



East of England Permit Scheme



Bedford Borough Council

Permit Scheme Measurement Data - Year 2



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The second year of the Permit Scheme has gone well, consolidating the good practice and overall success that was developed in year one.

Bedford Borough has benefited from having well planned road works, carried out in a timely manner. Road users are provided with advance notification on many sites, by the use of advance warning signs, and residents are quite often provided with written notification of disruptive works before work commences. These small but important issues have been brought about by the use of conditions within the Scheme.

One of the biggest complaint areas was in the rural communities, who have always had the perception that their needs were largely ignored. The Permit Scheme has ensured that these residents were treated equally with their Bedford Town neighbours, and this could be easily proven by looking at the Streetworks system.

Bus operators can now look forward to a more co-ordinated approach to programmed works where conflicts are highlighted before work commences and disruption is minimised to take place in less busy times of the day or week.

The building of Bedford's Western bypass is now underway, and this will produce its own challenges in co-ordinating the extensive works involved together with keeping traffic moving on the road network. The Midland Mainline Electrification Scheme by Network Rail has also provided co-ordination difficulties but these challenges have been reduced by the increased influence and control that a Permit Scheme provides.

I look forward to continued co-operation with works promoters, working together to create, maintain and improve the environment in Bedford Borough for its residents, and all users of the highway network

Brian Hayward

Head of Highways

Introduction

The second year of operating the East of England Permit Scheme within Bedford Borough has gone well. It is felt that good practice is now established and any teething problems experienced initially have now been largely overcome.

One of the biggest differences to Year 1 is the reduced volumes of permit applications, both from Utility promoters and from own works promoters. There does not appear to be a reason for this reduction, and the other Authorities within the EEPS have not experienced the same reductions.

The use of conditions on permit applications is now largely accepted, although there still seem to be Utilities that place a standard list of conditions on the permit, regardless of whether they are applicable. Although this misuse seems to have improved throughout the year. Promoters have improved in using appropriate conditions, and to use none when the site does not warrant any.

The change to using ETON 6, in April, went smoothly, and has given both Utility and Authority more functionality within the system. Using the new 'Permit Modification Request' started slowly, but is now in wide use, and, is welcomed by works promoters particularly.

Stakeholder meetings continue to be lively, well attended meetings, with all parties having their views aired. There continues to be a challenge for all the EEPS Authorities to agree fully on which way to implement and operate certain aspects of the Scheme, but after much discussion and verbosity, agreements are usually reached, discussed at Stakeholder Engagement meetings, and operated consistently across the area.

Collaboration, unfortunately, has not improved to the extent it was envisaged at the start of the Scheme. There has been a few occasions in the last year that this Authority has successfully managed to incorporate more than one promoter working at the same time, and within the same road space booking but this is still an area that needs to be improved on. Waiving the fee for these works does not appear a great enough incentive for collaboration on an any frequent basis, however, Bedford Borough staff will continue to encourage this practice.

Operationally, the bulk of refusals are still due to the road space being booked. This is one of the real benefits of the Permit Scheme, being able to prevent conflicts happening on the network, with all the criticism this generates and disruption it causes. Another main source of permit modification request is the hours of work, and this continues to happen even on traffic sensitive streets, when applications should be reflecting non TS times at the start.

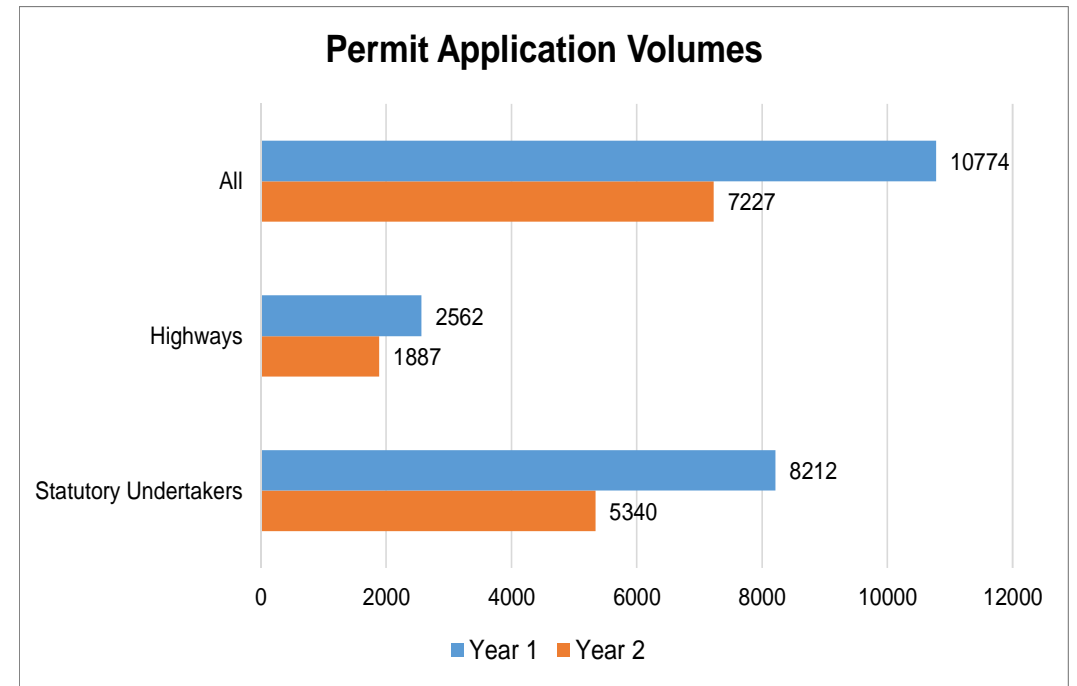
With National Conditions and even a change to National Permit Regulations now being proposed, the operation of the Permit Scheme within Bedford may well have to change in the future. However, I am confident that, with the continued co-operation of the works promoters, together with the support of the Streetworks team at this Authority, any new challenges will be met successfully.

Lilian Drew

NRSWA Manager

Permit Applications

Measure	Promoter Group	Year 1	Year 2			
		Number	Number	% Change		
Permit Applications	Statutory Undertakers					
	PAA	278	192	-30.9%	↓	
	Major	208	98	-52.9%	↓	
	Standard	906	493	-45.6%	↓	
	Minor	5576	3586	-35.7%	↓	
	Immediate	1244	971	-21.9%	↓	
	Highways					
	PAA	187	227	21.4%	↑	
	Major	113	172	52.2%	↑	
	Standard	61	63	3.3%	↑	
	Minor	2126	1402	-34.1%	↓	
	Immediate	75	23	-69.3%	↓	
	All					
	PAA	465	419	-9.9%	↓	
	Major	321	270	-15.9%	↓	
	Standard	967	556	-42.5%	↓	
	Minor	7702	4988	-35.2%	↓	
	Immediate	1319	994	-24.6%	↓	
	Total		10774	7227	-32.9%	↓



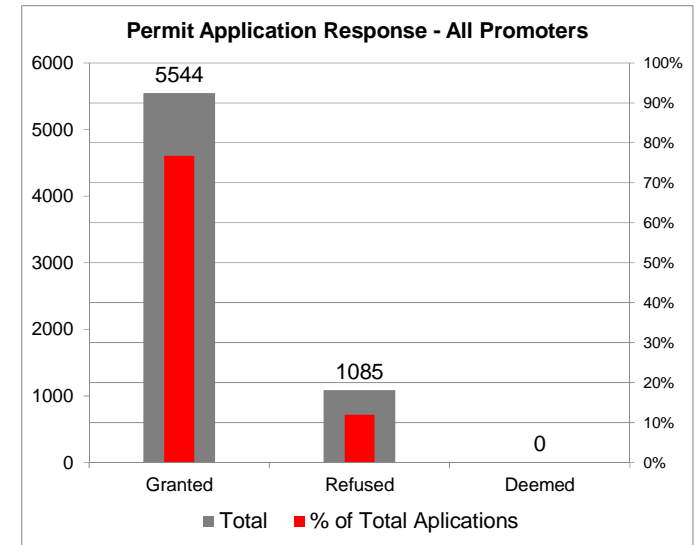
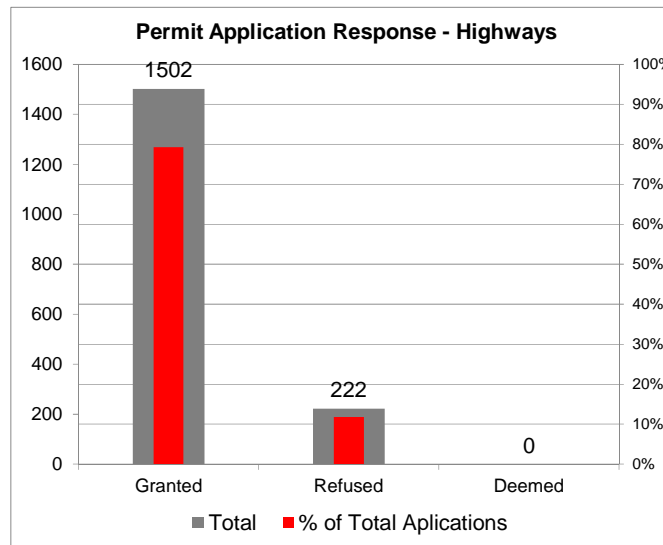
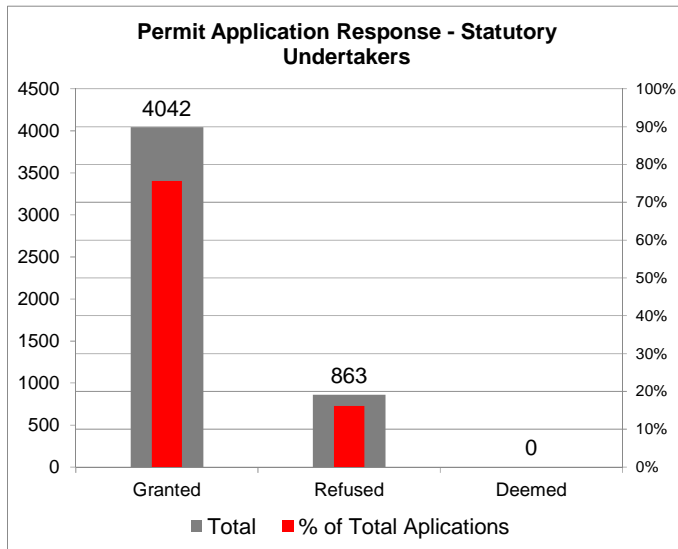
Responses to Permit Applications - 1

Promoter Group	Year 1		Year 2	
	Number	Number		
Statutory Undertakers				
Granted				
PAA	149	89	Total Granted %	75.7%
Major	128	65		
Standard	494	345		
Minor	3974	2633		
Immediate	1139	910		
Refused				
PAA	64	67	Total Refused %	16.2%
Major	49	50		
Standard	254	121		
Minor	907	623		
Immediate	47	2		
Deemed				
PAA	0	0	Total Deemed %	0.0%
Major	0	0		
Standard	0	0		
Minor	11	0		
Immediate	6	0		

Promoter Group	Year 1		Year 2	
	Number	Number		
Highways				
Granted				
PAA	132	179	Total Granted %	79.6%
Major	64	125		
Standard	41	39		
Minor	1447	1136		
Immediate	71	23		
Refused				
PAA	6	19	Total Refused %	11.8%
Major	49	26		
Standard	6	13		
Minor	234	164		
Immediate	0	0		
Deemed				
PAA	0	0	Total Deemed %	0.0%
Major	1	0		
Standard	1	0		
Minor	6	0		
Immediate	0	0		

Promoter Group	Year 1		Year 2	
	Number	Number		
All				
Granted				
PAA	281	268	Total Granted %	76.7%
Major	192	190		
Standard	535	384		
Minor	5421	3769		
Immediate	1210	933		
Refused				
PAA	70	86	Total Refused %	15.0%
Major	98	76		
Standard	260	134		
Minor	1141	787		
Immediate	47	2		
Deemed				
PAA	0	0	Total Deemed %	0.0%
Major	1	0		
Standard	1	0		
Minor	17	0		
Immediate	6	0		

Responses to Permit Applications - 2



Permit Modification Requests

Measure	Promoter Group	Year 2	
		Number	Total PMR %
Permit Modification Requests	Statutory Undertakers		Total PMR %
	Major	6	
	Standard	44	
	Minor	169	
	Immediate	2	4.3%
	Highways		Total PMR %
	Major	9	
	Standard	1	
	Minor	38	
	Immediate	0	2.9%
	All		Total PMR %
	Major	15	
	Standard	45	
Minor	207		
Immediate	2	3.7%	

Variation Applications

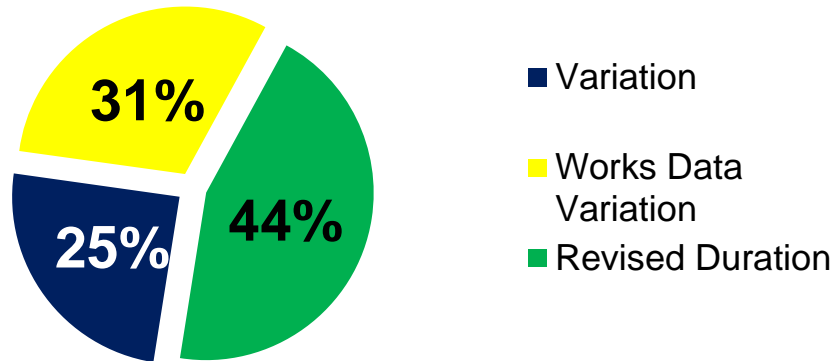
Measure	Promoter Group	Year 1		Year 2		
		Number	Number	% Change		
Permit Variation, Modification Applications & Works Data Alterations	Statutory Undertakers					
	Major	30	18	-40.0%	↓	
	Standard	56	38	-32.1%	↓	
	Minor	73	74	1.4%	↑	
	Immediate	74	63	-14.9%	↓	
	Highways					
	Major	26	77	196.2%	↑	
	Standard	14	11	-21.4%	↓	
	Minor	291	106	-63.6%	↓	
	Immediate	1	1	0.0%	↑	
	All					
	Major	56	95	69.6%	↑	
	Standard	70	49	-30.0%	↓	
	Minor	364	180	-50.5%	↓	
	Immediate	75	64	-14.7%	↓	
	Total		565	388	-31.3%	↓

Promoter Group	Year 2	
	Number	
Statutory Undertakers		
Granted		
Major	14	Total Granted %
Standard	29	
Minor	54	
Immediate	54	
		78.2%
Refused		
Major	1	Total Refused %
Standard	2	
Minor	4	
Immediate	4	
		5.7%
Deemed		
Major	0	Total Deemed %
Standard	0	
Minor	0	
Immediate	0	
		0.0%

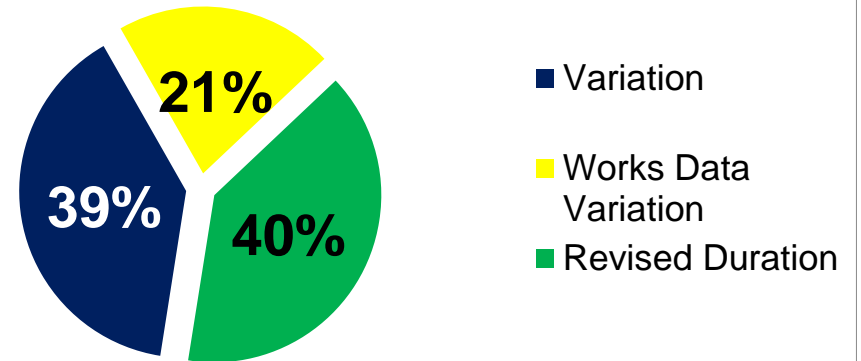
Promoter Group	Year 2	
	Number	
Highways		
Granted		
Major	58	Total Granted %
Standard	4	
Minor	76	
Immediate	0	
		70.8%
Refused		
Major	3	Total Refused %
Standard	1	
Minor	5	
Immediate	0	
		4.6%
Deemed		
Major	0	Total Deemed %
Standard	0	
Minor	0	
Immediate	0	
		0.0%

Promoter Group	Year 2	
	Number	
All		
Granted		
Major	72	Total Granted %
Standard	33	
Minor	130	
Immediate	54	
		74.5%
Refused		
Major	4	Total Refused %
Standard	3	
Minor	9	
Immediate	4	
		5.2%
Deemed		
Major	0	Total Deemed %
Standard	0	
Minor	0	
Immediate	0	
		0.0%

Variation Application Type - Statutory Undertakers

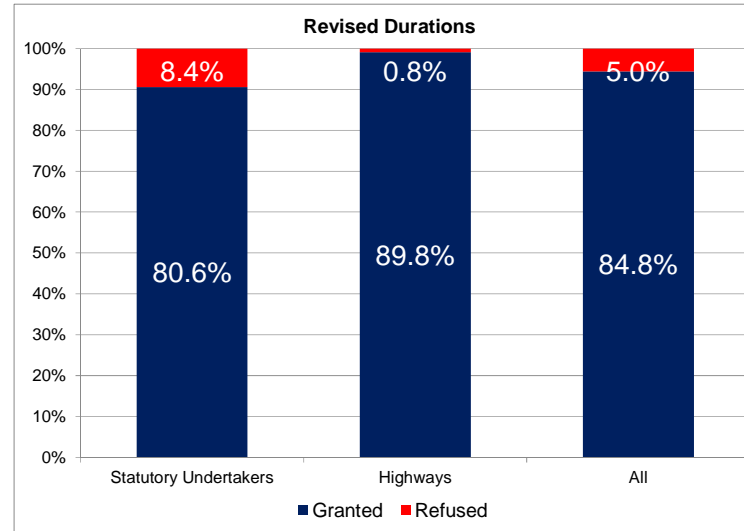


Variation Application Type - Highways



Revised Durations

Measure	Promoter Group	Year 2		
		Applications	Total Granted	Total Refused
Revised Durations	Statutory Undertakers			
	Major	30		
	Standard	20		
	Minor	39		
	Immediate	66	80.6%	8.4%
	Highways			
	Major	59		
	Standard	11		
	Minor	57		
	Immediate	0	89.8%	0.8%
	All			
	Major	89		
	Standard	31		
	Minor	96		
Immediate	66	84.8%	5.0%	



Cancelled Permits

Measure	Promoter Group	Year 2		
		Year 1 Number	Year 2 Number	% Change
Cancelled Permits	Statutory Undertakers			
	Major	81	54	-33.3%
	Standard	275	110	-60.0%
	Minor	1533	1212	-20.9%
	Highways			
	Major	11	38	245.5%
	Standard	5	19	280.0%
	Minor	128	185	44.5%
	All			
	Major	92	92	0.0%
	Standard	280	129	-53.9%
Minor	1661	1397	-15.9%	

Authority Imposed Variations and Revocations

Measure	Promoter Group	Year 1	Year 2		
		Number	Number	% Change	
Authority Imposed Variations	Statutory Undertakers	107	45	-57.9%	↓
	Highways	7	2	-71.4%	↓
	All	114	47	-58.8%	↓
Measure	Promoter Group	Year 1	Year 2		
Revoked Permits		Number	Number	% Change	
	Statutory Undertakers	6	2	-66.7%	↓
	Highways	3	1	-66.7%	↓
	All	9	3	-66.7%	↓

Compliance

Measure	Promoter Group	Year 1	Year 2		
		Number	Number	% Change	
Permit Compliance Inspections	Statutory Undertakers	797	834	4.6%	↑
	Highways	97	136	40.2%	↑
	All	894	970	8.5%	↑
Measure	Promoter Group	Year 1	Year 2		
Permit Compliance Inspections - Results %		Pass	% Change		
	Statutory Undertakers	88.5%	88.1%	-0.4%	↕
	Highways	93.8%	94.1%	0.3%	↕
	All	89.0%	89.0%	0.0%	↕
		Fail	% Change		
	Statutory Undertakers	11.5%	11.9%	3.2%	↕
	Highways	6.2%	5.9%	-5.1%	↕
All	11.0%	11.0%	0.3%	↕	

