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East of England Permit Scheme

EEPS Scheme

Measurement

**Year 1 Evaluation
Summary Report**

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Version Final (1.0)

Released on 10 April 2014

1 Introduction

In November 2012, a collective group of Councilsⁱ, in their individual capacity as a Local Highways Authority, introduced a Permit Scheme, the East of England Permit Scheme (EEPS)ⁱⁱ. At such time, each Council became a Permit Authority.

As part of each Council's Local Transport Plan, the scheme was intended as a mechanism to improve network management through better control of worksⁱⁱⁱ across the Council's highway.

To introduce as permit scheme, each Council submitted an application for a legal order to the Secretary of State for Transport in 2012, in which they committed to "*introducing a methodology for measuring and assessing any achievements against the objectives of the Permit Scheme*".

To deliver this commitment, the EEPS Permit Authorities developed a measurement framework from which they can produce a Measurement Report containing analysis each year of EEPS operation. Both the measurement framework and Report has the purpose of:

- (i) demonstrating the introduction of the EEPS has provided, *and will continue to provide*, the benefits stated as the objectives; and
- (ii) outlining any changes required by the Permit Authority and those undertaking works, *referred to as Promoters*, to improve the operation of the EEPS.

This Summary Report provides an overview of the EEPS for the first year of operation (November 2012 to November 2013). Each EEPS Permit Authority has prepared a more detailed Measurement Report for their own area, which is available through the relevant Council website or the EEPS website.

2 What is a Permit Scheme?

The New Roads and Street Works Act (NRSWA)^{iv} places a duty on a Council, *as a highway authority*, to co-ordinate works on the highway. Equally important is the parallel duty on undertakers (utility companies) to co-operate in this process under Section 60.

The Traffic Management Act (TMA)^v widens the NRSWA coordination duty to include other prescribed activities (works) that involve temporary occupation or use of road space. In January 2005 Part 2 of the TMA placed a duty on local (highways) authorities to keep traffic flowing.

Part 3 of the TMA provides for the creation of a permit scheme, which provide different powers from existing legislation (NRSWA) for managing activities (works) on the street in a number of key ways:

- companies have to book an occupation to work (through a permit) instead of giving intention to work (through a notice) with the Council;
- conditions relating to the works to impose constraints to control and limit the impact of the works can be applied by the Council;
- any variations to the proposed work, *or during actual work*, will need to be requested and agreed with the Council;
- parity treatment by the Council for all works.

The East of England Permit Scheme (EEPS) is a common permit scheme (functionality identical) run by the four Councils - each with a Statutory Instrument (legal order) obtained from the Secretary of State for Transport to bring a scheme into legal effect^{vi}.

Year 1 Summary

The introduction of a permit scheme changes some of the essential working practices and methods for the registration (application) and control of street works; therefore each Authority in the EEPS did not expect any immediate or over-night successes from the operation of the scheme.

Instead, it was expected that many areas of operation would take time to embed new working practices – both those carrying out works and for the Council's network management teams. In some areas it was assumed that performance might need to decrease to allow for changes before compliance and improvements could be achieved.

Overall, the collective EEPS Permit Authorities have viewed the introduction of the permit scheme as a success. Good working practices have been established and this has laid a foundation on which future scheme operation, *aligned to the objectives* of the EEPS, can be achieved.

Operation

All of the EEPS Permit Authorities have successfully introduced new working practices to operate the EEPS and ensure compliance to the scheme, *from both the Promoters and as a Permit Authority*.

The volume of works being registered (through a permit) has increased for each Permit Authority, however all applications, *including applications to vary a permit*, have been processed with a very low level of applications becoming deemed-granted (*as a result of not being processed within set response times*). Permits being granted by the Permit Authorities are averaging 70-80%% of all applications being received.

Across all the Promoters, operating within the EEPS this average can be improved significantly through improved quality of information and the correct use of conditions on applications. These improvements will in turn improve (lower) the volume of applications being rejected and improve (increase) the volume of first-time application acceptance.

The application lead-times are reasonably consistent amongst the Permit Authorities, and are either close-to or above the minimum lead times (as an average). The exception to this is the lead time for the Provisional Advanced Authorisation (for a Major activity), however there is justification for this for the varying averages and also the level of non-compliance. As a PAA cannot be varied any changes after the initial application are normally within the minimum timescales. In most cases the Permit Authority accept this non-adherence as the correct coordination has been carried out and the Promoter can maintain their original planned start date.

Over subsequent years of scheme operation, the average lead-times can be revaluated to provide a more realistic average. In addition, future analysis can take into consideration the need for changes by the Promoter, at the request of the Permit Authority, which result in a subsequent application within the minimum timescales.

Due to the nature of works and the many differing influencing factors to how these works can be carried Promoters often need to change (vary) their proposed works. Requests to vary a permit, *either before or after works have started*, are consistently high within the EEPS Permit Authorities.

In the first year of operation, it is taken as a positive indicator that the Permit Authorities have visibility of changes to works, *before and after works have started*, and are able to apply

controls and take any necessary action on these works. The volume of extensions (requests to increase the duration of works after they have started) varies between c.3-8% of works started.

All of the EEPS Permit Authorities will be looking to identify areas in which the volume of variations can be reduced, with a specific focus on controlling those variations that are required after works have started (extensions).

The volume of works being cancelled varies between c.19% and c.33% across the EEPS Permit Authorities, with an average of 64% of these cancellations after works have started. This would indicate that a high-volume of works are being booked and not utilised.

In addition to a focus on controlling variations requested after works have started, there will be a focus on the volume of cancellations that are submitted after works have started.

Objectives

The collective EEPS Permit Authorities recognise that the current Measurement Framework is focused towards the efficient operation of a permit scheme, not evaluation of its effectiveness. This is reflected in the industry-wide measurement framework and the Permit Authorities will endeavour to support the development of this framework as well as their own towards measuring both operation and objectives.

Taking this into consideration, all of the Permit Authorities consider that the introduction of a permit scheme is having a positive effect to their network as a result of:

- Greater visibility of all works across the network, for network management coordination and compliance, and for the road users;
- Application of conditions to control the way in works are carried out, before starting and during works;
- Improved information from the Promoters on their proposed works or those works being undertaken for urgent or emergency purposes;
- The increased capability provided through other legislative controls, such as NRSWA Section 58 restrictions after substantial works.

As the measurement frameworks for permit schemes develops with more objective measures, the Permit Authorities hope to provide more quantitative results on the EEPS benefits.

Parity Treatment

The EEPS Permit Authorities were aware that the introduction of a permit scheme would introduce a further requirement for parity treatment towards their Council's highways works, including the need for the Councils own departments and contractors to register their works (through a permit) and comply to the scheme.

Each EEPS Permit Authority has introduced standard processes and working practices for both statutory undertaker and highways works, with an initial focus on registering all highways works from the outset of the EEPS operation. This approach is reflected in many of the measures within the EEPS Measurement Framework, such as permit volumes.

The nature of works carried out by a statutory undertaker (street works) and for highways (road works) differ so there will never be an equal application of process or measures, however there

is no evidence to suggest that the application of the EEPS has not been applied in parity across all Promoters.

3 Conclusion

Generally the East of England Permit Scheme has been well received by stakeholders. All of the EEPS Authorities have successfully introduced new working practices to operate the common scheme, and each will operate in slightly different ways appropriate to local needs. Hence each authority has its own Cost Benefit Analysis for the scheme, its own Statutory Instrument, and its own fee structure albeit based on the national Dft approved permit fee matrix.

Each authority will have a different mix of works promoters working in its area and therefore focus on inspection types and individual works promoter performance will be different. This is demonstrated in the graphs contained within this report showing how the scheme is being operated.

The measurement of success of the scheme focuses greatly on 'numbers' rather than effectiveness. However, all the authorities in EEPS agree that the permit scheme has provided improvements by greater visibility, control through conditions, increase information availability and through parity being applied to all works promoters. Overall each authority sees the scheme as a success in helping to deliver its Network Management Duty under the Traffic Management Act.

The first year of operation of the scheme has been a learning experience and all four authorities are aware of areas for improvement or development. In working closely with stakeholders and Dft the future will see further best practice introduced taken from the diversity and different experience of the four authorities operating this scheme, and from experiences from other permit schemes across the country.

Collectively Agreed

Jon Prince, Hertfordshire County Council, and SRO EEPS

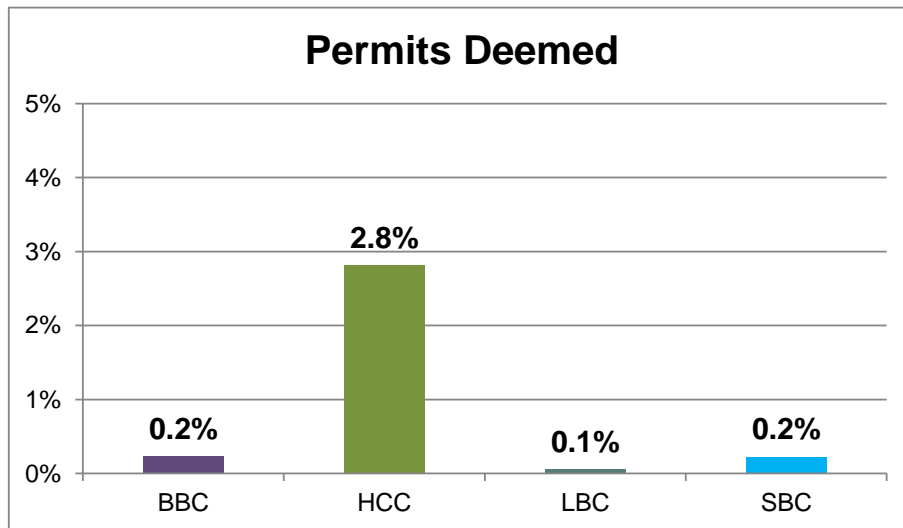
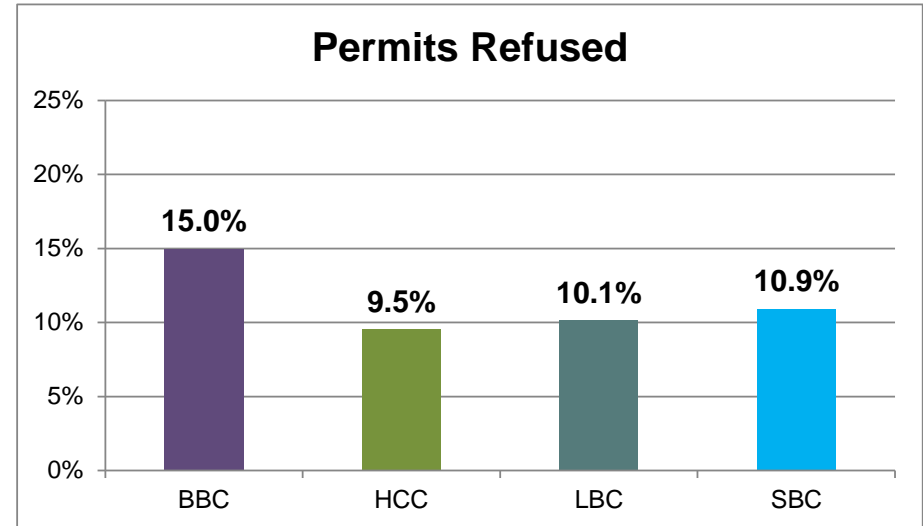
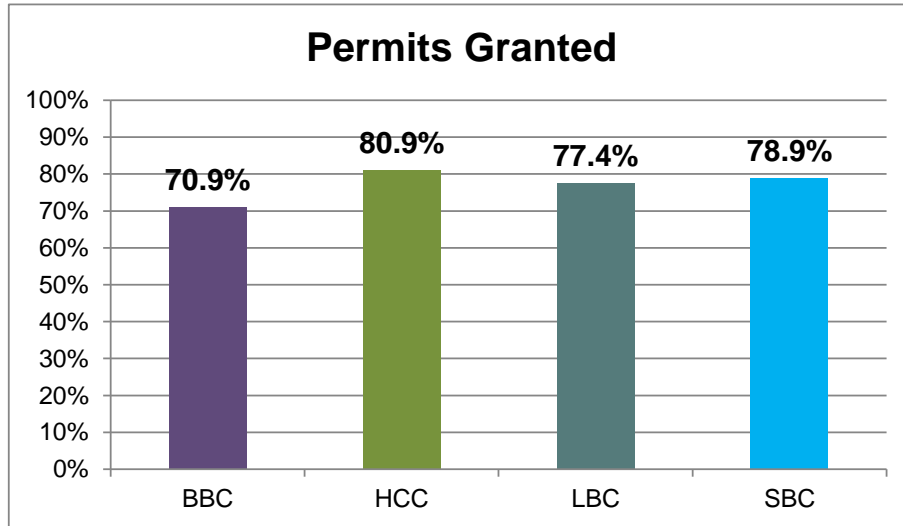
Lilian Drew, Bedford Borough Council

Memhet Mazhar, Southend-on-Sea Borough Council

Graham Turner, Luton Borough Council

Addendum A – Comparison Graphs for Key Measures

Permit Applications

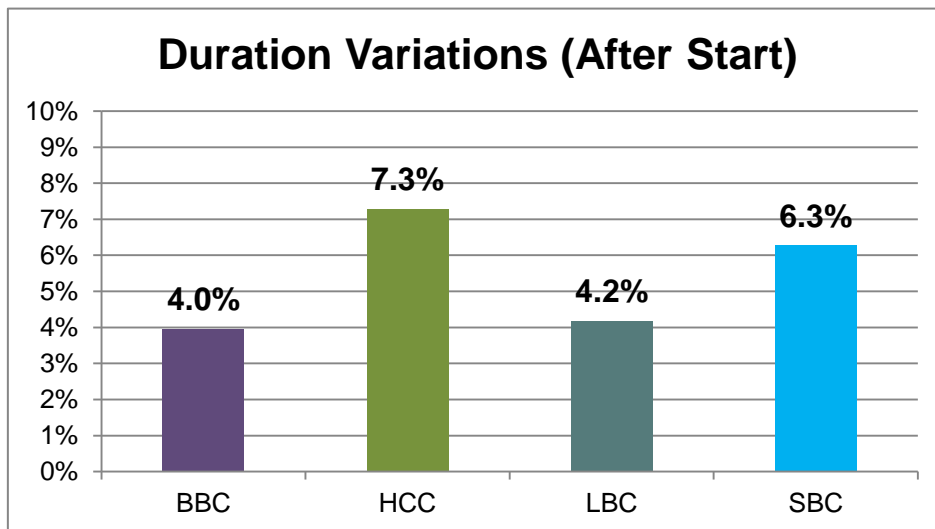
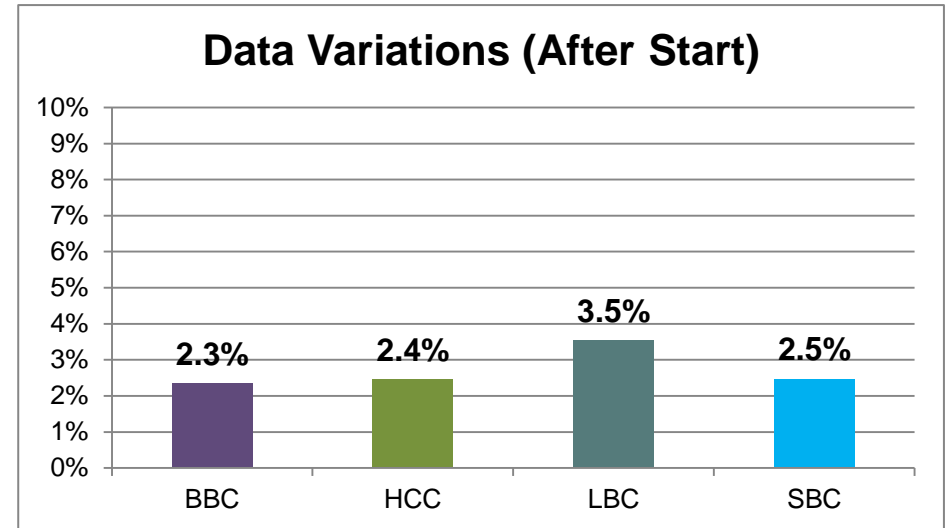
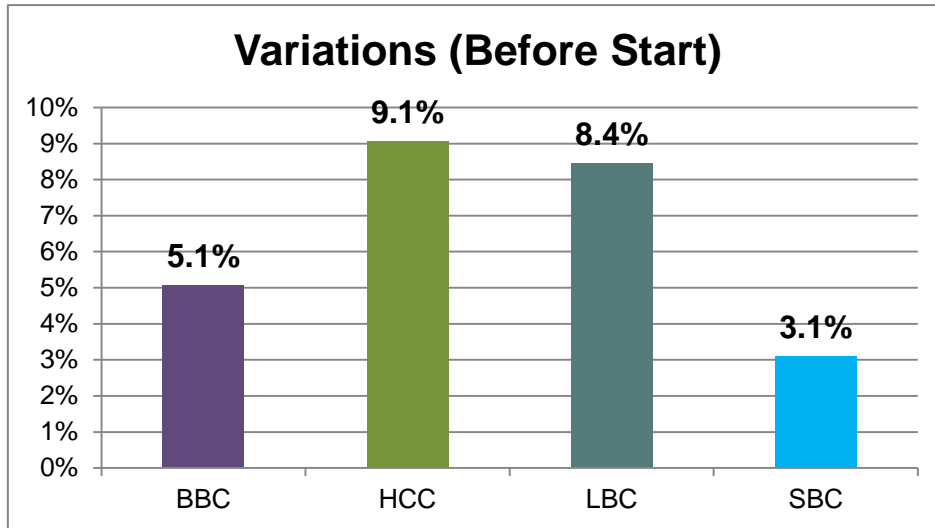


This measure is a count of applications granted, refused or deemed for the reporting period.

The total for Refused permits includes both permits and variations - the option to analyse a separate refusal transaction for either a permit or variation is limited by EToN.

There is a delta between these total volumes and the permit application volumes as there are always permit applications received, but not processed to a status.

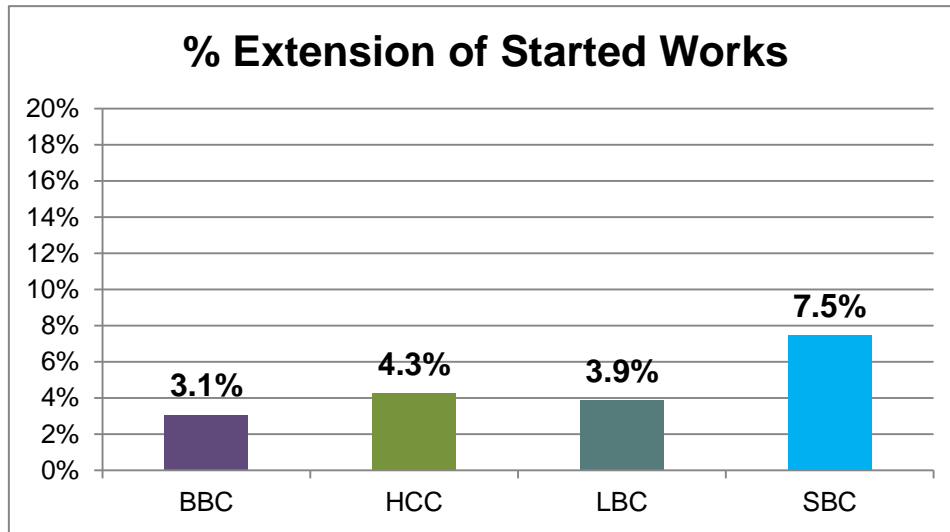
Permit Variations and Extensions



This measure is a count of the three types of permit variations: (1) variations before works have started; (2) variations after works have started with a change to the durations; and (3) variations after works have started with a non-duration change (data), such as the traffic management.

The %'s show the volume of variations compared to the total permit applications granted.

This measure includes all applications for a permit variation and does not delineate multiple variations for one permit.



This is a count of where a 'duration variation application', *i.e. a request to extend the duration of works after they have started, has been granted.*

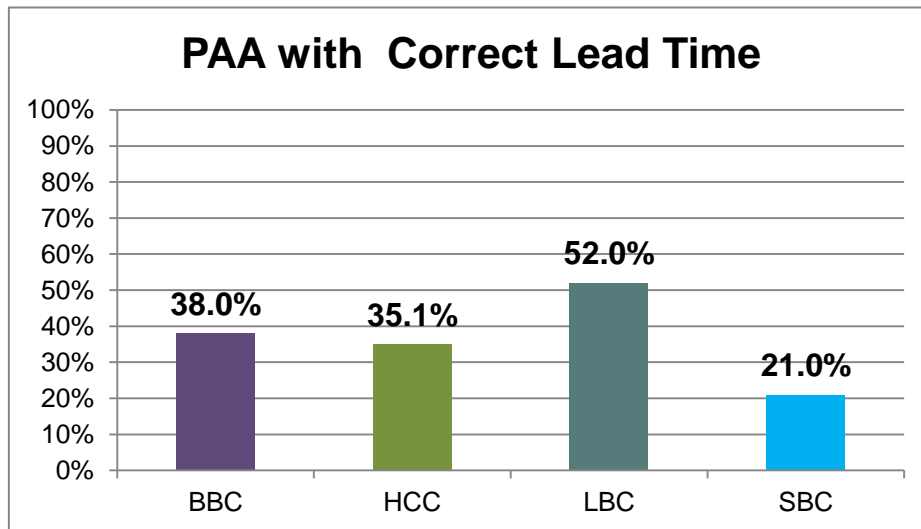
Revised duration variations applications received after EEPS came into effect for works that were registered before the EEPS came into effect scheme are excluded from this measure.

The % of started work with approved extensions shows the average of all extension requests for all started works, including Immediate works.

Application Lead Times

Adherence to Lead Times

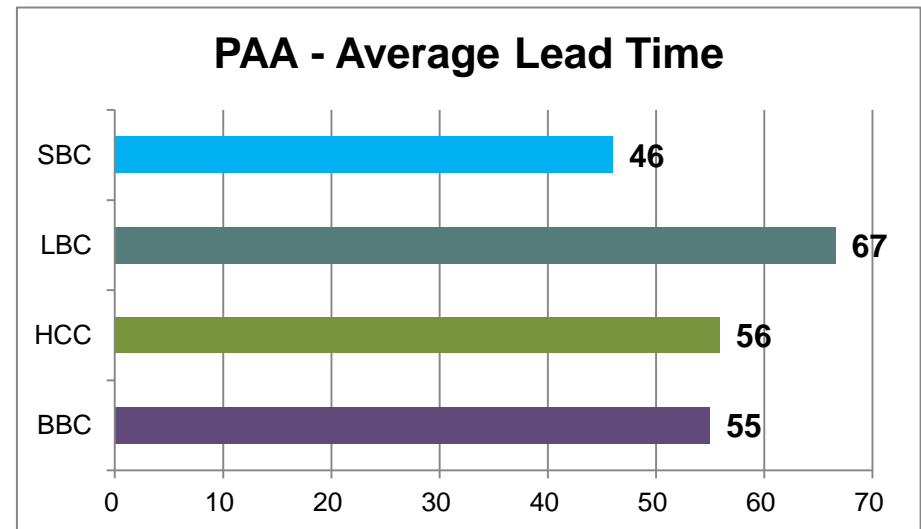
This measure is a count of the permit applications that were received by the Permit Authority within (in time) or outside (not in time) the application lead times (prior to the proposed start date) specified within the EEPS.

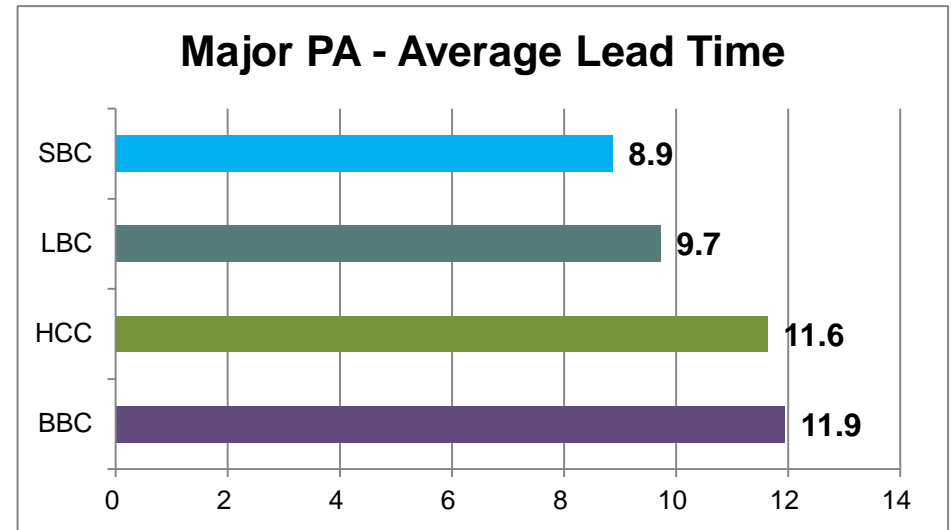
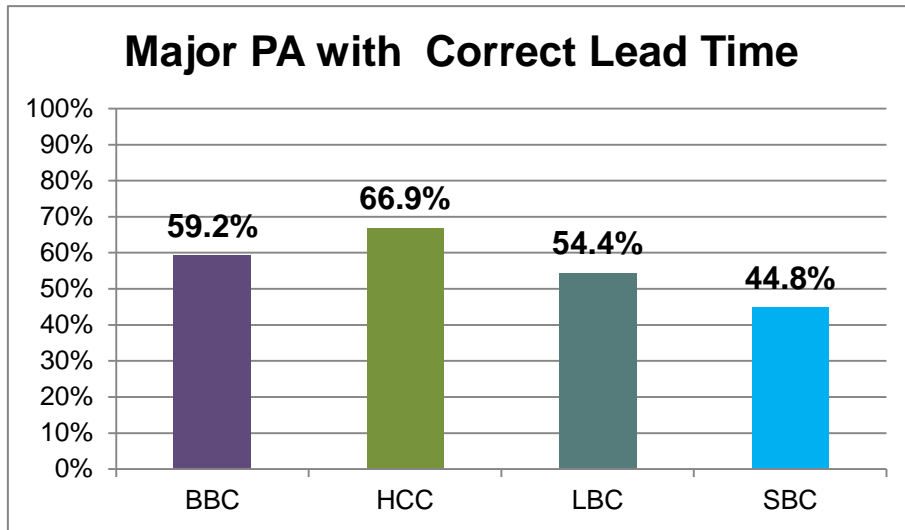


Average Lead Times

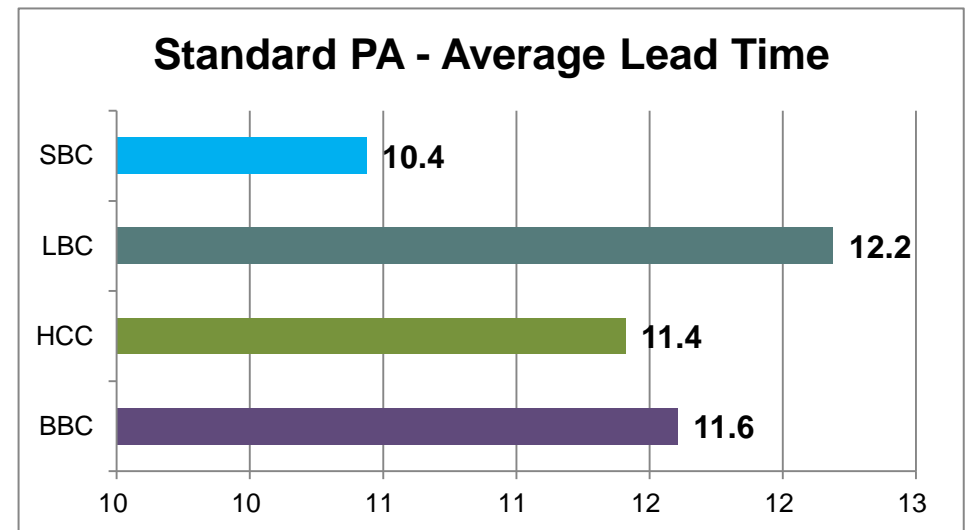
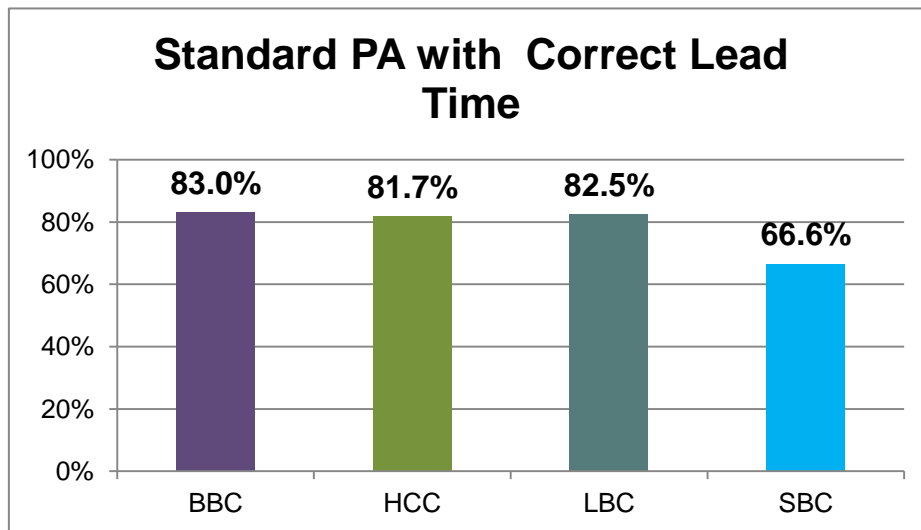
This measure is the average of the lead time (calendar days for PAA and working days for all other activity types) of applications received. The lead time is determined from the application date and the proposed start date (of the application).

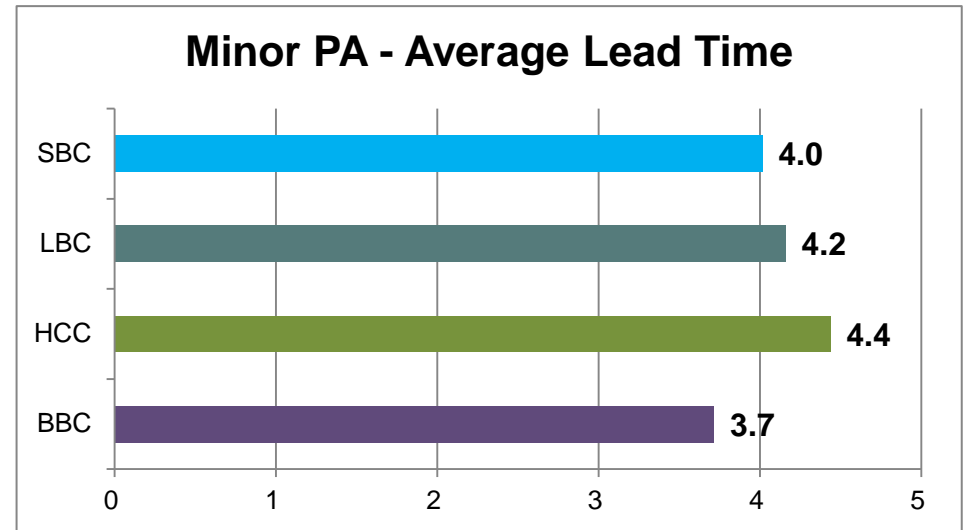
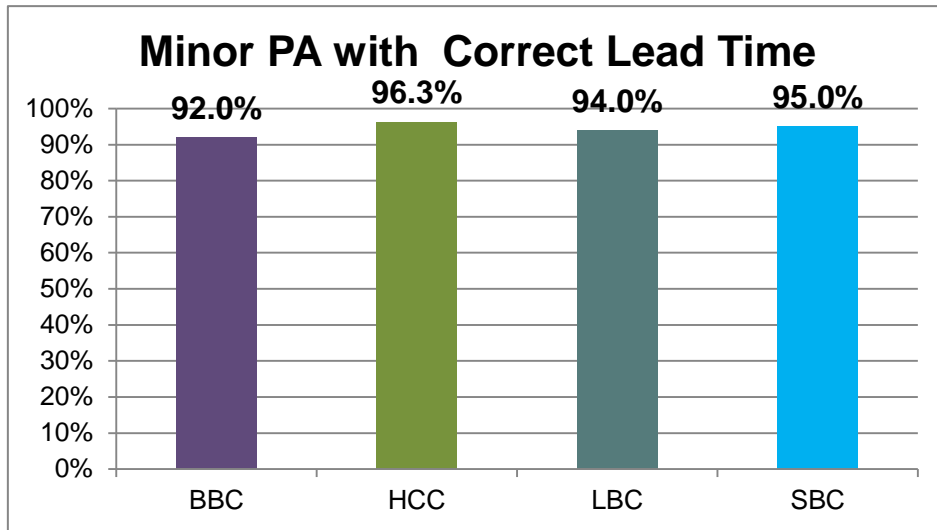
Exceptional values for lead times have been removed from the total records in order to provide a more realistic average. The filter applied to the records is shown below and in addition to these, all records where the lead-time is less than zero have been removed (c.2% of all records). In total, no more than 10% of the records have been removed.





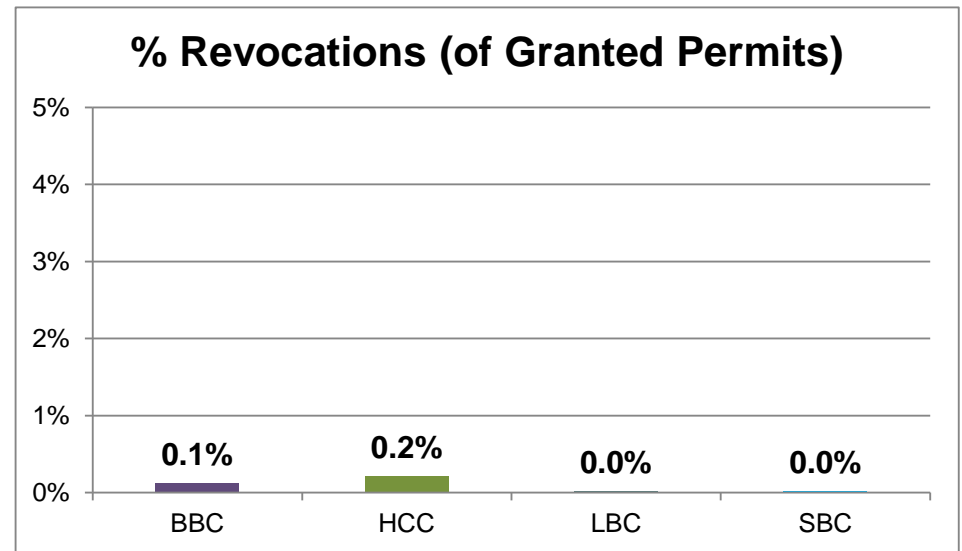
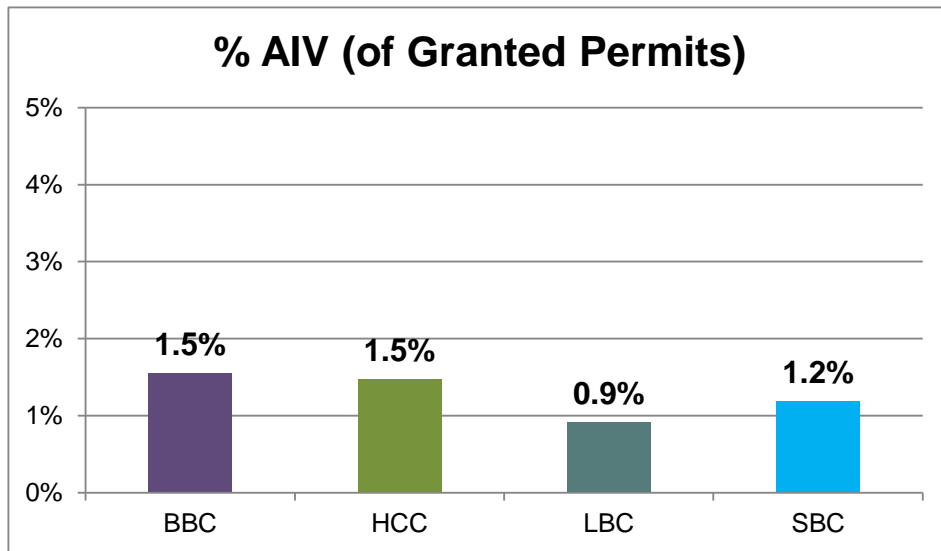
Application Lead Times (cont.)





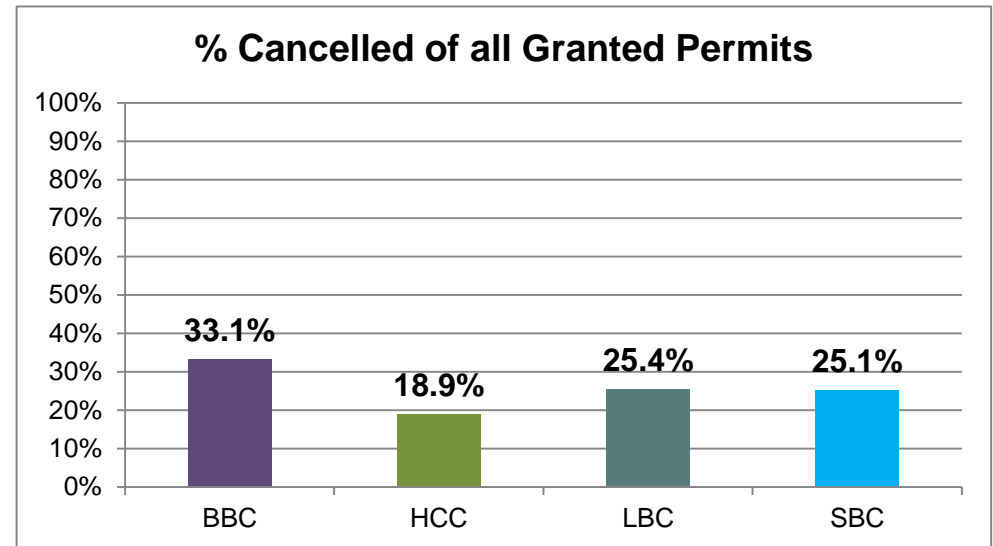
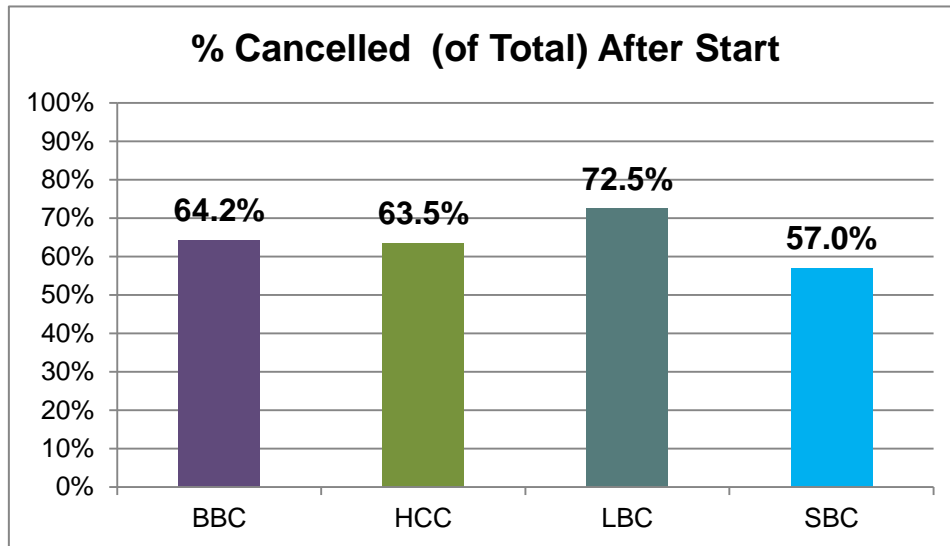
Authority Imposed Variations and Revocations

This measure is a count of the number of Authority Imposed Variations or Revocations issued by the Permit Authority. The calculation for the % of Authority Imposed Variations does not include PAA's as these cannot be varied by either the Works Promoter or the Permit Authority.



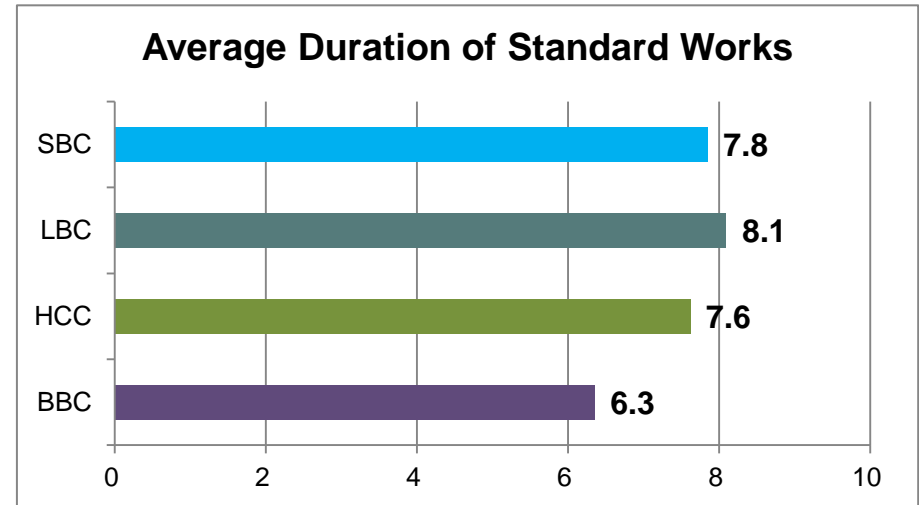
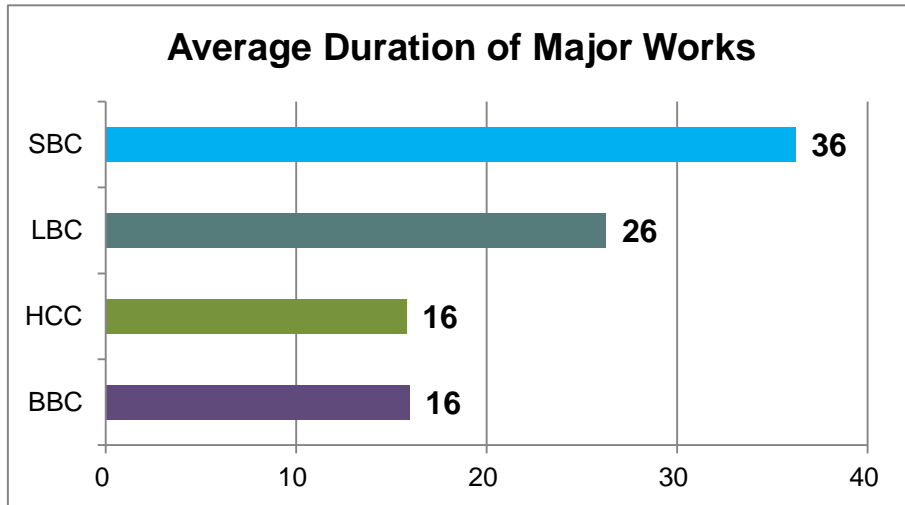
Cancellations

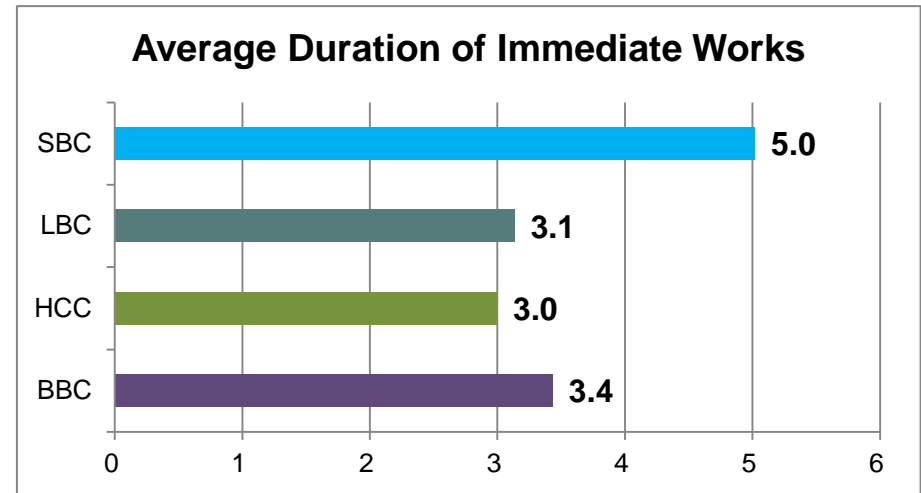
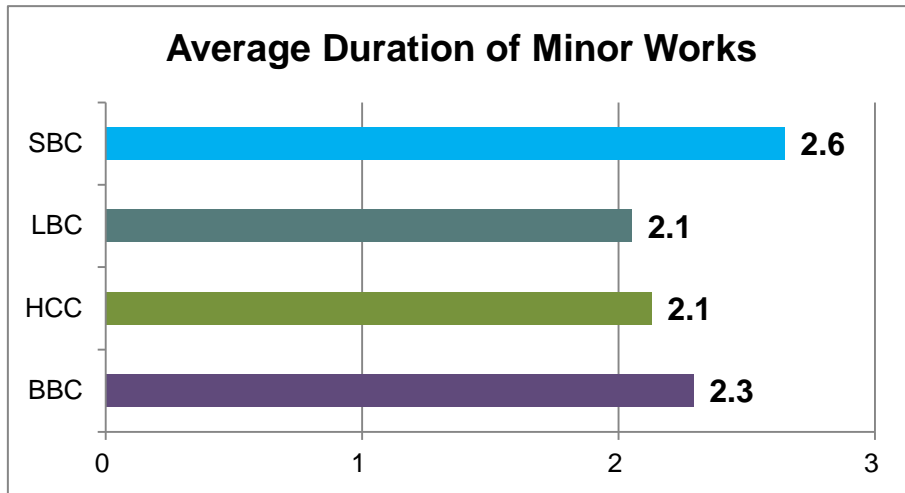
This measure is a count of cancellations received before or after the (proposed) works start date within the permit application. Since the introduction of the EEPS, permits cancelled after they have been granted can be measured.



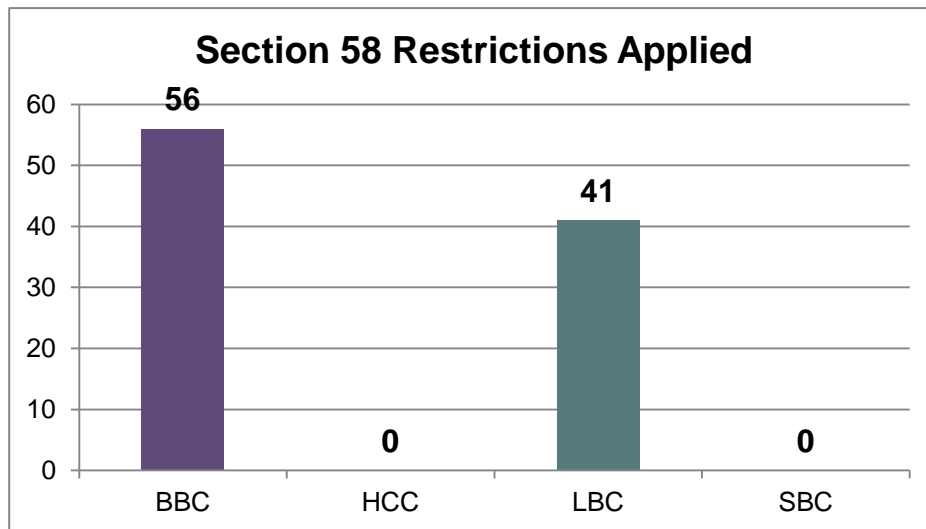
Average Duration of Works (Calendar Days)

This measure is the average duration of works where a Stop Notice has been received by the Permit Authority. For any planned works, *i.e. not an Immediate activity, there must have been a Start Notice submitted*. The durations have been calculated by determining the working days between the actual dates contained within the Start and Stop Notices.





Section 58

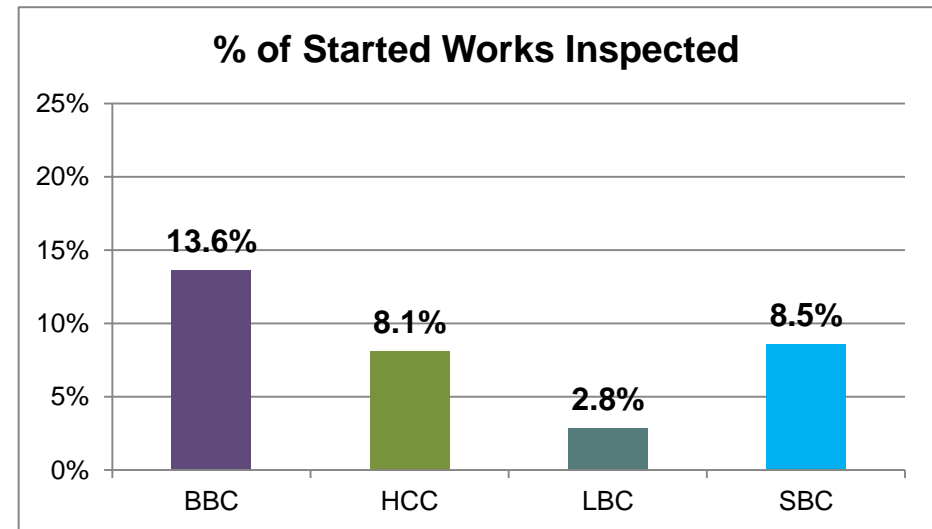
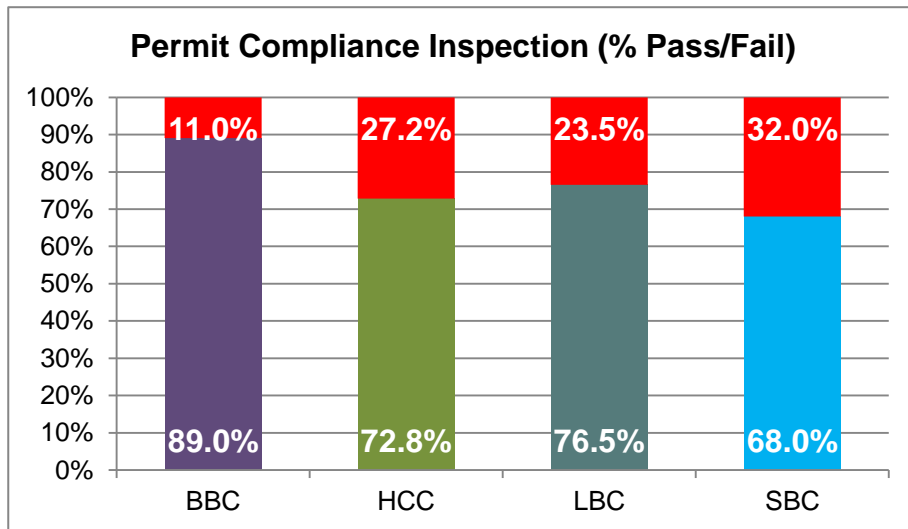


This measure is a count of the notifications Restriction in Force that have been issued (the issue date of the notice has been used as the start date of the restriction).

Permit Compliance Inspections

This is a count of the number of Inspections carried out by the Permit Authority for either Permit Compliance or Section74 – shown as either a Pass or Fail. This measure also includes a % Inspections carried out for works that have started (based on the receipt of a start notice).

Un-attributable works are excluded from any of these counts.



Addendum B– Comparison Tables for Key Measures

Permit Applications

EEPS Measurement – Year 1 Evaluation Summary Report

BBC

| Activity Type | Total Permit Applications Received | All Works | | | Statutory Undertaker | | | Highways | | |
|-------------------------|------------------------------------|-----------------|---------------|----------------|----------------------|---------------|----------------|-----------------|---------------|----------------|
| | | Permits Granted | Total Refused | Permits Deemed | Permits Granted | Total Refused | Permits Deemed | Permits Granted | Total Refused | Permits Deemed |
| PAA | 465 | 281 | 70 | 0 | 149 | 64 | 0 | 132 | 6 | 0 |
| Major | 321 | 192 | 98 | 1 | 128 | 49 | 0 | 64 | 49 | 1 |
| Standard | 967 | 535 | 260 | 1 | 494 | 254 | 0 | 41 | 6 | 1 |
| Minor | 7,702 | 5,421 | 1,141 | 17 | 3,974 | 907 | 11 | 1,447 | 234 | 6 |
| Immediate | 1,319 | 1,210 | 47 | 6 | 1,139 | 47 | 6 | 71 | 0 | 0 |
| Total | 10,774 | 7,639 | 1,616 | 25 | 5,884 | 1,321 | 17 | 1,755 | 295 | 8 |
| % of Total Applications | - | 70.9% | 15.0% | 0.2% | 71.7% | 16.1% | 0.2% | 68.5% | 11.5% | 0.3% |

HCC

| Activity Type | Total Permit Applications Received | All Works | | | Statutory Undertaker | | | Highways | | |
|-------------------------|------------------------------------|-----------------|---------------|----------------|----------------------|---------------|----------------|-----------------|---------------|----------------|
| | | Permits Granted | Total Refused | Permits Deemed | Permits Granted | Total Refused | Permits Deemed | Permits Granted | Total Refused | Permits Deemed |
| PAA | 4,257 | 2,489 | 933 | 39 | 928 | 337 | 20 | 1,561 | 596 | 19 |
| Major | 2,239 | 1,561 | 482 | 76 | 647 | 248 | 25 | 914 | 234 | 51 |
| Standard | 4,811 | 3,406 | 1,239 | 84 | 2,187 | 1,026 | 63 | 1,219 | 213 | 21 |
| Minor | 33,168 | 25,004 | 4,290 | 1,750 | 18,158 | 3,316 | 1,573 | 6,846 | 974 | 177 |
| Immediate | 29,788 | 27,620 | 135 | 139 | 8,894 | 122 | 116 | 18,726 | 13 | 23 |
| Total | 74,263 | 60,080 | 7,079 | 2,088 | 30,814 | 5,049 | 1,797 | 29,266 | 2,030 | 291 |
| % of Total Applications | - | 80.9% | 9.5% | 2.8% | 75.6% | 12.4% | 4.4% | 87.4% | 6.1% | 0.9% |

LBC

| Activity Type | Total Permit Applications Received | All Works | | | Statutory Undertaker | | | Highways | | |
|-------------------------|------------------------------------|-----------------|---------------|----------------|----------------------|---------------|----------------|-----------------|---------------|----------------|
| | | Permits Granted | Total Refused | Permits Deemed | Permits Granted | Total Refused | Permits Deemed | Permits Granted | Total Refused | Permits Deemed |
| PAA | 420 | 183 | 162 | 0 | 60 | 38 | 0 | 123 | 124 | 1 |
| Major | 328 | 149 | 59 | 1 | 55 | 15 | 1 | 94 | 44 | 0 |
| Standard | 959 | 492 | 228 | 1 | 293 | 155 | 1 | 199 | 73 | 0 |
| Minor | 12,175 | 9,631 | 1,064 | 4 | 2,566 | 561 | 3 | 7,065 | 503 | 1 |
| Immediate | 1,588 | 1,521 | 55 | 1 | 1,492 | 53 | 1 | 29 | 2 | 0 |
| Total | 15,470 | 11,976 | 1,568 | 8 | 4,466 | 822 | 6 | 7,510 | 746 | 2 |
| % of Total Applications | - | 77.4% | 10.1% | 0.1% | 77.1% | 14.2% | 0.1% | 77.6% | 7.7% | 0.0% |

SBC

| Activity Type | Total Permit Applications Received | All Works | | | Statutory Undertaker | | | Highways | | |
|-------------------------|------------------------------------|-----------------|---------------|----------------|----------------------|---------------|----------------|-----------------|---------------|----------------|
| | | Permits Granted | Total Refused | Permits Deemed | Permits Granted | Total Refused | Permits Deemed | Permits Granted | Total Refused | Permits Deemed |
| PAA | 256 | 214 | 15 | 0 | 107 | 11 | 0 | 107 | 4 | 0 |
| Major | 246 | 153 | 63 | 0 | 92 | 17 | 0 | 61 | 46 | 0 |
| Standard | 785 | 486 | 155 | 1 | 283 | 141 | 0 | 203 | 14 | 1 |
| Minor | 6,337 | 4,733 | 833 | 21 | 2,656 | 611 | 18 | 2,077 | 222 | 3 |
| Immediate | 2,488 | 2,395 | 38 | 1 | 1,574 | 24 | 1 | 821 | 14 | 0 |
| Total | 10,112 | 7,981 | 1,104 | 23 | 4,712 | 804 | 19 | 3,269 | 300 | 4 |
| % of Total Applications | - | 78.9% | 10.9% | 0.2% | 78.3% | 13.4% | 0.3% | 79.8% | 7.3% | 0.1% |

EEPS Measurement – Year 1 Evaluation Summary Report

Permit Variations

BBC

| Activity Type | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|--|--------------|----------------------|--------------------------------|--------------------|-------------------|----------------------|----------------------|--------------------------------|--------------------|-------------------|--------------|----------------------|--------------------------------|--------------------|-------------------|
| | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed |
| Major | 39 | 17 | 54 | 109 | 0 | 25 | 5 | 37 | 68 | 0 | 14 | 12 | 17 | 41 | 0 |
| Standard | 49 | 21 | 29 | 163 | 2 | 44 | 12 | 25 | 146 | 0 | 5 | 9 | 4 | 17 | 2 |
| Minor | 298 | 66 | 91 | 962 | 3 | 57 | 16 | 32 | 407 | 1 | 241 | 50 | 59 | 555 | 2 |
| Immediate | 0 | 75 | 128 | 131 | 0 | 0 | 74 | 125 | 127 | 0 | 0 | 1 | 3 | 4 | 0 |
| Total | 386 | 179 | 302 | 1,365 | 5 | 126 | 107 | 219 | 748 | 1 | 260 | 72 | 83 | 617 | 4 |
| % of Total (Variations) | - | - | - | 157.4% | 0.6% | - | - | - | 165.5% | 0.2% | - | - | - | 148.7% | 1.0% |
| % of Total Applications Granted | 5.1% | 2.3% | 4.0% | - | - | 2.1% | 1.8% | 3.7% | - | - | 10.1% | 2.8% | 3.2% | - | - |
| Total % of Variations to Granted Applications | 11.3% | | | | | 7.7% | | | | | 16.2% | | | | |

HCC

| Activity Type | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|--|--------------|----------------------|--------------------------------|--------------------|-------------------|----------------------|----------------------|--------------------------------|--------------------|-------------------|--------------|----------------------|--------------------------------|--------------------|-------------------|
| | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed |
| Major | 936 | 247 | 548 | 1,237 | 127 | 352 | 199 | 242 | 520 | 61 | 584 | 48 | 306 | 717 | 66 |
| Standard | 1,379 | 225 | 458 | 1,131 | 213 | 1,043 | 169 | 323 | 798 | 167 | 336 | 56 | 135 | 333 | 46 |
| Minor | 3,111 | 495 | 486 | 2,121 | 397 | 1,981 | 439 | 351 | 1,373 | 293 | 1,130 | 56 | 135 | 748 | 104 |
| Immediate | 13 | 501 | 2,888 | 2,903 | 75 | 6 | 489 | 1,429 | 1,482 | 51 | 7 | 12 | 1,459 | 1,421 | 24 |
| Total | 5,439 | 1,468 | 4,380 | 7,392 | 812 | 3,382 | 1,296 | 2,345 | 4,173 | 572 | 2,057 | 172 | 2,035 | 3,219 | 240 |
| % of Total (Variations) | - | - | - | 65.5% | 7.2% | - | - | - | 59.4% | 8.1% | - | - | - | 75.5% | 5.6% |
| % of Total Applications Granted | 9.1% | 2.4% | 7.3% | - | - | 11.0% | 4.2% | 7.6% | - | - | 6.1% | 0.5% | 6.1% | - | - |
| Total % of Variations to Granted Applications | 18.8% | | | | | 22.8% | | | | | 12.7% | | | | |

LBC

| Activity Type | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|--|--------------|----------------------|--------------------------------|--------------------|-------------------|----------------------|----------------------|--------------------------------|--------------------|-------------------|--------------|----------------------|--------------------------------|--------------------|-------------------|
| | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed |
| Major | 123 | 53 | 50 | 225 | 0 | 14 | 6 | 39 | 44 | 0 | 109 | 47 | 11 | 181 | 0 |
| Standard | 82 | 77 | 71 | 294 | 0 | 41 | 16 | 43 | 155 | 0 | 41 | 61 | 28 | 139 | 0 |
| Minor | 805 | 231 | 140 | 1,769 | 0 | 47 | 68 | 75 | 370 | 0 | 758 | 163 | 65 | 1,399 | 0 |
| Immediate | 0 | 63 | 240 | 230 | 0 | 0 | 61 | 238 | 226 | 0 | 0 | 2 | 2 | 4 | 0 |
| Total | 1,010 | 424 | 501 | 2,518 | 0 | 102 | 151 | 395 | 795 | 0 | 908 | 273 | 106 | 1,723 | 0 |
| % of Total (Variations) | - | - | - | 130.1% | 0.0% | - | - | - | 122.7% | 0.0% | - | - | - | 133.9% | 0.0% |
| % of Total Applications Granted | 8.4% | 3.5% | 4.2% | - | - | 2.3% | 3.4% | 8.8% | - | - | 9.4% | 2.8% | 1.1% | - | - |
| Total % of Variations to Granted Applications | 16.2% | | | | | 14.5% | | | | | 13.3% | | | | |

SBC

| Activity Type | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|--|--------------|----------------------|--------------------------------|--------------------|-------------------|----------------------|----------------------|--------------------------------|--------------------|-------------------|-------------|----------------------|--------------------------------|--------------------|-------------------|
| | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed | Variation | Works Data Variation | Duration Variation Application | Variations Granted | Variations Deemed |
| Major | 54 | 14 | 57 | 101 | 0 | 17 | 8 | 32 | 46 | 0 | 37 | 6 | 25 | 55 | 0 |
| Standard | 78 | 18 | 65 | 215 | 1 | 44 | 17 | 49 | 163 | 1 | 34 | 1 | 16 | 52 | 0 |
| Minor | 114 | 78 | 81 | 645 | 2 | 59 | 74 | 39 | 324 | 1 | 55 | 4 | 42 | 321 | 1 |
| Immediate | 0 | 87 | 298 | 349 | 0 | 0 | 80 | 296 | 339 | 0 | 0 | 7 | 2 | 10 | 0 |
| Total | 246 | 197 | 501 | 1,310 | 3 | 120 | 179 | 416 | 872 | 2 | 126 | 18 | 85 | 438 | 1 |
| % of Total (Variations) | - | - | - | 138.8% | 0.3% | - | - | - | 122.0% | 0.3% | - | - | - | 191.3% | 0.4% |
| % of Total Applications Granted | 3.1% | 2.5% | 6.3% | - | - | 2.5% | 3.8% | 8.8% | - | - | 3.1% | 0.4% | 2.1% | - | - |
| Total % of Variations to Granted Applications | 11.8% | | | | | 15.2% | | | | | 5.6% | | | | |

EEPS Measurement – Year 1 Evaluation Summary Report

Permit Extensions

BBC

| Works Type | All Works | | | | | | | Statutory Undertaker | | | | | | Highways | | | | | | | |
|------------|-----------|----------|-------|-----------|------------------|----------------------|--------------------|----------------------|----------|-------|-----------|------------------|----------------------|--------------------|-------|----------|-------|-----------|------------------|----------------------|--------------------|
| | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works |
| Total | 33 | 17 | 64 | 87 | 201 | 6,561 | 3.1% | 21 | 13 | 20 | 84 | 138 | 4,824 | 2.9% | 12 | 4 | 44 | 3 | 63 | 1,737 | 3.6% |

HCC

| Works Type | All Works | | | | | | | Statutory Undertaker | | | | | | Highways | | | | | | | |
|------------|-----------|----------|-------|-----------|------------------|----------------------|--------------------|----------------------|----------|-------|-----------|------------------|----------------------|--------------------|-------|----------|-------|-----------|------------------|----------------------|--------------------|
| | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works |
| Total | 274 | 328 | 624 | 1,259 | 2,485 | 58,334 | 4.3% | 126 | 229 | 474 | 957 | 1,786 | 31,106 | 5.7% | 148 | 99 | 150 | 302 | 699 | 27,228 | 2.6% |

LBC

| Works Type | All Works | | | | | | | Statutory Undertaker | | | | | | Highways | | | | | | | |
|------------|-----------|----------|-------|-----------|------------------|----------------------|--------------------|----------------------|----------|-------|-----------|------------------|----------------------|--------------------|-------|----------|-------|-----------|------------------|----------------------|--------------------|
| | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works |
| Total | 29 | 57 | 130 | 184 | 400 | 10,326 | 3.9% | 23 | 34 | 67 | 167 | 291 | 4,220 | 6.9% | 6 | 23 | 63 | 17 | 109 | 6,106 | 1.8% |

SBC

| Works Type | All Works | | | | | | | Statutory Undertaker | | | | | | Highways | | | | | | | |
|------------|-----------|----------|-------|-----------|------------------|----------------------|--------------------|----------------------|----------|-------|-----------|------------------|----------------------|--------------------|-------|----------|-------|-----------|------------------|----------------------|--------------------|
| | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works | Major | Standard | Minor | Immediate | Total Extensions | No. of Started Works | % of Started Works |
| Total | 44 | 60 | 78 | 269 | 451 | 6,046 | 7.5% | 23 | 44 | 40 | 267 | 374 | 4,154 | 9.0% | 21 | 16 | 38 | 2 | 77 | 1,892 | 4.1% |

EEPS Measurement – Year 1 Evaluation Summary Report

Application Lead Time

BBC

| | All | | | | Statutory Undertaker | | | | Highways | | | |
|-------------|-------|-------|----------|-------|----------------------|-------|----------|-------|----------|-------|----------|-------|
| | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor |
| In Time | 158 | 161 | 767 | 6,398 | 128 | 99 | 704 | 4,787 | 30 | 62 | 63 | 1,611 |
| Not In Time | 258 | 111 | 157 | 555 | 138 | 77 | 134 | 282 | 120 | 34 | 23 | 273 |
| % In Time | 38.0% | 59.2% | 83.0% | 92.0% | 48.1% | 56.3% | 84.0% | 94.4% | 20.0% | 64.6% | 73.3% | 85.5% |

| | All | | | | Statutory Undertaker | | | | Highways | | | |
|---------------------|--------|-------|----------|-------|----------------------|-------|----------|-------|----------|-------|----------|-------|
| | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor |
| Average (Days) | 55.00 | 11.94 | 11.61 | 3.72 | 65.40 | 9.43 | 11.90 | 3.48 | 44.60 | 14.55 | 11.32 | 3.95 |
| Target (Days) | 90.00 | 10.00 | 10.00 | 3.00 | 90.00 | 10.00 | 10.00 | 3.00 | 90.00 | 10.00 | 10.00 | 3.00 |
| Variance +/- (Days) | -35.00 | 1.94 | 1.61 | 0.72 | -24.60 | -0.57 | 1.90 | 0.48 | -45.40 | 4.55 | 1.32 | 0.95 |

HCC

| | All | | | | Statutory Undertaker | | | | Highways | | | |
|-------------|-------|-------|----------|--------|----------------------|-------|----------|--------|----------|-------|----------|-------|
| | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor |
| In Time | 1,265 | 1,319 | 3,361 | 28,328 | 771 | 450 | 2,429 | 23,385 | 494 | 869 | 932 | 4,943 |
| Not In Time | 2,344 | 654 | 753 | 1,098 | 639 | 323 | 343 | 331 | 1,705 | 331 | 410 | 767 |
| % In Time | 35.1% | 66.9% | 81.7% | 96.3% | 54.7% | 58.2% | 87.6% | 98.6% | 22.5% | 72.4% | 69.4% | 86.6% |

| | All | | | | Statutory Undertaker | | | | Highways | | | |
|---------------------|--------|-------|----------|-------|----------------------|-------|----------|-------|----------|-------|----------|-------|
| | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor |
| Average (Days) | 55.91 | 11.64 | 11.41 | 4.44 | 69.96 | 11.42 | 13.17 | 4.17 | 41.86 | 12.51 | 9.65 | 4.70 |
| Target (Days) | 90.00 | 10.00 | 10.00 | 3.00 | 90.00 | 10.00 | 10.00 | 3.00 | 90.00 | 10.00 | 10.00 | 3.00 |
| Variance +/- (Days) | -34.09 | 1.64 | 1.41 | 1.44 | -20.04 | 1.42 | 3.17 | 1.17 | -48.14 | 2.51 | -0.35 | 1.70 |

LBC

| | All | | | | Statutory Undertaker | | | | Highways | | | |
|-------------|-------|-------|----------|--------|----------------------|-------|----------|-------|----------|-------|----------|-------|
| | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor |
| In Time | 206 | 112 | 682 | 10,603 | 54 | 26 | 387 | 3,125 | 152 | 86 | 295 | 7,478 |
| Not In Time | 190 | 94 | 145 | 680 | 57 | 59 | 97 | 129 | 133 | 35 | 48 | 551 |
| % In Time | 52.0% | 54.4% | 82.5% | 94.0% | 48.6% | 30.6% | 80.0% | 96.0% | 53.3% | 71.1% | 86.0% | 93.1% |

| | All | | | | Statutory Undertaker | | | | Highways | | | |
|---------------------|--------|-------|----------|-------|----------------------|-------|----------|-------|----------|-------|----------|-------|
| | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor |
| Average (Days) | 66.59 | 9.72 | 12.19 | 4.16 | 69.13 | 6.65 | 12.65 | 4.46 | 64.06 | 12.80 | 11.73 | 3.85 |
| Target (Days) | 90.00 | 10.00 | 10.00 | 3.00 | 90.00 | 10.00 | 10.00 | 3.00 | 90.00 | 10.00 | 10.00 | 3.00 |
| Variance +/- (Days) | -23.41 | -0.28 | 2.19 | 1.16 | -20.87 | -3.35 | 2.65 | 1.46 | -25.95 | 2.80 | 1.73 | 0.85 |

SBC

| | All | | | | Statutory Undertaker | | | | Highways | | | |
|-------------|-------|-------|----------|-------|----------------------|-------|----------|-------|----------|-------|----------|-------|
| | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor |
| In Time | 35 | 95 | 476 | 5,710 | 22 | 53 | 388 | 3,292 | 13 | 42 | 88 | 2,418 |
| Not In Time | 132 | 117 | 239 | 301 | 71 | 62 | 88 | 139 | 61 | 55 | 151 | 162 |
| % In Time | 21.0% | 44.8% | 66.6% | 95.0% | 23.7% | 46.1% | 81.5% | 95.9% | 17.6% | 43.3% | 36.8% | 93.7% |

| | All | | | | Statutory Undertaker | | | | Highways | | | |
|---------------------|--------|-------|----------|-------|----------------------|-------|----------|-------|----------|-------|----------|-------|
| | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor | PAA | Major | Standard | Minor |
| Average (Days) | 46.01 | 8.87 | 10.44 | 4.02 | 58.83 | 7.68 | 12.65 | 3.73 | 27.58 | 10.29 | 7.35 | 4.31 |
| Target (Days) | 90.00 | 10.00 | 10.00 | 3.00 | 90.00 | 10.00 | 10.00 | 3.00 | 90.00 | 10.00 | 10.00 | 3.00 |
| Variance +/- (Days) | -43.99 | -1.13 | 0.44 | 1.02 | -31.17 | -2.32 | 2.65 | 0.73 | -62.42 | 0.29 | -2.65 | 1.31 |

EEPS Measurement – Year 1 Evaluation Summary Report

Authority Imposed Variations

BBC

| | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|-----------------------|-----------|----------|-------|-----------|--------------------------|----------------------|----------|-------|-----------|--------------------------|----------|----------|-------|-----------|--------------------------|
| | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits |
| Total AIVs | 1 | 3 | 26 | 84 | 1.5% | 0 | 3 | 22 | 82 | 1.9% | 1 | 0 | 4 | 2 | 0.4% |
| Total Permits Granted | 192 | 535 | 5,421 | 1,210 | - | 128 | 494 | 3,974 | 1,139 | - | 64 | 41 | 1,447 | 71 | - |
| % of Permits Granted | 0.5% | 0.6% | 0.5% | 6.9% | - | 0.0% | 0.6% | 0.6% | 7.2% | - | 1.6% | 0.0% | 0.3% | 2.8% | - |

HCC

| | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|-----------------------|-----------|----------|--------|-----------|--------------------------|----------------------|----------|--------|-----------|--------------------------|----------|----------|-------|-----------|--------------------------|
| | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits |
| Total AIVs | 174 | 91 | 287 | 293 | 1.5% | 140 | 80 | 248 | 282 | 2.5% | 34 | 11 | 39 | 11 | 0.3% |
| Total Permits Granted | 1,561 | 3,406 | 25,004 | 27,620 | - | 647 | 2,187 | 18,158 | 8,894 | - | 914 | 1,219 | 6,846 | 18,726 | - |
| % of Permits Granted | 11.1% | 2.7% | 1.1% | 1.1% | - | 21.6% | 3.7% | 1.4% | 3.2% | - | 3.7% | 0.9% | 0.6% | 0.1% | - |

LBC

| | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|-----------------------|-----------|----------|-------|-----------|--------------------------|----------------------|----------|-------|-----------|--------------------------|----------|----------|-------|-----------|--------------------------|
| | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits |
| Total AIVs | 1 | 0 | 8 | 99 | 0.9% | 1 | 0 | 7 | 99 | 2.4% | 0 | 0 | 1 | 0 | 0.0% |
| Total Permits Granted | 149 | 492 | 9,631 | 1,521 | - | 55 | 293 | 2,566 | 1,492 | - | 94 | 199 | 7,065 | 29 | - |
| % of Permits Granted | 0.7% | 0.0% | 0.1% | 6.5% | - | 1.8% | 0.0% | 0.3% | 6.6% | - | 0.0% | 0.0% | 0.0% | 0.0% | - |

SBC

| | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|-----------------------|-----------|----------|-------|-----------|--------------------------|----------------------|----------|-------|-----------|--------------------------|----------|----------|-------|-----------|--------------------------|
| | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits |
| Total AIVs | 7 | 13 | 65 | 7 | 1.2% | 2 | 13 | 54 | 7 | 1.7% | 5 | 0 | 11 | 0 | 0.5% |
| Total Permits Granted | 153 | 486 | 4,733 | 2,395 | - | 92 | 283 | 2,656 | 1,574 | - | 61 | 203 | 2,077 | 821 | - |
| % of Permits Granted | 4.6% | 2.7% | 1.4% | 0.3% | - | 2.2% | 4.6% | 2.0% | 0.4% | - | 8.2% | 0.0% | 0.5% | 0.0% | - |

EEPS Measurement – Year 1 Evaluation Summary Report

Revocations

BBC

| | All Works | | | | | Statutory | | | | | Highways | | | | |
|-----------------------|-----------|----------|-------|-----------|--------------------------|-----------|----------|-------|-----------|--------------------------|----------|----------|-------|-----------|--------------------------|
| | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits |
| | 1 | 0 | 6 | 2 | 0.1% | 1 | 0 | 3 | 2 | 0.1% | 0 | 0 | 3 | 0 | 0.2% |
| Total Permits Granted | 192 | 535 | 5,421 | 1,210 | - | 128 | 494 | 3,974 | 1,139 | - | 64 | 41 | 1,447 | 71 | - |
| % of Permits Granted | 0.5% | 0.0% | 0.1% | 0.2% | - | 0.8% | 0.0% | 0.1% | 0.2% | - | 0.0% | 0.0% | 0.2% | 0.0% | - |

HCC

| | All Works | | | | | Statutory | | | | | Highways | | | | |
|-----------------------|-----------|----------|--------|-----------|--------------------------|-----------|----------|--------|-----------|--------------------------|----------|----------|-------|-----------|--------------------------|
| | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits |
| Total Revocations | 49 | 15 | 53 | 10 | 0.2% | 13 | 15 | 30 | 7 | 0.2% | 36 | 0 | 23 | 3 | 0.2% |
| Total Permits Granted | 1,561 | 3,406 | 25,004 | 27,620 | - | 647 | 2,187 | 18,158 | 8,894 | - | 914 | 1,219 | 6,846 | 18,726 | - |
| % of Permits Granted | 3.1% | 0.4% | 0.2% | 0.0% | - | 2.0% | 0.7% | 0.2% | 0.1% | - | 3.9% | 0.0% | 0.3% | 0.0% | - |

LBC

| | All Works | | | | | Statutory | | | | | Highways | | | | |
|-----------------------|-----------|----------|-------|-----------|--------------------------|-----------|----------|-------|-----------|--------------------------|----------|----------|-------|-----------|--------------------------|
| | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits |
| Total Revocations | 2 | 0 | 1 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0.0% | 2 | 0 | 1 | 0 | 0.0% |
| Total Permits Granted | 149 | 492 | 9,631 | 1,521 | - | 55 | 293 | 2,566 | 1,492 | - | 94 | 199 | 7,065 | 29 | - |
| % of Permits Granted | 1.3% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | 0.0% | - | 2.1% | 0.0% | 0.0% | 0.0% | - |

SBC

| | All Works | | | | | Statutory | | | | | Highways | | | | |
|-----------------------|-----------|----------|-------|-----------|--------------------------|-----------|----------|-------|-----------|--------------------------|----------|----------|-------|-----------|--------------------------|
| | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits | Major | Standard | Minor | Immediate | % of all Granted Permits |
| Total Revocations | 0 | 0 | 2 | 0 | 0.0% | 0 | 0 | 0 | 0 | 0.0% | 0 | 0 | 2 | 0 | 0.1% |
| Total Permits Granted | 153 | 486 | 4,733 | 2,395 | - | 92 | 283 | 2,656 | 1,574 | - | 61 | 203 | 2,077 | 821 | - |
| % of Permits Granted | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.0% | 0.0% | - | 0.0% | 0.0% | 0.1% | 0.0% | - |

EEPS Measurement – Year 1 Evaluation Summary Report

Cancellations

BBC

| | All Works | | | | Statutory Undertaker | | | | Highways | | | |
|------------------------------------|-----------|----------|-------|-------|----------------------|----------|-------|-------|----------|----------|-------|-------|
| | Major | Standard | Minor | Total | Major | Standard | Minor | Total | Major | Standard | Minor | Total |
| Cancelled Before Works Start | 54 | 130 | 543 | 727 | 50 | 128 | 495 | 673 | 4 | 2 | 48 | 54 |
| Cancelled After Works Start | 38 | 150 | 1,118 | 1,306 | 31 | 147 | 1,038 | 1,216 | 7 | 3 | 80 | 90 |
| % Cancelled After Works Start | 41.3% | 53.6% | 67.3% | 64.2% | 38.3% | 53.5% | 67.7% | 64.4% | 63.6% | 60.0% | 62.5% | 62.5% |
| % Cancelled of all Granted Permits | 47.9% | 52.3% | 30.6% | 33.1% | 63.3% | 55.7% | 38.6% | 41.1% | 17.2% | 12.2% | 8.8% | 9.3% |

HCC

| | All Works | | | | Statutory Undertaker | | | | Highways | | | |
|------------------------------------|-----------|----------|-------|-------|----------------------|----------|-------|-------|----------|----------|-------|-------|
| | Major | Standard | Minor | Total | Major | Standard | Minor | Total | Major | Standard | Minor | Total |
| Cancelled Before Works Start | 514 | 234 | 1,323 | 2,071 | 144 | 202 | 1,032 | 1,378 | 370 | 32 | 291 | 693 |
| Cancelled After Works Start | 154 | 225 | 3,225 | 3,604 | 39 | 178 | 2,532 | 2,749 | 115 | 47 | 693 | 855 |
| % Cancelled After Works Start | 23.1% | 49.0% | 70.9% | 63.5% | 21.3% | 46.8% | 71.0% | 66.6% | 23.7% | 59.5% | 70.4% | 55.2% |
| % Cancelled of all Granted Permits | 42.8% | 13.5% | 18.2% | 18.9% | 28.3% | 17.4% | 19.6% | 19.7% | 53.1% | 6.5% | 14.4% | 17.2% |

LBC

| | All Works | | | | Statutory Undertaker | | | | Highways | | | |
|------------------------------------|-----------|----------|-------|-------|----------------------|----------|-------|-------|----------|----------|-------|-------|
| | Major | Standard | Minor | Total | Major | Standard | Minor | Total | Major | Standard | Minor | Total |
| Cancelled Before Works Start | 53 | 84 | 582 | 719 | 23 | 73 | 358 | 454 | 30 | 11 | 224 | 265 |
| Cancelled After Works Start | 25 | 103 | 1,767 | 1,895 | 7 | 78 | 482 | 567 | 18 | 25 | 1,285 | 1,328 |
| % Cancelled After Works Start | 32.1% | 55.1% | 75.2% | 72.5% | 23.3% | 51.7% | 57.4% | 55.5% | 37.5% | 69.4% | 85.2% | 83.4% |
| % Cancelled of all Granted Permits | 52.3% | 38.0% | 24.4% | 25.4% | 54.5% | 51.5% | 32.7% | 35.0% | 51.1% | 18.1% | 21.4% | 21.6% |

SBC

| | All Works | | | | Statutory Undertaker | | | | Highways | | | |
|------------------------------------|-----------|----------|-------|-------|----------------------|----------|-------|-------|----------|----------|-------|-------|
| | Major | Standard | Minor | Total | Major | Standard | Minor | Total | Major | Standard | Minor | Total |
| Cancelled Before Works Start | 43 | 74 | 464 | 581 | 43 | 70 | 453 | 566 | 0 | 4 | 11 | 15 |
| Cancelled After Works Start | 20 | 69 | 680 | 769 | 6 | 60 | 646 | 712 | 14 | 9 | 34 | 57 |
| % Cancelled After Works Start | 31.7% | 48.3% | 59.4% | 57.0% | 12.2% | 46.2% | 58.8% | 55.7% | 0.0% | 69.2% | 75.6% | 79.2% |
| % Cancelled of all Granted Permits | 41.2% | 29.4% | 24.2% | 25.1% | 53.3% | 45.9% | 41.4% | 42.2% | 23.0% | 6.4% | 2.2% | 3.1% |

Average Durations

BBC

| | All Works | Statutory Undertaker | Highways |
|-----------|-----------|----------------------|----------|
| Major | 15.96 | 22.09 | 9.82 |
| Standard | 6.35 | 6.82 | 5.88 |
| Minor | 2.29 | 2.68 | 1.90 |
| Immediate | 3.43 | 5.29 | 1.58 |

LBC

| | All Works | Statutory Undertaker | Highways |
|-----------|-----------|----------------------|----------|
| Major | 26.27 | 27.33 | 25.20 |
| Standard | 8.09 | 6.63 | 9.55 |
| Minor | 2.05 | 2.89 | 1.21 |
| Immediate | 3.13 | 4.76 | 1.51 |

HCC

| | All Works | Statutory Undertaker | Highways |
|-----------|-----------|----------------------|----------|
| Major | 15.79 | 25.77 | 5.80 |
| Standard | 7.62 | 7.06 | 8.18 |
| Minor | 2.13 | 2.55 | 1.71 |
| Immediate | 3.00 | 4.77 | 1.22 |

SBC

| | All Works | Statutory Undertaker | Highways |
|-----------|-----------|----------------------|----------|
| Major | 36.21 | 48.53 | 23.89 |
| Standard | 7.85 | 7.58 | 8.12 |
| Minor | 2.65 | 2.38 | 2.92 |
| Immediate | 5.02 | 4.72 | 5.32 |

EEPS Measurement – Year 1 Evaluation Summary Report

Permit Compliance Inspections

BBC

| | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|------------------------------|-----------|----------|--------|----------|-------------------|----------------------|----------|--------|----------|-------------------|----------|----------|--------|----------|-------------------|
| | Passed | % Passed | Failed | % Failed | Total Inspections | Passed | % Passed | Failed | % Failed | Total Inspections | Passed | % Passed | Failed | % Failed | Total Inspections |
| Permit Compliance Inspection | 796 | 89.0% | 98 | 11.0% | 894 | 705 | 88.5% | 92 | 11.5% | 797 | 91 | 93.8% | 6 | 6.2% | 97 |
| Traffic Management Failure | - | - | 0 | 0.0% | - | - | - | 0 | 0.0% | - | - | - | 0 | 0.0% | - |

HCC

| | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|------------------------------|-----------|----------|--------|----------|-------------------|----------------------|----------|--------|----------|-------------------|----------|----------|--------|----------|-------------------|
| | Passed | % Passed | Failed | % Failed | Total Inspections | Passed | % Passed | Failed | % Failed | Total Inspections | Passed | % Passed | Failed | % Failed | Total Inspections |
| Permit Compliance Inspection | 3443 | 72.8% | 1284 | 27.2% | 4727 | 2712 | 73.0% | 1001 | 27.0% | 3713 | 731 | 72.1% | 283 | 27.9% | 1014 |
| Traffic Management Failure | - | - | 855 | 18.1% | - | - | - | 700 | 18.9% | - | - | - | 155 | 15.3% | - |

LBC

| | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|------------------------------|-----------|----------|--------|----------|-------------------|----------------------|----------|--------|----------|-------------------|----------|----------|--------|----------|-------------------|
| | Passed | % Passed | Failed | % Failed | Total Inspections | Passed | % Passed | Failed | % Failed | Total Inspections | Passed | % Passed | Failed | % Failed | Total Inspections |
| Permit Compliance Inspection | 225 | 76.5% | 69 | 23.5% | 294 | 217 | 77.8% | 62 | 22.2% | 279 | 8 | 53.3% | 7 | 46.7% | 15 |
| Traffic Management Failure | - | - | 9 | 3.1% | - | - | - | 8 | 2.9% | - | - | - | 1 | 6.7% | - |

SBC

| | All Works | | | | | Statutory Undertaker | | | | | Highways | | | | |
|------------------------------|-----------|----------|--------|----------|-------------------|----------------------|----------|--------|----------|-------------------|----------|----------|--------|----------|-------------------|
| | Passed | % Passed | Failed | % Failed | Total Inspections | Passed | % Passed | Failed | % Failed | Total Inspections | Passed | % Passed | Failed | % Failed | Total Inspections |
| Permit Compliance Inspection | 351 | 68.0% | 165 | 32.0% | 516 | 345 | 70.8% | 142 | 29.2% | 487 | 6 | 20.7% | 23 | 79.3% | 29 |
| Traffic Management Failure | - | - | 24 | 4.7% | - | - | - | 21 | 4.3% | - | - | - | 3 | 10.3% | - |

Document References

i Bedford Borough Council, Hertfordshire County Council, Luton Borough Council and Southend-on-Sea Borough Council.

ii www.eastofenglandpermitscheme.co.uk

iii Street works (by the statutory undertaker) and road works (for the highway).

iv New Roads and Street Works Act (1991) (Section 59)

v Traffic Management Act (TMA) (2004)

vi <http://www.legislation.gov.uk/2012?title=permit%20scheme>