LONDON PERMIT SCHEME

For Road Works and Street Works

LoPS Evaluation Report 2021-2024

Royal Borough of Greenwich

Contents

1 Executive Summary

The Royal Borough of Greenwich situated in southeast London.

The borough lies along the south bank of the River Thames between Deptford and Thamesmead. It has an area of 5,044 hectares. Greenwich is bounded by the London Boroughs of Bexley to the east, Bromley to the south, Lewisham to the west and across the River Thames to the north lie Tower Hamlets, Newham and Barking and Dagenham The borough's population in 2021 was 289,100.
The road network in Greenwich is dominated by the corridor of radial routes along east to west of the borough that incorporates the A102, A206, A207, A20 and A2, and the orbital A205 south Circular Road, assisting the flow of traffic to and from London.

Many of the main roads operate at their design capacity for much of the working day and at peak times they are regularly heavily congested. Any incident on these roads or in the vicinity has a significant impact on traffic movements as traffic diverts on to local roads

Major developments planned in Greenwich will see significant population growth with potentially thousands of people expected to move into the borough over the next five years with an associated increase in demand for travel. The successful management of the network is vital to maintaining economic prosperity and our ability to meet the needs of our growing population.

With increased demand on the highways and the utility services contained within, both road and street works are essential to their maintenance and such improvements vital to ensuring the future success of Greenwich.

The Royal Borough of Greenwich commenced its participation in the London Permit Scheme in September 2011. The permit scheme offers real benefits to the council. Better communication and working relations with works promoters have led to increasingly productive meetings with an early focus on planning and execution of works. This has allowed for improvements in identification and realisation of collaborative working opportunities and agreements of reasonable durations, location of new apparatus and the use of innovative and minimum dig methods all with the focus on minimising disruption. Balanced with an enforcement policy fairly implemented to drive improvements in performance, The Royal Borough of Greenwich has been able to more effectively co-ordinate its network resulting in improved traffic flow.

2 Background

2.1 Introduction

The Traffic Management Act 2004 (TMA), Part 3 Sections 32 to 39, and the Traffic Management Permit Scheme (England) Regulations 2007 make provision for Permit Schemes to be introduced in England. The London Permit Scheme (LoPS) was adopted by the Royal Borough of Greenwich on 5th September 2011.

This report sets out an overview of LoPS operational performance for 2021-2024. The report provides detailed scrutiny of the available data in relation to street works and activities in the Royal Borough of Greenwich.

2.2 Objectives of the London Permit Scheme

The objectives of LoPS were laid out in Section 2 of the Scheme. These are summarised below along with how they have been met during the period of this report.

1) To provide an environment to help each of the Permit Authorities operating LoPS to meet their Network Management Duty (NMD);

The LoPS environment through its Committee and Permit Advice Notes (PAN) gives the London Permit Authorities direction and guidance towards meeting their NMD. The London Permit Scheme helps the London Borough of Greenwich achieve its NMD by allowing more detailed assessment of the impact works will have on the road network and therefore better decision making when co-ordinating. Opportunities to encourage collaborative working, minimum dig technologies, and appropriate placement of apparatus all lend themselves to the expeditious movement of traffic.

2) To support those seeking to minimise disruption and inconvenience across London by encouraging good practice, mutual and collaborative working arrangements, and a focus on coordination and getting it right;

The London Permit Scheme allows for the waiving of permit fees for works promoters carrying out collaborative working and lower fees if carrying out works on traffic sensitive roads at non traffic sensitive times as an incentive for works promoters to co-ordinate and plans their works with minimum disruption. Greenwich attends and contributes to the Works Task Force, Permits Practitioners Task Force, Joint Permit Group and Operational Committee and feeds back best practice via its quarterly co-ordination and performance meetings with works promoters.

3) To encourage a high emphasis on safety for everyone including site operatives and all other road users with special emphasis on people with disabilities;

In line with the London Permit Scheme the details contained within permits and their attached conditions help ensure works are carried out safely as planned with a particular emphasis on people with disabilities. Where unforeseen difficulties are encountered new agreements can be confirmed via variations maintaining the emphasis on safety.

Inspections are carried out whilst works are in progress to ensure compliance with Safety codes of practice, results are fed back to the works promoters through regular performance meetings. Internal

inspections on The Royal Borough of Greenwich's own works are carried out and reports submitted back to monthly contractor meetings to drive improvements in performance.

Fixed Penalty Notices and Shadow Fixed Penalty Notices can be issued against breaches in conditions relating to safety in order to improve performance by all work promoters.

4) To encourage a sharing of knowledge and methodology across the industries working within the London Permit Scheme.

The meetings with all stake-holders internal and external staff and within the London Permit Scheme act as a regular opportunity to discuss and share knowledge and methodology amongst the industries working within the scheme. These are reinforced during performance and coordination meetings at local level.

5) To emphasize the need to minimize damage to the structure of the highway and all apparatus contained therein.

Minimum dig techniques and reinstatement agreements can be reflected in the conditions of permits. Greenwich has worked with companies such as National Grid to encourage vacuum excavation methods which minimise damage to the structure of the highway and all apparatus.

6) To provide a common framework for all activity promoters who need to carry out their works in London.

The London Permit Scheme allows works promoters to follow a single set of rules. Permit Advisory Notes gives more clarification and help resolve issues

7) To treat all activities covered by the scheme and activity promoters on an equal basis.

The London Permit Scheme's Key Performance Indicators and Objective Measures have been set to help ensure equality for all activities and works promoters. The Royal Borough of Greenwich has focused resources on ensuring an even playing field between all activities and works promoters.

Permit applications are treated with parity during the review process.The Royal Borough of Greenwich's Fixed Penalty Notice (FPN) scheme introduced in May 2009 to improve performance incorporates shadow FPNs for its own internal works.The Royal Borough of Greenwich's Authority Inspectors and co-ordinators carry out inspections on internally promoted works to drive parity.

2.3 LoPS Task Forces

In order to ensure the smooth operation of LoPS and to assist in the evaluation process, a number of task forces were set up. Further details on these task forces are available in Section 22.7 of LoPS. As per previous reports it should be noted that following the launch of LoPS two of the Task Forces (Site Planning and Asset Planning) were subsumed into a single Task Force.

Part of the function of the Task Forces was to enable discussion of LoPS objectives by permit authorities and stakeholders, and to assess whether LoPS objectives were being met.

In addition, the LoPS Operational Committee was established to evaluate the overall objectives of the scheme. This Committee consists of representatives from all permitting authorities. The Joint Permit Testing Group, which had undertaken extensive testing of the permitting software prior to the launch of LoPS, was developed into the Joint Permit Group. This group consists of both permit authority and utility utilities' representatives.

To help drive operational consistency and commonality in approach across all permitting authorities a further two groups were established; the LoPS FPN/Compliance Officers Group and the Permit Practitioners Task Force. Both groups consist of representatives from all permit authorities, whose main responsibility is the day-to-day operation of the scheme.

Details of the activities of each of the group are set out below.

LoPS Operational Committee

The LoPS Operational Committee has continued to provide support and guidance to all LoPS members, working with the remaining London boroughs to successfully introduce LoPS and to ensure as much consistency as possible in the way that the scheme operates across London.
The LoPS now applies across all London Boroughs.

In addition, the Operational committee has worked with all the LoPS members to assist them in delivering the permit scheme and contributed to their ability to meet their Network Management Duty. Over the year the committee has provided an important forum for discussion and resolution of operational issues, which all members have contributed to through discussion and where appropriate challenging each other.

The Operational Committee has ratified a number of Permit Advice Notes (PANs), continuing to provide a consistent approach to the permitting process. Following ratification, the PANs are presented to the Joint Permit Group to ensure that authorities and statutory undertakers are working together to achieve the LOPS objectives. The permit refusal codes which were adopted by all London Boroughs on the 1 April 2013 are an example of the on-going work of the group and have been embraced by the National Permit Forum as an example of good practice.

LoPS Works Task Force

The LoPS Works Task Force has continued to conduct the joint inspection exercise across LoPS boroughs. Joint inspections were undertaken within the following boroughs;
London Borough of Camden, Transport for London, London Borough of Southwark, London Borough of Earling and London Borough of Brent.
The group introduced the newly developed assessment criteria. The new criteria allowed assessors to allocate a score to each of the items being assessed on site. Each score feeds into an overall mark for each separate area of work being looked at. The scoring mechanism will make it easier for the group to compare results across different work promoters in order to identify areas of good practice and possible areas of improvement.

The joint inspections have revealed that there are some areas of inconsistency in terms of people's interpretation of what constitutes a site failure or not. Although the group recognised that each work promoter has their own opinion and reasons for this it was agreed that an additional piece of work

around OM5 data would be done to try and improve the consistency of Highway Authority Sample Category A inspection outcomes.

Strategies for improving the number of collaborative working opportunities have also been discussed within the group and various templates of advance notification for road closures have been shared with others to comment on. Utility colleagues have been asked to identify some of the challenges they face when agreeing to collaborative works in order to help authorities in their decision making.

Site Planning Task Force

The Site Planning Task Force's key aim a general standard on durations for all works types which it is hoped can be adopted London-wide.

In keeping with its other key responsibilities, the group will also be looking to –

- Conduct a thorough review of ways in which damage to the integrity and structure of the highway can be minimized or avoided altogether.
- Compile a review of reinstatement materials with suitable recommendations for usage.
- Review current protocols surrounding Section 58 and 58a restrictions with a view to agreeing a sensible working methodology where these are in place.

LoPS Business Task Force

The LoPS Business Task Force met on a regular basis throughout the year and continued to work with all LoPS authorities sharing good working practices and methodology to deliver a common framework for LoPS.

The group undertook a complete review of the existing Permit Advice Notes (PANs), producing an updated set of PANs to reflect the on-going evolution of working practices and changes in system. The group drafted guidance for the introduction of Permit Modification Request (PMR) as part of the EToN6 upgrade. This guidance was distributed to both permit authorities and works promoters in advance of the soft launch of EToN6 in October 2013. This guidance has proved useful in ensuring that the function of PMRs was understood by all practitioners before the launch in order for it to be used in a similar manner across all London's authorities.

The group has continued to provide support to all permit authorities in compiling and producing their annual reports, developing annual report templates for the LoPS community to ensure a common approach.

LoPS FPN / Compliance Officers Group

The LoPS FPN / Compliance Officers Group was initially formed and, its focus and Terms of Reference were revised. The group has regular, strong attendance from approximately 20 of the LoPS authorities.

The group's key objectives are:-

- To act as a single point of reference for fixed penalty notice (FPN) and enforcement enquiries

- To provide a common framework for FPNs, under which all LoPS authorities can deliver a balanced enforcement policy
- To encourage the sharing of knowledge and working methods across the LoPS authorities

It aims to drive best practice and produce information and guidance relating to the operational aspects of FPNs and enforcement for ratification by the LoPS Operational Committee. The FPN group has:-

- Assembled a sub-group to produce guidance on the application of multiple / daily FPNs for permit breach offences (an interim guidance has been circulated)
- Implemented the use of a common set of codes for FPN offences to assist in the accurate collation of FPN data
- Produced a basic guide for any LoPS authorities looking to bring prosecution action against works promoters
- Assembled a Prosecution Peer Sub-Group to allow any LoPS authorities looking to bring prosecution action against works promoters, the opportunity to discuss the intricacies / implications of such action

Assembled a sub-group to collect and analyse FPN data from all the LoPS authorities with a view to directing a common approach to giving FPNs in the areas of poorest performance. The sub-group will also produce reports for use by the LoPS Operational Committee and Business Taskforce.
Implemented a LoPS Prosecution Database for use by all the LoPS authorities as a basis for, or antecedents in, prosecution action.

Permit Practitioners Task Force

The Permit Practitioners Task Force (PPTF) with its overall purpose being “To be a conduit between LoPS permit practitioners and the Operational Committee” and “To identify the challenges and opportunities facing LoPS practitioners and to provide a forum for the sharing of knowledge and best practice across the LoPS community”. It met 5 times throughout the past year, with 31 London boroughs represented at least once, as well as TFL.

A number of issues were tackled in the Task Force’s first full year of existence, with the Task Force’s Terms of Reference (below) used as the underlying driver for its work.

- To improve the quality of permit applications, the information contained therein and the efficacy of permitting processes.
- Decisions were made throughout the year as to what conditions (and the accompanying text) were relevant and these decisions were fed back to works promoters at a local level and through the Joint Working Group.
- To drive best practice and consistency of approach to permitting across the LoPS boroughs while recognising the specific needs of each individual authority.
- To share this best practice with works promoter representatives in order to improve the accuracy of works promoter data and the timeliness of their delivery of this data.
- The PPTF was represented at the Joint Working Group, as well as decisions and ideas from the meetings being fed back to works promoters at a local level.
- To produce information and advice notes relating to operational aspects of permitting for ratification by the Operational Committee.

- The PPTF created PANs for the permitting of works on the footway (specifically in relation to the use of footway closures) and for early start agreement processes. These were ratified by the Operational Committee and passed to the Joint Working Group.
- To aid the transition of noticing authorities into the LoPS through advice, assistance and the sharing of knowledge, business working practices and methodology of approach.
- London Boroughs that joined LoPS in the latter phases were given the opportunity to raise concerns and questions have them answered by early LoPS adopters.

2.4 Measures – KPIs and OMs

As per the second Year Evaluation Report, the specified Key Performance Indicators (KPIs) and Objective Measures (OMs) are set out to demonstrate parity of treatment between works for road purposes and streets works undertaken by statutory undertakers.

- KPI 1 – The number of Permit and Permit variation applications received, the number granted, and the number refused
- KPI 2 – The number of conditions applied by condition type
- KPI 4 – The number of occurrences of reducing the application period
- KPI 5 – The number of agreements to work in Section 58 and Section 58A restrictions
- OM 1 – Average Journey times
- OM 2 – Journey time reliability
- OM 3 – Number of Section 74 overruns
- OM 4 – Average duration of works by work type
- OM 5 – Inspections
- OM 6 – Number of collaborative works
- OM 7 – Number of deemed permits
- OM 8 – Number of conditions applied by condition type
- OM 9 – Number of times that works have been undertaken on a road with S58 or S58a restrictions

Due to restrictions to some of the reports currently available on Symology, some of the data required for the KPI's and OM's is not available. This document will be noted accordingly in each instance.

3 Summary of Key Performance Indicator

3.1 KPI 1

3.1.1 Indicator

The number of permit and permit variation applications received, the number granted, and the number refused.

3.1.2 Results

Permits Granted and Refused

The table below shows a breakdown of permit applications received granted and refused for the period of this report in The Royal Borough of Greenwich. The complete summary of the data can be found in Appendix 1. (page 43-44)

Table 1

Permits Received/Granted/Refused	2021-22	2022-23	2023-24
Total permit and permit variation applications received by RBG	21352	20758	16262
- Total permits with status that cannot be determined:	1503	1713	1544
= Total permits granted or refused:	19849	19045	14718
Total granted:	19461	18570	14397
Total refused:	388	475	321

The data provided in the above table has been collated from the Royal Borough of Greenwich permitting system and a summary of collated data is shown in Appendix 1.

The following considerations must be noted in relation to this data.

1. Each application has an appropriate response period which means that the number of applications received in any one period does not correspond to the permits granted and refused within that same period. In other words, a permit application received in one period may be responded to within the next period.

2. In the early period of the operation of the scheme a particular issue was identified with “Immediate” permit applications where a works stop was received before Royal Borough of Greenwich could respond to the initial application. The permitting software did not allow Royal Borough of Greenwich to progress the application, and those applications went deemed. This was particularly prevalent where works were undertaken at weekends or out of normal working hours.

These issues mean that there are a number of permit applications, the status of which cannot be determined.

The charts below show a breakdown of the data into applications granted and refused in relation to

highway authority works for road purposes and works by utility promoters and provide a comparison with the permits granted in **2021- 2022** for the same periods. (Appendix 1- KPI – 1 Data)

Also, the data is further broken down by activity type into applications granted and refused to show the distribution of permit responses on the basis of work categories.

Chart 1 - Permits Granted and Refused– Permit Authority Works

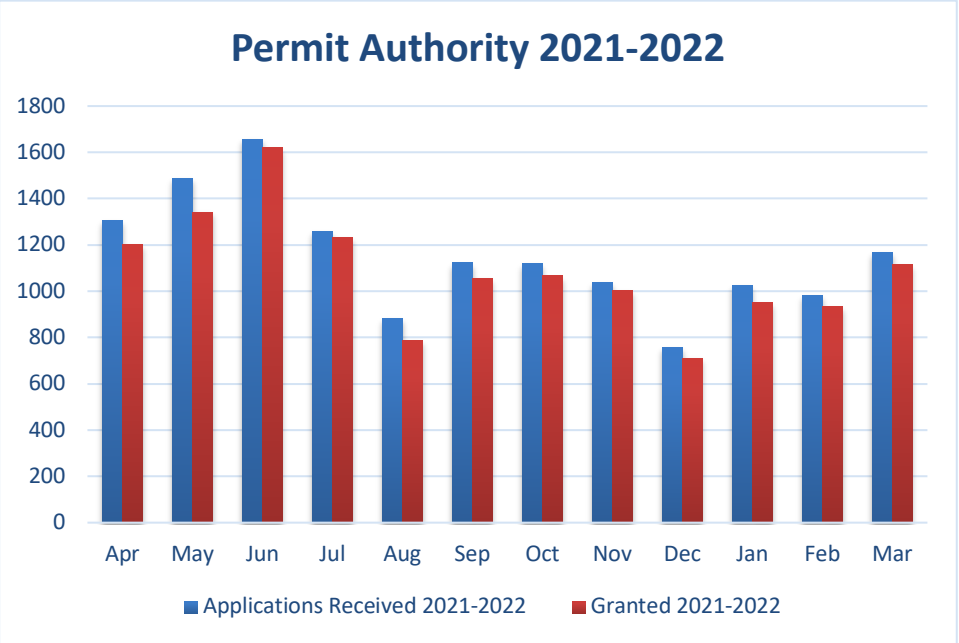
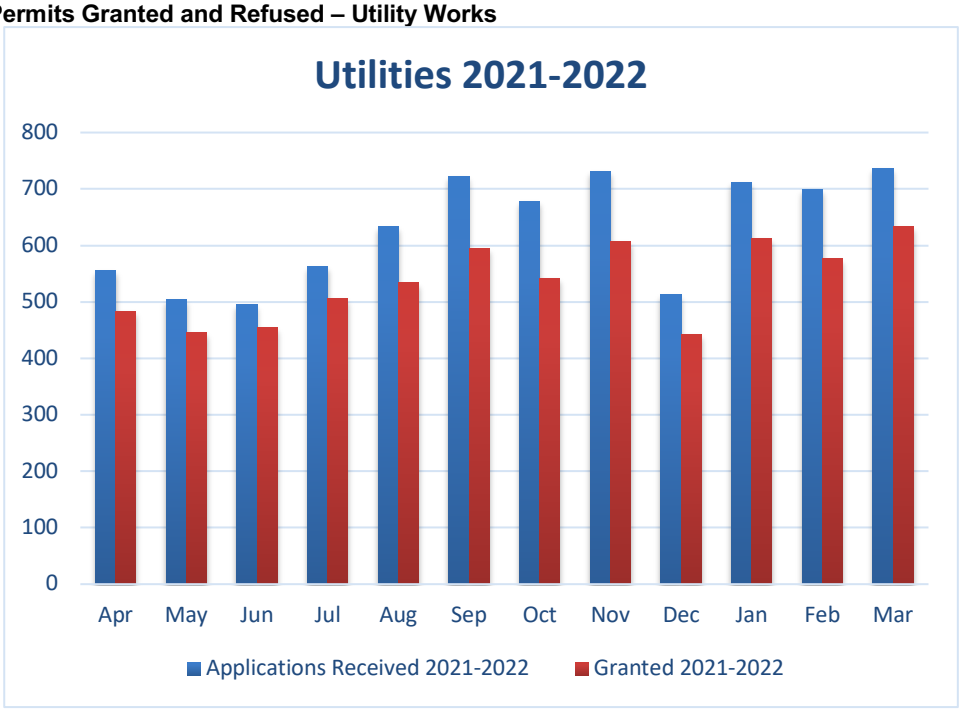
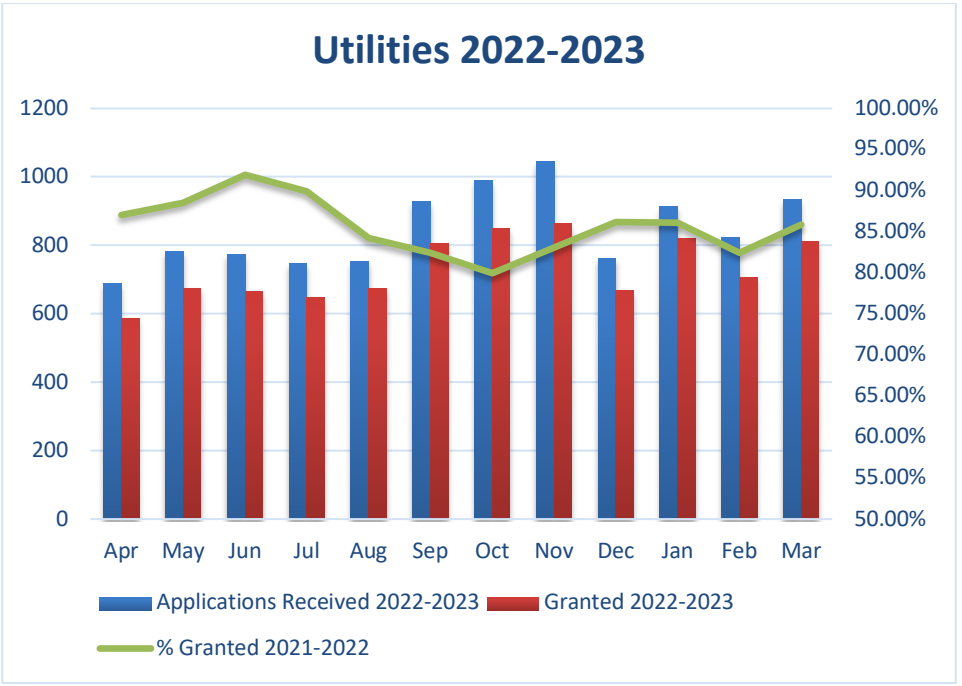


Chart 2 - Permits Granted and Refused – Utility Works




Utilities 2022-2023
1200
1000
800
600
400
200
0
100.00%
95.00%
90.00%
85.00%
80.00%
75.00%
70.00%
65.00%
60.00%
55.00%
50.00%
Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar
Applications Received 2022-2023
Granted 2022-2023
% Granted 2021-2022

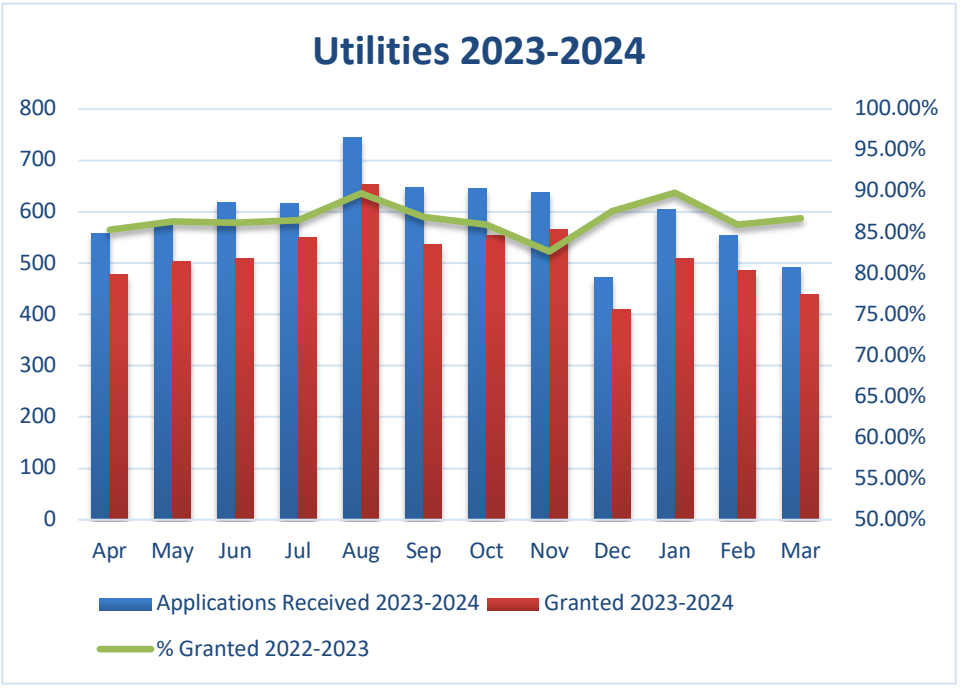
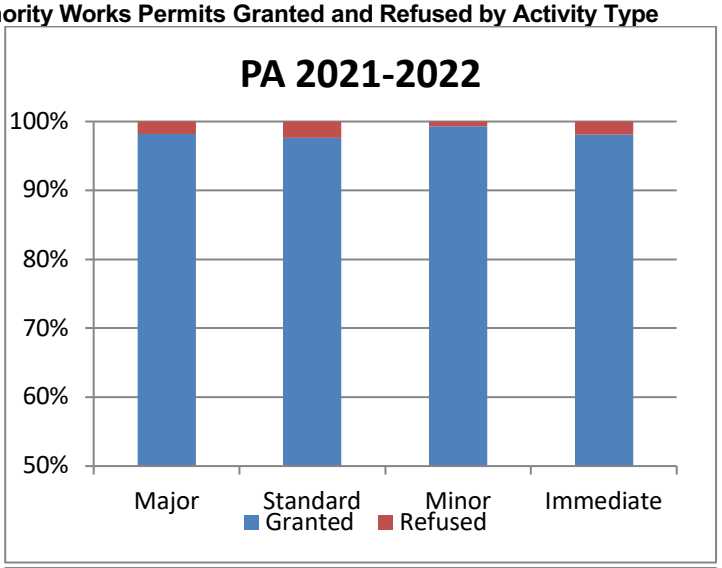
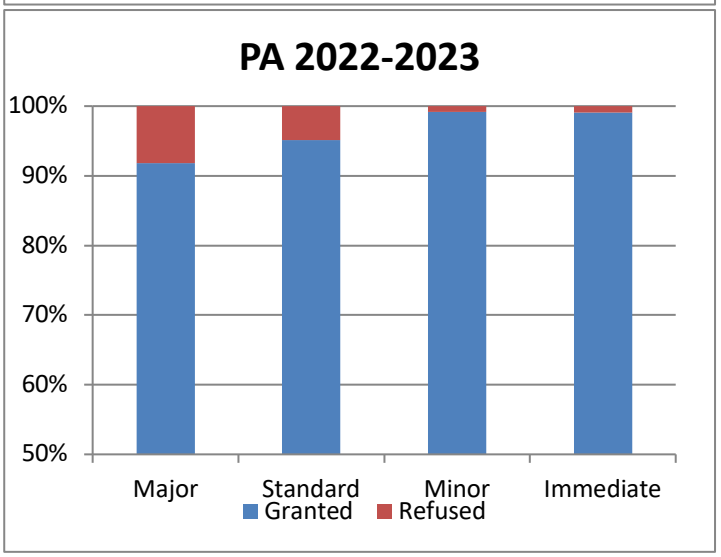

Utilities 2023-2024
800
700
600
500
400
300
200
100
0
100.00%
95.00%
90.00%
85.00%
80.00%
75.00%
70.00%
65.00%
60.00%
55.00%
50.00%
Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar
Applications Received 2023-2024
Granted 2023-2024
% Granted 2022-2023

Chart 3 – Permit Authority Works Permits Granted and Refused by Activity Type





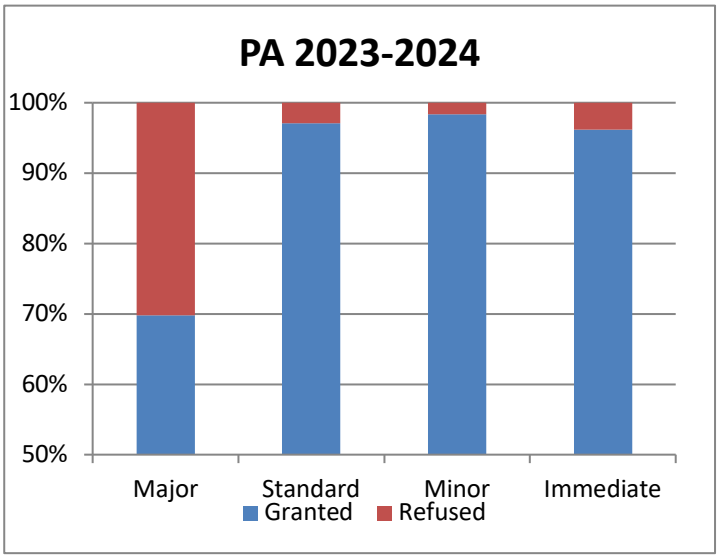
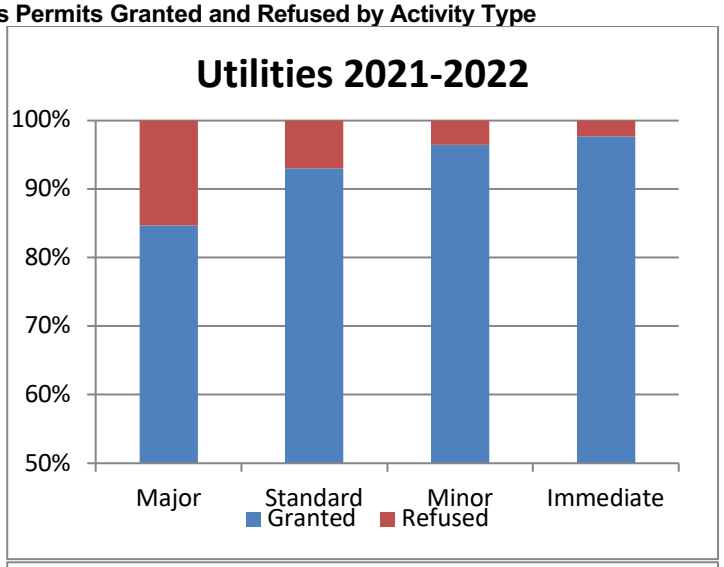
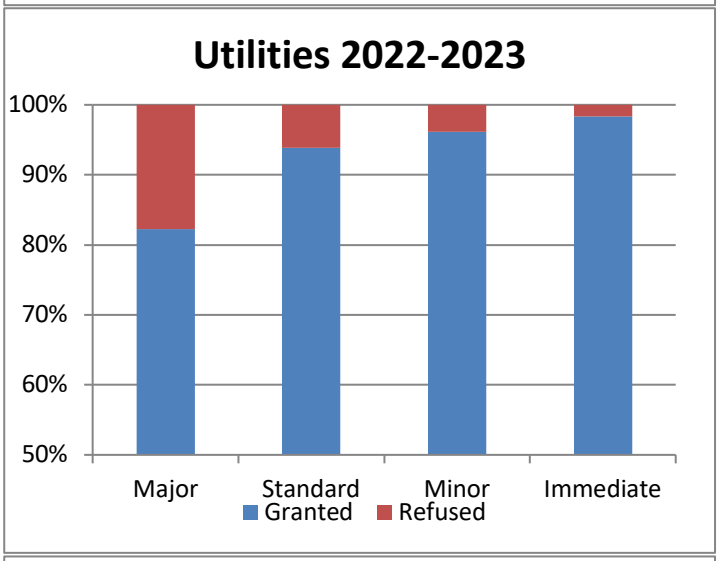
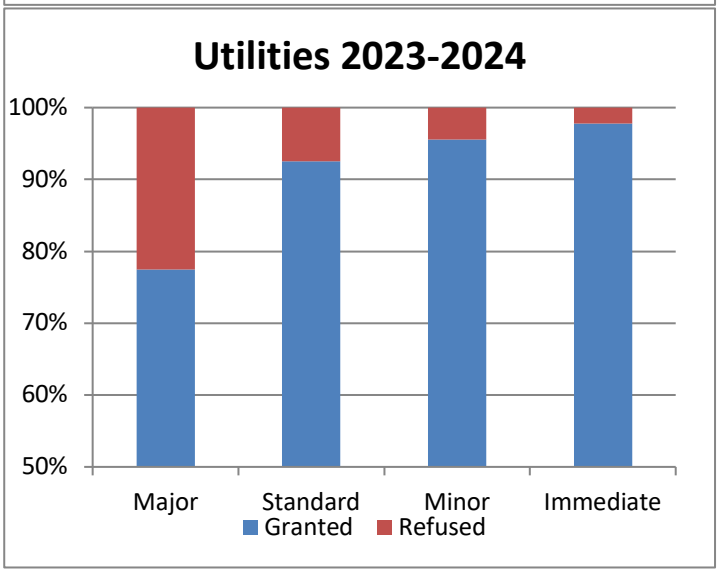


Chart 4 - Utility Works Permits Granted and Refused by Activity Type



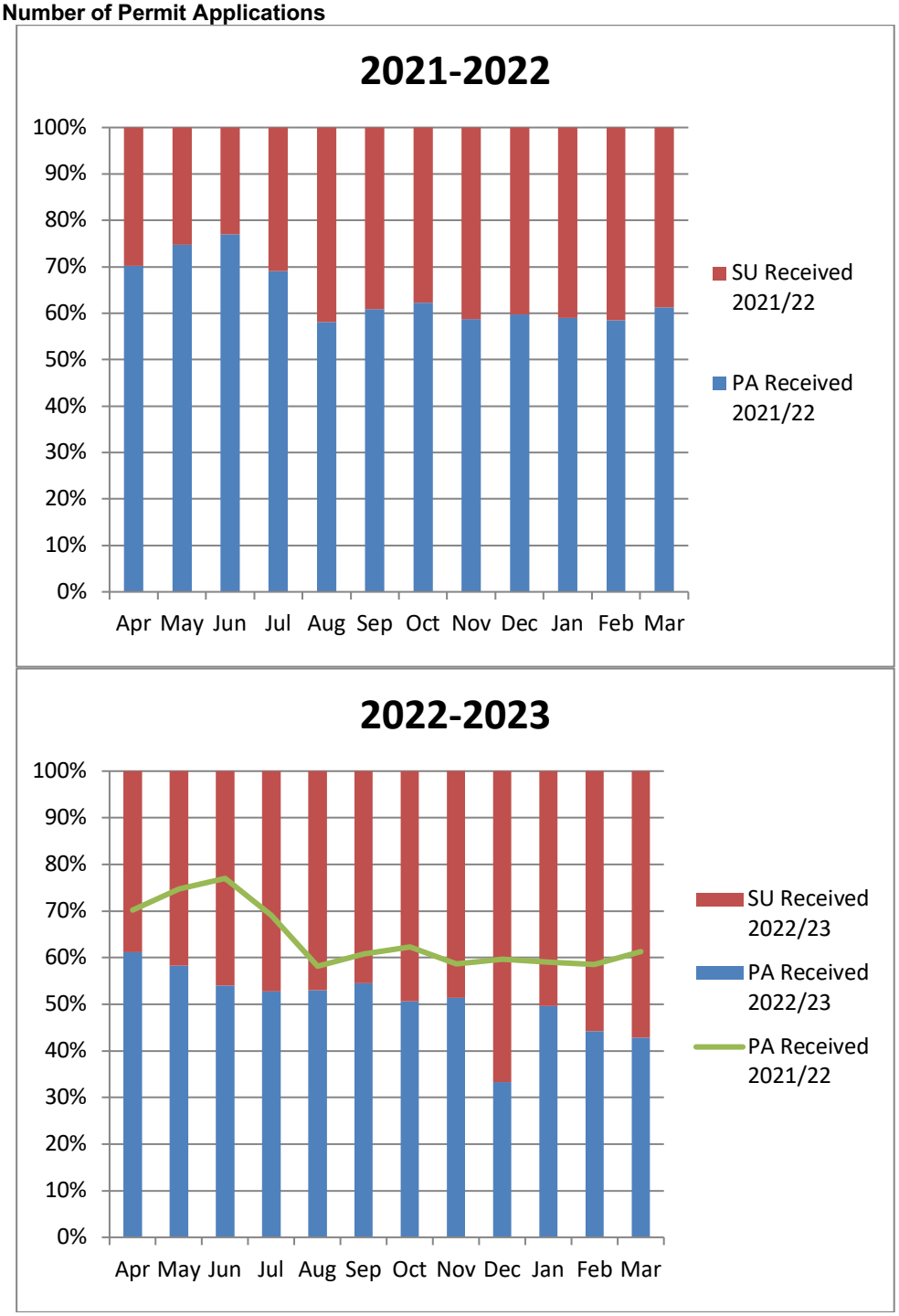


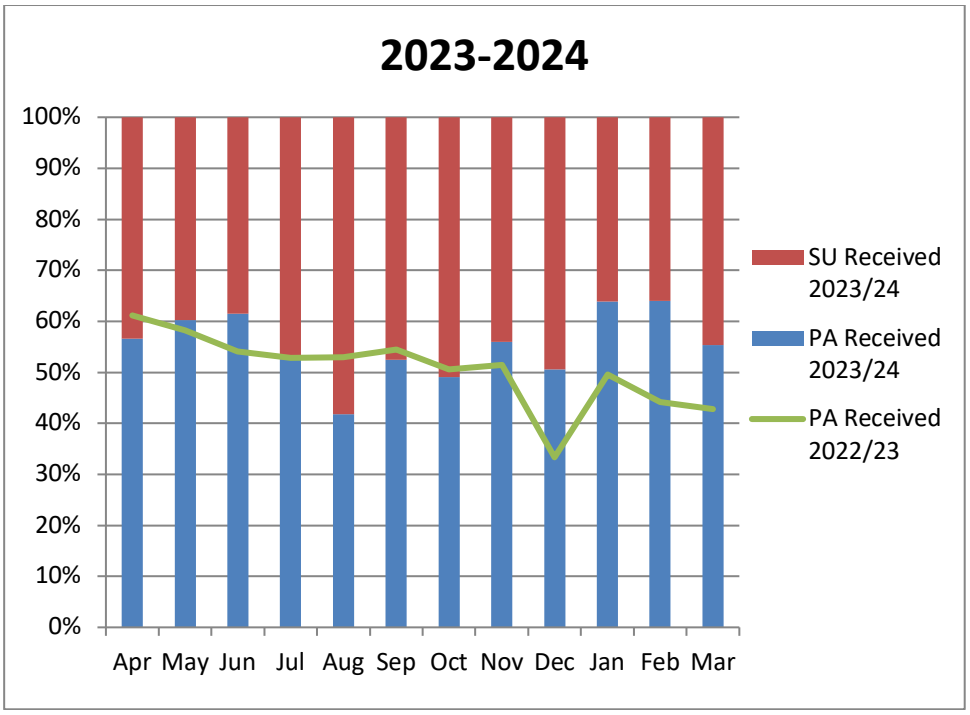


Number of Permit Applications

The following graph shows the split of permit applications received from both highway authority and utility promoters. On average in 2023-2024 (Less than previous years), the highway authorities generated approximately 60% and the utility promoters approximately 40% of the applications received.

Chart 5 - Number of Permit Applications





3.1.3 Analysis

Permits Granted and Refused

During 2021–2022, the trend of refusing fewer Permit Authority works compared with Utility Company works continued. The proportion of Permit Authority works refused was 9% of the overall total in 2021–2022, decreasing to 7.5% in 2022–2023. However, in 2023–2024 this figure doubled to 14.3%.

In contrast, the proportion of Utility Company works refused was 18.8% in 2021–2022, rising to 26.7% in 2022–2023 before decreasing to 23.2% in 2023–2024.

Number of Permit Applications

In 2021-2022 we received 21352 permit applications (65% were Highways Works, 35% were Utility Works). A large proportion of Highways works are reactive, so we granted the immediate permits for safety reasons, therefore refusals are less on immediate Highways Works.

The permitting software used by Greenwich treats variations to permits not yet granted or refused as an entirely new record rather than as an update to the original application, therefore both the original application and the variation need to be processed by Greenwich to ensure neither become deemed (granted by default) within its system. Greenwich statistics consequently show higher levels of applications and responses than would otherwise be the case.
Works promoters can ‘cancel’ or ‘abandon’ work before the application for a permit or variation has been responded to. In these cases, a response is not required from Greenwich.

3.2 KPI 2

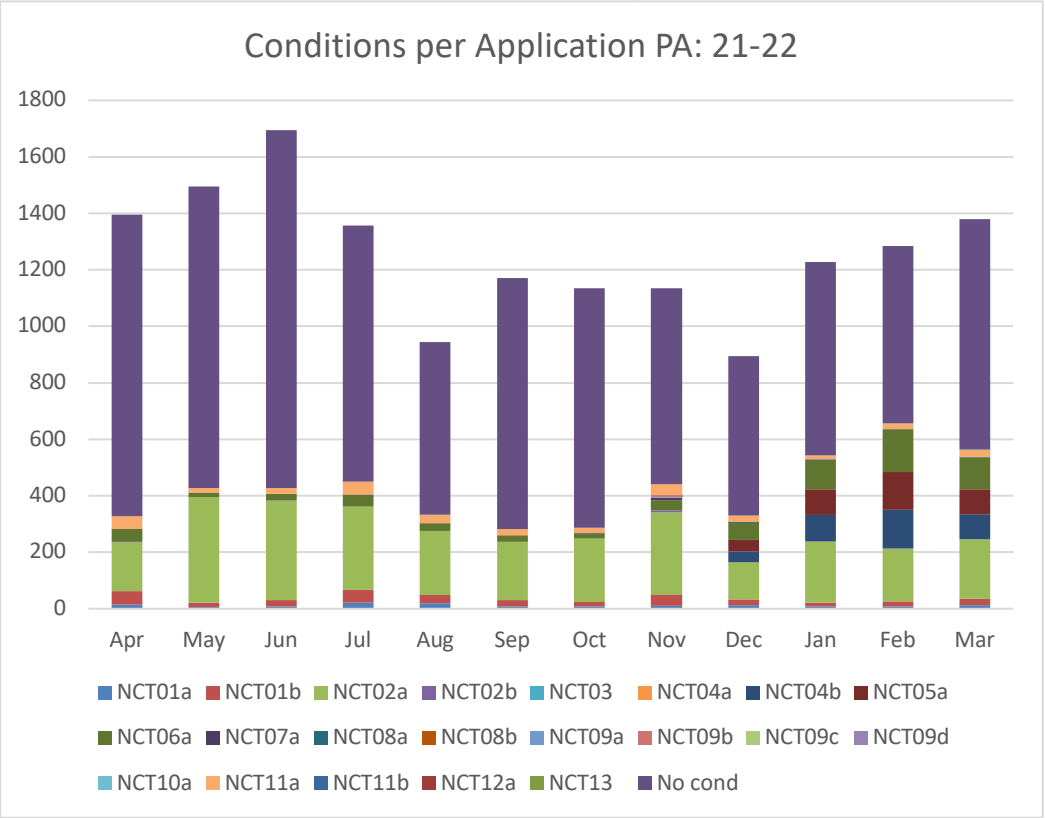
3.2.1 Indicator

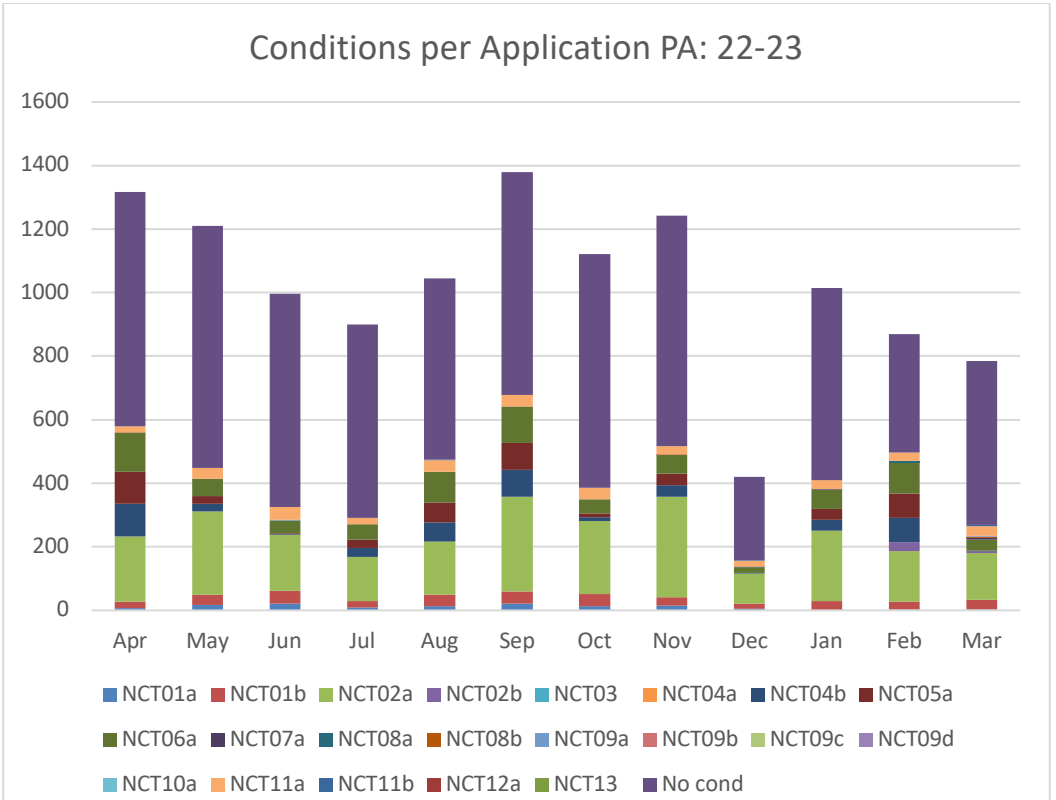
The number of conditions applied by condition type.

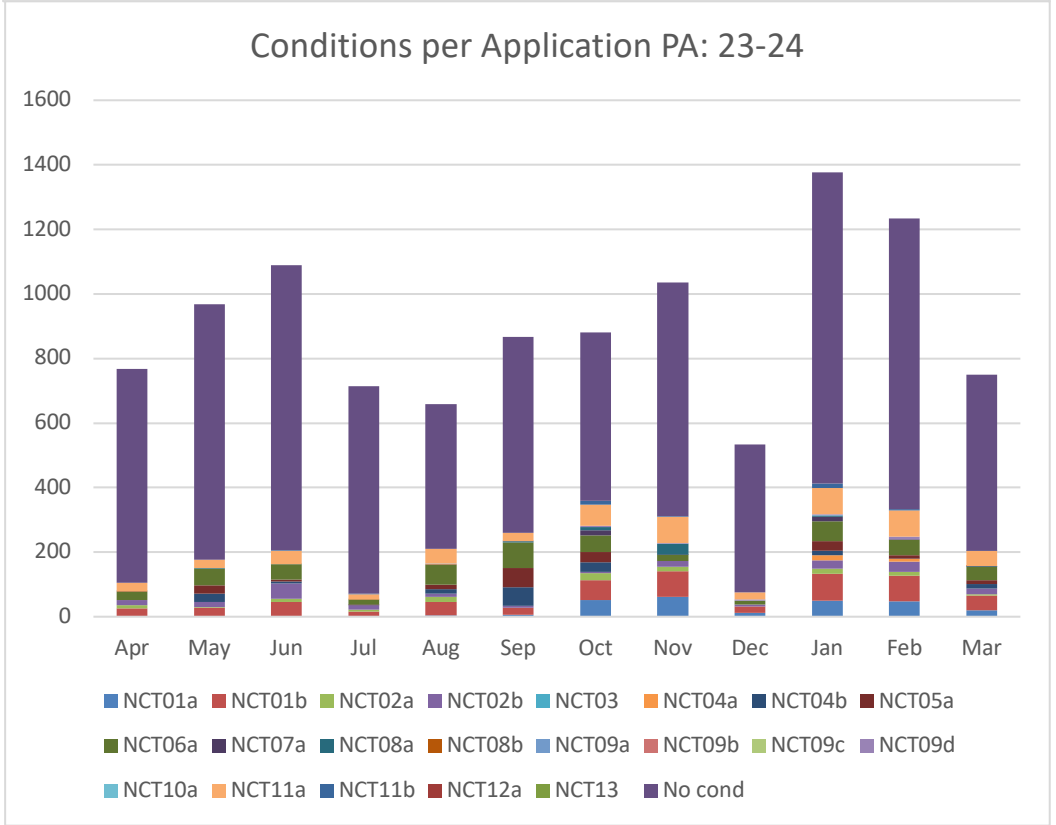
3.2.2 Results

The charts below show the percentage of permit conditions applied against permits in relation to works for road purposes and streets works undertaken by statutory undertakers on the basis of the 13 standard EToN conditions. A summary of the data is shown in Appendix 1.

Chart 6 - Number of times conditions applied – Permit Authority Works




Conditions per Application PA: 22-23
1600
1400
1200
1000
800
600
400
200
0
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
NCT01a
NCT01b
NCT02a
NCT02b
NCT03
NCT04a
NCT04b
NCT05a
NCT06a
NCT07a
NCT08a
NCT08b
NCT09a
NCT09b
NCT09c
NCT09d
NCT10a
NCT11a
NCT11b
NCT12a
NCT13
No cond


Conditions per Application PA: 23-24
1600
1400
1200
1000
800
600
400
200
0
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
NCT01a
NCT01b
NCT02a
NCT02b
NCT03
NCT04a
NCT04b
NCT05a
NCT06a
NCT07a
NCT08a
NCT08b
NCT09a
NCT09b
NCT09c
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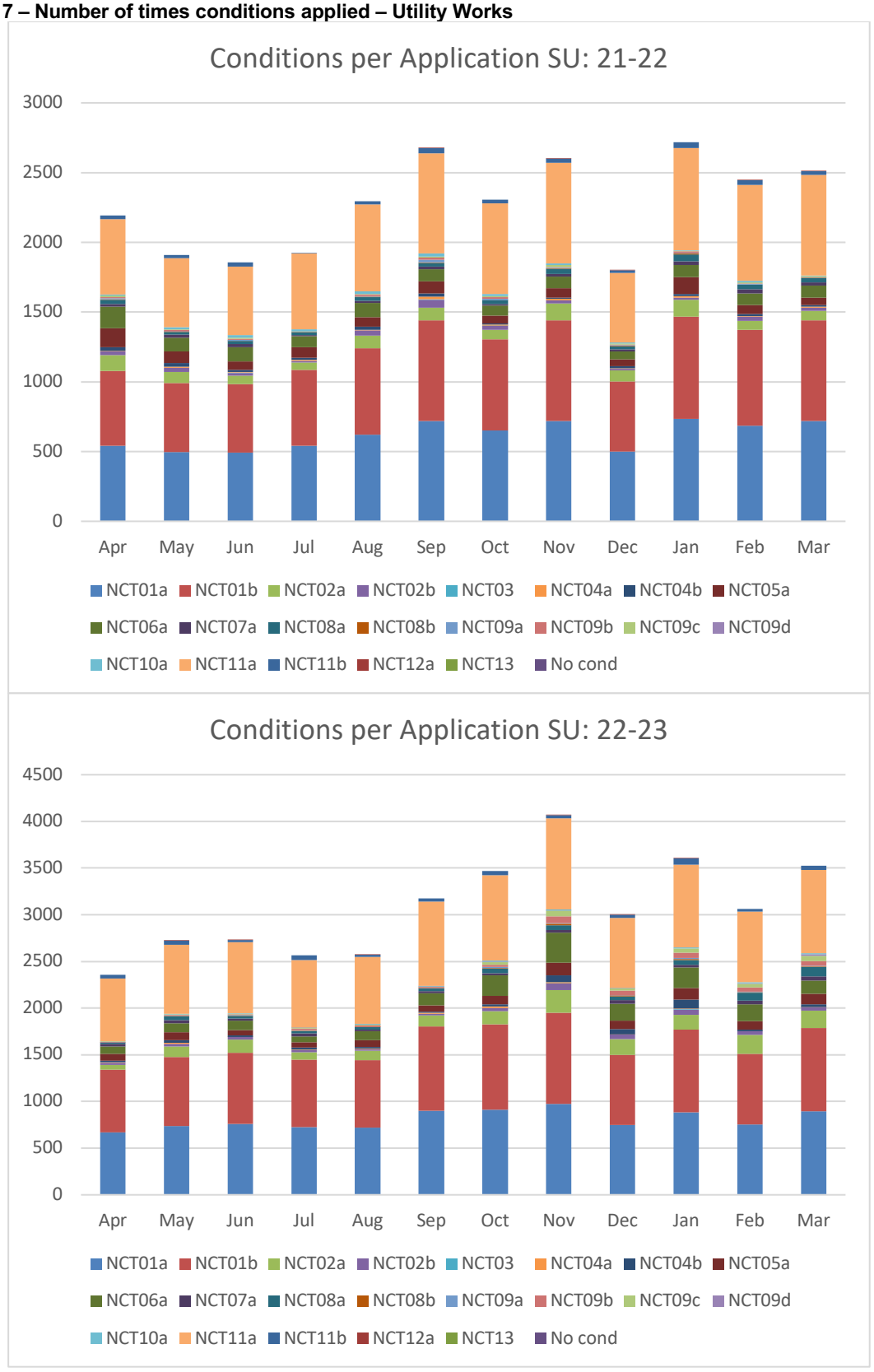
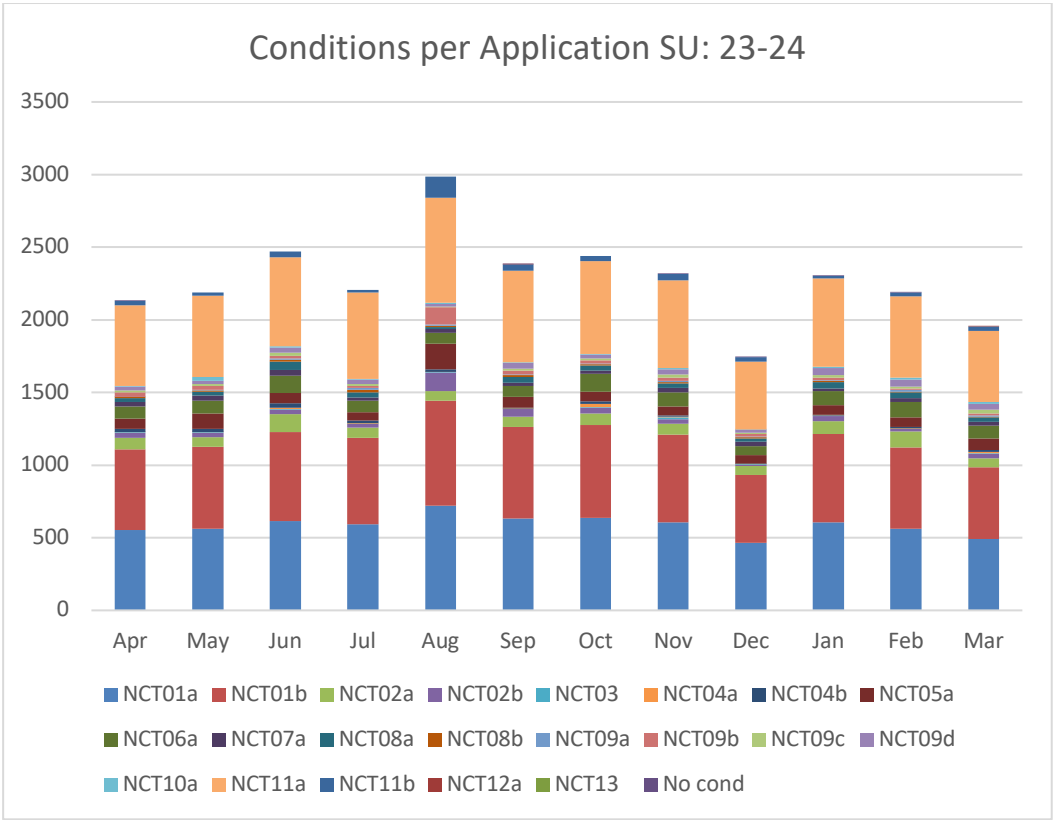
NCT10a
NCT11a
NCT11b
NCT12a
NCT13
No cond

Chart 7 – Number of times conditions applied – Utility Works





3.2.3 Analysis

In comparison of works carried out by Utilities and by our own contractors, the Utilities are more likely to use conditions 12 and 13 for their permits due to the nature of the works carried out by Utilities compared to the nature of the works carried out by our contractors. Our contractor also needs to use the other conditions more appropriately.

3.3 KPI 4

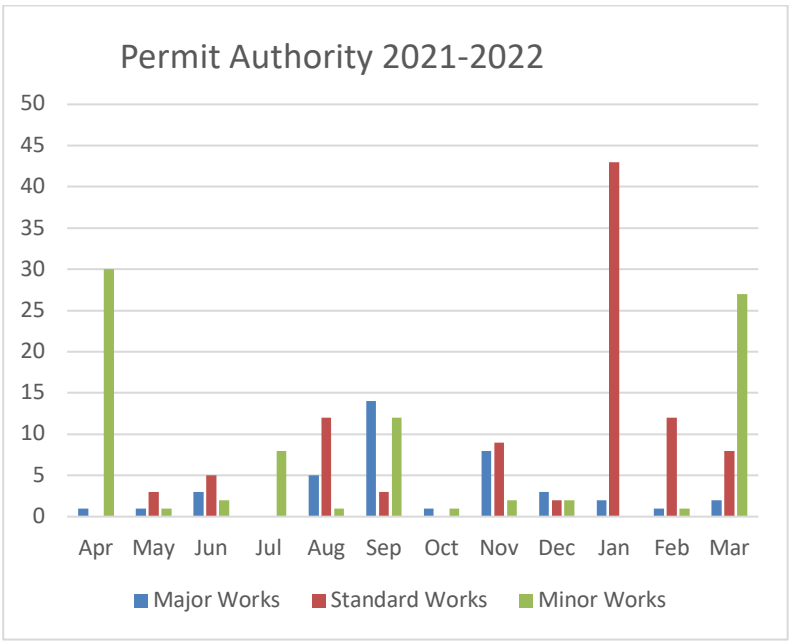
3.3.1 Indicator

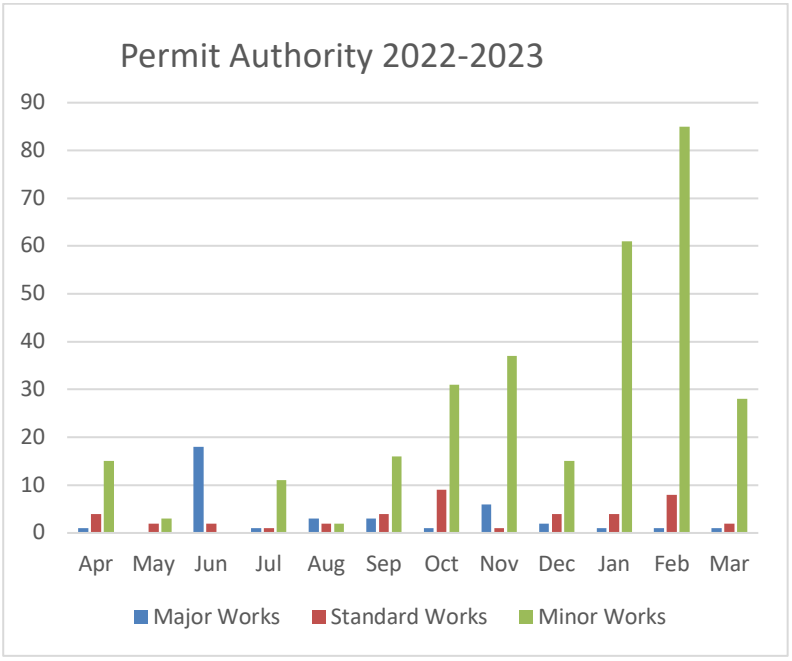
The number of occurrences of reducing the application period (early starts).

3.3.2 Results

The charts below show the number of early starts agreed for each category of works in relation to highway authority works for road purposes and works by statutory undertakers in **2021-2024** and provide a comparison with the total number of early starts agreed for the same periods in previous years. A summary of the data is shown in Appendix 1.

Chart 8 – Early Start Agreements – Permit Authority Works 2021-2024





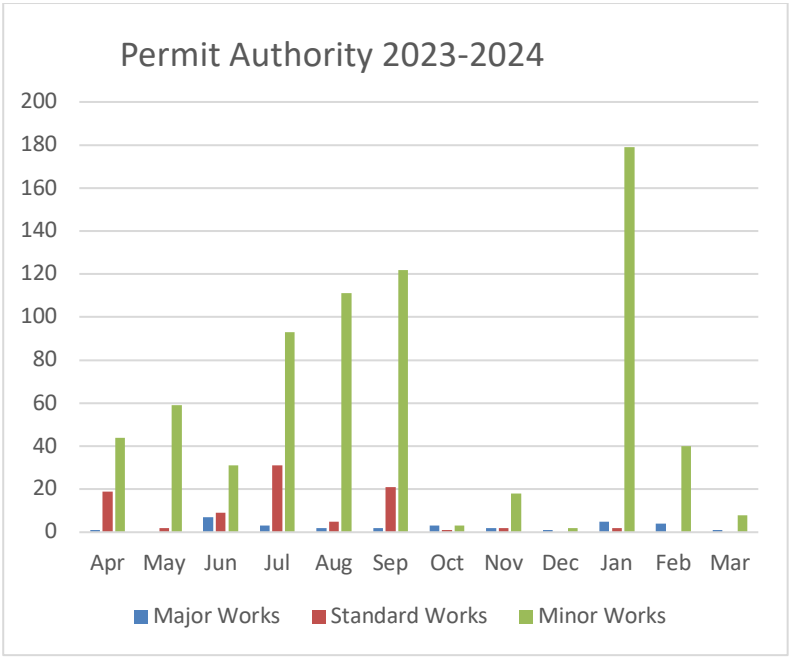
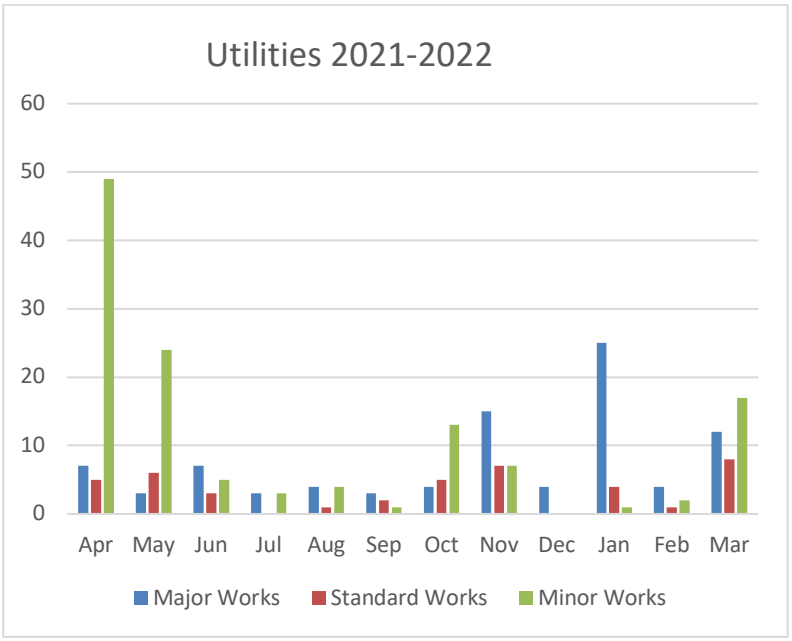
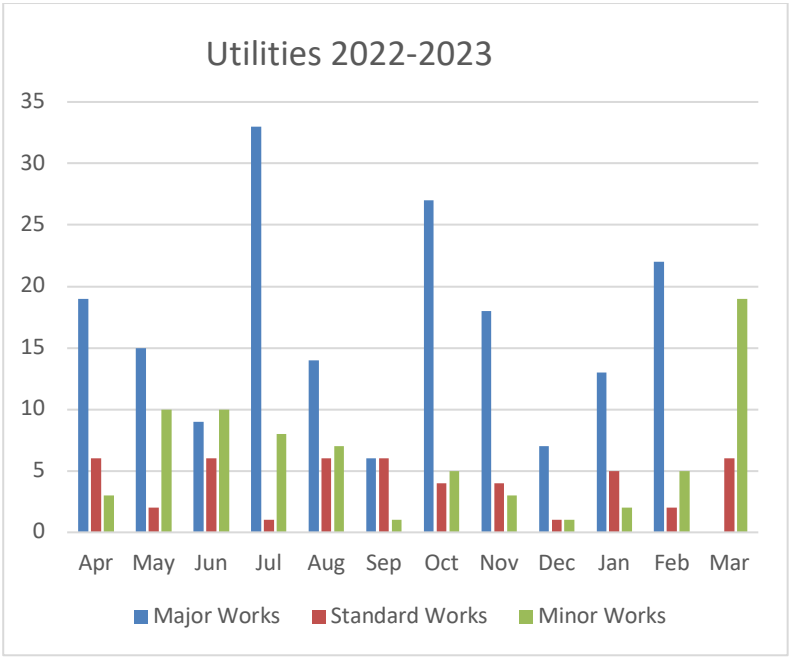
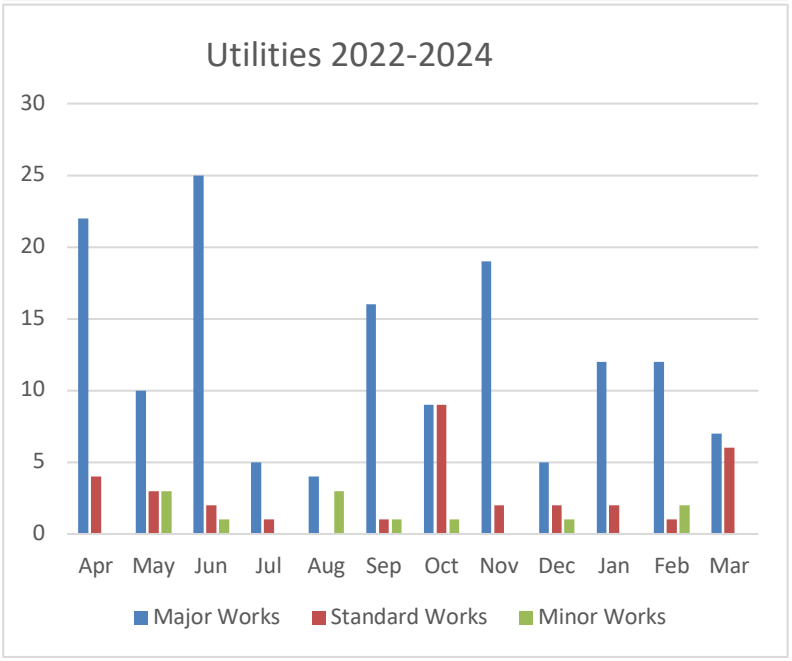


Chart 9 – Early Start Agreements – Utility Works 2021-2022







3.3.3 Analysis

This KPI was considered to be in relation to the number of times promoters were allowed by The Royal Borough of Greenwich to start their works without having to comply with the minimum permit application lead-in period, commonly known as an early start agreement.

LoPS provides a framework for The Royal Borough of Greenwich to treat all activities and activity promoters covered by the scheme on an equal basis. The above data shows that largely to be the

case. Early start requests are considered individually on their own merits by The Royal Borough of Greenwich and are never refused without a valid reason.

The number of 'early start requests' increased in 2022-2023 in comparison to 2021-2022

3.4 KPI 5

3.4.1 Indicator

The number of agreements to work in Section 58 and Section 58A restrictions. (Details of Section 58 and 58A restrictions will be provided as required under Section 8.3 of the TMA Code of Practice for Permits.)

3.4.2 Results

This data has been difficult to collate due to software issues and The Royal Borough of Greenwich is unable to provide any meaningful data regarding this KPI. It should be noted that text relating to this KPI within the Code of Practice for Permits indicates that this KPI is not supported by the EToN Systems.

4 Summary of Objectives Measures Data

This section outlines the draft Objective Measures (OMs) set by LoPS. The OMs were drafted with the expectation that the data could be collated in an efficient and consistent manner. Experience has demonstrated that this has not been the case and, as outlined in Section 2, this is being taken up at a national level to improve the effectiveness of measures in the future.

4.1 OM 1 - Average Journey Times

In the LoPS second year report it was recommended that additional research of the impact of this scheme on journey times should be undertaken. If the tools and techniques used in this research can provide strong statistical evidence that observed changes in journey times changes can be directly linked to LoPS then the draft indicator OM1 should be retained for future monitoring, otherwise it should be excluded. A further issue with this indicator is that, in its present form, it relies on a comparison between LoPS authorities and non-LoPS authorities. At the precent all the London Boroughs had joined LoPS over four different stages. This comparison is therefore extremely problematic and, as it has also not yet been possible to directly link average journey times with LoPS this indicator has been excluded.

TfL is working with other LoPS members to work on new indicators that may be more beneficial. It is anticipated that this work with tie in with the work on national performance Indicators

4.2 OM 2 - Journey Time Reliability

As with OM1 the second year LoPS report indicated that it had been very difficult to disentangle the direct impact of the permitting scheme on journey time reliability from other influences on the network. Again as for OM1 for a similar reason it proved very difficult to isolate from the data the impact of the timing at which new authorities beyond Phase 1 joined the scheme.

The phase two report also therefore recommended that additional research of the impact of this scheme on journey time reliability should be undertaken. If the tools and techniques used in this research can provide strong statistical evidence that observed changes in journey time reliability can be directly linked to LoPS then the draft indicator OM2 should be retained for future monitoring, otherwise it should be excluded.

As it has also not yet been possible to directly link average journey times with LoPS and as it has not been possible to accurately compare LoPS and non LoPS authorities, this indicator has been excluded.

TfL is working with other LoPS members to work on new indicators that may be more beneficial. It is anticipated that this work with tie in with the work on national performance Indicators

4.3 OM 3 - Number of Section 74 overruns

4.3.1 Indicator

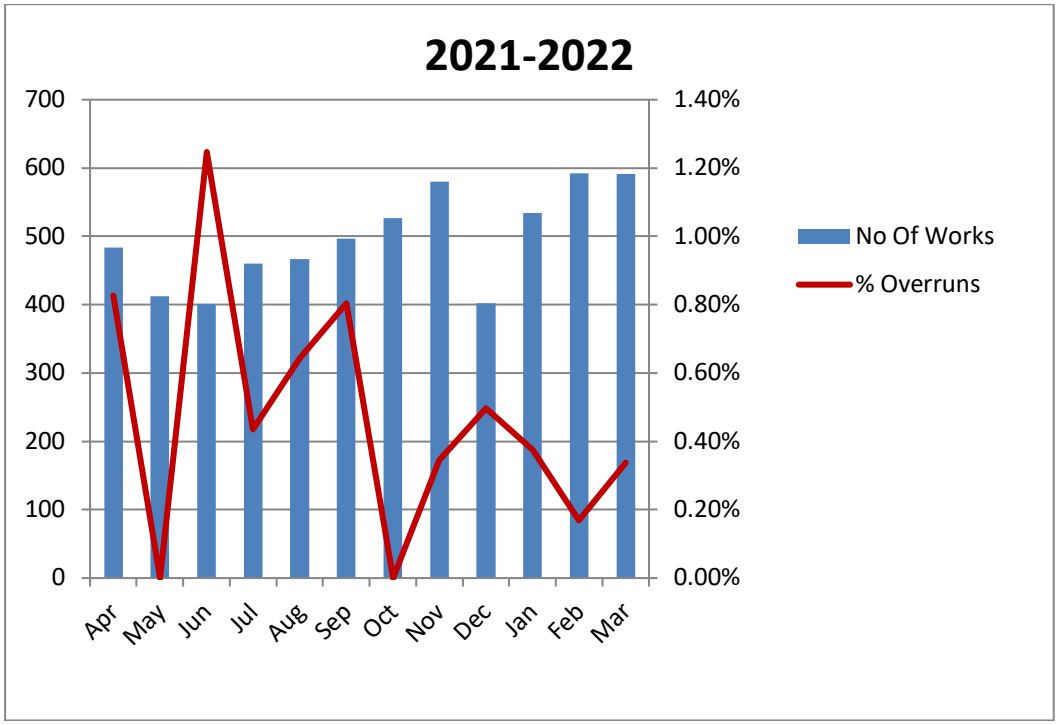
The number of section 74 overruns shown as a percentage of the number of works completed.

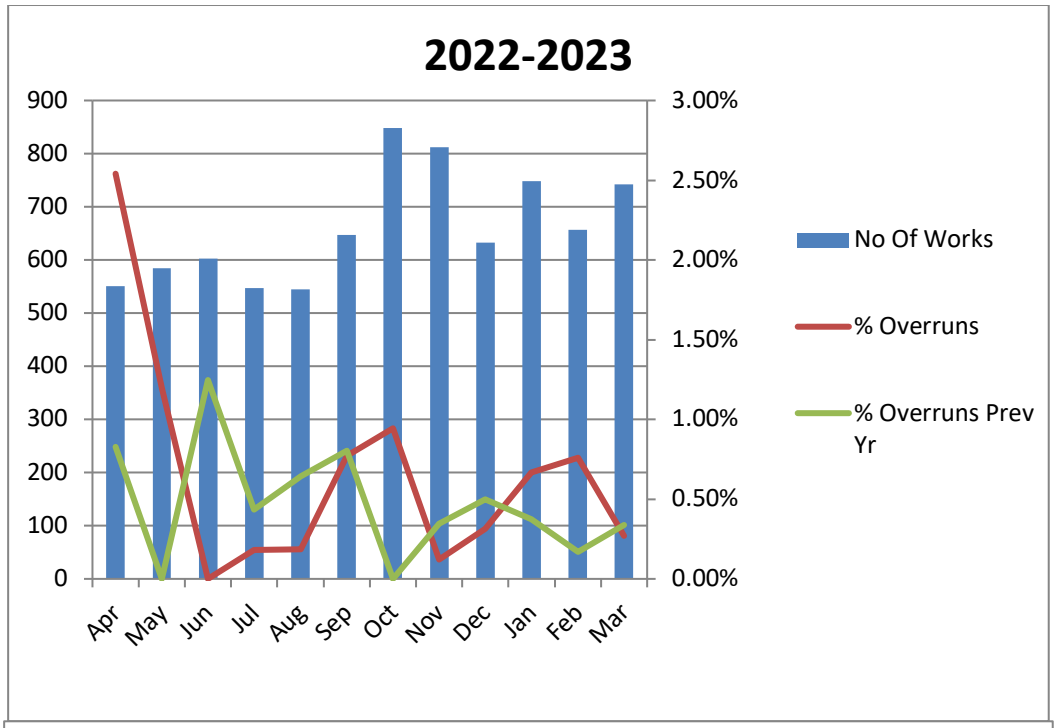
4.3.2 Results

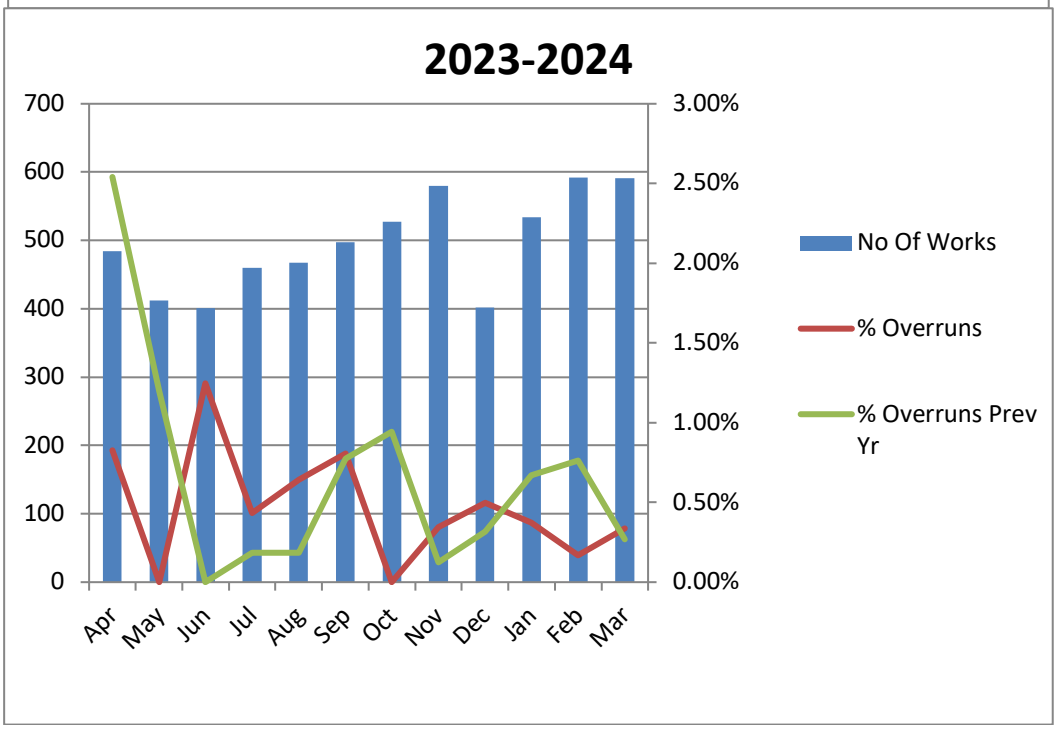
The measure for this OM is considered to be the number of works where an actual over-run was identified on site by the permit authority rather than any system generated over-runs indicated within the street works register. The data is collated by The Royal Borough of Greenwich outside of the EToN system and a summary of the data is shown in Appendix 1.

The chart below shows the number of overrun works as a percentage of the total number of recorded work sites in The Royal Borough of Greenwich and provides a comparison with the percentage of overrun works for the same periods in previous years.

Chart 10 – Percentage of Overrun Works







4.3.3 Analysis

It could be argued that the effectiveness of this measure is more in relation to the management of durations by works promoters through the S74 over-run process rather than the permit scheme. Whilst this measure sheds light on the effort of works promoters to complete works within agreed timescales it is not considered that it is a measure that is reflective of the success or failure or permitting.

Apart from a higher than average peak of overruns reported in June 2021, the number of overruns reported during 2023-2024 has fallen compared to 2021-2022

The Royal Borough of Greenwich has an on-going dialogue with utility companies regarding reasonable durations and enforces S74 charges where evidence of unnecessary occupation of the highway is found in order to drive improvements in performance. The authority engages with utility companies at regular performance meetings to ascertain the companies' plans for improvement where S74 levels are significant.

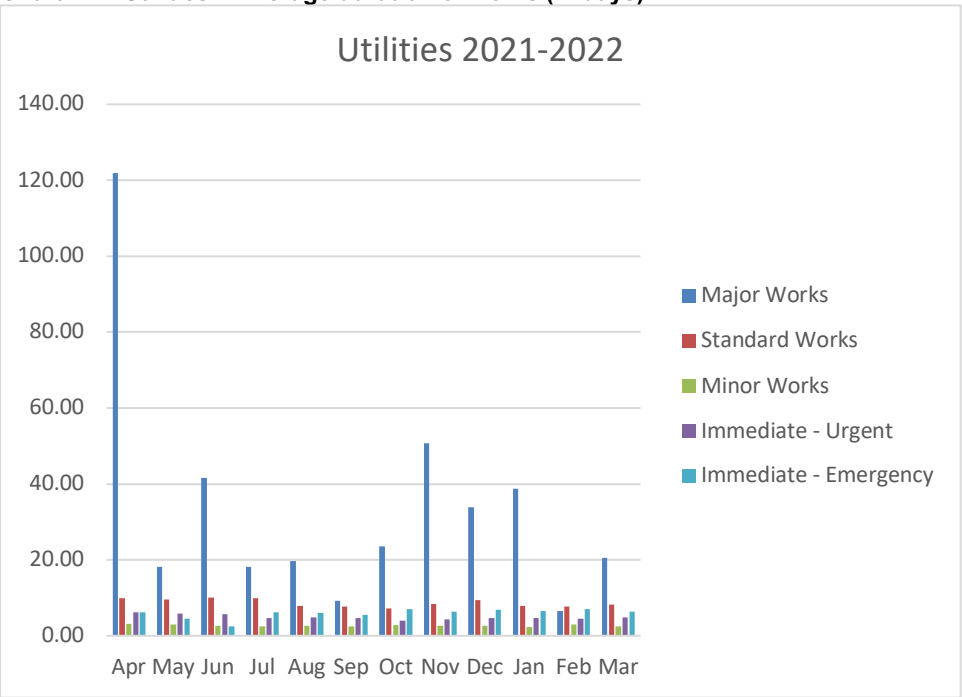
4.4 OM 4 - Average duration of works by work type

4.4.1 Indicator

The average duration in days of works split into separate SU and PA categories and by works type.

4.4.2 Results

Chart 11 – Utilities – Average duration of works (in days)



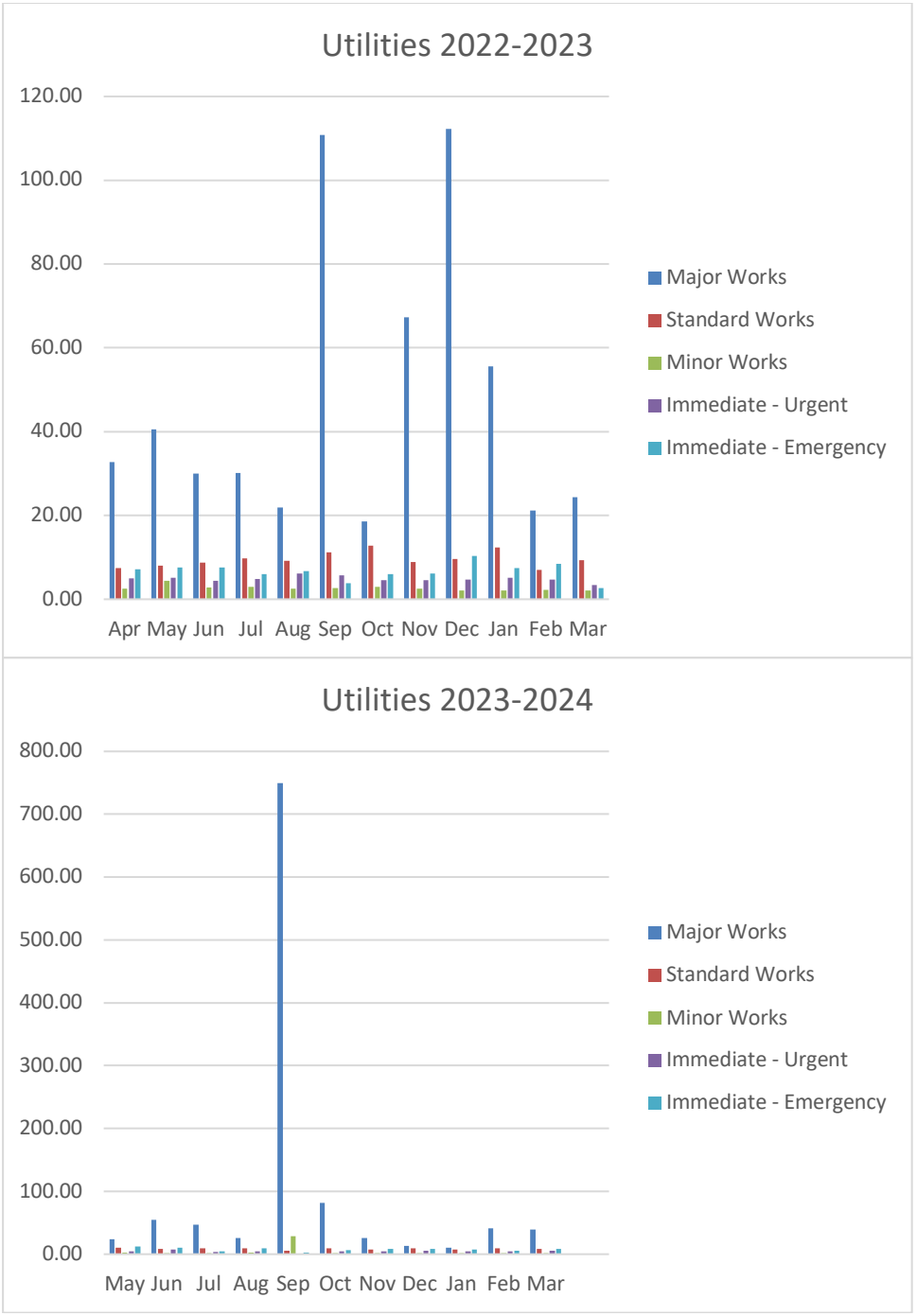
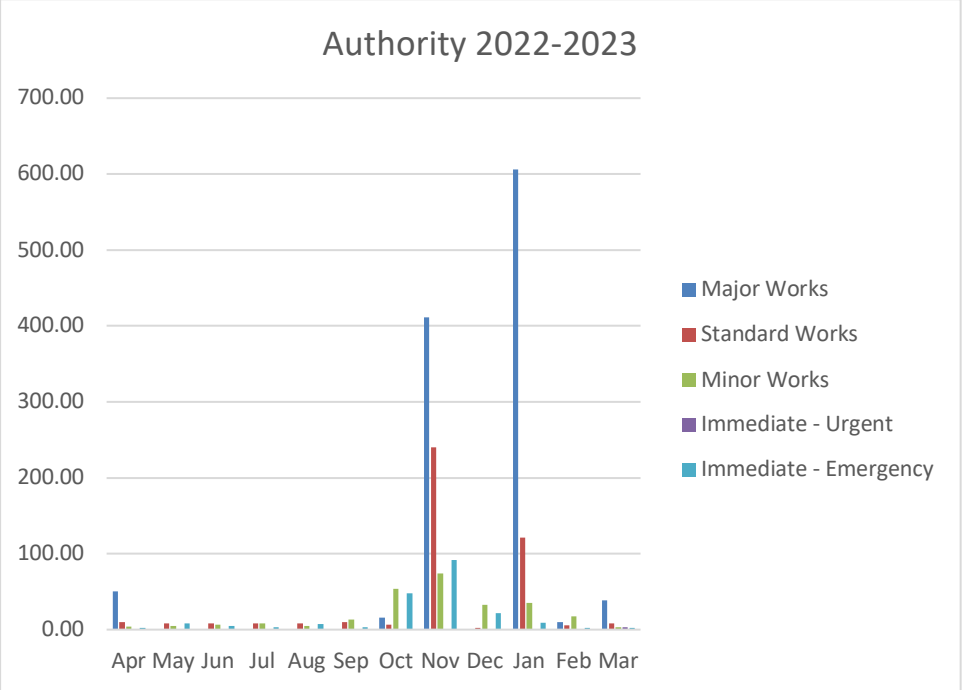
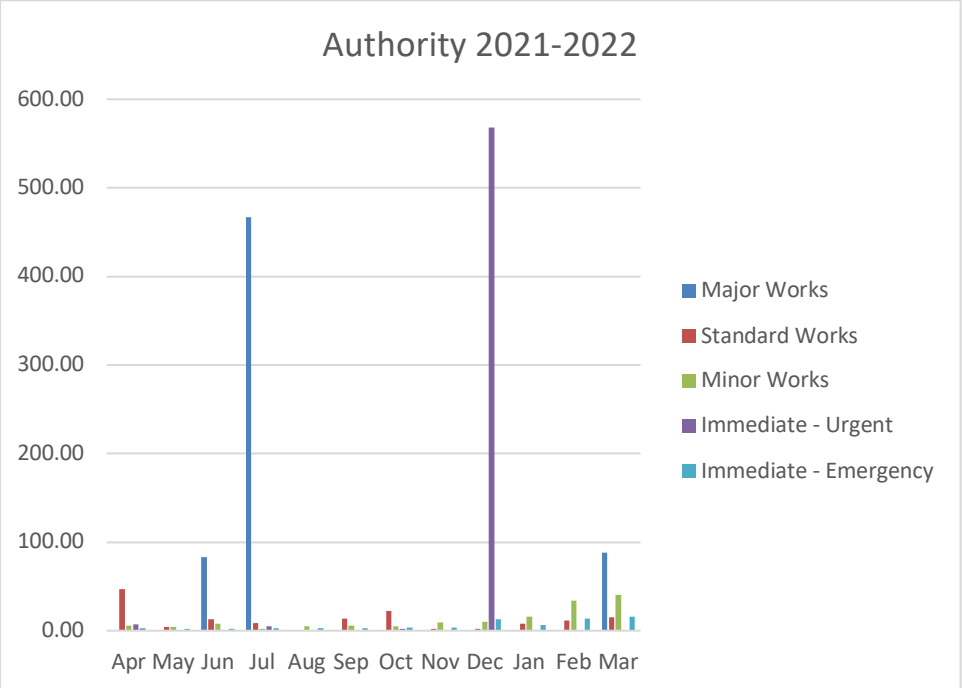
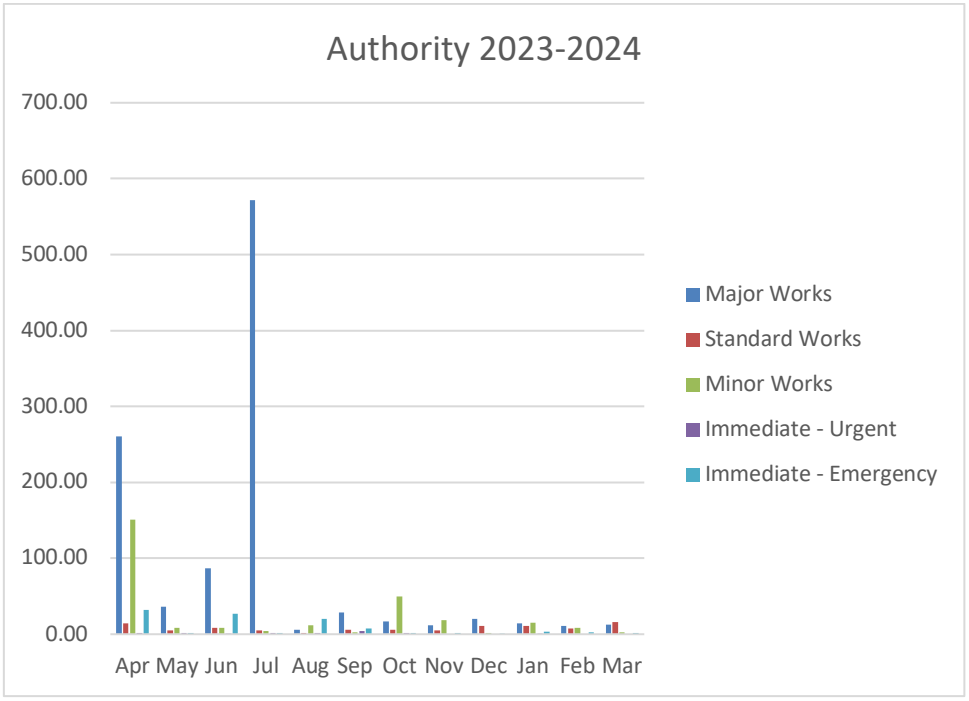

Utilities 2022-2023
120.00
100.00
80.00
60.00
40.00
20.00
0.00
Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar
Major Works
Standard Works
Minor Works
Immediate - Urgent
Immediate - Emergency
Utilities 2023-2024
800.00
700.00
600.00
500.00
400.00
300.00
200.00
100.00
0.00
May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar
Major Works
Standard Works
Minor Works
Immediate - Urgent
Immediate - Emergency

Chart 12 – Permit Authority – Average duration of works (in days)







4.5 OM 5 – Inspections

4.5.1 Indicator

This measure was intended to provide two separate performance indicators:

Number of failed Sample Category A inspections shown as a percentage of the total undertaken within a period.

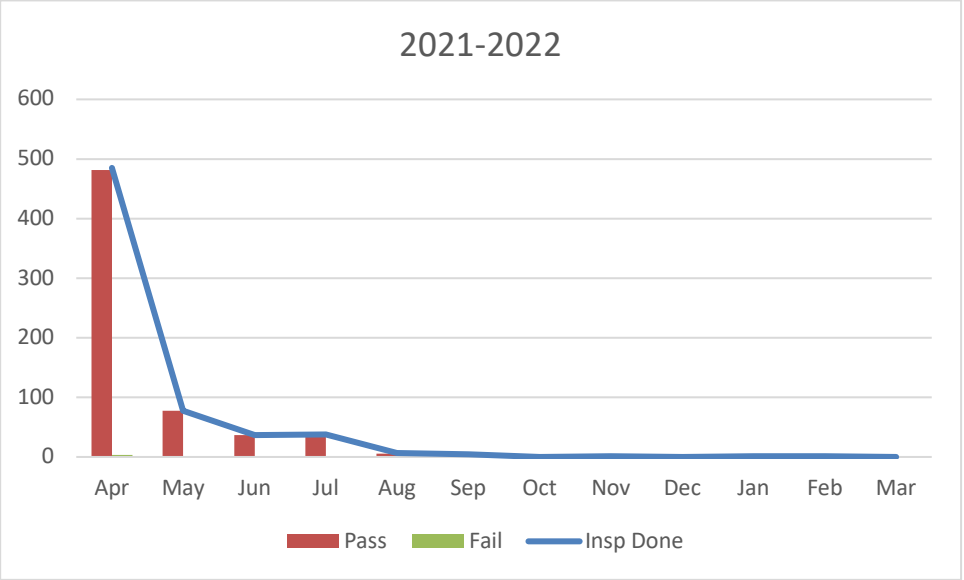
Number of failed permit conditions check (where one or more permit conditions have been breached) shown as a percentage of the total undertaken within a period.

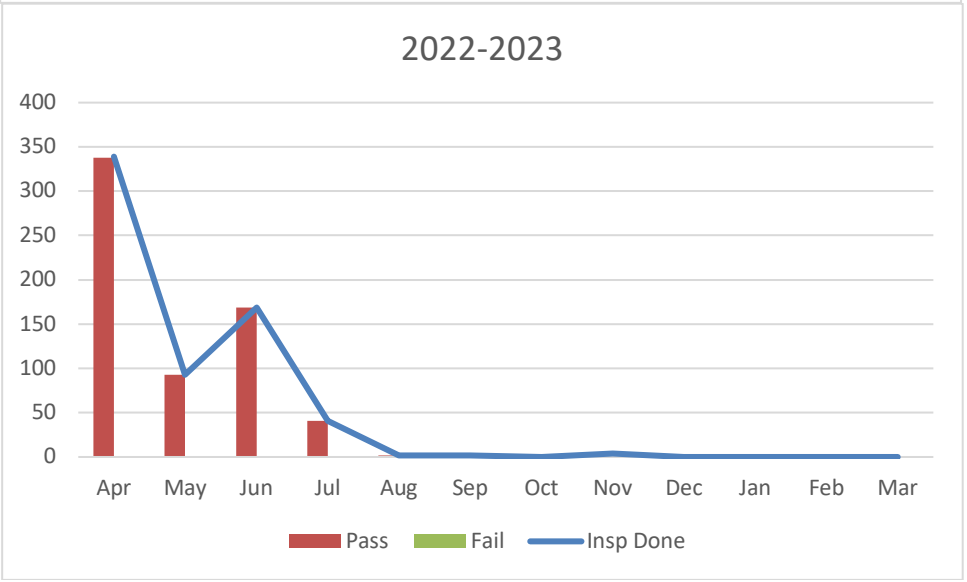
4.5.2 Results

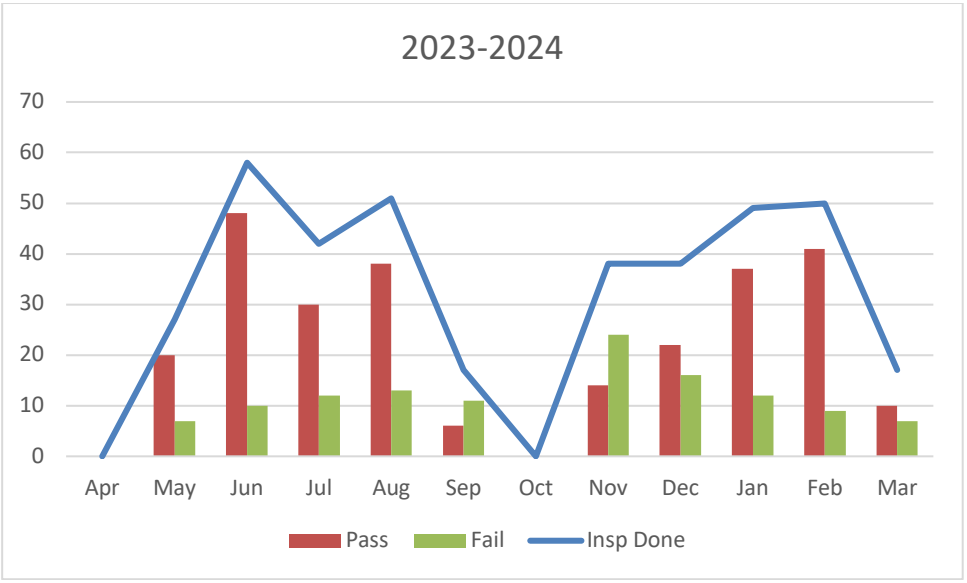
This data has been collated by, and a summary of the output is shown in Appendix 1.

The chart below shows a breakdown of Category A inspections completed by The Royal Borough of Greenwich and provides a comparison with the previous year's failure rates for the same periods.

Chart 13 – Sample Category A Inspections







4.5.3 Analysis

This data, whilst providing some insight into the rates of failure under the Sample Category A inspections, unfortunately cannot provide any figures on permit conditions compliance. An agreed format and standard for permit condition compliance checks are required and it is the intention of LoPS members to raise this with the National Permit Forum.

Percentage failure rates have been consistent through the years and in most instances are significantly higher than the 10% failure rate set out to instigate the issuing of improvement notices in the Code of Practice for Inspections.

The street authority has ultimate responsibility for the safety of all users of the highway and as such Greenwich raises any such concerns and discusses the necessity of Improvement plans at quarterly performance meetings with the works promoter.

4.6 OM 6 - Number of collaborative works

4.6.1 Indicator

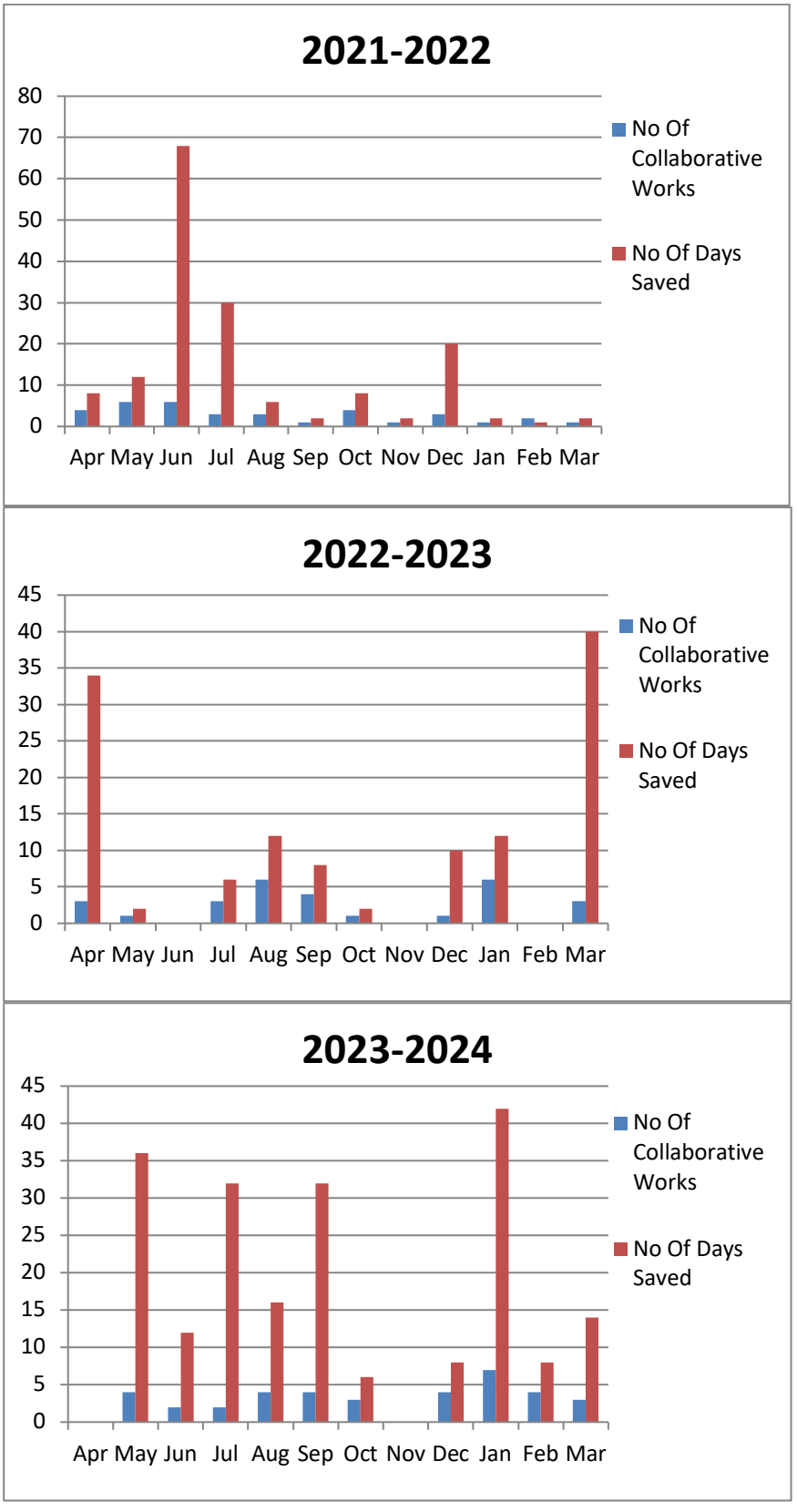
The number of collaborative works and the 479number of days saved as a result of collaborative works on the Authority road network between 2021-2024

4.6.2 Results

This data was collated by The Royal Borough of Greenwich outside the EToN system and a summary of the output is shown in Appendix 1.

The chart below shows the number of collaborative works that took place in The Royal Borough of Greenwich and the number of days saved in 2021-2024.

Chart 14 – Collaborative Works



4.6.3 Analysis

In comparison to 2023-2024, it appears that there are is an increasing effort on behalf of the utilities companies to plan and carry out joint works in order to reduce delays and inconvenience to road users.

4.7 OM 7 - Number of deemed permits

4.7.1 Indicator

The number of permits deemed to be granted due to permit authority failure to respond within the prescribed time periods

4.7.2 Results

This data was collated by The Royal Borough of Greenwich and a summary of the output is shown in Appendix 1.

The table below shows the total numbers of permit applications for highway authority works and works by utility promoters which became deemed.

Table 2 - Deemed Permits

2021- 2022 Deemed Applications												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
PA	19	29	13	12	16	5	17	6	6	15	19	20
SU	24	29	30	26	31	18	32	24	28	18	20	27

2022- 2023 Deemed Applications												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
PA	14	11	13	38	14	20	15	11	6	8	21	26
SU	27	44	24	45	42	34	64	50	21	37	36	34

2023- 2024 Deemed Applications												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
PA	12	6	9	7	8	13	8	5	5	10	8	15
SU	25	37	22	34	36	28	23	43	19	23	28	6

4.7.3 Analysis

Due to an increased focus on ensuring that all permit applications are responded to before the deadline, the amount of deemed permits variod in significantly compared to 2021-2024. This provides increased confidence that works have been appropriately co-ordinated with all other activities on the network. (total deemed permit for year 2021-2022 PA=158 & SU=307. The year 2022-2023, PA=197 & SU=458. The year 2023-2024, PA=106 &SU=324.

4.8 OM 8 - Number of conditions applied by condition type

Please see Section 3.2 - KPI 2.

4.9 OM 9 – Works undertaken on a road with S58 or S58a restrictions

Please see Section 3.4 - KPI 5.

5 Additional Measures

A series of additional measures were examined by the LoPS Business Task Force to see whether they could be provided with confidence to illustrate additional benefit from the scheme. A number of sources were used to derive this data, including the permit authority Local Registers, other authority databases, and the London Works Central Register.

5.1 FPNs (Permit Breaches)

Table 3 - FPNs issued 2021-2024

2021-2022	70(6)	74(7B)	19(1)	20(1)	Total
Utility Companies	360	787	102	51	1300
Permit Authority	779	6241	86	2	7108
Total	1139	7028	188	53	8408
2022-2023					
Utility Companies	249	514	138	56	957
Permit Authority	1141	5833	72	1	7047
Total	1390	6347	210	57	8004
2023-2024					
Utility Companies	135	274	146	396	951
Permit Authority	185	2803	559	5	3552
Total	320	3077	705	401	4503

In 2021-2022 the majority of permit breaches occurred on PA works. PA contractors are currently not charged for permit breaches. The number of permit breaches by utility companies has halved in comparison to 2023-2024

5.2 Cancelled Permits

Table 4 – Cancelled Permits 2021-2024

	2021-2022	2022-2023	2023-2024
Immediate	98	88	207
Minor	1017	1374	1457
Standard	195	225	175
Major	100	130	178

5.3 Extended Permits

Table 5 – Permit Extensions 2021-2024

2021- 2022 Permit Extensions												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
PA	1	1	2	0	6	15	21	10	69	8	15	27
SU	130	100	68	66	99	86	103	63	50	75	117	122
2022- 2023 Permit Extensions												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
PA	14	47	75	57	28	56	16	2	1	10	0	25
SU	97	84	96	150	161	181	163	186	137	145	120	207
2023- 2024 Permit Extensions												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
PA	3	1	1	1	0	3	18	2	1	1	1	2
SU	97	105	93	86	93	114	107	97	85	88	77	73

6 Individual Authority Feedback

Through the introduction of the London Permit Scheme, Royal Borough of Greenwich has seen improvements in coordination on its network. An Increasing the number of permits with accurate information has improved communication and improved cooperation in all areas. Furthermore it has allowed the Network management team to more effectively manage our own contractors.

Due to an economic upturn there has been a significant increase of building development work in Greenwich. This has increased the need for new supplies to facilitate these larger development projects. Greenwich Network team co-ordinate the street works with the intention to achieve maximum collaboration works. As a result of this we managed to save 493 days of disruption in the year of 2021-2024

In May 2009 Greenwich introduced the issuing of Fixed Penalty Notices (FPNs) before the London Permit Scheme for both NRSWA and TMA offences. This has provided Greenwich with an effective tool to monitor and drive improvements in performance for site safety and data accuracy and timeliness, essential for the successful co-ordination of works within the borough. Greenwich also issues Shadow FPNs against its own works in order to achieve parity in performance with all works promoters and feeds back the results through internal monthly performance meetings.

The introduction of the permit scheme has proved a much improved and effective planning tool, allowing the authority to coordinate planned works to minimise disruption and managing our network and thereby meeting out statutory obligation under the Network Management Duty.

7 Fee Structure / Costs and Benefits

Comparison of Income and Costs

The table below shows the amount of income generated from permit fees by the Royal Borough of Greenwich compared to the cost of operating the scheme across each of the three years:

Royal Borough of Greenwich	2021 - 2022	2022 - 2023	2023 - 2024
Operating Costs	£747,463.13	£792,020.69	£704,496.21
Income	£761,954.00	£785,113.00	£710,149.32
Surplus (+) / Deficit (-)	+ £14,490.87	- £6,907.69	+ £5,653.11

Review of income from permit fees

The Permit Scheme Regulations allows the Council to charge a fee to recover the prescribed costs for the administration of a permit, a provisional advanced authorisation, and the variation (alteration) of a permit. These fees are applied to statutory undertaker works only, not for work for road purposes (highway authority work).

The regulations require that the Council (as a permit authority) consider whether the fee structure needs to be changed in light of any surplus or deficit, to only recover the prescribed cost. The table above shows the income, (prescribed) cost and balance (income – cost) per scheme year.

Costs of Running the Scheme

The Royal Borough of Greenwich is permitted to recover costs and overheads associated with running a permit scheme for utility promoters that are over and above the costs of the time spent dealing with the utility promoter notices under the New Roads and Street Works Act 1991. Costs associated with the authority's own works cannot be recovered.

Staff costs have been based on officers that are in post and actual salaries. Where salaries across the team vary an average has been taken.

Across the three years of analysis there has been a slight surplus in the recovery of scheme costs (income – cost). Considering the relatively low level of surplus the Council are not considering any adjustment to the permit fee levels but will continue to monitor both the application volumes and income going forward.

Benefits of Running the Scheme

For all three years, the scheme has operated with a fluctuation of operating costs, this is mainly due to variations in staffing costs and the amount of staffing resources assigned to the management of the scheme.

The permit scheme has continued to offer the benefit of coordinating works more effectively and allowing greater control of ongoing works to deal with disruptive urgent and/or emergency activities on the network.

8 Conclusion

The Royal Borough of Greenwich's permit scheme contributes towards the achievement of Greenwich's corporate objectives as set out in its plan. The scheme allows for better communication leading to improved co-ordination enhanced through performance monitoring and feedback. The combination of which is reflected in the number of days of disruption saved not just through collaborative works but also through formed agreements of reasonable durations.

The minimisation of unnecessary congestion not only helps Greenwich achieve its Network Management Duty through improved traffic flow but helps deliver responsible growth and development, improved satisfaction of residents and a more competitive environment for business to thrive in.

Royal Borough of Greenwich continues to build working relationships with neighbouring road authorities (Bexley, Bromley and Lewisham) to ensure coordination is effective across boundaries.

Royal Borough of Greenwich continues to focus on the identification of collaborative working opportunities at the planning stages through early engagement with all stakeholders. In addition to the above the London Permit Scheme acts as valuable tool to share best practice amongst the other participants in order to continue improvements for the future across London and UK.

8 Glossary

ETоN system – The Electronic Transfer of Notices, the nationally agreed format for the transmission of notice information.

ETоN developers – representatives of the main software developers involved in street works and particularly in relation to the ETоN system

KPI – Key Performance Indicator as developed by the DfT and set out in the Permit Code of Practice

LoPS – London Permit Scheme for Road Works and Street Works

NMD – Network Management Duty, a legal obligation created by the Traffic Management Act 2004 for highway authorities to secure the expeditious movement of traffic

OM – Objective Measure

PAN – Permit Advice Note

PIN – Permit Information Note

TfL – Transport for London

TMA – Traffic Management Act 2004

Sample (Category) A – An inspection undertaken during the progress of the works as defined in Section 2.3.1 of The Code of Practice for Inspections 2002

Appendix 1

KPI- 1 – Data

The number of permit and permit variation applications received, the number granted and the number refused.

	Applications Received			Granted			Refused		
2021-2022	PA	SU	Total	PA	SU	Total	PA	SU	Total
April	1307	555	**1862**	1203	483	**1686**	9	14	**23**
May	1488	504	**1992**	1342	446	**1788**	19	16	**35**
June	1657	495	**2152**	1621	455	**2076**	5	12	**17**
July	1258	563	**1821**	1233	506	**1739**	2	19	**21**
August	881	634	**1515**	790	534	**1324**	40	28	**68**
September	1122	722	**1844**	1056	595	**1651**	12	35	**47**
October	1121	678	**1799**	1066	542	**1608**	11	28	**39**
November	1039	731	**1770**	1003	607	**1610**	7	27	**34**
December	760	513	**1273**	711	442	**1153**	5	12	**17**
January	1026	712	**1738**	952	613	**1565**	3	19	**22**
February	984	699	**1683**	936	576	**1512**	9	27	**36**
March	1166	737	**1903**	1116	633	**1749**	5	24	**29**
Total	**13809**	**7543**	**21352**	**13029**	**6432**	**19461**	**127**	**261**	**388**

	Applications Received			Granted			Refused		
2022-2023	PA	SU	Total	PA	SU	Total	PA	SU	Total
April	1083	688	**1771**	1011	587	**1598**	10	31	**41**
May	1090	781	**1871**	1024	674	**1698**	6	33	**39**
June	909	773	**1682**	837	666	**1503**	10	31	**41**
July	836	748	**1584**	766	647	**1413**	5	33	**38**
August	846	752	**1598**	802	675	**1477**	5	18	**23**
September	1111	927	**2038**	1056	805	**1861**	3	23	**26**
October	1012	989	**2001**	892	850	**1742**	7	44	**51**
November	1105	1044	**2149**	1014	863	**1877**	8	44	**52**
December	381	762	**1143**	353	667	**1020**	4	37	**41**
January	897	913	**1810**	814	820	**1634**	23	24	**47**
February	652	823	**1475**	588	707	**1295**	16	29	**45**
March	701	935	**1636**	641	811	**1452**	8	23	**31**
Total	**10623**	**10135**	**20758**	**9798**	**8772**	**18570**	**105**	**370**	**475**

2023-2024	Applications Received			Granted			Refused		
	PA	SU	Total	PA	SU	Total	PA	SU	Total
April	728	557	**1285**	632	477	**1109**	12	19	**31**
May	870	575	**1445**	829	504	**1333**	7	25	**32**
June	991	619	**1610**	889	509	**1398**	24	44	**68**
July	683	616	**1299**	653	550	**1203**	8	22	**30**
August	535	744	**1279**	506	653	**1159**	6	29	**35**
September	714	648	**1362**	663	537	**1200**	14	32	**46**
October	622	646	**1268**	552	553	**1105**	11	27	**38**
November	811	638	**1449**	681	565	**1246**	22	27	**49**
December	484	472	**956**	422	410	**832**	4	14	**18**
January	1068	605	**1673**	924	509	**1433**	45	37	**82**
February	982	553	**1535**	890	486	**1376**	33	28	**61**
March	609	492	**1101**	564	439	**1003**	13	17	**30**
Total	**9097**	**7165**	**16262**	**8205**	**6192**	**14397**	**199**	**321**	**520**

KPI 2 – The Number of Conditions Applied by Condition Type

PA 21-22	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
NCT01a	16	6	8	21	20	9	7	10	12	7	7	12
NCT01b	46	16	22	46	30	22	18	40	21	14	20	24
NCT02a	172	373	353	294	225	207	224	292	132	217	186	209
NCT02b	2	0	1	0	0	0	0	5	0	2	2	0
NCT03	0	0	0	0	0	0	0	0	0	0	0	0
NCT04a	0	0	0	0	0	0	0	0	0	0	0	0
NCT04b	0	0	0	0	0	0	0	0	38	93	135	89
NCT05a	0	0	0	0	0	0	0	0	41	89	135	89
NCT06a	46	16	22	44	27	21	18	38	60	105	150	113
NCT07a	0	0	0	0	1	1	1	9	2	1	0	0
NCT08a	0	0	0	0	0	0	1	0	1	0	0	3
NCT08b	0	0	0	0	0	0	0	0	0	0	0	0
NCT09a	0	0	0	0	0	0	0	1	1	1	1	0
NCT09b	0	0	0	0	0	0	0	7	0	0	0	0
NCT09c	0	0	0	0	0	0	0	0	0	0	0	0
NCT09d	0	0	0	0	0	0	0	0	0	0	0	0
NCT10a	0	0	0	0	0	0	0	0	0	0	0	0
NCT11a	46	16	22	46	30	22	18	40	21	14	20	24
NCT11b	0	0	0	0	1	1	0	0	0	0	0	2
NCT12a	0	0	0	0	0	0	0	0	0	0	0	0
NCT13	0	0	0	0	0	0	0	0	0	0	0	0
No cond	1068	1067	1267	906	611	887	848	693	565	685	629	814

PA 22-23	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
NCT01a	8	17	21	9	13	22	14	16	5	2	3	4
NCT01b	20	33	40	21	37	37	37	25	17	28	25	30
NCT02a	205	261	177	139	167	298	231	316	94	221	159	146
NCT02b	0	0	1	0	0	0	0	0	0	0	28	4
NCT03	0	0	0	0	0	0	0	0	0	0	0	0
NCT04a	0	0	0	0	0	0	0	0	0	0	0	0
NCT04b	102	24	2	27	61	85	12	37	2	34	77	2
NCT05a	102	24	2	27	61	84	11	37	0	34	76	2
NCT06a	122	56	41	48	97	116	44	59	18	61	96	34
NCT07a	1	0	0	0	0	0	0	0	2	1	0	7
NCT08a	0	0	0	0	0	0	0	0	0	0	6	0
NCT08b	0	0	0	0	0	0	0	0	0	0	0	1
NCT09a	0	0	1	0	0	0	0	0	0	0	0	2
NCT09b	0	0	0	0	0	0	0	1	0	0	0	0
NCT09c	0	0	0	0	0	0	0	0	0	0	0	0
NCT09d	0	0	0	0	0	0	0	0	0	1	0	2
NCT10a	0	0	0	0	0	0	0	0	0	0	0	0
NCT11a	20	33	40	21	37	37	37	25	18	28	26	30
NCT11b	0	0	0	0	2	0	0	0	2	1	0	5
NCT12a	0	0	0	0	0	0	0	0	0	0	0	0
NCT13	0	0	0	0	0	0	0	0	0	0	0	0
No cond	736	761	671	608	569	700	736	726	263	604	373	515

PA 23-24	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
NCT01a	0	1	3	0	4	6	52	62	11	50	47	19
NCT01b	26	26	42	15	42	21	61	79	20	82	80	47
NCT02a	10	2	10	6	15	0	22	13	0	17	12	4
NCT02b	16	17	49	14	11	6	3	18	7	25	32	18
NCT03	0	0	0	0	0	0	0	0	0	0	0	0
NCT04a	0	0	0	0	0	0	0	0	0	16	9	0
NCT04b	0	26	6	1	14	59	31	0	0	14	1	13
NCT05a	0	26	6	1	14	59	31	0	0	30	10	13
NCT06a	26	51	46	16	60	80	51	20	12	62	47	40
NCT07a	0	0	0	0	0	0	17	1	0	13	3	1
NCT08a	0	1	1	0	0	3	10	34	0	5	0	1
NCT08b	1	0	0	1	2	0	0	0	0	0	0	0
NCT09a	1	0	0	0	2	0	0	0	0	1	0	0
NCT09b	0	0	0	0	0	0	0	0	0	0	0	1
NCT09c	0	0	0	0	0	0	0	0	0	0	0	0
NCT09d	0	0	0	0	0	1	4	2	3	2	6	0
NCT10a	0	0	0	0	0	0	0	0	0	0	0	0
NCT11a	26	26	42	15	46	24	66	80	22	82	82	47
NCT11b	0	0	1	2	0	0	12	3	0	13	5	1
NCT12a	0	0	0	0	0	0	0	0	0	0	0	0
NCT13	0	0	0	0	0	0	0	0	0	0	0	0
No cond	661	793	884	643	449	608	521	724	459	965	899	544

SU 21-22	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
NCT01a	540	495	492	543	621	720	652	721	501	733	687	720
NCT01b	540	495	492	543	621	720	652	721	501	733	687	720
NCT02a	110	80	59	54	90	93	70	120	79	122	64	67
NCT02b	27	29	21	11	37	57	29	23	12	17	31	26
NCT03	0	0	1	0	0	1	1	0	0	0	0	0
NCT04a	6	11	7	6	4	18	8	9	3	10	1	6
NCT04b	26	24	13	14	23	25	8	9	15	14	15	13
NCT05a	134	85	63	77	66	85	55	70	52	122	67	53
NCT06a	155	99	100	81	104	87	73	80	55	86	83	87
NCT07a	21	21	22	7	14	20	10	21	14	28	29	21
NCT08a	28	19	22	17	26	26	25	36	25	47	32	30
NCT08b	5	2	2	2	5	6	3	5	4	7	0	4
NCT09a	6	3	8	3	3	17	10	2	1	5	7	4
NCT09b	10	9	8	1	12	17	10	7	6	11	4	1
NCT09c	10	3	7	1	4	7	9	12	7	4	7	7
NCT09d	0	0	0	0	0	0	0	0	0	0	0	0
NCT10a	8	15	17	16	20	21	14	14	6	5	9	4
NCT11a	540	495	492	543	621	720	652	721	501	733	687	720
NCT11b	26	25	32	7	23	37	26	28	17	41	34	28
NCT12a	0	0	0	0	0	2	0	3	1	0	6	1
NCT13	0	0	0	0	0	0	0	0	0	0	0	0
No cond	0	0	0	0	0	0	0	0	0	0	0	0

SU 22-23	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
NCT01a	669	739	760	723	721	902	913	976	749	885	756	894
NCT01b	669	739	760	723	721	902	913	976	749	885	756	894
NCT02a	54	113	143	80	104	118	143	243	171	156	203	185
NCT02b	21	26	25	24	17	15	34	71	48	59	35	37
NCT03	0	0	0	0	0	0	0	2	0	2	1	1
NCT04a	8	14	4	5	5	14	14	10	4	10	4	3
NCT04b	16	24	14	22	18	13	21	73	52	93	16	29
NCT05a	71	88	59	56	71	68	92	136	93	125	91	112
NCT06a	83	97	101	65	97	125	219	323	182	220	180	142
NCT07a	25	33	24	32	18	27	22	27	35	27	39	45
NCT08a	10	39	25	20	25	26	52	50	45	52	81	98
NCT08b	5	7	5	7	3	6	7	20	10	11	10	8
NCT09a	1	5	5	5	0	1	9	4	1	11	6	6
NCT09b	7	3	7	17	17	8	23	74	49	60	43	50
NCT09c	6	8	6	11	8	6	29	58	23	44	39	55
NCT09d	0	0	0	1	1	1	4	1	1	0	6	20
NCT10a	3	5	6	2	4	7	13	14	6	11	10	7
NCT11a	669	739	760	723	721	902	913	976	749	885	756	894
NCT11b	37	44	23	49	21	33	45	34	31	67	33	46
NCT12a	0	1	2	0	3	0	0	3	3	2	0	0
NCT13	0	0	0	0	0	0	0	0	0	0	0	0
No cond	0	0	0	0	0	0	0	0	0	0	0	0

SU 23-24	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
NCT01a	555	563	614	594	722	631	639	605	467	607	560	492
NCT01b	555	563	614	594	722	631	639	605	467	607	560	492
NCT02a	80	66	122	70	64	73	78	75	58	88	111	64
NCT02b	32	29	33	26	129	51	37	32	11	36	17	30
NCT03	5	6	4	2	3	2	7	12	2	2	2	6
NCT04a	1	2	6	4	1	2	22	5	2	2	4	5
NCT04b	22	22	31	19	20	4	16	9	5	6	10	15
NCT05a	69	106	71	55	176	77	67	61	57	65	67	80
NCT06a	87	88	122	81	74	76	123	98	62	95	105	86
NCT07a	29	32	39	19	24	20	21	29	29	19	27	28
NCT08a	26	30	56	39	16	40	38	31	23	45	40	31
NCT08b	7	7	15	15	10	11	6	8	8	7	2	3
NCT09a	2	4	6	15	9	6	6	11	7	5	12	8
NCT09b	29	27	20	10	118	26	21	19	16	16	10	15
NCT09c	17	11	23	17	5	12	16	24	8	22	15	25
NCT09d	24	25	32	28	15	41	23	37	21	48	49	40
NCT10a	7	24	8	5	10	4	7	7	3	8	11	13
NCT11a	555	563	614	594	722	631	639	605	467	607	560	492
NCT11b	28	22	39	17	148	43	33	42	30	18	26	28
NCT12a	0	0	0	0	0	2	0	0	0	0	0	1
NCT13	0	0	0	0	0	0	0	0	0	0	0	0
No cond	1	0	0	0	0	2	0	1	2	1	2	0

Condition Types

For reference the Permit Condition Type numbers are listed below:

NCT01a & NCT01b: Duration
NCT02a: Limit the days and times of day
NCT02b: Working hours
NCT03: Activities ancillary to those permitted - supplementary information
NCT04a: Removal of surplus material/plant
NCT04b: Storage of surplus materials/plant
NCT05a: Width and/or length of road space that can be occupied
NCT06a: Road space to be available to traffic/pedestrians at certain times of day
NCT07a: Road closed to traffic
NCT08a: Traffic management request
NCT08b: Manual control of traffic management
NCT09a: Changes to traffic management arrangements
NCT09b: Traffic management arrangements to be in place
NCT09c: Signal removal from operation when no longer required
NCT09d: Changes to traffic management arrangements
NCT10a: Employment of appropriate methodology
NCT11a: Display of permit number
NCT11b: Publicity for proposed works
NCT12a: Limit timing of certain events
NCT13: Exceptional circumstance
No Cond – No conditions supplied on permit

KPI 4 - The number of occurrences of reducing the application period (Early Start Agreements).

	PA 2021-2022											
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Major Works	1	1	3	0	5	14	1	8	3	2	1	2
Standard Works	0	3	5	0	12	3	0	9	2	43	12	8
Minor Works	30	1	2	8	1	12	1	2	2	0	1	27
Total	31	5	10	8	18	29	2	19	7	45	14	37
	SU 2021-2022											
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Major Works	7	3	7	3	4	3	4	15	4	25	4	12
Standard Works	5	6	3	0	1	2	5	7	0	4	1	8
Minor Works	49	24	5	3	4	1	13	7	0	1	2	17
Total	61	33	15	6	9	6	22	29	4	30	7	37
	PA 2022-2023											
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Major Works	1	0	18	1	3	3	1	6	2	1	1	1
Standard Works	4	2	2	1	2	4	9	1	4	4	8	2
Minor Works	15	3	0	11	2	16	31	37	15	61	85	28
Total	20	5	20	13	7	23	41	44	21	66	94	31
	SU 2022-2023											
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Major Works	19	15	9	33	14	6	27	18	7	13	22	0
Standard Works	6	2	6	1	6	6	4	4	1	5	2	6
Minor Works	3	10	10	8	7	1	5	3	1	2	5	19
Total	28	27	25	42	27	13	36	25	9	20	29	25
	PA 2023-2024											
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Major Works	1	0	7	3	2	2	3	2	1	5	4	1
Standard Works	19	2	9	31	5	21	1	2	0	2	0	0
Minor Works	44	59	31	93	111	122	3	18	2	179	40	8
Total	64	61	47	127	118	145	7	22	3	186	44	9
	SU 2023-2024											
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Major Works	22	10	25	5	4	16	9	19	5	12	12	7
Standard Works	4	3	2	1	0	1	9	2	2	2	1	6
Minor Works	0	3	1	0	3	1	1	0	1	0	2	0
Total	26	16	28	6	7	18	19	21	8	14	15	13

OM1 and OM 2

This data has been provided in section 4.1 above.

OM3 - Number of days of Section 74 overruns

2021-2022	No of Works Overrun	% of Works Overrun
Apr	4	0.83%
May	0	0.00%
Jun	5	1.25%
Jul	2	0.43%
Aug	3	0.64%
Sep	4	0.80%
Oct	0	0.00%
Nov	2	0.34%
Dec	2	0.50%
Jan	2	0.37%
Feb	1	0.17%
Mar	2	0.34%

2022-2023	No of Works Overrun	% of Works Overrun
Apr	14	2.54%
May	7	1.20%
Jun	0	0.00%
Jul	1	0.18%
Aug	1	0.18%
Sep	5	0.77%
Oct	8	0.94%
Nov	1	0.12%
Dec	2	0.32%
Jan	5	0.67%
Feb	5	0.76%
Mar	2	0.27%

2023-2024	No of Works Overrun	% of Works Overrun
Apr	7	1.46%
May	2	0.43%
Jun	5	1.05%
Jul	4	0.76%
Aug	5	1.06%
Sep	4	0.65%
Oct	3	0.58%
Nov	3	0.63%
Dec	3	0.81%
Jan	0	0.00%
Feb	7	1.48%
Mar	1	0.25%

OM 4 – Average Duration of Works by Works Type

	2021-2022	Major	Standard	Minor	Immediate Urgent	Immediate Emergency
Apr	PA Works	0.00	47.00	5.59	7.00	2.76
	SU Works	121.88	9.95	3.12	6.24	6.16
	Average Duration All	60.94	28.48	4.36	6.62	4.46
May	PA Works	0.00	4.00	4.55	0.00	2.26
	SU Works	18.11	9.50	2.95	5.78	4.54
	Average Duration All	9.06	6.75	3.75	2.89	3.40
Jun	PA Works	83.00	13.00	8.12	0.00	2.08
	SU Works	41.67	10.04	2.66	5.72	2.42
	Average Duration All	62.34	11.52	5.39	2.86	2.25
Jul	PA Works	467.00	8.50	2.45	4.69	2.96
	SU Works	18.18	9.97	2.45	4.69	6.18
	Average Duration All	242.59	9.24	2.45	4.69	4.57
Aug	PA Works	0.00	0.00	5.25	0.00	2.51
	SU Works	19.67	7.84	2.59	4.78	5.94
	Average Duration All	9.84	3.92	3.92	2.39	4.23
Sep	PA Works	0.00	13.50	5.37	0.00	2.50
	SU Works	9.18	7.76	2.47	4.66	5.50
	Average Duration All	4.59	10.63	3.92	2.33	4.00
Oct	PA Works	0.00	22.00	5.33	2.00	3.63
	SU Works	23.63	7.24	2.79	3.96	7.00
	Average Duration All	11.82	14.62	4.06	2.98	5.32
Nov	PA Works	0.00	2.00	9.40	0.00	3.75
	SU Works	50.67	8.39	2.65	4.36	6.30
	Average Duration All	25.34	5.20	6.03	2.18	5.03
Dec	PA Works	0.00	2.00	9.71	568.00	13.01
	SU Works	33.87	9.46	2.72	4.60	6.83
	Average Duration All	16.94	5.73	6.22	286.30	9.92
Jan	PA Works	0.00	7.52	16.04	0.00	6.20
	SU Works	38.75	7.88	2.23	4.60	6.52
	Average Duration All	19.38	7.70	9.14	2.30	6.36
Feb	PA Works	0.00	11.62	33.94	0.00	13.39
	SU Works	6.58	7.70	2.90	4.51	7.00
	Average Duration All	3.29	9.66	18.42	2.26	10.20
Mar	PA Works	88.25	15.09	40.23	0.00	15.76
	SU Works	20.54	8.15	2.41	4.86	6.30
	Average Duration All	54.40	11.62	21.32	2.43	11.03

	2022-2023	Major	Standard	Minor	Immediate Urgent	Immediate Emergency
Apr	PA Works	50.00	9.68	4.24	0.00	2.49
	SU Works	32.76	7.48	2.47	5.02	7.10
	Average Duration All	41.38	8.58	3.36	2.51	4.80
May	PA Works	0.00	8.09	5.14	0.00	8.29
	SU Works	40.50	7.95	4.36	5.06	7.65
	Average Duration All	20.25	8.02	4.75	2.53	7.97
Jun	PA Works	0.00	8.00	6.39	0.00	5.16
	SU Works	30.00	8.79	2.83	4.40	7.57
	Average Duration All	15.00	8.40	4.61	2.20	6.37
Jul	PA Works	0.00	8.50	8.42	0.00	2.74
	SU Works	30.16	9.81	2.89	4.81	6.00
	Average Duration All	15.08	9.16	5.66	2.41	4.37
Aug	PA Works	0.00	7.96	4.41	0.00	7.60
	SU Works	21.88	9.16	2.58	6.11	6.68
	Average Duration All	10.94	8.56	3.50	3.06	7.14
Sep	PA Works	0.00	9.54	13.54	0.00	3.32
	SU Works	110.74	11.25	2.64	5.73	3.87
	Average Duration All	55.37	10.40	8.09	2.87	3.60
Oct	PA Works	16.00	6.12	54.07	0.00	47.81
	SU Works	18.59	12.86	2.99	4.53	6.03
	Average Duration All	17.30	9.49	28.53	2.27	26.92
Nov	PA Works	411.33	239.90	74.00	0.00	91.75
	SU Works	67.33	8.85	2.51	4.48	6.20
	Average Duration All	239.33	124.38	38.26	2.24	48.98
Dec	PA Works	0.00	2.25	32.66	1.00	21.76
	SU Works	112.25	9.61	2.02	4.63	10.28
	Average Duration All	56.13	5.93	17.34	2.82	16.02
Jan	PA Works	606.00	121.50	35.07	0.00	9.38
	SU Works	55.53	12.38	2.13	5.14	7.46
	Average Duration All	330.77	66.94	18.60	2.57	8.42
Feb	PA Works	10.00	5.67	17.34	0.00	2.67
	SU Works	21.20	7.04	2.29	4.65	8.43
	Average Duration All	15.60	6.36	9.82	2.33	5.55
Mar	PA Works	38.50	8.40	2.90	3.20	2.40
	SU Works	24.40	9.30	2.02	3.40	2.60
	Average Duration All	31.45	8.85	2.46	3.30	2.50

	2023-2024	Major	Standard	Minor	Immediate Urgent	Immediate Emergency
Apr	PA Works	260.33	14.71	150.59	1.34	31.68
	SU Works	28.64	10.71	2.37	5.25	11.17
	Average Duration All	144.49	12.71	76.48	3.30	21.43
May	PA Works	36.00	4.67	8.25	1.53	1.29
	SU Works	24.00	10.38	2.24	4.36	11.83
	Average Duration All	30.00	7.53	5.25	2.95	6.56
Jun	PA Works	86.50	8.00	8.74	1.18	26.58
	SU Works	54.57	8.85	2.04	7.02	10.03
	Average Duration All	70.54	8.43	5.39	4.10	18.31
Jul	PA Works	571.50	5.00	4.27	2.00	1.68
	SU Works	46.86	9.47	2.07	3.88	4.71
	Average Duration All	309.18	7.24	3.17	2.94	3.20
Aug	PA Works	6.00	1.80	11.68	2.00	19.88
	SU Works	25.79	8.90	2.22	4.47	9.20
	Average Duration All	15.90	5.35	6.95	3.24	14.54
Sep	PA Works	28.82	6.26	2.12	4.49	7.27
	SU Works	749.75	5.10	28.82	0.00	2.22
	Average Duration All	389.29	5.68	15.47	2.25	4.75
Oct	PA Works	17.00	5.91	49.53	1.33	1.38
	SU Works	81.44	9.24	1.86	4.25	6.65
	Average Duration All	49.22	7.58	25.70	2.79	4.02
Nov	PA Works	11.50	4.76	18.53	0.00	1.45
	SU Works	25.68	7.90	1.72	4.53	8.02
	Average Duration All	18.59	6.33	10.13	2.27	4.74
Dec	PA Works	20.00	11.00	1.73	0.00	1.06
	SU Works	13.64	9.54	1.82	5.32	8.51
	Average Duration All	16.82	10.27	1.78	2.66	4.79
Jan	PA Works	14.00	11.22	14.92	1.00	3.38
	SU Works	10.54	7.76	1.64	4.70	7.66
	Average Duration All	12.27	9.49	8.28	2.85	5.52
Feb	PA Works	10.80	7.67	8.36	0.00	2.30
	SU Works	41.17	9.22	1.78	4.43	5.38
	Average Duration All	25.99	8.45	5.07	2.22	3.84
Mar	PA Works	12.60	16.00	2.60	0.00	1.86
	SU Works	39.50	8.71	1.70	5.58	8.76
	Average Duration All	26.05	12.36	2.15	2.79	5.31

OM 5 – Inspections

2021-2022	All Inspections	Pass	Fail	Fail (%)
Apr	1106	1068	38	3.44%
May	1056	1008	48	4.55%
Jun	1153	1103	50	4.34%
Jul	1239	1199	40	3.23%
Aug	1355	1307	48	3.54%
Sep	1438	1372	66	4.59%
Oct	1416	1381	35	2.47%
Nov	1739	1696	43	2.47%
Dec	864	831	33	3.82%
Jan	1130	1091	39	3.45%
Feb	1406	1367	39	2.77%
Mar	1498	1475	23	1.54%

2022-2023	All Inspections	Pass	Fail	Fail (%)
Apr	1189	1147	42	3.53%
May	1218	1183	35	2.87%
Jun	1286	1257	29	2.26%
Jul	1259	1226	33	2.62%
Aug	1597	1573	24	1.50%
Sep	1391	1346	45	3.24%
Oct	1712	1675	37	2.16%
Nov	1873	1834	39	2.08%
Dec	1301	1272	29	2.23%
Jan	1964	1914	50	2.55%
Feb	1551	1512	39	2.51%
Mar	862	819	43	4.99%

2023-2024	All Inspections	Pass	Fail	Fail (%)
Apr	659	620	39	5.92%
May	700	655	45	6.43%
Jun	1247	1158	89	7.14%
Jul	943	824	119	12.62%
Aug	949	860	89	9.38%
Sep	881	761	120	13.62%
Oct	783	676	107	13.67%
Nov	1013	882	131	12.93%
Dec	667	601	66	9.90%
Jan	814	719	95	11.67%
Feb	848	720	128	15.09%
Mar	631	581	50	7.92%

OM 6 – Number of Collaborative Works

2021-2022	Number of Collaborative Works Sites	Days of Disruption Saved
Apr	4	8
May	6	12
Jun	6	68
Jul	3	30
Aug	3	6
Sep	1	2
Oct	4	8
Nov	1	2
Dec	3	20
Jan	1	2
Feb	2	1
Mar	1	2

2022-2023	Number of Collaborative Works Sites	Days of Disruption Saved
Apr	3	34
May	1	2
Jun	0	0
Jul	3	6
Aug	6	12
Sep	4	8
Oct	1	2
Nov	0	0
Dec	1	10
Jan	6	12
Feb	0	0
Mar	3	40

2023-2024	Number of Collaborative Works Sites	Days of Disruption Saved
Apr	0	0
May	4	36
Jun	2	12
Jul	2	32
Aug	4	16
Sep	4	32
Oct	3	6
Nov	0	0
Dec	4	8
Jan	7	42
Feb	4	8
Mar	3	14

OM 7 – Number of Deemed Permits

This data has been provided in section 4.7 above.

Number of Completed Permit Types

The number of completed Permit Types per month.

2021- 2022 Completed Permit Types PA												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Major	7	7	13	20	5	10	18	54	4	11	14	13
Standard	1	3	3	0	12	3	1	8	38	86	122	86
Minor	1124	1672	1516	1050	590	875	918	783	584	760	637	918
Emergency	111	156	218	176	255	204	139	153	108	103	131	109
2022- 2023 Completed Permit Types PA												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Major	27	33	25	40	8	6	5	1	3	1	2	14
Standard	95	29	3	26	52	75	10	4	1	16	61	33
Minor	816	893	764	593	555	852	880	975	277	645	319	326
Emergency	116	112	71	108	107	89	42	70	52	168	160	166
2023- 2024 Completed Permit Types PA												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Major	1	1	9	4	5	1	5	0	1	7	5	0
Standard	18	20	14	11	25	61	23	3	39	7	0	0
Minor	234	380	539	240	351	344	332	391	203	424	388	205
Emergency	187	122	174	67	53	53	28	131	63	199	219	173
2021- 2022 Completed Permit Types SU												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Major	11	26	21	6	22	17	16	22	16	29	18	19
Standard	50	38	49	56	72	86	88	60	48	97	74	71
Minor	292	245	257	254	304	357	324	386	267	335	361	347
Emergency	110	134	122	141	147	146	158	141	114	144	134	196
2022- 2023 Completed Permit Types SU												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Major	16	17	32	39	22	36	34	7	22	24	25	34
Standard	71	86	85	100	85	131	111	97	40	73	71	82
Minor	333	394	364	286	365	468	474	596	402	490	408	435
Emergency	151	165	143	175	137	140	208	223	179	207	207	240

2023- 2024 Completed Permit Types SU												
	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Major	30	38	29	19	25	21	26	22	25	25	40	19
Standard	33	66	49	50	141	74	41	30	27	46	38	51
Minor	271	237	269	239	306	257	281	254	204	259	259	233
Emergency	146	151	151	203	165	190	211	216	163	194	175	121