

Permit scheme evaluation report

2020–2021, 2021–2022
and 2022–2023



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

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Executive Summary

This report covers the three-year period between 2020-21 and 2022-23 of the operation of the Royal Borough of Kensington and Chelsea's Permit Scheme (RBKCPS). RBKCPS was first introduced on the 11 January 2010 and covers all roads, including category 3 and 4 residential roads.

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

The above factors contribute to the council having a busy road network seven days a week, 24hours a day, which has to be managed and balanced against competing demands. This is very challenging and something the council take extremely seriously which is demonstrated by the way we take an active lead on several network management work streams.

The key highlights of this report are as follows:

- 1,064 days of disruption saved over the course of the three years covered by this report
- Very low number levels of deemed permits for both our own works and statutory undertaker works demonstrating a pro-active approach to network management
- Very few numbers of early start requests for all work promoters indicating better planning and pre-work engagement is being carried out
- A steady drop in the average duration of works for statutory undertaker work
- Consistent low failure rates on Category A failures across all three years
- A year-on-year increase in the number of fixed penalty notices issued for working without a permit and breaches of conditions
- A year-on-year increase in the number of physical overruns identified

The number of days of disruption saved continues to be excellent, as in previous evaluation reports, and demonstrates how pro-active the Network Management team are in minimising disruption on its road network. This measure remains one of the best ways to demonstrate the benefits of operating a permit scheme. Without such a scheme in place this would not be possible. This data is often used in answering complaints and queries from residents and members to highlight the good work the

team do throughout the year.

The number of deemed permits as in previous years continues to be very low. This again shows how pro-active the Network Management team are in operating the permit scheme.

The low number of early starts continues to suggest works promoters are planning their works more effectively.

It is however disappointing to see that the number of fixed penalty notices issued for both working without a permit and breach of conditions has increased in each of the three years which suggests utilities are not complying with some of the permitting requirements being placed on them.

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 on 11 January 2010 and has been amended to reflect the requirements introduced in 2015 as required.

This report sets out an overview of the council's operational performance over the last three years covering 2020-21, 2021-22 and 2022-23. The report provides detailed scrutiny of the available data in relation to street works and activities in the Royal Borough of Kensington.

Objectives of the Scheme

The objectives of the London Permit Scheme were laid out in Section 2 of the Scheme. These are summarised below along with how they have been met.

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

Co-ordination meetings and performance meetings are held with utilities to assist with delivering our Network Management Duty. In addition, the council play a lead role in industry led committees such as LHAUC and LJAG which continues to provide help and guidance to all permitting authorities with the overall aim of driving consistency across the scheme.

The Network Management team continue to assist colleagues in other boroughs by providing advice on several permitting and network management issues.

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 co-ordination and getting it right;

The Network Management team continues to excel in delivering collaborative works and saving days of occupation on the road network. The team are very proud of their successes since the introduction of the permit scheme. However, there are many more opportunities that are still being missed because of lack of commitment by some work promoters.

The council has looked to improve co-ordination and work management of certain impactful immediate works on traffic sensitive roads by having regular progress meetings throughout the life of the work. This has allowed us to provide more real time updates to stakeholders and to reduce the number of disputes around Section 74 overrunning charges.

Joint co-ordination meetings continue to be held with Hammersmith and Fulham to maximise cross boundary co-ordination and to provide added benefit to works promoters who attend. The council also continue to use the One.Network IT solution to assist with wider co-ordination across London.

The council regularly attends TfL's River Crossing meetings ensuring all works associated with the capital's bridges are closely co-ordinated. The council were also one of the first authorities to work with the GLA's Infrastructure Co-ordination team to improve co-ordination and collaboration on key major projects. This also included utilising the IMA mapping tool which brings together advance and speculative data on long-term utilities work programmes – from 6 months in the future to 30 years ahead.

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 council continue to treat site safety as a high priority by undertaking a robust inspection regime on live sites. This includes undertaking multiple non-chargeable routine inspections over and above the permitted number of chargeable sample inspections.

Where we identify non compliances non-compliance notifications and/or fixed penalty notices are issued. For the more serious offences the council will look to prosecute companies. Over the three-year period of this report the council successfully prosecuted eight companies for offences under Section 65 of the New Roads and Street Works Act 1991. The council also issued 23 Simple Cautions during this period.

The council continue to assess permit applications in consideration with the local environment where the works are being proposed. Specific conditions are added to the permits or instructions are given to work promoters to reflect any additional measures that need to be put in place before or whilst the work is in progress. For example, there may be a need for ongoing communication with the manager of an elderly peoples home if works were being carried out outside the home.

The council continue to work closely with the Action Disability Kensington and Chelsea group which provides a forum for members to raise any concerns they have on street works being carried out. July 2021 saw the first of a series of joint live site audits carried out involving several different work promoters to help identify some of the unique challenges disabled people deal with when negotiating street works. The results of the audits were very informative and has allowed the councils Traffic Manager to pass on the findings to the joint chairs of the HAUC Safety Group for possible inclusion in the next version of the safety code of practice.

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

Permitting authorities and utilities continue to discuss and debate key permitting topics through regular London HAUC meetings. The group strongly encourages consistency to be applied across London but where this sometimes doesn't happen members of the group look to engage with colleagues in the relevant boroughs or companies to help try and resolve any issues.

The councils Traffic Manager plays an active role in this group alongside other regional and national groups.

The council continue to offer utilities opportunities to attend joint workshops involving operational staff on both sides to help drive consistency and provide awareness of key factors which influence co-ordination decisions.

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

The council continue to inspect a high number of in progress and completed works to ensure the structural integrity of the highway is maintained.

New technologies such as Core and Vac and CISSBOT technology is strongly encouraged in the borough. The CISSBOT technology was used extensively on a project in Sloane Street and Kings Road in 2021 which resulted in a significant reduction of excavations when compared to how many there would have been using more conventional methods. This was actively promoted at drop-in sessions which Cadent Gas and the council jointly arranged.

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

The council continue to use the industry agreed refusal and modification codes and report on the data at quarterly performance meetings. This allows us to have constructive discussions with work promoters on the key reasons for refusals and identify where they are at their highest.

The latest three-year monitoring period continues to show a low level of refusals for 'Other' reasons which means work promoters can see exactly why the majority of their permits are being refused and take any necessary action they see fit, including more focused training.

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

The Traffic Manager continues to report directly to the Director for Streets and Regulatory Services which allows the Network Management team to remain independent to the Highways and Transport teams who deliver the annual maintenance programs and capital schemes. The same principals for co-ordination is

applied to highway works as they are to utility works.

Regular meetings are held between the Highways and Projects team and their contractors which members of the Network Management team also attend. This allows the team to discuss issues of concern or hot topics which everyone needs to be aware of.

Fee Structure

Maximum allowable Permit Fees

The legislation sets maximum allowable permit fees. These are shown below.

Maximum Fee Levels per Provisional Advance Authorisation, Permit and Permit Variation		
Permit Types	Road Category 0-2 or Traffic Sensitive	Road Category 3-4 and non-Traffic Sensitive
Provisional Advance Authorisation	£105	£75
Major Activity	£240	£150
Standard Activity	£130	£75
Minor Activity	£65	£45
Immediate Activity	£60	£40

Current chargeable Permit Fees

The current permit fees charged by the council were calculated using the DfT Permit Fee guidance cost matrix and these were submitted as part of the permit application process to DfT for evaluation in 2010. A subsequent fee review was carried out as part of the previous three-year Permit Scheme Evaluation Report which confirmed that the fees were still applicable.

The tables below show the current permit fees being charged by the council.

Cat 0-2 and TSS					
Borough Name	Major PAA	Major Permit	Standard Permit	Minor Permit	Immediate Permit
Royal Borough of Kensington and Chelsea	£105	£240	£130	£65	£60

Cat 3 & 4 non TSS					
Borough Name	Major PAA	Major Permit	Standard Permit	Minor Permit	Immediate Permit
Royal Borough of Kensington and Chelsea	£75	£150	£75	£45	£40

Permit Income

The table below shows the amount of permit fees that were invoiced and paid for in each of the three years that this report covers.

Permit Income			
Borough Name	2020/21	2021/22	2022/23
Royal Borough of Kensington and Chelsea	£418,290	£508,965	£450,040

Costs and Benefits

Costs of Running the Scheme

The council are allowed to recover costs and overheads associated with running a permit scheme for statutory undertakers that are over and above the costs of the time spent dealing with the undertaker's notices under the New Roads and Street Works Act 1991. Costs associated with our own works cannot be recovered.

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

The table below outlines the operational costs of running the permit scheme in both boroughs.

Operational Costs			
Borough Name	2020/21	2021/22	2022/23

Royal Borough of Kensington and Chelsea	£574,251	£601,095	£640,588
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Comparison of Income and Costs

The table below shows the amount of income generated from permit fees by the council compared to the cost of operating the scheme across each of the three years.

Royal Borough of Kensington and Chelsea	Income	Costs	Deficit
2020/21	£418,290	£574,251	£155,961
2021/22	£508,965	£601,095	£92,130
2022/23	£450,040	£640,588	£190,548

The above table demonstrates that the cost of operating the permit scheme greater than the income received through permit fees. As stated earlier the council is already charging the maximum fee levels so we cannot increase these further. It is our opinion that the Department of Transport should conduct a thorough review of the maximum fee level so that those council's currently operating at a loss can increase their fees to cover their costs.

Despite the council being unable to cover their full costs of running a permit scheme through permit fees we are prepared to absorb this cost because of the benefits that operating a permit scheme brings, such as being able to achieve more effective co-ordination and collaboration.

Benefits

Operating a permit scheme still provides the council with the best possible means of effectively co-ordinating road works and minimising disruption.

The permit scheme allows the council to deliver collaborative working opportunities which previously would not have been possible under the old noticing regime. The council are very proud of their record of the number of days of disruption saved through collaborative working since the introduction of the permit scheme. We have saved 2,124 additional days of disruption, including the data from this report, and we regularly quote this figure when answering complaints or enquiries about how we manage road works.

Some examples of collaborative work projects which we have arranged over the three years covered by this report are:

- Campden Street – G-Network and Thames Water worked collaboratively under a road closure to facilitate new high speed broadband network and new water mains replacement project. 42 days saved.
- Barlby Road / Ladbrooke Grove – FM Conway working on behalf of the council, Thames Water and G-Network all worked collaboratively to facilitate new high speed broadband network, a new district metering install at the same time as major junction improvement works. 65 days saved
- Route between Old Brompton Road and Kensington Road – Blu-3 and G-Network worked collaboratively to lay new electrical connection for major development and high-speed broadband network. Multiple roads were covered. 151 days saved
- Portobello Road – Cadent Gas and TfL worked collaboratively using shared road space to deliver a medium pressure gas main replacement project and signal modification works. 20 days saved

The requirement to apply the same standards and rules to our own council works continues to benefit the Network Management team in terms of making decisions around co-ordination. Previously there was a lack of confidence in the accuracy of the information being provided by the council's contractors, but this has improved significantly as they have become more and more used to the requirements.

The application of permit conditions on permits continues to help the council to manage road works more effectively. They also benefit the wider community and road users by ensuring work is carried out quickly, safely, and local needs being taken into account.

Performance Indicators

The number of Permit and permit variations

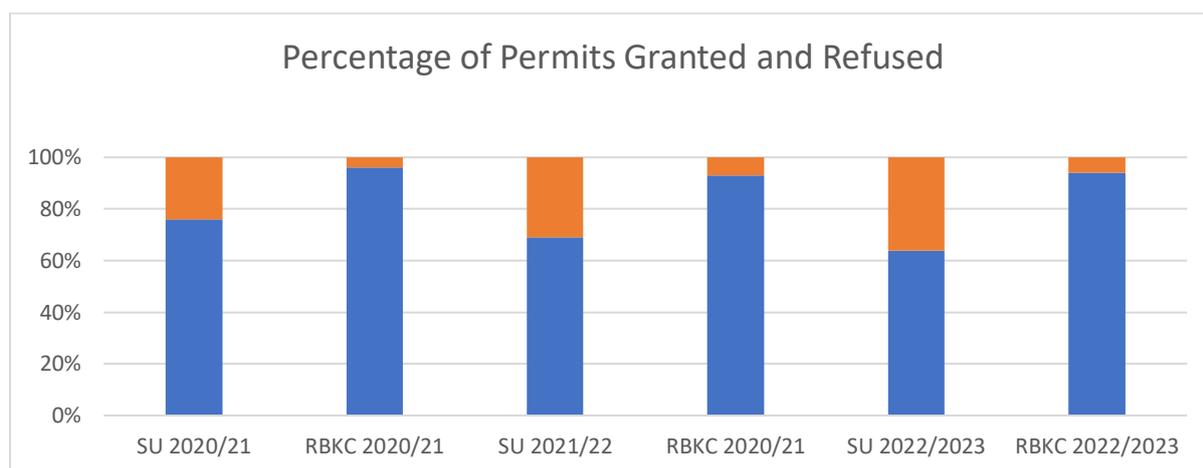
The following considerations must be noted in relation to this data.

1. Each application has an appropriate response period which means that the number of applications received in any one period does not always correspond to the permits granted and refused within that same period. In other words, a permit application received in one period may be responded to within the next period.
2. There are a significant number of permit applications where the proposed work was abandoned by the promoters prior to the permit application decision being made i.e. before the permit was granted or refused.

These issues mean there are several permit applications, the status of which cannot be determined. These have been removed from the total.

The table below shows data relating to the number of permit and permit variation applications received over the three years covered by this report.

No Permit Applications/variatio	2020/21		2021/2022		2022/23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
	Total No of permit applications/variatio	11062	5688	13515	4701	13512
Total no of permirts with status that cannot be determined	1412	2242	2429	2205	2644	1971
Total No of permits granted or refused	9650	3446	11086	2496	10868	2572
Number of applications granted	7315	3322	7627	2320	6992	2407
No of applications granted as a percentage of the total of permits granted/refused	76%	96%	69%	93%	64%	94%
No of applications refused	2335	124	3459	176	3876	165
No of applications refused as a percentage of the total of permits granted/refused	24%	4%	31%	7%	36%	6%



The number of statutory undertaker permit and permit variation applications received is greater than the number of council permits received in each of the three years. This can be attributed to the fact that the council continue to invest heavily in their annual planned maintenance work programme which means there is less reactive work needed to be done on the road network.

The number of permits and permit variations received from statutory undertakers in 2021/22 and 2022/23 remained consistent as did the number of permits granted or refused. In 2020/21 the figures were slightly lower. The number of applications that were granted as a percentage of the total number of permits granted/refused was higher in 2020/21 than the other two years.

For the council's own work, the data shows that there were more permit and permit variations submitted in 2020/21 than the other two years. Similarly, the total number

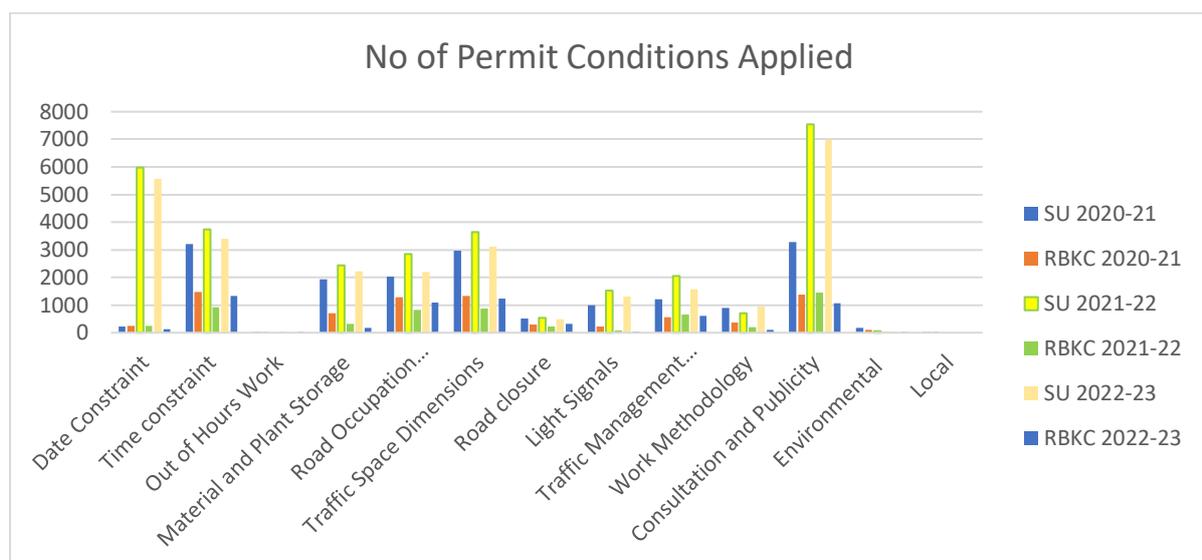
of permits granted or refused in 2020/21 is also higher than the other two years. This is an opposite trend demonstrated by the data relating to statutory undertaker works.

The refusal rates have remained consistent across all three years with a slightly higher rate in 2020/21 for both work promoters. The data shows the refusal rate is consistently lower for the council’s own works than for statutory undertaker works. This can be accounted by the fact that the Network Management team continue to work very closely with their colleagues in the Highways and Project team and pro-actively engage with them prior to any permit applications being submitted.

The refusal rate for statutory undertaker works has steadily decreased over the three years of this report. This may suggest that better works planning is being undertaken. It may also reflect the work the Network Management team does in performance meetings where refusal rates and reasons are discussed in detail with the statutory undertakers.

Number of conditions applied by condition type

The chart below shows the number of permit conditions applied to works carried out by the council and statutory undertakers.



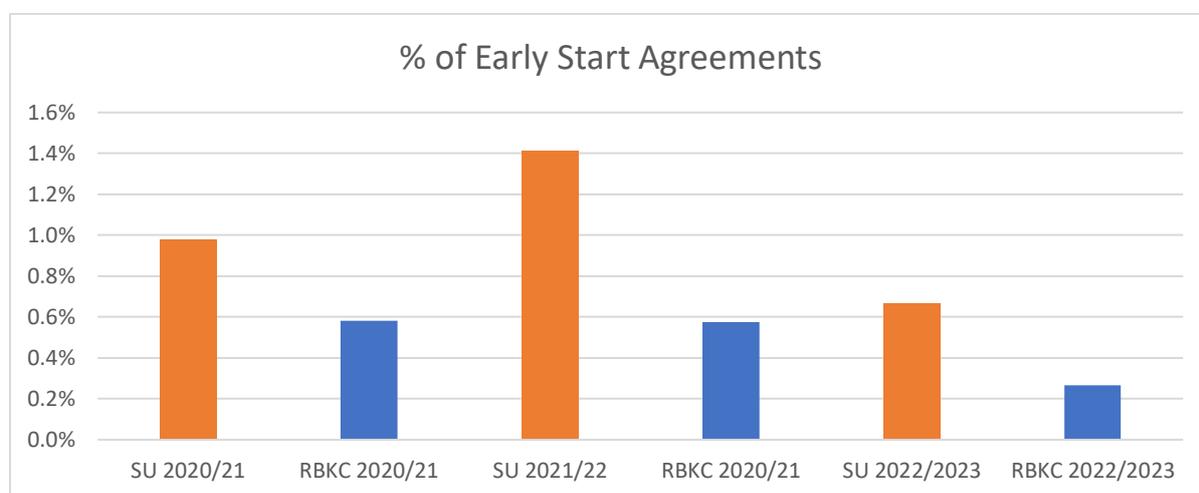
The data above shows the top three most applied permit conditions for statutory undertaker’s work relate to date constraint, time constraint, and consultation and publicity, closely followed by traffic space dimensions. For the council’s works they are time constraint, road occupation dimensions and traffic space dimensions, closely followed by consultation and publicity.

The data shows that all conditions are being applied fairly and consistently across both statutory undertakers work and the council’s own work. It is pleasing to note once again as in previous reports that the number of local conditions being applied is very low, as it should be.

Number of early start agreements

The table and chart below show data on the number of early starts agreed in relation to the council's own work and works by statutory undertakers over the three-year period.

	2020/21		2021/22		2022/23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
Total number of permit applications/variatio	11062	5688	13515	4701	13512	4532
No of Agreementst with reduced periods	108	33	191	27	90	12
% of reduced period agreements	1.0%	0.6%	1.4%	0.6%	0.7%	0.3%



The permit scheme requires all work promoters to submit permit applications within defined timescales according to the type of work they are doing. Where work promoters are not able to meet these timescales, for example if a customer wanted a new service connection earlier, then they can apply to the council for an early start agreement. The council continue to consider all early start requests on an equal basis and are happy to grant them where they do not create co-ordination issues.

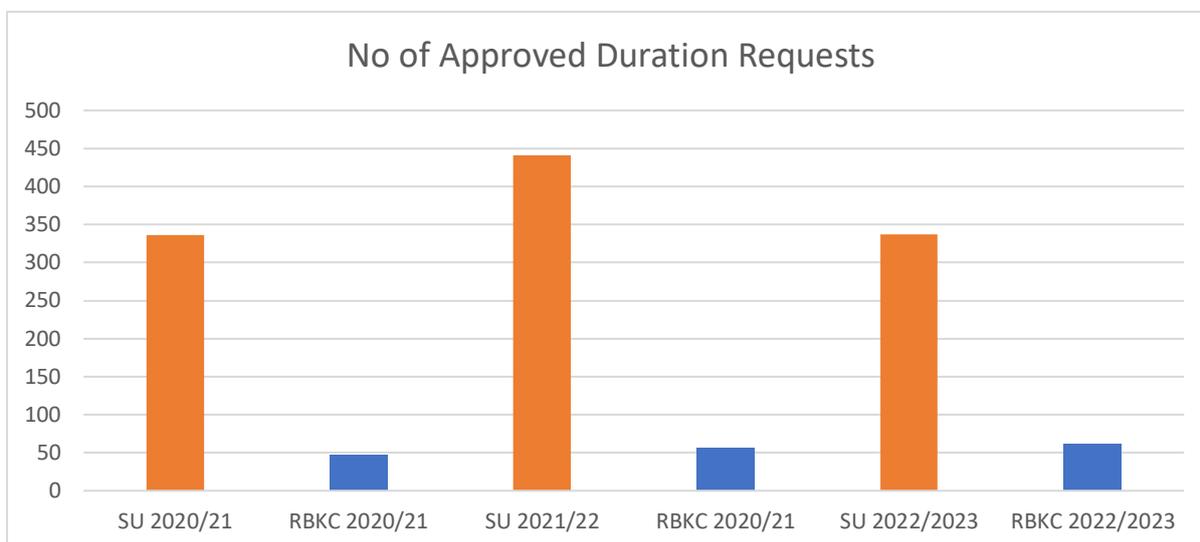
The data shows that the number of approved early start agreements when compared to the number of permits that have been granted is consistent across all three years for both the council's own work and statutory undertakers work.

These low numbers suggest both sets of work promoters continue to plan and programme their work effectively. It also suggests ongoing good engagement and communication by all parties.

Number of approved revised durations

The number of approved revised durations for the council's own works and statutory undertaker works are shown in the table and charts below.

	2020/21		2021/22		2022/23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
Total number of permit applications/variatio	336	47	441	56	337	62
Approved percentage when compared to number of permit granted	5%	1%	6%	2%	5%	3%



Work promoters are able to apply for an extension to their work permit if they encounter delays or issues with completing their work within their original permit duration. The council assesses each extension request fairly and consistently regardless of which work promoter it has come from.

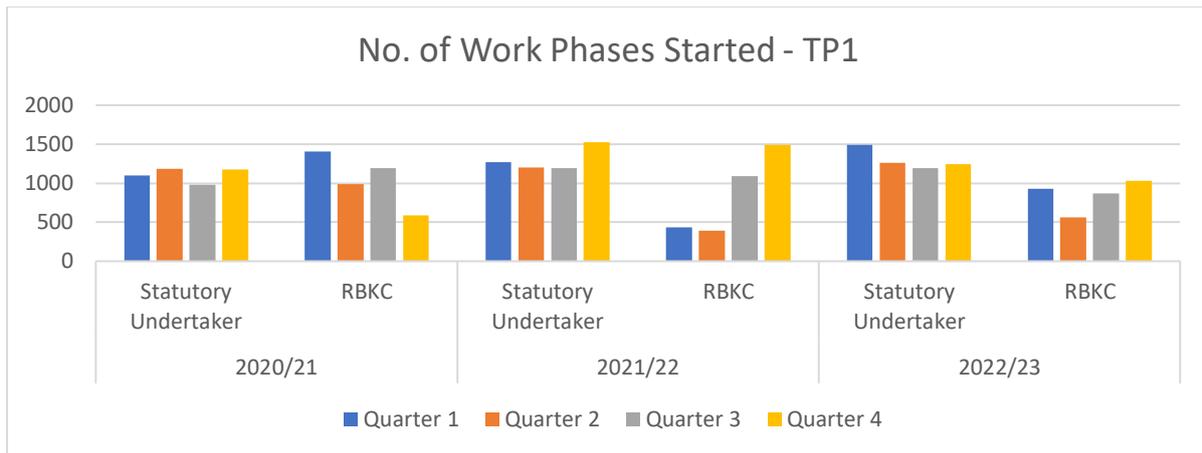
Both sets of data reveal that the number of extension requests granted are consistent across both statutory undertakers and the council when compared to the total number of permits and permit variations that are submitted.

National TPI measures

The tables and charts below show the relevant data for each of the national TPI measures for permit schemes for both council and statutory undertaker work for the three years this report covers.

No of work phases started – TP1

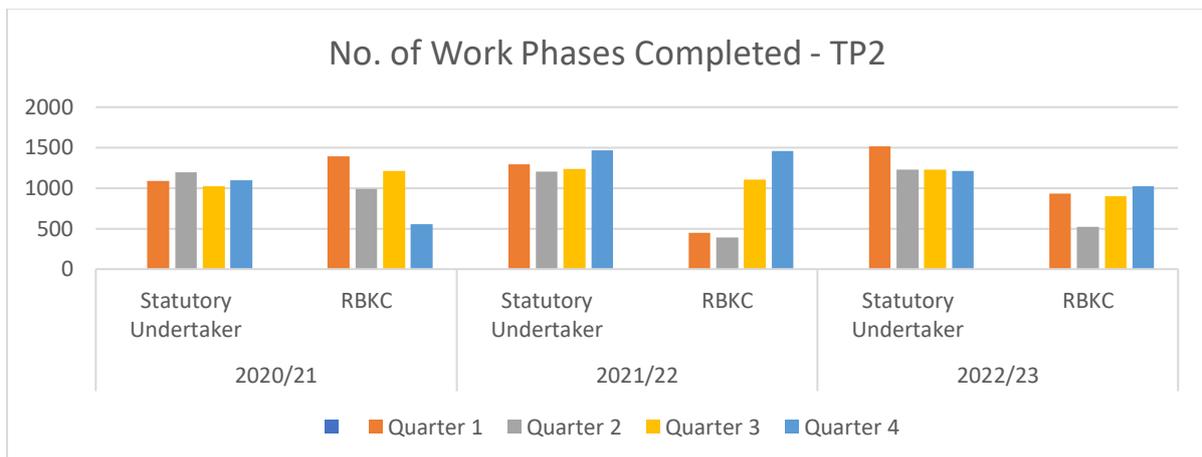
	2020/21		2021/22		2022/23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
Quarter 1	1097	1405	1270	436	1494	926
Quarter 2	1186	985	1201	395	1260	562
Quarter 3	977	1195	1192	1089	1196	866
Quarter 4	1176	591	1522	1490	1246	1035



The results across all three years for statutory undertaker's work are consistent. However, the data for the council's own work show a significant drop in number of work phases in the last quarter of 2020/21 and the first two quarters of 2021/22. Having looked at the data in more detail it is unclear why this is the case. It either reflects a genuine drop in the number of work phases for this period or it may be down to data anomaly.

No of work phases completed TP2

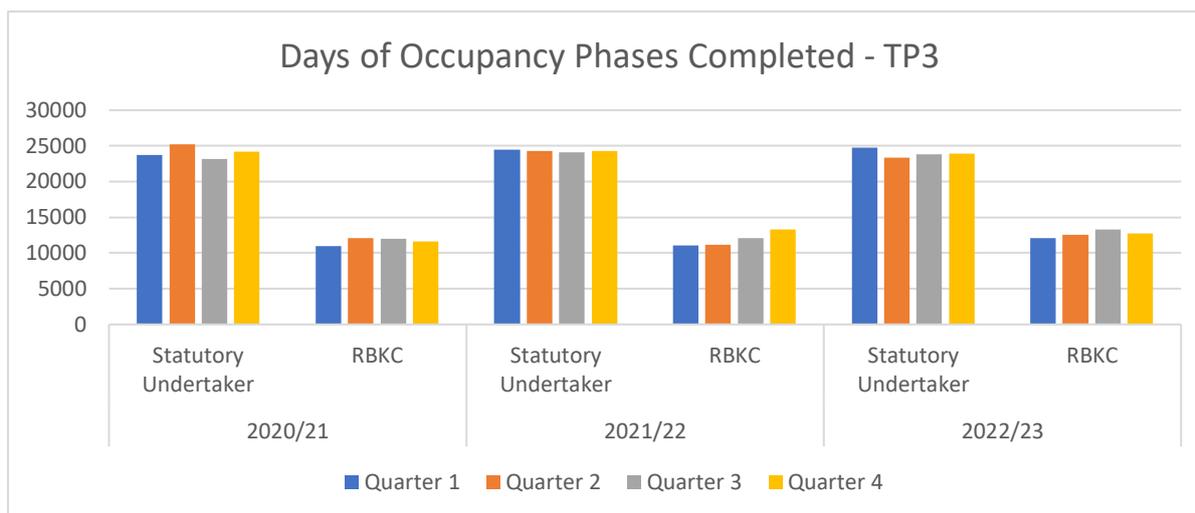
	2020/21		2021/22		2022/23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
Quarter 1	1091	1395	1291	449	1516	932
Quarter 2	1198	991	1202	392	1226	522
Quarter 3	1021	1213	1236	1107	1229	901
Quarter 4	1100	558	1468	1462	1209	1020



The results across all three years for statutory undertaker's work are again consistent. However, the same spike in TP1 is reflected in these figures for the council's own work in quarter 4 of 2020/21 and the first two quarters in 2021/22. Once again, this may be an accurate reflection on the number of work phases completed during these periods or a data anomaly.

Days of occupancy phases completed – TP3

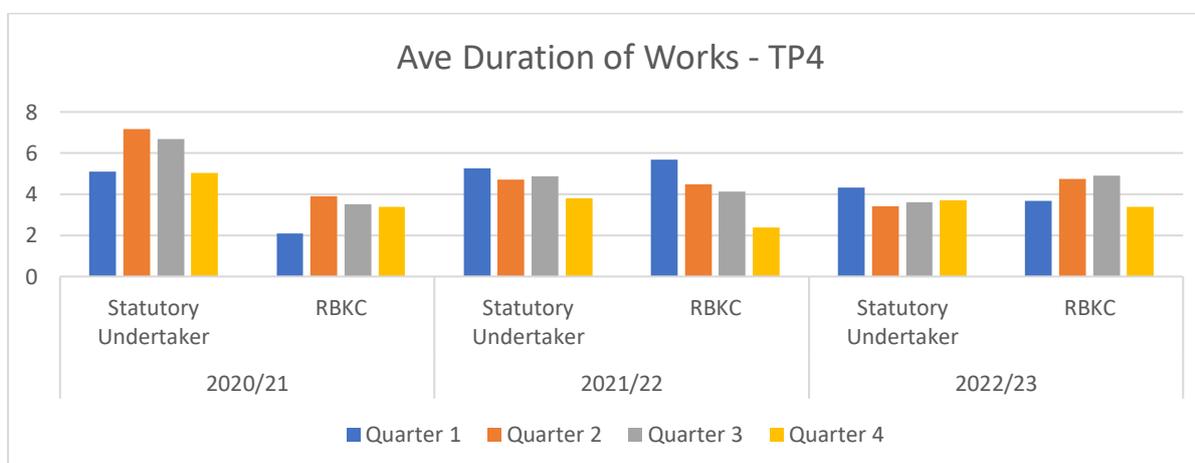
	2020/21		2021/22		2022/23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
Quarter 1	23683	10944	24482	11102	24765	12113
Quarter 2	25225	12065	24244	11127	23360	12546
Quarter 3	23203	11997	24065	12041	23826	13323
Quarter 4	24177	11624	24283	13318	23925	12723



The data across all three years and all work promoters is consistent and does not indicate any concerns or issues.

Average duration of works – TP4

	2020/21		2021/22		2022/23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
Quarter 1	5.1	2.1	5.27	5.67	4.33	3.69
Quarter 2	7.16	3.9	4.72	4.47	3.43	4.76
Quarter 3	6.7	3.53	4.88	4.13	3.61	4.92
Quarter 4	5.05	3.4	3.8	2.38	3.71	3.38
Average for year	6.0	3.2	4.7	4.2	3.8	4.2

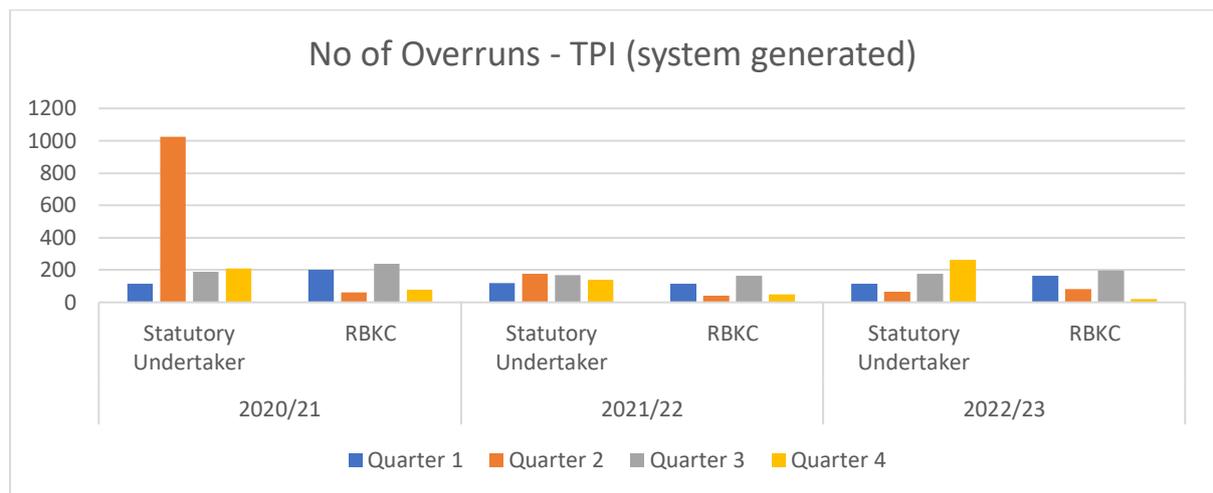


The average duration for the council’s own work has increased by one full day in the last two years. This may reflect an increase in the number of longer duration works and projects which were carried out.

For statutory undertakers works there has been steady decrease over the three-year period. The first two years data includes multiple G-Network major works that were being carried out across the borough which were then scaled back in 2022/23 due to a change in policy on how they were going to deliver the project. Overall, it is pleasing to note average durations decreasing as it means less disruption occurring on the network.

Number of OVERRUNS – TP6 (system generated)

	2020/21		2021/22		2022/23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
Quarter 1	115	200	120	117	117	163
Quarter 2	1025	62	177	43	66	81
Quarter 3	190	240	167	164	177	199
Quarter 4	208	78	140	50	263	22
Average for the year	384.5	145.0	151.0	93.5	155.8	116.3

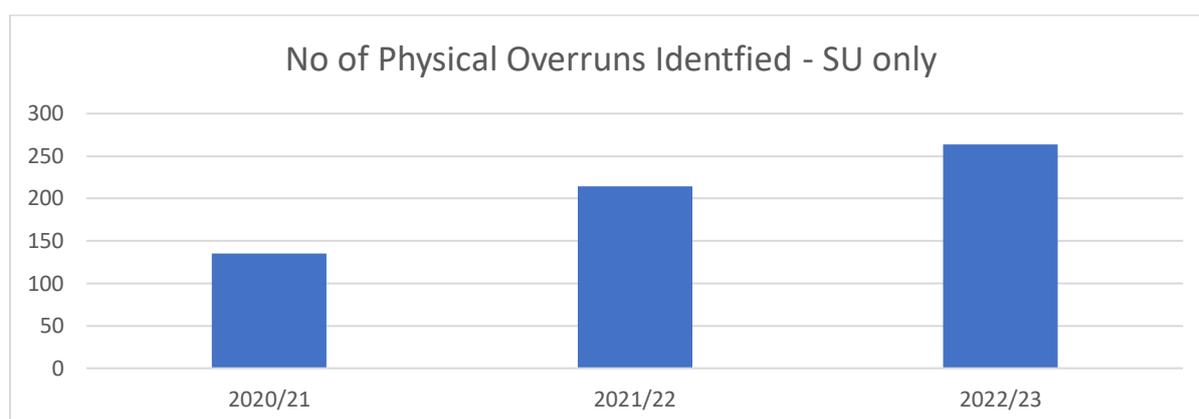


The above table and chart for number of overruns is based on data extracted directly from the council’s Street Works register. It should therefore be noted most of these overruns will relate to administrative errors in closing the permits within the correct timescales. Physical overruns picked up by the council, which are more of a measure of disruption caused, are captured below.

Overall, there has been an increase in the number of system overruns for statutory undertakers across the three years. For the council’s own work, although there was a reduction in the second year it rose again in the last year.

Physical overruns

Statutory Undertaker	Days Overrun
2020/21	135
2021/22	214
2022/23	264



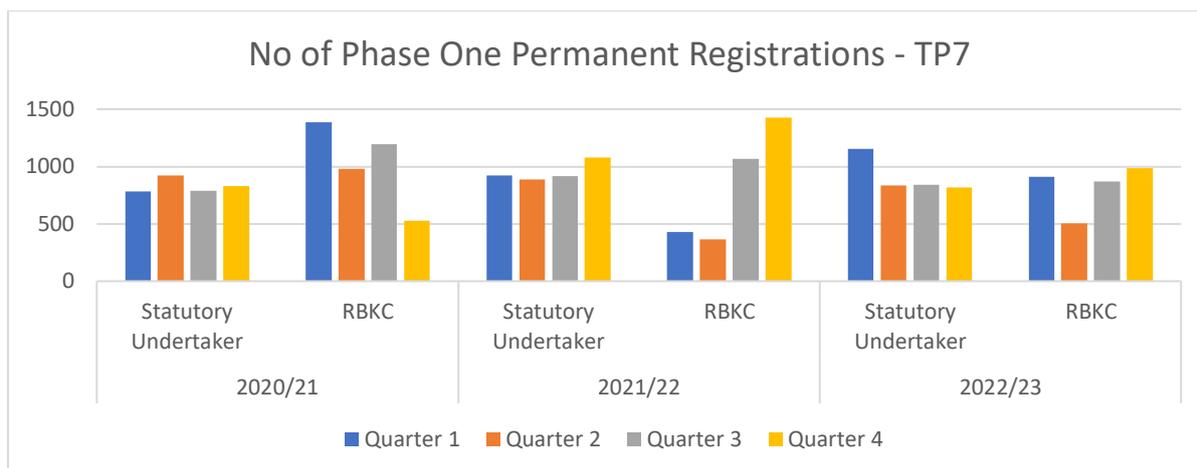
This data reflects overruns that have been identified relating to live works still in progress beyond their estimated end date and/or materials and equipment that may have been left on site after the permit end date. These are picked up by the council's inspectors.

The data shows there to be a steady increase in the number of overruns being identified across the three years. Some of this increase can be attributed to the G-Network project which was being carried out at the time where multiple works overran their estimated end date.

The council continues to apply a robust but fair approach to assessing work durations to all works promoters.

Number of phase 1 registrations – TP7

	2020/21		2021/22		2022/23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
Quarter 1	784	1388	923	428	1156	909
Quarter 2	923	982	885	363	833	503
Quarter 3	789	1192	918	1068	842	868
Quarter 4	831	528	1081	1426	819	987
	3327	4090	3807	3285	3650	3267



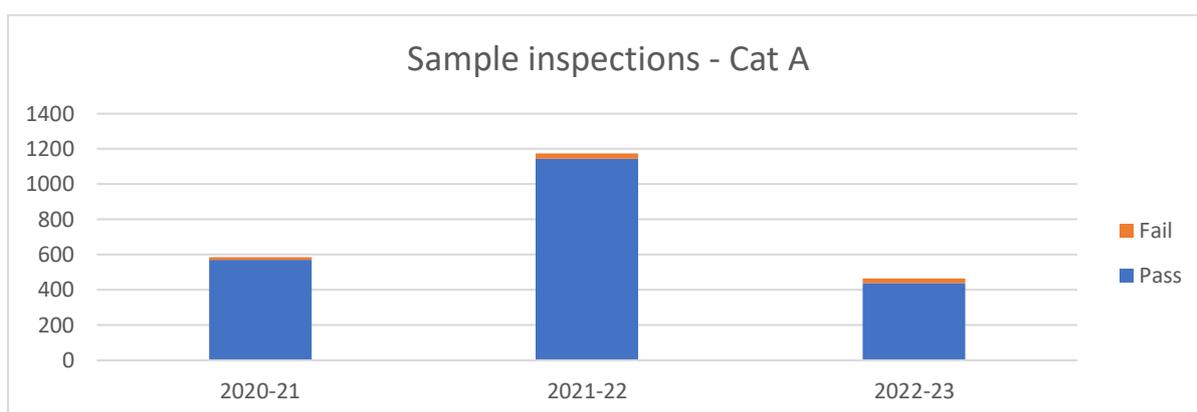
The number of phase one registrations across all three years for statutory undertakers is consistent. However, for the council’s own work there is more variation in the data with four quarters being much lower than the other eight. This follows a similar trend to the data being reported for TP1 and TP2.

Additional authority measures

This section provides data on additional data the council collects in evidence of demonstrating proactive network management responsibilities.

Sample inspections – Cat A live sites

	2020-21	2021-22	2022-23
No of Sample A inspections	586	1174	438
Pass	572	1145	440
Fail	14	29	23
Fail(%)	2%	2%	5%

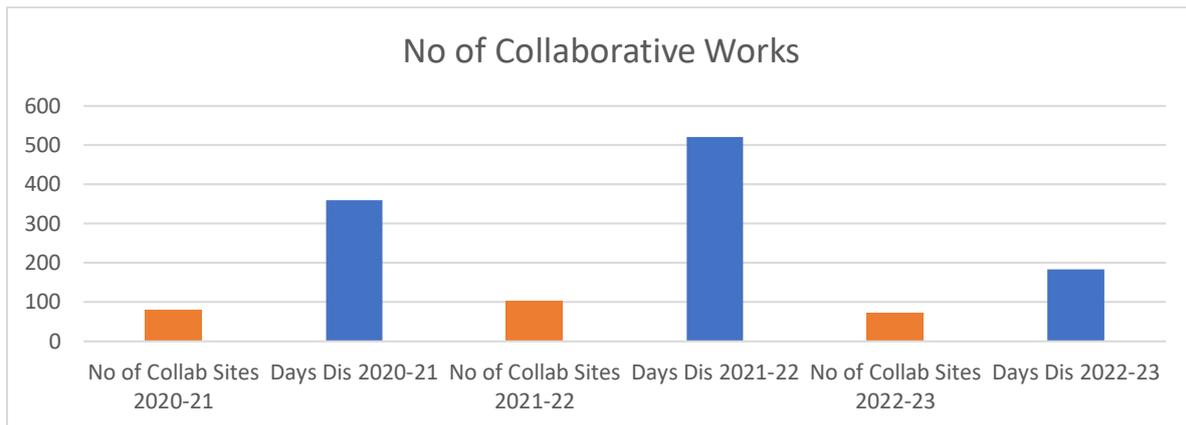


The failure rate in all three years is very low and below the 10% intervention threshold outlined in the Inspections Code of Practice. 2017/18 and 2018/19 was identical (6%) and in 2019/20 it dropped to 3%. It is pleasing to see this level of compliance continuing to be achieved.

The total number of inspections in 2021/22 was significantly more than the two other years. This can be attributed to the fact that in 2020/21 and 2022/23 the council had less inspection resource.

Number of collaborative works

	2020-21	2021-22	2022-23
No of collaborative sites	79	102	72
Days of disruption saved	360	521	184

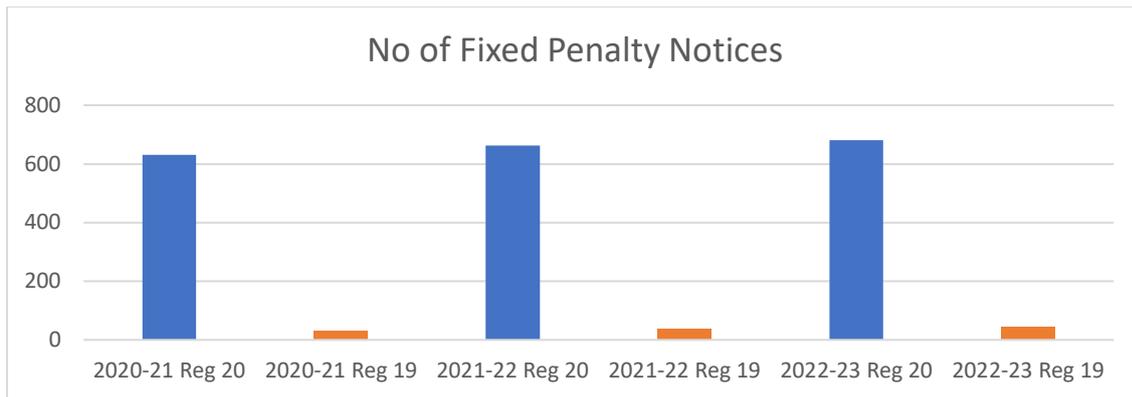


The council continues to be pro-active in trying to arrange collaborative working opportunities with all work promoters. The data reported above clearly demonstrates the benefits that this continues to bring.

There were 253 collaborative work sites over three years which helped deliver 1065 days of disruption being saved on the road network. 2021/22 saw the biggest saving with 521 days. Examples of some of the schemes where this was achieved can be seen on page 9 under the Cost and Benefit section.

Number of Fixed Penalty Notices

	2020-21	2021-22	2022-23
Regulation 19 (workings without a permit)	30	37	43
Regulation 20 (breach of permit conditions)	630	663	680



The number of fixed penalty notices issued for without a permit and breach of conditions in each of the three years is consistent.

The main reasons for issuing fixed penalty notices for working without a permit were as follows:

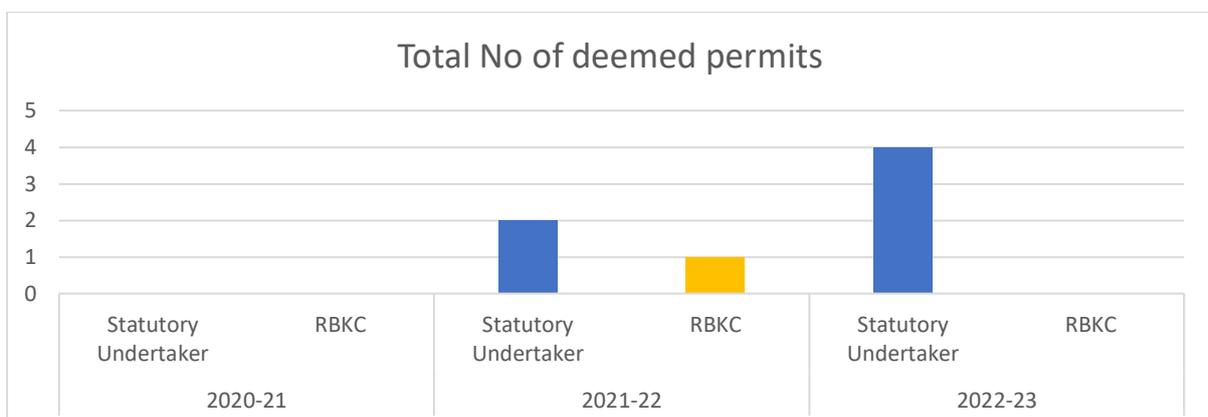
- Works being carried out without a permit being in place
- Works being carried out under a refused permit
- Work being carried out as a result of an immediate permit being submitted on time

The main reasons for issuing fixed penalty notices for working in breach of condition were as follows:

- No permit number being displayed
- Incorrect permit number being displayed
- Work being carried out beyond agreed duration

Number of deemed permits

	2020-21		2021-22		2022-23	
	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC	Statutory Undertaker	RBKC
Total No of deemed permits	0	0	2	1	4	0



The total number of deemed permits for the three years for statutory undertaker's work is 6 and 1 for the council's own work. As a percentage of the total number of permits received this equates to less than 0.1% for both sets of work promoters which is very pleasing to note.

Disruption saved through other mechanisms

The council continue to use Section 74 powers to manage works durations and minimise the amount of road occupation and associated disruption. All works promoters are treated equally and fairly when assessing and agreeing work durations and extension requests. Where there is benefit, the council continue to encourage extended working hours and seven day working and use of rapid cure concrete and similar materials.

The council continue to work closely with Cadent Gas on the deployment of their CISSBOT technology on several high-profile projects across the borough.

Conclusion

The operation of the permit scheme in Kensington and Chelsea continues to be a success and provides the council with an effective means of co-ordinating works and minimising disruption on the road network.

Through ongoing performance meetings, the council continues to work closely with all works promoters to drive improvement around levels of permit refusals, work durations, compliance with permit conditions and the New Roads and Street Works Act Safety Code of Practice.

The council continues to excel in delivering collaborative working opportunities with different works promoters allowing multiple days of disruption to be saved on the network. A lot of time and effort is invested in arranging these joint initiatives, but the outcomes and benefits this brings to road users and the wider community make that investment worth it. However, the council continue to be disappointed in the number of opportunities missed due to the reluctance of some utilities to take part in these initiatives.

The number of deemed permits continue to be very low which clearly demonstrates the council take a pro-active approach to managing the road network.

Residents of the borough continue to pay a keen interest in street works and operating the permit scheme provides the council with the most effective means of managing the expectations of these people. This has included agreeing bespoke communication plans associated with major projects involving holding drop-in sessions for face-to-face consultation with residents and businesses.

The councils Traffic Manager continues to play an active role in local and national forums to help deliver further improvements across the industry.

The council will continue to work closely with all work promoters to drive further improvements and consistency, ultimately ensuring works are carried out safely and efficiently in the interests of all road users.