



**HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY**  
**COMMITTEE: 7 NOVEMBER 2024**

**NETWORK MANAGEMENT – HIGHWAY ACTIVITY REVIEW**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**Purpose of the Report**

1. The purpose of this report is to provide the Committee with an update on the activity that is taking place on the highway that falls within the duties of Leicestershire County Council as the Local Highway Authority (LHA).

**Policy Framework and Previous Decisions**

2. In 2011, the County Council approved the Local Transport Plan (LTP3) that set out the vision for transport in the County with a framework for the management and development of the transport system across Leicestershire up to 2026. The LTP3 set out six strategic transport goals:
  - I. Goal 1 - A transport system that supports a prosperous economy and provides successfully for population growth.
  - II. Goal 2 - An efficient, resilient, and sustainable transport system that is well managed and maintained.
  - III. Goal 3 - A transport system that helps to reduce the carbon footprint of Leicestershire.
  - IV. Goal 4 - An accessible and integrated transport system that helps promote equality of opportunity for all our residents.
  - V. Goal 5 - A transport system that improves the safety, health and security of our residents.
  - VI. Goal 6 - A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.
3. To support the LTP3, the County Council has a Network Management Plan (NMP). The Council's current NMP covers a period of 2014 to 2026, and it was approved by the Cabinet in April 2014 (see link to the NMP included below). In 2020, the Cabinet further agreed to a refresh of the NMP to ensure that this was fit for the future without radically requiring a change in approach to Network Management, and to allow the NMP to be more closely aligned to other developing policy and strategy documents across the Environment and Transport Department.
4. In addition, the NMP refresh reflected the fact that in February 2018, the County Council introduced the Leicestershire County Council Permit Scheme. These powers

enable the Council to deliver a more effective network management service, through the increased capability to control the planning and undertaking of any work that takes place on the road network.

5. The aims contained within the NMP enable the County Council to:
  - a) Develop and operate a holistic network management approach.
  - b) Manage the operation, performance and development of the road network based on a balanced risk-based approach, which incorporate all of the available evidence.
  - c) In planning for the housing and economic needs of Leicester and Leicestershire's population, employ a flexible approach to reviewing, amending and developing the network.
  - d) Engage and consult with all of the partners and the stakeholders, where appropriate, and lead by example, by applying the same standards and approaches to the Council's own works on the road network as to those of others.
  - e) Have regard to the Council's other wider obligations, policies and objectives set out in the Council's Environment Strategy and associated Carbon Reduction Roadmap.

## **Background**

6. The Leicestershire transport network has a key role in enabling movement across the County, regionally and also nationally, supporting local communities in achieving their ambitions through access to key services and employment opportunities. The transport network is also important in supporting and delivering economic growth and prosperity by providing access to key markets locally, regionally, nationally, and globally.
7. Transport networks are experiencing greater movement in freight and logistics, due to the increased demand in online shopping, which has resulted in a higher demand for the movement of goods, therefore, increasing Heavy Goods Vehicle and Large Goods Vehicle movements across the transport networks. Leicestershire is located in the heart of the freight and logistics triangle, with East Midlands Airport acting as a core international gateway for the movement of goods and services globally.
8. As the LHA, the County Council is responsible for managing the traffic using its road network. By effectively managing the transport system it can provide more consistent, predictable, and reliable journeys for the movement of people and goods. This helps to tackle congestion and environmental pollution and improves safety and accessibility for all road users. The NMP is an operational plan to support this responsibility.
9. Pressure on the highway network is growing in terms of traffic and its use. However, there is also increasing demand for work activity to take place within the highway that results in higher levels of congestion and disruption. Activity on the network can be considered as street works, road works and diversionary works. These are defined as:
  - I. Street works are carried out by statutory undertakers using equipment and machinery on or under the road. Statutory undertakers include utility

companies, licensees under the New Roads and Street Works Act 1991 (NRSWA) and contractors. Examples include utility companies carrying out essential, new and maintenance works to their services within the highway, and developers constructing new and modifying existing infrastructure to provide for housing, employment and growth in the area. Street works are necessary to provide and maintain utility and transport services but can be disruptive to road users.

- II. Road works are different from street works. They are works carried out to repair or improve the highway including footways, pavements and street lighting. The County Council, as the LHA, is responsible for highway maintenance within the administrative area for the County and undertakes road works which can be reactive and planned maintenance works. Examples of planned activities include carriageway resurfacing, road surface treatments, footway resurfacing, street lighting replacement and bridge maintenance. Reactive works include pothole and drainage repairs, accident response and temporary road fixes. Schemes, such as the North and East Melton Mowbray Distributor Road (NE MMDR), place demand on the network where new infrastructure meets existing roads and extensive temporary traffic management measures are required to make these connections.
  - III. Diversionary works are works to reroute utility services. They are sometimes necessary to accommodate highway improvement schemes. Diversionary works to existing utilities are required for schemes such as the NE MMDR.
10. Other bodies, such as Network Rail and National Highways, also require dedicated temporary space on the highways network to undertake works on their assets that impact directly and indirectly on the local roads in Leicestershire.

### **Permit Scheme**

11. In order to manage activity on the network, the NRSWA placed a duty on the Council to coordinate activities (works) of all kinds on the highway under its control. This duty was subsequently extended to allow an authority to introduce a permit scheme to support the delivery of this duty, which the County Council did in 2018.
12. The permit scheme enabled the Council to take more active involvement in the planning and coordination of works, from the initial planning stages through to completion. This includes that:
  - a) Organisations need to book occupation for work instead of giving notice to the Council, essentially obtaining a permit for their works.
  - b) Any variation to the work needs to be agreed with the Council, before and after the works have started, including extensions to the duration of the works.
  - c) The Council can apply conditions to work to impose constraints.
  - d) Sanctions with fixed penalty notices for working without a permit or in breach of the conditions (of the permit) can be issued by the Council.

### **Regulatory requirement for a permit scheme evaluation**

13. Regulations require permit schemes to be evaluated following the first, second and third anniversary of the scheme's commencement and then following every third anniversary. The County Council has completed and published these on its website.
14. In line with the regulations in its evaluation, the Council, as the permit authority, is required to include a consideration of:
- Whether the fee structure needs to be changed in light of any surplus or deficit;
  - The costs and benefits (whether or not financial) of operating the scheme;
  - Whether the permit scheme is meeting the key performance indicators where these are set out in the guidance.
15. The Department is currently completing an evaluation for its scheme for years four, five and six (February 2021 to January 2024 inclusive), which cover the areas that are set out above. The data obtained to date from this evaluation is included in this report to show the activity that occurs on the highway within Leicestershire, and to demonstrate how this demand is growing on an annual basis.

### Evaluation Key Highlights

16. Across the last three-years (year four, five and six of the permit scheme), there has been:
- On average, 56 activities starting every day on a road in Leicestershire.
  - 71,637 total days of work, of which 27% of this is for urgent or emergency activities.
  - 1,971 days of road closures in the County.
  - 5,120 live work site inspections undertaken by the Council, as well as 3,231 reinstatements being checked.
  - 27% of permit applications challenged by the Council, with applied conditions on 87% of the permit applications, and 2,017 offences issued.

### Permit Applications

17. All registerable works require an application to the Council to obtain a permit. The figures in Table 1 below, show that between 2022/23 and 2023/24 there has been an increase of 36% in permit applications received. This is up from an increase of 9.2% in the previous year. Data from the current year, 2024/25, is also seeing similar increases in applications.

Table 1: Permit applications submitted to the Council 2021-2024

| Promoters    | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|--------------|------------------|------------------|------------------|
| Electricity  | 2,208            | 2,026            | 2,228            |
| Gas          | 1,360            | 1,107            | 1,368            |
| LHA          | 5,096            | 4,644            | 5,209            |
| Other        | 268              | 212              | 315              |
| Telecoms     | 5,583            | 7,956            | 12,104           |
| Water        | 8,391            | 9,076            | 12,807           |
| <b>Total</b> | <b>22,916</b>    | <b>25,021</b>    | <b>34,031</b>    |

|                 |  |             |            |
|-----------------|--|-------------|------------|
| <b>Increase</b> |  | <b>9.2%</b> | <b>36%</b> |
|-----------------|--|-------------|------------|

18. Not all applications for work result in an actual work, with many phases being cancelled or superseded. Across all of the promoters (any organisation carrying out works in the highway regardless of whether they are working directly for, or on behalf of, a highway authority or undertaker), only 77% of the permit applications resulted in actual works being carried out. This poses a constant challenge to co-ordination when change occurs, and it also limits network availability until an application is closed down.
19. For the Council to effectively carry out the coordination of works, including the advanced publicity of works, it is essential that the applications are submitted with sufficient lead time based on the work category, as set out within the NRSWA. This is:
- a) For major and standard work, an application lead time of 10 working days prior to the proposed work start date;
  - b) For minor works, three working days lead time.
20. Immediate works can be submitted after the works start and must be received within two hours of the works starting, or by 10:00am on the next working day if the works started outside of non-working hours.
21. Over the three-year period, 87% of the applications were received on time, meaning that 13% were not, which has put pressure on the County Council in coordinating those activities on the highway at very short notice.

#### Work Location and Traffic Management

22. Work is undertaken across all of the different sections of the highway, not just the carriageway. Since the introduction of the Department for Transport's (DfT) Street Manager in July 2020, (the national roadworks service which provides data for England on every utility street work and local highway authority road work) the location of the work has been recorded on the permits. The data shows that, overall, 47% of the works are undertaken entirely in the footway, 28% in the carriageway and 9% in the verge. The remainder of works are undertaken in a combination of the carriageway / footway, footway / verge, or across all three sections.
23. All works must be undertaken using an appropriate form of traffic management (control) to ensure that the work is conducted safely. This includes for those undertaking the works, as well as the road user, including pedestrians, cyclists and in particular the needs of disabled people and vulnerable groups. Table 2 below shows that positive traffic control, such as temporary traffic lights or stop / go signals, are used the most, whilst road closures account for an average 18% of all of the works.

Table 2: Traffic management control applied by the Council 2021-2024

|                             | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|-----------------------------|------------------|------------------|------------------|
| No carriageway incursion    | 11%              | 12%              | 17%              |
| Some carriageway incursions | 16%              | 22%              | 18%              |

|                          |     |     |     |
|--------------------------|-----|-----|-----|
| Passive traffic control  | 16% | 17% | 16% |
| Positive traffic control | 33% | 30% | 30% |
| Lane closure             | 4%  | 3%  | 1%  |
| Road closure             | 20% | 16% | 18% |

24. Applied offence charges (FPNs (Financial Penalty Charge Notices) for the breach of permit conditions, working without a permit and late notifications, are defined within the NRSWA. Offence values are fixed under the NRSWR legislation, and this is dictated by the type of offence. The values can range from £120 to a maximum offence level of £500 which are applied as a fixed fee. The legislation allows for the application of fixed discounts to fee amounts in certain circumstances.

#### Work Duration and Traffic Sensitive Streets

25. Since the introduction of Street Manager, there is a more accurate record of the actual start and stop times of temporary works on the highway. Analysis of the work duration is based on the works that are undertaken only. The durations of the works are typically calculated in whole calendar days, however, typically, it will not take the whole day, so a detailed analysis should be in actual times (minutes). Table 3 below shows the duration of work per scheme year, and overall, there has been a reduction in the duration of the works, which has stayed consistent over the last few years through effective network management coordination.

Table 3: The duration of work per scheme year 2021-2024

|                                | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|--------------------------------|------------------|------------------|------------------|
| Calendar Days Duration (Whole) | 82,958           | 68,193           | 64,613           |

26. The County Council designates a street as traffic-sensitive, based on a criterion that is set out within the regulations, to ensure that streets with specifically higher traffic flows have greater consideration with the coordination and control of works. These designations contain timings for when the flow is estimated to be at the defined levels for traffic-sensitivity. For the last three years, 59% of the works on traffic sensitive streets have happened during the peak times. The Network Management Team challenges methods of working, and wherever possible, places conditions to undertake work outside of peak times. However, in some cases, this cannot be avoided due to the nature of the traffic restrictions that need to be in place at all times to maintain safety for all road users.

#### Work exceeding agreed duration

27. Works that exceed their agreed duration can create significant coordination issues and can negatively impact other work programmes with the potential need to reschedule or revoke other active or planned works that may clash with adjacent over-running works.

28. Promoters may request an extension whilst the works are in progress, which can be granted or refused by the Council. Table 4 below shows the works that have exceeded their agreed duration.

Table 4: Work extensions 2021-2024

|   | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|---|------------------|------------------|------------------|
| Works exceeding the planned duration per year                       | 2,175            | 1,990            | 2,157            |
| Works exceeding the planned duration (% of total)                   | 12.4%            | 10.3%            | 8.7%             |
| Additional duration of work exceeding the planned duration per year | 30,177           | 17,638           | 14,720           |

29. Overall, the volume of works exceeding the planned duration is reducing, and it is less than 1 in 10 of all works. Also, there are still large numbers where the additional duration is approved following a request by the promoter. For the works that have overrun, the legislation enables the County Council to fine the promoters, and this is something that the Council undertakes. Applied offence charges (FPN) for overruns are also defined within the NRSWA. The offence values are dictated by the type of offence and the sensitivity of the street. They are not fixed under the legislation, and they are subject to negotiations between the LHA and the Statuary Undertaker. The values can range from £100 to a maximum offence level of £5,000 per day in certain circumstances.

### **Variations to permits**

30. Both regulations and the permit scheme include a provision for the Council to vary or revoke a permit. Therefore, a permit variation can be issued either by the promoter for the Council to grant or refuse, or by the Council to the promoter as an imposed change. There are many reasons why variations are issued, which include:
- a) Changes to the work details, such as a change in traffic control or the work methodology once a work has been started.
  - b) Requests to extend the planned duration of the work, because of plant breakdown or other factors, such as bad weather, are preventing or limiting the work.
  - c) Other unplanned activities on the network, such as an emergency diversion route caused by an accident or other emergency work.
31. In most instances, the promoters submit a work duration extension request when it is apparent that the work will take longer than planned. For example, if the work is impacted by adverse weather conditions, or other unexpected events, such as plant failure. Table 5 below shows the number of requests for extensions and the outcomes.

Table 5: Number of requests for work duration and the outcomes 2021-2024

|                                       | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|---------------------------------------|------------------|------------------|------------------|
| Requests for work duration extensions | 856              | 774              | 1,022            |
| Percentage refused                    | 20%              | 8%               | 8%               |
| Percentage granted with a challenge   | 14%              | 11%              | 11%              |
| Percentage granted                    | 66%              | 82%              | 80%              |

32. The County Council can issue imposed variations and revocations, and these are shown in Table 6 below.

Table 6: Number of permit revocations 2021-2024

|  | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|--|------------------|------------------|------------------|
| Permit variations imposed by the Council | 1,748            | 1,186            | 1,456            |
| Permit revocation imposed by the Council | 55               | 48               | 153              |

### **Permit Conditions**

33. The permit application process allows the Council to apply or amend the permit conditions (within the categories that are defined in the statutory guidance). The use of the conditions is a primary benefit of a permit scheme. Table 7 below shows the proportion of work where permit conditions have been applied. This number is increasing, and it reflects the ongoing development and understanding of the Network Management Team as to when and what conditions should be applied.

Table 7: Percentage of total proportion of works where condition applied 2021-2024

|   | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|---|------------------|------------------|------------------|
| Percentage of total proportion of works where condition applied | 79%              | 87%              | 91%              |

34. It is not always possible to determine the effect of a condition or an outcome that can be quantified. However, there are a few indicators that can be used to identify whether conditions are being applied to good effect, and therefore of benefit to the road user. These include:
- a) Planned works outside traffic-sensitive times (on a traffic-sensitive street) with a timing condition (National Condition Text (NCT2a)) to ensure that there is compliance to this arrangement.
  - b) Works at traffic-sensitive times (on a traffic-sensitive street) involving temporary traffic lights with a condition (NCT8b) to manually control the lights at specified times (typically peak traffic times).
  - c) Planned works under a road closure with advanced publicity of the works.



### **Permit compliance inspections**

35. A permit scheme introduced two new offences (working without a permit and breaching a permit condition), with financial penalties for the statutory undertakers where there is a failure to comply. The County Council has a team of inspectors who undertake inspections to manage and monitor compliance. Table 8 below sets out the number of penalties that were issued together with the inspections carried out per year.

Table 8: Permit offences 2021-2024

|   | Year 4 (2021/22) | Year 5 (2022/23) | Year 6 (2023/24) |
|---|------------------|------------------|------------------|
| Permit condition inspections carried out per year | 758              | 1,458            | 2,673            |
| Permit condition pass rate per year               | No data          | 42%              | 51%              |
| Offences for working without a valid permit       | 190              | 296              | 259              |
| Offences for breach of permit conditions          | 724              | 965              | 1,216            |

### **Service Challenges**

36. A key challenge is the resources that are available. This is both linked to the recruitment and retention of staff, and difficulties in attracting staff with the requisite knowledge and skills to undertake the range of specialist roles within the Network Management Team, such as Street Works Inspectors and Co-ordinators. This is coupled with a growth in demand to work on the network, as shown in the data provided above. This continued growth is putting pressure on the existing resources to have sufficient time and capacity to coordinate the works, and also to ensure that the Council is applying robust traffic management conditions prior to approving the permit applications, and inspecting and enforcing the conditions that are applied to the permits. This enforcement is important to demonstrate that a robust approach is applied within Leicestershire to drive improvements in performance and behaviours.
37. The data shows that the number of permits has been increasing year on year and it is considered that demand for road space and permits will continue to be high irrespective of the Council's ability to resource and deal with the requests. This is due to the fact that if the permits are not dealt with within the permitted timescales, then the permits are deemed as accepted. This accounts for around 3.5% of all applications and it is considered that this number will increase without additional resource.
38. The Network Management Team's resources are currently under review to consider what the current demand, as well as the future demand, will be.
39. Housing developer works on the highway are outside the scope of the Council's permit scheme. A developer that requires temporary road space on the Highway to facilitate their works or to meet the requirements of a Section 278 agreement (allows a third party to work on the highway), follows a different process. The developer is

required to engage with the Council during their preconstruction period. The Council will then process the temporary road space requirement and apply charges where this is necessary; for example, for road closures and for the associated fees.

40. The Network Management Team collaborates regionally with neighbouring authorities and all of the statutory undertakers who have a range of capital programmes that are ongoing or starting in the future (an example of this is the Severn Trent Water flood alleviation works in Groby, and the Network Rail electrification of the Midland Mainline). This type of work creates further demand over and above the utility maintenance activities on the network that will cause disruption. Works are continuing to minimise this and plan the works effectively. An example of this collaboration would be the partnership working with broadband providers and parish councils to support the installation of fibre optic cables across Leicestershire.

### **Communications**

41. All roads across the County can be viewed on the One Network website. It is recommended that this key information source is used by individuals and organisations seeking information about temporary works on the highway and view their effects, as it contains, for example, the details of the works, the promoter, and the diversion routes. The website is map based and user guides are available on the County Council's website. If the answers cannot be found via this site, then the 'report it' form can be used to raise any issues.
42. For works undertaken by others, the Network Management Team undertake a statutory consultation that consists of a public notice in the press. The duty for the consultation lies with the roadworks promoter and, where applicable, conditions such as a communication plan will be added to the permit. The promoter is required to erect site notices for the road closures, and to undertake letter drops and community / business engagement for the larger schemes. The same applies for the County Council promoted works, such as carriageway resurfacing.
43. In all cases, it is important to reinforce that the utility providers (such as gas, water, electric, telecom) have a statutory duty to provide and maintain their infrastructure. This means that, where necessary, they are entitled to carry out unplanned street works, such as in relation to a burst water main under the carriageway affecting the supply of water to properties and requiring immediate repair. The early communication of such works is not always possible.

### **Lane Rental Scheme**

44. The lane rental schemes need to be approved by the Secretary of State for Transport before they can become operational. Such schemes do not replace a permit scheme, but they are an additional regime that provides a clear framework for a targeted approach to network management and reducing the congestion from the works. The main aim of the lane rental schemes is to reduce the impact of the works on the busiest roads at the busiest time for the road users. Charges up to £2,500 per day can be applied for the works on the busiest roads at the busiest times. These should be targeted at encouraging those engaged in the works to reduce congestion by, for example, carrying out the work at different times, in different locations, and reducing the duration of the works or jointly with other works.

45. The County Council is considering a 'lane rental scheme' and will be undertaking further feasibility work during 2025. There are costs associated with the development of the lane rental schemes. Setup costs can include, but are not limited to, congestion analysis, cost-benefit analysis, the undertaking of public consultation and the resources to develop the Scheme itself. The costs associated with the development would need to be considered as part of the Council's Medium Term Financial Strategy (MTFS). Further reports will be brought to the Committee and to the Cabinet once this feasibility work is completed, with the recommendations on the next steps.
46. Lane Rental Charges can be applied to utility street works but are not required to be applied to a LHA's road works. However, road works typically account for around one-third of all of the works on the street, also cause disruption, and road users do not distinguish between street and road works.
47. As a result, the DfT's policy position is that schemes should apply to an authority's own works in the same way, as is the case with the existing lane rental scheme. This is consistent with the 'parity' principle, which is a well-established principle for this sector and the Traffic Authority's network management duty set out in the Traffic Management Act 2004.
48. The detailed design of lane rental and the exact streets that should form part of it will, subject to certain criteria, be determined at a local level. This will need to be undertaken by LHAs in close consultation with the works promoters of both utility and highway works and the other interested parties. A lane rental scheme also needs to be focused on the most critical parts of the highway network and with charges applying only at the busiest times, which should encourage those that are undertaking the works (including road works) to carry out their works in a less disruptive manner. It is expected that updated guidance will confirm that the DfT expects lane rental to cover between 5% and 10% of an authority's network, this is a change to the 'no more than 5%' recommended previously. The change proposed recognises local variation but also that 5% should be used to indicate that lane rental should be focused on the busiest part of the network only and should not be excessively applied.
49. Before applying for lane rental, LHA's need to demonstrate the operation of a well-run permit scheme. This should be demonstrated in evaluation reports and may include:
  - a) Permit fees that are proportionate;
  - b) Discounts offered for joint works;
  - c) Compliance with the permitting regulations and guidance;
  - d) Permitting is applied equally to both utility street works and an LHA's road works;
  - e) Schemes fully supporting the delivery of national infrastructure projects, such as:
    - i. Broadband/full fibre rollout;
    - ii. Installation of electric vehicle charging or heat network infrastructure.
50. It is worth noting that there are only four lane rental schemes in operation: Transport for London, Kent County Council, Surrey County Council and West Sussex County Council. The costs should be proportionate to the outputs required to satisfy local

obligations. Schemes developed to date have either been self-funded or have procured external expertise to help develop their scheme.

### **Consultation**

51. Should the County Council consider the implementation of lane rental in the future, it will need to undertake a public consultation and it is required that the consultation package includes a cost-benefit analysis, proposed charging regime and detailed evaluation plan. The stakeholders that will need to be consulted include the works promoters, the neighbouring LHAs, the district councils, the emergency services, the transport operators and any others as relevant.

### **Resource Implications**

52. There are no resource implications as a result of this report. With reference to the implementation of a future lane rental scheme, there will be resource implications, but these will be considered as a part of a future report. Costs arising from the permitting scheme, inspections and fines are dealt with as a part of the Network Management team budget. However, resource challenges across the network management function have been identified and are being considered as part of the MTFs process for 2025/26 onwards.
53. The Director of Corporate Resources and the Director of Law and Governance has been consulted on the content of this report.

### **Timetable for Decisions**

54. A further report will be required to consider the outcomes of the feasibility report on a lane rental scheme. It is expected that this will be in 2025/26.

### **Conclusions**

55. The purpose of this report is to provide information to the Committee about the Council's duty to coordinate work on the highway and the level of activity that takes place across the County. This is increasing, and the demand to work on the highway will continually put pressure on the Council's statutory responsibility to minimise disruption whilst facilitating work to maintain and repair the highway network and underground apparatus. Roadworks inevitably cause frustration to all road users, and this is reflected in the increasing challenges around the purpose, the duration and the types of works that are undertaken.

### **Background Papers**

Highway Permit Scheme – evaluation report – Year 1  
<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2019/5/16/Highway-permit-scheme-evaluation-report-Yr1.pdf>

Highway Permit Scheme – evaluation report – Year 2  
<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2021/2/3/permit-scheme-evaluation-report-year-2.pdf>

Highway Permit Scheme – evaluation report – Year 3

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2022/2/16/permit-scheme-evaluation-report-year-3.pdf>

Leicestershire County Council – Permit Scheme

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2018/5/3/LCC-Permit-Scheme-Feb2018.pdf>

Network Management Plan

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2020/12/21/Network-Management-Plan.pdf>

Cabinet – 1 April 2014 (Agenda Item 13) – Network Management Plan 2014-2026

<https://democracy.leics.gov.uk/documents/s91663/13.%20Network%20Management%20Plan%202014-26.pdf>

Cabinet – 15 December 2020 (Agenda Item 6) – Network Management Plan Refresh

<https://democracy.leics.gov.uk/documents/g6000/Public%20reports%20pack%20Tuesday%2015-Dec-2020%2014.00%20Cabinet.pdf?T=10>

Environment and Transport Overview and Scrutiny Committee – 5 November 2020 – Network Management Plan Refresh

<https://democracy.leics.gov.uk/documents/s157600/Network%20Management%20Plan%20Refresh.pdf>

### **Circulation under the Local Issues Alert Procedure**

56. None.

### **Equality Implications**

57. It has been assessed that an Equality Impact Assessment is not required. However, the table (below) shows the protected characteristic groups with a potential impact and the nature of any impact to that group from the operation of a permit scheme.

Table 9: Summary Assessments of Potential Impact on Protected Characteristics from Operation of a Permit Scheme

| Protected Characteristic Group | Potential for Impact | Positive or Negative Impact |
|--------------------------------|----------------------|-----------------------------|
| Disability                     | Yes                  | Positive                    |
| Gender reassignment            | No                   | Not applicable              |
| Marriage or civil partnership  | No                   | Not applicable              |
| Race                           | No                   | Not applicable              |
| Religion or belief             | No                   | Not applicable              |
| Sexual orientation             | No                   | Not applicable              |
| Sex (gender)                   | No                   | Not applicable              |
| Age                            | No                   | Not applicable              |

58. The only group with a perceived impact is 'Disability', which is considered to be a positive impact, as under a permit scheme, the Council can further ensure that the work is carried out in consideration to the needs of all vulnerable road users.

59. It is recommended that the Council continues assessing the role of the permit scheme to meet the Council's Public Sector Equality Duty.

### **Human Rights Implications**

60. There are no human rights implications arising from the recommendations in this report.

### **Environmental Implications**

61. The Traffic Management Act 2004 was introduced to give powers to the Government and to delegate powers to local authorities in order to reduce traffic congestion and influence reliable journey times. The permit scheme that is operated and managed by the County Council is a tool that is used to achieve this.
62. By managing congestion and minimising disruption, this will have environmental benefits in terms of the impact of the works by reducing noise and increasing air quality. These are achieved by reducing the length and duration of temporary road works.

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