Table 17 Analysis of Key TPI, Year 3

	Proportion of Phases Completed to Started (2/1)	Proportion Completed After Reasonable Period (5/1)	Overrun Days as Proportion Phases Started (6/1)	Permanent Registrations as Proportion of Phase 1 Registrations (8/7)	Early Starts as Proportion of Works Phases Started (13/1)
BT [30]	100.3%	0.4%	1.2%	91.9%	1.4%
Cadent Gas Limited [10]	98.8%	1.6%	13.3%	90.0%	19.2%
DCWW [9107]	100.0%	0.0%	0.0%	80.0%	11.1%
Dept for Transport Stat Roads [7188]	100.0%	0.0%	0.0%	-	0.0%
Energy Assests Networks Ltd [7359]	100.0%	0.0%	0.0%	100.0%	0.0%
ES Pipelines Ltd [7260]	100.0%	0.0%	0.0%	66.7%	0.0%
Fujitsu (Telecommunications Europe Ltd) [7238]	-	-	-	-	-
Fulcrum Electrical Assets Limited [7368]	100.0%	0.0%	0.0%	100.0%	0.0%
Fulcrum Pipelines Limited [7294]	100.0%	0.0%	0.0%	83.3%	28.6%
GTC [7231]	100.0%	0.0%	0.0%	100.0%	0.0%
Last Mile Electricity Limited [7269]	100.0%	0.0%	0.0%	50.0%	0.0%
Last Mile Gas Limited [7311]	100.0%	75.0%	375.0%	0.0%	0.0%
National Grid Electric PLC [7015]	100.0%	0.0%	0.0%	100.0%	0.0%
NETWORK RAIL -PROMOTERS NATIONAL [7093]	100.0%	2.2%	147.8%	-	10.9%
Romec [7221]	100.0%	0.0%	0.0%	100.0%	0.0%
SCOTTISH POWER (MANWEB) [7008]	99.8%	1.0%	1.9%	97.2%	10.2%
Telefonica (O2 (UK) Limited) [7182]	100.0%	0.0%	0.0%	-	0.0%
T-Mobile (UK) Limited [7250]	100.0%	0.0%	0.0%	100.0%	0.0%
UNITED UTILITIES WATER LIMITED [9102]	99.9%	0.4%	0.7%	98.1%	2.7%
VIRGIN MEDIA [7160]	100.0%	0.3%	0.3%	92.2%	13.5%
Vodafone [7076]	100.0%	0.0%	0.0%	87.5%	2.7%
WIRRAL [4325]	95.7%	11.1%	86.9%	66.7%	27.4%
TOTAL	99.5%	1.9%	13.5%	90.5%	7.7%

- 4.3.10 The proportion of works phases completed to phases started in the third year remains high at 99.5% overall.
- 4.3.11 The proportion of works completed after the reasonable period has increased slightly to 1.9% overall.
- 4.3.12 The number of overrun days increased in Year 3 from 720 days in Year 2 to 1,802 days. Almost 1,500 of those days were recorded on Wirral Council jobs. As discussed previously, the Year 3 statistics coincide with COVID-19 lockdown measures.
- 4.3.13 The number of permanent registrations at phase 1 as a proportion of all phase 1 registrations remains high at 90% in the third year.
- 4.3.14 The number of early starts as a proportion of works phases started has increased from 4% to 7.7% of works phases started.

5 STAFFING & RESOURCE

5.1 Summary

5.1.1 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 of the first three years, to determine;

- whether the staff numbers forecast in the business case are still appropriate;
- to quantify the operating cost of the scheme in each year;
- and to calculate the break-even permit fee based on current year staff costs.

5.1.2 The number of permit and permit variation applications granted in each year is shown in Table 18.

Table 18 Number of permit applications granted, 2019-22

Permit Year	Streets covered	Number of Permits Granted			Permit Variations
		All	Utility	Highway	Utilities
Year 1, 2017-18	Cat 0-2 & TS streets	3,376	3,005	371	1,303
	Cat 3&4 Non-TS streets	6,428	5,489	939	971
	Annual total	9,804	8,494	1,310	2,274
Year 2, 2018-19	Cat 0-2 & TS streets	3,351	3,062	289	2,339
	Cat 3&4 Non-TS streets	6,587	6,244	343	2,044
	Annual total	9,938	9,306	632	4,383
Year 3, 2019-20	Cat 0-2 & TS streets	4,368	3,912	456	2,691
	Cat 3&4 Non-TS streets	8,371	6,623	1,748	2,271
	Annual total	12,739	10,535	2,204	4,962

5.1.3 The CBA forecast the number of works completed by external works promoters at 9,058 in a typical year. The records collected for the first three years of operation shows the number of external works within 5% of forecast. The number of works completed by external promoters increased by 20% in the third year.

5.1.4 The number of permit variations granted in Years 2 and 3 increased to around 40% of permits granted.

5.1.5 The CBA forecast the number of highway authority works at 8,958. This was based on a 50:50 split highway:utility and 359 highway works recorded in the noticing record plus 8,600 reactive maintenance repairs.

5.1.6 The actual number of highway permits has been significantly lower with between 632 and 2,204 highway permits granted in each year.

5.2 Staff Resource

5.2.1 The DfT Fees Matrix calculates the number of staff required to process the revised permit applications forecast.

5.2.2 The forecast permit activity used in the 2016 business case estimated a total number of full time equivalent (FTE) staff of 9.9 (shown in Table 19). 5.0 FTE staff would be required to process utility permit applications and 4.9 staff to process highway applications.

Table 19 2016 Business case staff resource forecast

FEES MATRIX DESIGNATION	All Works	Utilities
Street Works Officer	4.9	2.5
Street Works Co-ordinator	3.5	1.8
Traffic Manager	1.5	0.8
Full time equivalent staff	9.9	5.0

- 5.2.3 Using the actual number of utility and highway authority permit applications recorded in each year, the same Fees Matrix spreadsheet calculates the total number of FTE staff requirement at 5.5 to 7.3 (Table 20).

Table 20 Years 1 to 3 staff resource, 2017-20

FEES MATRIX DESIGNATION	Year 1, 2017-18		Year 2, 2018-19		Year 3, 2019-20	
	All Works	Utilities	All Works	Utilities	All Works	Utilities
Street Works Officer	2.6	2.1	2.6	2.4	3.4	2.8
Street Works Co-ordinator	2.0	1.6	2.1	1.8	2.7	2.1
Traffic Manager	0.9	0.7	0.9	0.8	1.2	0.9
Full time equivalent staff	5.5	4.4	5.6	5.0	7.3	5.8

- 5.2.4 The number of staff required to process highway permits has reduced to 0.2 fte.
- 5.2.5 4.4 staff were required in the first year – slightly lower than forecast. This rose to 5.8 FTE in the third year, following the 20% increase in the number of permits granted.
- 5.2.6 The number of staff required to process highway authority permit applications ranged between 0.5 and 1.5 FTE – significantly lower than forecast.
- 5.2.7 The number calculated from the Fees Matrix for the first three years is shown in Figure 12.

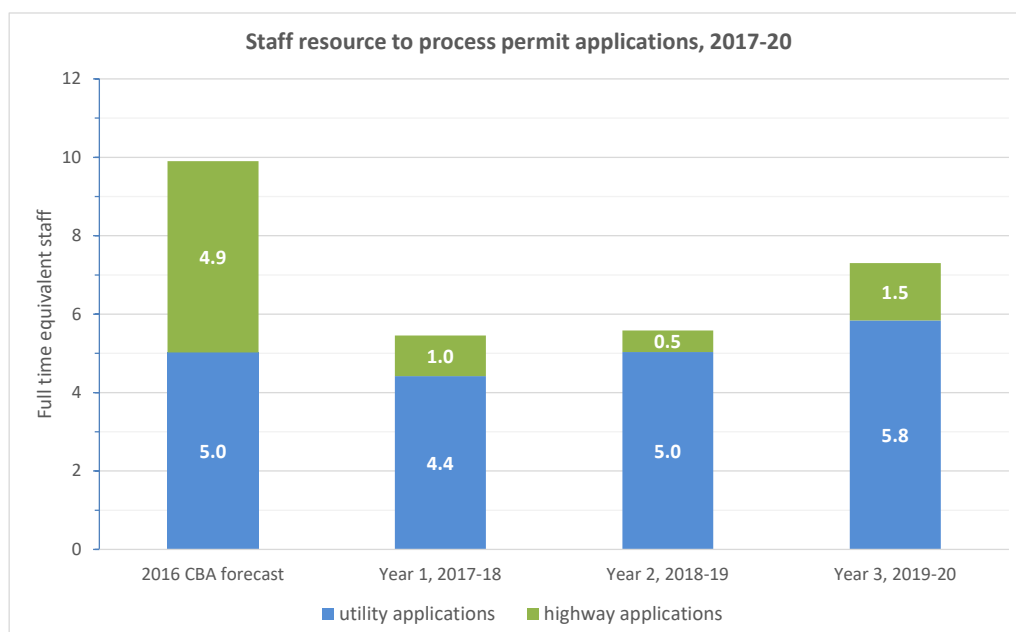


Figure 12: Number of full time staff required, Years 1 to 3

5.3 Operating costs

5.3.1 Using the same Fees Matrix spreadsheet, the operating costs to process all permits granted in each year are shown in Table 21.

Table 21 Years 1 to 3 operating costs, utility permits 2017-20

	NUMBER OF STAFF	SCHEME COST	EMPLOYEE COSTS		ALLOWABLE OVERHEAD SURCHARGE
			PERMIT APPLICATIONS	PERMIT VARIATIONS	
Year 1, 2017-18	4.4	£450,414	£328,613	£84,317	£37,484
Year 2, 2018-19	5.0	£596,693	£385,586	£161,056	£50,051
Year 3, 2019-20	5.8	£735,620	£491,270	£182,771	£61,579

5.3.2 The total cost to process all utility permits granted ranged from £450,414 in Year 1 to £735,620 in Year 3.

5.3.3 The permit fee surcharge recovered between £37,484 and £61,579 towards the utilities share of allowable costs in each year. The surcharge is approximately 8% of the total annual income.

5.4 Fee income

5.4.1 The total permit fees billed in each year, after applying discounts for major works with duration less than 10 days and for working at non-traffic sensitive times, was;

- Year 1 **£412,152**
- Year 2 **£561,305** – a 36% increase from Year 1
- Year 3 **£520,240** – a 7% reduction from Year 2

5.4.2 The operating surplus/loss in each of the first three years is presented in the chart in Figure 13 below.



Figure 13: Operating loss/surplus, Years 1 to 3

5.4.3 The scheme ran at a small loss of approximately £76,000 in the first two years. This equates to 8% of the total fee income billed in the first two years.

5.4.4 The reported fee income in the third year reduced by 7%, despite a 13% increase in the number of utility permits granted. This explains the very large increase in loss reported in Year 3.

5.4.5 The reported loss in Year 3 equates to 38% of the fee income reported for that year.

Recommendation Yr3-04: Review the reported fee income billed in the third years and update prior to carrying out the next full review of fees and costs.

5.4.6 It is recommended that the Council continue to monitor costs and income and carry out a full review at the end of the next review, Years 4 to 6 in 2023.

Recommendation Yr3-05: Continue to monitor costs and income on an annual basis and complete a full review of fees and income to the end of Year 6 to identify any change in fee structure to achieve parity between operating costs and fee income billed.

6 CONCLUSIONS

6.1 Summary

- 6.1.1 The Wirral Council Permit Scheme for Road & Street Activities went live on 16th October 2017.
- 6.1.2 The Permit Scheme legislation requires an annual review of Scheme performance in the first 3 years of operation and every 3 years thereafter. The performance of the scheme during the first year of operation has been evaluated and reported.
- 6.1.3 The purpose of this review is to review the performance of the scheme in the second and third years of operation and to recommend measures to further improve the performance in terms of the Scheme objectives.
- 6.1.4 The report also includes the results of the performance review completed for Year 1 for comparison with the Year 2 and Year 3 data.

6.2 Scheme benefits

- 6.2.1 Year 1 reported an approximate 1,000 reduction in the number of utility works completed and a corresponding increase in the number of highway works, compared with the noticing benchmark period.
- 6.2.2 The number of utility works completed has increased in the second and third years, by 27% between Years 1 and 2 and a further 15% in the third year.
- 6.2.3 Year 3 recorded the highest number of highway authority works completed, at 1,817 compared with 1,302 and 404 recorded in the previous two years.
- 6.2.4 Overall, highway works account for 4% of all works recorded as complete in the second year and for between 13% and 14% of all works completed in Years 1 and 3.
- 6.2.5 The average duration of utility works is generally lower than highway works. This is likely to be a result of a lower proportion of shorter duration Minor and Immediate works being recorded by the highway authority.
- 6.2.6 Following a sharp fall in the average duration from 5.2 days under noticing to 3.1 days in the first year, the average duration of utility works has been relatively consistent since the start of the scheme.
- 6.2.7 The occupancy of all works in the third year is higher than the noticing period, increasing from 47,439 days to 49,396 days. However, this must be considered in the context of a near 50% increase in the number of works completed in the third year.
- 6.2.8 The occupancy of utility works is significantly lower than the noticing period in all years, with between 9,000 and 21,000 fewer days recorded for utility works. The occupancy of utility works has increased steadily year-on-year over the first three years. This is in line with the increase in the number of utility works recorded each year.
- 6.2.9 The CBA business case supporting the transition to a permit scheme was predicated on a 5% reduction in average works duration.
- 6.2.10 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 each year is calculated as; the average monetary cost of works (£339 per day) multiplied by the number of days occupancy saved.

- 6.2.11 The monetary benefit to transport users varies between **£3.1M** in the third year and **£7.4M** in the opening year. These savings equates to between 18% and 42% of the overall cost of works calculated in the CBA prior to the introduction of the scheme (£17.5M per annum total cost to road users in a typical year).
- 6.2.12 While the benefits appear to have reduced in each year, this is a result in an increase in the number of works. Discounting the effect of this increase and using the change in average duration of works would result in a 33% reduction in effective occupancy in the first year rising to 48% in Year 3.
- 6.2.13 Using either calculation, the benefits achieved in each of the first three years is well above the 5% threshold required in the permit scheme guidelines.

6.3 Recommendations

- 6.3.1 Five recommendations have been made to be taken forward into Years 4 to 6 as follows;

Duration and occupancy;

Recommendation Rec - Yr3 - 01: Review highway maintenance and repair works to determine if all works requiring a permit are recorded within the permit scheme system.

Recommendation Rec - Yr3 - 02: Review the estimated duration of highway maintenance and repair works to determine if all works requiring a permit are recorded within the permit scheme system.

Key Performance Indicators;

Recommendation Rec - Yr3 - 03: Review staff resource and permit reporting processes to check if the resource is sufficient to keep up with the increase in permit activity in the second and third years.

Operating costs & income;

Recommendation Yr3-04: Review the reported fee income billed in the third years and update prior to carrying out the next full review of fees and costs.

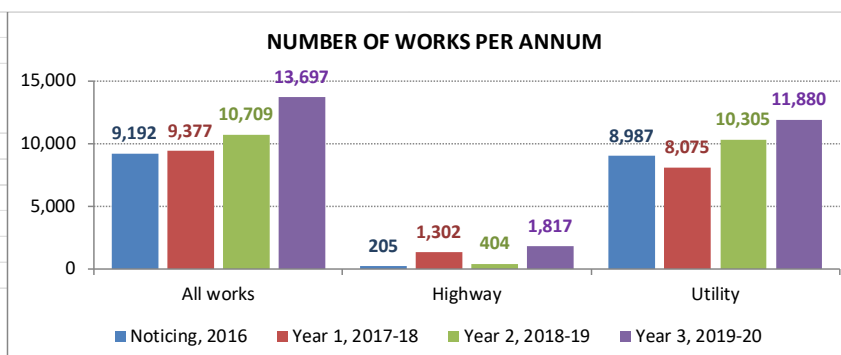
Recommendation Yr3-05: Continue to monitor costs and income on an annual basis and complete a full review of fees and income to the end of Year 6 to identify any change in fee structure to achieve parity between operating costs and fee income billed.

6.4 Conclusions

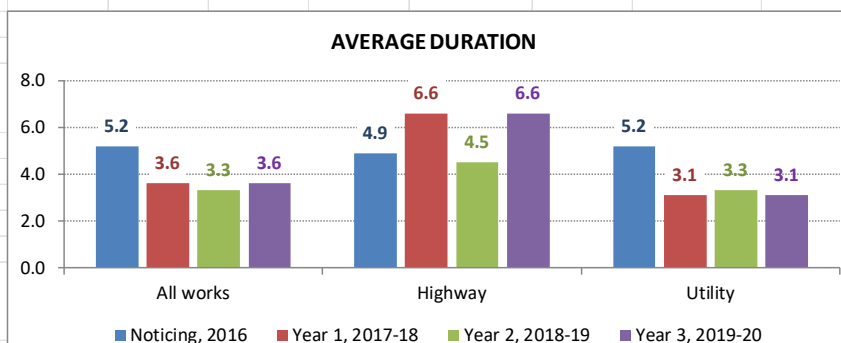
- 6.4.1 Monitoring the key performance indicators and evidence gained from the first three years of operation demonstrates that the Permit Scheme;
- improves coordination of activities
 - improves safety at road and street works
 - improves communication between authority and utility companies
 - reduces occupancy of the highway
 - improves accuracy of works records recorded in the Register
- 6.4.2 This review has demonstrated that Scheme has continued to achieve its stated objectives in the first three years.

APPENDIX A. SCHEME BENEFIT SUMMARY

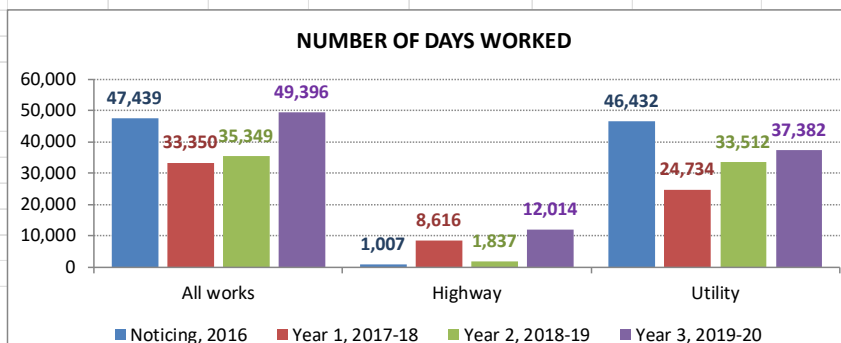
NUMBER OF WORKS (number)			
	All works	Highway	Utility
Noticing, 2016	9,192	205	8,987
Year 1, 2017-18	9,377	1,302	8,075
Year 2, 2018-19	10,709	404	10,305
Year 3, 2019-20	13,697	1,817	11,880
Change, Year 3 - Year 2	2,988	1,413	1,575
Change (%)	27.9%	349.8%	15.3%



AVERAGE DURATION (days)			
	All works	Highway	Utility
Noticing, 2016	5.2	4.9	5.2
Year 1, 2017-18	3.6	6.6	3.1
Year 2, 2018-19	3.3	4.5	3.3
Year 3, 2019-20	3.6	6.6	3.1
Change (days)	0.3	2.1	-0.2



DAYS WORKED (days)			
	All works	Highway	Utility
Noticing, 2016	47,439	1,007	46,432
Year 1, 2017-18	33,350	8,616	24,734
Year 2, 2018-19	35,349	1,837	33,512
Year 3, 2019-20	49,396	12,014	37,382
Change, Year 3 - Year 2	14,047	10,177	3,870
Change (%)	39.7%	554.0%	11.5%



APPENDIX B. YEARS 1-3 DETAILED ANALYSIS

All works promoters

Table A.1: Number of permits granted

PROMOTER TYPE	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Highway Authority Works		1,312	635	2,220	2,220
Utility Works		8,546	9,363	10,595	10,595
Total		9,858	9,998	12,815	12,815

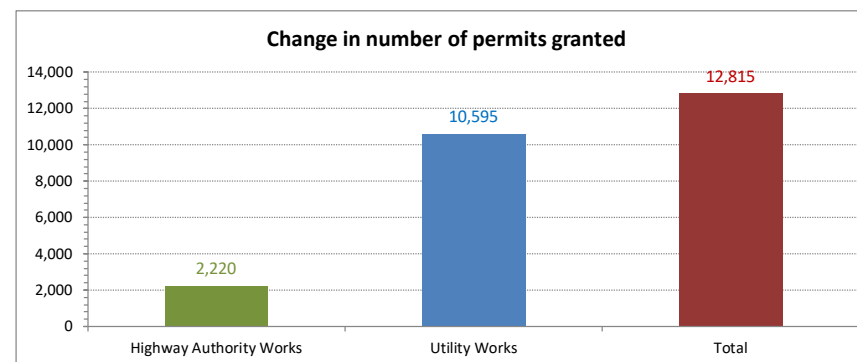


Table A.2: Number of works completed

PROMOTER TYPE	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Highway Authority Works	205	1,302	404	1,817	1,612
Utility Works	8,987	8,075	10,305	11,880	2,893
Total	9,192	9,377	10,709	13,697	4,505

Proportion of highway works 2.2% 13.9% 3.8% 13.3%

786%

32%

49%

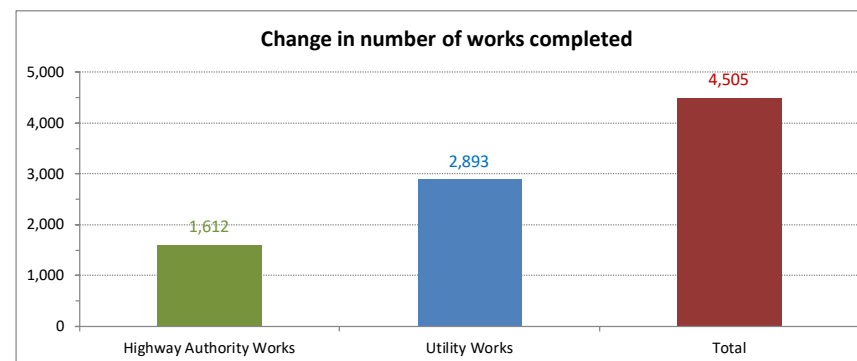


Table A.3: Number of works by Promoter

PROMOTER	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not	
Wirral Council	205	1,302	404	1,817	1,612	786%
BT	1,557	884	3,327	5,314	3,757	241%
VIRGIN MEDIA	961	1,111	742	744	-217	-23%
United Utilities Water Ltd	3,744	3,922	3,797	3,602	-142	-4%
Cadent Gas Limited	1,314	1,073	1,109	928	-386	-29%
SP Manweb	1,201	951	1,236	1,148	-53	-4%
Vodafone	48	29	14	37	-11	-23%
RM Property & Facilities Sol.		8	3	1	1	
Fulcrum Pipelines Ltd	18	15	8	7	-11	-61%
Network Rail	24	14	25	48	24	100%
National Grid Electric	17	10		1	-16	-94%
EE Limited (formerly T-Mobile)	29	16	10	18	-11	-38%
GTC	11	9	7	5	-6	-55%
ES Pipelines Ltd	5	13	1	3	-2	-40%
Last Mile Electricity Ltd				2	2	
Last Mile Gas Ltd	2		2	4	2	100%
Telefonica (O2 UK) Ltd	14	3		1	-13	-93%
Welsh Water	18	16	14	10	-8	-44%
Others	24	1	10	7	-17	-71%
Total	9,192	9,377	10,709	13,697	4,505	49%

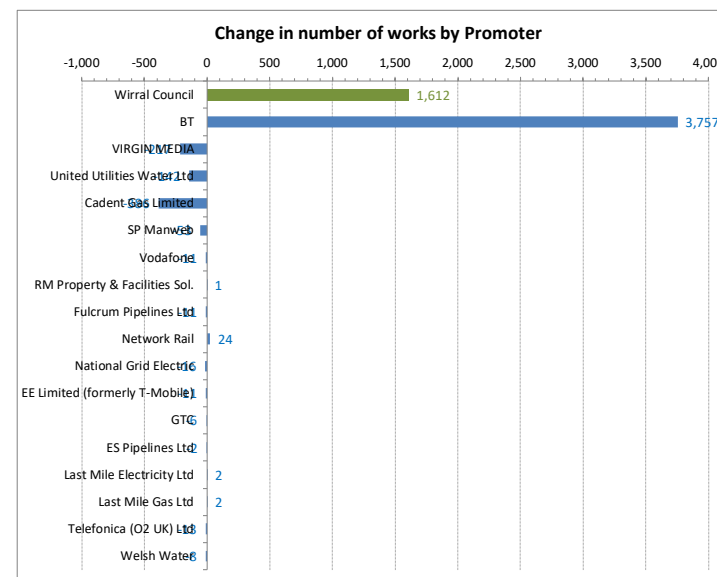


Table A.4: Number of works by traffic management type

TRAFFIC MANAGEMENT TYPE	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not	
No c/w incursion	6,136	2,026	1,803	2,587	-3,549	
Some c/w incursion		4,858	6,840	7,621	7,621	
Give and take	2,474	1,512	1,117	1,918	-556	
Priority working	6	11	5	12	6	
Two-way signals	230	308	285	394	164	
Multi-way signals	117	300	341	763	646	
Stop/go boards	54	49	60	60	6	
Convoy working						
Lane closure	117	218	133	129	12	
Contra-flow	3	3	5	5	2	
Road closure	54	92	120	208	154	
Total	9,191	9,377	10,709	13,697	4,506	

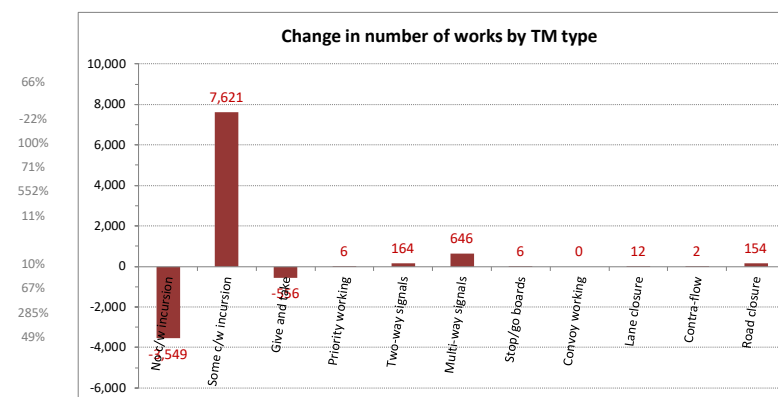


Table A.5: Number of works by works category

WORKS STOPPED	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Major	329	300	473	505	176
Standard	1,198	1,457	876	1,907	709
Minor	4,951	4,212	5,889	7,863	2,912
Immediate - Urgent	2,120	2,812	3,042	2,893	773
Immediate - Emergency	594	596	429	529	-65
Other					
Total	9,192	9,377	10,709	13,697	4,505

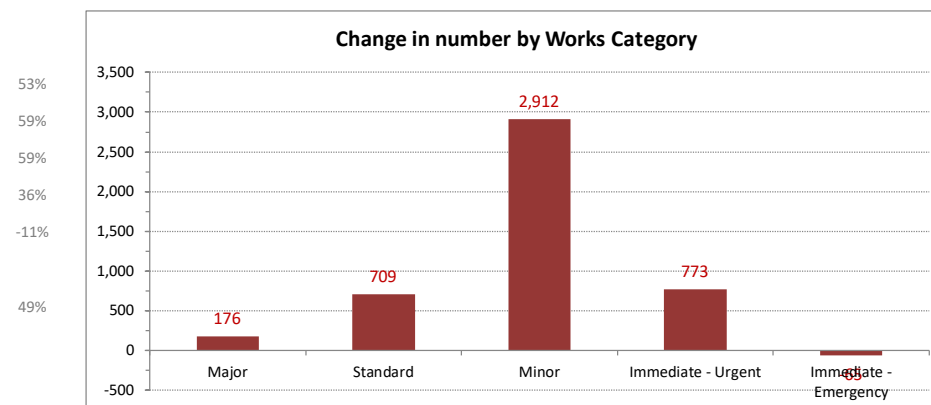


Table A.6: Traffic sensitivity

REINSTATEMENT CATEGORY	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Category 0 - 2	1,640	1,537	1,755	2,275	635
Category 3 - 4 TS	333	1,849	2,303	2,844	2,511
Category 3 - 4 Non TS	7,218	5,892	6,547	8,403	1,185
Blank / other		99	104	37	37
All works	9,191	9,377	10,709	13,559	4,368

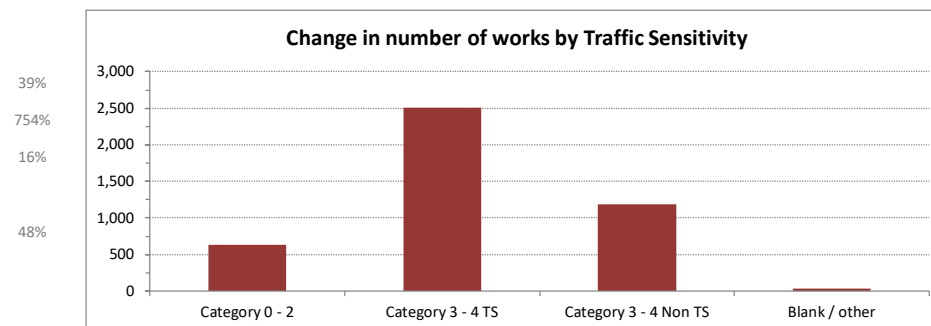


Table A.7: Average works duration

DURATION	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Average duration (days)	5.2	3.6	3.3	3.6	-1.6
Total number of days worked	47,439	33,350	35,349	49,396	1,957

Table A.7a: Average works duration - excluding non-permit activities

DURATION	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Average duration (days)	5.2	3.4	3.3	3.6	-1.6
Total number of days worked	47,439	30,330	34,843	49,160	1,721

No. records excluded

-

356

47

66

Year 3, 2021-22, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.2	6.6	2.1	4.1	5.0
Total number of days worked	5,668	12,568	16,784	11,718	2,658

-31%

4%

Year 2, 2020-21, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.4	5.4	2.1	3.5	5.5
Total number of days worked	5,380	4,743	12,248	10,607	2,371

-31%

4%

Year 1, 2019-20, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	13.0	6.6	1.8	3.2	5.6
Total number of days worked	3,906	9,658	7,371	9,077	3,338

Highway authority works promoter

Table A.8: Number of works by traffic management type comparison

TRAFFIC MANAGEMENT TYPE	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
No c/w incursion	131	456	28	101	-30
Some c/w incursion		630	261	951	951
Give and take	4	4	5	631	627
Priority working		1		1	1
Two-way signals	10	38	20	21	11
Multi-way signals	3	13	5	6	3
Stop/go boards	1	10	5	13	12
Convoy working					
Lane closure	55	137	71	38	-17
Contra-flow					
Road closure	1	13	9	55	54
Total	205	1,302	404	1,817	1,612

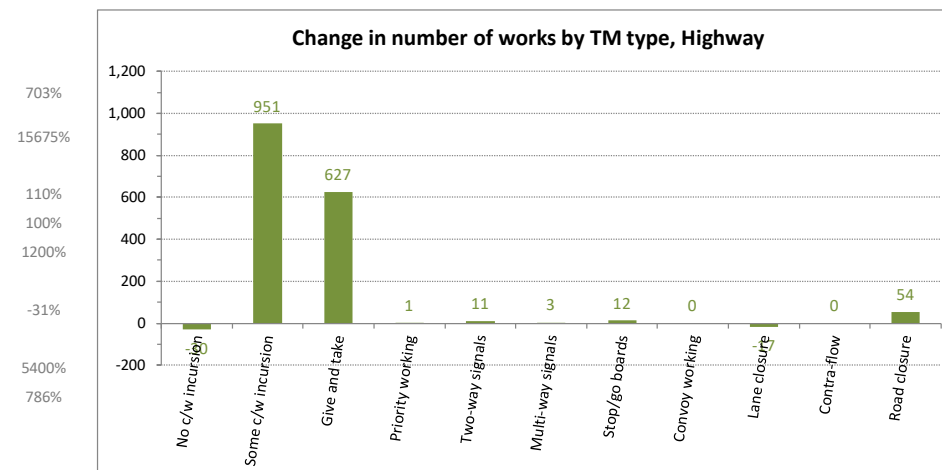


Table A.9: Number of works by works category

WORKS STOPPED	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Major	60	128	75	164	104
Standard	26	876	82	1,035	1,009
Minor	119	288	244	592	473
Immediate - Urgent		9	3	24	24
Immediate - Emergency		1		2	2
Other					
Total	205	1,302	404	1,817	1,612

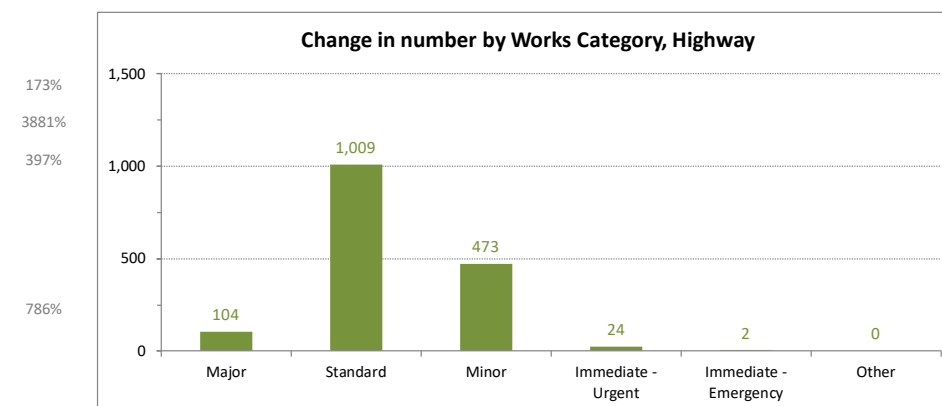


Table A.10: Average works duration

DURATION	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Average duration (days)	4.9	6.6	4.6	6.6	1.7
Total number of days worked	1,007	8,616	1,837	12,014	11,007

35%

1093%

Year 3, 2021-22, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	12.9	7.2	3.8	5.9	1.5
Total number of days worked	2,117	7,498	2,255	141	3

Year 2, 2020-21, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	9.5	5.7	2.7	1.0	
Total number of days worked	714	469	651	3	

Year 1, 2019-20, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	12.4	7.2	2.1	10.9	3.0
Total number of days worked	1,587	6,310	618	98	3

Utility works promoters

Table A.11: Number of works by traffic management type

TRAFFIC MANAGEMENT TYPE	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
No c/w incursion	6,005	1,570	1,775	2,486	-3,519
Some c/w incursion		4,228	6,579	6,670	6,670
Give and take	2,470	1,508	1,112	1,287	-1,183
Priority working	6	10	5	11	5
Two-way signals	220	270	265	373	153
Multi-way signals	114	287	336	757	643
Stop/go boards	53	39	55	47	-6
Convoy working					
Lane closure	62	81	62	91	29
Contra-flow	3	3	5	5	2
Road closure	53	79	111	153	100
Total	8,986	8,075	10,305	11,880	2,894

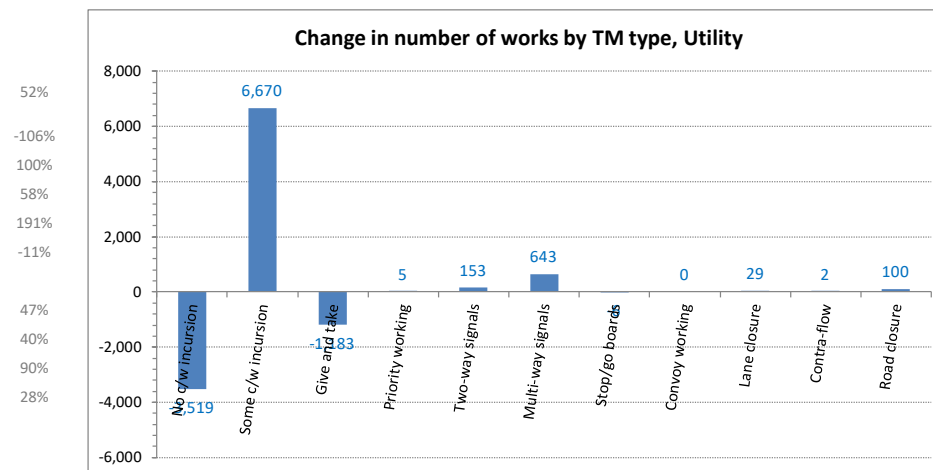


Table A.12: Number of works by works category

WORKS STOPPED	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Major	269	172	398	341	72
Standard	1,172	581	794	872	-300
Minor	4,832	3,924	5,645	7,271	2,439
Immediate - Urgent	2,120	2,803	3,039	2,869	749
Immediate - Emergency	594	595	429	527	-67
Other					
Total	8,987	8,075	10,305	11,880	2,893

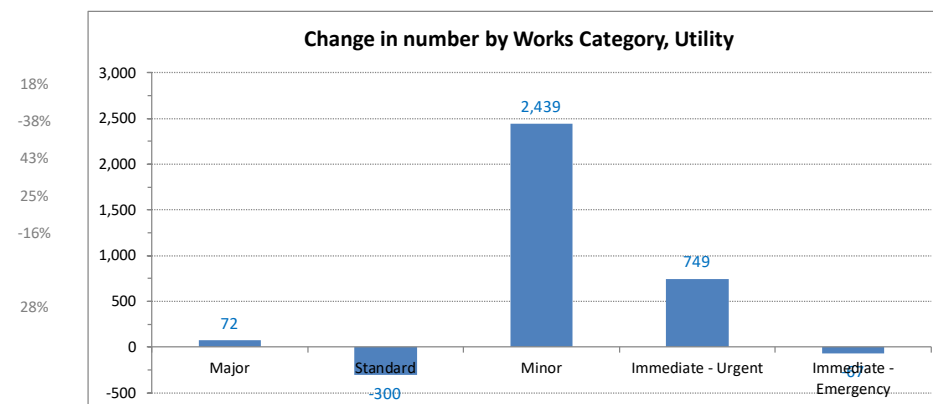


Table A.13: Average works duration

DURATION	Noticing 2014-15	Year 1 2017-18	Year 2 2018-19	Year 3 2019-20	Diff Yr3 - Not
Average duration (days)	5.2	3.1	3.3	3.1	-2.1
Total number of days worked	46,432	24,734	33,512	37,382	-9,050

-64%

-27%

Year 3, 2021-22, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	10.4	5.8	2.0	4.0	5.0
Total number of days worked	3,551	5,070	14,529	11,577	2,655

Year 2, 2020-21, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	11.7	5.4	2.1	3.5	5.5
Total number of days worked	4,666	4,274	11,597	10,604	2,371

Year 1, 2019-20, Duration by works category

	MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
Average duration (days)	13.5	5.8	1.7	3.2	5.6
Total number of days worked	2,319	3,348	6,753	8,979	3,335

APPENDIX C. TPI OCCUPANCY & CO-ORDINATION REPORTS

Year 2, 2018-19

	1 - Works Phases Started	2 - Works Phases Completed	3 - Days of Occupancy	4 - Average Duration of Completed Works Phases	5 - Works Phases Completed After the Reasonable Period	6 - Overrun Days	7 - Number of Phase 1 Registrations	8 - Number of Phase 1 Permanent Registrations	9 - Incorrectly Timed Notices	13 - Early Start Agreements	Proportion of Phases Completed to Started (2/1)	Proportion Completed After Reasonable Period (5/1)	Overrun Days as Proportion Phases Started (6/1)	Permanent Registrations as Proportion of Phase 1 Registrations (8/7)	Early Starts as Proportion of Works Phases Started (13/1)
BT [30]	3,125	3,091	19,341	11.2	6	9	1,978	1,907	283	57	98.9%	0.2%	0.3%	96.4%	1.8%
Cadent Gas Limited [10]	1,103	1,110	12,913	38.4	34	204	957	908	273	235	100.6%	3.1%	18.5%	94.9%	21.3%
DCWW [9107]	15	15	26	5.9	0	0	5	4	2	0					
Dept for Transport Stat Roads [7188]	1	1	1	1.0	0	0	0	0	0	0					
Energy Assests Networks Ltd [7359]	5	5	36	32.0	0	0	4	3	1	0					
ES Pipelines Ltd [7260]	1	1	9	9.0	0	0	1	1	2	0					
ESP Electricity Ltd [7309]	2	2	15	7.5	0	0	2	2	1	0					
Fujitsu (Telecommunications Europe Ltd) [7238]	0	0	365	0.0	0	0	0	0	0	0					
Fulcrum Electrical Assets Limited [7368]	2	2	11	11.0	0	0	2	2	2	0	100.0%	0.0%	0.0%	100.0%	0.0%
Fulcrum Pipelines Limited [7294]	8	8	50	21.0	0	0	6	6	1	0	100.0%	0.0%	0.0%	100.0%	0.0%
GTC [7231]	6	6	32	24.5	0	0	3	3	0	0	100.0%	0.0%	0.0%	100.0%	0.0%
Last Mile Gas Limited [7311]	2	2	19	9.5	0	0	1	0	1	0	100.0%	0.0%	0.0%	0.0%	0.0%
NETWORK RAIL - PROMOTERS NATIONAL [7093]	25	25	780	7.6	0	0	1	1	10	2	100.0%	0.0%	0.0%	100.0%	8.0%
Romec [7221]	4	4	4	2.0	0	0	4	4	0	0	100.0%	0.0%	0.0%	100.0%	0.0%
SCOTTISH POWER (MANWEB) [7008]	1,215	1,210	14,175	27.0	25	68	1,086	1,052	88	73	99.6%	2.1%	5.6%	96.9%	6.0%
T-Mobile (UK) Limited [7250]	11	12	391	6.3	0	0	4	4	0	0	109.1%	0.0%	0.0%	100.0%	0.0%
UNITED UTILITIES WATER LIMITED [9102]	3,847	3,832	19,304	13.0	9	58	3,511	3,427	207	51	99.6%	0.2%	1.5%	97.6%	1.3%
VIRGIN MEDIA [7160]	747	750	5,931	12.1	4	5	533	465	62	10	100.4%	0.5%	0.7%	87.2%	1.3%
Vodafone [7076]	14	15	49	14.1	0	0	7	5	3	1	107.1%	0.0%	0.0%	71.4%	7.1%
WIRRAL [4325]	442	413	58,846	20.8	41	376	397	71	1,326	16	93.4%	9.3%	85.1%	17.9%	3.6%
TOTAL	10,575	10,504	132,298	17.1	119	720	8,502	7,865	2,262	445	99.3%	1.1%	6.8%	92.5%	4.2%

Year 3, 2019-20

	1 - Works Phases Started	2 - Works Phases Completed	3 - Days of Occupancy	4 - Average Duration of Completed Works Phases	5 - Works Phases Completed After the Reasonable Period	6 - Overrun Days	7 - Number of Phase 1 Registrations	8 - Number of Phase 1 Permanent Registrations	9 - Incorrectly Timed Notices	13 - Early Start Agreements	Proportion of Phases Completed to Started (2/1)	Proportion Completed After Reasonable Period (5/1)	Overrun Days as Proportion Phases Started (6/1)	Permanent Registrations as Proportion of Phase 1 Registrations (8/7)	Early Starts as Proportion of Works Phases Started (13/1)
BT [30]	5,170	5,186	25,960	11.4	21	63	3,342	3,070	1,267	71	100.3%	0.4%	1.2%	91.9%	1.4%
Cadent Gas Limited [10]	886	875	10,744	36.9	14	118	731	658	387	170	98.8%	1.6%	13.3%	90.0%	19.2%
DCWW [9107]	9	9	17	10.8	0	0	5	4	3	1	100.0%	0.0%	0.0%	80.0%	11.1%
Dept for Transport Stat Roads [7188]	1	1	1	1.0	0	0	0	0	0	0	100.0%	0.0%	0.0%	-	0.0%
Energy Assests Networks Ltd [7359]	2	2	17	17.0	0	0	2	2	0	0	100.0%	0.0%	0.0%	100.0%	0.0%
ES Pipelines Ltd [7260]	3	3	14	9.5	0	0	3	2	0	0	100.0%	0.0%	0.0%	66.7%	0.0%
Fujitsu (Telecommunications Europe Ltd) [7238]	0	0	366	0.0	0	0	0	0	0	0	-	-	-	-	-
Fulcrum Electrical Assets Limited [7368]	1	1	3	3.0	0	0	1	1	0	0	100.0%	0.0%	0.0%	100.0%	0.0%
Fulcrum Pipelines Limited [7294]	7	7	53	19.3	0	0	6	5	3	2	100.0%	0.0%	0.0%	83.3%	28.6%
GTC [7231]	6	6	39	18.0	0	0	6	6	1	0	100.0%	0.0%	0.0%	100.0%	0.0%
Last Mile Electricity Limited [7269]	2	2	32	16.0	0	0	2	1	1	0	100.0%	0.0%	0.0%	50.0%	0.0%
Last Mile Gas Limited [7311]	4	4	49	41.0	3	15	4	0	4	0	100.0%	75.0%	375.0%	0.0%	0.0%
National Grid Electric PLC [7015]	1	1	11	11.0	0	0	1	1	0	0	100.0%	0.0%	0.0%	100.0%	0.0%
NETWORK RAIL -PROMOTERS NATIONAL [7093]	46	46	949	19.7	1	68	0	0	11	5	100.0%	2.2%	147.8%	-	10.9%
Romec [7221]	1	1	1	1.0	0	0	1	1	0	0	100.0%	0.0%	0.0%	100.0%	0.0%
SCOTTISH POWER (MANWEB) [7008]	1,147	1,145	13,316	24.6	11	22	1,023	994	97	117	99.8%	1.0%	1.9%	97.2%	10.2%
Telefonica (O2 (UK) Limited) [7182]	1	1	1	1.0	0	0	0	0	0	0	100.0%	0.0%	0.0%	-	0.0%
T-Mobile (UK) Limited [7250]	16	16	389	3.5	0	0	11	11	0	0	100.0%	0.0%	0.0%	100.0%	0.0%
UNITED UTILITIES WATER LIMITED [9102]	3,572	3,570	21,940	16.5	14	25	3,182	3,122	140	96	99.9%	0.4%	0.7%	98.1%	2.7%
VIRGIN MEDIA [7160]	728	728	6,348	15.2	2	2	575	530	62	98	100.0%	0.3%	0.3%	92.2%	13.5%
Vodafone [7076]	37	37	74	8.7	0	0	8	7	2	1	100.0%	0.0%	0.0%	87.5%	2.7%
WIRRAL [4325]	1,714	1,641	92,503	31.7	191	1,489	1,515	1,011	2,729	470	95.7%	11.1%	86.9%	66.7%	27.4%
TOTAL	13,354	13,282	172,827	18.6	257	1,802	10,418	9,426	4,707	1,031	99.5%	1.9%	13.5%	90.5%	7.7%