

Lincolnshire County
Council Permit
Scheme
Scheme Evaluation
Report
Ninth Year

APRIL 2025 – MARCH 2026

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Executive Summary

The Lincolnshire County Council (LCC) Permit Scheme (LiPS) has now completed its ninth full year of operation and continues to provide an effective framework for co-ordinating road and street works across the county. The scheme supports the Council's legal Network Management Duty by helping to minimise disruption, improve the planning of works, enhance collaboration between works promoters and maintain the safe and efficient operation of the highway network.

LiPS is the system used by LCC to manage and co-ordinate roadworks and street works carried out by utility companies, developers and the Council itself. Before most works can take place on the public highway, the organisation carrying out the work must apply for a permit, allowing the Council to review when, where and how the works will be undertaken. The purpose of the scheme is to reduce unnecessary disruption, prevent multiple works taking place in the same location at the same time, encourage better planning, and help keep people and goods moving safely and efficiently around the county. The scheme also helps ensure that works are completed to the required standards, information provided to the public is accurate, and the long-term condition of the highway network is protected.

During 2025/26, activity on the highway network reached its highest recorded level since the introduction of the permit scheme. A total of 74,049 permit-related applications were received during the year, representing a 62% increase compared with the first year of operation. This demonstrates the increasing demand for access to Lincolnshire's highway network from utility companies, developers and LCC, and highlights the growing importance of effective network management and co-ordination.

Despite this substantial increase in activity, the permit scheme performs well, within the context of the powers that it has. Approval rates remain consistent, while refusal rates remain low and are applied fairly and consistently across all works promoters. The data demonstrates that the majority of applications submitted are of an appropriate standard and that the permit assessment process continues to support the efficient management of works whilst protecting the interests of road users.

Performance has also improved in several key areas. Fixed Penalty Notice offences have reduced significantly compared with previous years, reflecting improvements in compliance, information quality and engagement with works promoters. Enhanced inspection activity and strengthened compliance processes have also helped protect the highway asset and improve the quality of reinstatements.

The continued growth in permit activity demonstrates that the scheme has successfully adapted to increasing demands placed upon the network. The Council has maintained effective oversight and co-ordination of works despite significantly higher levels of activity than those experienced when the scheme was first introduced, however, it is clear the network is under pressure from many competing demands. This has supported the expeditious movement of traffic, improved

collaboration between stakeholders and contributed towards the effective delivery of the Council's wider Network Management Plan objectives.

Although permit activity has increased considerably, operating costs have grown at a faster rate, resulting in the scheme operating at a deficit during the reporting period. Following a review of income and expenditure, revised permit fees were introduced in January 2026 and the scheme is expected to return to a cost-neutral position over the coming years in accordance with permit scheme requirements, however, should the government not review the maximum permit fee levels in the near future, it is unlikely a cost-neutral position can be maintained in the longer term.

The Lincolnshire Street Works Charter remains a unique initiative, bringing together the Council and major works promoters in a collaborative partnership to improve the planning and delivery of street works. During the year the Charter continued to drive practical improvements across the network, including an increase in collaborative works and the development of shared initiatives aimed at reducing disruption, improving communication and enhancing the experience of road users

Overall, the ninth year of operation demonstrates that the permit scheme has matured into a successful and effective network management tool. However, the continuing growth in utility, highway, development and infrastructure activities across Lincolnshire presents an ongoing challenge. Whilst the permit scheme provides a strong framework for co-ordinating activities, increasing demand for access to the highway network places greater pressure on the Council's ability to minimise disruption and maintain the efficient movement of traffic.

Whilst the permit scheme remains effective in co-ordinating activities, as part of its commitment to continuous improvement, LCC will continue to review what further network management measures are available to positively influence works promoter behaviour, reducing occupation of the highway and minimising disruption to road users. This will include working with the utility sector to consider the potential role of lane rental and other demand-management approaches in encouraging more efficient occupation of the highway, reducing disruption on the most sensitive parts of the network and supporting the long-term resilience of Lincolnshire's transport network. Following successful trials and the first phase of the roll out of application based schemes, which have delivered these objectives, the Department of Transport is actively encouraging Councils to develop Lane Rental Schemes to drive this needed behavioural change.

1 Objectives of the Lincolnshire County Council Permit Scheme

The Lincolnshire County Council (LCC) Permit Scheme is designed to help keep the county's roads running smoothly, enabling LCC to effectively discharge its network management duty. Below is a summary of the scheme's aims and an update on the progress being made.

Objective 1

Keep Lincolnshire's roads moving by reducing disruption from roadworks and other activities.

Update: We do this by planning works carefully, setting conditions to minimise disruption, coordinating activities so they don't clash, encouraging joint working, and challenging how long works need to take, where appropriate.

Objective 2

Make sure the information we receive about roadworks is accurate, timely, and useful for the public.

Update: We check information closely and refuse permits when details aren't correct. Fixed Penalty Notices help improve data quality and timeliness. We also encourage promoters to cancel works they no longer need. All information is shared through Causeway One Network, with its map embedded on LCC's website, so everyone can see what is happening.

Objective 3

Encourage those carrying out works to plan ahead so road users experience less inconvenience.

Update: Promoters now provide more detailed plans so permits can be approved first time. Conditions help ensure works happen at the best possible times. We also promote first-time permanent reinstatements where possible to avoid repeat visits and are developing working groups to help identify early collaboration opportunities with stakeholders.

Objective 4

Protect the condition of our roads and the equipment beneath them.

Update: More major works are planned in advance, allowing us to use Section 58/58A protections to safeguard the road. We carry out more inspections during works and use coring programmes to check the quality of reinstatements.

Objective 5

Ensure works are carried out safely and in line with the rules.

Update: We have expanded our inspection volumes and use performance indicators to monitor compliance consistently and effectively, asking works promoters to address common issues where they are found via performance meetings.

Objective 6

Keep everyone safe — including road users, workers, and especially people with disabilities.

Update: Increasing on-site inspections have helped raise standards of safety and accessibility. Better co-ordination means we can consider all types of travel, not just vehicles, and ensure the needs of vulnerable groups such as disabled people and young children are properly considered.

Objective 7

Treat all organisations carrying out works on the highway fairly and consistently.

Update: Performance data shows that all works promoters – utilities and LCC – are assessed consistently and held to the same standards. Conditions are applied in a fair and proportionate manner across all parties. We also consider a wider range of activities that can affect the highway, such as developments and events, that sit outside the permit scheme. Considering these factors helps ensure that decisions are balanced, transparent, and equitable for all stakeholders.

2 Fee Structure

The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require permit authorities to review whether their fee structure should be adjusted in response to any surplus or deficit. The allowable fees are set within national legislation. The previous evaluation report highlighted that legislative changes could reduce permit fee income and confirmed that this would be monitored closely. Ongoing reviews of the permit scheme subsequently identified a deficit. Following the necessary consultation, a Variation Order was implemented to increase permit fees to the maximum allowable level. The new fee structure came into force on 5th January 2026 as follows.

<u>Reinstatement category of street</u>	<u>Road Category 0 – 2 or Traffic Sensitive</u>	<u>Road Category 3 – 4 and non-traffic-sensitive</u>
Provisional Advance Authorisation	£105	£75
Major Activity greater than 10 days duration or requiring a TTRO	£240	£150
Major Activity between 4- and 10-day duration	£130	£75

Major Activity up to 3-day duration	£65	£45
Standard Activity	£130	£75
Minor Activity	£65	£45
Immediate Activity	£60	£40
Permit Variation	£45	£35

During the ninth year of operation of the scheme, the total amount invoiced was £1,808,378. In the course of this period our expenditure within the boundary of the scheme was £2,063,578 this covers the cost of staffing, office space and equipment.

Streetworks, Permitting and Network Compliance A/C	£
Expenditures:	
Wage costs (including NI), Training, Transport, Staffing, Phones/Tablets/Consultants/IT costs	£2,063,578.80
Income from Permits	£1,808,378.80
Account Loss	£255,200

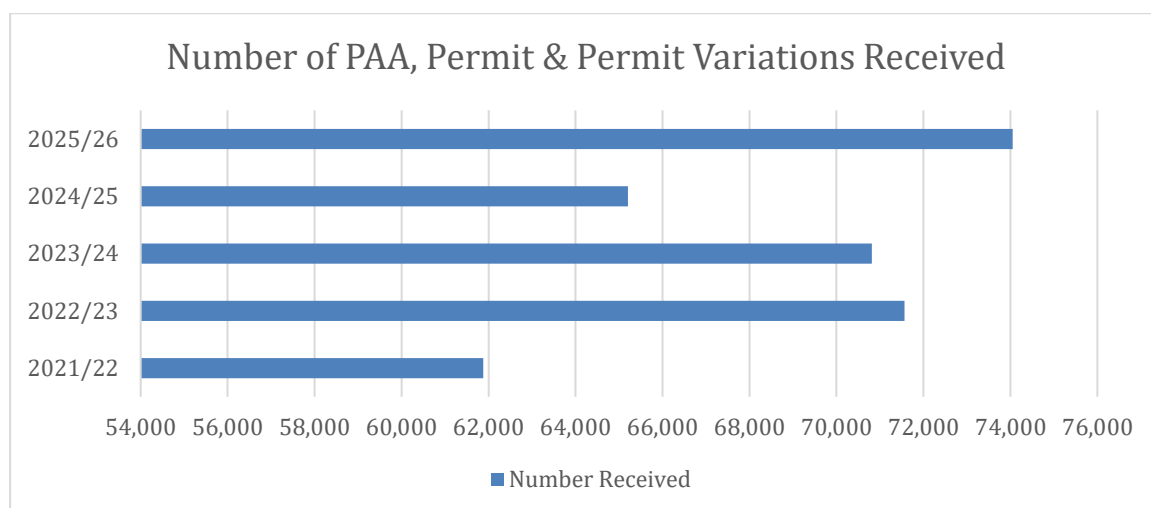
It is recognised that the permitting scheme is designed to operate on a cost-neutral basis. Although the volume of works on the network has continued to grow, this increase has not matched inflation-driven cost pressures, particularly inflation, wage and transport costs, resulting in the scheme operating at a loss in the last financial year.

Legislative changes introduced in April 2023 were also expected to reduce future permitting income and this risk was highlighted in the previous evaluation report. As a result of this, the impact of these changes had already been anticipated and was being monitored to understand the financial implications. This allowed Lincolnshire to respond quickly and implement an increase in permitting fees at the beginning of 2026.

The scheme is expected to return to cost-neutral levels within the next 12–24 months, however, should the government not review the maximum permit fee levels in the near future, it is unlikely a cost-neutral position can be maintained in the longer term.

3 Evaluation of the Scheme

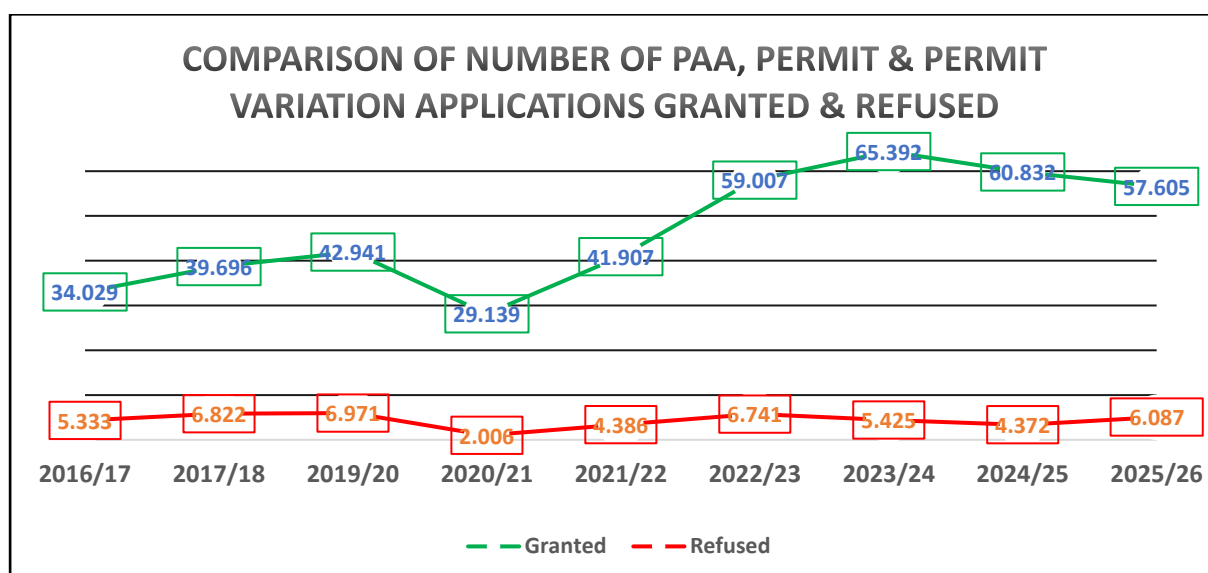
The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015 require that the permit authority shall consider whether the permit scheme is meeting key performance indicators where these are set out in the Guidance.



The data shows an overall upward trend in permit and related applications over the five-year period, despite some fluctuations. Activity rose sharply after 2021/22, remained broadly stable at around 70,000 in the following years and then dipped in 2024/25 before recovering strongly. The most recent year records the highest level of activity, indicating continued growth and increasing demand:

- Activity is generally increasing over time, suggesting growing demand or regulatory activity. This is a trend shown nationally
- The scheme shows resilience, with quick recovery following decline
- Most years cluster around 70,000, indicating a typical operating level
- The latest year represents a new peak, indicating sustained upward pressure going forward

In comparing year nine with the original number of applications received during the first year of permitting, it shows a significant rise with an overall growth of 62% or 24,330 more permit applications per year.



The fluctuation pattern suggests that external operational, economic, or policy factors may have influenced annual volumes, however, the long-term trajectory remains

positive. Trend analysis over multiple years is generally more reliable than focusing on isolated annual movements.

4 Performance Indicators

The performance indicators in this report are defined within the Lincolnshire Permit Scheme and must be reported accordingly. To obtain this information, LCC utilised the Street Manager system, commissioned by the Department for Transport as a national shared database. The resulting datasets were then manually analysed and subject to random cross-checks to verify their validity.

4.1 PI1 The number of PAA, permit and permit variation applications

The number of permits and permit variation applications received shown as:

- the total number of PAA, permit and permit variation applications received, the number granted and the number refused. excluding applications that are withdrawn (cancelled).

4.1.1 Results

Table 1. PI1. The total number of PAA, Permit and Permit Variation applications received

PAA, Permits and Permit Variations Received	Number
Total number of PAA, permit and permit variation applications received by Lincolnshire County Council during the ninth full year of scheme	74,049
Total number of PAA, permit and permit variation applications granted by Lincolnshire County Council during the ninth full year of scheme	57,605
Total number of PAA, permit and permit variation applications refused by Lincolnshire County Council during the ninth full year of scheme	6,087

4.1.2 Analysis

The data shows that refusal rates remain consistently low when compared to the number of applications granted, indicating a system where the majority of submissions can be approved. Refused applications stay within a relatively narrow range, while granted applications are typically between 8 and 15 times higher. Overall approval rates are estimated to be between 85% and 95%.

This suggests that applicants are generally well-prepared before submission, and that existing processes – such as pre-application guidance and eligibility checks – are working effectively.

While granted application volumes vary in response to external factors and operational pressures, refusal levels remain relatively stable. This highlights that

demand fluctuations tend to affect overall activity levels rather than the likelihood of approval.

Overall, the data reflects a robust and well-functioning system, with strong growth in approved applications over time.

Table 2. PI1. The number of PAA, Permit and Permit Variation applications received, the number granted and the number refused by local authority and all works promoters.

Description	Local Authority		Utility Works Promoters		All Promoters	
	Number	% of Total	Number	% of Total	Number	% of Total
Total PAA applications received						
Q1 2025/26	1166	60.7	756	39.3	1922	100
Q2 2025/26	647	46	760	54	1407	100
Q3 2025/26	471	28.9	1156	71.1	1627	100
Q4 2025/26	1216	55.6	973	44.4	2189	100
Total PAA applications granted						
Q1 2025/26	1014	62.9	599	37.1	1613	100
Q2 2025/26	590	51.3	560	48.7	1150	100
Q3 2025/26	412	33.3	827	66.7	1239	100
Q4 2025/26	1031	59.6	698	40.4	1729	100
Total PAA applications refused						
Q1 2025/26	65	35.1	120	64.9	185	100
Q2 2025/26	25	12.7	172	87.3	197	100
Q3 2025/26	28	10.4	242	89.6	270	100
Q4 2025/26	94	30.3	216	69.7	310	100
Total permit applications received						
Q1 2025/26	3439	31.6	7443	68.4	10882	100
Q2 2025/26	3165	27.8	8200	72.2	11365	100
Q3 2025/26	3388	28.5	8486	71.5	11874	100
Q4 2025/26	5192	37.9	8500	62.1	13692	100
Total permit applications granted						
Q1 2025/26	2659	29.7	6304	70.3	8963	100
Q2 2025/26	2238	24.2	7027	75.8	9265	100
Q3 2025/26	2835	27.5	7472	72.5	10307	100
Q4 2025/26	4592	38.4	7360	61.6	11952	100
Total permit applications refused						
Q1 2025/26	171	18.6	748	81.4	919	100
Q2 2025/26	211	20.8	805	79.2	1016	100
Q3 2025/26	180	18.4	798	81.6	978	100
Q4 2025/26	275	21.7	992	78.3	1267	100
Total permit variations received						
Q1 2025/26	1148	29.8	2708	70.2	3856	100
Q2 2025/26	1479	31.4	3225	68.6	4704	100
Q3 2025/26	1107	25.2	3283	74.8	4390	100
Q4 2025/26	1622	31.2	3573	68.8	5195	100
Total permit variations granted						
Q1 2025/26	866	32.5	1795	67.5	2661	100
Q2 2025/26	1184	36.2	2084	63.8	3268	100
Q3 2025/26	780	26.8	2133	73.2	2913	100
Q4 2025/26	1193	34.7	2246	65.3	3439	100
Total permit variations refused						
Q1 2025/26	71	37.2	120	62.8	191	100
Q2 2025/26	75	40.1	112	59.9	187	100
Q3 2025/26	81	40.3	120	59.7	201	100
Q4 2025/26	104	33.7	205	66.3	309	100

4.1.3 Analysis

The data for 2025/26 shows a consistently high level of activity across all permit types, with clear seasonal variation.

Utility companies account for the majority of activity and consistently make up the larger share of applications, typically representing around 65% to 75% of total volumes across permits and permit variations. Roadworks activity makes up a smaller share, particularly in PAA applications, indicating higher programmes of major works.

Strong and consistent approval rates exist across all categories, with permit approvals typically around 80%. This indicates a system where most applications meet the required standards and progress successfully. Both LCC and utility promoters follow similar approval patterns, with no significant variation in outcomes between them. While utilities submit a larger share of applications, the proportion granted versus refused remains broadly aligned across both groups, demonstrating a fair and consistent application of the process, as is required within legislation. Even where total applications increase, refusal levels rise proportionately. This indicates well-established processes capable of managing growing and fluctuating demands whilst maintaining a consistent and measured approach to decision-making.

The following data has been collated from the Street Manager system and shows a breakdown of the data into applications granted and refused in relation to highway authority works for road purposes and works by the main utility promoters operating in Lincolnshire. The data is also further broken down by activity type.

In relation to the data, it must be considered that each application has an appropriate response period, which means that the number of applications received in any one period does not correspond to the permits granted and refused within that same period. In other words, a permit application received in one period may be responded to within the next period, due to the timeframes allowed for the assessment to take place.

Table 3. PI1. The percentage of PAA, Permit and Permit Variation applications received, granted and refused by main promoter

Promoter	PAA Granted %	Permit Granted %	Variation Granted %	Application Refused %	Total No. of Applications
Anglian Water Q1 2025/26	4.9%	53.9%	14.4%	7.6%	4220
Anglian Water Q2 2025/26	3.4%	52.0%	16.6%	7.5%	5282
Anglian Water Q3 2025/26	3.9%	53.6%	16.3%	9.4%	5344
Anglian Water Q4 2025/26	4.8%	53.9%	15.4%	10.8%	5318
British Telecom Openreach Q1 2025/26	1.3%	59.6%	20.0%	8.8%	2264
British Telecom Openreach Q2 2025/26	1.6%	58.7%	20.0%	8.9%	2264
British Telecom Openreach Q3 2025/26	2.8%	63.4%	15.8%	7.9%	2522
British Telecom Openreach Q4 2025/26	2.7%	60.2%	17.7%	11.3%	2538
Cadent Gas Ltd Q1 2025/26	13.2%	38.5%	30.2%	12.3%	782
Cadent Gas Ltd Q2 2025/26	4.6%	39.9%	33.5%	11.7%	746
Cadent Gas Ltd Q3 2025/26	10.7%	38.0%	32.5%	12.2%	713
Cadent Gas Ltd Q4 2025/26	7.8%	33.9%	32.6%	10.2%	872
CityFibre Metro Networks Ltd Q1 2025/26	1.3%	73.1%	7.7%	1.3%	78
CityFibre Metro Networks Ltd Q2 2025/26	1.7%	79.1%	0.0%	5.2%	115
CityFibre Metro Networks Ltd Q3 2025/26	2.6%	70.1%	2.1%	9.4%	234
CityFibre Metro Networks Ltd Q4 2025/26	0.0%	73.6%	11.6%	3.1%	129
Giggle Fibre Ltd Q1 2025/26	0	45.7%	9.3%	35.2%	108
Giggle Fibre Ltd Q2 2025/26	0	73.4%	9.3%	22.8%	290
Giggle Fibre Ltd Q3 2025/26	0	85.7%	16.7%	11.3%	150
Giggle Fibre Ltd Q4 2025/26	0	87.9%	2.6%	5.3%	38
LightSpeed Network Ltd Q1 2025/26	0.0%	83.7%	8.2%	3.6%	196
LightSpeed Network Ltd Q2 2025/26	0.0%	93.2%	0.6%	4.3%	161
LightSpeed Network Ltd Q3 2025/26	0.0%	83.1%	0.0%	2.2%	89
LightSpeed Network Ltd Q4 2025/26	0.0%	74.3%	16.2%	4.1%	74
Lincolnshire County Council Q1 2025/6	17.6%	46.2%	15.1%	5.3%	5753
Lincolnshire County Council Q2 2025/6	11.2%	42.3%	22.4%	5.9%	5291
Lincolnshire County Council Q3 2025/6	8.3%	57.1%	15.7%	5.8%	4966
Lincolnshire County Council Q4 2025/6	12.8%	57.2%	14.9%	5.9%	8030
National Grid Electricity Distribution Q1 2025/26	9.2%	48.7%	18.1%	10.5%	794
National Grid Electricity Distribution Q2 2025/26	11.9%	51.8%	18.3%	10.3%	800
National Grid Electricity Distribution Q3 2025/26	9.8%	53.3%	16.8%	9.4%	796
National Grid Electricity Distribution Q4 2025/26	8.1%	49.9%	17.4%	11.0%	855
Netomnia Limited Q1 2025/26	0.0%	76.4%	6.9%	8.3%	72
Netomnia Limited Q2 2025/26	0.0%	75.4%	0.0%	3.3%	61
Netomnia Limited Q3 2025/26	0.0%	80.6%	2.8%	8.3%	36
Netomnia Limited Q4 2025/26	0.0%	78.1%	6.3%	9.4%	32
Network Rail Q1 2025/26	32.2%	48.6%	6.7%	5.3%	208
Network Rail Q2 2025/26	27.4%	55.4%	0.0%	3.2%	186
Network Rail Q3 2025/26	43.3%	46.6%	2.1%	2.1%	337
Network Rail Q4 2025/26	26.8%	59.1%	6.1%	3.0%	198
Northern Powergrid (Yorkshire) Plc Q1 2025/26	7.4%	55.7%	15.9%	6.8%	176
Northern Powergrid (Yorkshire) Plc Q2 2025/26	7.3%	51.4%	20.9%	5.1%	177
Northern Powergrid (Yorkshire) Plc Q3 2025/26	6.3%	48.8%	24.6%	4.3%	207
Northern Powergrid (Yorkshire) Plc Q4 2025/26	8.3%	50.0%	15.7%	11.0%	254
Quickline Communications Ltd Q1 2025/26	7.5%	51.0%	15.3%	12.1%	1351
Quickline Communications Ltd Q2 2025/26	9.4%	50.8%	14.8%	12.2%	1505
Quickline Communications Ltd Q3 2025/26	11.2%	50.4%	16.6%	10.0%	1992
Quickline Communications Ltd Q4 2025/26	6.7%	51.7%	17.5%	12.6%	2254
Virgin Media Q1 2025/26	0.0%	75.2%	6.6%	7.3%	423
Virgin Media Q2 2025/26	0.3%	74.6%	4.3%	5.8%	346
Virgin Media Q3 2025/26	0.0%	75.9%	7.8%	7.8%	257
Virgin Media Q4 2025/26	0.0%	76.8%	8.7%	7.9%	254

4.2 PI2 The number of permit applications granted

The number of permit and permit variation applications granted shown as:

- the number granted as a percentage of the total applications made

4.2.1 Results

Table 4. PI2. The total number of Permit and Permit Variation applications granted

Permits Granted	Number
Total number of permit and permit variation applications received by Lincolnshire County Council during the ninth full year of scheme	65,958
Total number of permit and permit variation applications granted by Lincolnshire County Council during the ninth full year of scheme	52,768
Percentage of permit and permit variation applications granted during this period.	80%

4.2.2 Analysis

There has been an increase in street and road works during the ninth full year of the permit scheme, leading to a higher overall volume of applications.

Although permit activity has increased by 62% since the introduction of the scheme, the proportion of permit and permit variation applications granted has reduced compared with 2022/23. This reflects a robust and consistent approach to assessment, ensuring that increasing demand for access to the highway network is accompanied by stronger co-ordination, greater challenge of proposed activities and more effective management of road space.

Overall, the reduction indicates enhanced management of the highway, ensuring that applications are reviewed thoroughly and that only those meeting the required standards are approved.

4.3 PI3 The number of permits refused

The number of permit applications refused shown as:

- the number refused as a percentage of the total applications made

4.3.1 Results

Table 5. PI3. The total number of Permit and Permit Variation applications refused

Permits Refused	Number
Total number of permit and permit variation applications received by Lincolnshire County Council during the ninth full year of scheme	65,958
Total number of permit and permit variation applications refused by Lincolnshire County Council during the ninth full year of scheme	5,068
Percentage of permit and permit variation applications refused	7.6%

Table 5.1 PI3. Analysis of refused applications reason codes

Organisation Name	NCU - No Code used	RC 10 - Missing Info	RC 11 - Missing condition	RC 12 - TM not received	RC 20 - Incorrect details	RC 21 - Wrong Primary	RC 22 - Location issues	RC 23 - Conflicting Info	RC 30 - Co-ord Issues	RC 31 - Clash of works	RC 32 - Timing of works	RC 33 - Collab / Co-ord	RC 40 - Lack of approval	RC 41 - Incorrect TM	RC 42 - Early start	RC 43 - S58 Restriction	RC 44 - Duration	RC 50 - Other	Total RC applied	Total Applications (PAA/PA/CR)	RC applied %	RC applied % without Clash of Works
ALL ORGANISATIONS	365	866	1408	408	237	2	119	147	352	2071	466	31	217	808	24	36	94	190	7841	74050	10.6%	7.8%
ANGLIAN WATER	83	208	334	158	76	1	36	50	102	557	141	20	70	294	4	7	26	67	2234	20164	11.1%	8.3%
BT	49	227	155	53	52	0	32	39	44	293	72	4	32	131	2	8	4	40	1237	9588	12.9%	9.8%
CADENT GAS LIMITED	20	79	60	29	9	0	5	10	21	66	32	0	5	24	3	6	10	12	391	3113	12.6%	10.4%
CITYFIBRE METRO NETWORKS LTD	4	8	13	0	0	0	0	6	0	10	7	0	6	4	0	0	0	2	60	556	10.8%	9.0%
Giggle Fibre Limited	0	32	27	14	2	0	0	1	28	10	0	0	34	8	2	2	1	0	161	586	27.5%	25.8%
LightSpeed Network Ltd	3	6	1	1	2	0	0	0	1	6	1	0	1	6	0	0	0	0	28	520	5.4%	4.2%
LINCOLNSHIRE COUNTY COUNCIL	112	144	363	56	44	1	18	18	57	651	117	1	39	132	8	0	9	20	1790	24987	7.2%	4.6%
National Grid Electricity Distribution (East Midlands)	21	58	117	24	12	0	8	9	19	70	21	2	1	51	0	2	13	18	446	3223	13.8%	11.7%
National Grid Electricity Distribution Telecoms	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8	22	36.4%	36.4%
NETWORK RAIL	0	6	4	7	2	0	0	1	0	10	4	0	5	1	0	0	0	0	40	929	4.3%	3.2%
NORTHERN POWERGRID (NORTHEAST) PLC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.0%	0.0%
NORTHERN POWERGRID (YORKSHIRE) PLC	4	3	20	5	2	0	0	0	8	14	4	2	3	7	0	1	9	1	83	812	10.2%	8.5%
QUICKLINE COMMUNICATIONS LTD	44	53	274	49	14	0	17	8	50	357	43	2	14	126	5	5	19	14	1094	7102	15.4%	10.4%
VIRGIN MEDIA	4	18	11	8	8	0	1	2	19	12	16	0	1	12	0	4	3	9	128	1280	10.0%	9.1%

For the first time, this report includes an analysis of permit refusal trends. Whilst this information has not previously been reported within the annual permit scheme evaluation, a review of historic data indicates that the principal themes have remained broadly consistent over recent years, despite significant growth in permit activity across the highway network. This analysis therefore provides a useful indicator of the key areas where permit interventions continue to be required and where targeted engagement with works promoters can help drive improvements.

It should be noted that the challenge reasons reported below are not determined locally by Lincolnshire County Council. They are nationally prescribed categories used by all permit authorities through the Department for Transport's Street Manager system.

The most significant trend during 2025/26 relates to co-ordination and clashes between activities, with RC31 (Clash of Works) being the most frequently applied refusal code, accounting for 2,071 interventions during the year. This reflects the increasing demand for access to Lincolnshire's highway network and demonstrates the growing challenge of managing multiple competing activities within limited road space. As activity levels continue to increase, there are more occasions where proposed works conflict with other activities. To address this, LCC continues to undertake proactive network co-ordination, promote collaborative working opportunities between promoters and provide regular feedback through liaison meetings, performance meetings and Street Works Charter activities. Works promoters are also actively encouraged to make greater use of Street Manager and Causeway One.Network to identify potential conflicts before applications are submitted, helping to reduce avoidable clashes and improve the efficiency of the permit process.

A second key theme relates to the quality and completeness of information submitted within permit applications. Refusal reasons associated with missing or incomplete information, including RC10 (Missing Information), RC11 (Missing Condition Information) and RC12 (Traffic Management Information Not Received), accounted for a combined 2,682 interventions during the reporting period. Accurate and timely information is essential to enable effective assessment of applications, support network co-ordination and ensure reliable information can be provided to road users. Whilst overall application quality remains good, these figures demonstrate that there remains scope for further improvement. LCC continues to influence performance in this area through direct feedback on applications, targeted discussions at promoter performance meetings, engagement through liaison groups and the sharing of common issues and good practice with works promoters. These measures are intended to improve application quality at source, reducing delays and improving the overall efficiency of the permitting process.

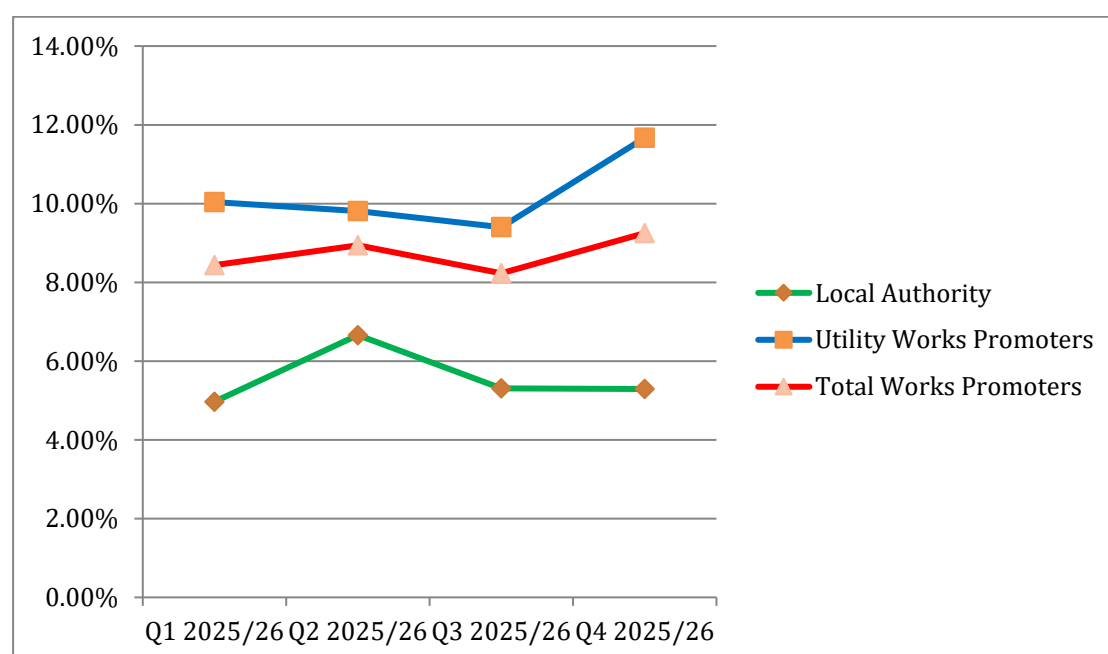
The third notable trend relates to traffic management arrangements and proposed occupation of the highway, with RC41 (Incorrect Traffic Management) and RC44 (Duration) accounting for a combined 902 interventions. These challenges are generally applied where further consideration is required to ensure works are undertaken using the most appropriate traffic management arrangements and for the shortest reasonable duration. Effective management of traffic impacts remains a key objective of the permit scheme, particularly as pressure on the network continues to increase. LCC therefore continues to challenge proposals where disruption can be reduced through alternative traffic management arrangements, revised timings or more efficient programming of works. Through permit conditions, performance discussions and ongoing engagement with promoters, the Council seeks to minimise disruption to road users whilst ensuring works can still be undertaken safely and effectively.

4.3.2 Analysis

Despite a significant increase in demand on the highway network during the ninth year of the permit scheme, driven by higher volumes of applications from works promoters, there has been no corresponding rise in refusal rates. The proportion of refused applications has decreased slightly – by over 2% compared to previous years.

This improvement reflects continued collaboration and liaison with works promoters to make the most effective use of available road space, alongside more efficient planning and coordination of activities across the network.

Table 6. PI3. Permit refusal rates; street works vs road works per quarter



5 HAUC UK KPI measures

Within the UK street works and highways sector, TMA Performance Indicators (TPIs), as defined by HAUC UK under the Traffic Management Act 2004, are used by permit authorities to monitor the efficiency, duration and network impact of street and road works.

The seven mandatory TPIs that must be recorded and reported are:

- **TPI 1:** Works phases started
- **TPI 2:** Works phases completed
- **TPI 3:** Days of occupancy for completed phases
- **TPI 4:** Average duration of works
- **TPI 5:** Works phases completed on or before the agreed end date
- **TPI 6:** Deemed permit applications (auto-granted due to authority response delays)
- **TPI 7:** Phase One permanent registrations (reinstatements)

Given the number of works promoters operating within Lincolnshire, a representative group of principal promoters from the water, gas, electricity, and telecommunications sector, together with LCC's own highway works, has been selected to demonstrate operational performance across the county.

5.1 TPI1 Works Phases Started (Base Data) by main promoter

Promoter	Works phases started Q1 25/26	Works phases started Q2 25/26	Works phases started Q3 25/26	Works phases started Q4 25/26
Anglian Water	1810	2546	2782	2566
British Telecom Openreach	1050	1063	1282	1215
Cadent Gas Ltd	214	279	207	292
CityFibre Metro Networks Ltd	72	77	128	102
Giggle Fibre Limited	37	136	104	8
LightSpeed Network Ltd	87	63	30	55
Lincolnshire County Council	2150	2995	2809	3469
National Grid Electricity Distribution	323	377	417	433
Netomnia Limited	59	40	29	24
Network Rail	108	108	155	123
Northern PowerGrid (Yorkshire) Plc	63	81	102	124
Quickline Communications Ltd	529	649	772	1061
Virgin Media	170	167	156	124
Total all main promoters	6672	8581	8973	9596

5.2 TPI2 Works Phases Completed (Base Data) by main promoter

Promoter	Works phases completed Q1 25/26	Works phases completed Q2 25/26	Works phases completed Q3 25/26	Works phases completed Q4 25/26
Anglian Water	2284	2582	2873	2590
British Telecom Openreach	1180	1057	1293	1228
Cadent Gas Ltd	268	286	241	281
CityFibre Metro Networks Ltd	75	77	148	98
Giggle Fibre Limited	37	133	106	8
LightSpeed Network Ltd	90	64	30	57
Lincolnshire County Council	2526	2954	3008	4254
National Grid Electricity Distribution	394	385	439	411
Netomnia Limited	61	41	31	26
Network Rail	118	108	157	120
Northern PowerGrid (Yorkshire) Plc	94	84	105	117
Quickline Communications Ltd	525	651	819	1045
Virgin Media	189	167	162	128
Total all main promoters	7841	8589	9412	10363

5.3 TPI3 Days of Occupancy Phases Completed by main promoter

Promoter	No. of days of occupancy Q1 25/26	No. of days of occupancy Q2 25/26	No. of days of occupancy Q3 25/26	No. of days of occupancy Q4 25/26
Anglian Water	5169	7620	8940	8457
British Telecom Openreach	1788	1495	1829	1961
Cadent Gas Ltd	1932	2044	1870	1706
CityFibre Metro Networks Ltd	229	153	217	178
Giggle Fibre Limited	99	299	192	11
LightSpeed Network Ltd	127	72	38	77
Lincolnshire County Council	6540	7805	9190	23554
National Grid Electricity Distribution	2182	2281	2484	2231
Netomnia Limited	69	42	31	24
Network Rail	136	146	228	182
Northern Powergrid (Yorkshire) Ltd	417	448	569	630
Quickline Communications Ltd	1227	1766	2354	3174
Virgin Media	235	222	187	159
Total all main promoters	20150	24393	28129	42344

5.4 TPI4 Average Duration of Works by main promoter

Promoter	Average duration of works phases completed (days) Q1 25/26	Average duration of works phases completed (days) Q2 25/26	Average duration of works phases completed (days) Q3 25/26	Average duration of works phases completed (days) Q4 25/26
Anglian Water	2.3	3	3.1	3.3
British Telecom Openreach	1.5	1.4	1.4	1.6
Cadent Gas Ltd	7.2	7.1	7.8	6.1
CityFibre Metro Networks Ltd	3.1	2	1.5	1.8
Giggle Fibre Limited	2.7	2.2	1.8	1.4
LightSpeed Network Ltd	1.4	1.1	1.3	1.4
Lincolnshire County Council	2.6	2.6	3.1	5.5
National Grid Electricity Distribution	5.5	5.9	5.7	5.4
Netomnia Limited	1.1	1	1	0.9
Network Rail	1.2	1.4	1.5	1.5
Northern Powergrid (Yorkshire) Ltd	4.4	5.3	5.4	5.4
Quickline Communications Ltd	2.3	2.7	2.9	3
Virgin Media	1.2	1.3	1.2	1.2
Average main promoters (days)	2.8	2.8	2.9	3.0

5.5 TPI5 Works Phases Completed after the reasonable period by main promoter

Promoter	Works phases completed involving overrun (days) Q1 25/26	Works phases completed involving overrun (days) Q2 25/26	Works phases completed involving overrun (days) Q3 25/26	Works phases completed involving overrun (days) Q4 25/26
Anglian Water	113	255	266	217
British Telecom Openreach	2	11	0	29
Cadent Gas Ltd	22	17	34	53
CityFibre Metro Networks Ltd	2	0	0	0
Giggle Fibre Limited	0	0	0	0
LightSpeed Network Ltd	0	0	0	4
Lincolnshire County Council	312	374	286	343
National Grid Electricity Distribution	61	29	74	38
Netomnia Limited	0	0	0	0
Network Rail	0	0	0	0
Northern Powergrid (Yorkshire) Ltd	0	5	6	5
Quickline Communications Ltd	0	9	2	1
Virgin Media	0	0	0	0

Total all main promoters	512	700	668	690
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5.6 TPI6 Number of deemed permit applications by main promoter

Promoter	No. of deemed permit applications Q1 25/26	No. of deemed permit applications Q2 25/26	No. of deemed permit applications Q3 25/26	No. of deemed permit applications Q4 25/26
Anglian Water	6	0	2	0
British Telecom Openreach	0	1	1	1
Cadent Gas Ltd	2	0	0	0
CityFibre Metro Network Ltd	0	0	1	0
Giggle Fibre Limited	0	0	0	0
LightSpeed Network Ltd	0	0	0	0
Lincolnshire County Council	5	7	2	12
National Grid Electricity Distribution	0	0	1	0
Netomnia Limited	0	0	0	0
Network Rail	2	0	0	0
Northern Powergrid (Yorkshire) Ltd	0	0	0	1
Quickline Communications Ltd	2	1	1	1
Virgin Media	0	0	0	1
Total all main promoters	17 (0.03%)	9 (0.01%)	8 (0.01%)	16 (0.02%)

5.7 TPI7 Number of Phase One Permanent Registrations (reinstatements) by main promoter

Promoter	No. of phase one permanent reinstatements Q1 25/26	No. of phase one permanent reinstatements Q2 25/26	No. of phase one permanent reinstatements Q3 25/26	No. of phase one permanent reinstatements Q4 25/26
Anglian Water	1803	2091	2339	2159
British Telecom Openreach	986	861	1038	985
Cadent Gas Ltd	238	235	207	227
CityFibre Metro Networks Ltd	62	60	92	54
Giggle Fibre Limited	34	117	86	7
LightSpeed Network Ltd	60	52	24	38
Lincolnshire County Council	0	0	0	0
National Grid Electricity Distribution	299	324	353	325
Netomnia Limited	42	28	23	17
Network Rail	0	0	0	0
Northern Powergrid (Yorkshire) Ltd	78	68	82	93
Quickline Communications Ltd	410	454	577	663
Virgin Media	121	139	144	113
Total all main promoters	4133	4429	4965	4681

6 Authority Measures

Alongside the statutory measures set out above, LCC identified the following series of internal performance datasets aligned with the objectives defined in the original permit scheme submission. These datasets are drawn directly from the Street Manager system, ensuring reliability and accuracy, as all underlying data is input at source by individual works promoters.

6.1 LPI1 Number of approved extensions

This will be shown as:

- the total number of permit and permit variation applications issued
- the number of requests for extensions shown as a percentage of permit and permit variation applications issued
- the number of approved extensions as a percentage of extension requests made.

6.1.1 Results

The table below presents the proportion of requests made to extend the duration of works, compared to the total number of permit and permit variation applications received. It also shows the percentage of those extension requests that were subsequently approved. A summary of the data is provided below.

Table 8. LPI1 Number of approved extensions

Number of approved extensions	Number/Percentage
Total number of permit and permit variation applications received by Lincolnshire County Council during the ninth full year of scheme.	65,958
Total % of extension requests received as a % of number of permit and permit variation applications received.	4.2%
Total % of approved requests to extend the works duration as a % of number of extension requests received.	77.3%

Table 9. LPI1 The number/percentage of requests for extensions & the number agreed as a percentage of requests by main promoter

Promoter	No. of Ext Requests	Q1%Ext Request	Q1%Ext Grant	Q2Ext Request	Q2%Ext Grant	Q3%Ext Request	Q3%Ext Grant	Q4%Ext Request	Q4%Ext Grant
ANGLIAN WATER	986	(167) 4%	(160) 96%	(242) 5%	(227) 94%	(306) 6%	(294) 96%	(271) 6%	(261) 96%
BT	146	(46) 2%	(41) 89%	(35) 2%	(30) 86%	(29) 1%	(28) 97%	(36) 2%	(35) 97%
CADENT GAS LIMITED	391	(101) 15%	(95) 94%	(84) 12%	(81) 96%	(89) 15%	(82) 92%	(117) 16%	(104) 89%
CITYFIBRE METRO NETWORKS LTD	1	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(1) 1%	(1) 100%
Giggle Fibre Limited	26	(7) 7%	(7) 100%	(12) 4%	(12) 100%	(7) 5%	(6) 86%	(0) 0%	(0) 0%
LightSpeed Network Ltd	1	(0) 0%	(0) 0%	(1) 1%	(1) 100%	(0) 0%	(0) 0%	(0) 0%	(0) 0%
National Grid Electricity Distribution (E Midlands)	390	(104) 15%	(95) 91%	(92) 13%	(87) 95%	(92) 13%	(85) 92%	(102) 14%	(83) 81%
Netomnia Limited	0	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%
NETWORK RAIL	0	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%	(0) 0%
NORTHERN POWERGRID (YORKSHIRE) PLC	86	(16) 10%	(16) 100%	(17) 11%	(17) 100%	(28) 15%	(28) 100%	(25) 11%	(24) 96%
QUICKLINE COMMUNICATIONS LTD	249	(47) 4%	(46) 98%	(58) 4%	(57) 98%	(72) 4%	(72) 100%	(72) 4%	(69) 96%
VIRGIN MEDIA	4	(0) 0%	(0) 0%	(3) 1%	(3) 100%	(1) 0%	(1) 100%	(0) 0%	(0) 0%
Total all Main Utility Promoters	2280	488	460	544	515	624	596	624	577
LINCOLNSHIRE COUNTY COUNCIL	498	(88) 2%	(82) 93%	(117) 2%	(113) 97%	(157) 3%	(151) 96%	(136) 2%	(127) 93%
Total all Main Promoters	2778	576	542	661	628	781	747	760	704

6.1.2 Analysis

This measure reflects how often works promoters are granted extensions by LCC to complete works beyond their originally agreed duration. It is intended to indicate how effectively works are planned at the outset.

In previous years, over 90% of extension requests were approved. This year, the approval rate has reduced to 77.3%. This change reflects a more robust approach to assessing extension requests, with a stronger emphasis on ensuring works are completed as quickly as possible and minimising disruption on the highway.

The Lincolnshire Permit Scheme provides a consistent framework to ensure that all works promoters are treated fairly and equally. Each extension request continues to be considered on its individual merits by LCC.

6.2 LPI2 Number of PAA, permit and permit variation applications cancelled

This will be shown as:

- the number cancelled as a percentage of the total

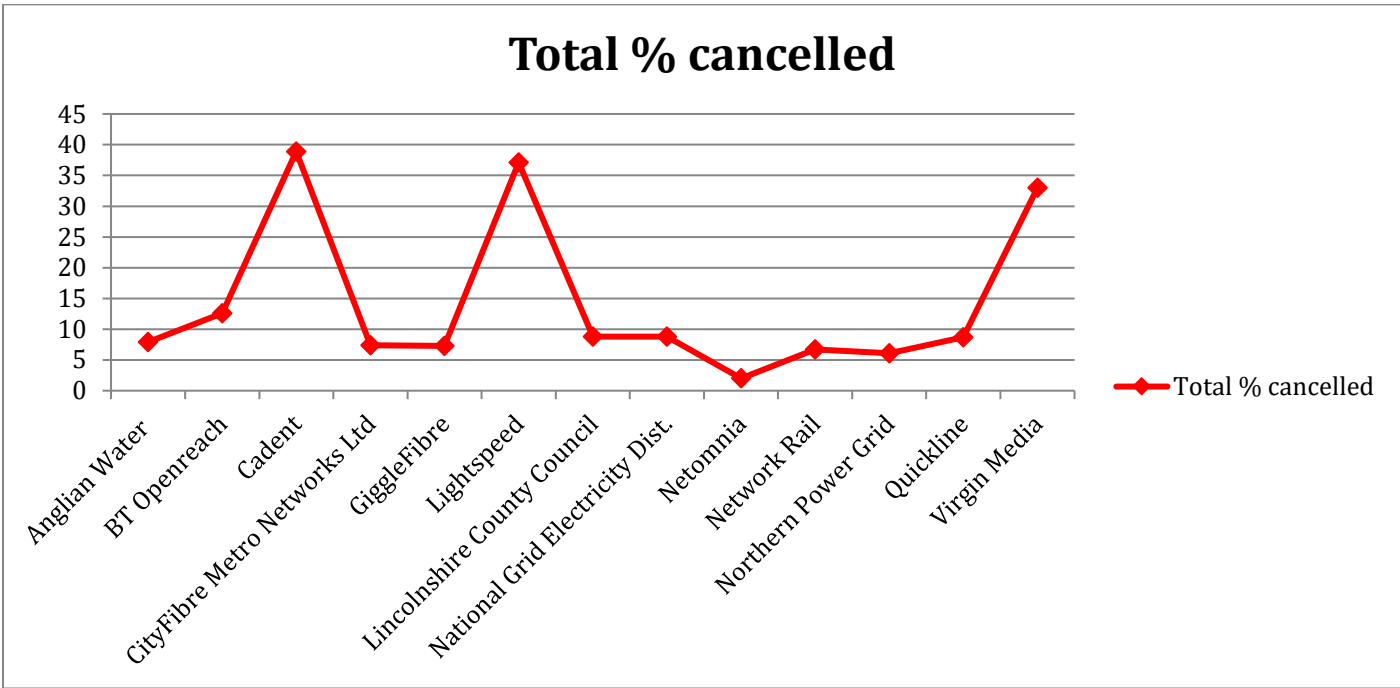
6.2.1 Results

The table below shows the number of cancelled PAA, permit and permit variation applications as a percentage of the total number of PAA, permit and permit applications made. A summary of the data is shown below:

Table 10. LPI2 The total number of cancellations made as a percentage of the total number of applications received

Number of cancellations	Number/Percentage
Total number of PAA, permit and permit variation applications received by Lincolnshire County Council during the ninth full year of scheme.	74,049
Total number of PAA, permit and permit variation applications cancelled.	10,449
Total % of PAA, permit and permit variation applications cancelled as a % of number of PAA, permit and permit variation applications received.	14.1%

Table 11. LPI2 The percentage of cancelled PAA, permit and permit variation applications by main promoter



6.2.2 Analysis

This measure tracks how often works promoters cancel PAA, permit, and permit variation applications. It helps indicate how effectively works are being planned and programmed.

After remaining stable in the early years, the proportion of cancelled applications has gradually increased. In the ninth full year of operation, cancellations rose from nearly 12% in year six to just over 14%.

This is a complex area. While there is currently no statutory requirement for utility works promoters to cancel permit applications, doing so is considered good practice and is therefore encourage by LCC. Cancelling unused or unnecessary applications helps ensure accurate records, supports better coordination of works across the highway network and provides more reliable information to the travelling public. The increase in cancellations therefore reflects a continued focus on improving data accuracy and network management.

This measure will continue to be used to drive ongoing improvements.

The Lincolnshire Permit Scheme provides a consistent framework that ensures all works promoters and activities covered by the scheme are treated fairly and equally.

6.3 LPI3 Number of remedial reinstatements

This will be shown as:

- the number of permits granted where the phase type is remedial

6.3.1 Results

The table below shows the number of remedial reinstatement phase applications granted. A summary of the data is shown below:

Table 12. LPI3 The number of remedial reinstatement permit applications granted

Number of remedial reinstatements	Number
Total number of permit and permit variation applications received by Lincolnshire County Council during the ninth full year of scheme.	65,958
Total number of remedial reinstatement phase applications granted.	1,873 or 2.8%

Table 13. LPI3 The number of remedial reinstatement permit applications granted by main promoter

Promoter	No. of remedial reinstatement Q1 2025/26	No. of remedial reinstatement Q2 2025/26	No. of remedial reinstatement Q3 2025/26	No. of remedial reinstatement Q4 2025/26
Anglian Water	256	249	209	266
British Telecom Openreach	50	27	53	51
Cadent Gas Ltd	32	23	39	36
CityFibre Metro Networks Ltd	11	11	20	8
Giggle Fibre Limited	0	0	6	4
LightSpeed Network Ltd	15	1	8	7
Lincolnshire County Council	21	25	23	79
National Grid Electricity Distribution	36	28	45	41
Netomnia Limited	3	9	5	6
Network Rail	0	0	0	0
Northern Powergrid (Yorkshire) Plc	6	5	6	13
Quickline Communications Ltd	12	1	10	36
Virgin Media	12	31	22	16
Total all main promoters	454	410	446	563

6.3.2 Analysis

This measure relates to the number of applications submitted by works promoters to carry out remedial works, following non-compliant reinstatements. It provides an indication of compliance with required specifications and the overall quality of workmanship. During the ninth full year of the permit scheme, the proportion of remedial work applications increased slightly from 2.5% to nearly 3%. When considered alongside the overall increase in permit applications, this represents a positive outcome.

This performance can largely be attributed to Lincolnshire's robust inspection and coring regimes, which are in place to help protect the highway asset and ensure works are completed to the required standard. The below data shows how the number of street works officer inspections carried out on works with excavation has increased considerably over the last four years, with a

rate of almost 70% of all carriageway excavations having been inspected during the financial year 2025/26.

Works including Excavation - guarantee date 01/04/22 to 31/03/23

	All	Carriageway	Footway	Verge
Inspected	3424	943	1972	509
Not Inspected	7115	1178	3074	2863
Total	10539	2121	5046	3372
Inspected %	32.5%	44.5%	39.1%	15.1%

Works including Excavation - guarantee date 01/04/23 to 31/03/24

	All	Carriageway	Footway	Verge
Inspected	6056	1518	3139	1399
Not Inspected	10378	1609	4647	4122
Total	16434	3127	7786	5521
Inspected %	36.9%	48.5%	40.3%	25.3%

Works including Excavation - guarantee date 01/04/24 to 31/03/25

	All	Carriageway	Footway	Verge
Inspected	9366	2233	5351	1782
Not Inspected	8929	1075	3935	3919
Total	18295	3308	9286	5701
Inspected %	51.2%	67.5%	57.6%	31.3%

Works including Excavation - guarantee date 01/04/25 to 31/03/26

	All	Carriageway	Footway	Verge
Inspected	10143	2211	6031	1901
Not Inspected	9039	1000	4085	3954
Total	19182	3211	10116	5855
Inspected %	52.9%	68.9%	59.6%	32.5%

The Lincolnshire Permit Scheme provides a consistent framework that ensures all works promoters and activities covered by the scheme are treated fairly and equally.

6.4 LPI4 Number of FPN's issued

This will be shown as:

- the total number of FPN's issued

6.4.1 Results

In order to be able to successfully gather this information, LCC has used the Street Manager system, commissioned by the Department of Transport to provide a nationally shared database. This data was then analysed manually and randomly cross-checked to ensure validity.

The table below shows the number of FPN's issued during the ninth year of scheme. A summary of the data is shown below:

Table 14. LPI4 The number of fixed penalty notices issued

Number of FPN's issued	Number
Total number of permit and permit variation applications granted by Lincolnshire County Council during the ninth full year of scheme.	65,958
Total number of FPN's issued by Lincolnshire County Council during the ninth full year of scheme.	3,264 or 5%

Table 15. LPI4 The number of fixed penalty notices issued by main promoter

Promoter	No. of FPN's issued Q1 2025/26	No. of FPN's issued Q2 2025/26	No. of FPN's issued Q3 2025/26	No. of FPN's issued Q4 2025/26
Anglian Water	224	367	467	343
British Telecom Openreach	71	63	51	44
Cadent Gas Ltd	34	51	57	33
CityFibre Metro Networks Ltd	4	9	12	3
Giggle Fibre Limited	1	12	1	0
LightSpeed Network Ltd	4	2	1	7
Lincolnshire County Council	165	219	130	53
National Grid Electricity Distribution	148	123	185	111
Netomnia Limited	3	0	1	0
Network Rail	5	2	4	1
Northern Powergrid (Yorkshire) Plc	15	15	31	29
Quickline Communications Ltd	28	20	39	36
Virgin Media	12	14	10	4
Total all main promoters	714	897	989	664

6.4.2 Analysis

This measure tracks the number of Fixed Penalty Notices (FPNs) issued when works promoters fail to provide accurate and timely information about their activities, or when the information provided does not reflect what is taking place on site.

Following a previous rise in offences, by the end of the sixth full year of the permit scheme, the proportion of FPNs issued had increased to 9%. Regular meetings with works promoters were introduced as part of the Street Works Charter, centring on performance improvement, resulting in the percentage of FPN offences nearly halving in the last three-year period, with a reduction of 2,261 FPNs issued in 2025/26.

This downward trend reflects an increased focus on improving the quality and accuracy of information submitted by works promoters, as well as ensuring that on-site activities are properly reported. Maintaining high-quality, reliable information is essential for effectively managing the highway network and minimising disruption for road users.

The Lincolnshire Permit Scheme provides a framework for LCC treat all activities and activity promoters covered by the scheme on an equal basis.

7 Conclusion

The Lincolnshire Network Management Plan recognises that maintaining and improving roads, co-ordinating street works and managing parking support business and is necessary to drive economic growth.

The County Council's Key Aims to facilitate the objectives of the Network Management Plan are:

- Safeguarding the quality and effectiveness of highways as the major transport network
- Developing a consistent and appropriate implementation of regulations. Fairly balancing the legitimate needs of road users and works promoters of all types
- Identifying and promoting good practice to all aspects of traffic and works co-ordination
- Maintaining an attitude of co-operation and pursuit of efficiency of operation of works, whilst remaining mindful of regulatory responsibilities
- Managing the road network and maintaining quality with reduced budgets through use of innovative partnerships
- Contribute to minimising carbon emissions from transport across the county
- Investing in Infrastructure and Provision of Services
 - Implementing the Local Broadband Plan Phase 3
 - Prioritised resources for winter maintenance at a time when other budgets are reducing
 - Maximised capital investment in highways by successfully bidding for external funds in partnership with District Councils and Local Enterprise Partnerships

In Year 1, the introduction of the permit scheme gave LCC new powers to better manage activities on the road network. This enabled improved coordination and timing of works across all promoters, including highway works, helping to reduce disruption.

By Year 6, the scheme had built significantly on this foundation, with nearly 61,000 work schemes coordinated to support a resilient and well-managed network. This represents almost a doubling of activity since the scheme began, alongside a proactive approach to addressing non-compliance.

Year 6 also saw significant advances in digital working. The introduction of the Street Manager system has enabled more detailed data analysis, helping to improve coordination, monitor activity, and manage the network more effectively. In addition, upgrades to Causeway One Network have enhanced road space planning, diversion route management, and the availability of real-time information for the public.

Together, these improvements have been essential in managing the growing demand from utility works promoters for access to the highway network.

Building on this progress, Year 9 demonstrates that while activity has reached record levels – with a 62% increase in permits since the scheme's launch – earlier improvements are delivering positive results. Approval rates remain strong around 80%, indicating effective planning and co-ordination.

Compliance has also improved, with Fixed Penalty Notices (FPNs) decreasing from 7% to 5%, contributing to an overall 6% reduction across the scheme. Strengthened working relationships with utility companies have led to better-quality data and an increase in works cancellations to 14% highlights a positive shift in behaviour and a shared commitment to continuous improvement.

Although the scheme is currently operating at a deficit, financial recovery is underway following the recent fee increase. This has been further supported by changes in legislation, which now allow overstay charges and associated fines to be applied during weekends and bank holidays.

7.1 Future developments

- We will continue to monitor activity levels closely to understand whether they are stabilising or beginning to decline.
- We will review the factors contributing to current approval rates to ensure high standards are consistently maintained.
- We will assess our capacity and resource planning to ensure we can respond effectively to changing levels of demand.
- Insights from previously gathered data will be used to strengthen future resilience and inform decision-making.
- We will build on our defect escalation process, introducing further measures to protect the highway asset and improve the quality of work carried out across the network.
- We will work closely with utilities and delivery partners to identify and implement collaborative ways of working that reduce carbon emissions and minimise occupation of the highway network.
- Whilst the permit scheme remains effective in co-ordinating activities, the Council should consider what further measures are required available to positively influence works promoter behaviour, reducing occupation of the highway at the busiest times and minimising disruption to road users. This will include working with utility companies to evaluate the potential benefits of a lane rental scheme on appropriate parts of the network. Following successful trials and the first phase of the roll out of application based schemes, which have delivered these objectives, the Department of Transport is actively encouraging Councils to develop Lane Rental Schemes to drive this needed behavioural change.