LONDON BOROUGH OF BRENT

LONDON PERMIT SCHEME EVELUATION REPORT
APRIL 2022 – MARCH 2025

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1. Executive Summary

This report reviews the operation of the London Borough of Brent's over the three-year period from April 2022 – March 2025. Introduced on 11 January 2010, the scheme applies to all roads within the borough, including category 3 and 4 residential streets.

The borough is predominantly residential but also serves as a major cultural and visitor destination. It contains 469.5 km of roads: 46.6 km (9.9%) are A roads, 31.5 km (6.7%) are B roads, and 391.4 km (83.3%) are C or unclassified. An additional 3 km (0.6%) form part of the Transport for London Road Network (TLRN), for which TfL is the highway authority.

Managing this busy road network—active seven days a week, 24 hours a day—requires careful coordination. The council maintains a strong, proactive approach to network management, reflected in several key outcomes over the reporting period:

- 326 days of disruption avoided over the three years
- Medium levels of deemed permits, indicating consistent compliance and effective oversight
- Minimal early start requests, demonstrating improved planning by works promoters
- A steady reduction in average works durations for statutory undertakers
- Consistently low Category A inspection failure rates
- Year-on-year increases in fixed penalty notices for working without a permit or breaching conditions
- Year-on-year increases in recorded physical overruns

The continued high number of disruptions-free day's highlights the Network Management team's commitment to minimising impact on road users. This metric remains one of the strongest indicators of the scheme's effectiveness and is frequently used in responding to enquiries from residents and members.

Medium deemed-permit levels and few early starts request further demonstrate effective planning and compliance by works promoters. However, the rise in fixed penalty notices and physical overruns suggests some utilities continue to fall short of permitting requirements, indicating an area where further improvement is needed.

2. Introduction

The Traffic Management Act 2004 (TMA), Part 3 (Sections 32–39), and the Traffic Management Permit Scheme (England) Regulations 2007 provide the framework for introducing permit schemes in England. The London Permit Scheme (LoPS) was adopted by London Borough of Brent on the 11 January 2010 and amended in 2015 to reflect updated regulatory requirements.

This report summarises the council's operational performance over the three-year period from April 2022 – March 2025, with detailed analysis of street works and related activity within the borough.

3. Objectives of the Scheme

The objectives outlined in Section 2 of the London Permit Scheme and the council's performance against them are summarised below.

1. **Support Permit Authorities in meeting their Network Management Duty (NMD).**\ Regular co-ordination and performance meetings are held with utilities, and the council actively participates in industry committees such as LHAUC and LJAG to promote consistency across London. The Network Management team also provides guidance to colleagues in other boroughs on permitting and network management issues.

2. **Minimise disruption by encouraging good practice and collaboration.**\ The team continues to lead on collaborative works, achieving significant reductions in occupation days on the network. Progress meetings for impactful works on traffic-sensitive roads have improved real-time communication and reduced Section 74 disputes. Cross-boundary co-ordination with neighbouring boroughs and the use of the One.Network (Causeway) system further support borough-wide planning. The council also engages with the GLA's Infrastructure Coordination team, for long-term programme planning.

3. **Promote safety for site operatives and all road users, particularly people with disabilities.**\ A rigorous inspection regime is in place, including routine non-chargeable inspections. Non-compliance is addressed through notifications, fixed penalty notices, and, where necessary, prosecution. Permit applications are assessed with consideration of local needs, and additional conditions are applied where appropriate.

4. **Encourage knowledge-sharing across the industry.**\ Regular London HAUC meetings facilitate discussion of key permitting issues and promote consistent practices. The council contributes actively to regional and national groups, and joint operational workshops with utilities support greater awareness of factors influencing co-ordination decisions.

5. **Minimise damage to the highway and underlying apparatus.**\ The council carries out extensive inspections of in-progress and completed works to maintain the structural integrity of the highway. Innovative technologies such as

Core and Vac and CISSBOT continue to be promoted, with notable success over the 3-year period.

6. **Provide a common framework for all activity promoters in London.**\ Use of industry-standard refusal and modification codes enables clear reporting and constructive feedback at quarterly performance meetings. Refusals for "Other" reasons remain low, helping work promoters identify areas for improvement and target training effectively.

7. **Ensure fair and consistent treatment of all activities and promoters.**\ The coordination principles apply to both utility works and council-led highway projects. Regular meetings with Highways, Projects, and contractors support shared awareness of issues and priorities.

4. 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 council's current permit fees were calculated using the DfT Permit Fee Guidance cost matrix and submitted to the DfT for evaluation in 2010. A subsequent review, undertaken as part of the previous three-year Permit Scheme Evaluation, confirmed that these fees remain appropriate.\ The tables below set out the permit fees currently applied by the council.

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

Cat 0-2 and TSS					
Borough Name	Major PAA	Major Permit	Standard Permit	Miner Permit	Immediate Permit
London Borough of Brent	£105	£223	£130	£65	£60

Cat 3 & 4 non TSS					
Borough Name	Major PAA	Major Permit	Standard Permit	Miner Permit	Immediate Permit
London Borough of Brent	£75	£140	£75	£45	£40

5. Permit Income

The table below summarises the permit fee income invoiced and received for each year of the three years cover5ed by this report.

Permit Income			
London Borough of Brent	2022-2023	2023-2024	2024-2025
Income	£642,493	£,722,395	£774,021

Costs of Running the Scheme

The council may recover the additional costs of operating a permit scheme for statutory undertakers, beyond those associated with processing notices under the New Roads and Street Works Act 1991. Costs related to the council's own works are not recoverable.

Staff costs are based on current posts and actual salaries, using average values where pay varies across the team.

The table below sets out the operational costs of administering the permit scheme across the borough.

Operational Costs			
Borough Name	2022-2023	2023-2024	2024-2025
London Borough of Brent	£638,228	£718,569	£769,656

Comparison of Income and Costs

The table below presents the annual permit fee income alongside the corresponding operational costs of running the scheme for each of the three years.

London Borough of Brent	Income	Cost	Deficit
2022 - 2023	£642,493	£638,228	£4,265
2023 - 2024	£722,395	£718,569	£3,826
2024 - 2025	£774,021	£769,656	£4,365

The data demonstrates that the cost of operating the permit scheme is less than the income generated through permit fees. As the council already charges the majority of fees permitted by legislation, there is no scope for further increases. We therefore consider it necessary for the Department for Transport to review the current maximum fee levels to enable authorities operating at a deficit to recover their costs.

Although the council cannot fully fund the scheme through permit income, we continue to absorb the shortfall due to the clear operational benefits the scheme provides, particularly in enabling more effective coordination and collaboration across the network.

Benefits

The permit scheme remains the most effective mechanism for coordinating road works and minimising disruption. It enables collaborative working arrangements that were not achievable under the former noticing system. The council is proud of the 217 days of disruption saved since the scheme's introduction, including the period covered by this report—a figure regularly referenced in responses to enquiries and complaints regarding road works management.

The requirement for council-delivered works to meet the same standards and rules as all other activity continues to strengthen the Network Management team's coordination decisions. Confidence in the accuracy of information provided by the council's contractors has improved significantly as they have become more familiar with these expectations. Applying permit conditions remains an effective tool for managing road works. These conditions ensure that works are delivered efficiently and safely, while also reflecting local needs and minimising disruption for the wider community.

6 Performance Indicators

As outlined in the First Year Evaluation Report, the Key Performance Indicators (KPIs) and Objective Measures (OMs) are designed to demonstrate consistent and equitable treatment of both highway works and statutory undertakers' street works.

- KPI 1 – The number of Permit and Permit variation application received, the number granted and the number refused.
- KPI 2 – The number of conditions applied by condition type.
- KPI 4 – The number of occurrences of reducing the application period.
- KPI 5 – The number of agreements to work in Section 58 and Section 58A restrictions.
- OM 1 – Average Journey times
- OM 2 – Journey time reliability
- OM 3 – Number of works not completed on time.
- OM 4 – Average duration of works by works type.
- OM 5 – Inspections
- OM 6 – Number of collaborative works
- OM 7 - Number of deemed permits
- OM 8 – Number of conditions applied by condition type
- OM 9 – Number of times that works have been Undertaken on a road with S58 or S58a restr4ictions.

6.1 KPI 1 The number of permit and permit variation applications

- The following points should be considered when interpreting this data.
- Permit applications are subject to statutory response periods, meaning that applications received within a given period may be granted or refused in a subsequent period. As a result, application volumes do not always directly align with decisions made within the same timeframe.
- In addition, several applications were withdrawn by promoters before a decision was reached. These applications could not be classified as either granted or refused and have therefore been excluded from the totals.
- The table below summarises the number of permit and permit variation applications received over the three-year reporting period.

Permits Granted and Refused

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

Permits Received/Granted/Refused	Number 2022/23	Number 2023/24	Number 2024/25
Total permit and permit variation applications	**11,833**	**13715**	**12576**
Total permit status that cannot be determined	**5,606**	**6,573**	**6231**
Total permits granted/refused	**6,227**	**7142**	**6345**
Total Granted	**5,786**	**6725**	**6340**
Total refused	**441**	**417**	**5**

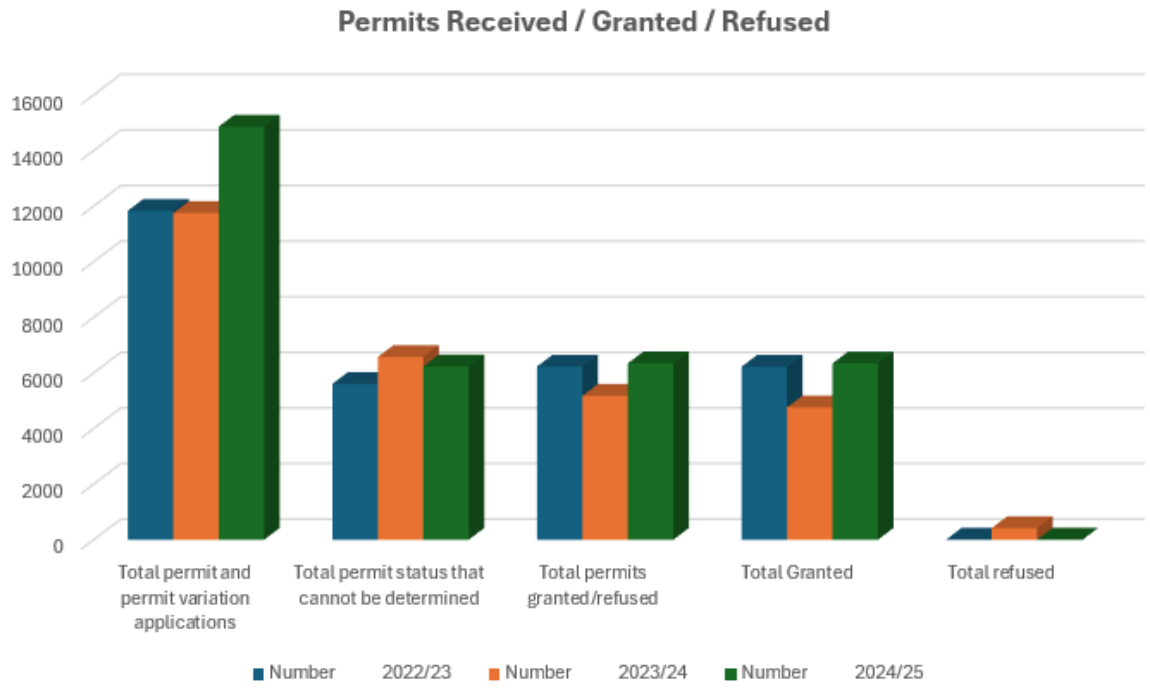


Chart 1 - Total number of permits granted monthly for the year 2022-2023

	Utilities	Highway Authority
Apr-22	626	402
May-22	593	397
Jun-22	570	328
Jul-22	569	279
Aug-22	642	292
Sep-22	902	302
Oct-22	783	307
Nov-22	793	351
Dec-22	624	725
Jan-23	710	368
Feb-23	880	441
Mar-23	935	615

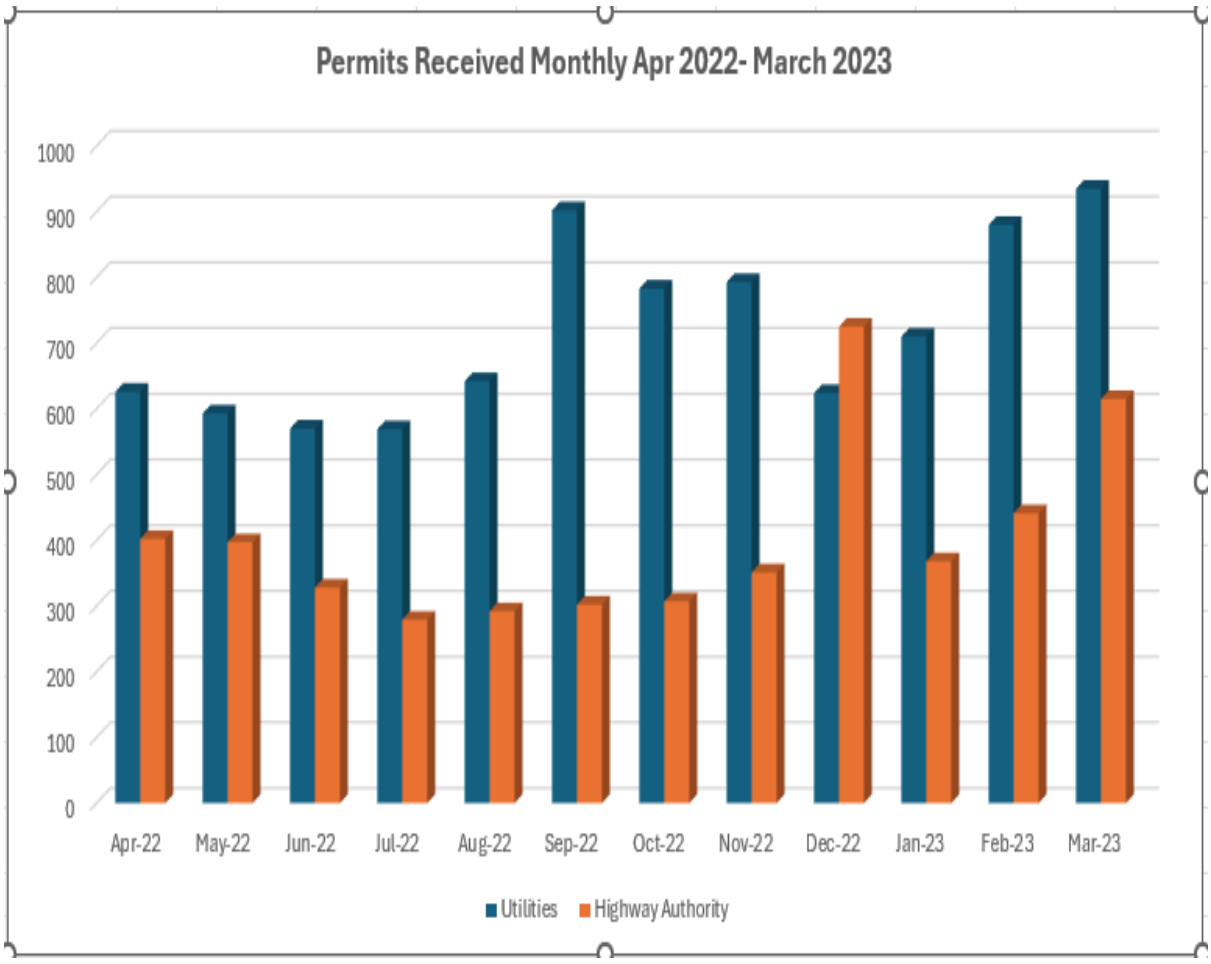


Chart 2 - Total number of permits granted monthly for the year 2023-2024

	Utilities	Highway Authority
Apr-23	697	307
May-23	767	379
Jun-23	712	521
Jul-23	633	379
Aug-23	580	247
Sep-23	625	344
Oct-23	554	400
Nov-23	658	470
Dec-23	447	358
Jan-24	580	515
Feb-24	529	770
Mar-24	502	679

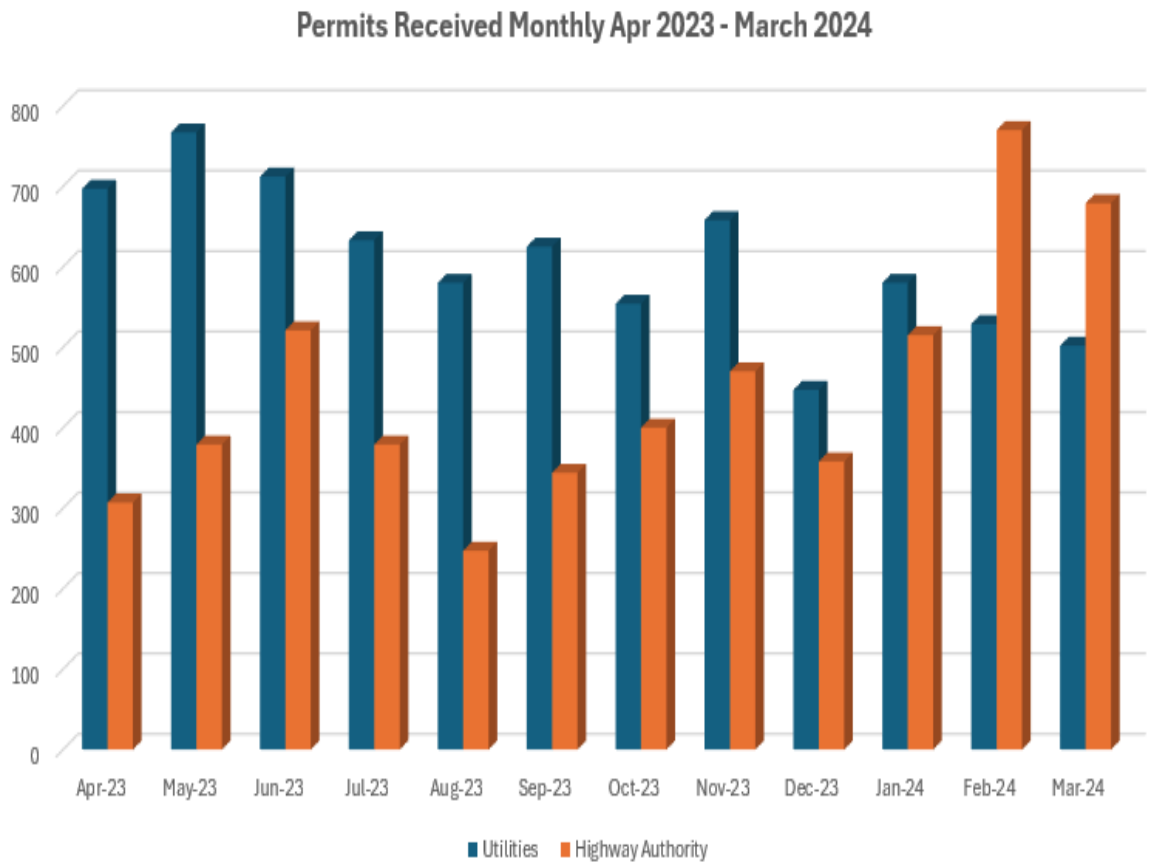
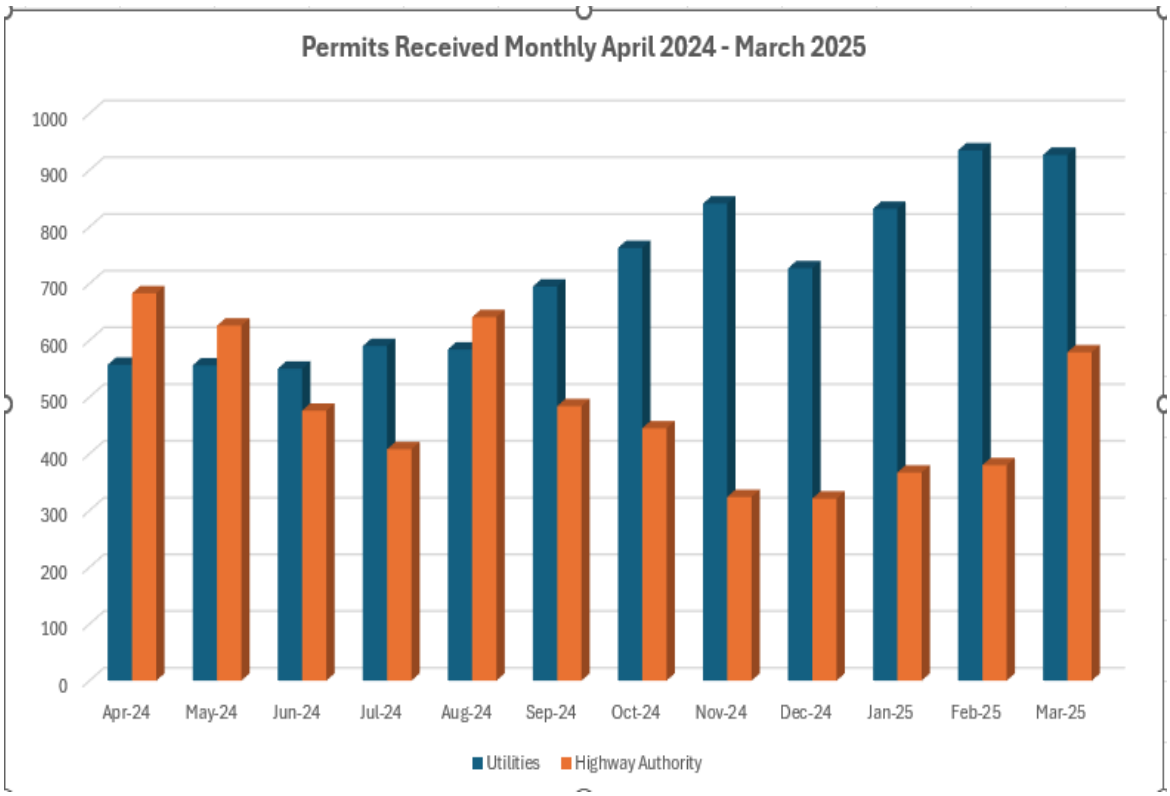


Chart 3 - Total number of permits granted monthly for the year 2024-2025

	Utilities	Highway Authority
Apr-24	557	683
May-24	556	626
Jun-24	550	476
Jul-24	590	408
Aug-24	584	641
Sep-24	695	484
Oct-24	763	445
Nov-24	841	324
Dec-24	727	321
Jan-25	832	367
Feb-25	935	380
Mar-25	927	579



Permit applications from statutory undertakers received over the 3-year period exceeds those submitted by the council. This reflects the council's continued investment in planned maintenance programmes, which has reduced the need for reactive works on the road network.

The data provided on the previous pages has been collated from the Brent permitting system

The data shows that statutory undertakers consistently submitted more permit applications and variations than the council across all three years. This reflects the council's continued investment in planned maintenance, which reduces the need for reactive works.

Statutory undertaker application volumes and the number of permits granted or refused remained broadly consistent in 2023/24 and 2024/25, following slightly lower figures in 2022/23. The proportion of applications granted was highest in 2024/25.

Refusal rates remained relatively stable over the three-year period, with a marginally higher rate in 2022/23 for both promoters. Refusals were consistently lower for council-delivered works, reflecting close coordination between the Network Management team and internal Highways and Projects teams before applications are submitted.

6.2 KPI 2 The number of conditions applied by condition type.

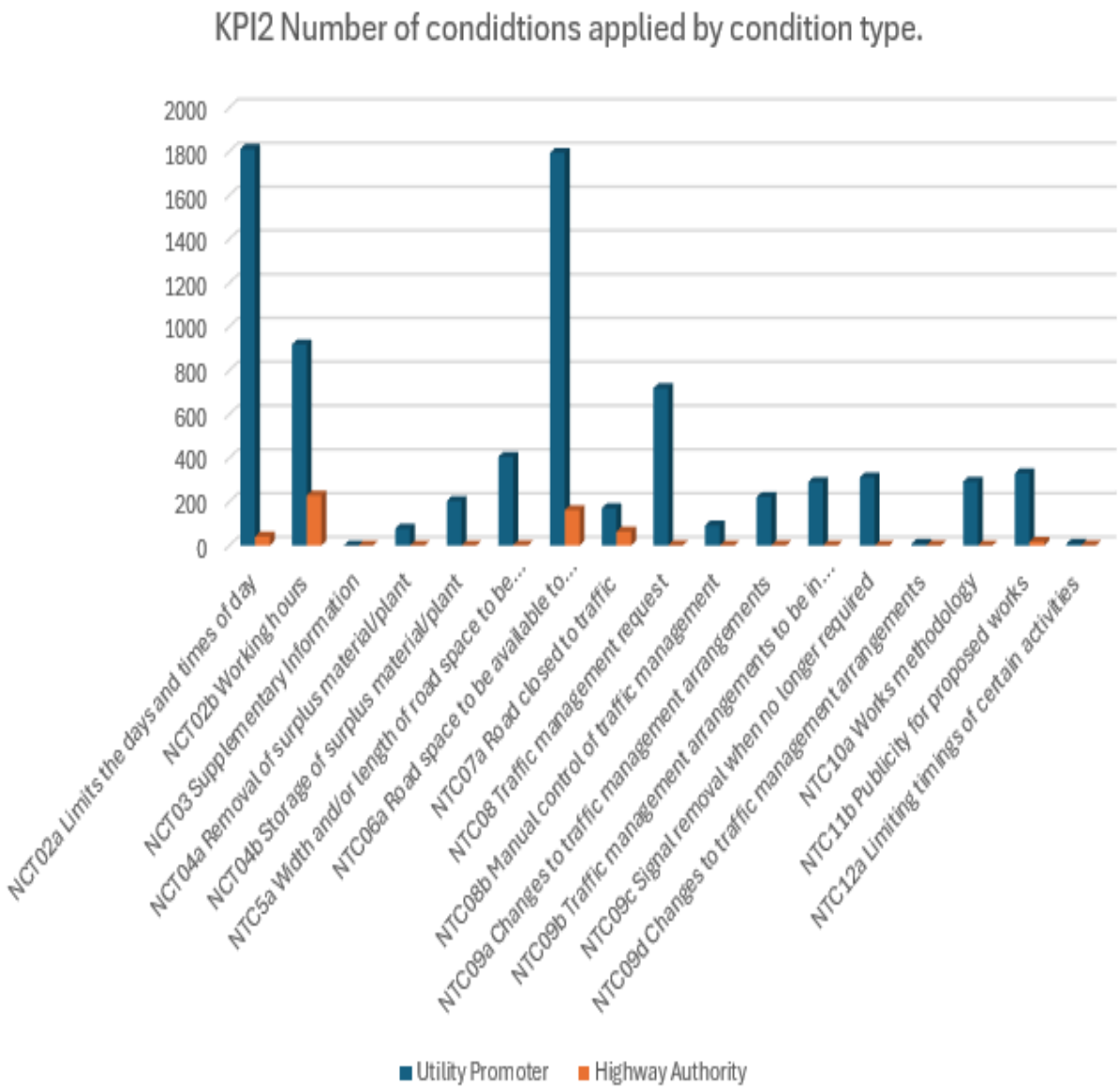
The table below presents the conditions applied to each assessed permit application. Please note:

- NCT01a, NCT01b, and NCT11a are default conditions applied to all permits and are therefore excluded.
- NCT03 was introduced on 1 April 2022.
- NCT09d is a duplicate of NCT09a.

The table below summarises the application of each condition code across both utility promoters and highway authority works during the reporting period.

KPI 2 The number of conditions applied by condition type

	Utility Promoter	Highway Authority
NCT02a Limits the days and times of day	1812	41
NCT02b Working hours	919	229
NCT03 Supplementary Information	0	0
NCT04a Removal of surplus material/plant	78	0
NCT04b Storage of surplus material/plant	204	0
NTC5a Width and/or length of road space to be occupied	406	2
NTC06a Road space to be available to traffic/pedestrians at certain times of the day	1794	162
NTC07a Road closed to traffic	171	64
NTC08 Traffic management request	719	1
NTC08b Manual control of traffic management	92	0
NTC09a Changes to traffic management arrangements	222	1
NTC09b Traffic management arrangements to be in place	291	0
NTC09c Signal removal when no longer required	312	0
NTC09d Changes to traffic management arrangements	8	1
NTC10a Works methodology	292	0
NTC11b Publicity for proposed works	330	18
NTC12a Limiting timings of certain activities	8	1



The data indicates that between April 2022 to March 2025 the most frequently applied permit conditions for statutory undertakers relate to date and time constraints, Road space to be made available working hours. For council-delivered works, the most common conditions are working hours, road space to be made available and road closure.

Overall, the data demonstrates that permit conditions are applied fairly and consistently across both statutory undertaker and council works. As noted in previous reports, the number of local conditions applied remains appropriately low.

6.3 Number of early start agreements

	2022-2023		2023-2024		2024-2025	
	Statutory Undertaker	LLB	Statutory Undertaker	LLB	Statutory Undertaker	LLB
Total number of permit applications/variations	8627	4807	7284	5369	8557	5734
No of Agreements with reduced periods	387	171	179	321	246	303
% of reduced period agreements	4.4%	0.3%	2.2%	5.9%	2.8%	5.2%

Works promoters are required to submit permit applications within the statutory timescales appropriate to their activity type. Where these timescales cannot be met such as when an earlier service connection is requested promoters may seek an early start agreement. The council assesses all early start requests impartially and will approve them where they do not create coordination or network management conflicts.

The number of approved early start agreements remain consistent across all three years for both council works and statutory undertakers' activities.

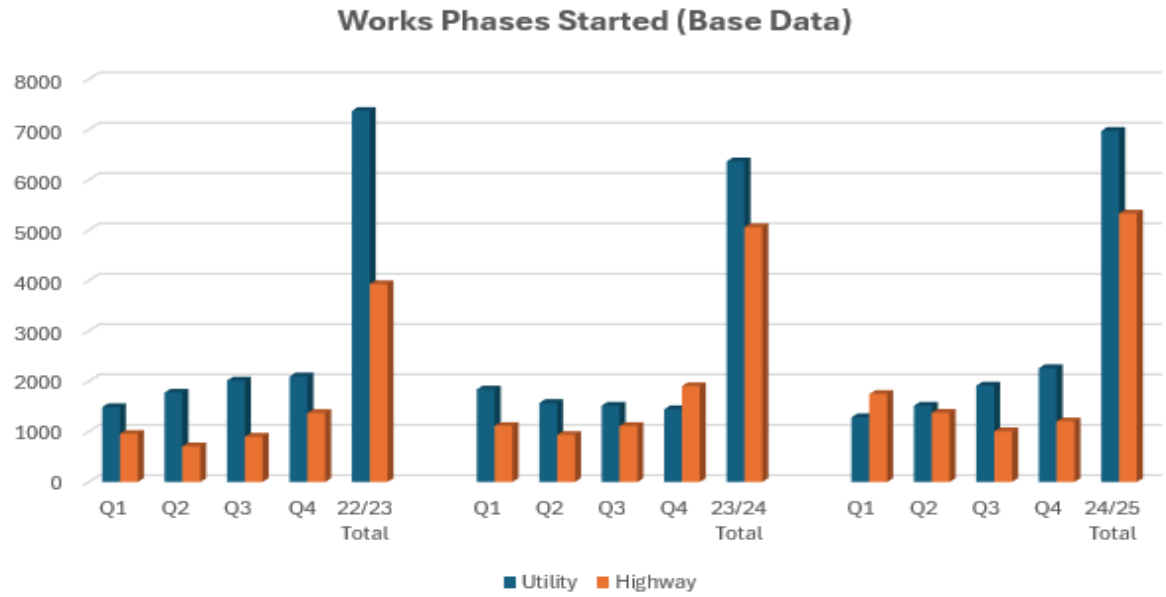
These consistently low numbers indicate that both utility promoters and the highway authority continue to plan and schedule works effectively, supported by strong engagement and communication across all parties.

7 TPI Measures

7.1 TPI 1 Works Phases Started (Base Data)

The tables and charts below summarise the national TPI measures for permit schemes for both council and statutory undertaker works across the three-year reporting period.

	Utility	Highway
Q1	1485	955
Q2	1775	707
Q3	2015	898
Q4	2096	1369
22/23 Total	**7371**	**3929**
Q1	1837	1113
Q2	1569	934
Q3	1515	1110
Q4	1444	1904
23/24 Total	**6365**	**5061**
Q1	1285	1746
Q2	1515	1373
Q3	1915	1006
Q4	2259	1205
24/25 Total	**6974**	**5330**

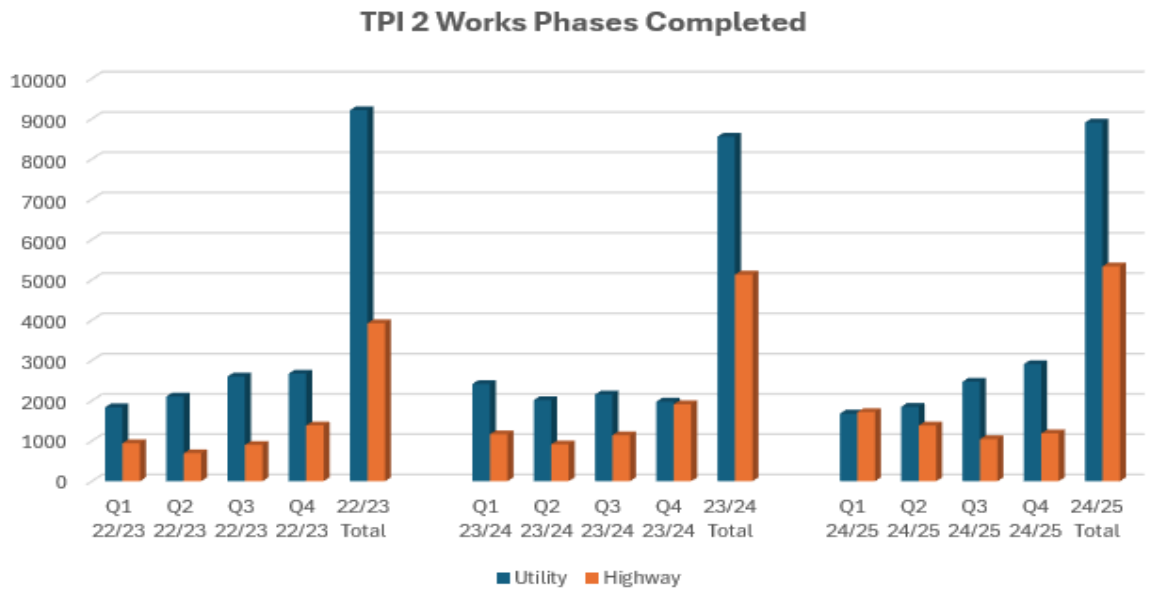


Analysis

The data shows that activity on the network was significantly lower in the second year compared with 2022–2023 and 2024–2025.

7.2 Works Phases Completed (Base Data)

	Utility	Highway
Q1	1835	943
Q2	2104	693
Q3	2600	901
Q4	2672	1386
22/23 Total	**9211**	**3923**
Q1	2414	1166
Q2	2013	914
Q3	2154	1141
Q4	1975	1911
23/24 Total	**8556**	**5132**
Q1	1680	1719
Q2	1849	1383
Q3 24/25	2470	1045
Q4	2907	1188
24/25 Total	**8906**	**5335**



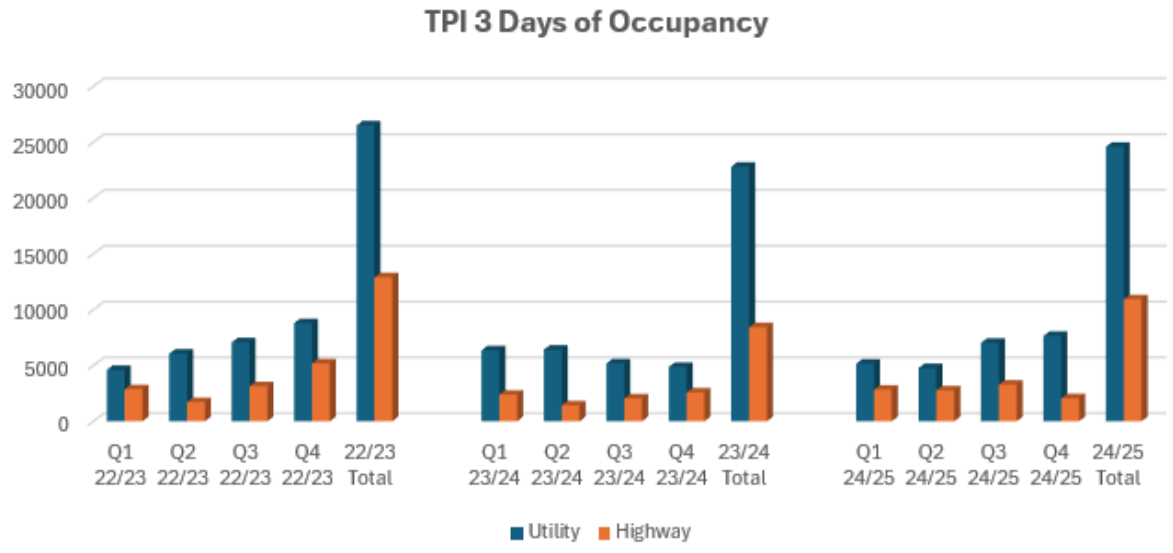
Analysis

The data indicates that activity on the network remains constant throughout the reporting period.

7.3 TPI 3 Days of Occupancy Phases Completed

The Table below shows the days of occupancy for phases completed.

	Utility	Highway
Q1	4599	2862
Q2	6052	1715
Q3	7067	3134
Q4	8781	5179
22/23 Total	**26499**	**12890**
Q1	6342	2377
Q2	6415	1425
Q3	5172	2043
Q4	4870	2574
23/24 Total	**22799**	**8419**
Q1	5153	2828
Q2	4764	2758
Q3	7027	3284
Q4	7639	2052
24/25 Total	**24583**	**10922**

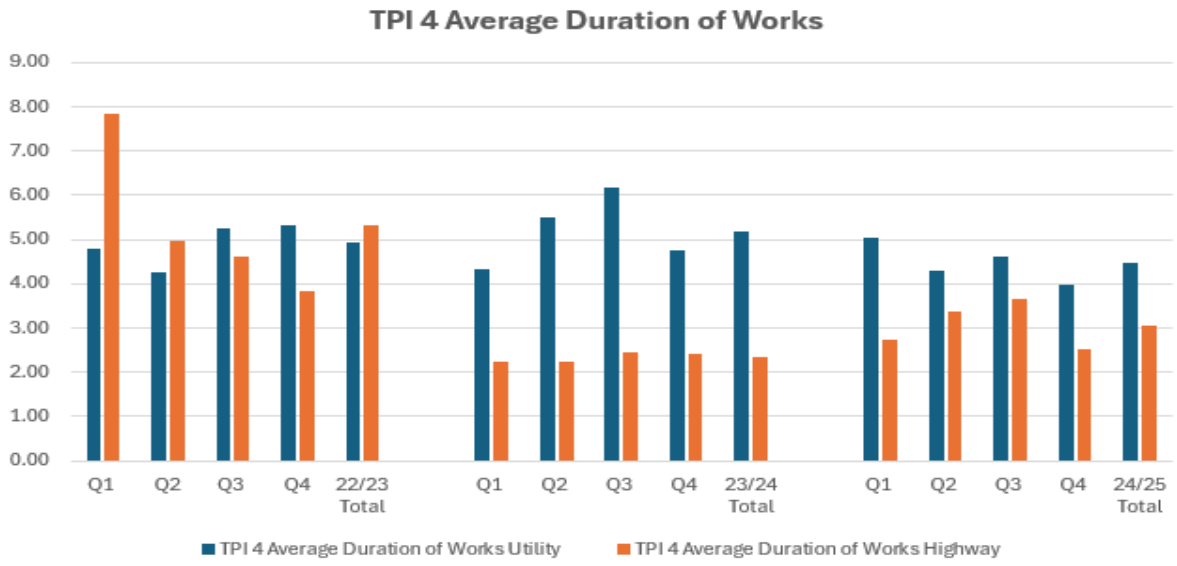


Analysis

The data indicates that activity on the network was notably lower in Year 2 compared with 2022–2023 and 2024–2025. It also shows that, throughout the reporting period, utility promoters consistently occupied the network for longer durations than the highway authority.

7.4 TPI 4 Average Duration of Works

	Utility	Highway
Q1	4.80	7.84
Q2	4.26	4.98
Q3	5.27	4.63
Q4	5.34	3.85
22/23 Total	**4.92**	**5.33**
Q1	4.34	2.23
Q2	5.51	2.22
Q3	6.19	2.45
Q4	4.76	2.43
23/24 Total	**5.2**	**2.33**
Q1	5.04	2.75
Q2	4.30	3.39
Q3	4.61	3.66
Q4	3.97	2.51
24/25 Total	**4.48**	**3.07**



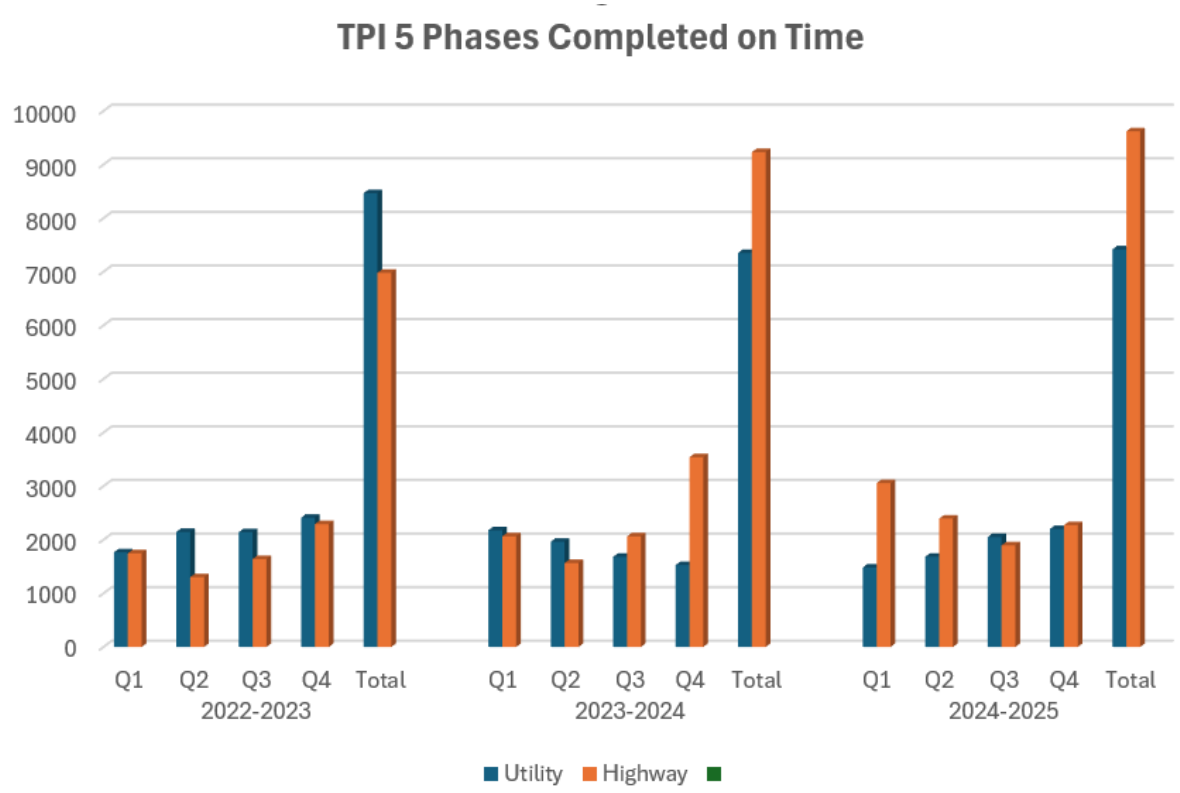
Analysis

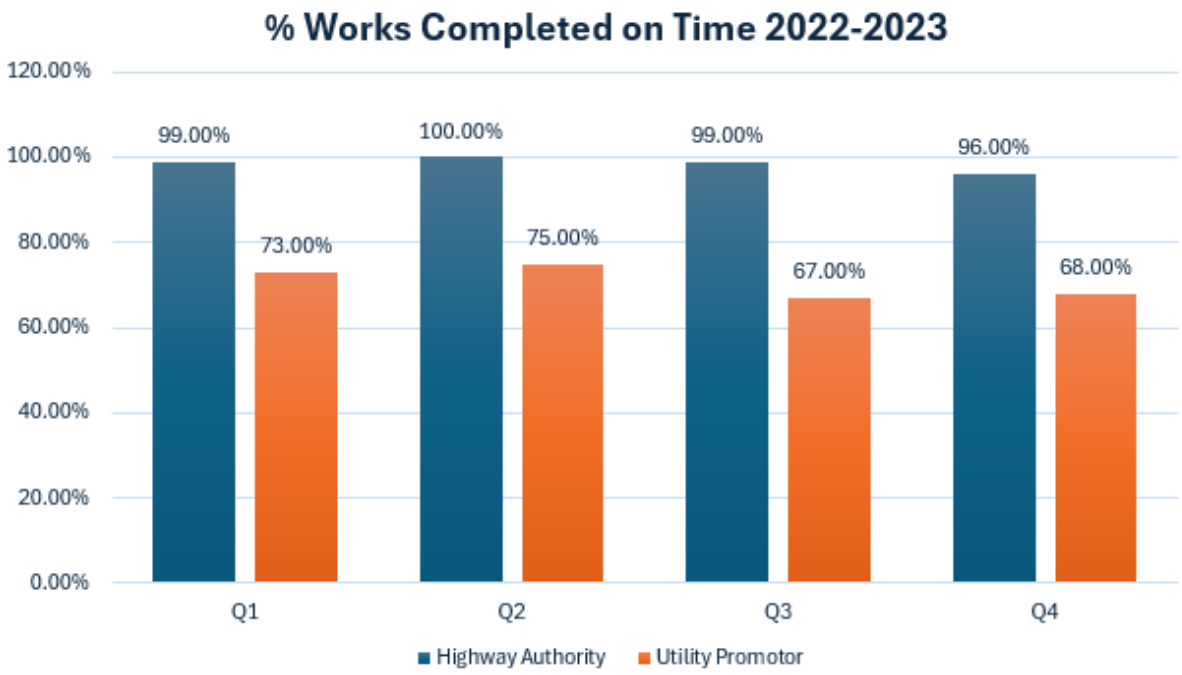
Utility promoter works generally had longer durations throughout the reporting period, reflecting the more complex nature of their activities, such as deep excavations and major infrastructure installations. In contrast, most highway authority works were reactive maintenance requiring shorter occupation. Both utility and highway works showed a consistent reduction in average duration over the three-year period.

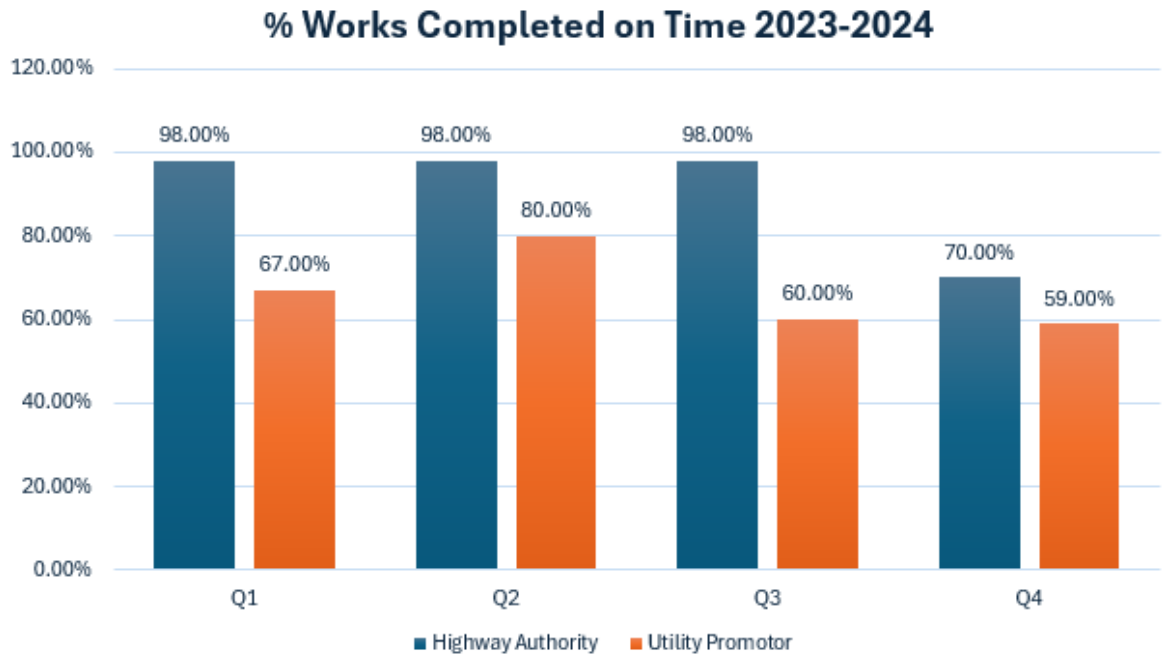
7.5 TPI 5 Phases completed on time

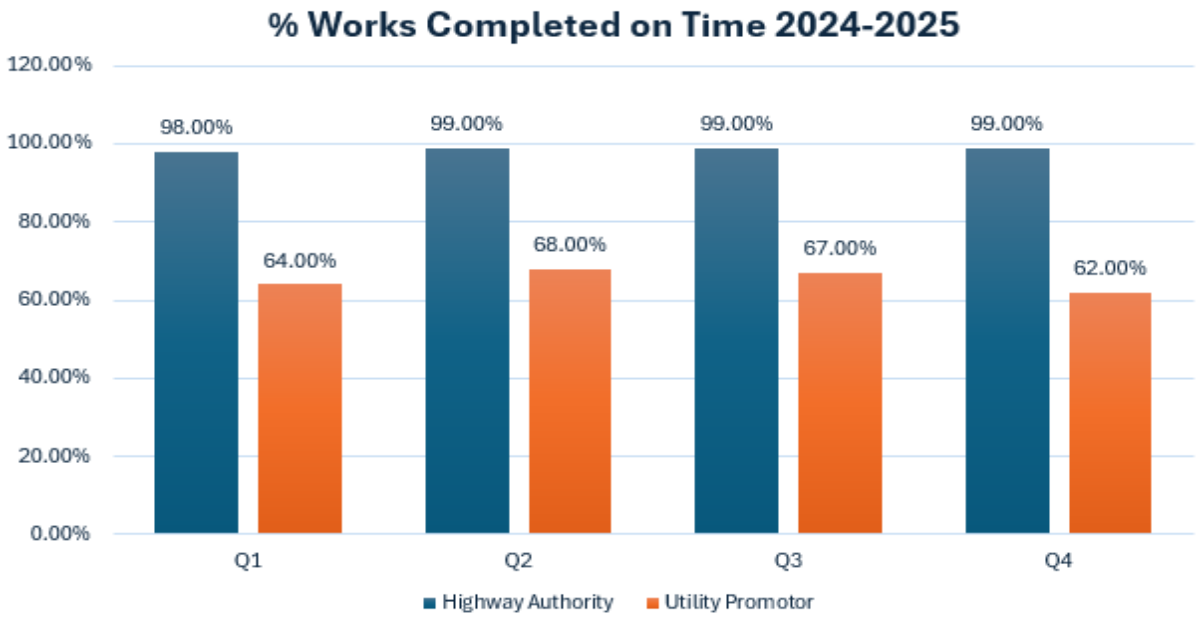
The table below summarises the number of works completed by both utility promotors and the highway authority in each quarter of the reporting period.

	Utility	Highway
Q1 22/23	1766	1747
Q2 22/23	2146	1301
Q3 22/23	2141	1640
Q4 22/23	2412	2291
22/23 Total	**8465**	**6979**
Q1 23/24	2176	2064
Q2 23/24	1964	1566
Q3 23/24	1682	2063
Q4 23/24	1528	3539
23/24 Total	**7350**	**9232**
Q1 24/25	1482	3057
Q2 24/25	1683	2394
Q3 24/25	2051	1896
Q4 24/25	2201	2272
24/25 Total	**7417**	**9619**




% Works Completed on Time 2022-2023
120.00%
100.00%
80.00%
60.00%
40.00%
20.00%
0.00%
99.00%
73.00%
100.00%
75.00%
99.00%
67.00%
96.00%
68.00%
Q1
Q2
Q3
Q4
Highway Authority
Utility Promotor


% Works Completed on Time 2023-2024
120.00%
100.00%
80.00%
60.00%
40.00%
20.00%
0.00%
98.00%
67.00%
98.00%
80.00%
98.00%
60.00%
70.00%
59.00%
Q1
Q2
Q3
Q4
Highway Authority
Utility Promotor

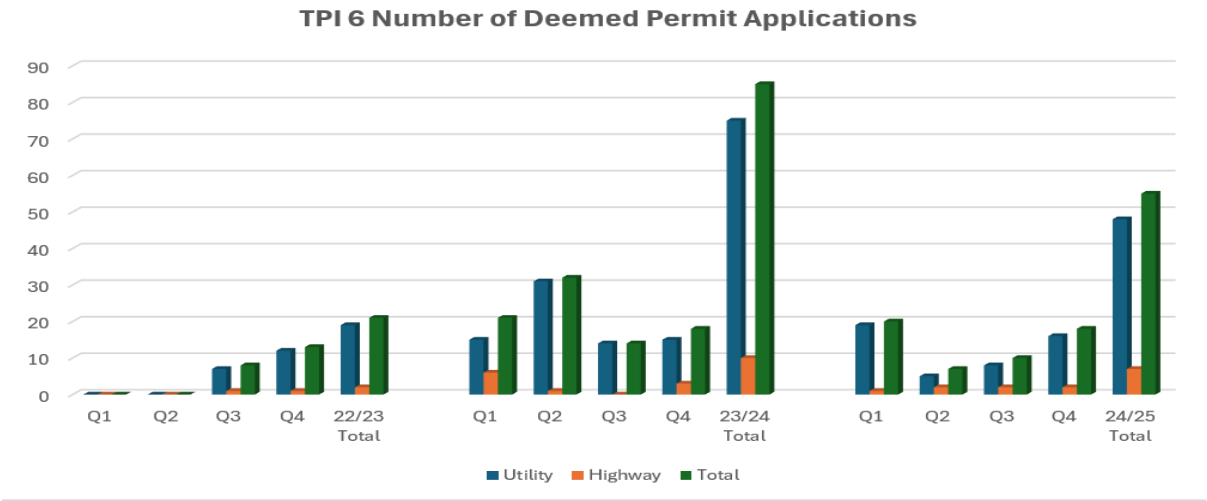


Analysis

Utility promoters completed their works on time in an average of 67.5% of cases over the reporting period, whereas the highway authority achieved a consistent on-time completion rate of 98%. Utility performance varied across the three years, while highway authority performance remained stable.

7.6 TPI 6 Number of Deemed Permit Applications

	Utility	Highway	Total
Q1	0	0	0
Q2	0	0	0
Q3	7	1	8
Q4	12	1	13
22/23 Total	**19**	**2**	**21**
Q1	15	6	21
Q2	31	1	32
Q3	14	0	14
Q4	15	3	18
23/24 Total	**75**	**10**	**85**
Q1	19	1	20
Q2	5	2	7
Q3	8	2	10
Q4	16	2	18
24/25 Total	**48**	**7**	**55**

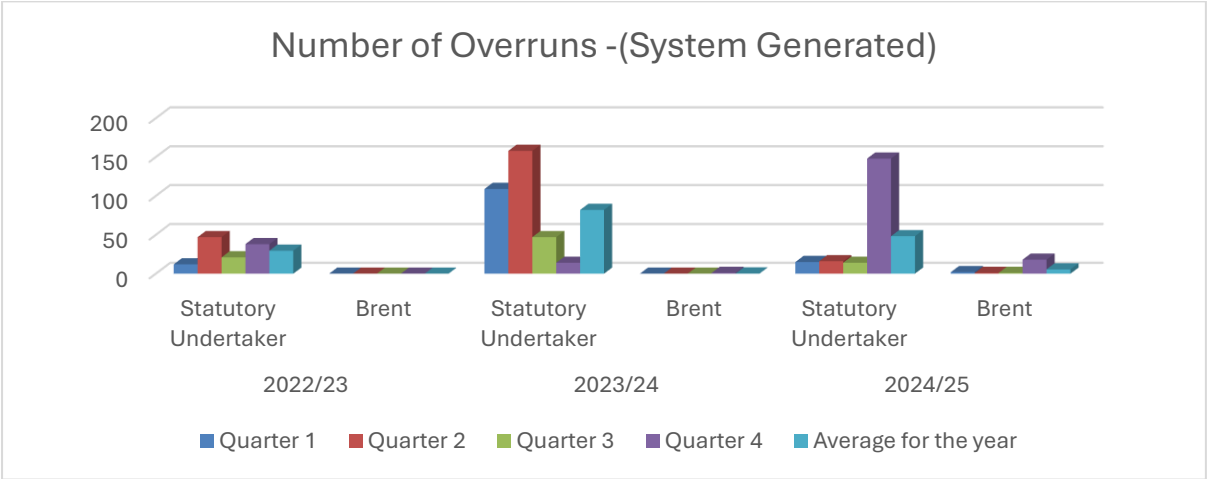


Analysis

Brent has set a target to respond to 99% of permit applications within the statutory timescales and has achieved this standard in every year of the reporting period.

Overruns

	2022/23		2023/24		2024/25	
	Statutory Undertaker	Brent	Statutory Undertaker	Brent	Statutory Undertaker	Brent
Quarter 1	12	0	109	0	15	2
Quarter 2	47	0	158	0	16	1
Quarter 3	21	0	47	0	14	1
Quarter 4	38	0	14	1	148	18
Average for the year	29.5	0	82	0.25	48.2	5.5

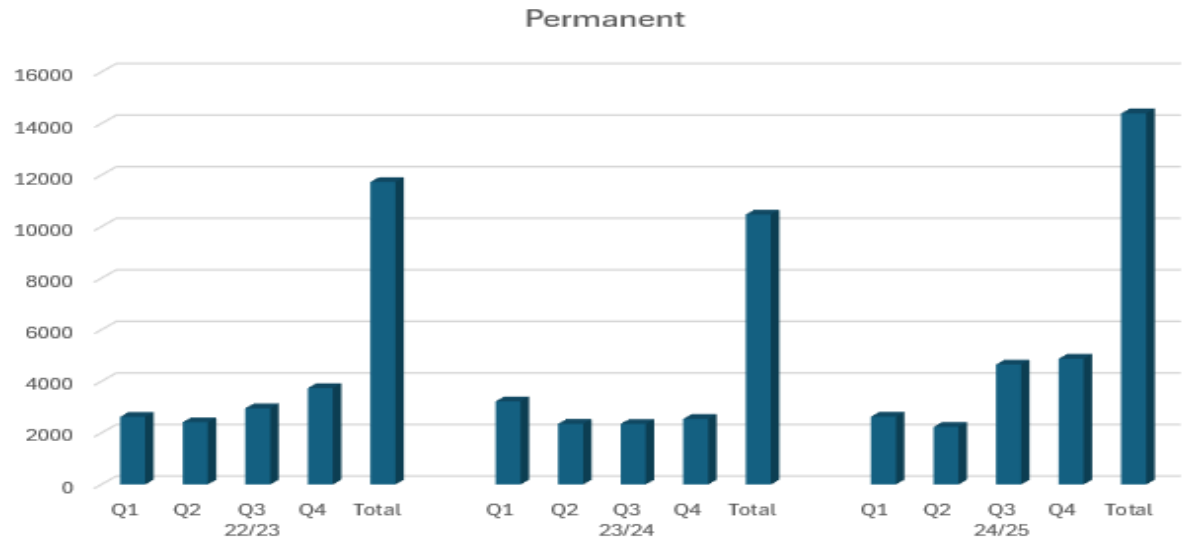


Data on permit overruns is taken directly from the council's Aurora Street Works register. Some overruns are attributable to administrative delays in closing permits within the required timescales. Overall, statutory undertakers recorded higher overrun levels in 2023–2024 compared with 2022–2023 and 2024–2025, while the local authority experienced an increase in overruns during 2024–2025.

7.7 TPI 7Number of phase 1 registrations

The data below shows the number of permanent first-time reinstatements and interim reinstatements. Data for the highway authority is not included, as authorities are not statutorily required to record their reinstatements and Brent operates a separate highway maintenance management system. This information is therefore not available currently.

	Permanent	Interim
Q1 22/23	2624	3
Q2 22/23	2413	6
Q3 22/23	2955	4
Q4 22/23	3741	9
22/23 Total	**11733**	**22**
Q1 23/24	3223	8
Q2 23/24	2352	8
Q3 23/24	2351	9
Q4 23/24	2544	2
23/24 Total	**10470**	**27**
Q1 24/25	2632	2
Q2 24/25	2233	10
Q3 24/25	4652	8
Q4 24/25	4877	4
24/25 Total	**14394**	**24**



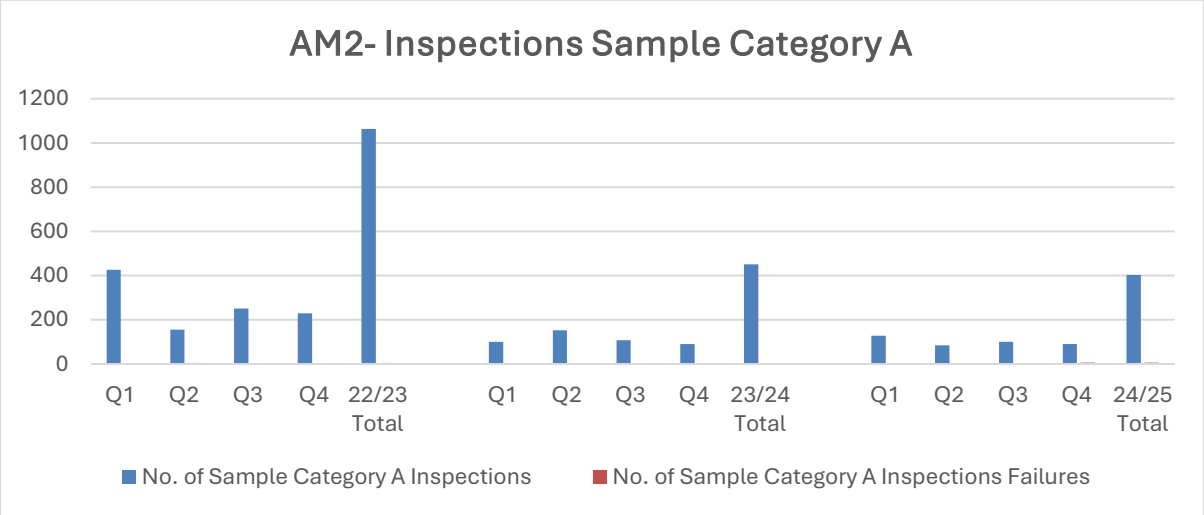
The number of phase one registrations across all three years for statutory undertakers is consistent.

8 Authority Measures

8.1 AM2 - Inspections

This section presents additional data collected by the council to demonstrate proactive network management.

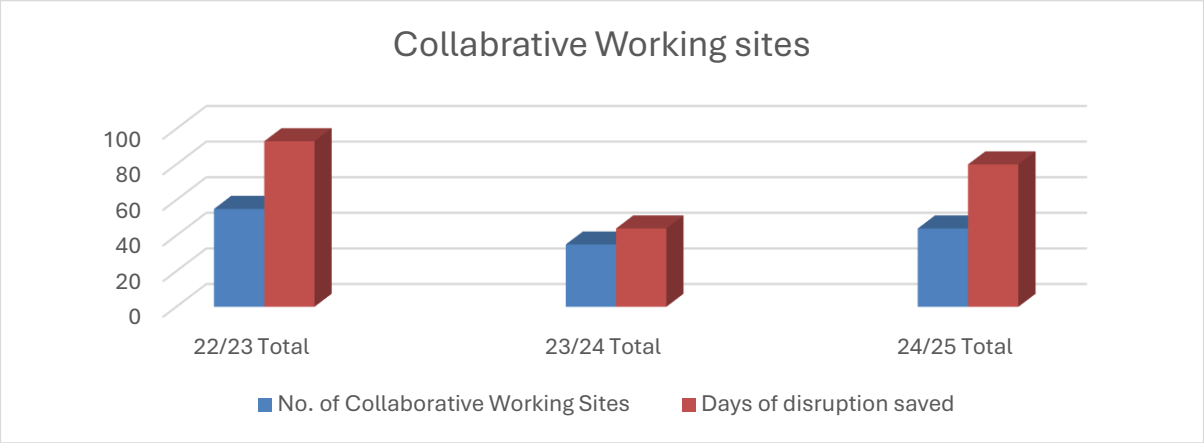
	No. of Sample Category A Inspections	No. of Sample Category A Inspections Failures
Q1	426	0
Q2	156	5
Q3	251	0
Q4	230	0
22/23 Total	**1063**	**5**
Q1	100	0
Q2	153	0
Q3	107	0
Q4	91	3
23/24 Total	**451**	**3**
Q1	128	0
Q2	84	0
Q3	101	0
Q4	90	6
24/25 Total	**403**	**6**



The failure rate across all three years remains well below the 10% intervention threshold set out in the Inspections Code of Practice. Rates were 0.5% in 2022-2023 raising to 0.6 in 2023-2024, rising to 1.5% in 2024-2025, demonstrating consistently strong compliance.

8.2 AM2 – Days of Disruption Saved/Number of Collaborative Working Sites

	No. of Collaborative Working Sites	Days of disruption saved
22/23 Total	**55**	**93**
23/24 Total	**35**	**44**
24/25 Total	**44**	**80**

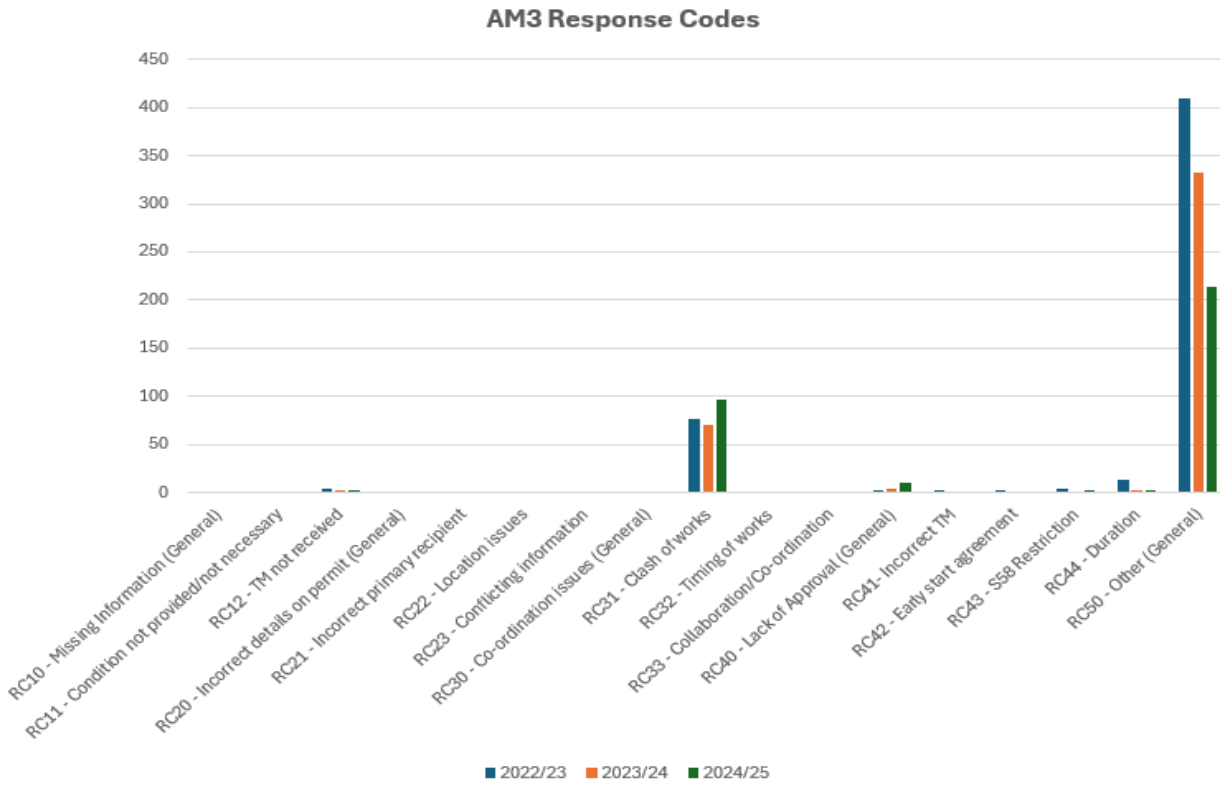


The council continues to actively pursue collaborative working opportunities with all works promoters. The data above clearly demonstrates the benefits of this approach. Over the three-year period, 134 collaborative sites delivered a total of 217 days of disruption savings, with 2022/23 accounting for the largest share at 93 days.

8.3 AM3 – Response Codes

The measure records the number of permit refusals by response code. The table below outlines how frequently each refusal code was applied.

	2022/23	2023/24	2024/25
RC10 - Missing Information (General)	0	1	0
RC11 - Condition not provided/not necessary	0	0	0
RC12 - TM not received	5	3	3
RC20 - Incorrect details on permit (General)	1	1	0
RC21 - Incorrect primary recipient	0	0	**0**
RC22 - Location issues	0	0	1
RC23 - Conflicting information	1	0	1
RC30 - Co-ordination issues (General)	0	0	0
RC31 - Clash of works	76	70	96
RC32 - Timing of works	0	0	0
RC33 - Collaboration/Co-ordination	0	0	**0**
RC40 - Lack of Approval (General)	3	4	10
RC41- Incorrect TM	3	0	0
RC42 - Early start agreement	2	1	0
RC43 - S58 Restriction	5	1	3
RC44 - Duration	13	3	2
RC50 - Other (General)	410	332	213



Analysis

The majority of refusals issued by Brent fall under RC50 – Other (General), likely due to cases that do not align with the predefined refusal categories or relate to unique works with specific unmet requirements. The most common specific reason for refusal remains clashes of works.

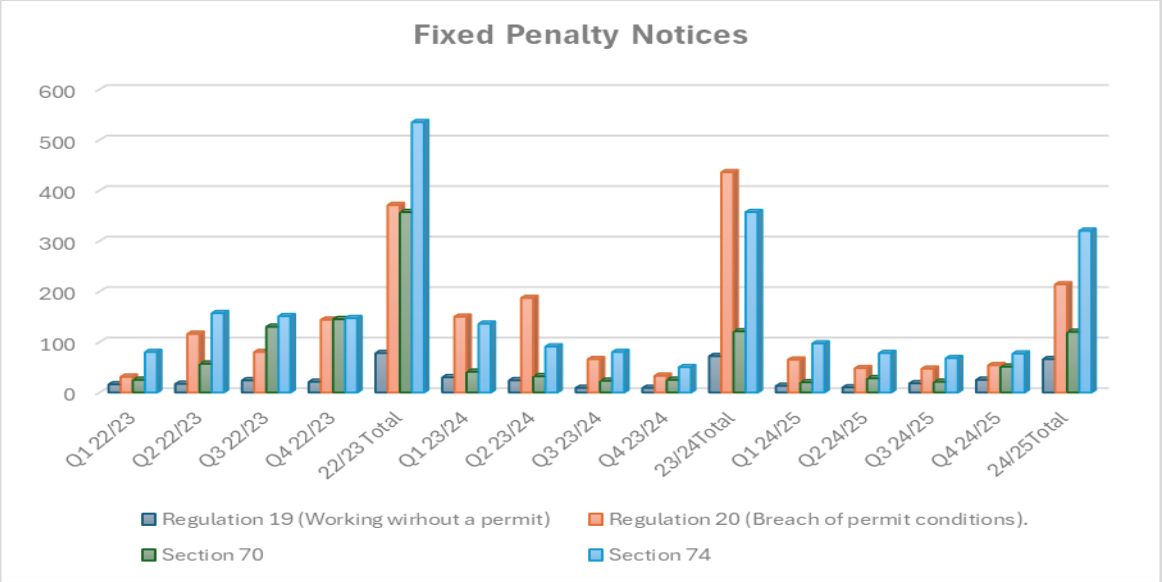
The frequent use of general refusal codes indicates an opportunity for Brent to increase the use of more precise codes and improve the clarity of refusal categorisation going forward.

8.4 AM5 Fixed Penalty Notices

This measure reports the number of Fixed Penalty Notices issued during the reporting period.

The table below summarises the volume of notices issued each quarter, broken down by type.

	Regulation 19 (Working without a permit)	Regulation 20 (Breach of permit conditions).	Section 70	Section 74
Q1	16	31	25	80
Q2	17	116	57	157
Q3	24	80	130	151
Q4	21	144	145	147
22/23 Total	**78**	**371**	**357**	**535**
Q1	30	150	41	136
Q2	24	187	32	91
Q3	9	66	23	80
Q4	9	33	25	50
23/24Total	**72**	**436**	**121**	**357**
Q1	13	65	20	97
Q2	10	48	28	78
Q3	18	47	21	68
Q4	25	54	51	77
24/25Total	**66**	**214**	**120**	**320**



The chart above shows the number of Fixed Penalty Notices issued for each offence.

The data shows that the majority of FPN's issued are for breach of conditions, section 70 and section 74.

Disruption Saved through other mechanisms

The council continues to apply Section 74 powers to manage works durations and minimise road occupancy and disruption. All works promoters are assessed consistently and fairly when agreeing durations and considering extension requests. Where appropriate, the council encourages extended or seven-day working and the use of rapid-cure materials to reduce time on the network.

9 Conclusion

The permit scheme continues to operate effectively, providing a robust framework for coordinating works and minimising disruption across the network. Regular performance meetings with works promoters support ongoing improvements in permit compliance, work durations, and adherence to the New Roads and Street Works Act Safety Code of Practice.

The council has a track record of delivering collaborative working opportunities, resulting in reductions in network disruption. While these initiatives require considerable planning and coordination, the benefits to road users and the wider community are substantial. However, the council remains concerned about missed opportunities due to limited engagement from some utilities.

Deemed permits is higher than normal in relation to permits submitted by statutory undertakers. The council remains proactive with our network management approach.

Residents continue to take a strong interest in street works, and the permit scheme provides the most effective mechanism for managing expectations. This includes bespoke communication plans for major projects, supported by drop-in sessions for residents and businesses.

The council's Network Management Team remains actively involved in local and national forums, helping to drive improvements across the sector. The council will continue to work closely with all promoters to enhance consistency, performance, and coordination across the network.

10 Clossary

AM	Authority Measures
EToN system	The Electronic Transfer of Notices, previously the national agreed format for the transmission of notice information.
KPI	key Performance Indicators
NMD	Network Management Duty, a legal obligation created by the Traffic Management Act 2004 for highway authorities to secure the expeditious movement of traffic.
NRSWA	New Roads and Street Works Act 1991
PAN	Permit Advice Notice
Sample A	An inspection undertaken during the process of the works as defined in Section 2.3.1 of the Code of Practice for Inspections 2002.
TMA	Traffic Management Act 2004