Lewisham Borough Council Permit Scheme

Year 13 – 15 Review

Lewisham

Executive Summary

- The Lewisham Permit Scheme for Road Works and Street Works went live in January 2010.
- Year 15 shows a 25% increase in the number of highway works but a 23.9% decrease in the number utility works in comparison to Year 14 and Year 13.
- There has been a 2,418 increase in days recorded for highway works and but a 6,769 decrease in days recorded on utility works which results in an overall 13.9% decrease in the number of days worked when comparing Year 14 with 15. Occupancy also reduced between Years 14 and 13.
- The number of highway authority works completed remained consistent between year 13 and 14 but increased significantly in Year 15.
- Highway works accounted for between 44% and 60% of all works completed in each year.
- The annual operating costs show total costs to operate the scheme have increased from the £671,000 forecast before the scheme went live in 2012 to between £852,000 and £915,000
- A preliminary review suggests the scheme has generated a loss of between £45,000 and £140,000 and accumulated a total loss of over £300,000 over the last three years
- Key Performance Indicators has shown that overall parity of application is being applied across the years 13 to 15 of the permit scheme.

Introduction

Background

The Lewisham Permit Scheme for Road Works and Street Works went live in January 2010.

The purpose of the permit scheme 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 (KPI 1, KPI 2, KPI 3 & KPI 7).
- Report the annual scheme benefit to all road users.

The purpose of this review is to monitor the performance of the Scheme in the previous 3 years of operation and to recommend measures to further improve the performance of the Scheme in terms of the objectives stated above.

The review period covers Years 13, 14 and 15 of operation, between 11th January 2022 and 10th January 2025.

Report Structure

The following chapters present the results of the review with respect to:

- Scheme objectives
- Duration of works
- Key Performance Indicators
- Staffing & resources

Data sources available for the Years 13 -15 review of works completed are:

- Permit Scheme work notice records, 01st January 2022 – 31st October 2025 (Street Manager database).
- Change request and outcomes report
- Permit inspections report
- FPN report

This review will assess the year-on-year change in the number of Permit applications and to review the breakdown of key metrics.

The purpose of the review is to quantify the benefit of the Permit Scheme in terms of a reduction in number of days worked on the road network.

Scheme Benefit

The following series of charts summarise the comparison of the scheme performance from Year 13 to 15.

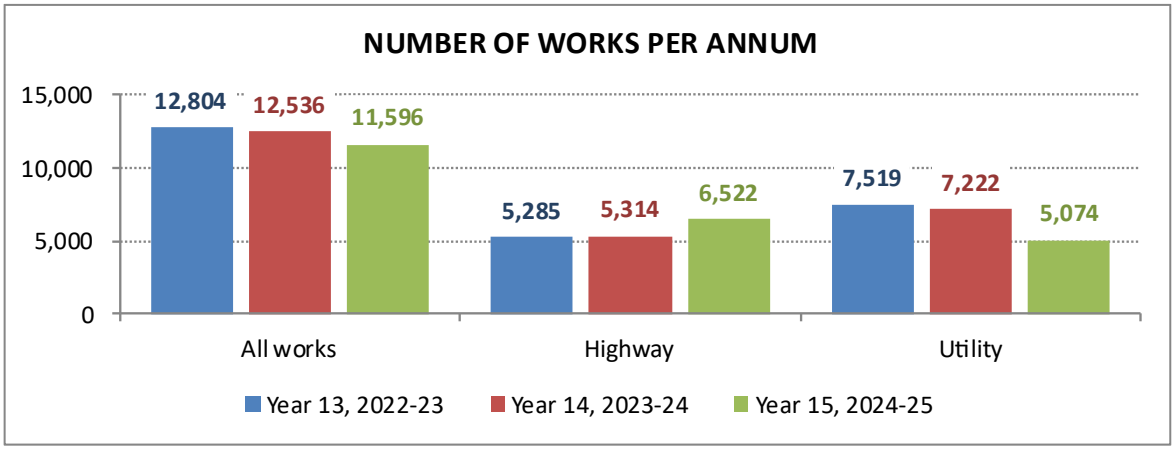


Figure 1 - Number of works per annum

Year 15 shows a 23% increase in the number of highway works but a 30% decrease in the number utility works in comparison to Year 14. The number of works stopped records has been consistent over the three-year review period, with between 11,596 and 12,804 works recorded as complete.

Figure 2 presents a comparison of the average works duration for all works; highway works and utility works.

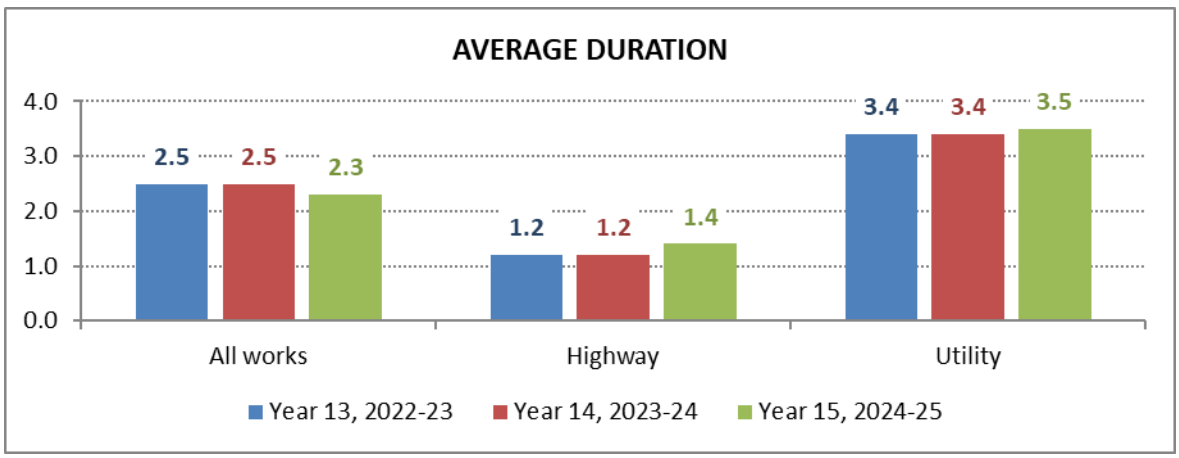


Figure 2 - Average duration of works

The average duration of works has been relatively consistent over the review period, with the duration of utility works between 3.4 and 3.5 days in each year.

While the average duration of highway works increased in Year 15 - increasing from 1.2 days in previous years to 1.4 – the increase in the number of highway works with a lower average duration has resulted in a net reduction of the average duration for all works, reducing from 2.5 days to 2.3 days.

A comparison of the total number of days worked across the network is shown in Figure 3.

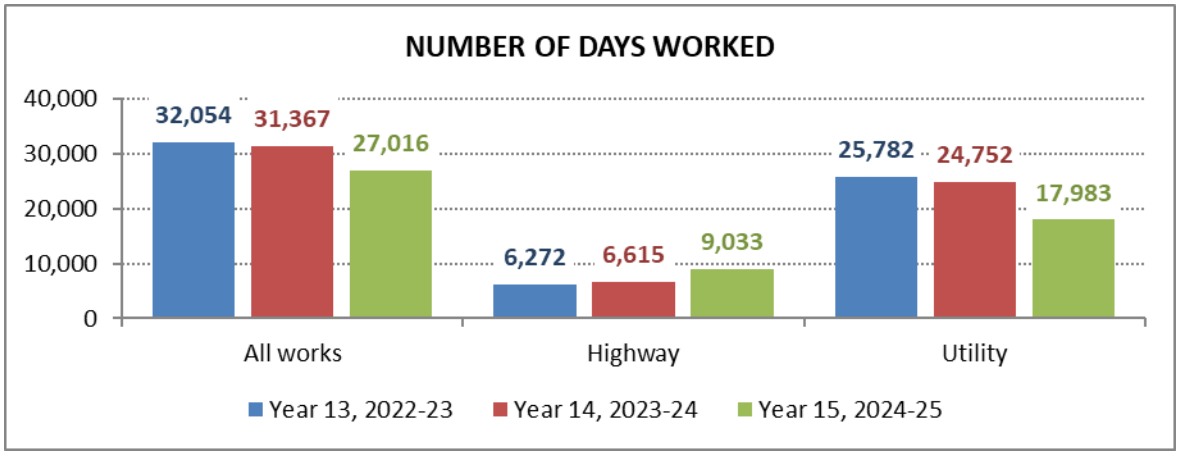


Figure 3 - Number of days worked

The increase in the number and average duration of highway works has resulted in a 2,418 increase in days recorded. This has been more than offset by a 6,769 decrease in days recorded on utility works over the same period.

The net effect is an overall 13.9% decrease in the number of days worked or 14% reduction in occupancy of the network in Year 15.

The general trend over the three period shows a reduction in occupancy overall.

Scheme Evaluation

Permit Applications

The following series of charts and tables present a comparison of the performance in each of the last 3 years.

The total number of Permit applications and a breakdown by the following groupings: highway authority, TfL and other external works promoters, is shown in Table 1.

Table 1 - Number of Works Completed

PROMOTER TYPE	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
Highway Authority Works	5,166	5,202	6,452
TfL	148	84	45
Utilities	6,426	6,127	4,586
Total	**11,740**	**11,413**	**11,083**

The number of highway authority works completed remained consistent between Year 13 and 14 but increased significantly in Year 15. This is a result of an increase in short duration (typically less than 1 day duration) auto-granted Immediate Urgent permits in the last year.

Works completed by external works promoters reduced significantly in the last year, which shows a large reduction in Standard and Minor permits compared with the previous two years.

The number of Permits recorded as works complete is shown for each works promoter in each year in Table 2.

Table 2 - Works promoter comparison

PROMOTER	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
LB Lewisham	5,166	5,202	6,452
TfL	148	84	45
BT	1,096	875	704
Community Fibre Limited	553	225	43
EE Ltd	19	9	11
Gas Transportation Co Ltd	19	4	
Hutchison 3G Ltd	2	4	13
Hyperoptic Ltd	133	282	690

ITS Technology Group	29	13	13
Last Mile Electricity Limited	4	4	8
mua Electricity Limited		9	3
Network Rail	37	63	45
Nexfibre Networks Limited		254	49
O2 (UK) Limited	5	2	3
Virgin Media	1,353	1,108	614
Vodafone Group	12	6	5
Thames Water	2,400	2,391	1,592
Southern Gas Networks plc	336	385	388
UK Power Networks E & L	408	468	378
Thames Tideway Tunnel Ltd	1	6	3
Other promoters	19	19	24
Total	**11,740**	**11,413**	**11,083**

The biggest change, other than the 25% increase in the number of highway works recorded, is a 799 or 33% reduction in the number of works recorded by Thames Water.

Other notable changes in the last year are a reduction in telecoms works reported for Virgin Media, BT Openreach and Community Fibre Limited. Overall, telecoms works in the area have fallen from 3,209 in Year 13, to 2,788 in Year 14 and 2,161 in Year 15. This is a 33% reduction in telecoms works over the three-year review period. The change in promoter type can see in Figure 4 below.

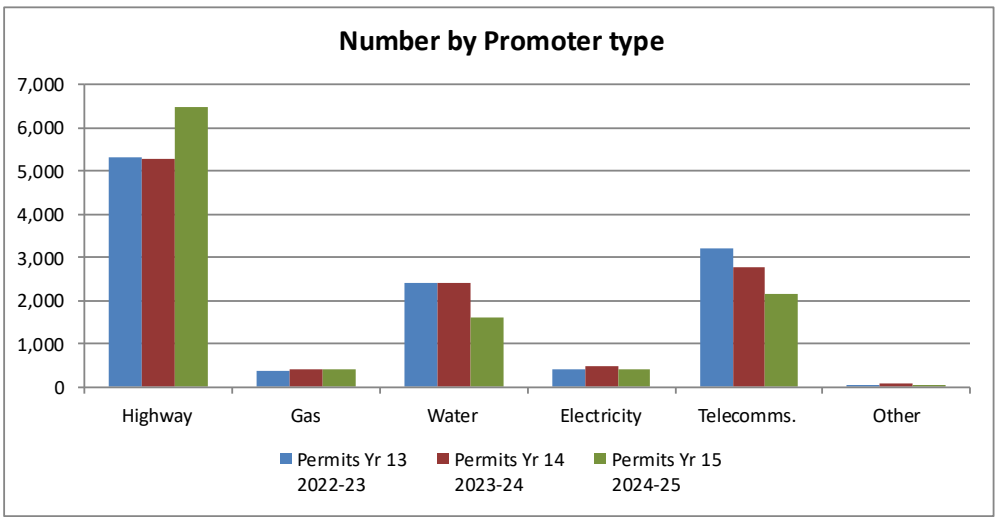


Figure 4 - Number of works by promoter type

Table 3 presents a comparison of the change in number of all works applications by traffic management type.

Table 3 - Applications by traffic management type

TRAFFIC MANAGEMENT TYPE	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
No c/w incursion	4,573	3,907	2,342
Some c/w incursion	5,656	5,712	7,436
Give & take	534	711	418
Priority working	65	70	37
Two-way signals	171	175	125
Multi-way signals	208	253	190
Stop/Go boards	187	237	220
Convoy working			
Lane closure	72	67	49
Contra-flow	7	3	5
Road closure	267	278	261
Temp Obstruction 15min delay			
Total	**11,740**	**11,413**	**11,083**

The big changes in the number of traffic management types in operation over the three-year period are a large reduction in no carriageway incursion since Year 13 and a large increase in works operating with some carriageway in the last year.

No carriageway incursion works have reduced by almost 50% between Years 13 and 15. Highway works have reduced from 1,570 in Year 15 to 145 in Year 15. Utility works have reduced by almost 1,000 over the same period, falling from 3,003 to 2,197.

The number of highway works recorded with some carriageway incursion increased from 3,369 in Year 14 to 5,775 in Year 15. This increase corresponds with the overall increase in highway works reported last year. The majority of these works are Immediate Urgent works of less than 1 day duration relating to reactive maintenance repairs.

The total number of completed works permits by works category is shown in Table 4.

Table 4 - Applications by works category

WORKS STOPPED	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
Major	325	250	245
Standard	840	1,021	439
Minor	4,328	3,724	3,116
Immediate - Urgent	5,942	6,004	6,976

Immediate - Emergency	305	414	307
Other			
Total	**11,740**	**11,413**	**11,083**

Years 13 - 15 recorded a decrease in Major, Standard and Minor works, offset by an increase in the number of Immediate Urgent works recorded.

The number of each utility works recorded in each category has generally fallen in proportion to the overall reduction in utility works recorded last year and is reflected in the overall statistics reported in Table 4.

Immediate Urgent works show a different with the large increase in Immediate Urgent works in Year 15 corresponding to the increase in short duration highway works mentioned previously.

The total number of works completed by reinstatement category type is shown in Table 5.

Table 5 - Applications by reinstatement category type

REINSTATEMENT CATEGORY	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
Category 0 - 2 & TS	4,124	4,219	4,118
Category 3 - 4 Non TS	7,616	7,194	6,965
Other			
All works	**11,740**	**11,413**	**11,083**

The proportion of works completed in each road category grouping has been relatively consistent in each year.

Table 6 shows a comparison of the average works duration and total network occupancy for all works.

Table 6 - Average works duration and network occupancy

DURATION	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
Average duration (days)	2.5	2.5	2.3
Total number of days worked	**32,054**	**31,367**	**27,016**

Overall, the average works duration has decreased slightly from 2.5 days in Year 13 to 2.3 days in Year 15 which has contributed to a decrease of over 4,000 days worked on the network last year. The 3% reduction in the total number of works record last year has also contributed to the reduction in occupancy last year.

Occupancy of the network for highway works has increased from 6,272 and 6,615 days in Years 13 and 14 to 9,033 days last year. This is a result in an increase in the average duration of Major and Standard works (increasing from 15.1 and 4.6 days in Year 14 to 27.1 and 7.2 days in Year 15) and an increase in the number of Immediate Urgent works recorded last year.

The combined impact has resulted in an increase in average duration from 1.2 days to 1.4 days.

The large reduction in occupancy for utility works in Year 15 is a result of the fall in the number of works for each category. The large reduction Standard works completed by utilities last year removed almost 3,000 days of works from the network. Smaller reductions in the number of Minor and Immediate works removed 1,800 days occupancy for Minor works and 1,000 each for Immediate Urgent and Emergency works.

Average works durations for each category have not changed over the three-year period, therefore the overall average duration has been stable at between 3.4 and 3.5 days for the last three years.

Appendix A shows the analysis separately for highway and utility works promoters.

Key Performance Indicators (KPI) Monitoring

The Key Performance Indicators for are;

- **KPI 1**, the number of Permit and Permit Variation applications received, and a breakdown of the number granted and refused
- **Location issues** remain the biggest reason for refusal although this has dropped by nearly 50% from Year 13 to Year 15. Missing information and TM not received have steadily increased with most other refusal reasons staying relatively consistent.
- 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

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

KPI 1 - Permit Application Refusal Rates

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

Table 7 - KPI 1, Permit applications received and refused

PROMOTER TYPE	Year 13, 2022-23			Year 14, 2023-24			Year 15, 2024-25		
	Granted	Refused	Refused %	Granted	Refused	Refused %	Granted	Refused	Refused %
Highway Authority	3,681	221	4.0%	4,045	270	4.8%	4,961	250	3.4%
TFL	177	47	20.1%	104	58	32.0%	48	20	28.2%
Utilities	7,441	883	10.3%	6,773	960	12.0%	5,226	695	11.4%
ALL PROMOTERS	**11,299**	**1,151**	**8.0%**	**10,922**	**1,288**	**9.3%**	**10,235**	**965**	**7.2%**

In Year 15 the refusal rate for all permit applications is 7.2%. 3.4% of highway authority applications were refused, 11.4% of utility works promoter applications and 28.2% of TfL were refused. Year 15 shows a slight decrease in the refusal rate for all types, having increased from Year 13 to 14.

Generally, the refusal rate has been relatively consistent in each year.

The refusal rate for permit applications submitted by TfL is significantly higher than the others at between 20% and 32%.

Recommendation Year 15-01: Review how TfL are applying for permits.

KPI 1 - Permit Variation Refusal Rates

The granted and refusal rates for applications to vary the granted permits is shown in Table 8.

Table 8 - KPI 1, Permit variation refusal rates by promoter type

PROMOTER TYPE	Year 13, 2022-23			Year 14, 2023-24			Year 15, 2024-25		
	Granted	Refused	Refused %	Granted	Refused	Refused %	Granted	Refused	Refused %
Highway Authority	161	4	2.4%	170	7	3.9%	183	16	8.0%
TFL	107	7	6.0%	14	1	6.7%	6	0	0.0%
Utilities	2,119	128	5.7%	1,588	123	7.1%	1,061	83	7.2%
ALL PROMOTERS	**2,387**	**139**	**5.5%**	**1,772**	**131**	**6.8%**	**1,250**	**99**	**7.3%**

The refusal rate for permit variation applications is typically lower than for the equivalent permit applications for all promoter types.

The percentage of highway authority variations refused has increased over the course of the 3 years, however the number of refusals remains low in general. Utility variations have also increased from 5.7% in Year 13 to 7.3% in Year 15.

Permit variations granted account for between 12% and 20% of permit applications, with the lowest proportion recorded in Year 15.

Figure 5 shows the breakdown of reasons as to why permit applications are refused

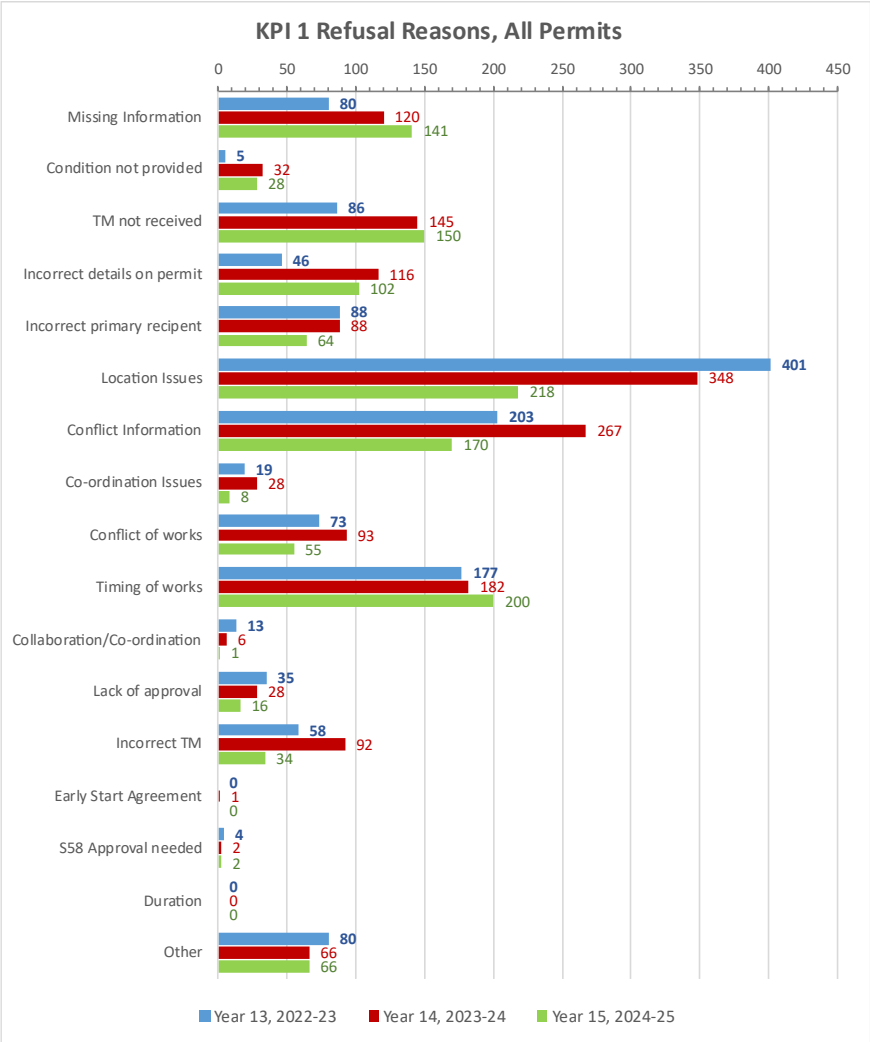


Figure 5 - Refusal Reasons

Location issues remain the biggest reason for refusal although this has dropped by nearly 50% from Year 13 to Year 15. Missing information and TM not received have steadily increased with most other refusal reasons staying relatively consistent.

KPI 2 - Permit Conditions

The number of conditions applied by condition type and a breakdown for highway and utility permit applications is shown in Table 9.

Table 9 - KPI 2, Conditions applied, number and type

Condition	Year 13, 2022-23				Year 14, 2023-24				Year 15, 2024-25			
	HA	TfL	U	All	HA	TfL	U	All	HA	TfL	U	All
NCT01a Duration	5,808	279	10,254	16,341	5,797	213	9,737	15,747	7,421	79	6,844	14,344
NCT01b Duration	5,808	279	10,254	16,341	5,797	213	9,737	15,747	7,421	79	6,844	14,344
NCT02a Date & time constraints	845	244	1,913	3,002	808	182	1,551	2,541	401	64	1,083	1,548
NCT02b Working hour restrictions	142	116	257	515	134	45	1,022	1,201	188	19	401	608
NCT04a Removal of surplus materials/plant	162	9	96	267	102	4	33	139	43	2	25	70

NCT04b Storage of surplus materials/plant	0	62	109	171	4	49	132	185	5	0	221	226
NCT05a Road space occupation	296	158	2,181	2,635	350	169	2,075	2,594	329	62	1,230	1,621
NCT06a Road space available to traffic/peds	314	47	1,968	2,329	286	77	2,511	2,874	226	35	1,007	1,268
NCT07a Road closures	59	39	435	533	110	38	385	533	116	5	378	499
NCT08a Traffic management request	8	15	631	654	45	25	740	810	43	18	595	656
NCT08b Manual control of traffic management	3	5	108	116	5	13	132	150	8	0	109	117
NCT09a Changes to traffic management	2	20	137	159	5	10	170	185	0	2	105	107
NCT09b Traffic management arrangements	3	51	60	114	2	15	485	502	0	11	106	117
NCT09c Signal removal when no longer required	0	1	244	245	0	2	211	213	0	8	248	256
NCT10a Works methodology	1	3	217	221	0	13	328	341	0	16	102	118
NCT11a Display permit number	5,808	279	10,254	16,341	5,797	213	9,737	15,747	7,421	79	6,844	14,344
NCT11b Publicity/consultation for works	0	68	408	476	4	49	874	927	17	1	443	461
NCT12a Timing restrictions for activities	0	3	15	18	1	3	22	26	10	0	37	47
NCT13 Local conditions	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**19,259**	**1,678**	**39,541**	**60,478**	**19,247**	**1,333**	**39,882**	**60,462**	**23,649**	**480**	**26,622**	**50,751**

Table 10 - KPI 2 Summary Table - Permit Conditions

All Conditions	Year 13, 2022-23				Year 14, 2023-24				Year 15, 2024-25			
	HA	TfL	U	All	HA	TfL	U	All	HA	TfL	U	All
TOTAL	19,259	1,678	39,541	60,478	19,247	1,333	39,882	60,462	23,649	480	26,622	50,751
	32%	3%	65%		32%	2%	66%		47%	1%	52%	

The number of conditions is consistent between Year 13 and 14. The number of conditions submitted with highway works applications increased significantly in Year 15 because of the increase in the number of highway works. The chart in Figure 9 presents the number of conditions applied by condition type. This shows an increase but is broadly in line with the increase in the number of permits granted.

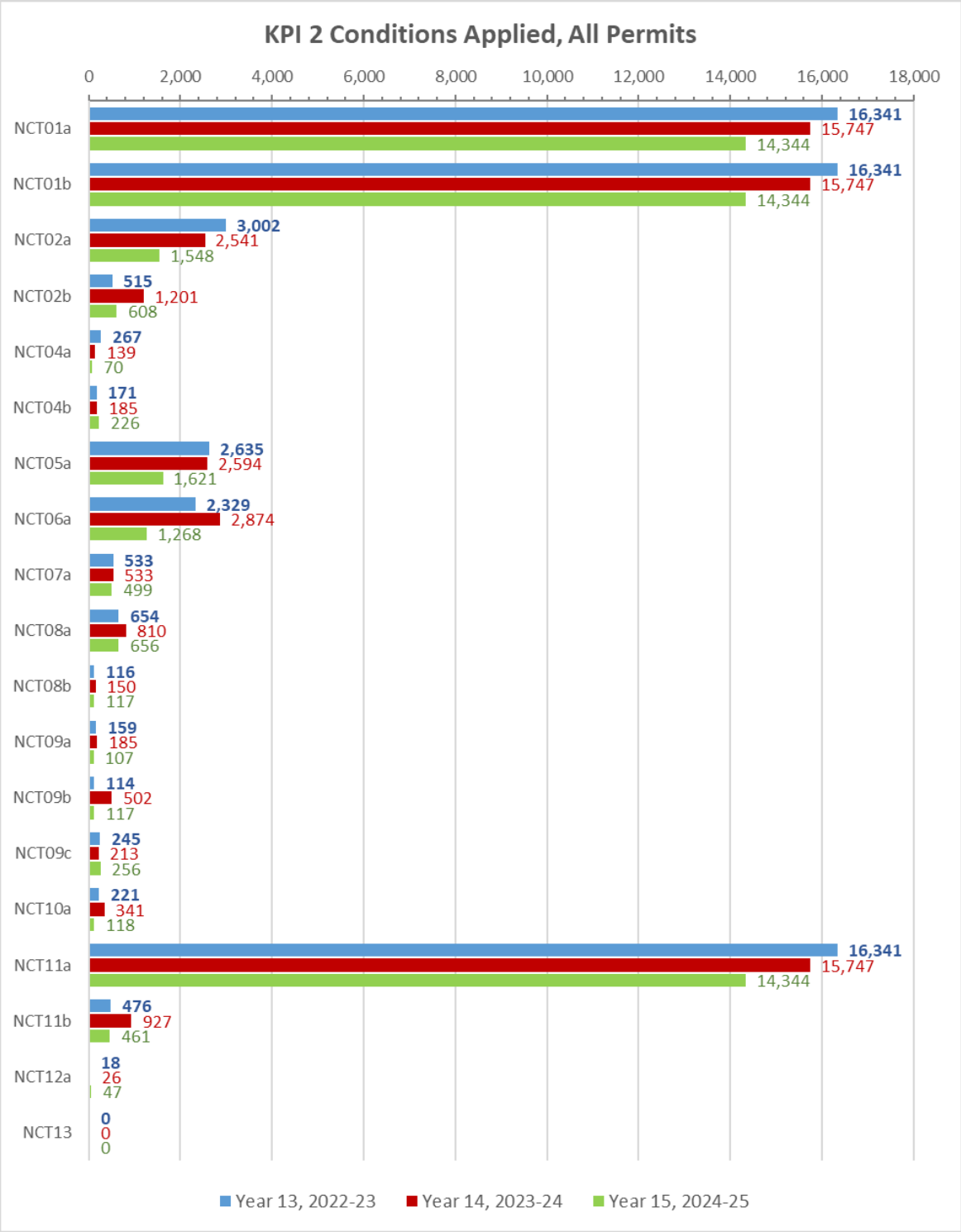


Figure 6 - KPI 2, Permit conditions applied

The majority of conditions being submitted by utility works promoters is typical of that seen with other permit schemes.

Highway works recorded approximately 3.5 conditions per permit submitted, compared with 7.2 conditions for TfL applications and 4.5 conditions for applications submitted by public utilities.

KPI 3 - Permit Extension Requests

The number of requests for extension to the permit duration is shown in Table 10.

Table 11 - KPI 3, Number of approved extensions

PROMOTER TYPE	Year 13, 2022-23			Year 14, 2023-24			Year 15, 2024-25		
	Received	Refused	Refused %	Received	Refused	Refused %	Received	Refused	Refused %
Highway Authority	59	8	13.6%	77	13	16.9%	102	13	12.7%
Transport for London (TFL)	47	1	2.1%	7	1	14.3%	1	0	0.0%
Utilities	1,199	40	3.3%	1,343	31	2.3%	895	37	4.1%
ALL PROMOTERS	**1,305**	**49**	**3.8%**	**1,427**	**45**	**3.2%**	**998**	**50**	**5.0%**

The number of extension requests submitted by utility works has reduced steadily from Year 13 – 15 in part as result in the reduced number of works.

Utilities submit a higher number of requests, with highway authorities consistently submitting under 100 or so per year.

As a percentage of the number of permits granted the number of approved extensions is fairly consistent from years 13 to 15. With 4% in year 13, 3.2% in Year 8 and 5% in Year 9. Similarly with utilities this is 3.3%, 2.3% and 4.1%. Highlighting that whilst the number of utility approved extensions is higher, this is reflective of the higher number of permits granted.

The refusal rate for extension requests is typically below 5% overall. The refusal rate for requests associated with highway works is higher at between 12% and 17%.

KPI 7 - Permit Inspections

No permit condition inspections were recorded in the Street Manager inspections report available over the 3-year review period.

Recommendation Year 15-02: Check and review how permit inspections are being recorded and reported.

KPI 7 - FPN Given

The number of FPNs given is shown in Table 12 below.

Table 12 - AM5 Summary Table - FPN Given

FPN TYPE	Year 13, 2022-23		Year 14, 2023-24		Year 15, 2024-25	
	Highway	Utilities	Highway	Utilities	Highway	Utilities
70(6)		196		41		30
74(7B)		312		120	16	128
19(1) working without permit		58		35	3	32
20(1) breach of conditions		45		50		54
TOTAL	**0**	**611**	**0**	**246**	**19**	**244**

The number of all FPN given has reduced from 611 in Year 13 to 246 in Year 14 and 244 in Year 15.

The number given for non-compliance with permit conditions has been relatively consistent in each year; at 103 in Year 13, 85 in Year 14 and 86 in Year 15.

Staffing and Resource

Permit Activities

The DfT Fees Matrix used to estimate staff numbers and set the permit fee charges has been re-run with the actual number of permit applications granted in each year, from Year 13 to 15, to determine whether the staff numbers forecast in the business case are still appropriate.

Overall, the number of permit applications granted in Year is very close to the 11,327 permits forecast before the scheme went live in 2012.

The total number of permits granted in each year is listed in Table 13. A breakdown of the number of permits for highway works and for works completed by external promoters is shown in Figure 5.

Table 13 - Number of Permits and Permit Variations Granted, 2022-25

Year	Permits Granted	Permit Variations Granted
Year 13, 2022-23	11,320	2,758
Year 14, 2023-24	11,048	3,125
Year 15, 2024-25	10,124	2,870
TOTAL, 2022-25	**32,492**	**8,753**

The number of permits granted has reduced steadily year-on-year over the three-year assessment period.

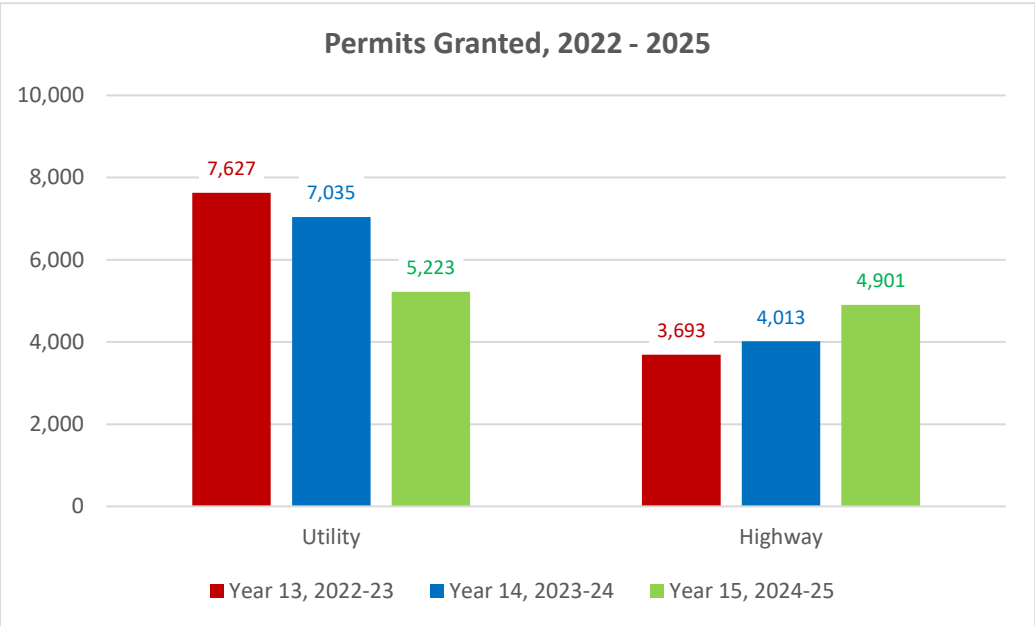


Figure 7 - Permits Granted Annually, 2019-25

While the number of works undertaken by external works promoters has reduced significantly over the three-year period, the number of highway works permits granted have increased over the same period. The net effect is an 8.4% reduction in the total number of permits granted between Years 13 and 15.

Staff Resource

The DfT Fees Matrix calculates the number of staff required to process the number of permit applications recorded in each year.

The original business case assessment carried out for the Cost Benefit Assessment forecast the number of staff required to process the estimated number of permit applications at 5.6 full-time equivalent (FTE) staff.

Using the actual number of utility and highway authority permit applications granted in each of the last three years, the number of fte staff calculated is shown in Figure 8.

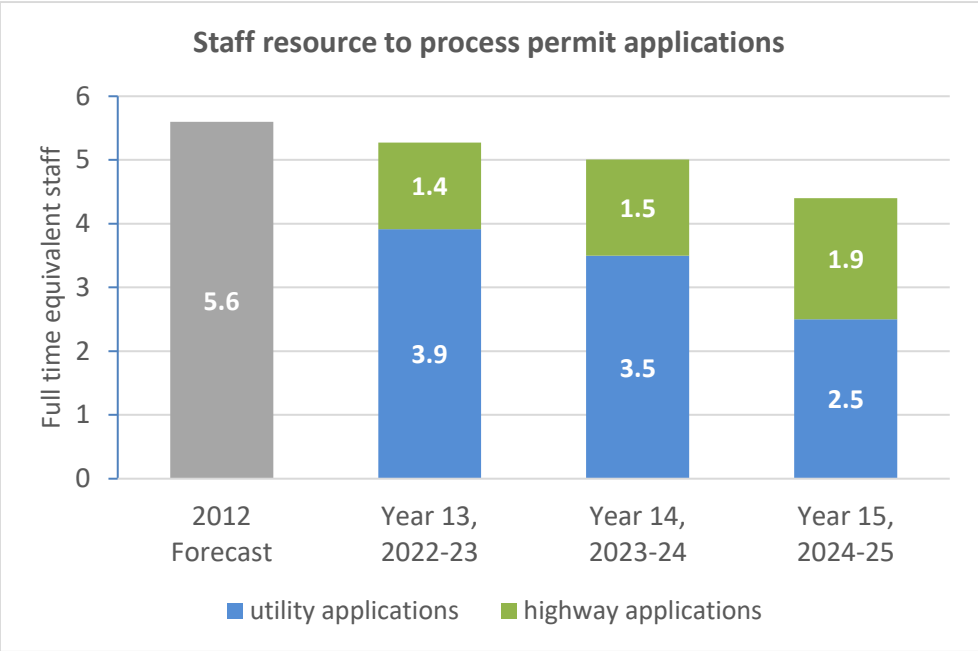


Figure 8 - Staff Resource Required to Process Permit Applications, 2022-25

The number of staff required to process permit applications in Years 13 and 14 is only slightly lower than the 2012 forecast, at 5.3 and 5 fte compared with the 5.6 fte forecast.

The number of staff required to process utility applications fell in Year 15 to 2.5 fte from 3.9 and 3.5 fte in previous years. This reflects the reduction in permit granted to external works promoters last year.

The fall in staff resource required to process utility permit applications will be reflected in a lower cost to the Council to operate the part of the scheme related to works requests submitted by external promoters.

Fee Income

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

- Year 13 **£611,603**
- Year 14 **£481,336** – a 21% reduction from Year 13

- Year 15 **£358,189** – a 25% reduction from Year 13

The total fee income billed over the three-year review period was £1,451,128.

Fee income reduced significantly in the last two years following a fall in the number of Major permits granted to utilities – reducing from 300 in Year 13 to 198 and 173 in Years 14 and 15.

Year 15 saw a further reduction in annual fee income due to the overall fall in the number of permit applications granted and a fall in the number of Standard permit applications granted – reducing from 915 in Year 14 to 353 in Year 15.

Operating Cost

The cost to operate the permit scheme has increased significantly since the scheme went live in 2012. Key cost increases include.

- Staff salaries - increasing by an average of 33% between 2012 and 2024
- Employer National Insurance – increasing from an average of 7.8% to 11.3% over the same period
- Employer pension contributions – increasing from 20% in 2012 to an average of 22.4% over the last three years
- Software systems – the introduction of Street Manager in July 2020 has increased the cost of software systems by £12,500 to £15,000 annually

A preliminary review using the Fees Matrix spreadsheet to calculate the impact of the above changes on the annual operating costs shows total costs to operate the scheme have increased from the £671,000 forecast before the scheme went live in 2012 to between £852,000 and £915,000.

The operating costs to process utility permit applications is between £485,000 and £656,000 over the last three years. This includes staff costs to process applications and the utilities share of allowable overhead costs.

This preliminary review suggests the scheme has generated a loss of between £45,000 and £140,000 and accumulated a total loss of over £300,000 over the last three years.

This accumulated loss is equivalent to 21% of the total fee income recovered over the same period.

Recommendation Yr15-03: A full review operating costs and fee income is recommended and should be reported to advise stakeholders of any change in permit fees required to recover the accumulated losses.

Conclusions

- Year 15 shows a 25% increase in the number of highway works but a 23.9% decrease in the number utility works in comparison to Year 14 and Year 13.
- There has been a 2,418 increase in days recorded for highway works and but a 6,769 decrease in days recorded on utility works which results in an overall 13.9% decrease in the number of days worked when comparing Year 14 with 15. Occupancy also reduced between Years 14 and 13.
- The number of highway authority works completed remained consistent between year 13 and 14 but increased significantly in Year 15.
- Highway works accounted for between 44% and 60% of all works completed in each year.
- Key Performance Indicators has shown that overall parity of application is being applied across the years 13 to 15 of the permit scheme.
- The annual operating costs show total costs to operate the scheme have increased from the £671,000 forecast before the scheme went live in 2012 to between £852,000 and £915,000
- A preliminary review suggests the scheme has generated a loss of between £45,000 and £140,000 and accumulated a total loss of over £300,000 over the last three years

Recommendations

Key Performance Indicators (KPI) Monitoring

Recommendation Year 15-01: Review how TfL are applying for permits.

Recommendation Year 15-02: Check and review how permit inspections are being recorded and reported.

Staff and resource.

Recommendation Yr15-03: A full review operating costs and fee income is recommended and should be reported to advise stakeholders of any change in permit fees required to recover the accumulated losses.

Appendix A – Year 1 Detailed Analysis

A.1 Highway works

Table A.9: Highway works by tm !

TRAFFIC MANAGEMENT TYPE	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
No c/w incursion	1,570	1,030	145
Some c/w incursion	3,065	3,369	5,775
Give & take	345	514	257
Priority working		5	1
Two-way signals	3	3	2
Multi-way signals	1	1	5
Stop/Go boards	146	219	211
Convoy working			
Lane closure	15	17	10
Contra-flow	1		
Road closure	20	44	46
Temp Obstruction 15min delay			
Total	**5,166**	**5,202**	**6,452**

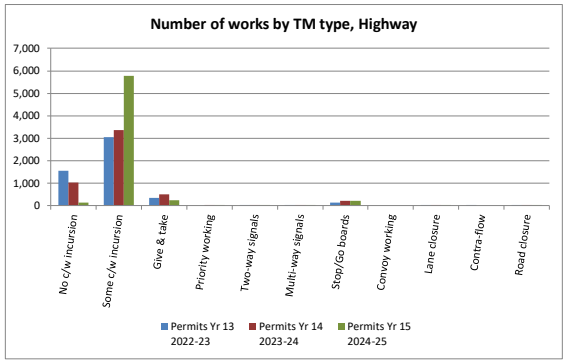


Table A.10: Highway works by works category

WORKS STOPPED	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
Major	25	52	72
Standard	109	106	86
Minor	634	582	633
Immediate - Urgent	4,398	4,462	5,661
Immediate - Emergency			
Other			
Total	**5,166**	**5,202**	**6,452**

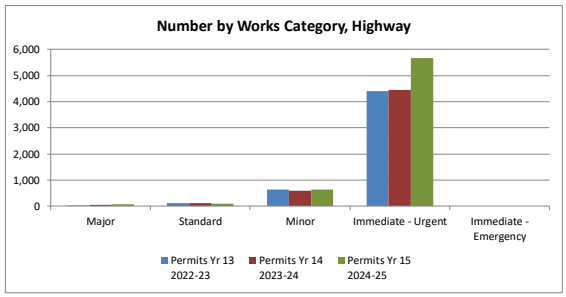
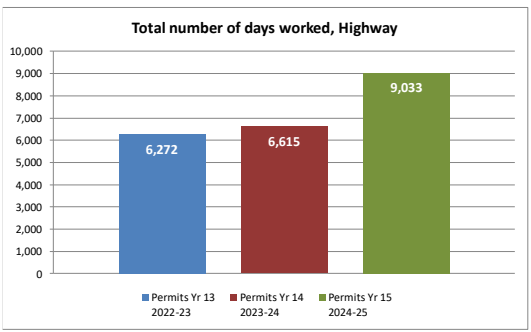


Table A.11: Average works duration, highway works

DURATION	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
Average duration (days)	1.2	1.2	1.4
Total number of days worked	**6,272**	**6,615**	**9,033**



Permits Year 15, 2024-25

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
27.1	7.2	1.0	1.0	
2,035	**623**	**650**	**5,725**	

Permits Year 14, 2023-24

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
15.1	4.6	1.1	1.0	
801	**528**	**676**	**4,610**	

Permits Year 13, 2022-23

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
7.1	4.8	1.3	1.0	
199	**533**	**923**	**4,617**	

A.2 Utility works

Table A.12: Utility works by tm ty

TRAFFIC MANAGEMENT TYPE	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
No c/w incursion	3,003	2,877	2,197
Some c/w incursion	2,591	2,343	1,661
Give & take	189	197	161
Priority working	65	65	36
Two-way signals	168	172	123
Multi-way signals	207	252	185
Stop/Go boards	41	18	9
Convoy working			
Lane closure	57	50	39
Contra-flow	6	3	5
Road closure	247	234	215
Temp Obstruction 15min delay			
Total	**6,574**	**6,211**	**4,631**

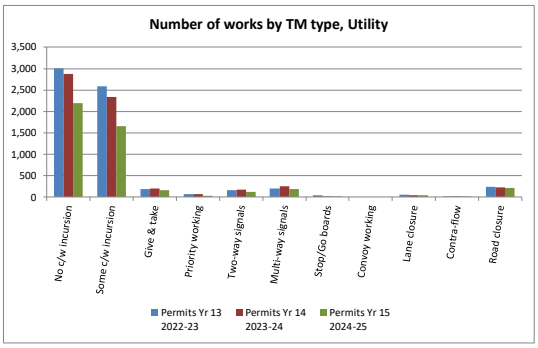


Table A.13: Utility works by works category

WORKS STOPPED	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
Major	300	198	173
Standard	731	915	353
Minor	3,694	3,142	2,483
Immediate - Urgent	1,544	1,542	1,315
Immediate - Emergency	305	414	307
Other			
Total	**6,574**	**6,211**	**4,631**

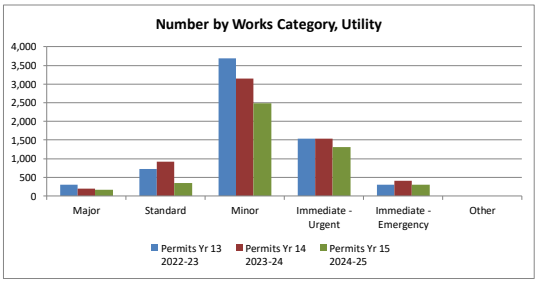
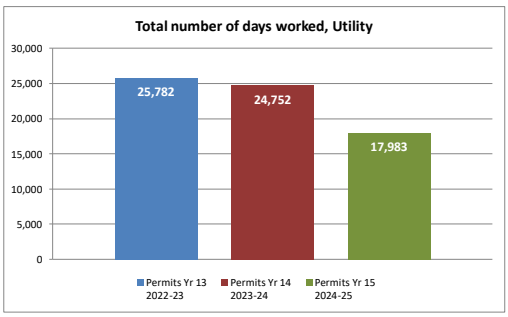


Table A.14: Average works duration, utility works

DURATION	Permits Yr 13 2022-23	Permits Yr 14 2023-24	Permits Yr 15 2024-25
Average duration (days)	3.4	3.4	3.5
Total number of days worked	**25,782**	**24,752**	**17,983**



Permits Year 15, 2024-25

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
26.0	5.0	1.7	3.6	5.4
4,682	**1,812**	**4,636**	**5,113**	**1,740**

Permits Year 14, 2023-24

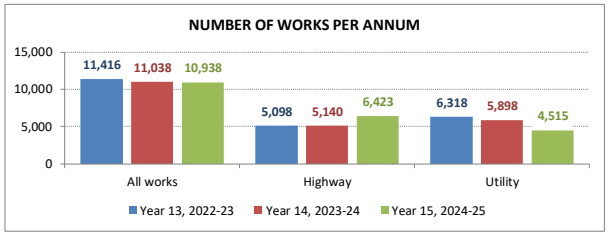
MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
22.1	4.5	1.7	3.7	6.0
4,709	**4,767**	**6,398**	**6,184**	**2,694**

Permits Year 13, 2022-23

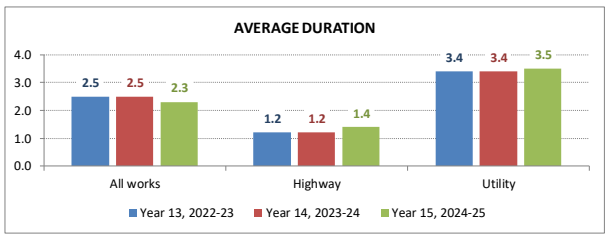
MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
20.7	5.0	1.5	3.8	5.0
6,531	**4,384**	**6,552**	**6,630**	**1,685**

Appendix B – Scheme Benefits

NUMBER OF WORKS	(number)		
	All works	Highway	Utility
Year 13, 2022-23	11,416	5,098	6,318
Year 14, 2023-24	11,038	5,140	5,898
Year 15, 2024-25	10,938	6,423	4,515
Change, Year 15 - Year 14	-100	1,283	-1,383
Change (%)	-0.9%	25.0%	-23.4%



DURATION	(days)		
	All works	Highway	Utility
Year 13, 2022-23	2.5	1.2	3.4
Year 14, 2023-24	2.5	1.2	3.4
Year 15, 2024-25	2.3	1.4	3.5
Change (%), Year 15 - Year 14	-8.0%	16.7%	2.9%



DAYS WORKED	(days)			
	All works	Highway	Utility	
Year 13, 2022-23	32,054	6,272	25,782	32054
Year 14, 2023-24	31,367	6,615	24,752	31367
Year 15, 2024-25	27,016	9,033	17,983	27016
Change, Year 15 - Year 14	-4,351	2,418	-6,769	
Change (%)	-13.9%	36.6%	-27.3%