LONDON PERMIT SCHEME

For Road Works and Street Works

LoPS Evaluation Report 2012-13

Royal Borough of Kensington and Chelsea and London Borough of Hammersmith and Fulham

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1 Executive Summary

This is a joint report by the Royal Borough of Kensington and Chelsea and the London Borough of Hammersmith and Fulham on the third year of operation of the London Permit Scheme (LoPS). The first annual LoPS report was published in April 2011 and was a joint report covering the 19 different authorities operating LoPS at that time. As a result of the complexities of additional authorities joining LoPS at different times, a decision was taken by LoPS authorities that each authority would be responsible for producing their own report in the second year. The London Borough of Hammersmith and Fulham published theirs in August 2013 and the Royal Borough of Kensington and Chelsea in October 2013.

In light of the ongoing close working relationships that both boroughs are developing as part of the bi-borough partnership it has been decided to produce one joint report for both authorities. This has provided the added advantage of being able to compare data and results alongside one another.

The Royal Borough of Kensington and Chelsea is primarily residential but is also an internationally recognised destination, hosts world renowned arts and cultural facilities, events and institutions and is home to some of London's most visited parks and outdoor spaces. There are 207 km of roads in the borough. 28 km (13.5 per cent) are A roads, 10 km (4.8 percent) are B roads and the remaining 169 km (81.6 per cent) are C roads or unclassified. Six per cent (12.5 km) of the roads in the borough are designated as part of the Transport for London Road Network (TLRN). Transport for London (TfL) is the Highway Authority for these routes

In Hammersmith and Fulham the road network consists of 218km of roads, of which approximately 14km are the direct responsibility of Transport for London. The borough contains three main busy town centers, 19 rail stations, three football clubs, three hospitals, Westfield shopping centre, six main entertainment venues, three strategic bridges crossing the Thames, one prison, 4 major annual sporting events and 52 schools all squeezed in to a land size of just over six square miles.

All of the above factors contribute to both council's having a busy road network seven days a week which has to be managed and balanced against competing demands. This is very challenging and something both councils take extremely seriously which is demonstrated by the way they take an active lead on a number of LoPS issues and other network management work streams.

LoPS was first introduced in both boroughs on the 11 January 2010 and covers all roads, including small residential roads.

The permitting scheme continues to offer both councils the best available means to control and manage road works. Internal works promoters have for some time now had LoPS requirements built into their processes.

The key highlights of this report are as follows :

- 82 days of disruption saved across both boroughs and new pro-active initiatives introduced
- Minimal numbers of permit applications going to deemed status demonstrating a pro-active approach to network management and parity being applied
- A reduction in the number of failed inspections from 11% to 8% in the Royal Borough and a bigger reduction in Hammersmith and Fulham from 20% to 11%
- Participation in the LoPS joint inspection exercise by Hammersmith and Fulham
- Over a 50% reduction in the number of early start requests by the Royal Borough of Kensington and Chelsea's contractors demonstrating more refined works planning

The number of permits that were refused across both boroughs increased in 2012/13. This is slightly disappointing because it was expected that a reduction would be seen given that works promoters have had three years to get used to the requirements.

There is slight concern that the level of compliance from works promoters has dropped in 2012/13 as there has been an increase in the number of fixed penalty notices recorded.

Both councils will continue to work closely with their LoPS colleagues and play an integral role in the various working groups to further refine some of the processes that may assist with the ongoing operation of the permit scheme.

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 Kensington and Chelsea and the London Borough of Hammersmith and Fulham on 11 January 2010.

This report sets out an overview of LoPS operational performance in its third year. The report provides detailed scrutiny of the available data in relation to street works and activities in both boroughs.

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 within the second year of operation.

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

The Royal Borough of Kensington and Chelsea and the London Borough of Hammersmith and Fulham have continued to work closely with one another under the umbrella of bi-borough working. This has allowed more opportunities to share network management information and further enhance their close working relationships with utilities and other stakeholders. Joint co-ordination meetings and other network management meetings continue to be held to great effect. Both boroughs maintain an active role in the LoPS Operational Committee which continues to provide help and guidance to all permitting authorities in helping them meet their network management responsibilities. Both boroughs have assisted their colleagues in other permitting boroughs on a number of occasions by providing advice and guidance on things such as IT systems and our own internal processes.

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;

Both boroughs continue to actively promote collaborative working within their authorities in an effort to reduce the amount of disruption on their networks and work with all work promoters, internal and external, to agree on works programmes which can be delivered in the best way possible for both parties. Continued close

working relationships have enabled information to be shared which in turn has enabled works to be delivered on time and with minimal problems. Bi-borough co-ordination meetings are held to maximise cross boundary co-ordination and to provide added benefit to works promoters who attend.

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;

Both boroughs place a high emphasis on site safety as part of their own routine site inspections. This has been supplemented by participation in the joint inspection programme set up by the Works Task Force. The Royal Borough was the first borough to take part in the exercise in 2011/12 and Hammersmith and Fulham were one of four boroughs who volunteered to partake in 2012/13. The Royal Boroughs representative continues to chair the Works Task Force and has been active alongside his fellow task force members in helping develop the exercise into something more valuable that all stakeholders can learn from.

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

Both the LoPS Joint Permit Working Group and Operational Committee continue to meet on a quarterly basis to provide an opportunity for all members to share personal knowledge and experience on a number of subjects associated with permits. This environment has been invaluable for some members, particularly the new permitting authorities. It has also seen some lively debates that have been good to have, even though a universal agreement hasn't always been reached.

Both councils have actively encouraged the use of rapid cure concrete on their road networks following the good work that TfL and Transport Research Laboratory have done on developing a specification for the material. This has helped reduce durations of works in a number of different locations.

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

Both boroughs are always encouraging works promoters to use new techniques available on the market to prevent unnecessary damage to the highway. Work promoters continue to be consulted at an early stage prior to major schemes being implemented to provide opportunity for work promoters to renew or check their apparatus and plant. The robust inspection regime that both boroughs operate also contributes to ensuring the structure of the highway is maintained.

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

The Permit Advice Notes (PANs) that have helped deliver some aspects of LoPS were revised and brought up to date in 2012/13. They continue to be a good source of information and process to use for everyone. Whilst it is not always

possible to get universal agreement on certain topics every attempt is made to see if a PAN can be used to bring clarity or consistency to an issue.

Representatives from both councils, as part of their role in the LoPS Business Task Force, have played an integral role in updating the model condition test that was introduced in 2012/13.

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

Parity continues to be applied to all work promoters in both boroughs. The network management teams in both boroughs continue to remain independent from internal works promoters within their organizations. The results of the joint inspection exercise in Hammersmith and Fulham demonstrates that permitting processes are well and truly embedded within their contractor's workforce.

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 to undertake that function. Further details on these task forces is available in Section 22.7 of LoPS . 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 representatives.

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. During 2012-13, five more authorities joined LoPS

London Borough of Kingston
London Borough of Tower Hamlets
London Borough of Merton
London Borough of Bexley
London Borough of Sutton

The London Borough of Havering joined the scheme shortly after on 1 April 2013 meaning that LoPS now applies on all of London roads.

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.

LoPS Works Task Force

The LoPS Works Task Force has continued to conduct the joint inspection exercise across LoPS boroughs. A number of authorities were involved in the joint inspection exercise in undertaking inspections on their network and contributing to the joint inspection process as one of the assessors. Joint inspections were undertaken within the following boroughs;

London Borough of Hammersmith and Fulham
London Borough of Bromley
London Borough of Lambeth
London Borough of Islington

Towards the end of 2012/2013 the group decided to review how the joint inspections were being carried out because although they were proving to be useful the group were finding it difficult to identify and single out the specific areas of good practice that everyone can learn from. As a result the group developed an alternative assessment criteria that will allocate scores to each area of work and to the overall result. This will enable sites to be compared with one another easier. It was important for everyone to understand that although this would create some kind of scoring system it would not be used to criticise or share with outside bodies. It was to purely to help with identifying areas of good practice to promote to the wider LoPS community. The new assessment criteria is due to be signed off by the Joint Permit Working Group in 2013/2014.

Site Planning Task Force

The Site Planning Task Force has responsibility for Objective Measures 3, 4 and 9 of LoPS and appointed a new chair in September 2012. Since then, it has primarily focused its attention on a review of durations for all work types with the aim of introducing an agreed London-wide standard. It is intended that a paper will be circulated shortly for comment amongst LoPS members.

Also within its remit, the group has begun work to consider ways in which damage to the structure of the highway can be minimised as well as reviewing reinstatement materials and looking at sensible working protocols for streets with Section 58/58a restrictions.

LoPS Business Task Force

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

The group took a leading role in developing a common set of permit refusal codes which were introduced on 1 April 1012 and also the redrafting the LoPS permit conditions which were introduced in early 2013. The new refusal texts were adopted by all LoPS authorities and provide a detailed breakdown of the reasons why permit applications are refused. It is envisaged that works promoters can use this information to improve their permit application process thereby reducing the level of permit refusals. To assist LoPS authorities in providing their annual reports the group also developed an annual report template for use by authorities.

2.4 Measures – KPIs and OMs

As per the First 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

The Royal Borough of Kensington and Chelsea use the Bentley (formally known as Exor) street works system and Hammersmith and Fulham use CONFIRM. Both systems have limited capabilities when it comes to reporting on the KPI/OM's. CONFIRM is slightly better in that it is able to report on KPI2 whereas Bentley is not. KPI4, OM3 and OM6 all continue to be captured outside of both street works systems because no reports are available to provide the information needed. KPI5 and OM9 are also unable to be obtained from the systems and are not recorded

outside of the systems either.

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 third year of operation in both the Royal Borough of Kensington and Chelsea and the London Borough of Hammersmith and Fulham. The complete summary of the data can be found in Appendix 1.

Table 1 – Royal Borough of Kensington and Chelsea

Permits Received/Granted/Refused	Number
Total permit and permit variation applications received by Royal Borough of Kensington and Chelsea during second year	17016
- Total permits with status that cannot be determined:	1327
= Total permits granted or refused:	15689
Total granted:	11203
Total refused:	4486

Table 2 – London Borough of Hammersmith and Fulham

Permits Received/Granted/Refused	Number
Total permit and permit variation applications received by Hammersmith and Fulham during second year of scheme	20909
- Total permits with status that cannot be determined:	7761
= Total permits granted or refused:	13167
Total granted:	11324
Total refused:	1843

The data provided in the above table has been collated separately from both boroughs permitting systems and a summary of collated data is shown in Appendix 1.

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

1. Different permitting software systems provided slightly differing interpretations of the permitting arrangements. In particular, existing permit

applications which had not been granted or refused could only be modified by the submission of a permit variation. However the receipt of this variation was dealt with differently by the Confirm and Bentley system. The Confirm systems treated the variation as updating an existing application, while the Bentley system treated the variation as an entirely new record. In the case of Bentley, both the original application and the variation needed to be processed by the Royal Borough to ensure neither became deemed (granted by default) within the system; however in the early days of operation many of these subsequently varied permit applications became shown as deemed even though the later variation had been granted or refused. This affects the results in two ways.

a. The statistics show high levels of received applications when compared to the number granted or refused.
b. Once this issue had been identified, affected authorities show increased levels of refusals as they needed to refuse the earlier versions of any modified permit application.

2. 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.

3. 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 an authority could respond to the initial application. The systems did not allow the authority 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.

The charts below show a breakdown of the data into applications granted and refused in relation to works carried out by the Royal Borough of Kensington and Chelsea and the London Borough of Hammersmith and Fulham and works by utility promoters, and provide a comparison with the percentage of permits granted in 2011/12 and 2010.

Chart 1 - Permits Granted and Refused – Royal Borough of Kensington and Chelsea Works

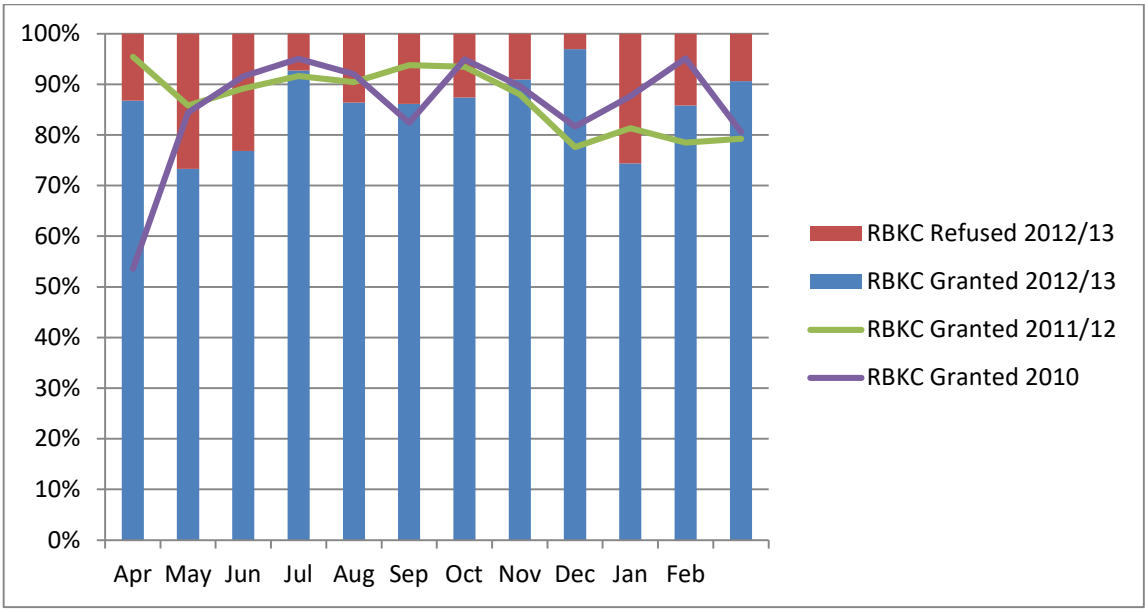


Chart 2 - Permits Granted and Refused – Utility Works in the Royal Borough of Kensington and Chelsea

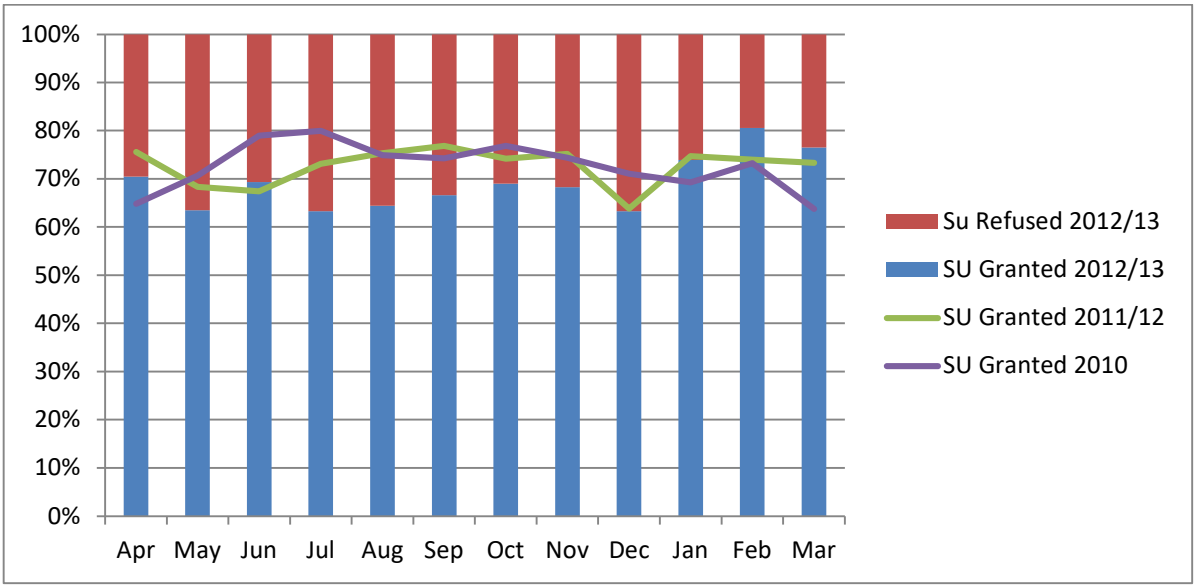


Chart 3 – Permits Granted and Refused – London Borough of Hammersmith and Fulham Works

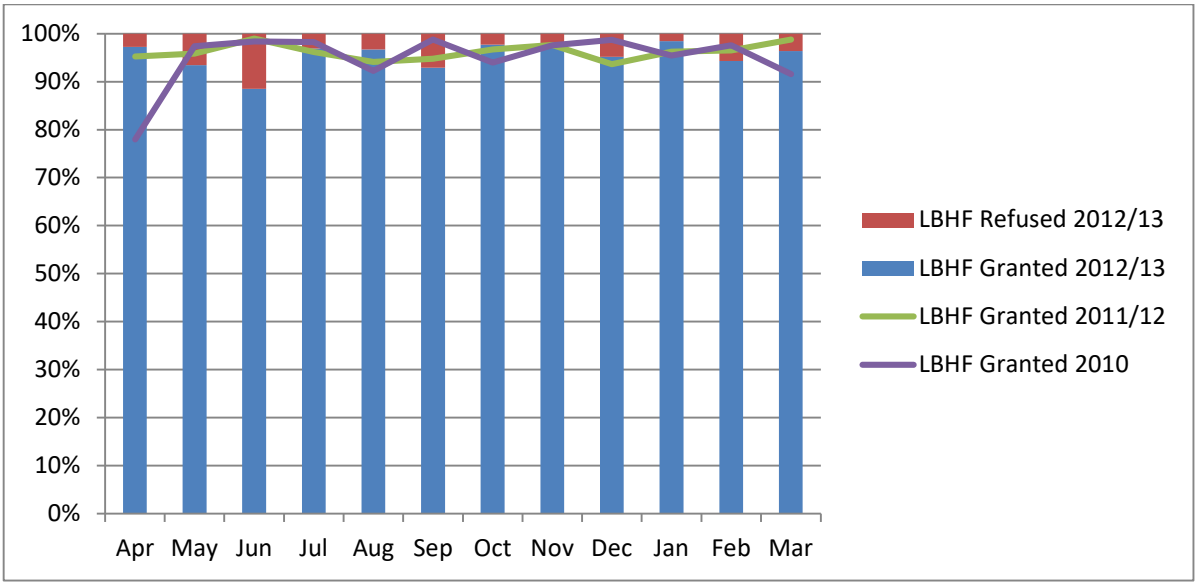


Chart 4 - Permits Granted and Refused – Utility Works in the London Borough of Hammersmith and Fulham

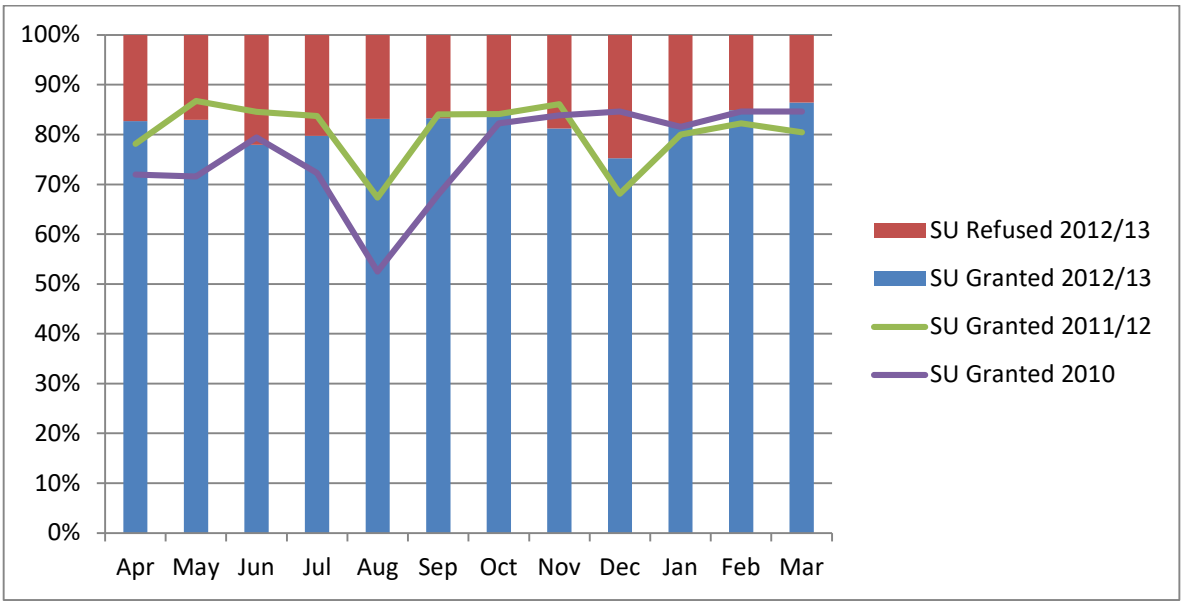


Chart 5 – Royal Borough of Kensington and Chelsea Works Permits Granted and Refused by Activity Type

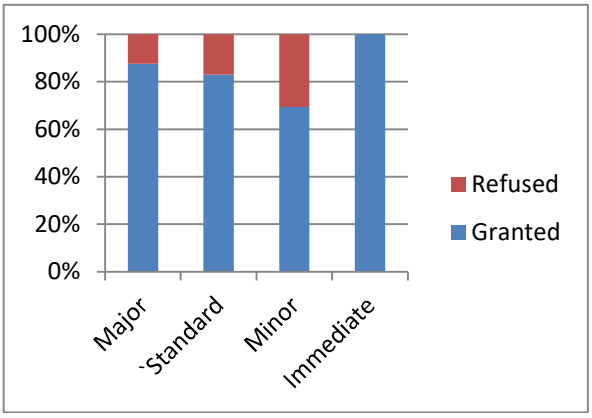


Chart 6 – Utility Works Permits Granted and Refused by Activity Type in the Royal Borough of Kensington and Chelsea

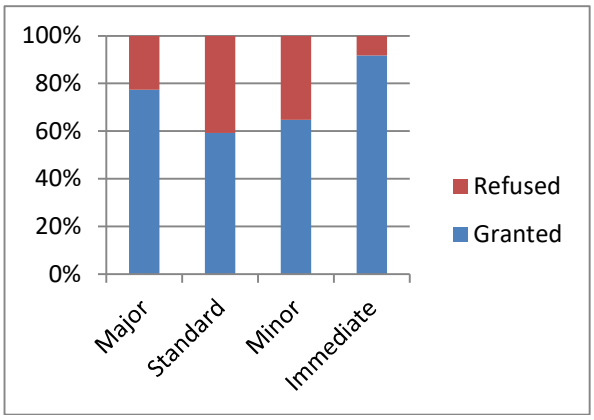


Chart 7 – London Borough of Hammersmith And Fulham Works Permits Granted and Refused by Activity Type

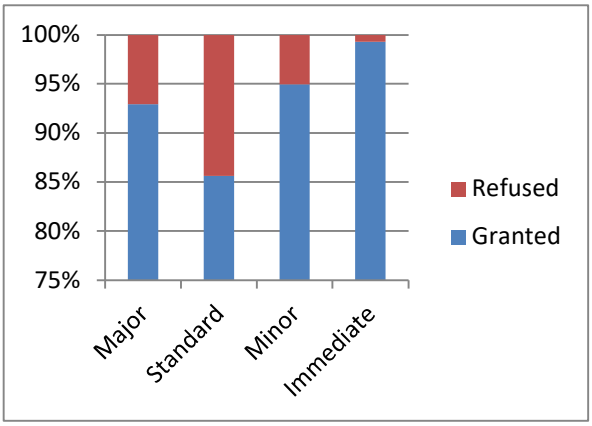
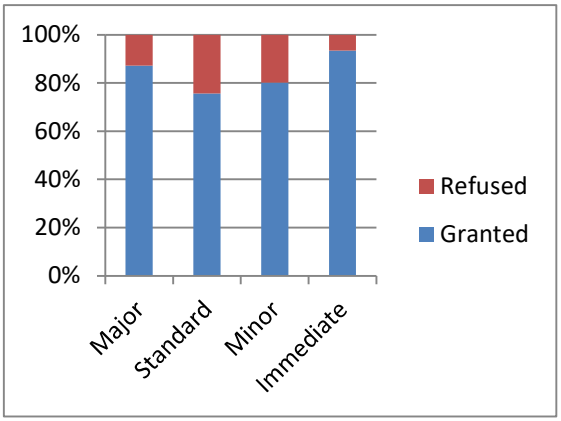


Chart 8 – Utility Works Permits Granted and Refused by Activity Type in London Borough of Hammersmith and Fulham



Number of Permit Applications

The following graphs show the split of permit applications received from both boroughs and utility promoters. The Royal Borough of Kensington and Chelsea generated 13% and utility promoters 87% of the applications received. And in Hammersmith and Fulham the Council generated 48% and utilities 52%.

Chart 9 - Number of Permit Applications in the Royal Borough of Kensington and Chelsea

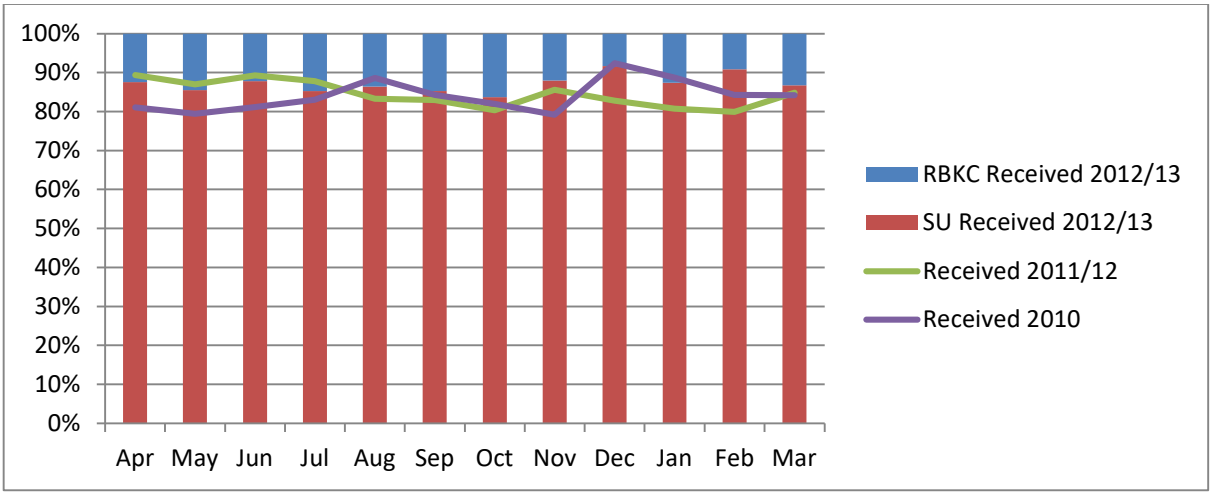
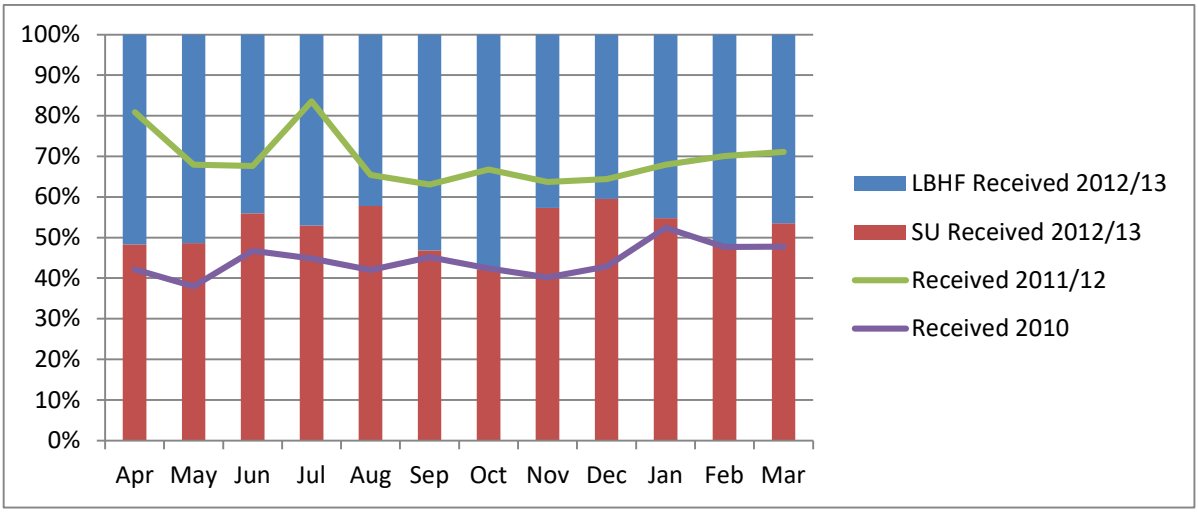


Chart 10 - Number of Permit Applications in the London Borough of Hammersmith and Fulham



3.1.3 Analysis

Permits Granted and Refused

The average number of permit applications that have been refused for the Royal Borough of Kensington and Chelsea's own works in 2012/13 is 14% compared to 31% for utility works. The figures for 2011/12 were 12% and 25% respectively so there has been a 2% increase in the number of refusals for the Councils own works and a 6% increase for utility works. Compared with 2010 data there has been a 5% reduction (from 19%) for the Council's own works and a 4% increase (from 27%) for utility works. For Hammersmith and Fulham the average number of permit applications that have been refused for their own works in 2012/13 is 5% compared to 18% for utility works. This equates to a 1% increase in the number of refusals for the Councils own works and a 2% reduction in utility works from the previous year

and the same increase in 2010 for highway works and 5% for utility works.

In both Council's it is acknowledged that the refusal rates for their own work is less than for utility works. This, like previous years, can be accounted by the fact that both network management teams work closely with their highway work promoter colleagues in planning and programming works. They also have the opportunity to provide face to face advice as and when necessary on any queries or questions in relation to what conditions should be applied to certain permits.

It is disappointing to see an increase in the number of refusals for both the Councils own work and utility works in the Royal Borough. It is difficult to identify the cause of this without drilling down into the reasons why the permits have been refused. The Bentley system is unable to produce a report that shows the reasons for the refusals so this isn't something that can be done at the moment. Until this is possible there is no way of investigating this trend further. On the other hand it is positive to see a reduction in the number of refusals for both highway authority works and utility works in Hammersmith and Fulham.

Where closer working relationships are being formed across both network management teams this may also help in trying to identify some of the reasons between the two team's refusal rates.

Number of Permit Applications

The number of permit applications and variations submitted by the Royal Borough in the third year compared to utility works was 2235 and 14781. This equated to a 11% reduction in highway authority permit applications when compared to 2011/12 data and 2% reduction compared to 2010 data. For utility work there has been a 12% increase in utility work when compared to 2011/12 data and 19% to 2010. In the case of Hammersmith and Fulham there has been a 24% reduction in the number of highway authority permit applications and variations received in 2012/13 when compared to 2011/12. The comparable figures are 10146 and 13381. This compares to a 2% increase in the number of utility permit application and variations received. The respective figures are 10757 and 10630. When compared to 2010 data there has been a 5% reduction in both the number of highway works and utility permit applications received.

The difference between the number of permit applications and variations for both Councils' own work should not be analysed too closely. There are distinct differences between the approach towards highways maintenance in both boroughs which would go some way in explaining as to why Hammersmith and Fulham have more permit applications. Historically the Royal Borough has invested heavily in its planned highway maintenance programme which has resulted in a highways asset that requires minimal reactive maintenance work. Compare that to Hammersmith and Fulham who have historically always approached highways maintenance in a different way and invested less in their planned maintenance and it may begin to explain some of the reasons behind the difference in data.

Whilst the number of utility permit applications and variations for utility works has stayed fairly constant over the last two years in Hammersmith and Fulham there has been a 12% increase in the Royal Borough. There is no immediate explanation for this which is probably just due to the work demands in different areas. The expected slight reduction in the total number of permits received due to the Olympics taking place seems not to have had the anticipated effect.

3.2 KPI 2

3.2.1 Indicator

The number of conditions applied by condition type.

3.2.2 Results

The Royal Borough is unable to report on this data because the Bentley system is unable to produce a report showing this data. Pressure has been put on the software supplier to try and develop a report for this KPI but there are no immediate plans for them to produce one. Until such time when a report is available the Royal Borough will not be able to provide this data.

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 in Hammersmith and Fulham on the basis of the 13 standard EToN conditions. A summary of the data is shown in Appendix 1.

Chart 11 – Percentage of times conditions applied to Hammersmith and Fulham works

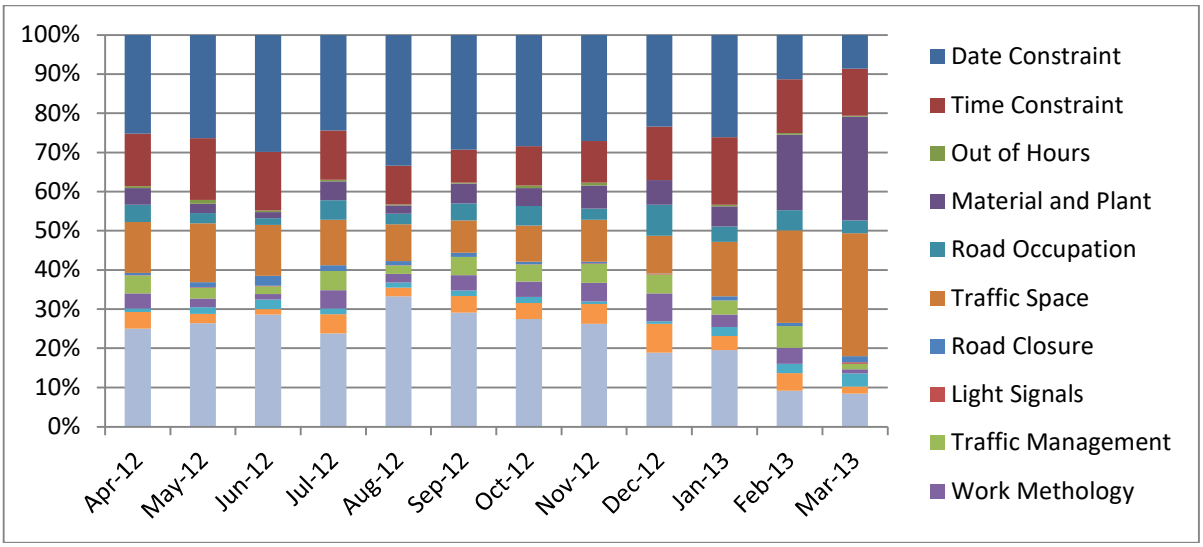
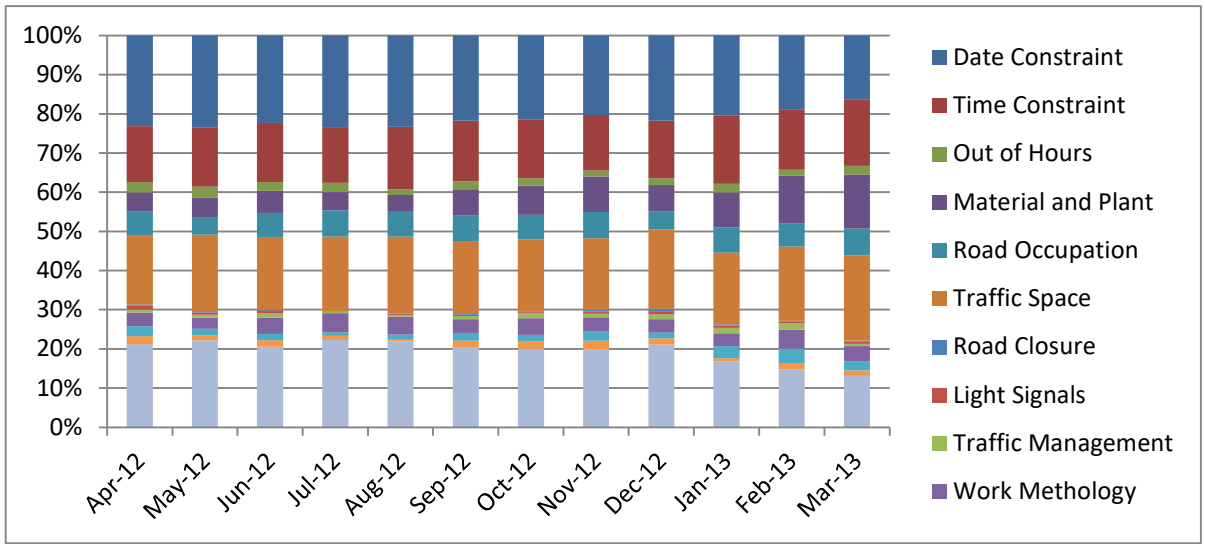


Chart 12 – Percentage of times conditions applied to utility works in Hammersmith and Fulham



3.2.3 Analysis

As can be seen from the two graphs above there are no major trends that appear to stand out and suggest a particular condition is being overly applied. There appears to be a fairly uniform application of conditions relating to time and dates constraints, road space and locally applied ones for both utility and highway works. There is no suggestion from the data provided that the conditions are being applied more vigorously on utility works.

Adding trend lines to the above graph to represent the two previous years sets of data would make the graph appear overcomplicated. If a comparison is made with the identically produced charts for 2010/11 and 2011/12 it shows that there has been no significant change. The previous years' data shows a similar trend in having data and time constraints, road space and local conditions as the most applied conditions across both sets of work. The only notable difference between the previous years' appears to be in the first five months of 2011/12 where there was an increased number of conditions applied to the Councils own works relating to traffic management changes when compared to the average for the rest of the year which is more in line with the 2012/13 data.

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 2011/12, and provide a comparison with the total number

of early starts agreed for the same periods in 2010. A summary of the data is shown in Appendix 1.

Chart 13 – Early Start Agreements – Royal Borough of Kensington and Chelsea Works

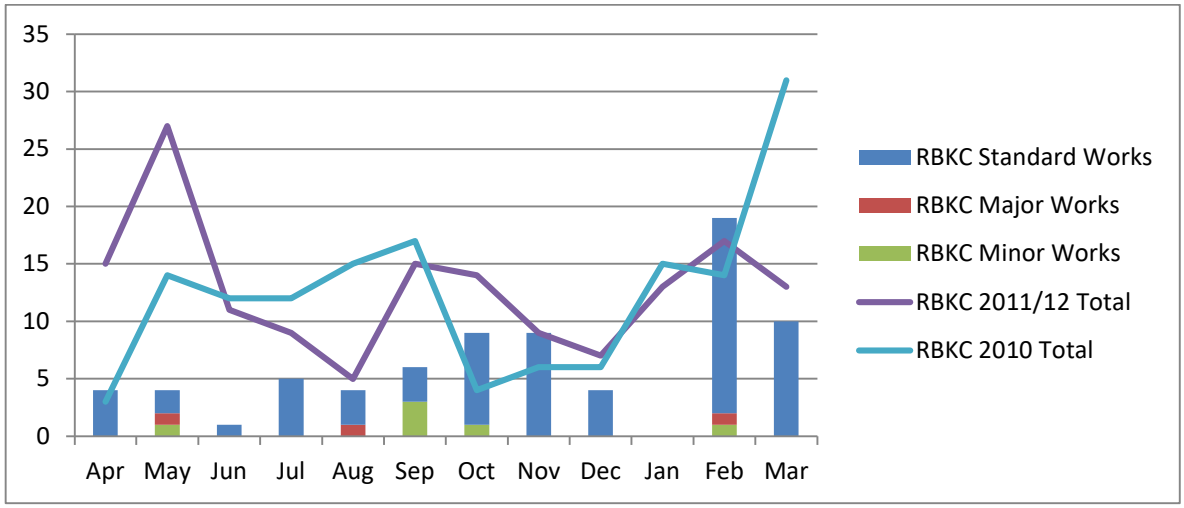


Chart 14 – Early Start Agreements – Utility Works in Royal Borough of Kensington and Chelsea

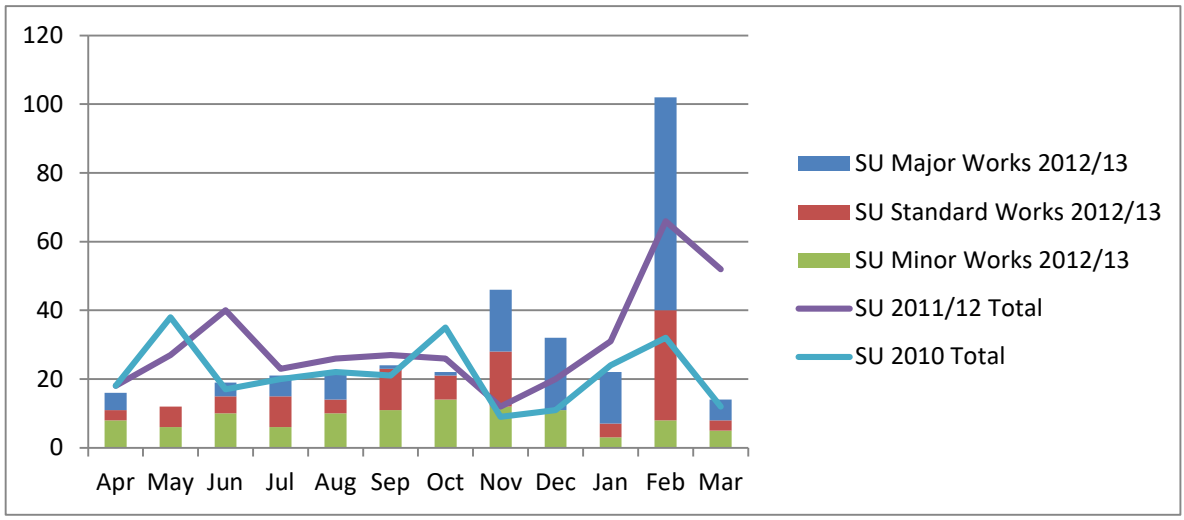


Chart 15 – Early Start Agreements – London Borough of Hammersmith and Fulham Works

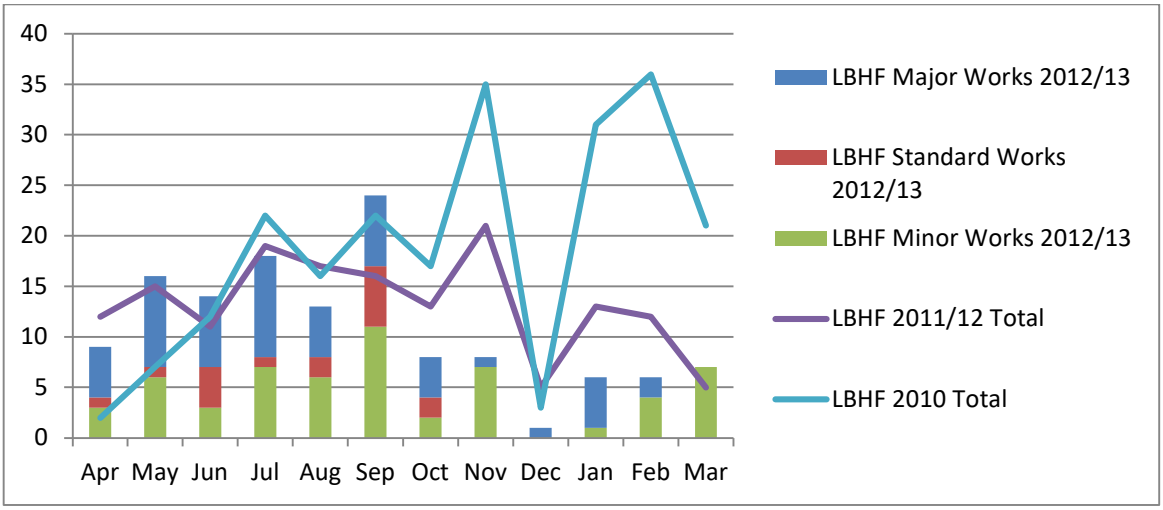
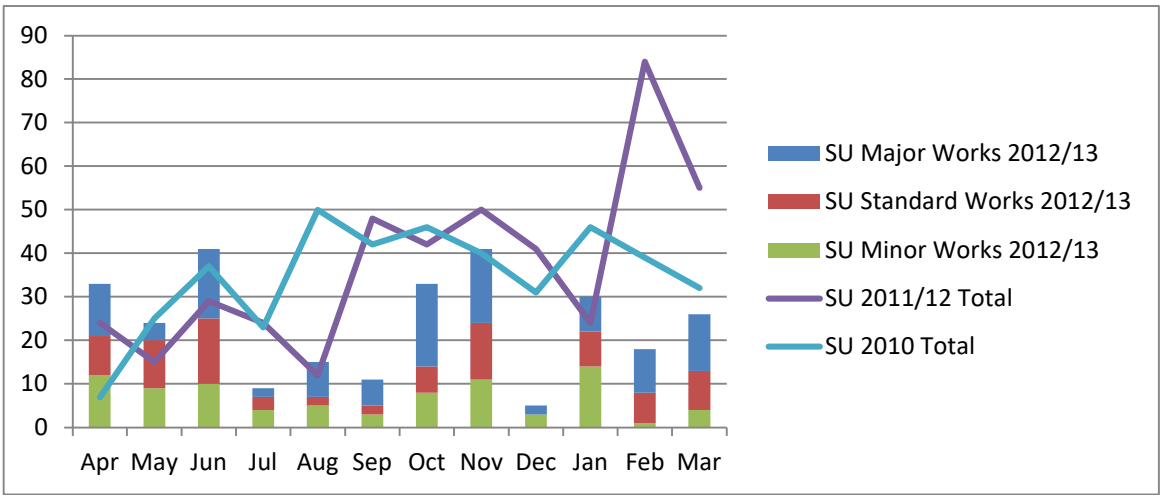


Chart 16 – Early Start Agreements – Utility Works in London Borough of Hammersmith and Fulham



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 Kensington and Chelsea and the London Borough of Hammersmith and Fulham 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 Kensington and Chelsea and the London Borough of Hammersmith and Fulham 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 Kensington and Chelsea and the London Borough of Hammersmith and Fulham and are never refused without a valid reason.

The total number of early starts granted for works carried out by the Royal Borough

in 2012/13 was 75 compared to 155 in 2011/12 and 160 in 2010. This equates to 52% and 53% less early starts respectively. For utility works there were 352 early starts compared to 368 and 299. This equates to 4% more and 15% less respectively.

Similarly for Hammersmith and Fulham the total number of early starts granted for works carried out by Hammersmith and Fulham in 2012/13 was 130 compared to 159 in 2011/12 and 224 in 2010. This equates to 18% and 42% less respectively. For utility works there were 286 early starts compared to 448 and 441. This equates to 36% 35% less respectively.

Looking at both figures there tends to be a trend that less early starts are being granted for both highway works and utility works. This appears to indicate both sets of works promoters are probably becoming more disciplined in programming their works which is good news.

As a percentage of the total number of applications received, the number of permit applications granted an early start in 2012/13 in the Royal Borough was 3% for their own works and 2% for utility works. This compares with identical figures of 6% and 3% for 2011/12 and 2010. Again this suggests that there has been an overall reduction in requests in year three.

In Hammersmith and Fulham the percentage for 2012/13 is 1% for their own works and 3% for utility works. These figures are similar to what was reported on in 2011/12 which were 1% and 4% respectively. Data in 2010 showed an equal split of 3%.

The number of early starts agreed is also reported on as part of the national Traffic Performance Indicators (TPI) but it should be noted that the data reported as part of that process will not be the same as the data reported as part of KPI4. This is because KPI4 reports on actual numbers of early starts agreed with works promoters whereas the TPI data is based on data extracted directly from the street works register which is submitted by works promoters on their permit applications.

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 both the Royal Borough of Kensington and Chelsea and Hammersmith and Fulham are unable to provide any meaningful data in regard to 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. By the end of 2012-13, all bar 6 authorities had joined LoPS in two 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 was 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 Kensington and Chelsea and Hammersmith and Fulham outside of the EToN system and a summary of the data is shown in Appendix 1.

The charts below show the number of overrun works as a percentage of the total number of recorded work sites in both councils and provides a comparison with the percentage of overrun works for the same periods in 2011/12 and 2010.

Chart 17 – Percentage of Overrun Works in Royal Borough of Kensington and Chelsea

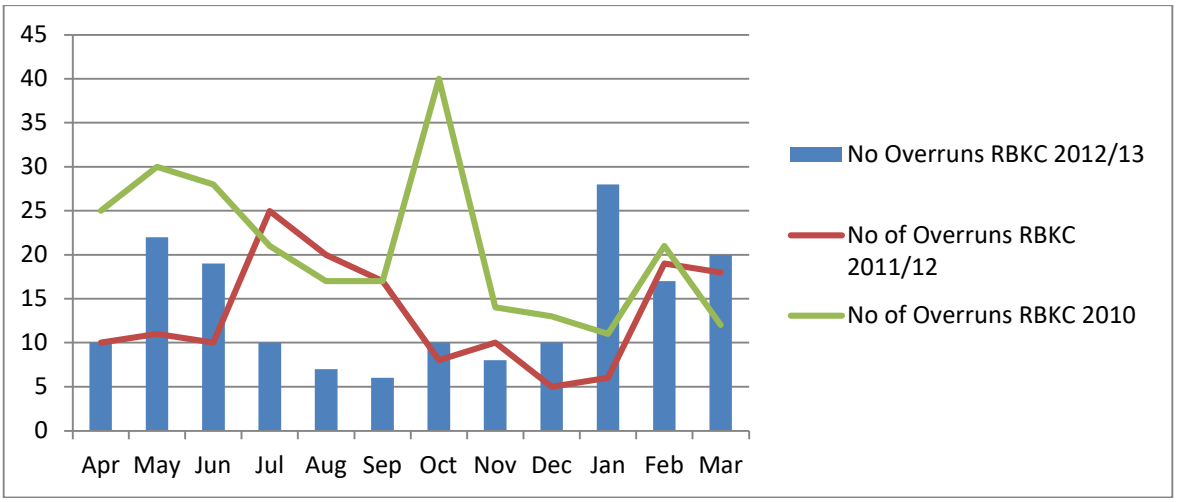
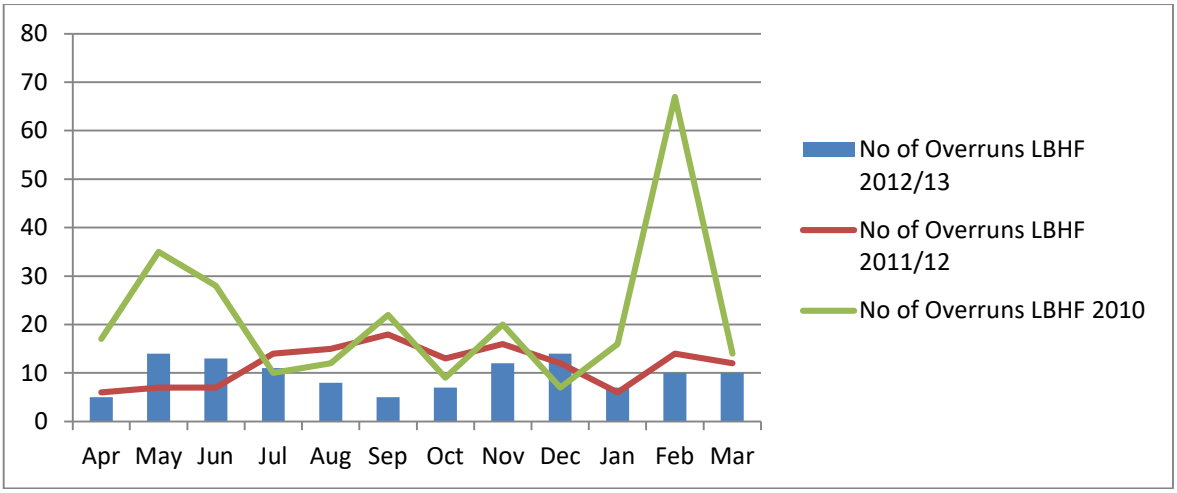


Chart 18 – Percentage of Overrun Works in London Borough of Hammersmith and Fulham



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.

The number of overrunning works in the Royal Borough for 2012/2013 was 167 compared to 159 in 2011/12 and 261 in 2010. For Hammersmith and Fulham, the number of overruns for 2012/13 was 116 compared to 140 in 2011/12 and 269 in 2010. Both councils employ the same degree of enforcement and works duration assessment in respect to Section 74 as they previously have done in years one and two.

Similar to the early start KPI the number of Section 74 overruns is also reported on as part of the national Traffic Performance Indicators but it should be noted that the data reported as part of that process will not be the same as the data reported as part of OM3. This is because OM3 reports on actual physical overruns that have been identified on site whereas the TPI data is based on data submitted by works promoters which will often include late submissions of work stop notices.

4.4 OM 4 - Average duration of works by work type

The following data relating to average durations of work broken down into work type for both councils have been produced as part of the National Traffic Performance Indicators (TPI's) which was introduced in 2011/12. There is no data available for 2010 to do a comparison with.

Chart 19 – Average Duration of Works in Royal Borough of Kensington and Chelsea

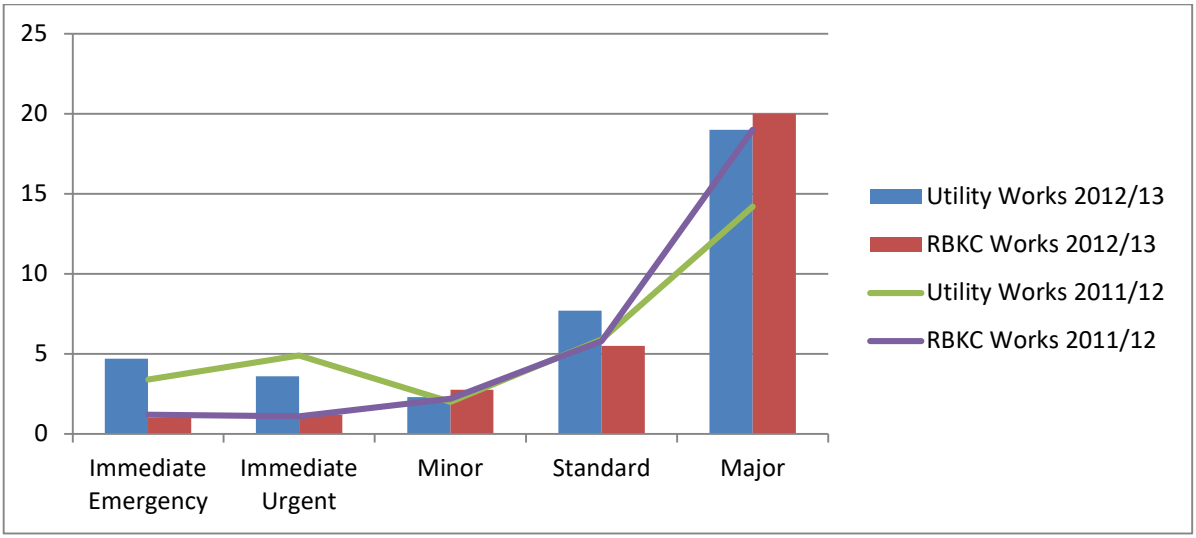
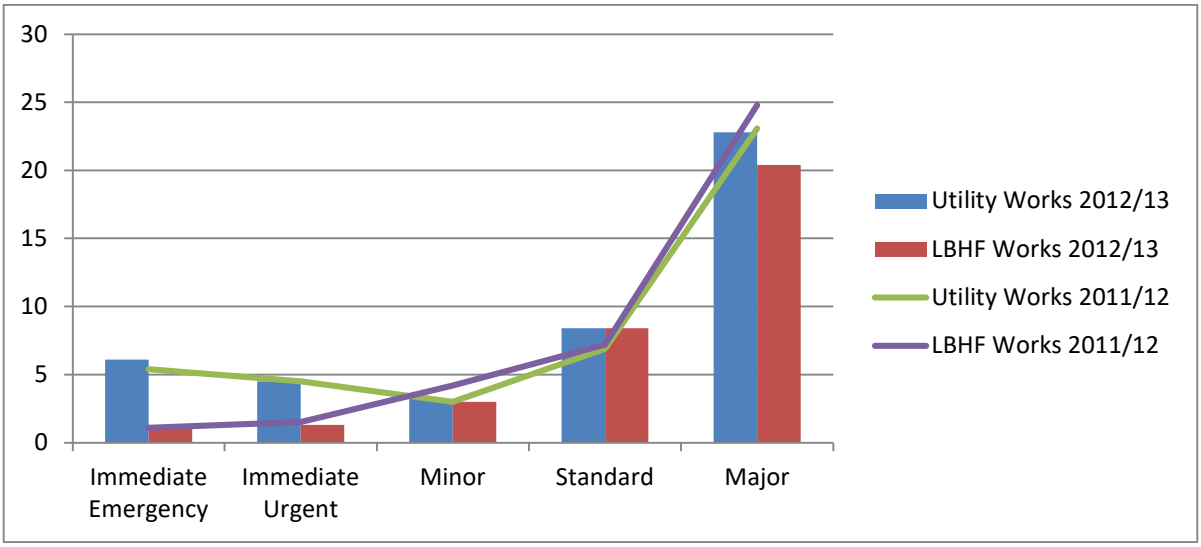


Chart 20 – Average Duration of Works in London Borough of Hammersmith and Fulham



4.4.1 Analysis

The average duration of works carried out by the Royal Borough's own contractor in 2012/13 is very similar to 2011/12. There has been a slight reduction in duration of immediate emergency works and standard works and a slight increase in immediate urgent, minor and major works. In Hammersmith and Fulham it is the opposite, there has been a slight increase in duration for immediate emergency and standard works and a slight reduction in immediate urgent, minor and major works. Overall when comparing the two sets of 2012/13 data against one another they are broadly very similar. The only notable difference is with the duration of standard works where the average duration in the Royal Borough is 3days less (5.5 compared to 8.4) than in Hammersmith and Fulham. This difference might

suggest that a more robust duration challenge process is being applied in the Royal Borough

For utility work in the Royal Borough there has been in increase in duration in all work types except for immediate urgent works when compared to 2011/12 data. In Hammersmith and Fulham there has been an increase in duration for immediate emergency, minor and standard works and a decrease in duration in major works. There has been no change in the average duration of immediate urgent works. When you compare the two sets of 2012/13 data for both boroughs it reveals that the average duration for all work types in Hammersmith and Fulham is higher than in the Royal Borough. Once again this may suggest that a more robust approach may be being taken in respect to duration challenges.

4.5 OM 5 - Inspections

4.5.1 Indicator

This measure was intended to provide two separate performance indicators:

1. Number of failed Sample A inspections shown as a percentage of the total undertaken within a period.
2. 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 charts below shows a breakdown of Category A inspections completed by both the Royal Borough of Kensington and Chelsea and Hammersmith and Fulham and provides a comparison with the previous year's failure rates for the same periods.

Chart 21 – Sample Category A Inspections in Royal Borough of Kensington and Chelsea

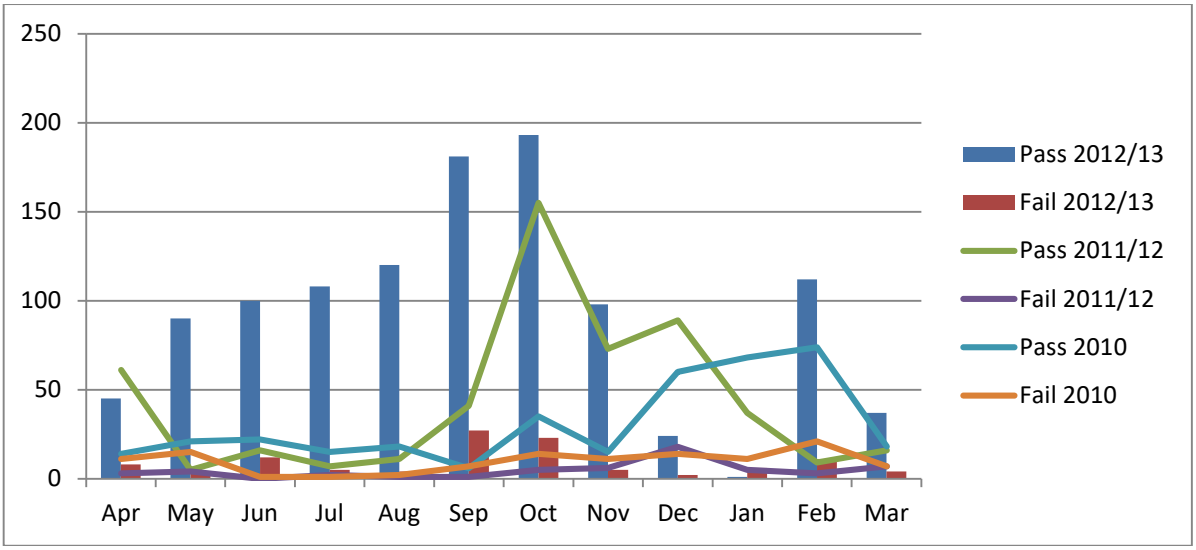
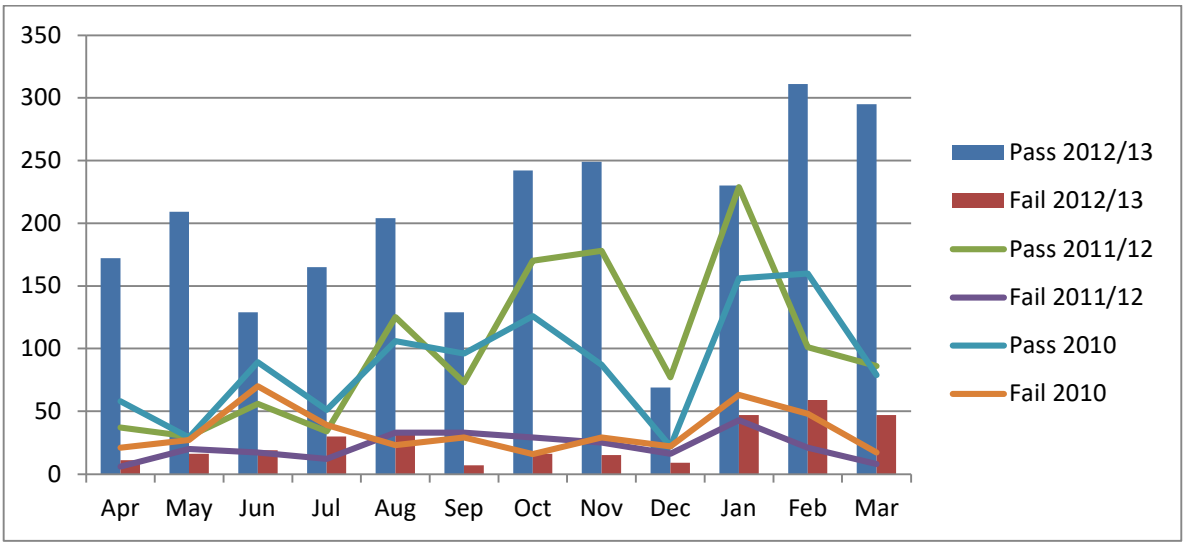


Chart 22 – Sample Category A Inspections in the London Borough of Hammersmith and Fulham



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.

The average failure rate of inspections undertaken in the Royal Borough for 2012/13 was 8% which compares to a failure rate of 11% in 2011/12 and 24% in 2010. For Hammersmith and Fulham the failure rate of inspections carried out in 2012/13 was 11%. This compared to figures of 20% and 28% respectivelyfor 2011/12 and 2010.

Both sets of figures show that there has been a reduction in failure rate which is good to note and something that may suggest that the signing and guarding of sites has generally improved. There has been a bigger reduction in Hammersmith and Fulham which possibly indicates a more concerted effort to improve signing and guarding where a number of prosecutions have previously been undertaken in relation to site safety.

There is a slight difference between the failure rates of both councils which may be down to more inspections being carried out in Hammersmith and Fulham. The figures would also indicate that similar standard of inspections are carried out in both boroughs. This may be down to the fact that a number of joint workshops were held in 2012/13 where inspectors from both boroughs shadowed one another for a period of time.

4.6 OM 6 - Number of collaborative works

4.6.1 Indicator

The number of collaborative works and the number of days saved as a result of collaborative works on the Authority road network

4.6.2 Results

This data was collated by the Royal Borough of Kensington and Chelsea and Hammersmith and Fulham outside the EToN system and a summary of the output is shown in Appendix 1.

The charts below shows the number of collaborative works that took place in the Royal Borough of Kensington and Chelsea and Hammersmith and Fulham and the number of days saved in 2012/13.

Chart 23 – Collaborative Works in Royal Borough of Kensington and Chelsea

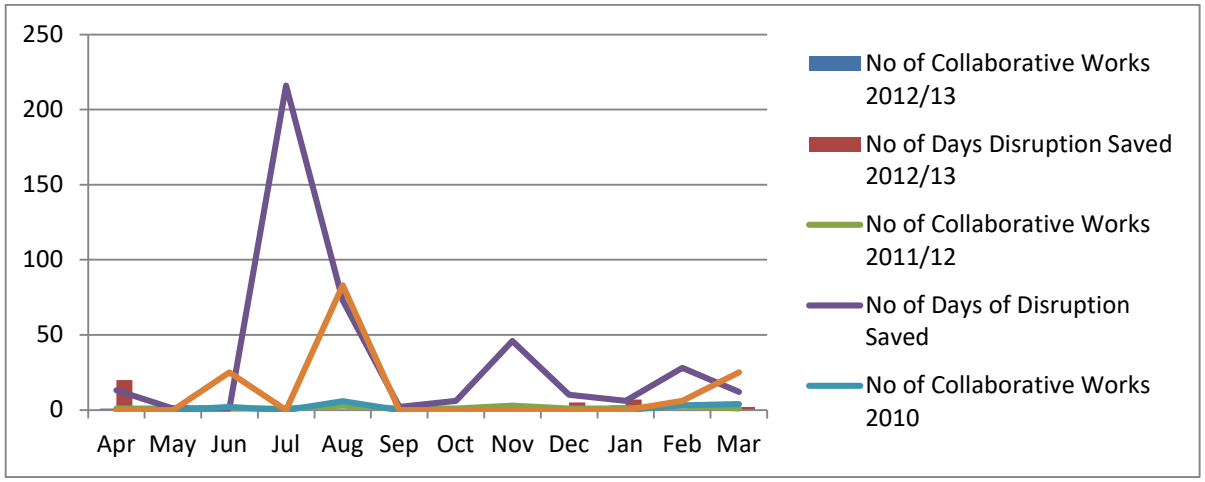
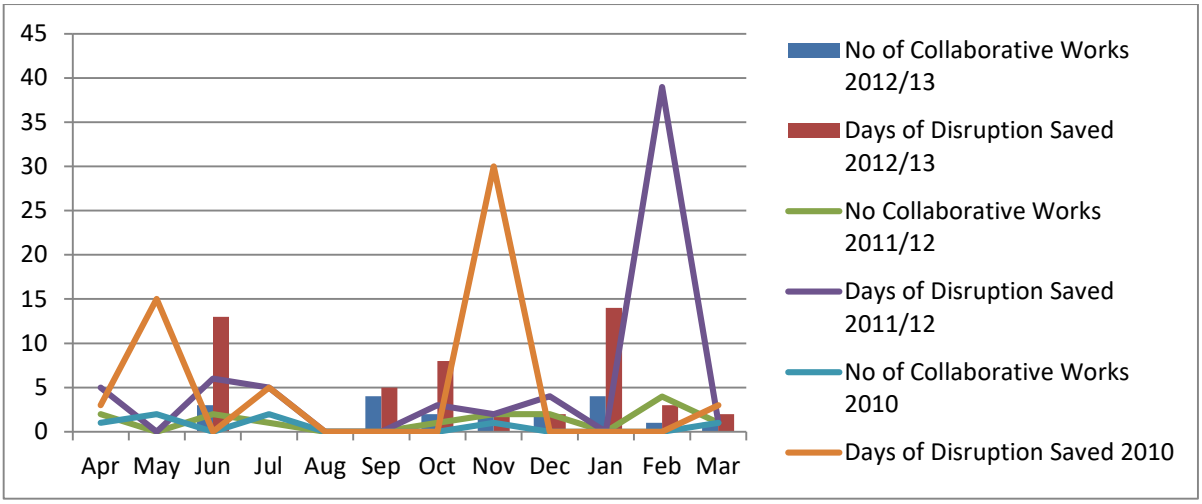


Chart 24 – Collaborative Works in London Borough of Hammersmith and Fulham



4.6.3 Analysis

In the Royal Borough in 2012/13 there were 7 collaborative working sites saving a total of 35 days of disruption. This compares unfavorably to more impressive figures for 2011/12 of 18 collaborative working sites and 414 days of disruption saved and 15 collaborative working sites and 139 days of disruption saved for 2010.

Hammersmith and Fulham recorded a total of 18 collaborative working sites saving 47 days of disruption in 2012/13. This compared to 14 collaborative sites in 2011/12 with 61 days of disruption saved and 7 collaborative sites in 2010 saving 56 days of disruption.

It is very disappointing to see such a drop in the number of collaborative working sites in the Royal Borough in 2012/13. Whilst some of this can be put down to the Olympic works embargo they are still disappointing figures. A lot of the success in arranging collaborative working between 2010 and early 2012 was down to the fact that the Council had a major scheme being implemented in Exhibition Road, but where this scheme was completed in early 2012 a notable decline in the number of collaborative works opportunities was detected. Despite introducing pro-active prior notification alerts for upcoming road closures inviting collaborative working opportunities during 2012/13 the number of collaborative working opportunities continued to be low. This is something that will be looked at in more detail in future with a view of enhancing this process to maximize its benefits.

Hammersmith and Fulham have reported similar figures for each of the three years which suggests consistent progress but again the Olympic embargo would have had an overall effect on identifying the number of opportunities in 2012/13. Similar to the Royal Borough prior notifications inviting works promoters to take advantage of traffic management arrangements like road closures are regularly circulated with little take up by works promoters. Hammersmith and Fulham will work closely with

the Royal Borough to try to develop this and attempt to get more commitment from all works promoters.

The best example of joint working in the Royal Borough came at the very beginning of 2012/13 when the Council arranged for both National Grid and Thames Water to renew sections of their apparatus along Addison Road. This had to be planned and programmed tightly as National Grid had key dates that they had agreed with TfL to continue the work on their road network. In total these works saved 20 days of disruption.

In Hammersmith and Fulham six different works promoters, including two of the Council's own contractor, Thames Water, UKPN, National Grid and a developer worked together in Kings Street. The works saved a total of 11 days of disruption by sharing the same traffic management.

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 both the Royal Borough of Kensington and Chelsea and Hammersmith and Fulham and a summary of the output is shown in Appendix 1.

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

Chart 25 – Deemed Permits in the Royal Borough of Kensington and Chelsea

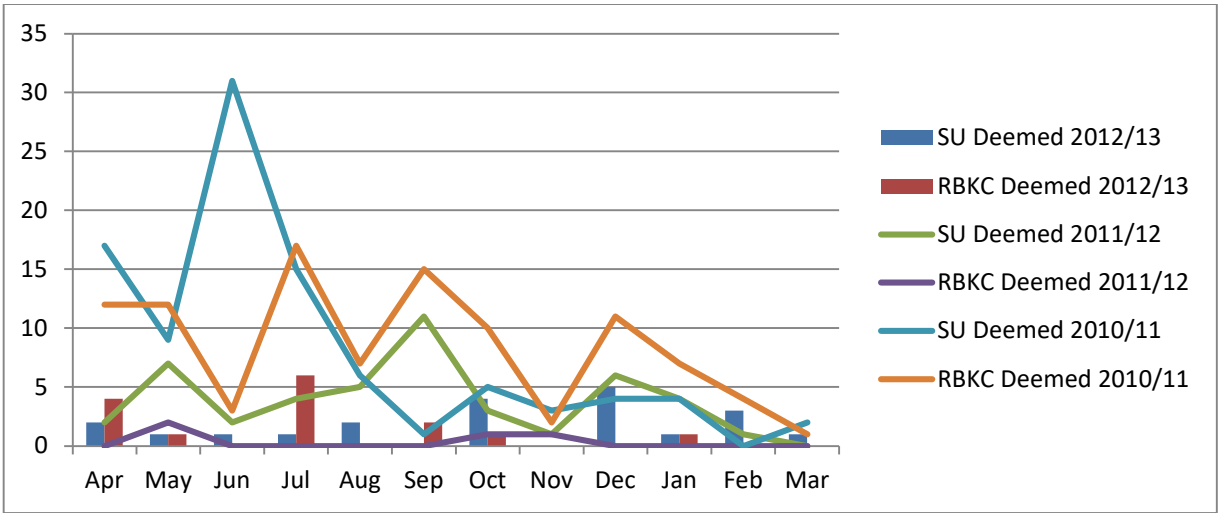
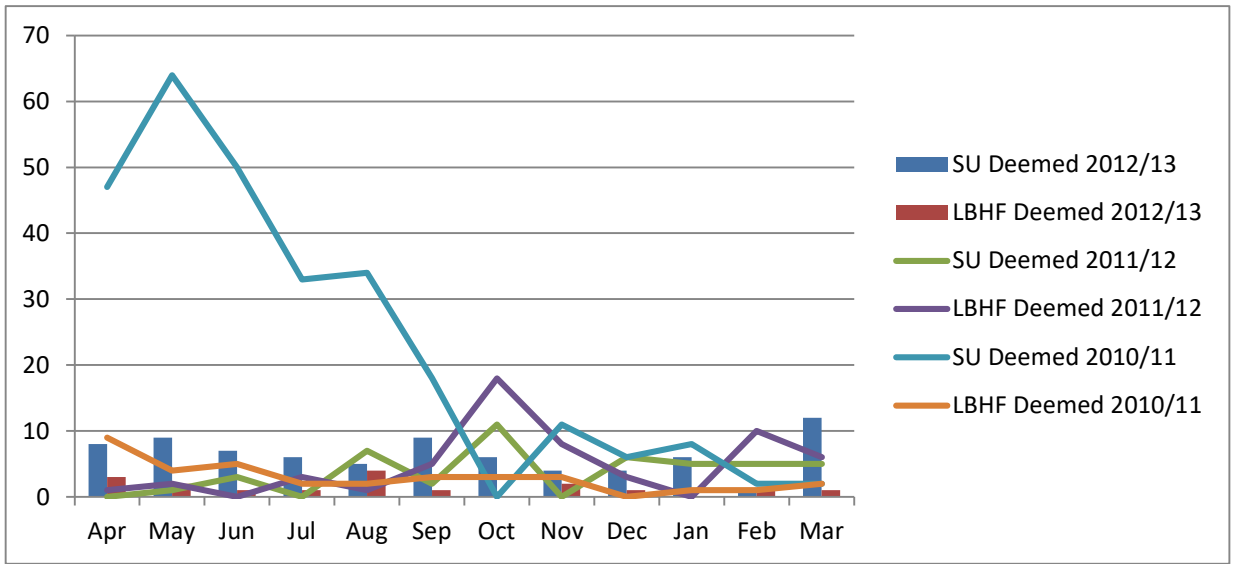


Chart 26 – Deemed Permits in Hammersmith and Fulham



4.7.3 Analysis

The total number of deemed permits for the Royal Boroughs own works and utility works in 2012/13 was 15 and 21 respectively. When compared to the total of number of applications received this equates to 0.1% for each work promoter. The corresponding data for 2011/12 was 0.1% (4) for the Royal Borough and 0.3% (46) for utilities and in 2010, 1.2% (27) and 0.8% (100). This shows a gradual trend in the reduction of number of deemed permit applications over the last three years for utility works and a consistent low level for the Council's own works. It will continue to be the aim of the network management team to respond to all permits within the required response periods.

For Hammersmith and Fulham the number of deemed permits for their own works in 2012/13 was 17 and 77 for utility work. This equated to 0.2% and 0.7% of the total number of applications received. The previous year reported figures of 0.3% for highway works and 0.5% for utility works. No data is available is available for 2010 due to system reporting issues in the first year so no comparison can be made here. Whilst there has been a slight reduction in the number of deemed permits for the Councils own work there has been a slight increase for utility works. There is no stand out reason for this as it is always the intention of the network management team to respond to all permits in time.

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 LondonWorks Central Register. These additional measures are optional and the authority may choose to include or omit them within the final report. The text in italics is intended to provide guidance on these additional measures.

5.1 Refusal Code – broken down by promoter

The Royal Borough is unable to report on this measure because the software system is unable to run a report that exports the data. The CONFIRM system that Hammersmith and Fulham use does have a report that provides this data but there have been ongoing issues with the system that is preventing the data being exported. The issue is being looked into and it is hoped it will be resolved in time for inclusion in next year's report.

5.2 Days of Disruption Saved

In addition to trying to identify and deliver collaborative working schemes to maximize the days of disruption saved both councils also use Section 74 powers to manage works durations to serve the same purpose. This includes challenging any unreasonable works durations and work extension requests for both their own works and utility works. In addition to this both councils also actively encourage all works promoters to work extended working hours where possible and seven day working.

The most notable success in Hammersmith and Fulham in 2012/13 where extended working hours helped reduce the amount of disruption on the road was in New Kings Road where National Grid had a major mains replacement project. The initial works duration was 12 weeks but after many weeks of discussions and negotiating the duration was reduced to 8 weeks. Through close supervision on a day to day basis the duration was reduced even further down to 7 weeks.

In the Royal Borough a similar approach was taken for some National Grid works that they had planned in Old Brompton Road. Similar discussions were held about extended working and once again the duration was able to be reduced from 6weeks to 4weeks.

Unfortunately beyond the specific examples given above both councils are unable to report further on the amount of days of disruption saved through these alternative network management tools because the information is not able to be extracted from the street works registers. However, methods of capturing this work are currently being explored to enable data to be reported more officially in future reports.

5.3 FPNs (Permit Breaches)

The number of Fixed Penalty Notices for offences relating to permitting for all works promoters is shown in the chart below.

Chart 26 – Number of Permit Related Fixed Penalty Notices in the Royal Borough of Kensington and Chelsea

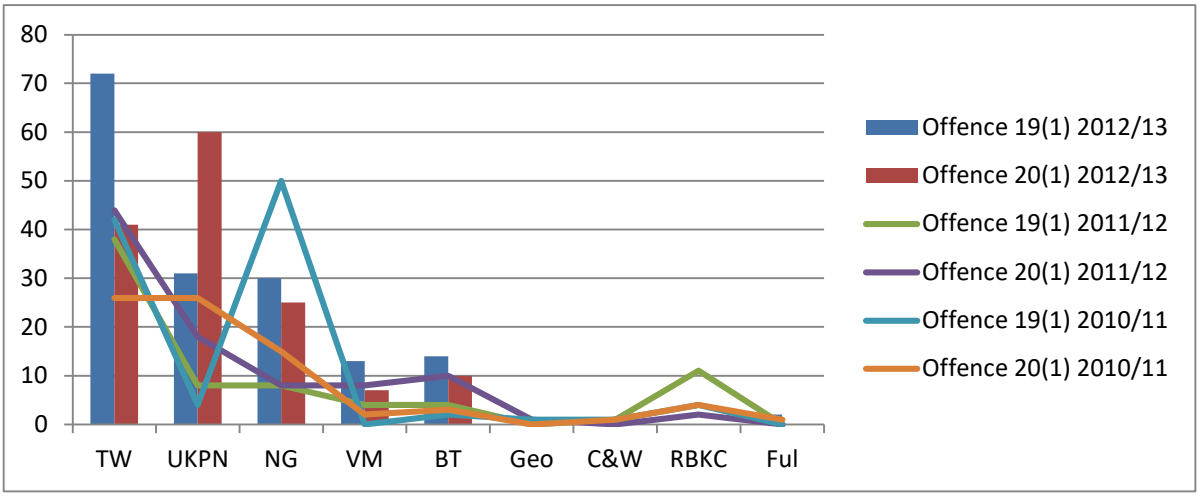
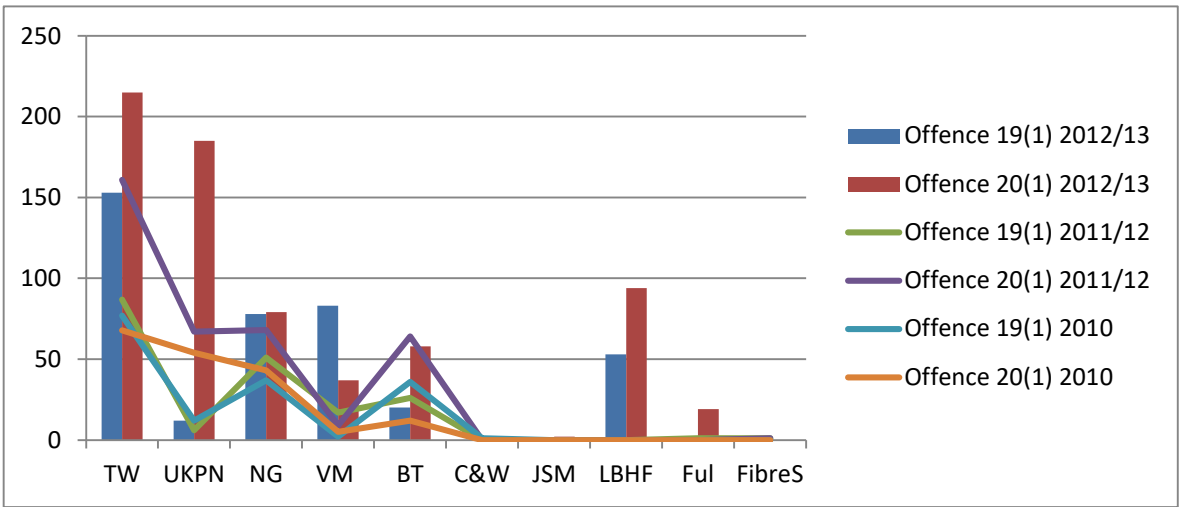


Chart 28 – Number of Permit Related Fixed Penalty Notices in the London Borough of Hammersmith and Fulham



In comparison with 2011/12 and 2010 data there has been quite an increase in the total number of fixed penalty notices issued in both boroughs for both working without a permit and working in breach of conditions. The same level of enforcement is being applied as the previous two years so this suggests more offences are being committed.

The Royal Borough and Hammersmith and Fulham have worked with all work promoters as part of ongoing bi-borough performance meetings to help improve the level of non compliance and will continue to do so going forward.

5.4 Cancelled Permits

The Royal Borough received a total of 4362 permits that were subsequently cancelled for 2012/13. This compares to 4440 in 2011/12 and 4042 in 2010, so the overall total appears to be fairly consistent over the last three years. As a percentage of the total number of permits received the 2012/13 data equates to 26% of permits being cancelled. The figures for 2011/12 and 2010 were 31% and 29% so there appears to be a slight decline in the number of cancelled permits being received. Although good to see it would be more encouraging if a larger amount of permits were not being cancelled.

In Hammersmith and Fulham there were 3659 cancelled permits in 2012/13 compared to 4607 in 2011/12 and 5049 in 2010. When compared to the overall number of permit applications received this equates to 17% for 2012/13, 34% for 2011/12 and 29 % for 2010. Again whilst it is good to see a slight reduction it would be better to see more progress being made by works promoters to reduce the numbers of cancelled permits.

The levels of cancelled permits across both boroughs appear to be fairly consistent.

The levels of cancelled permit applications is of concern to both boroughs as it represents inefficiencies in the works promoters' permitting processes and has the effect of sterilising parts of the road network by preventing other promoters from gaining access to that road space

Within the above totals there will be cancelled permits relating to the number of permits cancelled prior to either granting or refusing the application and the number of permits cancelled after a grant/refuse decision.

6 Conclusion

Both the Royal Borough and Hammersmith and Fulham continue to benefit from the ongoing operation of the London Permit Scheme. It forms an essential component in helping both councils meet their network management duty alongside the other transport polices outlined in both boroughs Local Implementation Plan.

The mechanism for booking road space continues to offer more certainty for co-ordination works and avoiding conflicts. Internal works promoters who are now fully on board with the requirements of the permit scheme are also now starting to see some of the benefits themselves in terms of having official permission and allocated spot to carry out works. Conditions also continue to offer the tools to effectively manage works in the best way possible to the benefit of all road users.

In both councils it is recognised amongst internal works promoters that the same level of compliance is applied to their own works as utilities. This was successfully demonstrated when the joint inspection exercise was carried out in Hammersmith and Fulham.

Although both councils have saved a combined total of 82 days of disruption across their road networks there is an element of disappointment in both boroughs that this figure isn't higher. This is because both councils have invested resource in trying to provide as many triggers and advance notifications for works promoters to take advantage of other works promoters activities, particularly those involving road closures, with limited success. This is something that both councils are keen to develop locally and as part of the Works Task Force to try and get more commitment from works promoters.

Representatives from both the Royal Borough and Hammersmith and Fulham continue to be actively involved in all the LoPS working parties and initiatives, such as leading on the joint inspection exercises. Despite continued pressure of other work commitments the dedication of the people involved has proved invaluable in helping not only deliver a successful consistent permit scheme in both boroughs but also to the wider LoPS community. Both councils continue to offer one to one workshops with all works promoters with the aim of providing clarification where needed and improving on efficiencies within LoPS

Street Works continues to be extremely high on the political agenda in both councils regardless of the type of road where the works are being carried out. The permitting scheme continues to help enormously in managing the expectations of members because there is clear evidence of our decisions on how and when works should take place and also any action taken where agreements are breached.

The number of permit applications that have a deemed status across both boroughs demonstrates that both network management teams are proactive in their approach to network management and ensure as few as possible works are carried out without detailed assessment. It will continue to be the aim of both councils to strive to achieve zero deemed permits for the year.

The ongoing issue with not being able to extract all KPI/OM data from the two different software systems continues to be a major challenge. However, the offset of having to invest the resource in maintaining KPI4 and OM3 outside of the systems is that we are confident more accurate data is being reported on.

Looking to the future both the Royal Borough and Hammersmith and Fulham will continue to apply the highest standard to street works in two of the most demanding environments in the country. In addition they will continue to be at the forefront in developing new initiatives as part of the LoPS community to further improve the effectiveness of the scheme.

7 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 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 for Royal Borough of Kensington and Chelsea

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

	Applications Received			Granted			Refused		
	RBKC	Utilities	Total	RBKC	Utilities	Total	RBKC	Utilities	Total
Apr-12	173	1215	1388	144	809	953	22	340	362
May-12	287	1693	1980	203	802	1005	74	461	535
Jun-12	155	1114	1269	116	734	850	35	325	360
Jul-12	159	920	1079	140	548	688	11	318	329
Aug-12	153	970	1123	127	588	715	20	325	345
Sep-12	231	1339	1570	180	839	1019	29	421	450
Oct-12	342	1755	2097	285	1141	1426	41	513	554
Nov-12	147	1072	1219	131	704	835	13	328	341
Dec-12	80	874	954	64	513	577	2	298	300
Jan-13	201	1393	1594	148	983	1131	51	347	398
Feb-13	127	1263	1390	103	950	1053	17	230	247
Mar-13	180	1173	1353	135	816	951	14	251	265

KPI 1 – Data for London Borough of Hammersmith and Fulham

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

	Applications Received			Granted			Refused		
	LBHF	Utilities	Total	LBHF	Utilities	Total	LBHF	Utilities	Total
Apr-12	937	877	1814	386	640	1026	11	134	145
May-12	883	836	1719	357	612	969	25	126	151
Jun-12	614	779	1393	224	512	736	29	145	174
Jul-12	683	770	1453	252	507	759	8	129	137
Aug-12	679	930	1609	440	651	1091	15	132	147
Sep-12	939	827	1766	445	613	1058	34	123	157
Oct-12	1486	1080	2566	347	765	1112	8	146	154
Nov-12	825	1106	1931	269	807	1076	8	187	195
Dec-12	539	793	1332	197	519	716	10	171	181
Jan-13	832	1008	1840	317	703	1020	5	155	160
Feb-13	1039	956	1995	316	701	1017	19	125	144
Mar-13	690	795	1485	159	585	744	6	92	98

KPI 4 - The number of occurrences of reducing the application period for Royal Borough of Kensington and Chelsea

		Major Works	Standard Works	Minor Works	Total
Apr 12	RBKC Applications	4	0	0	4
	SU Applications	5	3	8	16
May 12	RBKC Applications	2	1	1	4
	SU Applications	0	6	6	12
Jun 12	RBKC Applications	1	0	0	1
	SU Applications	4	5	10	19
Jul 12	RBKC Applications	5	0	0	5
	SU Applications	6	9	6	21
Aug 12	RBKC Applications	3	1	0	4
	SU Applications	8	4	10	22
Sep 12	RBKC Applications	3	0	3	6
	SU Applications	1	12	11	24
Oct 12	RBKC Applications	8	0	1	9
	SU Applications	1	7	14	22
Nov 12	RBKC Applications	9	0	0	9
	SU Applications	18	16	12	46
Dec 12	RBKC Applications	4	0	0	4
	SU Applications	21	0	11	32
Jan 13	RBKC Applications	0	0	0	0
	SU Applications	15	4	3	22
Feb 13	RBKC Applications	17	1	1	19
	SU Applications	62	32	8	102
Mar 13	RBKC Applications	10	0	0	10
	SU Applications	6	3	5	14

KPI 4 - The number of occurrences of reducing the application period for London Borough of Hammersmith and Fulham

		Major Works	Standard Works	Minor Works	Total
Apr 12	LBHF Applications	5	1	3	9
	SU Applications	12	9	12	33
May 12	LBHF Applications	9	1	6	16
	SU Applications	4	11	9	24
Jun 12	LBHF Applications	7	4	3	14
	SU Applications	16	15	10	41
Jul 12	LBHF Applications	10	1	7	18
	SU Applications	2	3	4	9
Aug 12	LBHF Applications	5	2	6	13
	SU Applications	8	2	5	15
Sep 12	LBHF Applications	7	6	11	24
	SU Applications	6	2	3	11
Oct 12	LBHF Applications	4	2	2	8
	SU Applications	19	6	8	33
Nov 12	LBHF Applications	1	0	7	8
	SU Applications	17	13	11	41
Dec 12	LBHF Applications	1	0	0	1
	SU Applications	2	0	3	5
Jan 13	LBHF Applications	5	0	1	6
	SU Applications	8	8	14	30
Feb 13	LBHF Applications	2	0	4	6
	SU Applications	10	7	1	18
Mar 13	LBHF Applications	0	0	7	7
	SU Applications	13	9	4	26

OM1 and OM 2

See sections 4.1 and 4.2 above

OM3 - Number of days of Section 74 overruns for Royal Borough of Kensington and Chelsea

	No of Works Overrun	% of Works Overrun
Apr-12	10	3%
May-12	22	8.8%
Jun-12	19	6.9%
Jul-12	10	4.2%
Aug-12	7	2.7%
Sep-12	6	2.1%
Oct-12	10	2.3%
Nov-12	8	2.6%
Dec-12	10	9%
Jan-13	28	4.6%
Feb-13	17	6.7%
Mar-13	20	3.7%

OM3 - Number of days of Section 74 overruns for London Borough of Hammersmith and Fulham

	No of Works Overrun	% of Works Overrun
Apr-12	5	0.7%
May-12	14	2.1%
Jun-12	13	1.8%
Jul-12	11	2.1%
Aug-12	8	1.6%
Sep-12	5	1.0%
Oct-12	7	1.0%
Nov-12	12	1.9%
Dec-12	14	3.7%
Jan-13	7	1.8%
Feb-13	10	1.9%
Mar-13	10	2.0%

OM 4 – Average Duration of Works by Works Type for Royal Borough of Kensington and Chelsea

Work Type	Average Duration in Days	
	Utilities	RBKC
Immediate Emergency	4.7	1
Immediate Urgent	3.6	1.2
Minor	2.3	2.75
Standard	7.7	5.5
Major	19	20

OM 4 – Average Duration of Works by Works Type for London Borough of Hammersmith and Fulham

Work Type	Average Duration in Days	
	Utilities	RBKC
Immediate Emergency	6.1	1.2
Immediate Urgent	4.5	1.3
Minor	3.2	3
Standard	8.4	8.4
Major	22.8	20.4

OM 5 – Inspections for Royal Borough of Kensington and Chelsea

	All Inspections	Pass	Fail	Fail (%)
Apr-12	53	45	8	15%
May-12	94	90	4	4%
Jun-12	112	100	12	11%
Jul-12	113	108	5	4%
Aug-12	124	120	4	3%
Sep-12	208	181	27	13%
Oct-12	216	193	23	10%
Nov-12	103	98	5	5%
Dec-12	26	24	2	8%
Jan-13	97	91	6	6%
Feb-13	123	112	11	9%
Mar-13	41	37	4	10%

OM 5 – Inspections for London Borough of Hammersmith and Fulham

	All Inspections	Pass	Fail	Fail (%)
Apr-12	183	172	11	6%
May-12	225	209	16	7%
Jun-12	148	129	19	13%
Jul-12	195	165	30	15%
Aug-12	239	204	35	15%
Sep-12	136	129	7	5%
Oct-12	258	242	16	6%
Nov-12	264	249	15	6%
Dec-12	78	69	9	12%
Jan-13	277	230	9	12%
Feb-13	370	311	59	16%
Mar-13	342	295	47	14%

OM 6 – Number of Collaborative Works for Royal Borough of Kensington and Chelsea

	Number of Collaborative Works Sites	Days of Disruption Saved
Apr-12	1	20
May-12	1	3
Jun-12	0	0
Jul-12	0	0
Aug-12	0	0
Sep-12	0	0
Oct-12	0	0
Nov-12	0	0
Dec-12	1	5
Jan-13	3	7
Feb-13	0	0
Mar-13	1	2

OM6 – Number of Collaborative Works for London Borough of Hammersmith and Fulham

	Number of Collaborative Works Sites	Days of Disruption Saved
Apr-12	0	0
May-12	0	0
Jun-12	3	13
Jul-12	0	0
Aug-12	0	0
Sep-12	4	5
Oct-12	2	8
Nov-12	2	2
Dec-12	4	14
Jan-13	4	14
Feb-13	1	3
Mar-13	0	0

OM 7 – Number of Deemed Permits for Royal Borough of Kensington and Chelsea

	Utility Works	RBKC Works
Apr-12	2	4
May-12	1	1
Jun-12	1	0
Jul-12	1	6
Aug-12	2	0
Sep-12	0	2
Oct-12	4	1
Nov-12	0	0
Dec-12	5	0
Jan-13	1	1
Feb-13	3	0
Mar-13	1	0

OM 7 – Number of Deemed Permits for London Borough of Hammersmith and Fulham

	Utility Works	LBHF Works
Apr-12	8	3
May-12	9	2
Jun-12	7	1
Jul-12	6	1
Aug-12	18	4
Sep-12	9	1
Oct-12	6	0
Nov-12	4	2
Dec-12	4	1
Jan-13	6	0
Feb-13	16	1
Mar-13	12	1