

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

St Helens Council Annual Report 03,
2014 - 15





*Merseyside Authorities Permit Scheme,
St Helens Council Annual Report 03,
2014-15*

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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 Merseyside Authorities 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 year, in 2014, a second review was carried out, '*St Helens Council Annual Report 02, 2013-14*'. This is a lower level review to monitor key performance indicators and identify and report any significant changes year on year.

1.2 Year 3 review

- 1.2.1 The Council plan to undertake this review annually. This report presents the year 3 review, '*St Helens Council Annual Report 03, 2014-15*'.
- 1.2.2 The objectives of the year 3 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 2014 - March 2015
- Permit Scheme work stops notices, April 2013 - March 2014
- Permit Scheme work stops notices, April 2012 – March 2013

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.

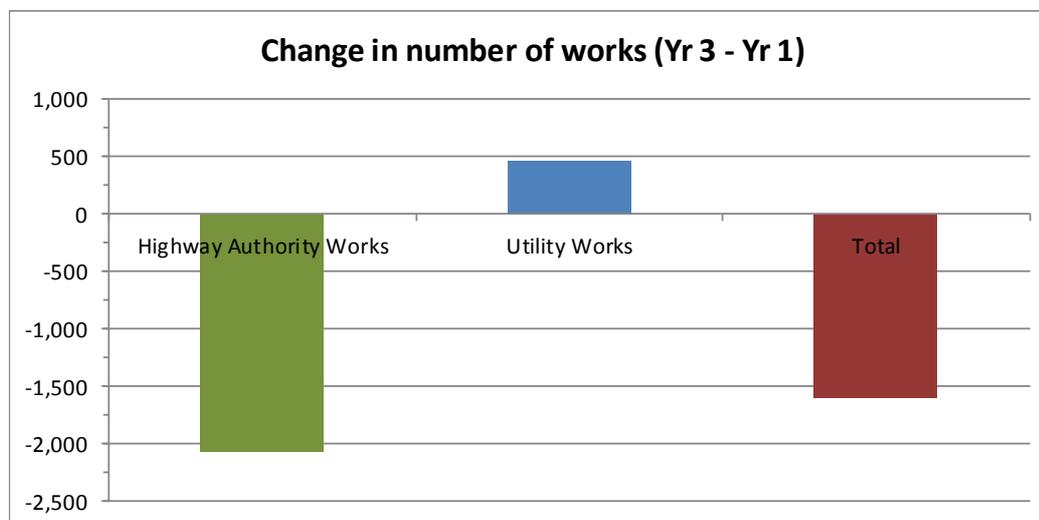
2.2 All works

2.2.1 The following series of charts and tables present a comparison of the year 3 2014-15 data and the year 1 and 2 data, 2012-13 and 2013-14.

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	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
Highway Authority Works	10,281	10,186	8,217	-2,064
Utility Works	4,050	4,389	4,514	464
Total	14,331	14,575	12,731	-1,600

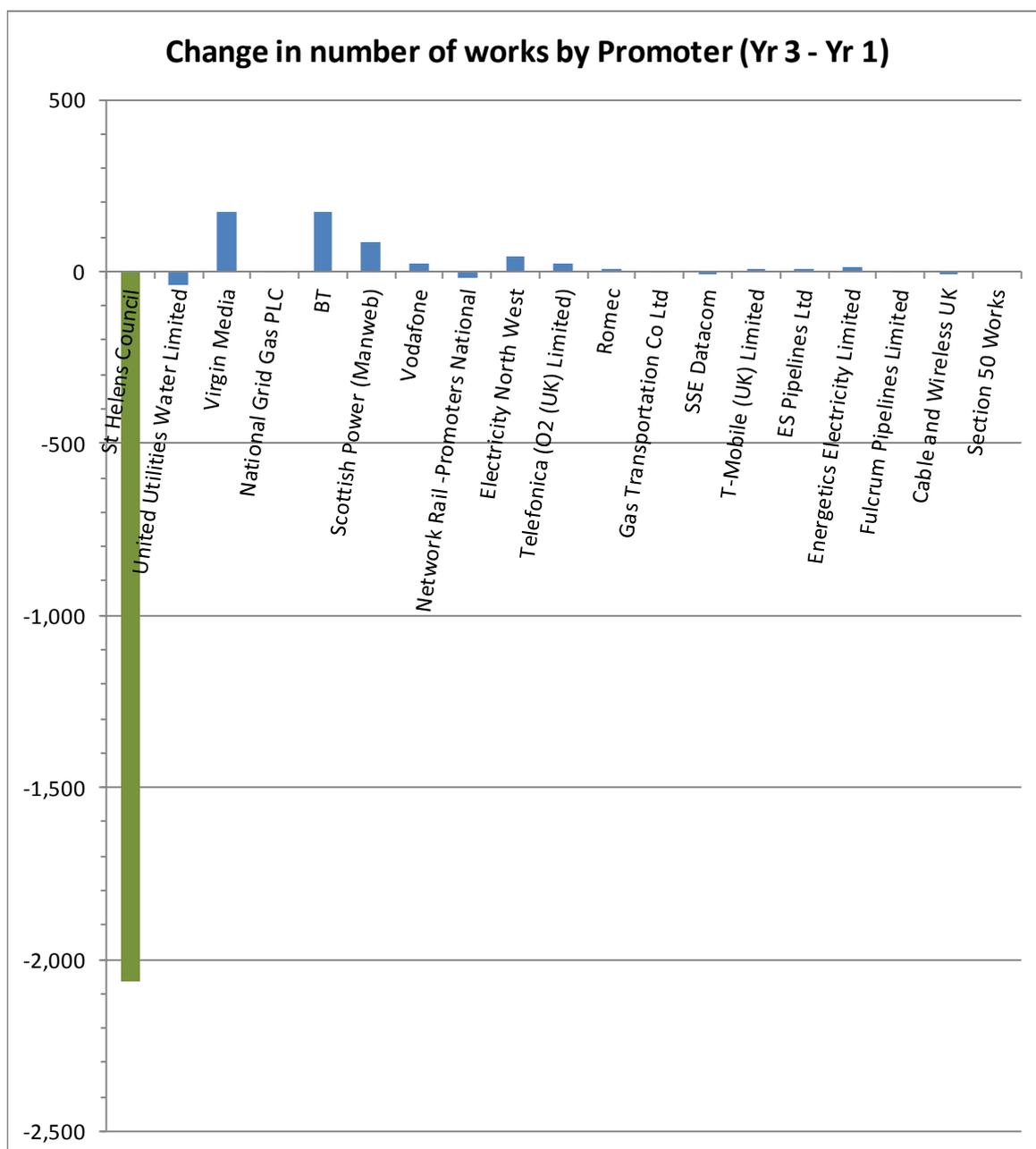




- 2.2.3 The biggest change is a 2,000 reduction in highway authority works, compared with years 1 and 2. This is a 20% reduction in highway works.
- 2.2.4 The reduction is slightly offset by a small increase in utility company works. An increase of approximately 450 or 10%. The trend year on year has been a small increase in utility works, so this increase is not thought to be significant.
- 2.2.5 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	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
St Helens Council	10,281	10,187	8,217	-2,064
United Utilities Water Limited	1,622	1,685	1,581	-41
Virgin Media	652	800	825	173
National Grid Gas PLC	640	649	637	-3
BT	367	460	541	174
Scottish Power (Manweb)	474	479	558	84
Vodafone	3	21	25	22
Network Rail -Promoters National	39	14	20	-19
Electricity North West	208	226	253	45
Telefonica (O2 (UK) Limited)	5	7	27	22
Romec		5	2	2
Gas Transportation Co Ltd	2	2		-2
SSE Datacom	6	2		-6
T-Mobile (UK) Limited		5	4	4
ES Pipelines Ltd	2	4	6	4
Energetics Electricity Limited	2	15	13	11
Fulcrum Pipelines Limited	19	14	14	-5
Cable and Wireless UK	9			-9
Section 50 Works		1		
Total	14,331	14,576	12,723	-1,608

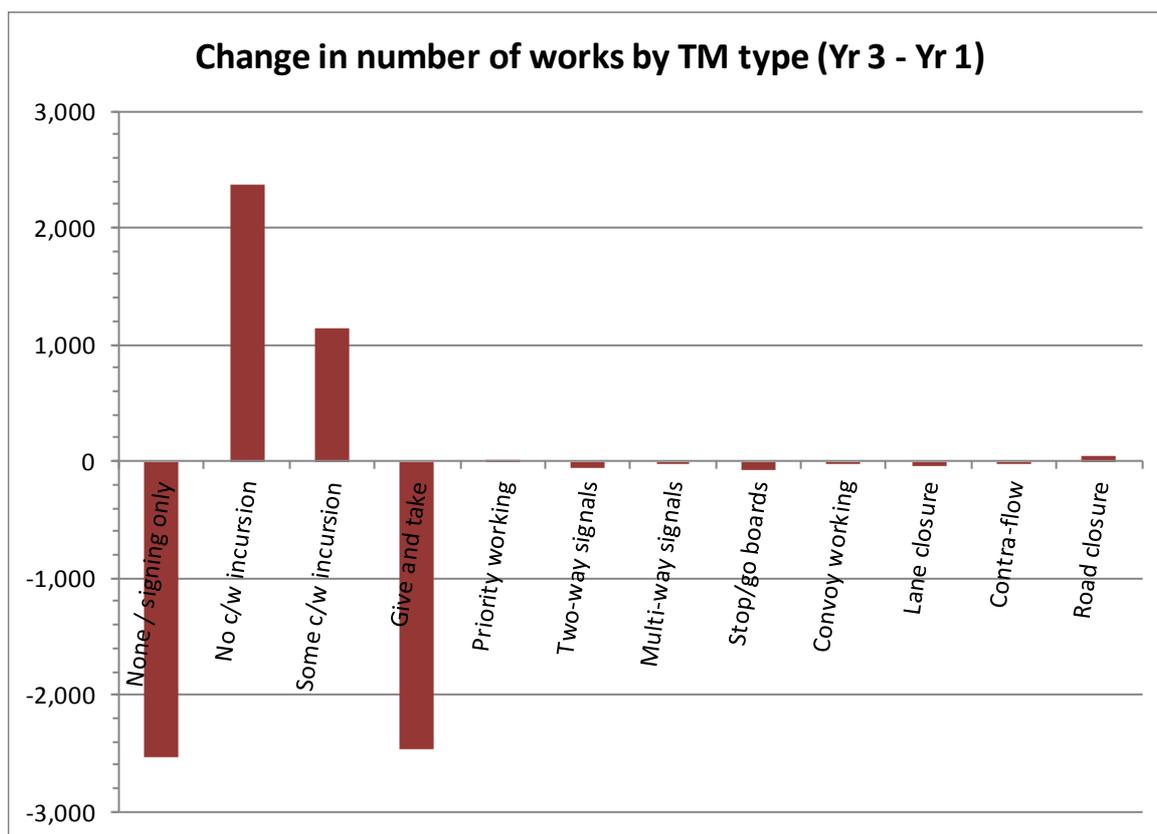


- 2.2.6 The general trend for utility companies is a small increase in permit applications compared with the year 1 statistics.
- 2.2.7 The two biggest increases are for telecoms companies, BT and Virgin Media, and amount to a 25% increase from the year 1 data. The change from the previous year, year 2, is less significant and is broadly consistent with the overall increase in permit applications by utilities.
- 2.2.8 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.
- 2.2.9 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.
- 2.2.10 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	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
None / signing only	2,535	2,350	2	-2,533
No c/w incursion		158	2,370	2,370
Some c/w incursion		5	1,143	1,143
Give and take	10,855	11,196	8,394	-2,461
Priority working	4	5	17	13
Two-way signals	320	311	270	-50
Multi-way signals	148	154	144	-4
Stop/go boards	230	155	150	-80
Convoy working	2	1		-2
Lane closure	143	153	105	-38
Contra-flow	2	1		-2
Road closure	92	86	136	44
Blank		1		
Total	14,331	14,576	12,731	-1,600



2.2.11 The biggest change for year 3 is the transition from EToN5 to EToN6 traffic management types, and a move from None/signing only to no carriageway incursion and some carriageway incursion.

2.2.12 Otherwise the most significant change is a near 2,500 reduction in give and take works. The highway authority data analysis in Appendix A confirms this is



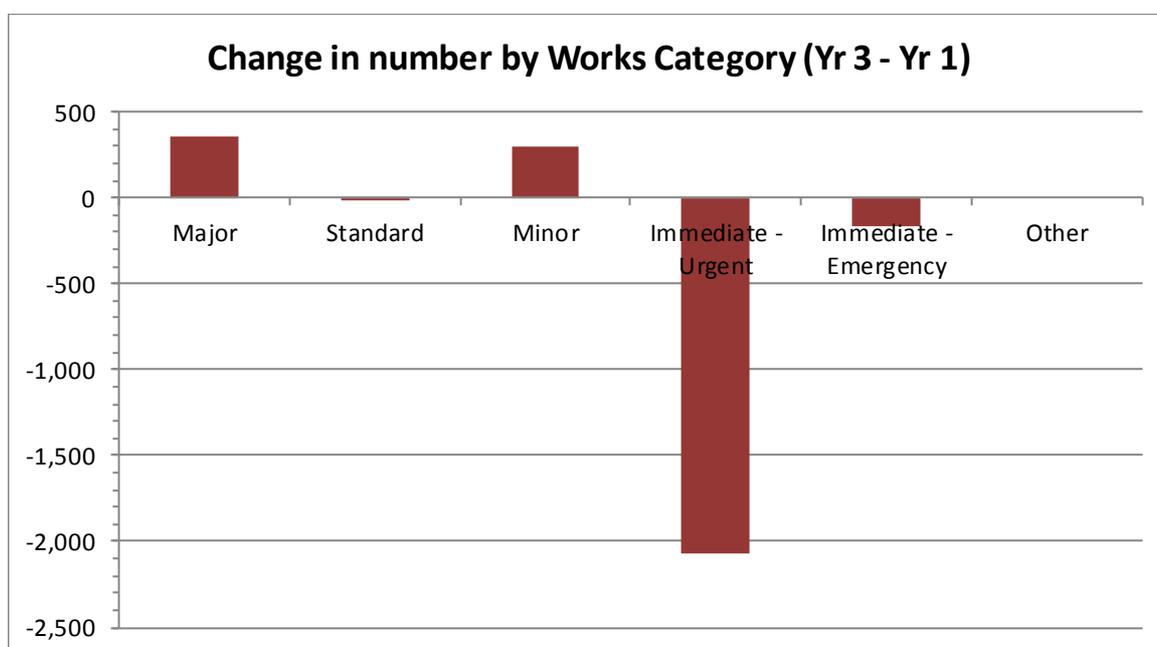
primarily a result of the reduction in highway authority works. A small proportion of the reduction is due to a shift from give and take traffic management to some carriageway incursion for utility works.

Recommendation 01: Monitor utilities traffic management types and confirm a move from give and take control to some carriageway incursion is appropriate.

- 2.2.13 The other traffic management types show a small but not insignificant reduction in numbers compared with year 1. This is largely a result of a reduction in highway authority works (see Appendix A.1). The utilities traffic management types show a smaller year on year change.
- 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	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
Major	254	461	615	361
Standard	616	664	607	-9
Minor	2,801	2,926	3,094	293
Immediate - Urgent	10,045	10,027	7,970	-2,075
Immediate - Emergency	615	498	445	-170
Other				
Total	14,331	14,576	12,731	-1,600



- 2.2.15 The two most significant changes are an increase in Major works (from 254 to 615) and 20% reduction in Immediate - Urgent works (from 10,045 to 7,970).



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.

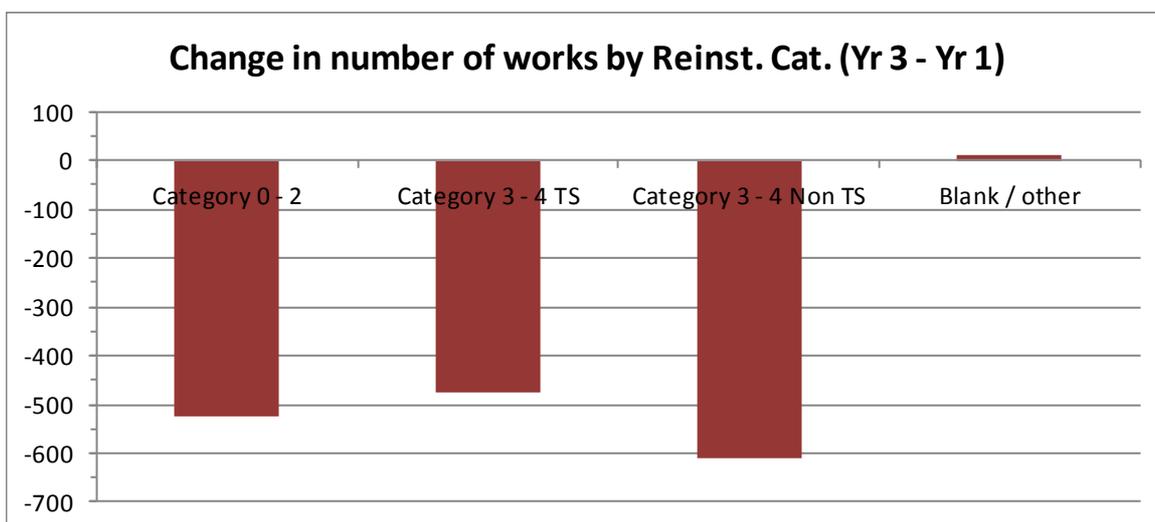
- 2.2.16 Highway works show a 234 increase in Major works and a 2,162 reduction in Immediate – Urgent works. This is a result of the Council maintaining carriageway surfaces with a slurry sealant treatment, requiring a Major works permit for the length of a street rather than individual pot hole repairs along the streets treated.
- 2.2.17 Utility works show a small increase in Major and Minor works. The number of utility permit applications by works category is consistent with the year 2 data and the changes are not thought to be significant.

Recommendation 02: Monitor highway authority works category numbers in year 4 to confirm any change from year 1 is a result of on-going maintenance regimes.

- 2.2.18 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	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
Category 0 - 2	3,598	3,440	3,074	-524
Category 3 - 4 TS	3,890	4,031	3,414	-476
Category 3 - 4 Non TS	6,755	7,019	6,145	-610
Blank / other	88	86	98	10
All works	14,331	14,576	12,731	-1,600



- 2.2.19 The change in number of permits on each road type is consistent with the overall 1,600 reduction in permit applications. This change in number of permits by road type is not thought to be significant.
- 2.2.20 Table 6 shows a comparison of the average works duration for all works.



Table 6 Average works duration

DURATION	First Year 2012-13	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
Average duration (days)	2.6	2.9	2.4	-0.3
Total number of days worked	37,841	42,286	30,257	-7,584

- 2.2.21 The overall reduction in average duration of 0.2 days from year 1, reverses the increasing trend in year 2. The reduction constitutes 7,500 fewer days worked compared with year 1 and 12,000 fewer days worked compared with year 2.
- 2.2.22 Reviewing the highway authority works durations (Appendix A.1) shows a large reduction in average duration, down from 2.3 to 1.7. This reduction reverses the increase identified in the year 2 data. The total number of days worked on highway authority schemes reduces by 10,333 or nearly 45%.
- 2.2.23 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 4 to avoid an increase in subsequent years.

Recommendation 03: Monitor highway authority works durations in year 4 to maintain durations at their already low levels.

- 2.2.24 Reviewing the utility company works durations (Appendix A.2) shows an increase in average duration for all highway works, from 3.4 days to 3.7 days. The increase from year 2 is smaller, suggesting an upward trend in durations.
- 2.2.25 Average durations by works category are logical, but Major works account for almost 20% of the total days worked, with an average duration of 13.8 days for 220 works. Overall, the number of days worked on utilities schemes increased by 2,749 compared with year 1. The increase compared with year 2 is much smaller, at approximately 700 additional days.

Recommendation 04: Monitor utility works durations to identify if the increase in days worked (particularly for Major works) is appropriate and not due to an avoidable creeping increase in duration.

Recommendation 05: Monitor utility works durations in year 4. If durations continue to increase, consider a more detailed review of works duration to identify if individual promoters are responsible for the increase and challenge unnecessarily high estimated durations.

2.3 Conclusions

- 2.3.1 The biggest change is a 2,000 reduction in highway authority works, compared with years 1 and 2. This is a 20% reduction in highway works.
- 2.3.2 The reduction is slightly offset by a small increase in utility company works. An increase of approximately 450 or 10%. The trend year on year has been a small increase in utility works, so this increase is not thought to be significant.
- 2.3.3 The two most significant changes in works category are an increase in Major works (from 254 to 615) and 20% reduction in Immediate - Urgent works (from 10,045 to 7,970). 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.



- 2.3.4 The overall reduction in average duration of 0.2 days from year 1, reverses the increasing trend in year 2. The reduction constitutes 7,500 fewer days worked compared with year 1 and 12,000 fewer days worked compared with year 2.
- 2.3.5 Reviewing the highway authority works durations (Appendix A.1) shows a large reduction in average duration, down from 2.3 to 1.7. This reduction reverses the increase identified in the year 2 data. The total number of days worked on highway authority schemes reduces by 10,333 or nearly 45%.
- 2.3.6 Reviewing the utility company works durations (Appendix A.2) shows an increase in average duration for all highway works, from 3.4 days to 3.7 days. The increase from year 2 is smaller, suggesting an upward trend in durations.
- 2.3.7 Whilst none of these effects is thought to be significant in terms of the impact on the calculated benefits to road users, five recommendations have been made to monitor performance during year 4 to prevent the impact of works increasing.



3 KPI MONITORING

3.1 Introduction

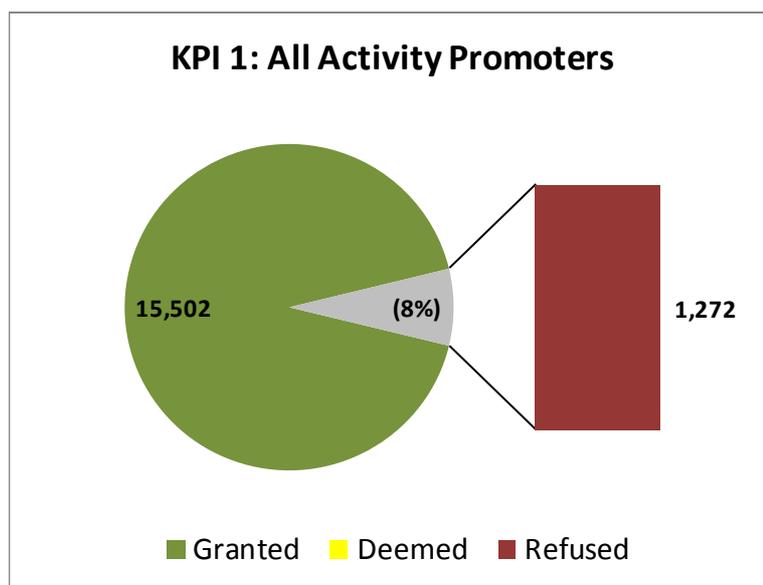
3.1.1 The four Key Performance Indicators committed for inclusion in the annual review are;

- **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).



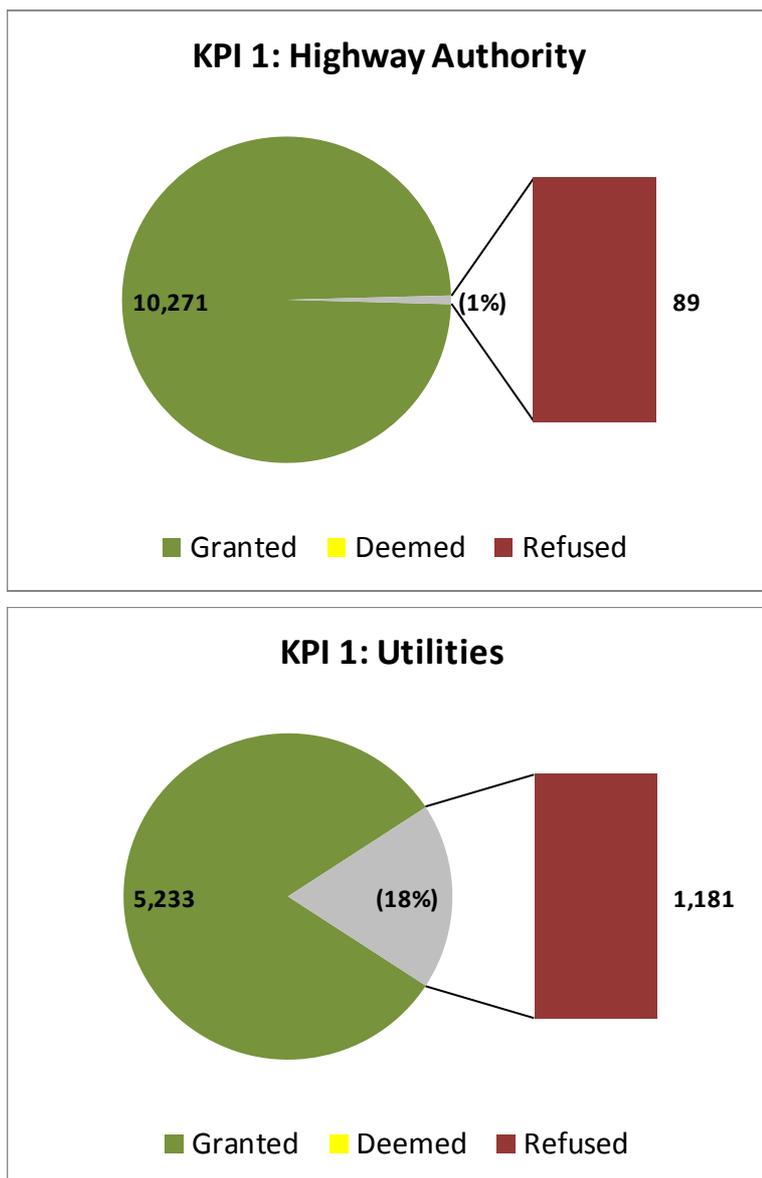


Figure 1: KPI 1, Permit and Variation Applications

- 3.2.2 KPI 1 – Approximately one fifth 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 93% 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 reasons for refusals.



Table 7 Reasons for refusal KPI 1

Reasons for Refusal	All Activity Promoters	Highway Authority	Utility
PR1 - missing information	162	9	153
PR2 - incorrect details	107	13	94
PR3 - conflict or restrictions	111	7	104
PR4 - lack of approval	125	11	114
PR5 - other	464	15	449
PR6 - traffic management	237	27	209
Not specified	66	7	58
Total	1,272	89	1,181

- 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 - It was not possible to collate information with regards to "The number of conditions applied by condition type", as there is no way at the moment in achieving this through EToN.



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

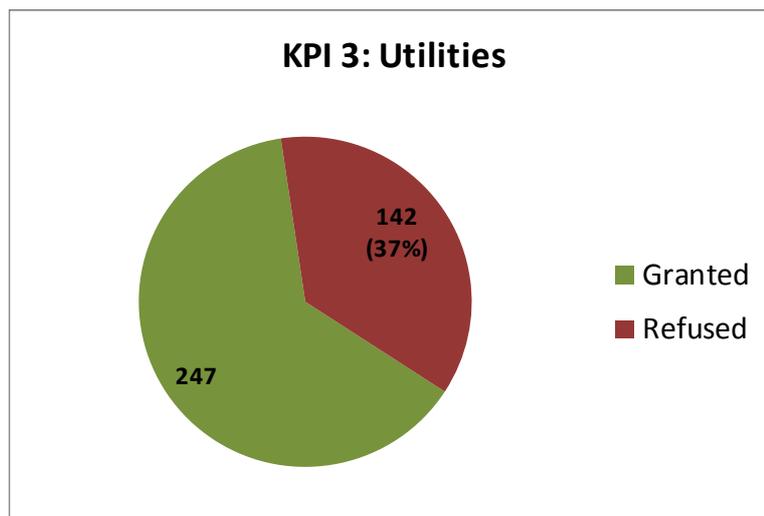
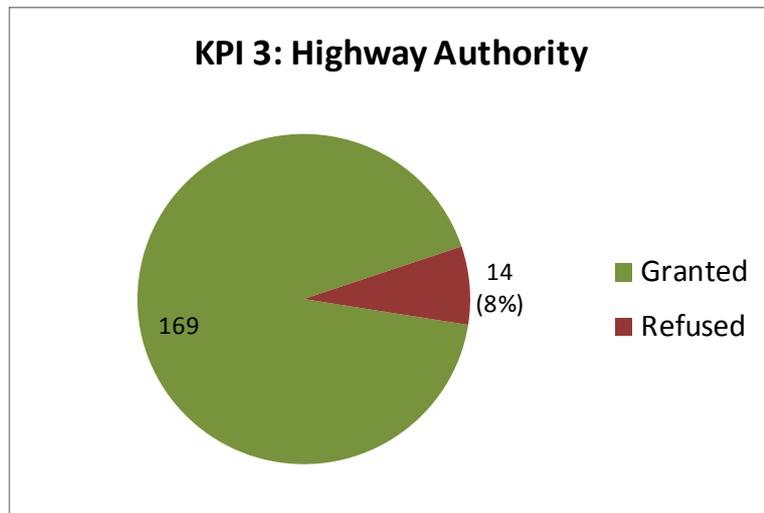
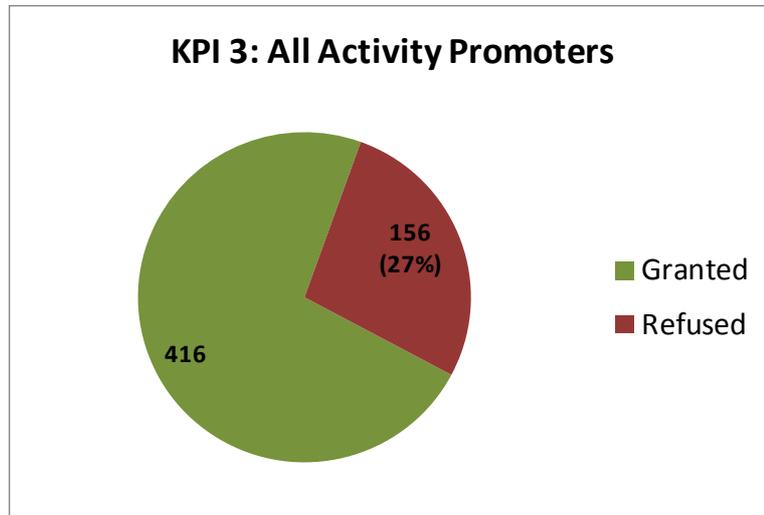


Figure 2: KPI 3, Permit Extensions



3.2.8 Approximately 60% of permit extensions granted were for statutory undertakers. All but 14 of extensions refused (142 of 156) were for statutory undertakers.

3.2.9 St Helens Permit Co-ordinators and Inspectors continue to work closely with each other. They are fully aware of the works that are being undertaken on-site and therefore only grant permit variations (extensions) where they feel that they are appropriate. This helps to reduce occupation of the highway.

3.2.10 Table 8 shows the reasons for refusals of requests for permit extensions.

Table 8 Reasons for refusal KPI 3

Reasons for Refusal	All Activity Promoters	Highway Authority	Utility
PR1 - missing information	12	0	12
PR2 - incorrect details	10	4	6
PR3 - conflict or restrictions	12	0	12
PR4 - lack of approval	58	6	52
PR5 - other	19	4	15
PR6 - traffic management	21	0	21
Not specified	24	0	24
Total	156	14	142

3.2.11 KPI 7 - the Number of Inspections carried out to monitor conditions. During the year 596 inspections have been carried out to monitor conditions and from these inspections 451 passed and 144 (24%) failed. Reasons for failure include:

- Signing and guarding unacceptable.
- Temporary traffic signal timings incorrectly set.
- Backfill material used not acceptable.

3.2.12 The breakdown of inspection results is shown in Figure 3.

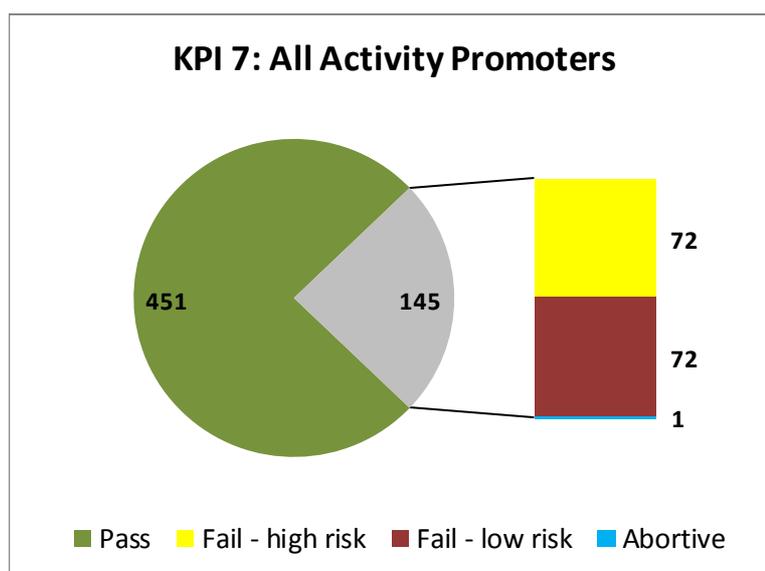


Figure 3: KPI 7, Site Inspections



3.2.13 233 Fixed Penalty Notices were issued for breaches of permit conditions identified during the course of the year. 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 06: 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 20% of all permit and permit variation applications by statutory undertakers were refused. 8% of all applications are refused.

3.3.2 Approximately 60% of permit extensions granted were for statutory undertakers. St Helens Permit Co-ordinators and Inspectors only grant permit variations (extensions) where they feel that they are appropriate. This helps to reduce occupation of the highway and has contributed to the reduction in average works durations in year 3.

3.3.3 Site inspections identified 144 failures (24% of all inspections). A high proportion of these failures are related to unacceptable signing and guarding protecting the site and adjacent footways.

3.3.4 Furthermore 233 Fixed Penalty Notices were issued for breach of permit conditions. More than half of the FPN were issued due to the cancellation notice being received late.



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. The objectives of this year 3 review are;
- To report the total number of Permit applications.
 - To 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.
 - To report the monitored Key Performance Indicators (KPI 1, KPI 2, KPI 3 & KPI 7).
- 4.1.4 The Council plan to undertake this review annually.
- 4.1.5 The biggest change is a 2,000 reduction in the number of highway authority works, compared with years 1 and 2. This is a 20% reduction in highway works. The reduction is slightly offset by a small increase in utility company works. An increase of approximately 450 or 10%. 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 Year 3 sees an overall reduction in average duration from 2.6 to 2.4 days since year 1. This reduction reverses the increasing trend in year 2. The reduction constitutes 7,500 fewer days worked compared with year 1 (a 20% reduction) and 12,000 fewer days worked compared with year 2.
- 4.2.2 Reviewing the highway authority works durations (Appendix A.1) shows a large reduction in average duration, down from 2.3 to 1.7. This reduction reverses the increase identified in the year 2 data. The total number of days worked on highway authority schemes reduces by 10,333 or nearly 45%.
- 4.2.3 Reviewing the utility company works durations (Appendix A.2) shows an increase in average duration for all highway works, from 3.4 days to 3.7 days. The increase from year 2 is smaller, suggesting an upward trend in durations.

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, six recommendations have been made to monitor performance during year 4 to prevent the impact of works increasing;

Recommendation 01: Monitor utilities traffic management types and confirm a move from give and take control to some carriageway incursion is appropriate.



Recommendation 02: Monitor highway authority works category numbers in year 4 to confirm any change from year 1 is a result of on-going maintenance regimes.

Recommendation 03: Monitor highway authority works durations in year 4 to maintain durations at their already low levels.

Recommendation 04: Monitor utility works durations to identify if the increase in days worked (particularly for Major works) is appropriate and not due to an avoidable creeping increase in duration.

Recommendation 05: Monitor utility works durations in year 4. If durations continue to increase, consider a more detailed review of works duration to identify if individual promoters are responsible for the increase and challenge unnecessarily high estimated durations.

Recommendation 06: 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.

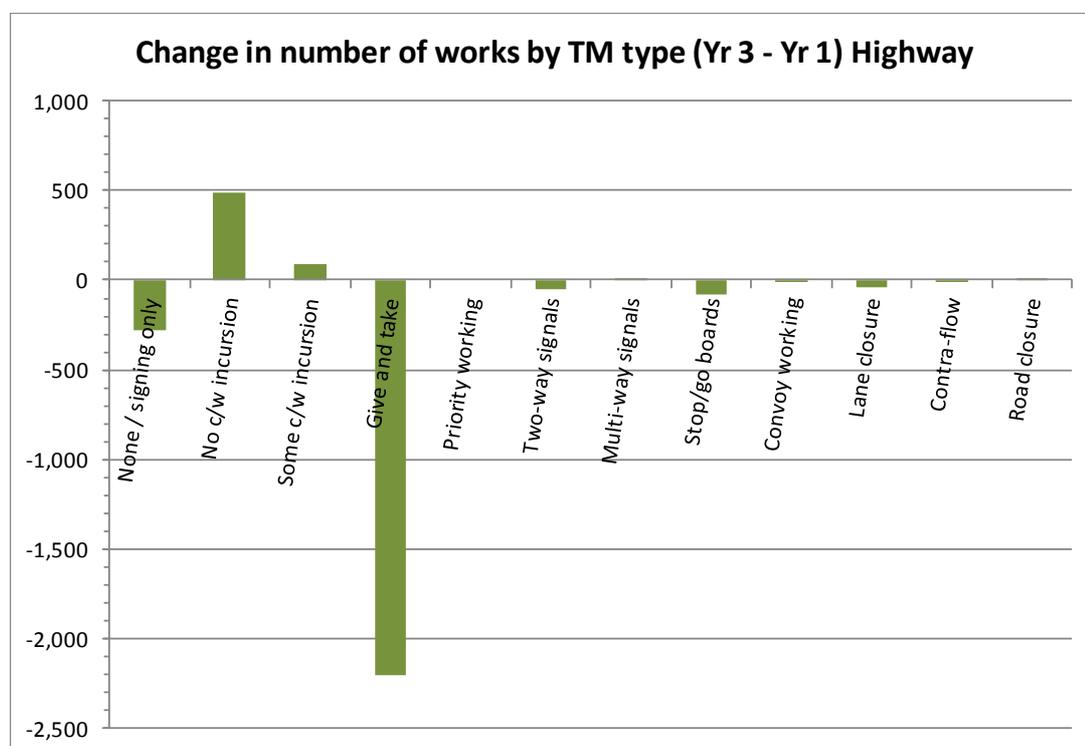
A. PERMIT APPLICATIONS 2014-15

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

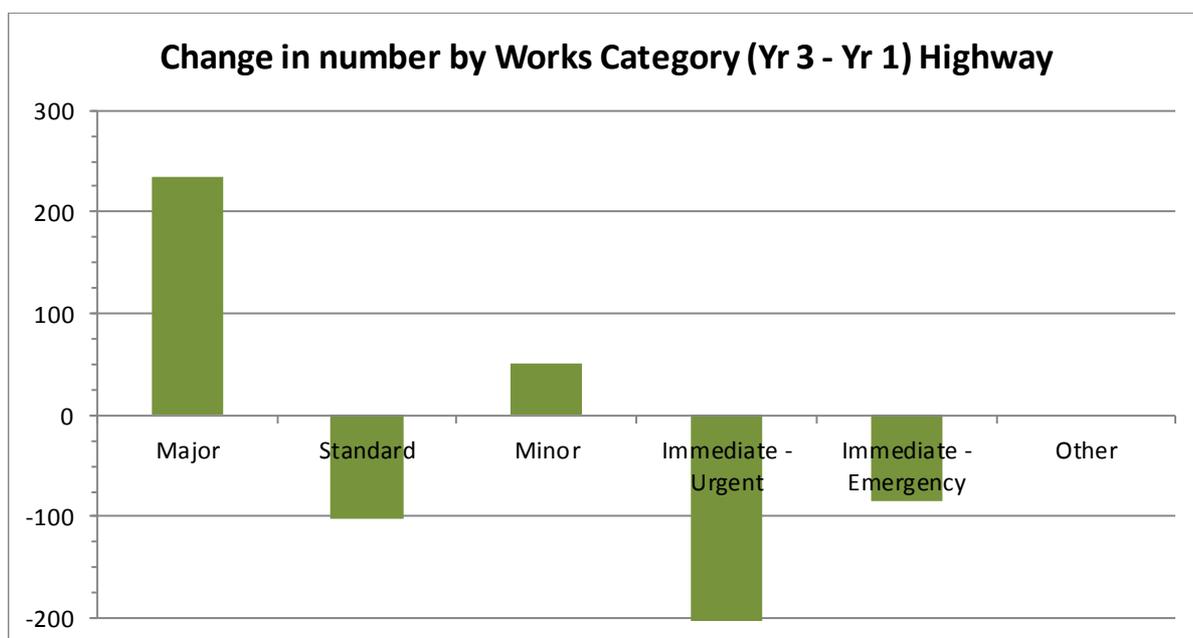
TRAFFIC MANAGEMENT TYPE	First Year 2012-13	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
None / signing only	278	354	1	-277
No c/w incursion		29	492	492
Some c/w incursion		2	86	86
Give and take	9,537	9,428	7,337	-2,200
Priority working				
Two-way signals	135	112	83	-52
Multi-way signals	25	33	27	2
Stop/go boards	132	54	54	-78
Convoy working	2	1		-2
Lane closure	111	120	71	-40
Contra-flow	1			-1
Road closure	60	53	66	6
Blank				
Total	10,281	10,186	8,217	-2,064



Approximately two thirds of the overall increase in Major applications is due to the increase in highway authority Major works. The full reduction in Immediate – Urgent permits is a result of a reduction in highway authority works.

Table A.2 Applications by works category

WORKS STOPPED	First Year 2012-13	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
Major	161	228	395	234
Standard	279	262	177	-102
Minor	542	564	592	50
Immediate - Urgent	9,168	9,078	7,006	-2,162
Immediate - Emergency	131	55	47	-84
Other				
Total	10,281	10,187	8,217	-2,064



Highway authority works show a large reduction in average duration and a near 45% reduction in number of days worked.

Table A.3 Average works duration

DURATION	First Year 2012-13	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
Average duration (days)	2.3	2.6	1.7	-0.7
Total number of days worked	23,939	26,346	13,606	-10,333

Table A.4 Average works duration, by Works Category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
10.5	6.0	1.7	1.0	3.1
4,159	1,068	1,022	7,211	146

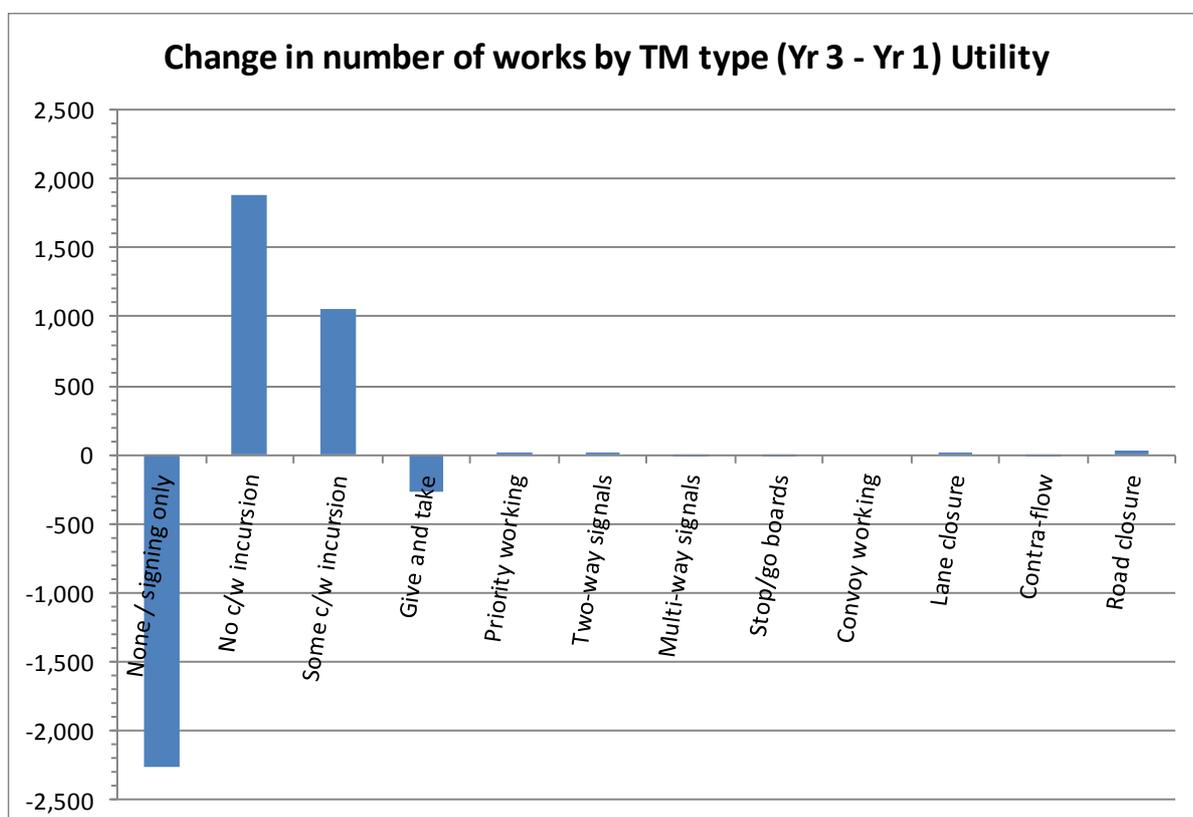
Highway authority average durations are within the range expected for each works category.

A.2 Utility works

Traffic management for utility works shows no significant change other than the transition from EToN5 to EToN6 traffic management types and a shift from None/signing only to No or Some Carriageway Incursion. There is a small shift from Give and Take control to Some Carriageway Incursion.

Table A.5 Number of applications by traffic management type

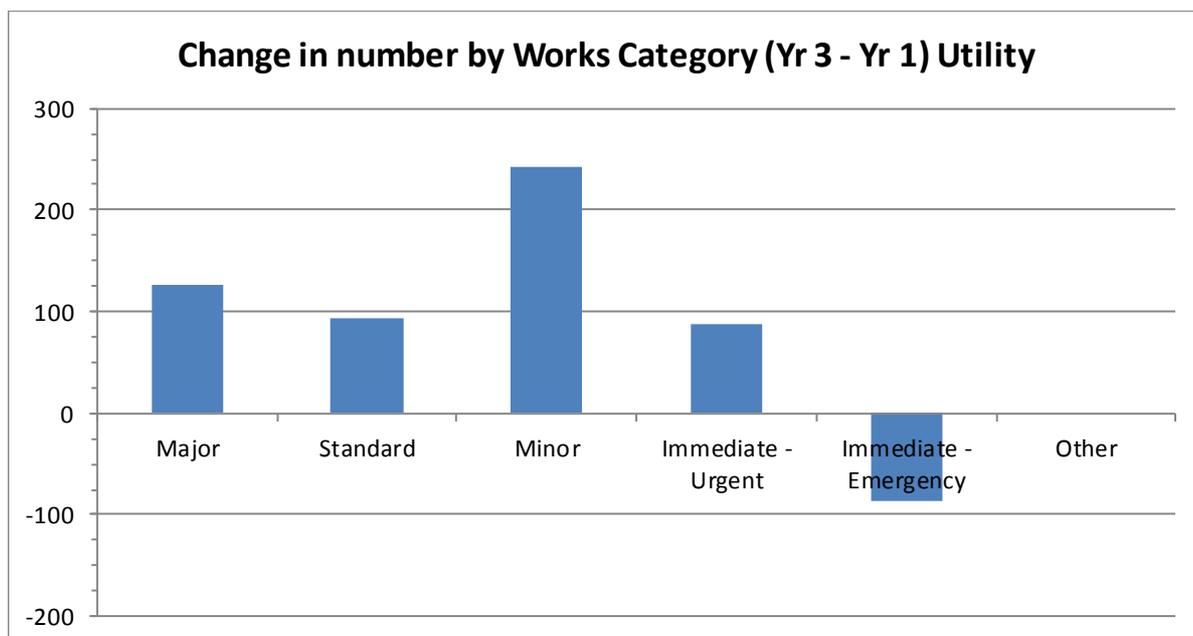
TRAFFIC MANAGEMENT TYPE	First Year 2012-13	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
None / signing only	2,257	1,996	1	-2,256
No c/w incursion		129	1,878	1,878
Some c/w incursion		3	1,057	1,057
Give and take	1,318	1,768	1,057	-261
Priority working	4	5	17	13
Two-way signals	185	199	187	2
Multi-way signals	123	121	117	-6
Stop/go boards	98	101	96	-2
Convoy working				
Lane closure	32	33	34	2
Contra-flow	1	1		-1
Road closure	32	33	70	38
Blank				
Total	4,050	4,389	4,514	464



The change in works category numbers is broadly consistent with the overall 10% increase in permits. The year on year change from year 2 to year 3 is not significant.

Table A.6 Applications by works category

WORKS STOPPED	First Year 2012-13	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
Major	93	233	220	127
Standard	337	402	430	93
Minor	2,259	2,362	2,502	243
Immediate - Urgent	877	949	964	87
Immediate - Emergency	484	443	398	-86
Other				
Total	4,050	4,389	4,514	464



Utility works show an increase in average works duration compared with year 1, but a smaller year on year increase from year 2. This increasing trend is not consistent with the reduction in duration for highway authority works.

Table A.7 Average works duration

DURATION	First Year 2012-13	Second Year 2013-14	Third Year 2014-15	Change (Yr 3 - Yr 1)
Average duration (days)	3.4	3.6	3.7	0.3
Total number of days worked	13,902	15,940	16,651	2,749

Table A.8 Average works duration, by Works Category

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
13.8	6.5	1.9	4.1	5.2
3,037	2,799	4,780	3,961	2,074

Average durations for Major and Immediate – Urgent works are higher than the corresponding durations for highway authority works.