

The Merseyside Authorities Permit Scheme (MAPS) for Road and Street Activities

St Helens Council Annual Report 04,
2015 - 16





*Merseyside Authorities Permit Scheme,
St Helens Council Annual Report 04,
2015-16*

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1 INTRODUCTION

1.1 Background

- 1.1.1 St Helens Council (SHC) has been operating a Street Works Permit Scheme since April 2012. The Scheme operates as the St Helens (October 2015) Permit Scheme (MAPS). An approved Common Scheme currently operated by SHC only.
- 1.1.2 The statutory 12-month Annual Review and report to DfT was completed in 2013 following the first full 12 months of operating the Permit Scheme, '*St Helens Council Annual Report 01, 2012-13*'.
- 1.1.3 The purpose of the 12-month Annual review was to;
- Demonstrate a reduction in the duration of works.
 - Demonstrate a reduction in the number of Permit applications (through an increase in collaborative working).
 - Report the monitored Key Performance Indicators (KPI 1, KPI 2, KPI 3 & KPI 7).
 - Re-evaluate the Cost Benefit Assessment to show an economic return on the investment.
 - Report the annual scheme benefit to all road users.
- 1.1.4 At the end of the second and third years, further reviews were carried out. This is a lower level review to monitor key performance indicators and identify and report any significant changes year on year.

1.2 Year 4 review

- 1.2.1 The Council plan to undertake this review annually. This report presents the year 4 review, '*St Helens Council Annual Report 04, 2015-16*'.
- 1.2.2 The objectives of the year 4 review are to;
- Report the total number of Permit applications.
 - Evaluate key performance measures (e.g. average duration of works, number by works category/traffic management type, etc.) and identify any significant changes from year 1.
 - Report the monitored Key Performance Indicators (KPI 1, KPI 2, KPI 3 & KPI 7).

1.3 Report Structure

- 1.3.1 The analysis of the permit applications is presented in Chapter 2. The KPI review is reported in Chapter 3.
- 1.3.2 A summary and report conclusions and recommendations are presented in Chapter 4.



2 PERMIT APPLICATIONS

2.1 Methodology

2.1.1 Data sources available for this review are:

- Permit Scheme work stops notices, April 2015 - March 2016
- Previous year Permit Scheme work stops notices, April 2012 - March 2015

2.1.2 This review will assess the year on year change in the number of Permit applications and to review the breakdown of key metrics. The purpose of the review is to identify any significant changes from the year 1 performance. Any large changes will be investigated in more detail and the potential impact on the Scheme performance and value will be considered.

2.1.3 The intention is to carry out a review annually and benchmark the Scheme performance against the first year of operation each time. The key metrics are also compared with the previous year, to monitor changes and avoid a small creeping increase going unnoticed for several years.

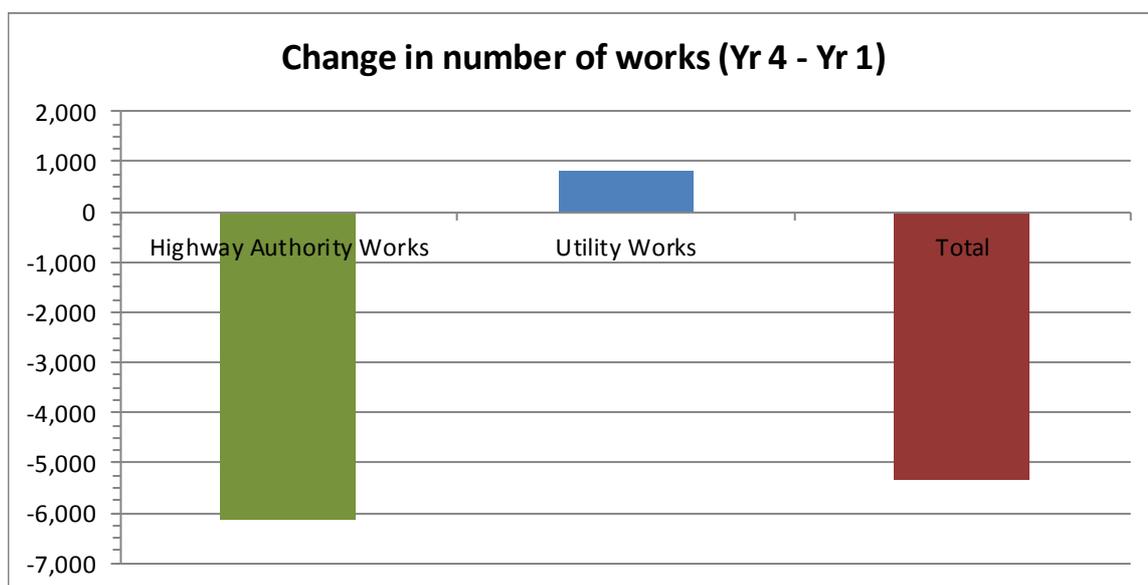
2.2 All works

2.2.1 The following series of charts and tables present a comparison of the year 4 2015-16 data and the year 1 and 3 data, 2012-13 and 2014-15.

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

Table 1 Number of Permit applications

PROMOTER TYPE	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
Highway Authority Works	10,281	8,217	4,151	-6,130
Utility Works	4,050	4,514	4,867	817
Total	14,331	12,731	9,018	-5,313





2.2.3 The biggest change is a 6,000 reduction in highway authority works, compared with year 1. This is a 60% reduction in highway works.

2.2.4 Further investigation of the reported reduction suggests that this may be an error in the Symology reporting. An alternative report records 8,364 highway authority permit applications and 2,914 variations.

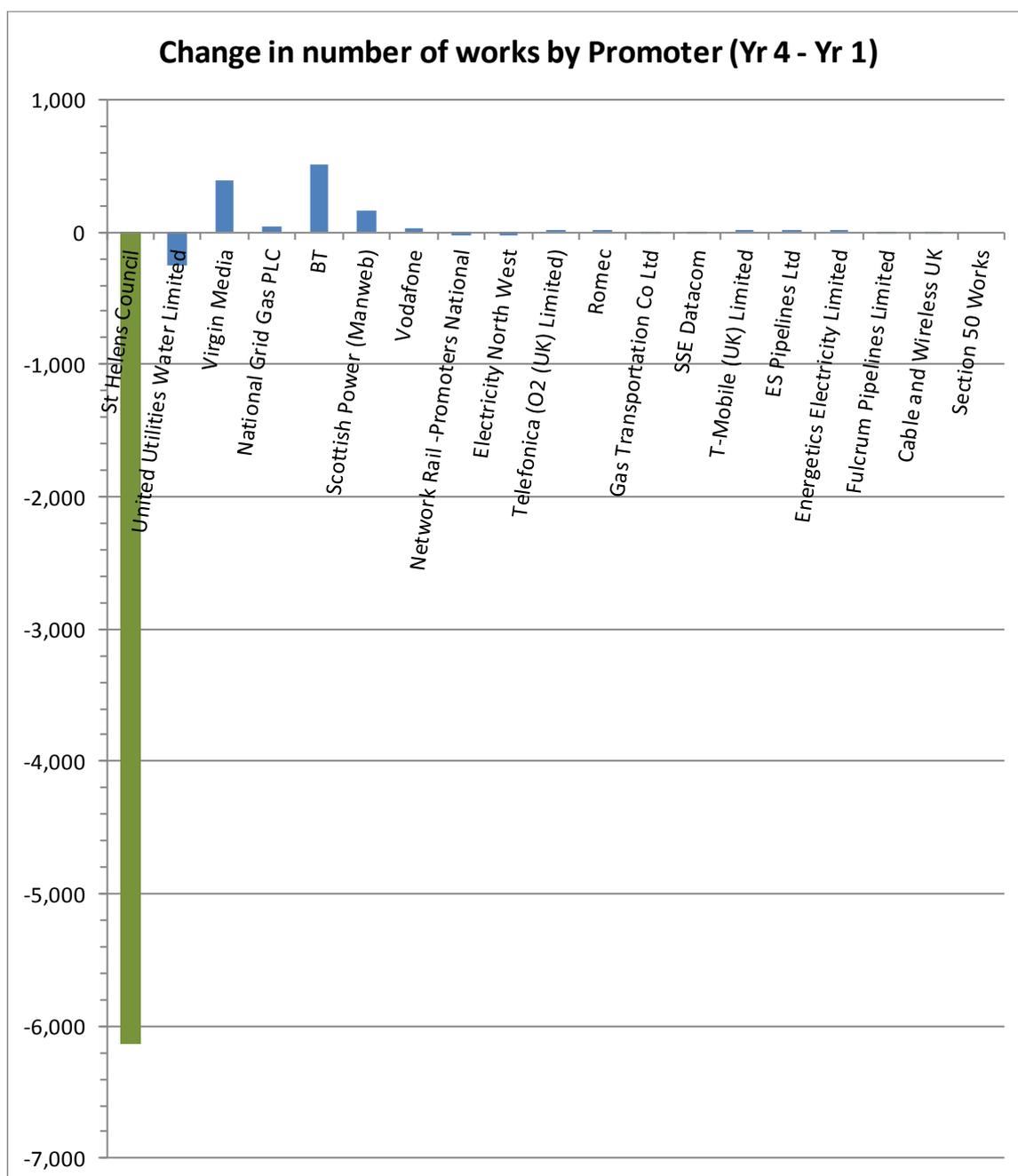
Recommendation 01: Report problem to Symology for further investigation.

2.2.5 There is a small increase in utility company works, up 350 from the previous year and 800 from year 1. The trend year on year has been a small increase in utility works, so this increase is not thought to be significant.

2.2.6 The change in number of Permit applications by works promoter is presented in Table 2 and the accompanying chart.

Table 2 Change by works promoter

PROMOTER	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
St Helens Council	10,281	8,217	4,151	-6,130
United Utilities Water Limited	1,622	1,581	1,367	-255
Virgin Media	652	825	1,045	393
National Grid Gas PLC	640	637	676	36
BT	367	541	875	508
Scottish Power (Manweb)	474	558	633	159
Vodafone	3	25	30	27
Network Rail -Promoters National	39	20	17	-22
Electricity North West	208	253	187	-21
Telefonica (O2 (UK) Limited)	5	27	8	3
Romec		2	5	5
Gas Transportation Co Ltd	2			-2
SSE Datacom	6			-6
T-Mobile (UK) Limited		4	4	4
ES Pipelines Ltd	2	6	3	1
Energetics Electricity Limited	2	13	6	4
Fulcrum Pipelines Limited	19	14	5	-14
Cable and Wireless UK	9		6	-3
Section 50 Works				
Total	14,331	12,723	9,018	-5,313

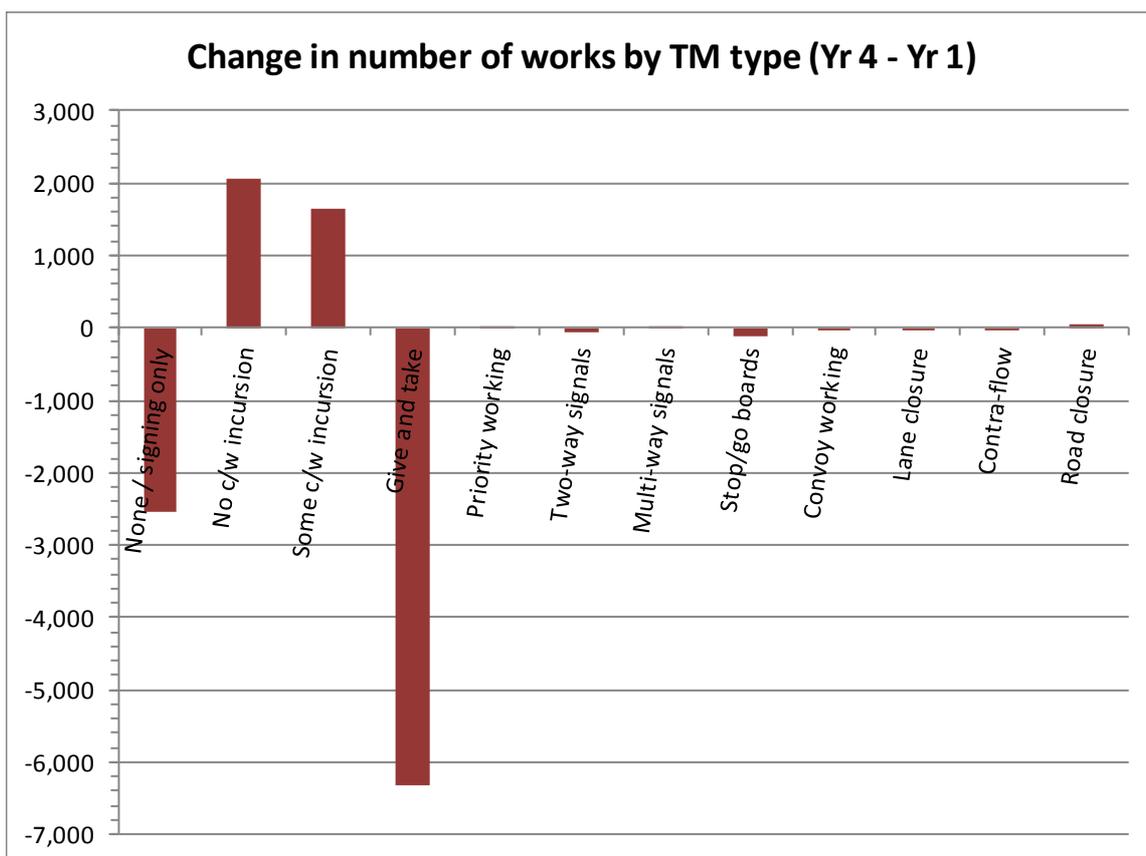


- 2.2.7 The general trend for utility companies is a small increase in permit applications year on year.
- 2.2.8 The two biggest increases are for telecoms companies, BT and Virgin Media, and amount to a 25% and 60% increase from the previous year.
- 2.2.9 Otherwise the changes are not felt to be significant and are generally indicative of annual fluctuations in promoter works numbers to be expected year on year.
- 2.2.10 The following analysis is presented for applications by all works promoters. The same analysis is presented separately in Appendix A for highway authority works and utility company works.
- 2.2.11 Table 3 and the accompanying chart presents a comparison of the change in number of all works applications by traffic management type.



Table 3 Number of applications by traffic management type

TRAFFIC MANAGEMENT TYPE	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
None / signing only	2,535	2		-2,535
No c/w incursion		2,370	2,059	2,059
Some c/w incursion		1,143	1,649	1,649
Give and take	10,855	8,394	4,527	-6,328
Priority working	4	17	32	28
Two-way signals	320	270	254	-66
Multi-way signals	148	144	158	10
Stop/go boards	230	150	114	-116
Convoy working	2		1	-1
Lane closure	143	105	95	-48
Contra-flow	2			-2
Road closure	92	136	129	37
Blank				
Total	14,331	12,731	9,018	-5,313



2.2.12 The biggest change for year 4 is a near 4,000 reduction in Give & Take works. This is predominantly a result of the reduction in the number of highway works reported.

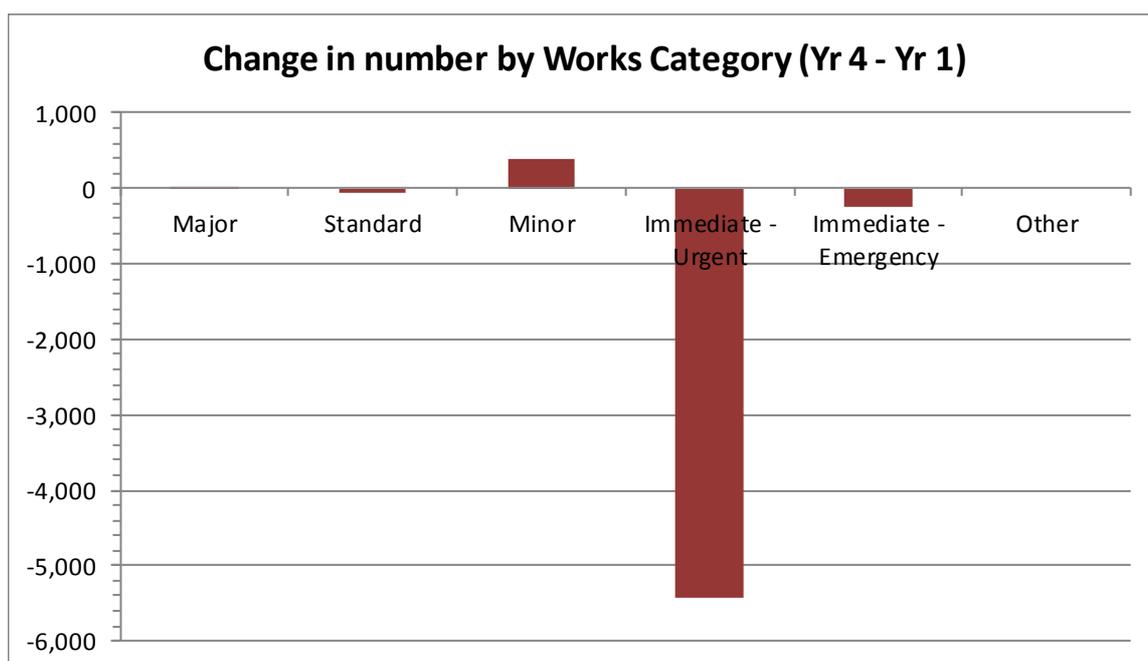


2.2.13 A small proportion of the reduction is due to a shift from give and take traffic management to some carriageway incursion for utility works.

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

Table 4 Applications by works category

WORKS STOPPED	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
Major	254	615	284	30
Standard	616	607	558	-58
Minor	2,801	3,094	3,186	385
Immediate - Urgent	10,045	7,970	4,608	-5,437
Immediate - Emergency	615	445	382	-233
Other				
Total	14,331	12,731	9,018	-5,313



2.2.15 The two most significant changes are a reduction in the number of Major works from the previous year and a 50% reduction in Immediate – Urgent. The data analysis presented in Appendix A shows that most of this change is a result of changes in the pattern of highway authority works.

2.2.16 Highway works show a 300 reduction in Major works compared with year 3 and a 3,500 reduction in Immediate – Urgent works.

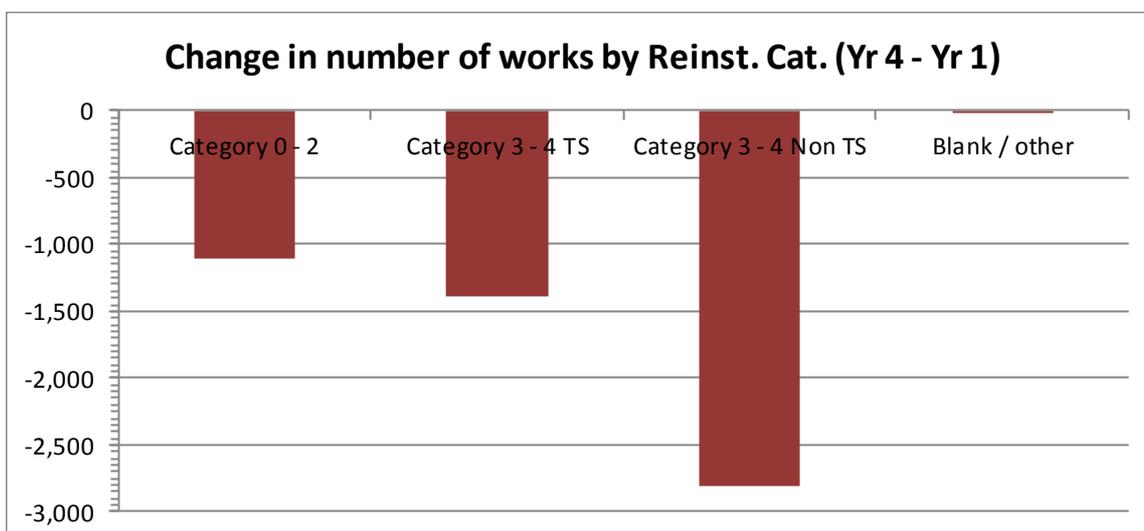
2.2.17 In year 3, the Council maintained carriageway surfaces with a slurry sealant treatment, requiring a Major works permit for the length of a street rather than Immediate works permits for individual pot hole repairs along the streets treated. This explains the increase in Major works permit applications in year 3.



- 2.2.18 Utility works show an overall increase in Minor works compared with year 1, but only small changes in works category numbers compared with the previous year.
- 2.2.19 The total number of Permit applications by reinstatement category type is shown in Table 5 and the accompanying chart.

Table 5 Number by reinstatement category type

REINSTATEMENT CATEGORY	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
Category 0 - 2	3,598	3,074	2,486	-1,112
Category 3 - 4 TS	3,890	3,414	2,497	-1,393
Category 3 - 4 Non TS	6,755	6,145	3,955	-2,800
Blank / other	88	98	80	-8
All works	14,331	12,731	9,018	-5,313



- 2.2.20 The change in number of permits on each road type is consistent with the overall 5,300 reduction in permit applications. This is a primarily a result of the suspected under-reporting of highway permit applications.
- 2.2.21 Table 6 shows a comparison of the average works duration for all works.

Table 6 Average works duration

DURATION	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
Average duration (days)	2.6	2.4	2.6	-0.1
Total number of days worked	37,841	30,257	23,072	-14,769

- 2.2.22 The overall average duration of 2.6 days is the same as year 1 but a small increase compared with year 3. There were 14,800 fewer days worked compared with year 1 and 7,200 fewer days worked compared with year 3.



Much of this reduction will be accounted for by the large reduction in the number of highway works reported.

- 2.2.23 Reviewing the highway authority works durations (Appendix A.1) shows a further reduction in average duration, down from 2.3 to 1.5. The total number of days worked on highway authority schemes reduces by 17,759 or nearly 75%.
- 2.2.24 These results should be treated with caution due to the suspected under-reporting of highway works in year 4.
- 2.2.25 Average durations are low for each works category. It is unlikely that durations could be reduced much further, but highway works durations should be monitored in year 5 to avoid an increase in subsequent years.

Recommendation 02 (ongoing): Monitor highway authority works durations in year 5 to maintain durations at their already low levels.

- 2.2.26 Reviewing the utility company works durations (Appendix A.2) shows no change in duration compared with year 1, at 3.5 days. The year 4 average duration shows a small reduction from the previous year.
- 2.2.27 Overall, the number of days worked on utilities schemes increased by 2,990 compared with year 1. This 20% increase in days worked is consistent with the 20% increase in the number of utility permits granted in year 4 compared with year 1.
- 2.2.28 The increase compared with year 3 is much smaller, at approximately 240 additional days.

2.3 Scheme Benefits

- 2.3.1 The reduction in number of works across the network is significant at 16%. The detailed analysis indicates most of this reduction is achieved on highway works on category 3 and 4 non-traffic sensitive streets. There is no significant change in the number of utility works on the network compared with the typical year selected under Noticing.
- 2.3.2 Figure 1 presents the number of works per annum under Noticing and during the first full year of operation following the introduction of the Permit Scheme.

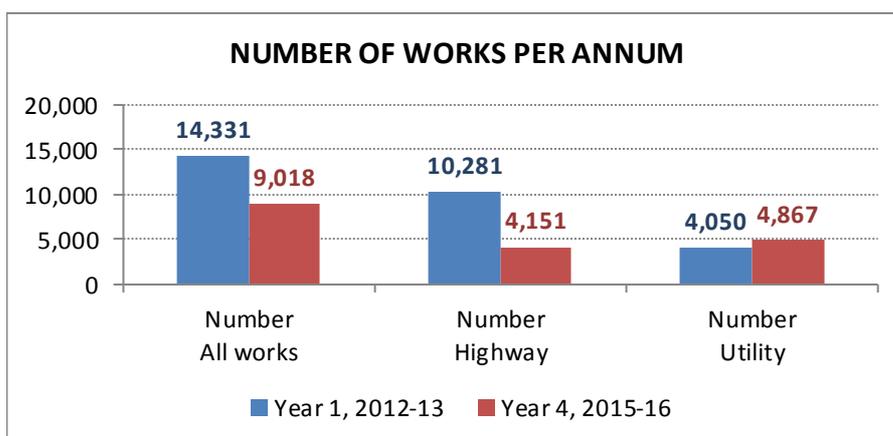


Figure 1 Number of works per annum

- 2.3.3 The combination of a reduction in the number of works and a significant reduction in average works durations has resulted in an overall 39% reduction



in number of days worked on the road network. This equates to nearly 14,800 fewer days worked on the network in the last year.

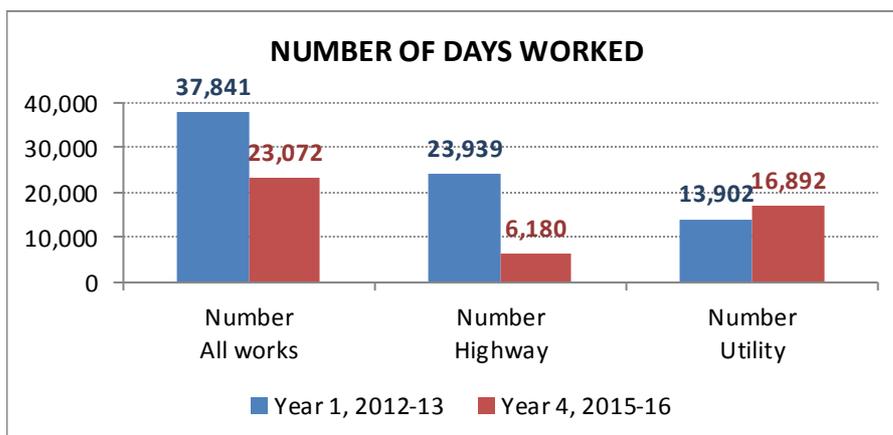


Figure 2 Number of days worked per annum

2.4 Conclusions

- 2.4.1 The biggest change is a 6,000 reduction in highway authority works, compared with years 1 and 2. This is a 60% reduction in highway works.
- 2.4.2 The reduction is slightly offset by a small increase in utility company works. An increase of approximately 350 or 8% over the previous year. The trend year on year has been a small increase in utility works, so this increase is not thought to be significant.
- 2.4.3 The overall average duration of 2.6 days is the same as year 1 but a small increase compared with year 3. There were 14,800 fewer days worked compared with year 1 and 7,200 fewer days worked compared with year 3. Much of this reduction will be accounted for by the large reduction in the number of highway works reported.
- 2.4.4 Reviewing the utility company works durations (Appendix A.2) shows no change in duration compared with year 1, at 3.5 days. Overall, the number of days worked on utilities schemes increased by 2,990 compared with year 1. This 20% increase in days worked is consistent with the 20% increase in the number of utility permits granted in year 4 compared with year 1.
- 2.4.5 Whilst none of these effects is thought to be significant in terms of the impact on the calculated benefits to road users, two recommendations have been made to monitor performance during year 5 to prevent the impact of works increasing.



3 KPI MONITORING

3.1 Introduction

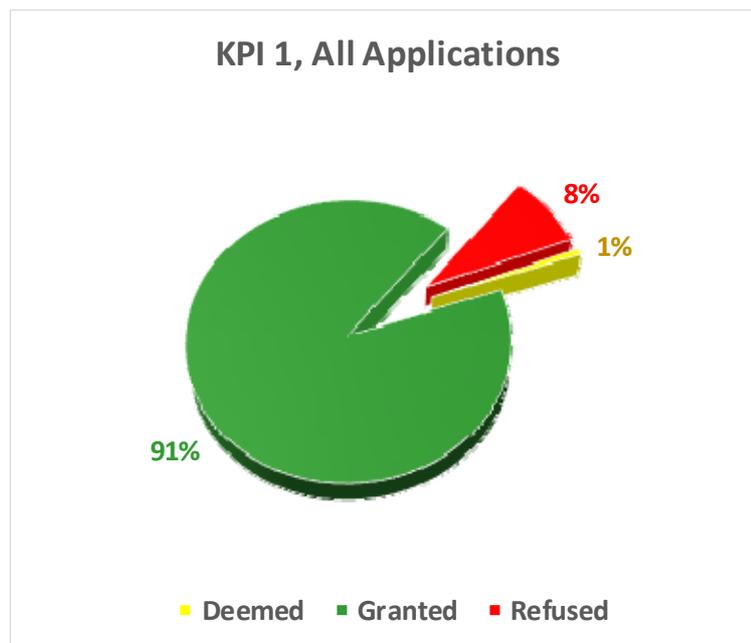
3.1.1 The four Key Performance Indicators committed for inclusion in the annual review are;

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

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

3.2 KPI review

3.2.1 The following figure shows the number and proportion of Permit and Permit Variation applications received and refused (KPI 1).



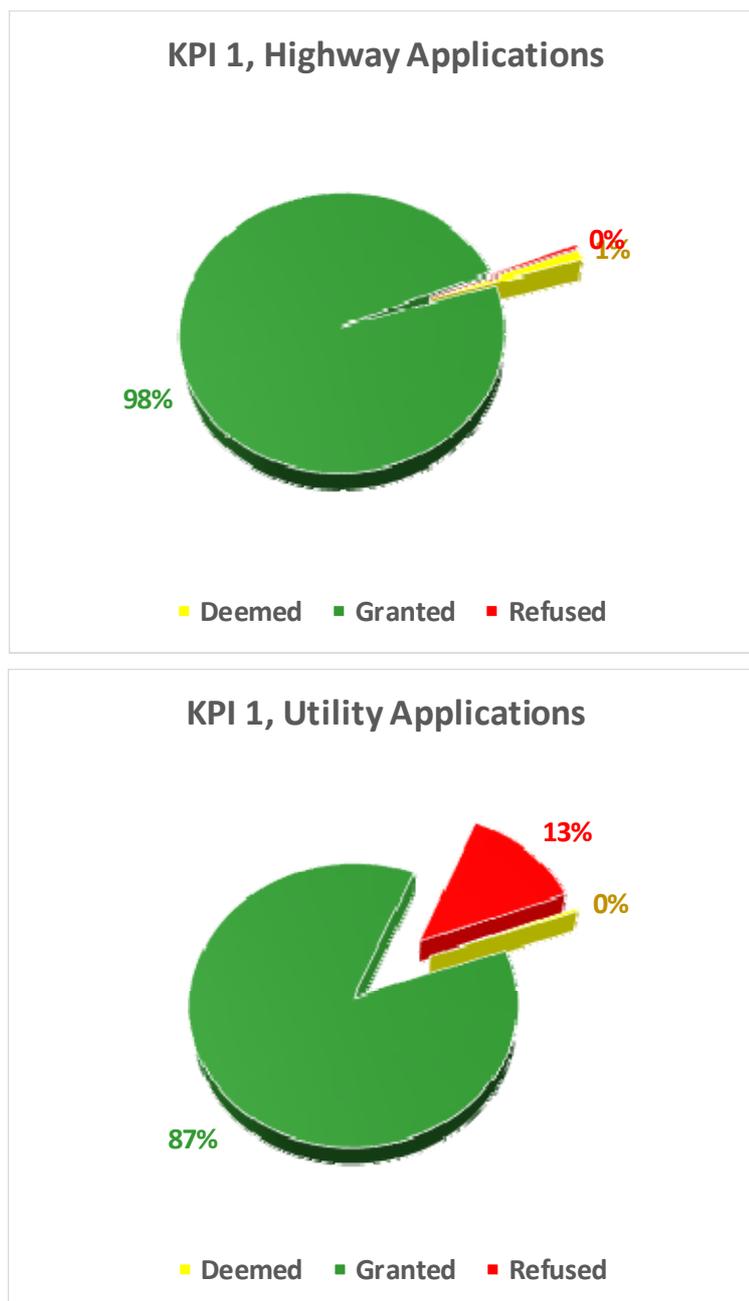


Figure 3: KPI 1, Permit and Variation Applications

- 3.2.2 KPI 1 – Approximately one eighth (13%) of all permit and permit variation applications by statutory undertakers were refused. 8% of all applications are refused. This is a reduction from year 1 of the Scheme, where one third of utility applications were refused.
- 3.2.3 98% of applications refused are made by statutory undertakers. There is no incentive to refuse statutory undertakers and not Highway Authority works, as the Council are unable to charge a permit fee and it creates more work.
- 3.2.4 Table 7 shows the number of permits granted, deemed and refused for highway authority and public utility works promoters.



Table 7 KPI 1 Permit and Variation Applications

Promoter	Granted	Deemed	Refused	% Refused
Highway authority	3,092	38	15	0.5%
Utility	4,806	22	720	13.0%
ALL	7,898	60	735	8.5%

- 3.2.5 With regards to KPI 1, the high amount of granted permits does not reflect the actual amount of work involved by St Helens permit coordinators, as they only refuse permits where the activity promoters fail to update the permit. These are requested either by notification comment requests and or telephone calls. If this process was not applied by the permit authority, then there would have been a much higher percentage of refused permits.
- 3.2.6 KPI 2 – number of permit conditions applied by conditions type;
- 3.2.7 Table 8 shows the total number of each standard condition applied to highway authority and public utility works promoters.

Table 8 KPI 2 Number and Type of Conditions Applied

Condition	Condition Description	Utility	Highway	All
NCT02a	Date constraints	202	195	397
NCT02b	Time constraints	56	18	74
NCT04a	Material & plant removal	108	0	108
NCT04b	Material & plant storage	57	0	57
NCT05a	Road occupation dimensions	98	10	108
NCT06a	Traffic space dimensions	159	21	180
NCT07a	Road closure	3	103	106
NCT08a	Light signals - tm request	57	72	129
NCT08b	Light signals - manual control	41	21	62
NCT09a	Traffic management changes - notify	102	5	107
NCT09b	Traffic management changes - directed	9	0	9
NCT09c	Traffic management changes - signal removal	37	8	45
NCT10a	Work methodology	870	44	914
NCT11b	Consultation & publicity	159	214	373
NCT12a	Environmental - limit timing of activities	1	1	2
NCT13	Local condition	2	0	2
	TOTAL	1,961	712	2,673

- 3.2.8 73% of all permit conditions are applied by public utility works promoters. These are evenly spread across most condition types, other than a large number of NCT10a work methodology conditions being selected.
- 3.2.9 Conditions applied to highway works generally relate to date constraints, road closures, temporary traffic signals and consultation/publicity.



3.2.10 The number applied by condition type are shown in Figure 4. The blue bars show public utility permits and green show highway authority permits.

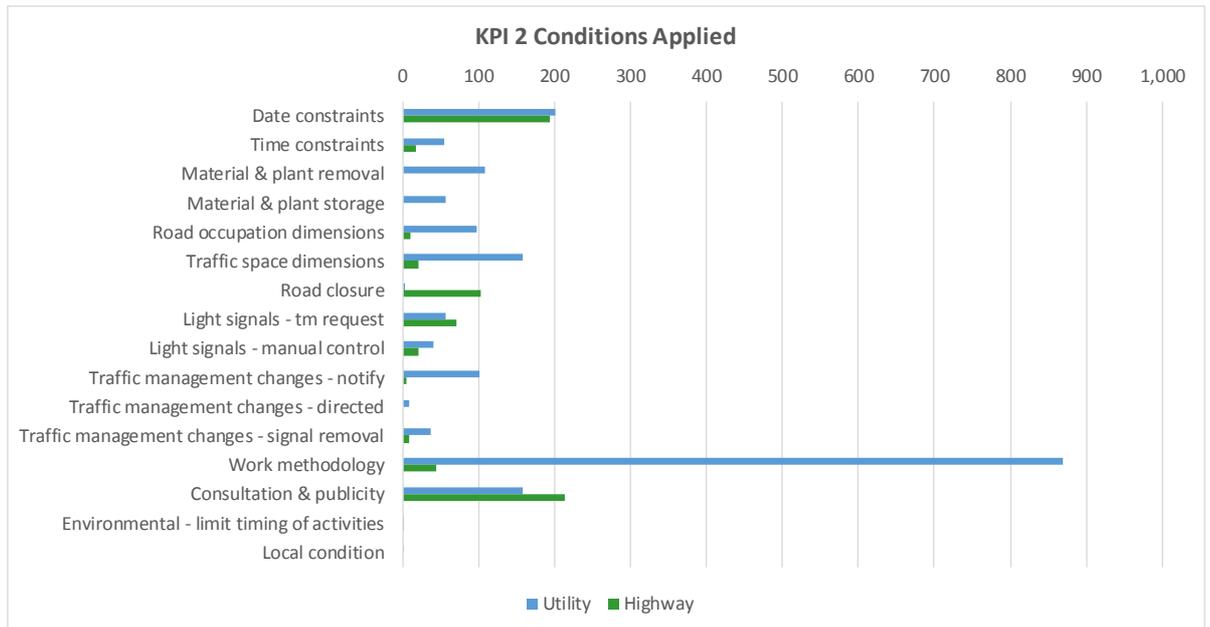
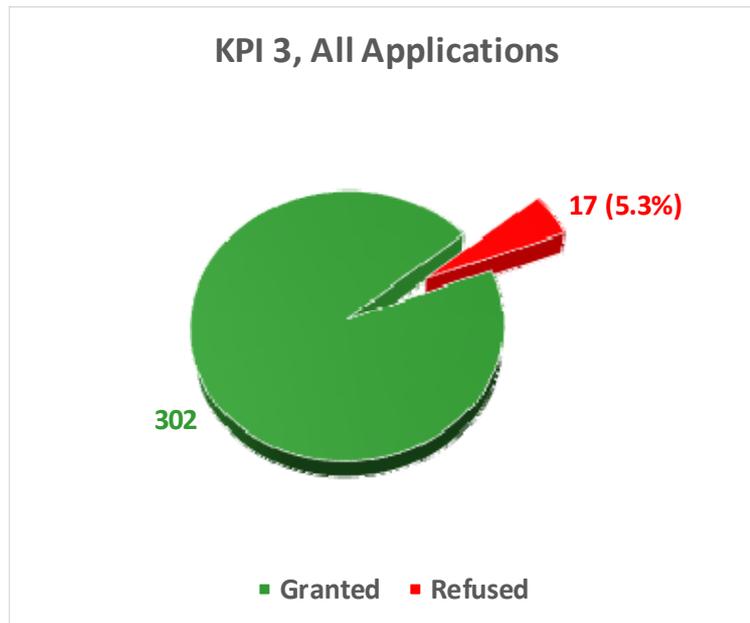


Figure 4: KPI 2, Conditions Applied

3.2.11 KPI 3 - The following figures show the number of extensions granted and refused, for all promoters and for statutory undertakers only (KPI 3).



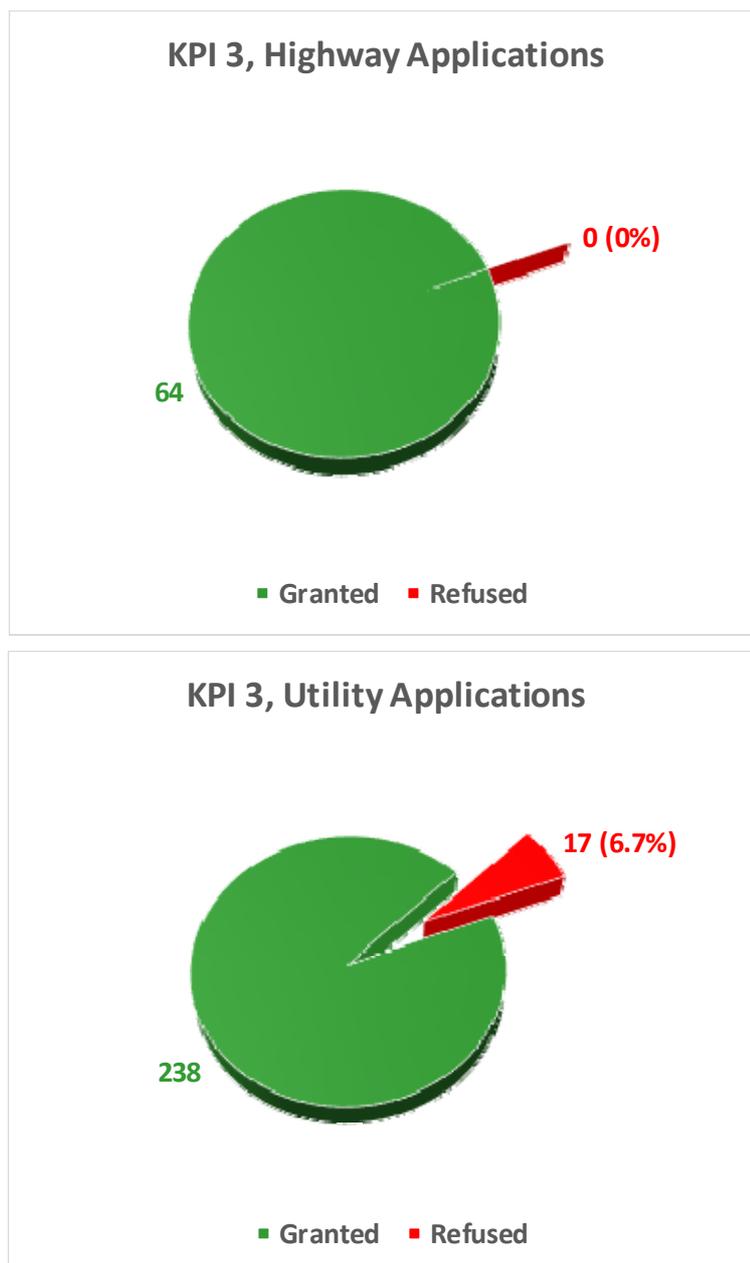


Figure 5: KPI 3, Permit Extensions

- 3.2.12 Approximately 80% of permit extensions granted were for statutory undertakers. Only 17 extension requests were refused (5%). All 17 were submitted by statutory undertakers.
- 3.2.13 KPI 7 - the Number of Inspections carried out to monitor conditions.
- 3.2.14 Reasons for failure include:
 - o Traffic management arrangements.
 - o Methodology.
- 3.2.15 404 Fixed Penalty Notices were issued during the course of the year. This is an increase of 12 from the previous year. 74 FPN related to permit conditions inspection fails (26 for working without a permit and 48 for a breach of permit conditions).
- 3.2.16 The fixed penalty notice types are presented in Figure 6.

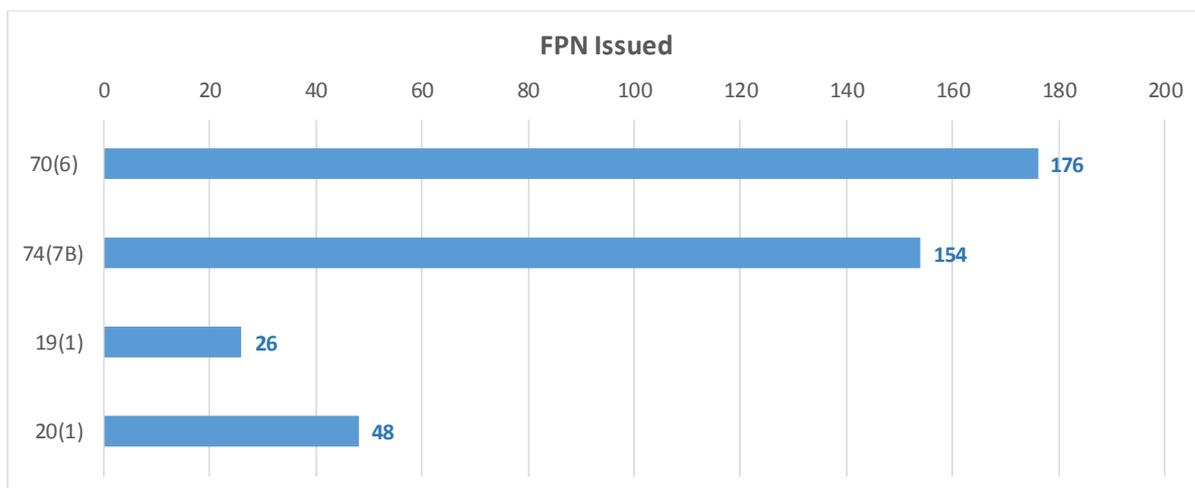


Figure 6: KPI 7, FPN Issued

3.2.17 The conditions breached are summarised as;

- Actual Start Dates outside of the Validity Period.
- Cancellation notice received late.
- Failure to update the permit with the correct Traffic Management Type.
- Registered as interim reinstatement when the conditions advised that a permanent reinstatement would be carried out.

Recommendation 03 (ongoing): Monitor site inspection failures and FPN issued for breach of permit conditions. Meet with poor performing utilities if necessary, to promote performance improvements.

3.3 Conclusions

- 3.3.1 The analysis demonstrates that only a small proportion of permit and permit variation applications are refused. Approximately 13% of all permit and permit variation applications by statutory undertakers were refused. This is a 7% reduction compared with the previous year.
- 3.3.2 Approximately 80% of permit extensions granted were for statutory undertakers. Only 17 extension requests were refused (5%). All 17 were submitted by statutory undertakers.
- 3.3.3 404 Fixed Penalty Notices were issued during the course of the year. This is an increase of 12 from the previous year. 74 FPN related to permit conditions inspection fails (26 for working without a permit and 48 for a breach of permit conditions).
- 3.3.4 A high proportion of these failures are related to unacceptable signing and guarding protecting the site and adjacent footways.



4 CONCLUSIONS

4.1 Summary

- 4.1.1 St Helens Council (SHC) has been operating a Street Works Permit Scheme since April 2012. The Scheme operates as the Merseyside Authorities Permit Scheme (MAPS). An approved joint Scheme currently operated by SHC only.
- 4.1.2 The statutory 12-month Annual Review and report to DfT was completed in 2013 following the first full 12 months of operating the Permit Scheme, '*St Helens Council Annual Report 01, 2012-13*'.
- 4.1.3 This review of subsequent years is a lower level review to monitor key performance indicators and identify any significant changes year on year. This report presents the year 4 review, '*St Helens Council Annual Report 04, 2015-16*'.
- 4.1.4 The objectives of the year 4 review are to;
- Report the total number of Permit applications.
 - Evaluate key performance measures (e.g. average duration of works, number by works category/traffic management type, etc.) and identify any significant changes from year 1.
 - Report the monitored Key Performance Indicators (KPI 1, KPI 2, KPI 3 & KPI 7).
- 4.1.5 The Council plan to continue to undertake this review annually.
- 4.1.6 The biggest change is a 6,000 reduction in highway authority works, compared with year 1. This is a 60% reduction in highway works.
- 4.1.7 Further investigation of the reported reduction suggests that this may be an error in the Symology reporting. An alternative report records 8,364 highway authority permit applications and 2,914 variations.
- 4.1.8 There is a small increase in utility company works, up 350 from the previous year and 800 from year 1. The trend year on year has been a small increase in utility works, so this increase is not thought to be significant.

4.2 Scheme benefits

- 4.2.1 The overall average duration of 2.6 days is the same as year 1 but a small increase compared with year 3. There were 14,800 fewer days worked compared with year 1 and 7,200 fewer days worked compared with year 3. Much of this reduction will be accounted for by the large reduction in the number of highway works reported.
- 4.2.2 Reviewing the utility company works durations (Appendix A.2) shows no change in duration compared with year 1, at 3.5 days. Overall, the number of days worked on utilities schemes increased by 2,990 compared with year 1. This 20% increase in days worked is consistent with the 20% increase in the number of utility permits granted in year 4 compared with year 1.

4.3 Recommendations

- 4.3.1 Whilst none of these effects is thought to be significant in terms of the impact on the calculated benefits to road users, three recommendations have been made to monitor performance during year 5 to prevent the impact of works increasing;



Recommendation 01: Report problem to Symology for further investigation.

Recommendation 02 (ongoing): Monitor highway authority works durations in year 5 to maintain durations at their already low levels.

Recommendation 03 (ongoing): Monitor site inspection failures and FPN issued for breach of permit conditions. Meet with poor performing utilities if necessary, to promote performance improvements.

4.4 Conclusions

4.4.1 Monitoring the key performance indicators and evidence gained from the second year of operation demonstrates that the Permit Scheme continues to;

- improve coordination of activities
- improve safety at road and street works
- improve communication between authority and utility companies
- reduce occupancy of the highway
- improve accuracy of works records recorded in the Register
- reduce customer complaints

4.4.2 This review has demonstrated that Scheme continues to meet its objectives, as defined in the application documents.

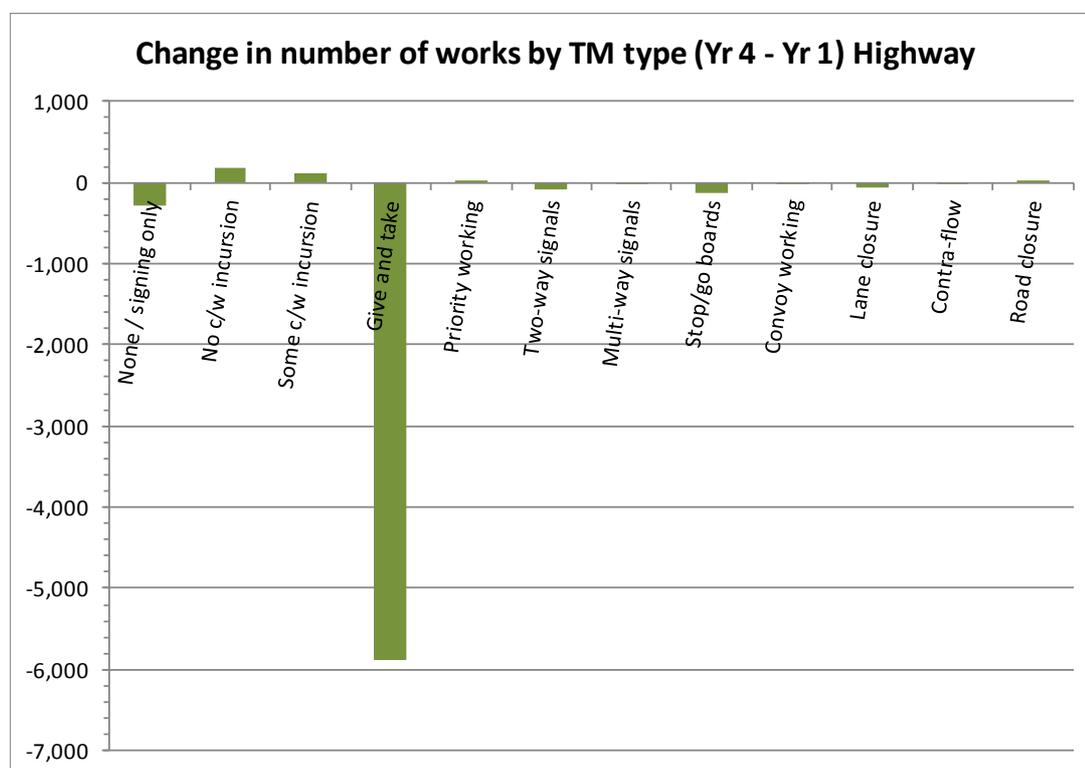
A. PERMIT APPLICATIONS 2015-16

A.1 Highway authority works

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

Table A.1 Number of applications by traffic management type

TRAFFIC MANAGEMENT TYPE	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
None / signing only	278	1		-278
No c/w incursion		492	190	190
Some c/w incursion		86	107	107
Give and take	9,537	7,337	3,651	-5,886
Priority working			8	8
Two-way signals	135	83	52	-83
Multi-way signals	25	27	21	-4
Stop/go boards	132	54	13	-119
Convoy working	2		1	-1
Lane closure	111	71	45	-66
Contra-flow	1			-1
Road closure	60	66	63	3
Blank				
Total	10,281	8,217	4,151	-6,130

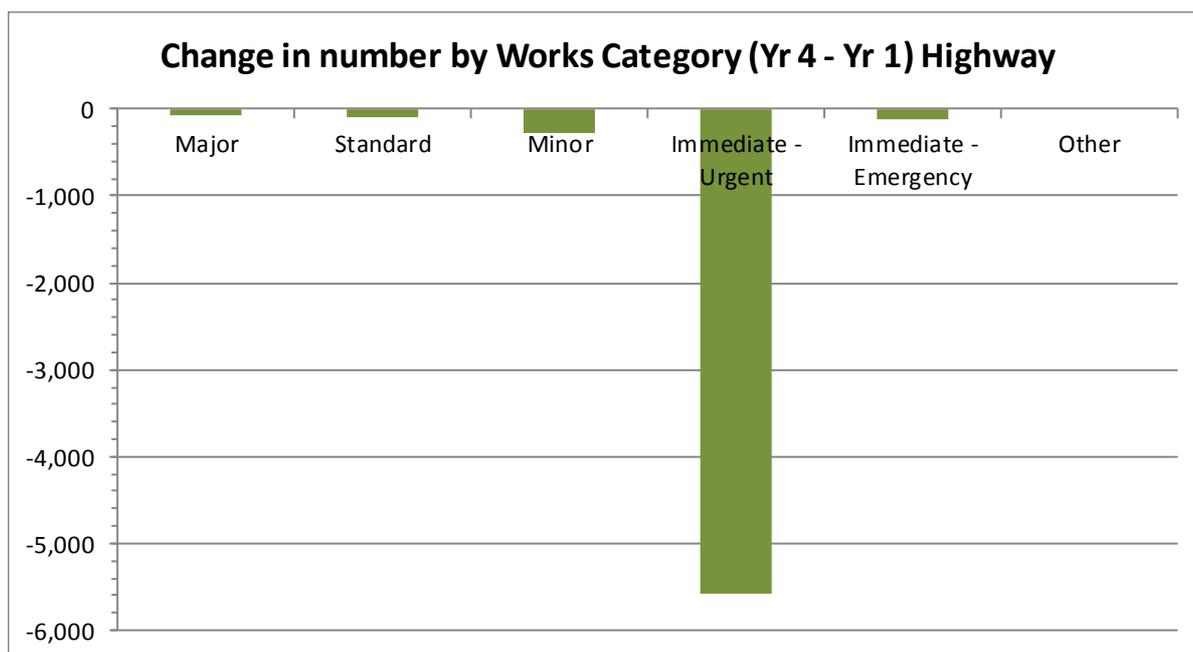


The large reduction in the number of works operating Give & Take traffic management corresponds with the large reduction in the number of highway works reported in Symology.

There is a large reported reduction in the number of Major highway works compared with all previous years.

Table A.2 Applications by works category

WORKS STOPPED	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
Major	161	395	94	-67
Standard	279	177	176	-103
Minor	542	592	276	-266
Immediate - Urgent	9,168	7,006	3,595	-5,573
Immediate - Emergency	131	47	10	-121
Other				
Total	10,281	8,217	4,151	-6,130



Highway authority works show a large reduction in average duration and a near 75% reduction in number of days worked – a result of the suspected under reporting of highway works in year 4.

Table A.3 Average works duration

DURATION	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
Average duration (days)	2.3	1.7	1.5	-0.8
Total number of days worked	23,939	13,606	6,180	-17,759

Table A.4 Average works duration, by Works Category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
10.6	5.7	1.5	1.0	3.4
996	1,006	402	3,742	34

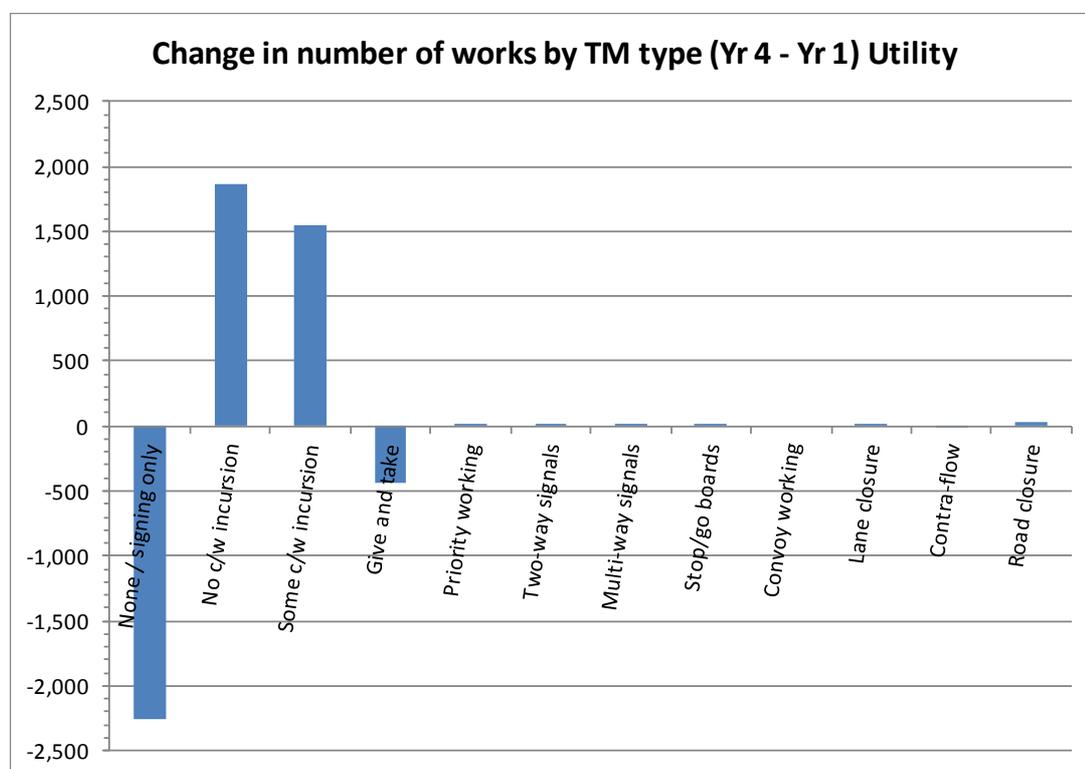
Highway authority average durations are within the range expected for each works category.

A.2 Utility works

Utility works show a shift from Give & Take to Some carriageway incursion. Otherwise the year on year changes are relatively small and not thought to be significant.

Table A.5 Number of applications by traffic management type

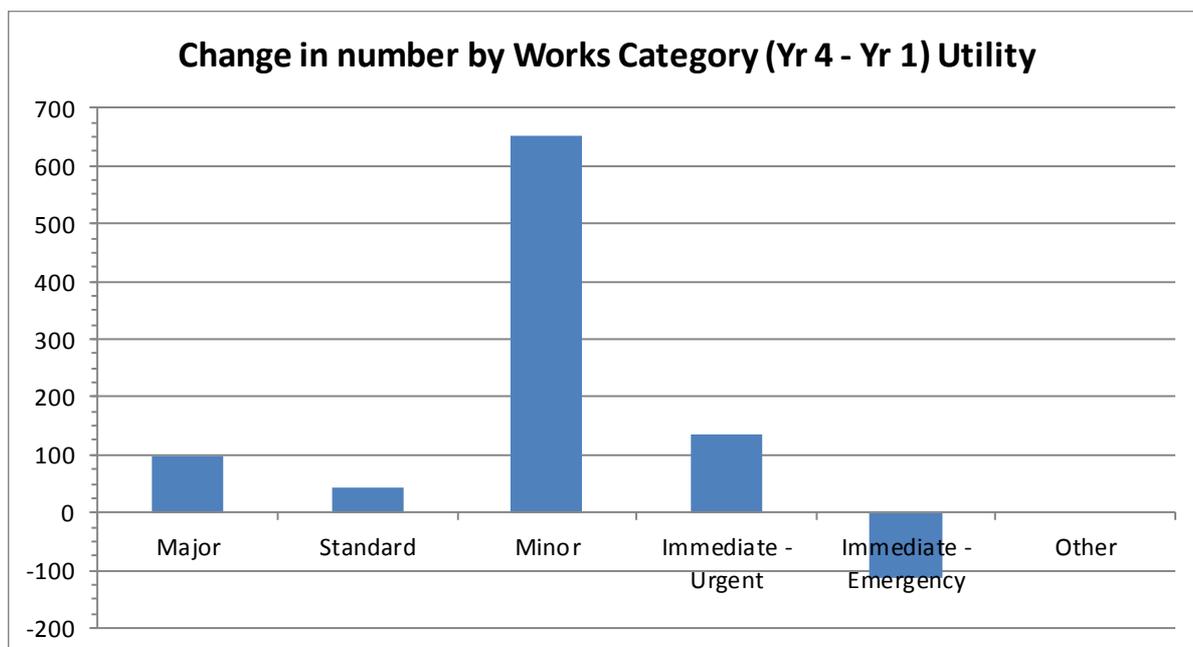
TRAFFIC MANAGEMENT TYPE	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
None / signing only	2,257	1		-2,257
No c/w incursion		1,878	1,869	1,869
Some c/w incursion		1,057	1,542	1,542
Give and take	1,318	1,057	876	-442
Priority working	4	17	24	20
Two-way signals	185	187	202	17
Multi-way signals	123	117	137	14
Stop/go boards	98	96	101	3
Convoy working				
Lane closure	32	34	50	18
Contra-flow	1			-1
Road closure	32	70	66	34
Blank				
Total	4,050	4,514	4,867	817



The change in works category numbers is broadly consistent with the overall 10% increase in permits. The year on year change from year 3 to year 4 is not significant.

Table A.6 Applications by works category

WORKS STOPPED	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
Major	93	220	190	97
Standard	337	430	382	45
Minor	2,259	2,502	2,910	651
Immediate - Urgent	877	964	1,013	136
Immediate - Emergency	484	398	372	-112
Other				
Total	4,050	4,514	4,867	817



Utility works show no net change in average duration compared with year 1, but a year on year reduction from year 3. The 20% increase in number of days worked is consistent with the 20% increase in number of permit applications granted since year 12.

Table A.7 Average works duration

DURATION	First Year 2012-13	Third Year 2014-15	Fourth Year 2015-16	Change (Yr 4 - Yr 1)
Average duration (days)	3.4	3.7	3.5	0.0
Total number of days worked	13,902	16,651	16,892	2,990

Table A.8 Average works duration, by Works Category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
14.2	6.6	1.9	4.1	5.3
2,697	2,536	5,554	4,131	1,974

Average durations for all works categories are slightly higher than the corresponding durations for highway authority works.