

ANNUAL STREET WORKS REPORT

(LONDON PERMIT SCHEME)

April 2015 – March 2017

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THE CITY OF LONDON CORPORATION

Introduction

The City of London is predominately a business area with a relatively small residential population. However with new developments taking place continuously, the permanent and temporary residential population is increasing. The City of London Corporation's primary focus is to support and promote the City as an international financial business centre with services sustaining the City's 24 hour operational needs and strategic economic development. The City of London is a prestigious location and the Corporation strives to deliver its services to the highest standards.

Whilst the City has a small number of residents, the week-day commuter and visitor population increases to around 350,000. The City also has one of the highest traffic densities in London and this, together with high profile businesses and a historical

road network dating back to Roman Times, balancing the needs of all road users and those wishing to carry out works on the highway is a challenge.

It is estimated that around one million excavations take place on London's roads every year. In the City alone (Square Mile) there are in the region of 8,000 road openings annually, which includes essential maintenance work undertaken by the City's own highway contractor (JB Riney), work undertaken by utility companies on their apparatus, and works associated with building developments. While these are frequently unavoidable, the inconvenience and impact on pedestrians, cyclists, businesses and residents can be significant.

Management of Street Works in the City

The City of London manages its street works activity through the conditions and rules of the London Permit Scheme (LoPS), the City's Considerate Contractor Scheme and the Department of the Built Environment's Five Point Plan, specific details of which are outlined further in the report.

Figure A below illustrates the ways in which the City monitors utility company performance to ensure the highest standard of works is maintained.

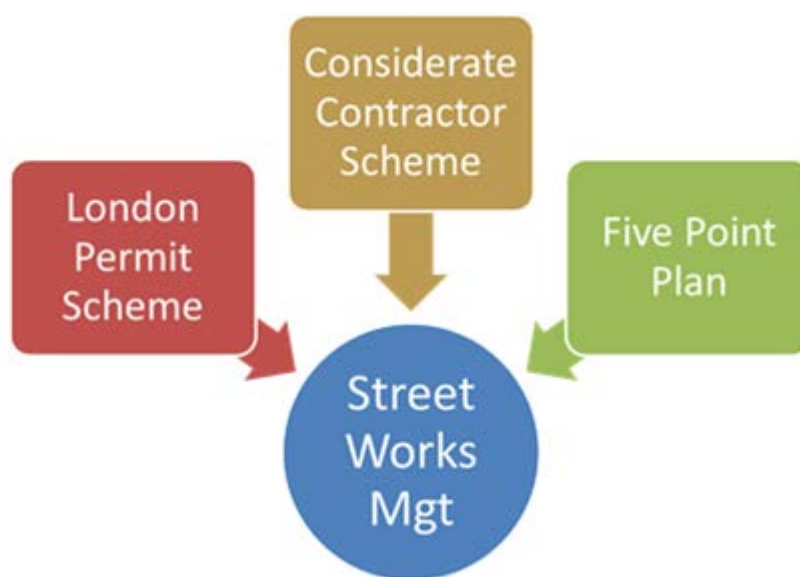


Figure A

Management of street works is undertaken by the street works team in the Highways Section of the Department of the Built Environment. The team comprises of a Street Works Manager, two Street Works Management Officers and two Permit Inspectors, all reporting to the City's Network Coordination Manager. The team is responsible for coordinating and managing street works activity on the City's highway. There is also a Permit Coordinator whose primary responsibility is to grant or refuse permit applications submitted by the utility companies.

Members of the street works team have established close working contacts with utility companies, meeting with them regularly through various forums and meetings encouraging the use of innovative solutions such as Core & Vac techniques to minimise disruption on the network.

Contact details of the street works team: streetworksteam@cityoflondon.gov.uk

London Permit Scheme (LoPS)

Background

The City of London was one of the first London Authorities to adopt the principles of the London Permit Scheme (LoPS), which was introduced on 11 January 2010. This gave the City greater control to coordinate street works on its highway, and the powers to minimise congestion, which did not exist prior to the scheme being introduced. It has also allowed greater consistency and improved standards of working by utility promoters, as well as local authority contractors who must also comply with its conditions.

The main aim of the Permit Scheme (LoPS) is to minimise disruption through the introduction of a common set of procedures to control activities and in doing so giving Highway Authorities a more effective means of managing activities on its network. Data provided by Transport for London (TfL) shows that journey time in those authorities that have adopted the LoPS has improved, although it is acknowledged that other factors unrelated to street works also have an impact on network performance.

In summary the key components of the LoPS include:

- Proactive management of street works through the granting of a permit;
- Introduction of permit fees
- Ability to attach certain conditions to works, for example, by specifying the day or time when work can be done to avoid rush hour traffic;
- Notice periods that must be given by utility companies and their contractors undertaking major works lasting 10 days or more (or where a road closure is required);
- Controls and variations to working conditions particularly in relation to extension of time and completion dates
- Introduction of penalties for failing to comply with the requirements of the scheme through the issue of Fixed Penalty Notices

Permit fees payable by the utility companies to the City cover the cost of administering the scheme. Fines (Fixed Penalty Notices) issued to utility companies for failing to comply with the regulations encourages greater compliance with the regulations. Details of this are outlined later in the report.

HAUC (England) Guidance for the Operation of Permit Schemes has recently been published details of which can be found in the Department for Transport Statutory Guidance for Highway Authority Permit Schemes October 2015.

Task Forces and Operational Committee

The main decision making body for the Scheme is the LoPS Operational Committee. The Committee consists of representatives from both permitting authorities and utility companies and aims to promote consistency in the interpretation and operation of the Scheme rules. It provides support and guidance to LoPS members and assists them in delivering the Permit Scheme successfully, as well as providing an important forum for discussion and resolution of operational issues.

Supporting the Operational Committee are a number of Task Forces, which evaluate and assess whether objectives of the Scheme are being met. In addition they are aimed at promoting best practice and encouraging work promoters to learn from each other whilst also seeking views and input from the wider community such as those with accessible needs.

Scheme Objectives

The following table sets out the objectives of the Scheme in more detail and how the City has strived to achieve these:

Objective	Achieved through:
1.To provide an environment to help each Permit Authority operating the London Permit Scheme (LoPS) to satisfy its Network Management Duty	The City has consistently fulfilled the requirements of the Network Management Duty assisted by support and guidance from the LoPS Operational Committee and Task Forces
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 City promotes and encourages collaborative working, supporting promoters in extended working, robustly setting permit conditions to manage its network effectively “saving” excavation days by combining works if this is practical.
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;	The City focuses on site safety, taking into account the needs of all road users, liaising with the City’s Access Team to ensure the needs of those with disabilities are wholly considered
4. To encourage a sharing of knowledge and methodology across the industries working with the LoPS	The City of London Corporation has an active role in the LoPS community through the LoPS Operations Group assisting with the development of good practices and disseminating this as appropriate.

Objective	Achieved through:
5. To emphasise the need to minimise damage to the structure of the highway and all apparatus contained therein;	Utilities are encouraged to apply innovative technology such as Core & Vac and strive towards the City's Considerate Contractor Scheme. First time/quality reinstatements are sought wherever possible and tested through regular coring programmes
6. To provide a common framework for all activity promoters who need to carryout works in London	Permit Advice Notes ensure that a common-framework for all activity promoters is developed effectively.
7. To treat all activities covered by the Scheme and activity promoters on an equal basis.	The City places a high importance on treating all promoters equally through the consistent application of the Scheme rules

Permit Notice Periods

A utility company is required to apply for a permit when there is breaking up or resurfacing of works on a street, or where traffic management is required such as a road closure or temporary lights. It does not include works such as cabling, relining or coring. There are statutory definitions for each classification of works and notice periods for submitting a permit application and these are detailed in the table below:

Category	Duration of Works	Notice Period
Major Works	10 days or more (or when a road closure is required)	3 months-notice (Provisional Advanced Authorisation)
Standard	4 - 10 days	10 days
Minor	1 – 3 days	3 days
Immediate	Urgent works (see below)	Within 2 hours of work commencing

Major Works

To allow for works to be better planned and coordinated, a utility company must provide the City with three-months-notice of major works by submitting a Provisional Advanced Authorisation (PAA) application. In turn the City must respond to this request within one-month, otherwise the utility company can assume approval is given for the works to take place. These are referred to as “deemed permits”. This requirement equally applies to the City’s term contractor, JB Riney.

Emergency and Urgent Work

There will always be urgent works that need to be undertaken involving excavation of the highway, for example, in the event of a major water leak or gas escape. In such circumstances utilities must take remedial action immediately and are unable to give prior notification, or take into account other planned works that might be happening in the same street. These cause the greatest congestion and inconvenience.

Under the scheme, utility companies must still apply for a permit albeit this can be retrospective of the works commencing. It is not possible to predict when and where emergency works will be needed, but the street works management team work with utility companies to ensure arrangements are in place to ease congestion and reduce the negative impact of the works. They also ensure that work is undertaken as speedily as possible.

Key Performance Indicators (KPIs) and Objective Measures (OMs)

As part of the LoPS, there are a number of Key Performance Indicators (KPIs) and Objective Measures (OMs) to ensure parity across statutory promoters. These are outlined in the following table:

KPI/OM	Description
KPI 1	Number of Permit & Permit Variation applications received, number
KPI 2	Number of conditions applied by condition type
KPI 4	Number of occurrences of reducing the application period
KPI 5	Number of agreements to work in Section 58 and 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 works 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 works have been undertaken on a road with Sections 58

Not all KPIs and OMs can be reported on because of technicalities associated with the various software systems used by Highway Authorities, and complexities of collating data i.e. average journey times and journey reliability. Of those listed

above, the key ones for managing the City's network are highlighted in blue and outlined later in the report.

KPI 1: Permit Applications; Permits Granted and Refused

The number of permit applications received from April 2015 to March 2017 is detailed in **Appendix 1**. The information is broken down to show the number of permit variations, permits granted and refused. The data illustrates the number of applications received from both utility promoters and the City's own term contractor. The number of applications received every year is around 9,500.

It should be noted that the percentage of refused permit applications from the City's contractor is lower than that of utility promoters, attributed to the closer working relationship with City officers, which in turns assists with the pre-planning prior to the permit application being submitted. Refusals are typically made because there has been no site meeting or there are conflicts with other works.

KPI 4: Early Start Agreements

The data in the following tables shows the number of early starts agreed for each category of works for both the City's contractor and also utility promoters from April 2015 through to March 2017. In essence it shows the number of times promoters were allowed by the City's street works team to start their works without having to comply with the minimum permit application lead-in time, generally known as "early start agreements". Early starts are considered on merit and may be granted to facilitate collaborative working or due to other activity taking place on the City's network.

Date	Utility or contractor	Number
April 2015 – March 2016	Statutory Utility	531
April 2015 – March 2016	CoL Contractor	136
April 2016 – March 2017	Statutory Utility	TBC
April 2016 – March 2017	CoL Contractor	TBC

More detailed information on early start applications is given in **Appendix 2**.

OM3: Overruns (Section 74)

The City can charge utility companies under Section 74 of the New Roads & Street Works Act for failure to complete works to schedule. This means that utilities have to pay a fine for every working day that their works occupy the highway after the agreed completion date. This includes not only a failure to complete their works but also a failure to clear away all of their equipment and spoil.

Charges are set by regulation and vary according to the nature of street but can be as high as £2,000 per day. A well-managed utility company and/or its contractor means that Section 74 overruns should be negligible. In circumstances where there has been a legitimate and unavoidable overrun of works, officers from the street works team take a firm but fair approach to granting requests to vary the permit duration.

There have been no overrun works (Section 74) by utility companies in recent years.

OM 5: Inspections of Utility Works (Sample Inspections)

The City carries out investigatory works to check on whether or not a utility promoter has complied with its statutory duty to satisfactorily reinstate a street following works. There is a fee payable by the utility for this inspection and the City issues a notice if a defect is found.

A summary of the number of inspections (category A and B) completed by the City from April 2015 to March 2016 and April 2016 to March 2017 is shown in the following table. The number of failed inspections as a percentage of the total undertaken is detailed in **Appendix 3**.

These are also known as “Sample Inspections”, which are randomly selected and carried out on a utility’s work at any time within 2 years of the working being started. There has been a significant improvement in the quality of reinstatements on the City’s highway as a result of the stringent monitoring and inspection regime undertaken by the street works team.

In reality, Sample Inspections make up a small part of the inspections undertaken as the street works team are on site every day monitoring utility performance.

Date	Utility or contractor	Cat A	Cat B
April 2015 – March 2016	Statutory Utility	272	140
April 2015 – March 2016	CoL Contractor	37	0
April 2016 – March 2017	Statutory Utility	TBC	0
April 2016 – March 2017	CoL Contractor	TBC	0

Compliance with the Permit Conditions

Utility companies are encouraged to comply with the Scheme rules through the issue of penalties called Fixed Penalty Notices (FPNs). Failure to comply with the conditions of the Permit Scheme is a criminal offence and although the utility company is given the option of discharging its liability of conviction through the payment of the FPN, prosecution through the Magistrate’s Court remains an option if the gravity of the offence is sufficiently severe.

A FPN may be issued, for example, when a utility company fails to inform the City that they have commenced works, when they fail to display their Permit Number on site, or when they provide incorrect information on their permit application.

The level of penalty depends on the breach:

- £500 for **working without a permit** payable within 36 days, discounted to £300 if payment is made within 29 days, and
- £120 for **working in breach of other condition** payable within 36 days, discounted to £80 if payment is made within 29 days

The FPN procedure does not apply to the City's own term contractor, but their activities are robustly monitored through contractual terms and conditions to ensure equal treatment across all promoters. The City's Enforcement Policy & Procedure can be found on the City's street works website www.cityoflondon.gov.uk

CONSIDERATE CONTRACTOR STREETWORKS SCHEME (CCSS)

Background

The Considerate Contractor Streetworks Scheme (CCSS) was introduced by the City of London Corporation in 1990 and was the first scheme of its kind to be introduced in Britain. It is a cooperative initiative with no membership fee, and is open to all utilities and their contractors undertaking works in the City as well as highway contractors working for the City of London itself.

By joining the scheme, members agree to follow a Code of Practice. This commitment, which exceeds legal minimum requirements ensures that general standards of work are raised, and the condition and safety of City streets and footways are improved for the benefit of everyone living, working or travelling through the Square Mile.

Utility companies and their contractors that are members of the Scheme, are continuously monitored and formally assessed on a quarterly basis. The results then determine which companies are submitted for judging and potential inclusion in the annual CCSS Awards Ceremony. A judging panel carries out a site inspection to complete the assessment and winners are presented trophies by the Lord Mayor in recognition of their efforts.

Scheme comprises

- A Code of Conduct that aims to reduce work durations, minimise disruption, improve signage, deliver high quality communication and ensure continuous improvement
- Regular inspections and monitoring by City CCSS officers, including quarterly reviews
- A dedicated telephone hotline and e-mail address for public comments

- An annual judging day involving Members of the Court Common Council and external judges
- A formal award ceremony, presided over by the Lord Mayor and the Chairman of the Planning & Transportation Committee

The Scheme also emphasises the role the public can play in letting the City know how well a particular utility or contractor is doing, and how their comments can contribute to the overall assessment. The Code of Conduct, which utility companies sign up to also has a focus on the City's Five Point Plan for street works as well as measures to maximise road danger reduction, which are outlined later in the report.

CCSS Assessment Criteria

There are four categories of assessment:

- Highly Commended Gold Award, which is awarded to companies that have exceeded the requirements of the Code of Conduct, and are seen to be an outstanding utility or contractor;
- Gold Award, which is awarded to companies that have exceeded the requirements of the Code of Conduct
- Satisfactory, which is awarded to companies that have met the requirements of the Code of Conduct
- Unsatisfactory assessment for those companies, which do not meet the requirements of the Code of Conduct.

There is also an individual Award presented to a person who has demonstrated the highest level of commitment and support to the ethos of the Scheme and a Communications Award, which goes to the company that has worked to the highest standards of best practice in communicating with affected businesses, residents and the public generally.

The outcome of the CCSS awards in 2016 is outlined in **Appendix 4**.

Further details on the City's Considerate Contractor Scheme or to join the CCS Scheme contact: ccs@cityoflondon.gov.uk or telephone 020 7332 1004.

CITY OF LONDON FIVE POINT PLAN

Background

The City introduced its own “Five Point Plan” to further enhance the management of street works. This has been widely promoted to the Chief Executive Officers of the main utility companies such as National Grid Gas, UK Power Networks and Thames Water who have all given it their broad support.

The Five Point Plan reinforces the aims and objectives of both LoPS and CCSS, and has a particular focus on strengthening coordination and communication of street works by following five key principles:

1. **Minimising Disruption:** joined-Up Planning of Works (minimising durations, collaborative working, new technology)
2. **Reducing Duration:** accelerating works by allowing extended and night-time working where environmental (noise) considerations allow
3. **Signage:** improved signage in addition to the permit information, to include contact details, purpose of works and other information such as reason for site inactivity
4. **Communication:** improved communication through better engagement with businesses and residents for longer duration works
5. **Productivity Measures:** measuring performance and monthly reporting of statistics

The City continues to promote the Five Point Plan applying the above principles to enhance the LoPS through effective coordination and planning of activity on the City’s highway.

Statistics for street work activity in relation to the Five Point Plan are produced every month. An example of these are detailed in **Appendix 5**.

Further details about the Five Point Plan can be obtained by contacting the street works team: streetworksteam@cityoflondon.gov.uk

OM6: Collaborative Works

The City has one of the highest numbers of days saved as a result of collaborative working achieved through combining works and trench sharing.

The City’s street works team routinely consider collaborative working opportunities as part of the works coordination process and this has significantly minimised congestion and its negative impact on the network.

From April 2015 to March 2016 the City has “saved” 763 excavation days. Some notable examples of excellent collaborative working include:

- **King William Street:** Vodaphone; Colt; Zayo; UKPN; BT; Thames Water; National Grid (saving 90 excavation days)
- **Aldgate & Aldgate High Street:** JB Riney; UKPN; tRIIO; National Grid (saving 62 excavation days)
- **Ludgate Hill- Fleet Street:** TfL; JB Riney; JSM; BT; NTL; Thames Water; UKPN (saving 52 days excavation days)

Using TfL's calculation on the economic benefit to London as a result of days of disruption saved, the estimated saving for the City of London alone is in the region on £1.1m based on an average benefit of £1,500 per day.

Details of collaborative works and the days "saved" are detailed in **Appendix 6**.

OTHER CONSIDERATIONS

Cycling, Pedestrians and Needs of People with Disabilities

Full consideration is given to cyclists, pedestrians and people with disabilities in respect to road space and parking arrangements. When applications are received to undertake works, the street works team will ensure the utility company has considered safe passage, and whether bus stops and disabled bays will be affected or need to be suspended. Where possible and it is safe to do so, cycle lanes are maintained.

Supply of Specialist Materials & Reinstatements

The utility companies are allowed to make a temporary carriageway repair after completion of their works, and leave it up to 6 months before making it a permanent repair. However this is discouraged in the City with utility companies expected to undertake first time reinstatements.

A utility company is expected to reinstate the carriageway to its former condition. Granite sets are a regular feature in the City and utility companies do not routinely stock these materials, as such undertaking first time reinstatements is challenging. To assist with this, utility companies are given the opportunity to purchase sets from the City's term contractor, JB Riney or alternatively commission Riney to undertake the reinstatement on their behalf.

Helping utility companies to reinstate the carriageway first time after their works are complete improves network management and gives the City quality assurance in relation to materials and the specification of the reinstatement.

Coring

Statutory powers under the New Roads and Street Works Act allows the City to undertake investigatory work known as "coring", which tests the measurement of texture depth and materials used by the utility company in their reinstatement of the highway to ensure it has been done to the required standard.

The main purpose of coring is to:

- Check that the utility company reinstatements comply with the appropriate standards outlined in the Specification for the Reinstatement of Openings in the Highway (SROH)
- Drive improvement in reinstatement compliance, and
- Protect the integrity of the highway asset

The City can recover reasonable costs of its coring-programme and recharge the utility company accordingly.

Details on the SROH can be found at Gov.uk for Specification for the reinstatement of openings in highways

Coring has been routinely undertaken in the City and the failure rate has fallen from 41% in 2013 to 12% in 2017.

Environmental (noisy works)

As well as business premises the City now has a growing number of residential areas. The impact that street works have on day to day lives of those living in the City can be significant. For this reason there are strict rules limiting noisy works undertaken by utility companies to certain times of the day. Any variation to these rules, such as extended working or working at weekends must be approved by the City's Environmental Health Team.

There are certain areas within the City where utilities can work extended hours to expedite their works. The map in **Appendix 7** shows those areas where it is possible for utility companies to undertake double shifting or work at the weekends subject to agreement from the City's Environmental Health team.

The Code of Practice: Minimising the Environmental Impact of Street Works provides advice and guidance on how to minimise the negative impacts of noisy works and reduce the risk of receiving complaints.

Further details on the City's noisy works restrictions can be found at our Noise Strategy and Policy page.

Archaeology

Archaeological remains and ancient monuments are important evidence of the City's history. Many of the ancient monuments are protected and when found can have a major impact on the management of street works in the duration and the way works are carried out. It is important that utility companies follow the guidance on archaeology findings to protect this important heritage, as can be seen here when National Grid Gas discovered the foundations of Newgate Prison.

Further details can be found at our archaeology and ancient monuments page

Major Ceremonial Events

The City hosts a number of ceremonial events, the most significant being the Lord Mayor's Show, which takes place every 2 Saturday in November. The event dates back to more than 800 years and is a combination of splendid pageantry and military procession. It is enjoyed by thousands of people and encompasses the majority of the City streets as well as some in Westminster.

Preparations for the Lord Mayor's Show, as well as other ceremonial processions that happen in the City, involves months of planning to ensure the highway is fit for

purpose for vehicles and pedestrians, and also for the many horse drawn carriages that routinely form part of events of this nature.

Working with the utility companies, the street works team must plan and coordinate works to ensure the successful delivery of these events. For example, in the lead up to last year's Lord Mayor's Show (2016), the street works team supervised 10 sets of works bringing together various utility companies to work together and in doing so saved 40 days of excavation.

LOOKING FORWARD

The relationship between the City's street works team and utility companies is governed by a strict regulatory framework. The only powers over utilities' activities held by Highway Authorities are those given by legislation with the majority of these powers coming from the New Roads & Street Works Act (1991), and the Traffic Management Act (2004).

The Highways Section is tasked with coordinating major activities on the highway. Officers are responsible for negotiating, approving and facilitating the extent and timing of activities such as road closures, street works, and special events.

In relation to street works, utility companies have a statutory right to maintain their equipment. As such the City as a Highway Authority cannot stop essential maintenance and improvements to the network and must allow utilities access to their services under the highway. However the City is responsible for minimising disruption on its highway (Network Management Duty) and this is achieved through effective implementation of the London Permit Scheme, CCSS and Five Point Plan.

In particular the City strives to:

- Balance competing needs, minimise congestion and limit the impact on traffic and pedestrians (especially vulnerable users)
- Consider the needs of businesses and residents
- Maximise the opportunity of combining works together to minimise their overall impact
- Work constructively and proactively with Transport for London (TfL) and neighbouring authorities to ensure the impact on the wider transport network is considered.

Objectives for the Coming Year

The volume of activity taking place in the Square Mile continues to place an increasing demand on the City's highway network. Major projects such as the effects of TfL's Cycle Superhighway, Bank Northern Line upgrade, Crossrail and the Thames Tideway builds are causing congestion on City streets. In addition road safety improvements around Bank Junction planned for spring 2017 are expected to change traffic flows and management.

As part of the City's initiative to promote superfast broadband, BT Openreach are expected to install up to 22 broadband cabinets on the footway in various locations in the City in 2017. National Grid Gas (NGG) also continues to upgrade their services with major works in London Wall planned for the summer 2017.

A combination of all these projects and schemes will remain a challenge in the longer term. The street works team will continue to work constructively and cooperatively with utility companies applying the principles of the London Permit

Scheme, CCSS and the Five Point Plan. These, together with the well-established links with the City's Environmental Health and key stakeholders such as TfL and the street works team will help to minimise the negative impacts of all this activity.

Through the appointment of a dedicated officer, congestion in the City will be monitored proactively with issues highlighted as quickly as possible liaising with TfL as necessary, and providing timely updates for the general public on congestion "hot spots". The recently appointed Major Projects Officer is also working closely with developers and Project Managers of the larger schemes to ensure a balance between the need to keep projects on track at the same time as limiting the cumulative impact they have on community life.

Communications

The Highways team continues to strengthen its communications with the general public, helping to mitigate the impact of all these works. The number of followers on the DBE Highways Twitter (@squarehighways) is growing and provides up to date travel information on road closures, special events and road safety initiatives.

The City's website details more in-depth information on individual works, their likely impact on traffic and identifies those routes through the City that are clear of disruption. There is also a Facebook page www.facebook.com/squarehighways that provides a further opportunity to share information on highway activity such as street works and special events.

In addition over 1,000 business and residents receive the weekly emailed Traffic Management Bulletin, covering major highway works and events for the week ahead.

For further information on this report:

Please contact Kay English, Traffic Manager on kay.english@cityoflondon.gov.uk

USEFUL REFERENCES

Further details of the London Permit Scheme can be found at the London Councils website

An interactive map shows daily information on all street works, road closures and other highway activities in the City and can be found on our current road closures page

Also on the City's website are the frequently asked questions under Roads Highways and Pavements.

Comments and suggestions on street works management are welcome and enquiries can be made by contacting: Freephone 0800 389 5908 or email streets@cityoflondon.gov.uk

Details of the Considerate Contractor Streetworks Scheme (CCSS) can be found our Considerate Contractors and Considerate Contractor Streetworks Scheme page

Information on Bank Junction Road Safety Scheme can be found our Traffic Management Bank page

Information on the Thames Tidway Project can be found at the Tidway Tunnel website

Information on the London Permit Scheme for Road Works and Street Works can be found at the London Councils website.

Information on Transport for London's Cycle Superhighway can be found at the TfL routes and maps, cycle superhighways page

The Code of Practice, which governs the way inspections are carried out can be found at the Gov.uk website at Codes of practice for Inspections

Appendix 1: Permit Applications; Permits Granted & Refused (KPI 1 – Data)

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

Applications received, granted and refused

April 2015 – March 2016 Received

Date	CoL	Utilities	Total
Apr -15	385	606	991
May - 15	396	330	726
Jun - 15	469	317	786
Jul - 15	435	409	844
Aug - 15	240	380	620
Sept - 15	405	386	761
Oct - 15	604	436	1040
Nov - 15	473	404	877
Dec - 15	336	353	689
Jan - 16	327	359	686
Feb - 16	346	355	701
Mar - 16	298	390	688
Total	4714	4725	9439

April 2015 – March 2016 Granted

Date	CoL	Utilities	Total
Apr -15	385	569	627
May - 15	396	256	652
Jun - 15	463	254	717
Jul - 15	403	284	687
Aug - 15	240	307	547
Sept - 15	405	320	725
Oct - 15	604	318	922
Nov - 15	443	323	766
Dec - 15	336	273	609
Jan - 16	326	263	589
Feb - 16	346	295	641
Mar - 16	297	319	616
Total	4644	3781	8098

April 2015 – March 2016 Refused

Date	CoL	Utilities	Total
Apr -15	0	37	37
May - 15	0	74	74
Jun - 15	6	63	69
Jul - 15	32	125	157
Aug - 15	0	73	73
Sept - 15	0	66	66
Oct - 15	0	118	118
Nov - 15	30	81	111
Dec - 15	0	80	80

Date	CoL	Utilities	Total
Jan - 16	1	96	97
Feb - 16	0	60	60
Mar - 16	1	71	72
Total	70	944	1014

Applications received, granted and refused

April 2016 – January 2017 received

Date	CoL	Utilities	Total
Apr -16	394	422	816
May - 16	431	334	765
Jun - 16	695	345	1040
Jul - 16	448	440	888
Aug - 16	365	371	736
Sept - 16	272	417	689
Oct - 16	351	415	766
Nov - 16	293	404	697
Dec - 16	130	260	360
Jan - 17	252	288	540
Total	3631	3696	7297

April 2016 – January 2017 granted

Date	CoL	Utilities	Total
Apr -16	394	334	728
May - 16	428	301	729
Jun - 16	695	297	992
Jul - 16	435	363	798
Aug - 16	359	304	663
Sept - 16	271	347	618
Oct - 16	351	360	711
Nov - 16	267	333	600
Dec - 16	130	231	361
Jan - 17	251	238	489
Total	3581	3108	6689

April 2016 – January 2017 refused

Date	CoL	Utilities	Total
Apr -16	0	88	88
May - 16	3	33	36
Jun - 16	0	48	48
Jul - 16	13	77	90
Aug - 16	6	67	73
Sept - 16	1	70	71
Oct - 16	0	55	55
Nov - 16	26	71	97
Dec - 16	0	29	29
Jan - 17	1	50	51
Total	50	588	638

Number of Deemed Permits (OM 7 – Data)

Date	Permit Application from:	Number
April 2015 – March 2016	Statutory Utility	28
April 2015 – March 2016	CoL Contractor	24
April 2016 – March 2017	Statutory Utility	TBC
April 2016 – March 2017	CoL Contractor	TBC

Appendix 2: The Number of Occurrences of Reducing the Application Period (KPI 4 – Data)

April 2015 – March 2017

Date	Applications	Major Works	Standard Works	Minor Works	Total	Date	Applications	Major Works	Standard Works	Minor Works	Total
Apr -15	CoL	9	16	27	52	Apr - 16	CoL	9	1	9	19
April 15	Utility	2	5	9	16	April - 16	Utility	2	9	15	26
May - 15	CoL	4	5	16	25	May - 16	CoL	8	0	5	13
May - 15	Utility	9	9	11	29	May - 16	Utility	9	4	6	19
Jun - 15	CoL	7	2	17	26	Jun - 16	CoL	3	2	30	35
June - 15	Utility	12	11	35	58	June - 16	Utility	12	8	12	32
Jul - 15	CoL	2	0	32	34	Jul - 16	CoL	7	2	13	22
July - 15	Utility	2	8	17	27	Jul - 16	Utility	12	13	9	34
Aug - 15	CoL	4	0	16	20	Aug - 16	CoL	10	1	20	31
Aug - 15	Utility	12	14	14	40	Aug - 16	Utility	7	13	10	30
Sept - 15	CoL	0	1	38	39	Sept - 16	CoL	7	3	12	22
Sept - 15	Utility	9	14	4	27	Sept - 16	Utility	15	14	8	37
Oct - 15	CoL	11	2	25	38	Oct - 16	CoL	2	4	14	20
Oct - 15	Utility	7	23	12	42	Oct - 16	Utility	15	15	5	35
Nov - 15	CoL	3	2	11	16	Nov - 16	CoL	3	4	78	85
Nov - 15	Utility	14	3	5	22	Nov - 16	Utility	13	12	8	33
Dec - 15	CoL	0	2	2	4	Dec - 16	CoL	1	0	9	10
Dec - 15	Utility	8	6	2	16	Dec - 16	Utility	3	12	6	21
Jan - 16	CoL	2	3	7	12	Jan - 17	CoL	0	0	0	0
Jan - 16	Utility	6	10	9	25	Jan - 17	Utility	0	0	0	0
Feb - 16	CoL	3	5	3	11	Feb - 17	CoL	TBC	TBC	TBC	TBC
Feb - 16	Utility	7	5	8	20	Feb - 17	Utility	TBC	TBC	TBC	TBC
Mar - 16	CoL	3	2	10	15	Mar - 17	CoL	TBC	TBC	TBC	TBC
Mar - 16	Utility	12	5	10	27	Mar - 17	Utility	TBC	TBC	TBC	TBC

Appendix 3: Number of Inspections Undertaken (OM 5 – Data)

April 2015 – March 2016

Date	Total Inspections	Pass	Fail	Failure %
Apr -15	693	576	43	6.2%
May - 15	758	729	29	3.8%
Jun - 15	900	853	47	5.2%
Jul - 15	768	724	44	5.7%
Aug - 15	591	549	42	7.1%
Sept - 15	725	677	48	6.6%
Oct - 15	871	830	41	4.7%
Nov - 15	850	793	57	6.7%
Dec - 15	658	615	43	6.5%
Jan - 16	525	496	29	5.5%
Feb - 16	710	661	49	6.9%
Mar - 16	691	633	58	8.4%

April 2016 – April 2017

Date	Total Inspections	Pass	Fail	Failure %
Apr -16	749	691	58	7.7%
May - 16	765	726	39	5.1%
Jun - 16	877	843	34	3.9%
Jul - 16	840	814	26	3.1%
Aug - 16	669	630	39	5.8%
Sept - 16	574	542	32	5.6%
Oct - 16	735	715	20	2.7%
Nov - 16	769	732	37	4.8%
Dec - 16	418	388	30	7.2%
Jan - 17	612	574	38	6.2%
Feb - 17	TBC	TBA	TBA	TBA
Mar - 17	TBC	TBA	TBA	TBA

Appendix 4: CCSS Awards May 2016

Gold Award Street Works Utility

Utility/Contractor

- EU Networks
- COLT Technology Services
- UK Power Networks (Operations)
- Thames Water Utilities
- National Grid Gas
- Verizon UK Ltd
- Zayo Group UK
- Level 3 Communications
- Vodafone UK

Gold Award Street Works Contractor (working on behalf of Statutory Utility

Utility/Contractor

- Agility Alliance (for Thames Water)
- Davies Utility Services (for Level 3)
- Instalcom Limited (for Level 3)
- JB Riney (for City of London and Verizon)
- JSM Group (for Colt, Zayo, UKPN and EU Networks)
- Kelly Group (for Verizon and Vodafone)
- Compass Infrastructure (CI UK) Ltd (for UKPN)
- Optimise (for Thames Water)
- Kelly Group (for Verizon)
- Stanmore Quality Surfacing (for UKPN)

Highly Commended

Utility/Contractor

- Data Techniques (for Level 3 and Colt)
- AFL Global Services (for Vodafone)

Individual Award

Utility/Contractor

Representative for AFL Global Services

Communications

Utility/Contractor

tRIOO (for National Grid Gas)

Appendix 5: Number of Collaborative Works (OM 6 – Data)

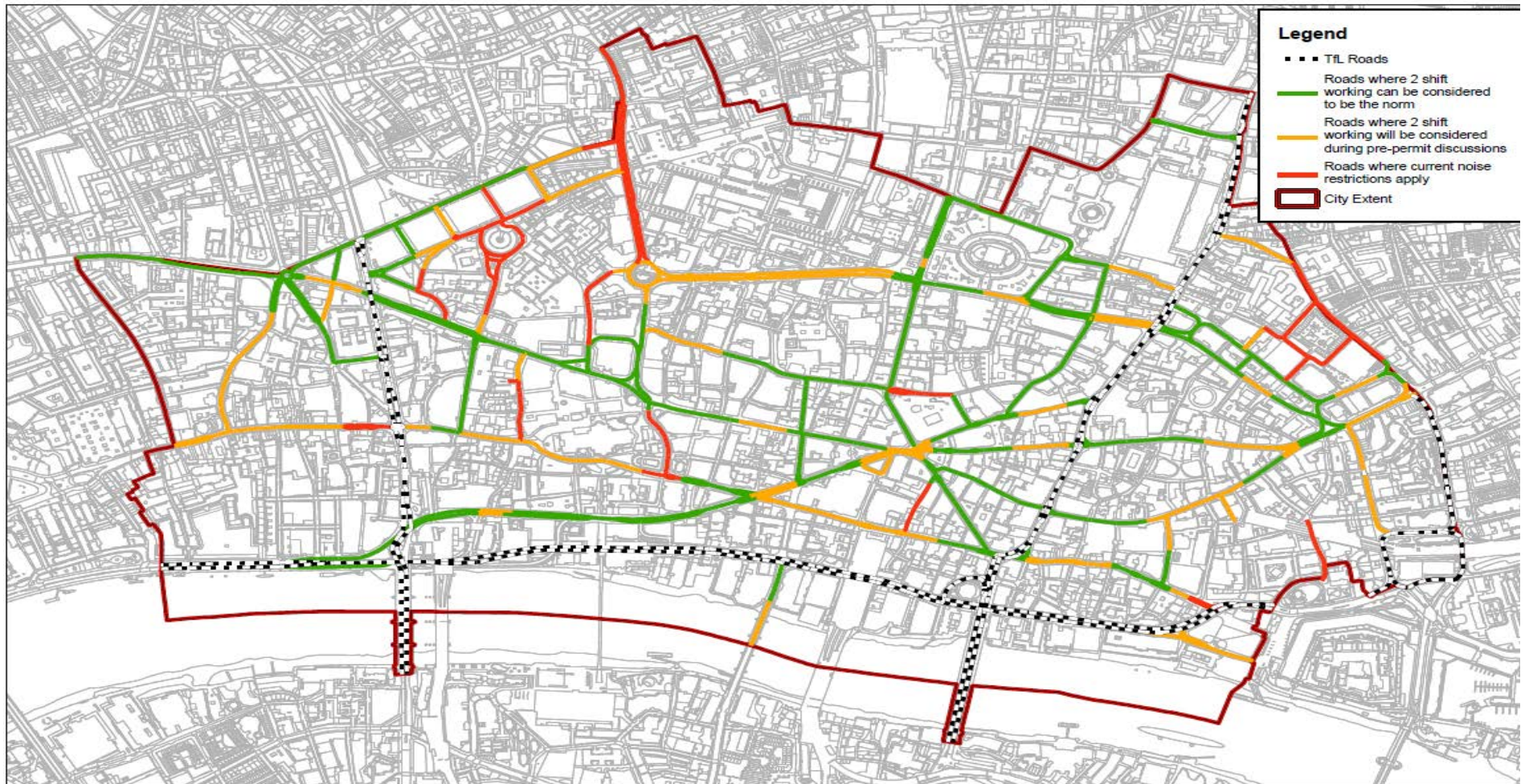
April 2015 – March 2016

Date	Number of Work Sites	Days of Disruption “Saved”
Apr -15	3	32
May - 15	5	30
Jun - 15	4	72
Jul - 15	3	18
Aug - 15	4	39
Sept - 15	6	43
Oct - 15	6	106
Nov - 15	5	34
Dec - 15	1	90
Jan - 16	4	119
Feb - 16	4	99
Mar - 16	4	81
Total	49	763

April 2016 – March 2017

Date	Number of Work Sites	Days of Disruption “Saved”
Apr -16	5	182
May - 16	1	17
Jun - 16	3	50
Jul - 16	3	92
Aug - 16	2	29
Sept - 16	1	10
Oct - 16	5	156
Nov - 16	1	20
Dec - 16	0	0
Jan - 17	1	68
Feb - 17	TBC	TBA
Mar - 17	TBC	TBA
Total	TBA	TBA

Appendix 6: Noisy Works Restrictions



Permitting Scheme for Traffic Sensitive Streets

On non-traffic sensitive streets the current arrangements will continue to apply

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City of London
Corporate GIS Team
10 May 13

