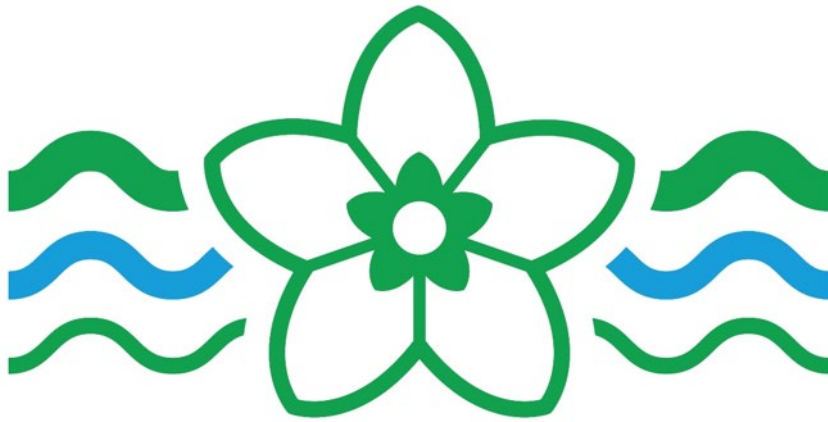




Cumberland Council

**Permit Scheme for Road and Street Works Activities
Years 1-3 Annual Review, 2023-26**

July 2026

1	INTRODUCTION.....	2
1.1	BACKGROUND.....	2
1.2	PERMIT SCHEME REVIEW.....	2
1.3	REPORT STRUCTURE.....	3
2	OBJECTIVES	4
2.1	SCHEME OBJECTIVES	4
3	WORKS DURATION	5
3.1	METHODOLOGY	5
3.2	OPERATIONAL SUMMARY	5
3.3	DETAILED ANALYSIS.....	6
3.4	HIGHWAY WORKS	11
3.5	UTILITY WORKS	12
4	COMPARISON WTH CUMBRIA SCHEME	14
4.1	INTRODUCTION	14
5	KPI MONITORING	18
5.1	INTRODUCTION	18
5.2	KPI REVIEW	18
5.3	OTHER MEASURES	24
6	STAFFING & OPERATING COST	26
6.1	DATA SOURCES	26
6.2	PERMIT ACTIVITY.....	26
6.3	STAFF RESOURCE.....	27
6.4	OPERATING COSTS	28
6.5	FEE INCOME	29
7	CONCLUSIONS.....	30
7.1	BACKGROUND.....	30
7.2	OPERATIONAL SUMMARY.....	30
7.3	STAFF RESOURCE	30
7.4	SURPLUS OR LOSS.....	31
7.5	RECOMMENDATIONS	31
7.6	CONCLUSIONS.....	31
APPENDIX A.	SCHEME BENEFIT SUMMARY	32
APPENDIX B.	YEAR 3 DETAILED ANALYSIS	33

1 INTRODUCTION

1.1 Background

- 1.1.1 Cumberland Council was established as a new unitary council on 1st April 2023, replacing three district councils (Allerdale, Carlisle and Copeland) and a part of Cumbria County Council.
- 1.1.2 The other part of Cumbria County Council is now included within Westmorland and Furness Council along with the remaining three districts (Barrow-in-Furness, Eden and South Lakeland).
- 1.1.3 The Cumberland permit scheme transitioned from the Cumbria County Council Permit Scheme to the Cumberland Council Permit Scheme on the 18th September 2024 following a formal consultation in the Summer of 2024
- 1.1.4 The original Cumbria County Council Permit Scheme went live in April 2020. The Permit Scheme legislation applicable at the time required an annual review of Scheme performance in the first 3 years of operation and every 3 years thereafter.
- 1.1.5 Annual reviews were carried out on completion of Years 1, 2 and 3 and reported in;
 - *'Cumbria Permit Scheme for Road and Street Works Activities, 12 Month Review, 2020-21' - December 2021*
 - *'Cumbria Permit Scheme for Road and Street Works Activities, Year 2 Annual Review, 2021-22' – November 2022*
 - *'Cumbria Permit Scheme for Road and Street Works Activities, Year 3 Annual Review, 2022-23' – February 2024*
- 1.1.6 This report presents a review of the permit scheme operation over the next three year period, from 1st April 2023 to 31st March 2026.

1.2 Permit scheme review

- 1.2.1 The purpose of the annual review is to;
 - Compare the scheme against the stated Scheme Objectives
 - Demonstrate a reduction in the duration of works.
 - Demonstrate a reduction in the number of Permit applications (through an increase in collaborative working).
 - Report the monitored Key Performance Indicators (KPI 1, KPI 2, KPI 3 & KPI 7).
 - Report the annual scheme benefit to all road users.
- 1.2.2 The purpose of this review is to monitor the performance of the new scheme over the last three years and to recommend measures to further improve the performance of the Scheme in terms of the objectives stated above.

1.3 Report structure

1.3.1 The following chapters present the results of the review with respect to:

- Scheme objectives
- Duration of works
- Key Performance Indicators
- Staffing & operating costs

2 OBJECTIVES

2.1 Scheme Objectives

2.1.1 The objectives as set out in the 'Cumberland Council Permit Scheme for Road and Street Works Activities' scheme document are:

- a reduction in safety hazards and incidents in and around works sites;
- a reduction in the adverse impact of works on local residents and/or businesses;
- a reduction in the adverse impact of works on disabled people and/or public transport users;
- targeted work to help delivery of a national infrastructure project;
- protection of the structure of the street and apparatus within it, in a way that helps manage long-term maintenance costs;
- better information for road users about works in the highway;
- greater compliance with highways legislation by works promoters;
- greater cooperation and collaboration between different works promoters;
- greater adoption of minimally invasive works methods, and measures to mitigate the impact of excavations;
- reduction in the environmental impact of works (less noise, greater cleanliness, more recycling of materials etc.);
- increased productivity of the local authority's own highway service teams.

2.1.2 Many of these objectives are subjective in nature, but where they can be objectively evaluated, the annual review will report on the impact towards achieving the objectives stated above, for example;

- Demonstrating scheme parity for all promoters by presenting approval and refusal rates for all applications.

2.1.3 Others will require to be evaluated over the initial years of the scheme to identify changes and progress towards the objective, for example;

- Demonstrate a year-on-year increase in collaborative working between works promoters,
- Reducing occupancy of the highway during the peak holiday seasons,
- Improve safety for all road users by driving down non-compliance during inspections and FPN rates for signing and lighting failures, for example.

2.1.4 The review will also objectively monitor the impact of street works on road users, by monitoring the reduction in works duration and occupancy of the network.

3 WORKS DURATION

3.1 Methodology

3.1.1 The purpose of this review is to quantify the benefit of the Permit Scheme in terms of the change in number of days worked on the road network over the last three years of operation (the first three years operating as Cumberland Council).

3.1.2 The Street Manager database provided the data records required for the review covering the period 1st April 2023 – 31st March 2026.

3.2 Operational Summary

3.2.1 Figure 1 presents the number of works completed in each year since the scheme started compared with the number recorded prior to the introduction of the scheme under Noticing.

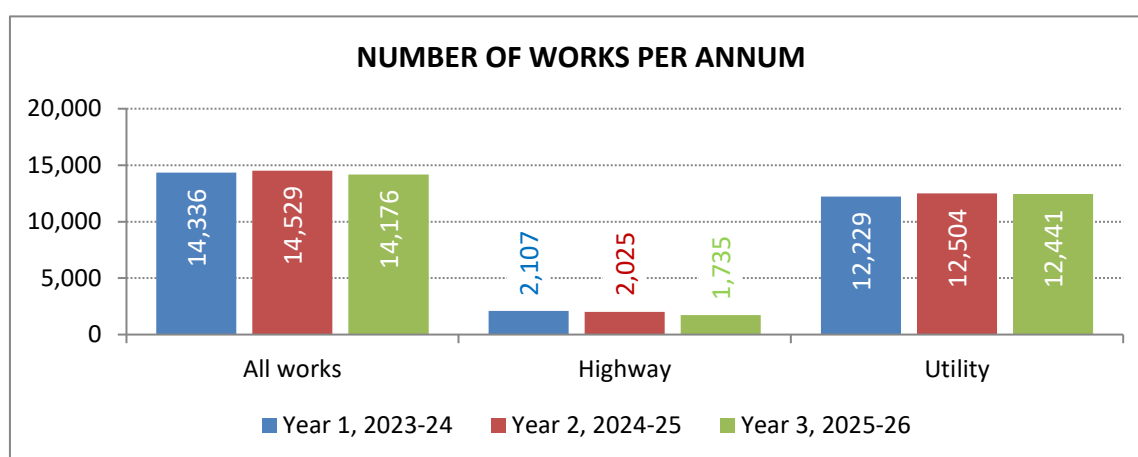


Figure 1 Number of works per annum

3.2.2 The total number of works completed in each year is very consistent across the three year review period, for both the highway authority and external works promoters.

3.2.3 Figure 2 presents a comparison of the average duration of works.

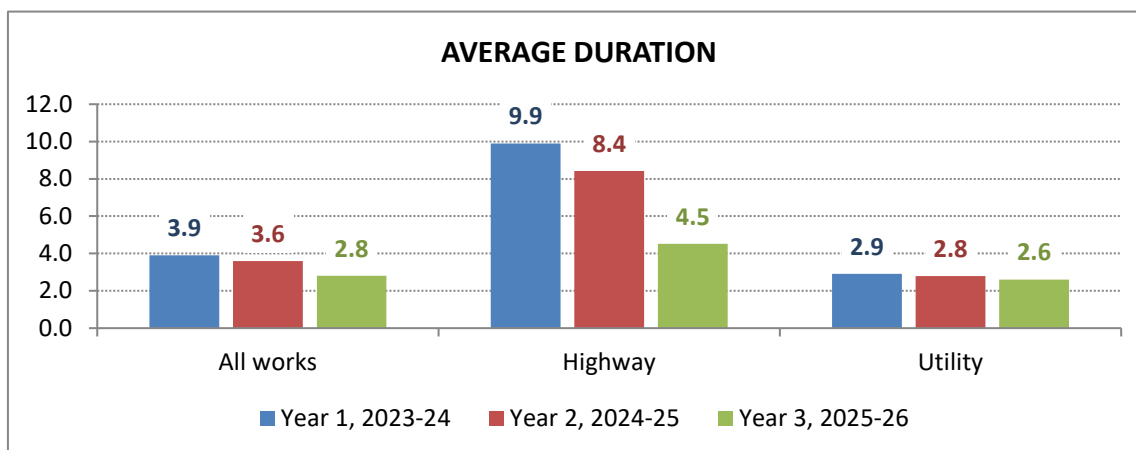


Figure 2 Average duration of works

- 3.2.4 Average works duration has fallen steadily over the three years, continuing the trend reported in the first three years of the Cumbria scheme. The large reduction in average duration for highway authority works is a result of the average duration for Major works reducing from 36 and 27 days in Years 1 and 2, to 11 days in Year 3.
- 3.2.5 A comparison of the total number of days occupancy is shown in Figure 3. The scheme benefits analysis is also summarised in Appendix A.

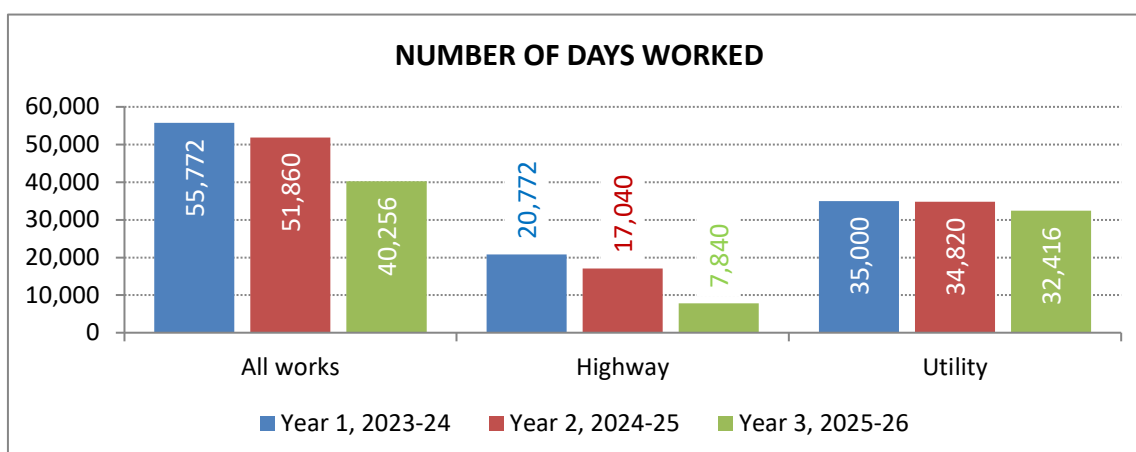


Figure 3 Number of days worked per annum

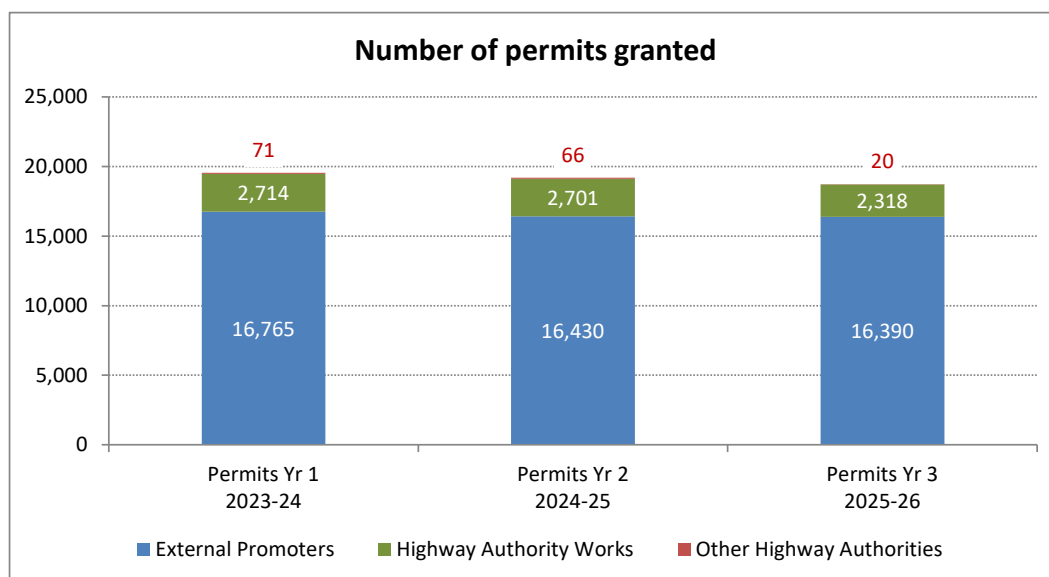
- 3.2.6 The reduction in the average duration of Major highway works has contributed to the nearly 13,000 day reduction in highway works occupancy – reducing from 14,216 days in Year 1 to 4,188 days in Year 3.
- 3.2.7 Overall, the working day occupancy has reduced by over 15,000 days, 28% lower than the Year 1 total.

3.3 Detailed analysis

- 3.3.1 The number of completed works (works closed records) in each of the last three years is presented in Table 1 and the accompanying chart.

Table 1 Number of permits granted

PROMOTER TYPE	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Highway Authority Works	2,714	2,701	2,318	-383
Other Highway Authorities	71	66	20	-46
External Promoters	16,765	16,430	16,390	-40
Total	19,550	19,197	18,728	-469



- 3.3.2 The number of permits granted in each year follows the same profile as works completed, with a slight year-on-year reduction over the three year review period.
- 3.3.3 Approximately 4 permits were granted for every three works recorded as complete in each year.
- 3.3.4 The number of completed works (works closed records) in each of the last three years is presented in Table 2.

Table 2 Number of works completed

PROMOTER TYPE	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Highway Authority Works	2,107	2,025	1,735	-290
Other Highway Authorities	52	45	3	-42
External Promoters	12,177	12,459	12,438	-21
Total	14,336	14,529	14,176	-353

- 3.3.5 The breakdown of works completed by works promoter is shown in Table 3 and the chart in Figure 4.

Table 3 Permits completed by works promoter

PROMOTER	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Cumberland Council	2,107	2,025	1,735	-290
Westmorland and Furness Council	16	12	1	-11
BROADBAND FOR THE RURAL NORTH LTD	23	6	2	-4
BT	2,148	2,111	3,145	1,034
Cadent Gas Limited	94	65	20	-45
EE Ltd	13	11	2	-9
Grain Communications Limited	157	68	16	-52
HUTCHISON 3G LTD	26	7	5	-2
National Highways	35	29	2	-27
Network Rail	100	92	74	-18
Nexfibre Networks Limited	425	417	95	-322
Royal Mail Property	2	5		-5
United Utilities Water Ltd	2,731	3,378	4,124	746
Virgin Media	103	122	80	-42
Vodafone Group	38	15	10	-5
Zayo Europe	5			
Netomnia Limited	166	218	147	-71
Telcom UK	132	4	2	-2
Fibrus Networks GB Ltd	4,242	4,471	3,482	-989
VONEUS LIMITED	370	39	16	-23
NORTHERN GAS NETWORKS	594	747	648	-99
SP Electricity North West	775	642	532	-110
Other promoters	34	45	38	-7
Total	14,336	14,529	14,176	-353

- 3.3.6 25% to 30% of all works completed in each year were undertaken by Fibrus Networks GB Ltd, completing between 3,500 and 4,500 works in each year. The number of works completed by this promoter in Year 3 however, has reduced by almost 1,000 compared with the previous two years.
- 3.3.7 Conversely, BT works shows the opposite effect, increasing by over 1,000 in the third year.
- 3.3.8 The number of works completed by United Utilities Water has also increased in the third year, offsetting the reduction in works reported for other telecoms promoters.

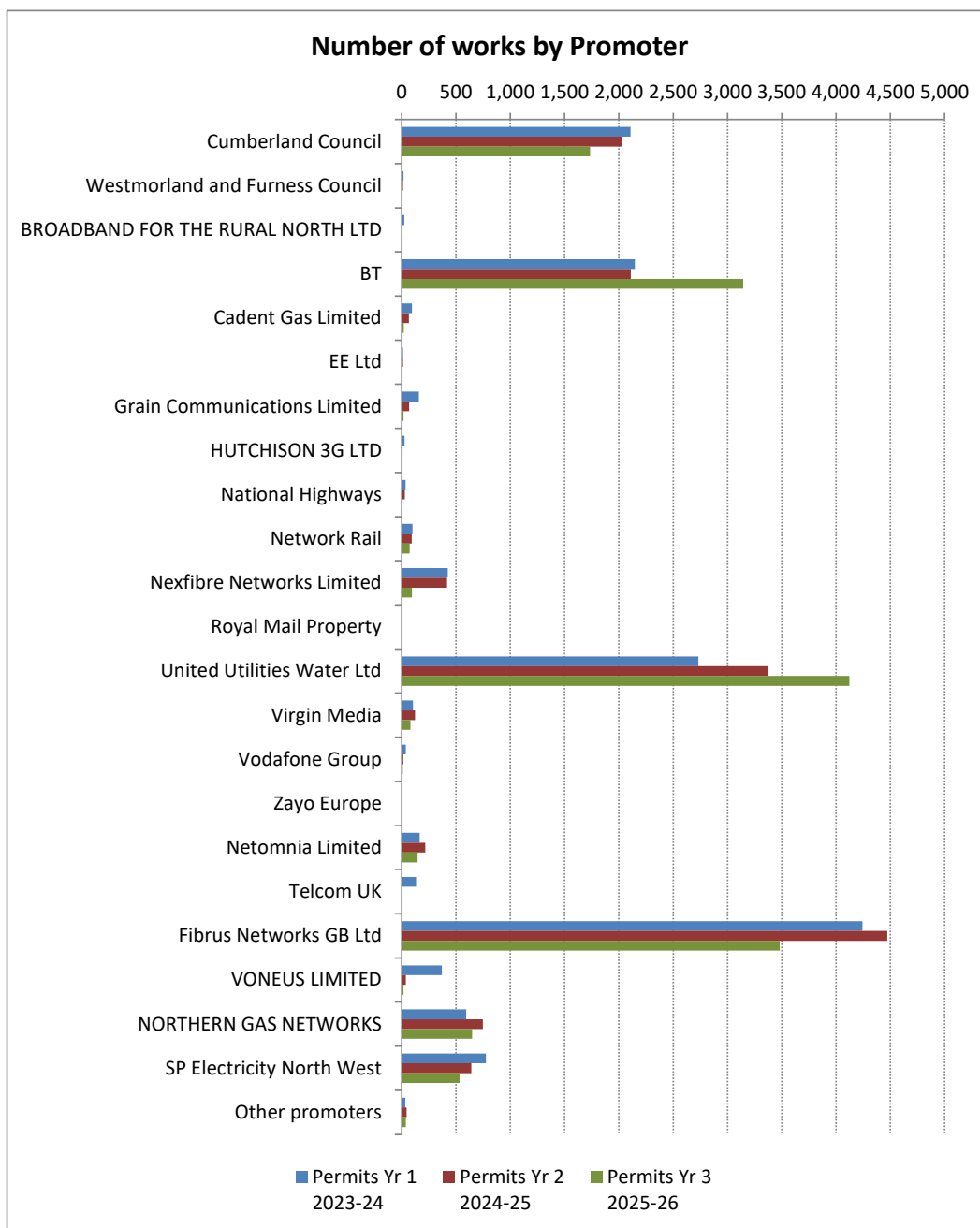


Figure 4 Number of works completed by promoter

3.3.9 The number of works completed by promoter type is shown in Figure 5.

3.3.10 The reduction in all telecoms works in each year has been offset by an equivalent increase in works completed by water utilities.

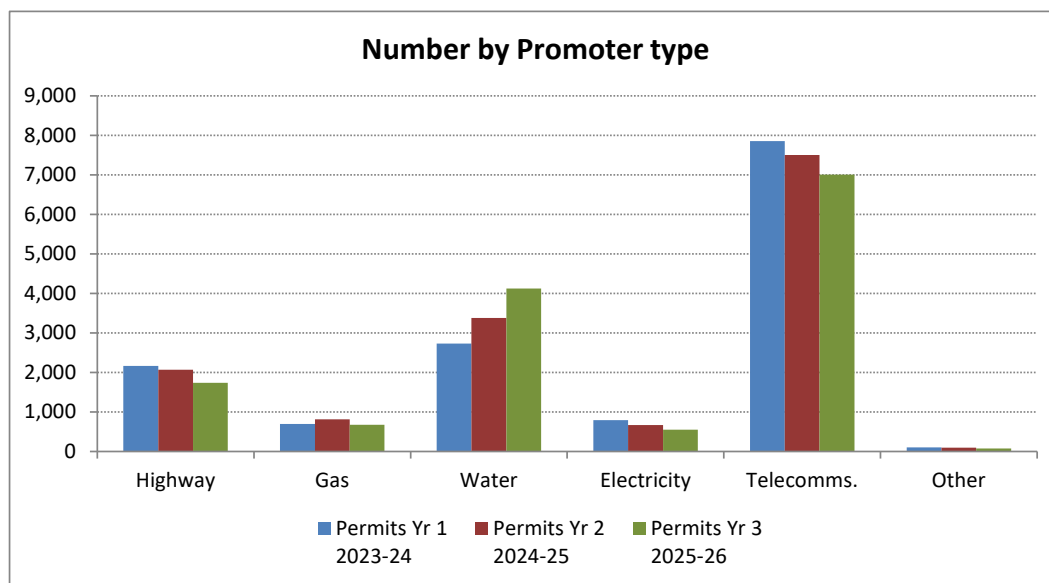


Figure 5 Number of works by promoter category

3.3.11 The number of works completed by traffic management type is compared in Table 4.

Table 4 Traffic management type

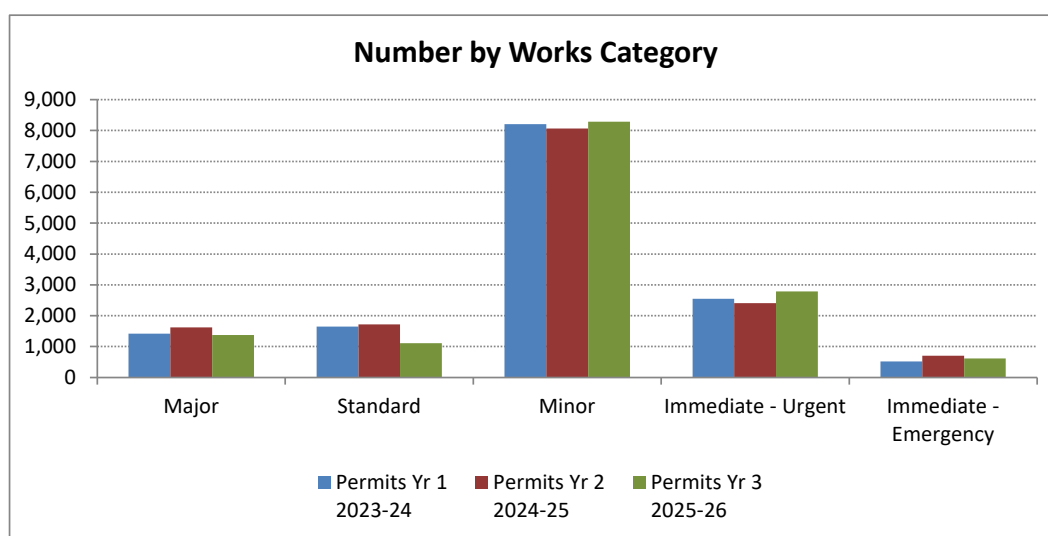
TRAFFIC MANAGEMENT TYPE	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
No c/w incursion	695	771	839	68
Some c/w incursion	4,084	4,758	5,038	280
Give & take	2,205	1,708	1,679	-29
Priority working	51	25	22	-3
Two-way signals	2,326	2,185	1,975	-210
Multi-way signals	2,318	2,421	2,067	-354
Stop/Go boards	488	375	410	35
Convoy working	2	9	6	-3
Lane closure	181	157	98	-59
Contra-flow	10	3	2	-1
Road closure	1,927	2,022	1,962	-60
Temp Obstruction 15min delay	49	95	78	-17
Total	14,336	14,529	14,176	-353

3.3.12 There are no significant changes in the number of works completed with each traffic management type, other than a reduction in works operating with temporary traffic signals and an equivalent increase in works with some carriageway incursion.

3.3.13 The number of works completed for each works category is shown in Table 5 and the accompanying chart.

Table 5 Works category

WORKS CATEGORY	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Major	1,422	1,626	1,372	-254
Standard	1,646	1,720	1,114	-606
Minor	8,205	8,064	8,285	221
Immediate - Urgent	2,545	2,411	2,788	377
Immediate - Emergency	518	708	617	-91
Total	14,336	14,529	14,176	-353



3.3.14 The number of Major and Standard works has reduced in Year 3. Overall however, other changes are only small annual fluctuations and the general profile of works is similar in each year.

3.3.15 A detailed breakdown of the analysis for highway works and utility works promoters is shown in Appendix B.

3.4 Highway works

3.4.1 Average durations and total occupancy for highway works are compared in Table 6 below.

Table 6 Average duration and total days worked - highway works

DURATION	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Average duration (days)	9.9	8.4	4.5	-3.9
Total number of days worked	20,772	17,040	7,840	-9,200

3.4.2 The average duration of works has reduced significantly in each year, from 9.9 days in Year 1 to 4.5 days in Year 3. The total number of days worked in Year 3 has reduced by almost 13,000 days or over 60% compared with Year 1.

- 3.4.3 Table 7 shows a comparison of average duration and total number of days worked for each works category .

Table 7 Average duration and occupancy by category - highway works

Permits Year 3, 2025-26

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
11.2	4.8	1.5	3.5	6.9
4,188	1,328	1,319	497	508

Permits Year 2, 2024-25

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
27.6	4.9	2.1	4.4	18.2
10,979	1,692	2,197	585	1,587

Permits Year 1, 2023-24

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
36.5	4.9	1.9	3.1	30.1
14,216	1,760	2,023	664	2,109

- 3.4.4 The biggest change is a significant year-on-year reduction in the average duration of Major works, from 36.5 days in Year 1 to 11.2 days in Year 3. The total occupancy has reduced by over 10,000 days.
- 3.4.5 The average duration of Immediate Emergency works shows a similar level of reduction, reducing from 30.1 days to 6.9 days, removing over 1,500 days from the total occupancy.
- 3.4.6 There are no significant changes in the average duration and occupancy for the other categories.

3.5 Utility works

- 3.5.1 The change in number of days recorded on the network for utility works is shown below in Table 8.

Table 8 Average duration and total days worked – utility works

DURATION	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Average duration (days)	2.9	2.8	2.6	-0.2
Total number of days worked	35,000	34,820	32,416	-2,404

- 3.5.2 Utility works show a steady year-on-year reduction in average duration and over 2,500 fewer days worked from Year 1 to Year 3.
- 3.5.3 Average durations for each works category are shown in Table 9.

Table 9 Average duration and occupancy by category - utility works

Permits Year 3, 2025-26

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
6.8	4.9	1.8	2.4	3.6
6,816	4,056	13,123	6,475	1,946

Permits Year 2, 2024-25

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
5.7	5.6	1.8	2.3	3.6
7,006	7,660	12,633	5,269	2,252

Permits Year 1, 2023-24

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
9.0	5.4	1.6	2.2	4.4
9,271	6,914	11,622	5,232	1,961

- 3.5.4 The average duration of Major utility works has also reduced steadily over the three years, falling from 9.0 days in Year 1 to 6.8 days in Year 3, providing a near 2,500 day reduction in total occupancy in the third year.
- 3.5.5 There are no significant changes in the average duration and occupancy for the other categories.

4 COMPARISON WITH CUMBRIA SCHEME

4.1 Introduction

- 4.1.1 This section compares the key statistics for the first three years of the scheme with the figures reported for the first three years of the full Cumbria scheme.
- 4.1.2 The number of works recorded as complete in each of the first three years of the Cumbria scheme (2020-23) is compared with the first three years of the Cumberland scheme in Figure 6.

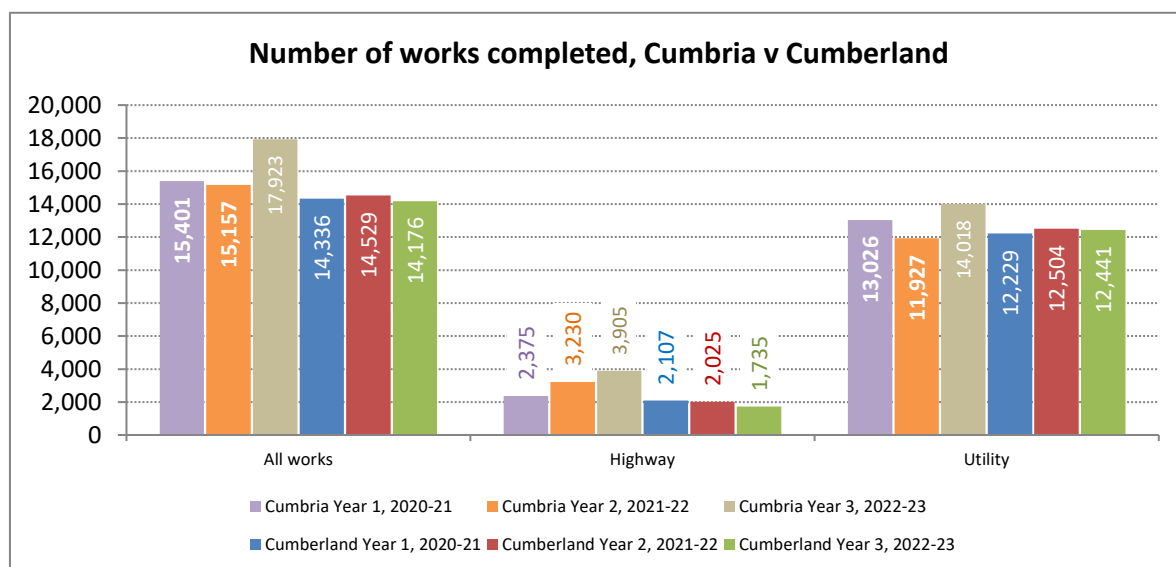


Figure 6 Number of works completed, 2020-26

- 4.1.3 The number of highway works has reduced from an average of 3,170 to 1,956. This is consistent with the Cumbria network split to two areas.
- 4.1.4 However, the number of utility works has only reduced very slightly, from an average of 12,990 works to 12,391. The split to Cumberland and Westmorland & Furness networks was forecast to result in approximately 8,000 utility works per annum in the Cumberland network.
- 4.1.5 An additional 4,000 utility works has been recorded in each year since the split.
- 4.1.6 The change in number of days worked on the network in each year is shown in Figure 7.
- 4.1.7 Following an increase in the average duration of highway works at the transition from Cumbria to Cumberland permit scheme operation, the average duration has reduced to the lowest level recorded in the last year.
- 4.1.8 The average duration of utility works has been very consistent since 2021 at 2.8 to 2.9 days with little or no change over the transition to the Cumberland scheme. Average duration reduced slightly from 2.8 days to 2.6 in the last year.

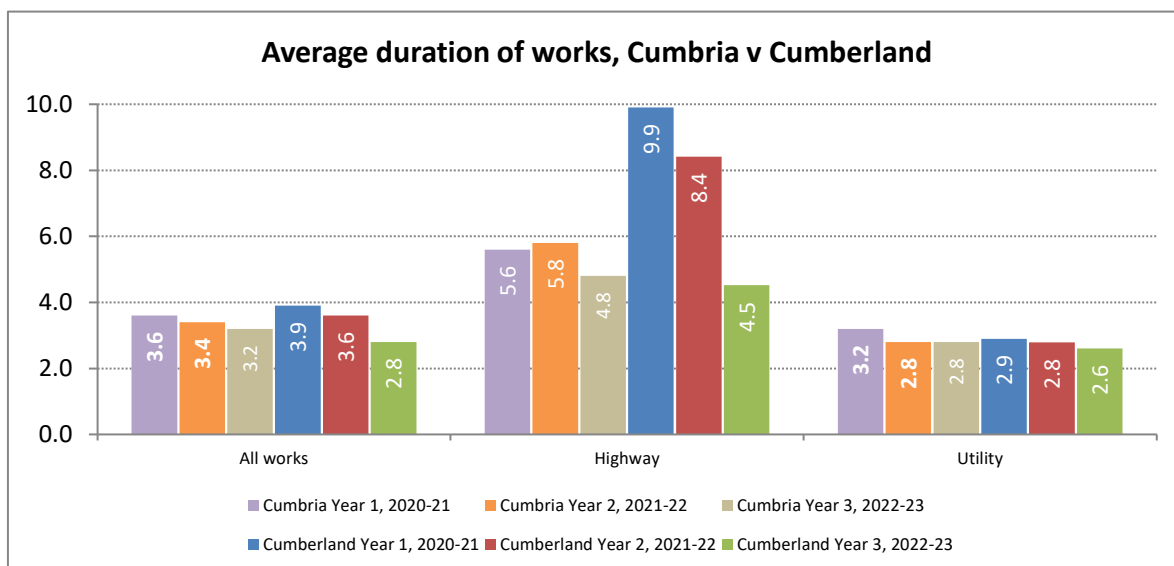


Figure 7 Average duration of works, 2020-26

- 4.1.9 The change in number of days worked on the network in each year is shown in Figure 8.
- 4.1.10 The overall network occupancy has reduced steadily in the last two years in line with the overall reduction in average works duration.
- 4.1.11 The significant reduction in number and average duration of highway authority works contributed to the overall reduction. However, the slight reduction in number of utility works and the continued downward trend of average duration has also reduced network occupancy from an average of 38,139 days to 34,079 days.

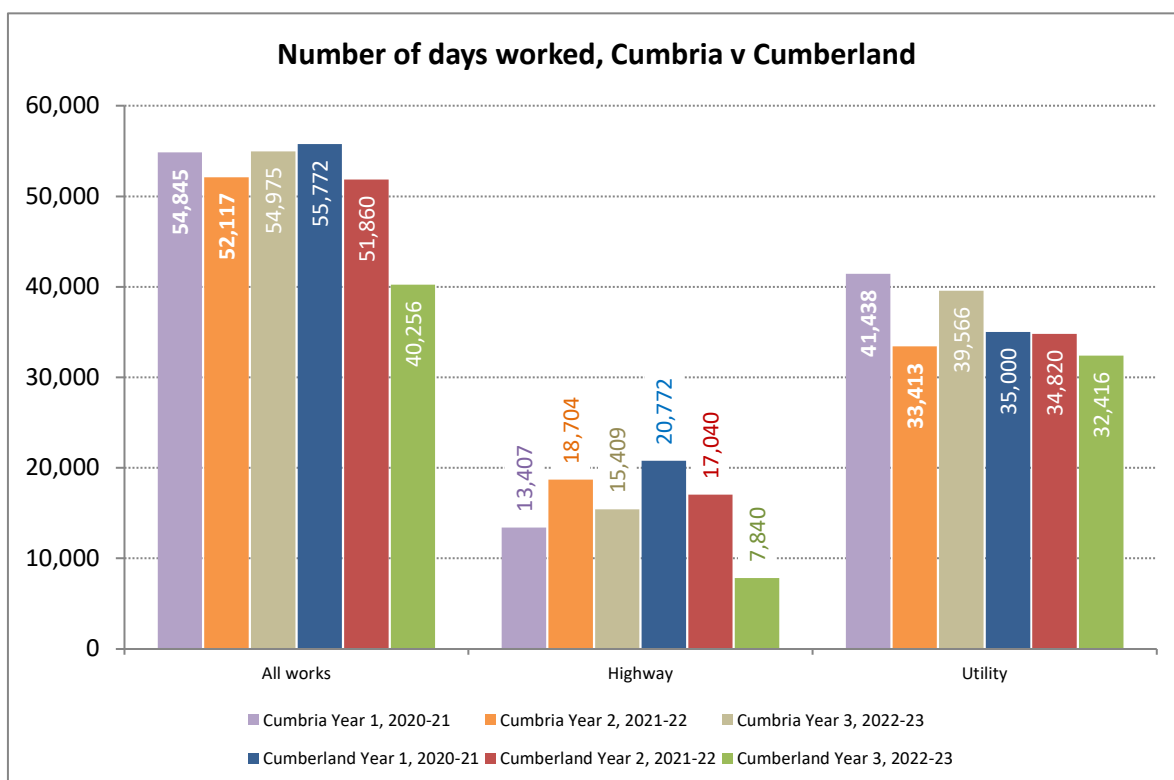


Figure 8 Number of days worked, 2020-26

4.1.12 A comparison of the three-year average number of works recorded for each works category is presented in Figure 9.

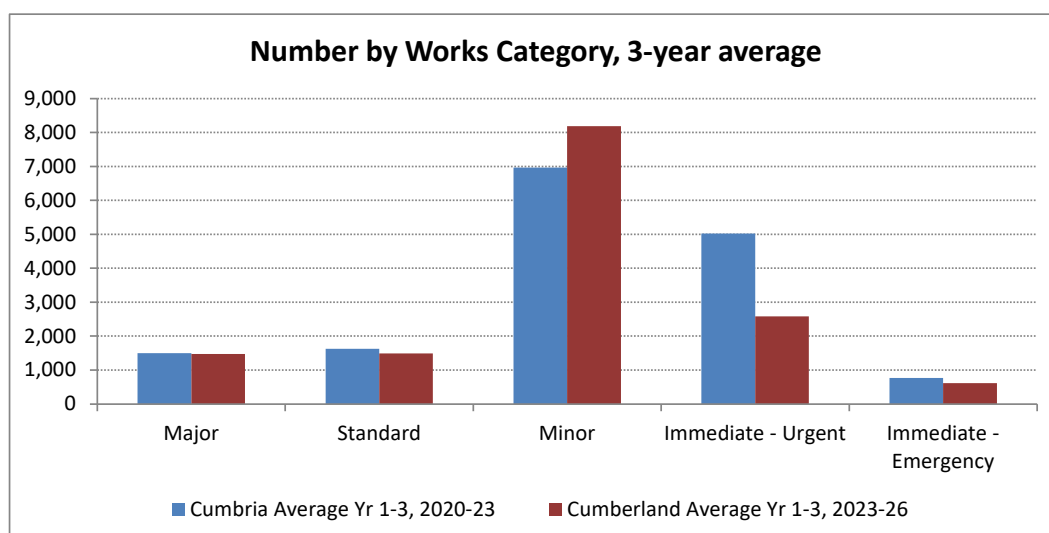


Figure 9 Three-year average comparison, works category

4.1.13 The chart shows the only major changes are an increase in the number of Minor works - increasing from an average of 6,966 to 8,185. This is consistent with the increase in short duration telecom works associated with broadband fibre installation over the last three years.

4.1.14 Immediate Urgent works have reduced from 5,024 to 2,581 over the last three years. This is largely a result of external works promoters using the Immediate Urgent category for short duration works rather than Minor in the first few years of the Cumbria scheme.

4.1.15 Figure 10 presents a comparison of the three-year average number of works completed by each works promoter in the first three years of the Cumbria scheme (blue) and the next three years on the Cumberland network (red).

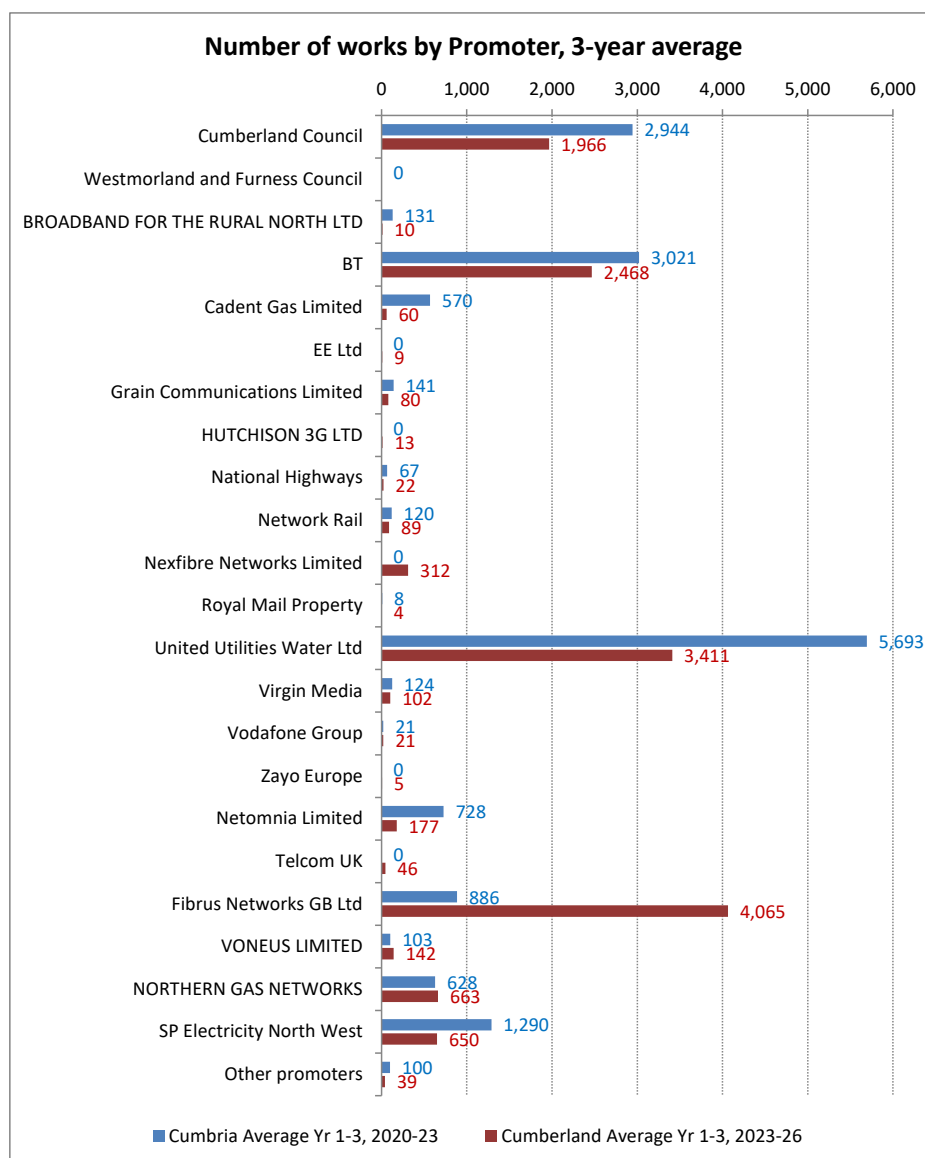


Figure 10 Three-year average comparison, works promoter

- 4.1.16 The reduction in the average number of works completed by United Utilities – reducing by 40% from the Cumbria scheme – is entirely consistent with the change in network coverage from Cumbria to Cumberland.
- 4.1.17 The other major works promoters in the area show a similar level of reduction.
- 4.1.18 However, works recorded by Fibrus Networks GB Ltd have increased fivefold since the council reorganisation – increasing from an average of 886 to 4,065.
- 4.1.19 Fibrus Networks recorded no works in the first year of the Cumbria scheme, started with 359 works towards the end of Year 2 and 1,412 works in the third year. This increased to over 4,000 works in the first two years on the Cumberland network, and then reduced by around 20% to 3,482 in Year 3.

5 KPI MONITORING

5.1 Introduction

5.1.1 The four Key Performance Indicators committed for inclusion in the permit scheme review are;

- **KPI 1**, the number of Permit and Permit Variation applications received, and a breakdown of the number granted and refused
- **KPI 2**, the number of conditions applied by condition type
- **KPI 3**, the number of approved Permit variations (extensions)
- **KPI 7**, the number of inspections carried out to monitor conditions

5.1.2 The following additional metrics have also been reported;

- **AM5**, the number of Fixed Penalty Notices (FPN) given, and a breakdown by works promoter
- **OM6**, the number of collaborative works and the number of working days saved
- **OM7**, the number of deemed permit applications

5.1.3 The above data should be presented separately for highway authority and utility company applications to demonstrate parity in the application of the Scheme.

5.2 KPI review

5.2.1 **KPI 1** - the number and proportion of Permit and Permit Variation applications received and refused; a breakdown of refusal rate is presented below.

5.2.2 Table 10 and Figure 11 show the breakdown of number of permit applications and permit variation requests received and the refusal rate.

Table 10 KPI 1, Permit applications received, granted and refused

PROMOTER TYPE	Year 1, 2023-24				Year 2, 2024-25			
	Received	Granted	Refused	Refused %	Received	Granted	Refused	Refused %
Highway Authority	2,989	2,692	181	6.1%	3,074	2,689	290	9.4%
External Promoters	22,085	16,736	4,578	20.7%	21,482	16,259	4,466	20.8%
ALL PROMOTERS	25,074	19,428	4,759	19.0%	24,556	18,948	4,756	19.4%
	Year 3, 2025-26							
	Received	Granted	Refused	Refused %				
	2,657	2,296	267	10.0%				
	20,612	16,215	3,733	18.1%				
	23,269	18,511	4,000	17.2%				

5.2.3 Between 18% and 21% of all permit applications submitted by external works promoters were refused – an increase from the 11% to 12% refused in the last two years of the Cumbria scheme. Between 6% and 10% applications submitted by the highway authority were refused in each year.

5.2.4 The high refusal rate for utilities is the result of a new works promoter operating in the area from the first year, accounting for almost 40% of refusals over the three year period.

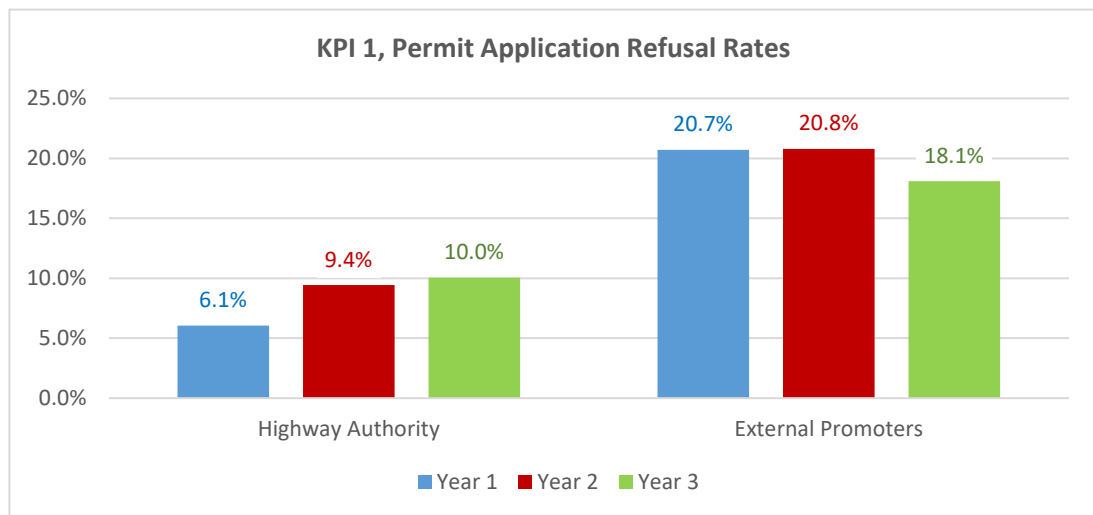


Figure 11: KPI 1, Permit Application Refusal Rates

5.2.5 The breakdown of refusal codes for applications refused is shown in Table 11.

Table 11 KPI 1, Refusal Codes

Code	Refusal Reason	Year 1, 2023-24			Year 2, 2024-25			Year 3, 2025-26		
		HA	PU	All	HA	PU	All	HA	PU	All
RC10	Missing Information	5	358	363	21	232	253	17	159	176
RC11	Condition not provided	2	60	62	5	180	185	5	116	121
RC12	TM not received	1	55	56	11	43	54	5	43	48
RC20	Incorrect details on permit	23	155	178	26	252	278	29	210	239
RC21	Incorrect primary recipient	0	5	5	0	15	15	0	25	25
RC22	Location Issues	6	498	504	18	545	563	34	435	469
RC23	Conflict Information	0	125	125	3	121	124	1	46	47
RC30	Co-ordination Issues	4	12	16	0	11	11	0	5	5
RC31	Conflict of works	55	1,227	1,282	68	1,262	1,330	78	1,250	1,328
RC32	Timing of works	33	209	242	25	231	256	17	180	197
RC33	Collaboration/Co-ordination	0	7	7	0	6	6	0	2	2
RC40	Lack of approval	1	114	115	16	149	165	11	199	210
RC41	Incorrect TM	13	874	887	36	1,046	1,082	26	857	883
RC42	Early Start Agreement	0	3	3	0	6	6	0	2	2
RC43	S58 Approval needed	0	14	14	0	18	18	0	10	10
RC44	Duration	7	38	45	1	50	51	1	15	16
RC50	Other	42	1,243	1,285	91	956	1,047	69	585	654
	TOTAL	192	4,997	5,189	321	5,123	5,444	293	4,139	4,432

5.2.6 A significant proportion of refusals for highway authority applications were refused due to a conflict with other works. Utility application refusals also included a significant number for missing information, location issues and incorrect traffic management.

5.2.7 Table 12 shows a breakdown of number of permit variation requests received and the refusal rate.

Table 12 KPI 1, Permit applications received, granted and refused

PROMOTER TYPE	Year 1, 2023-24				Year 2, 2024-25			
	Received	Granted	Refused	Refused %	Received	Granted	Refused	Refused %
Highway Authority	885	859	14	1.6%	641	572	59	9.2%
External Promoters	3,004	2,322	567	18.9%	2,725	2,092	584	21.4%
ALL PROMOTERS	3,889	3,181	581	14.9%	3,366	2,664	643	19.1%

Year 3, 2025-26			
Received	Granted	Refused	Refused %
716	673	33	4.6%
2,411	1,883	486	20.2%
3,127	2,556	519	16.6%

5.2.8 The refusal rate for permit variation applications is very similar to that for permit applications. Between 3,000 and 4,000 promoter change requests were submitted in each year, equating to approximately 20% of permit applications.

5.2.9 **KPI 2** – the number of conditions applied by condition type; a breakdown of the number of conditions applied by condition type for highway and utility permit applications is shown in Table 13.

Table 13 KPI 2, Permit conditions

All Conditions	Year 1, 2023-24			Year 2, 2024-25			Year 3, 2025-26		
	HA	PU	All	HA	PU	All	HA	PU	All
TOTAL	10,975	112,755	123,730	12,059	110,724	122,783	11,021	95,005	106,026
	9%	91%		10%	90%		10%	90%	

5.2.10 9-10% of all conditions were applied to highways permits.

5.2.11 Utility permits include a broader range of conditions, including time constraints, road and traffic space dimensions, traffic management notifications and consultation (Figure 12).

5.2.12 The majority of highway applications applied relate to the mandatory conditions, time and date constraints and displaying the permit number (Figure 13).

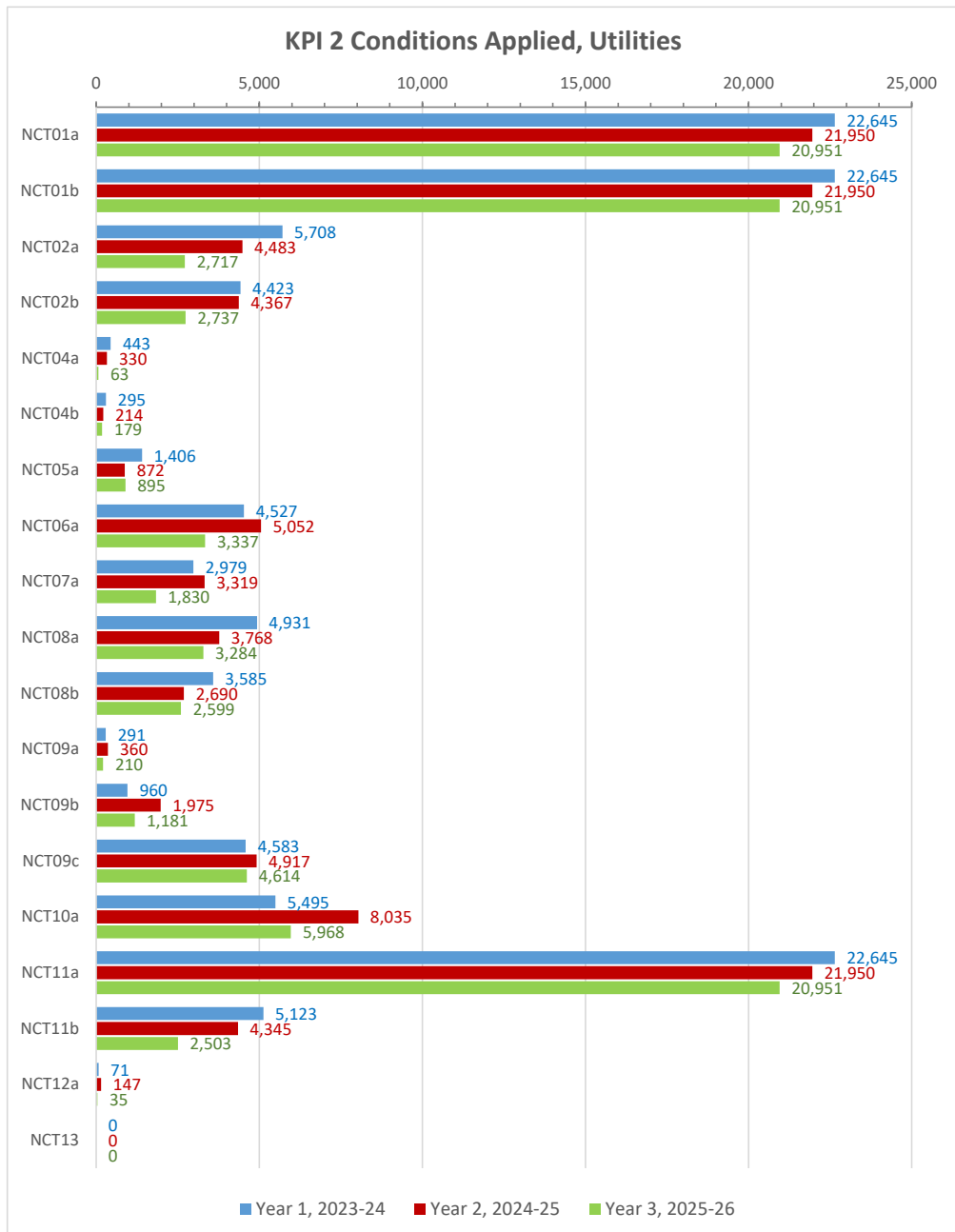


Figure 12: KPI 2, Conditions Applied – External Promoters

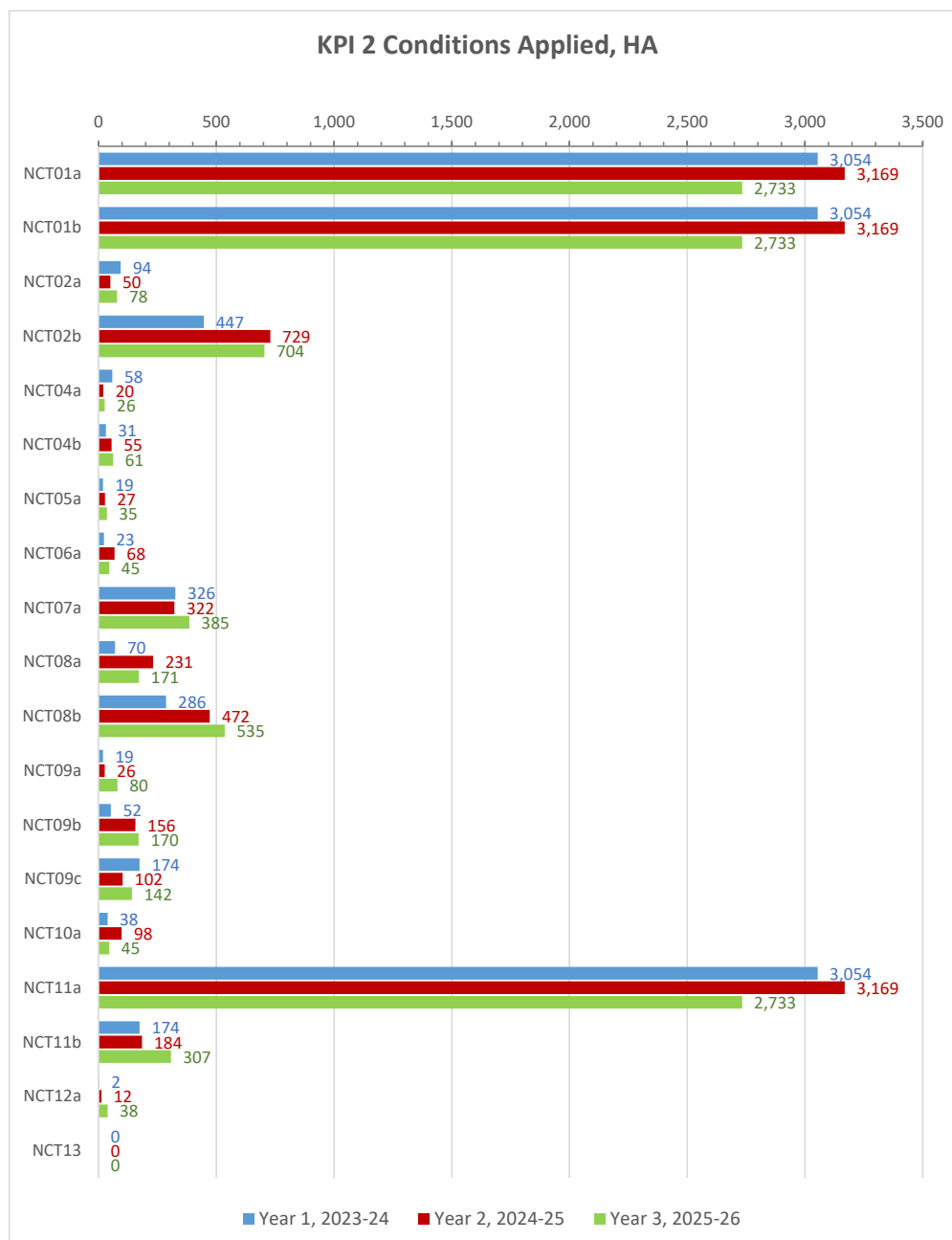


Figure 13: KPI 2, Conditions Applied – Highway Authority

5.2.13 **KPI 3** – number of approved extensions; Table 14 and Figure 14 show the breakdown of number of duration extension requests received and the refusal rate.

Table 14 KPI 3, Duration extension requests

PROMOTER TYPE	Year 1, 2023-24			Year 2, 2024-25			Year 3, 2025-26		
	Received	Refused	Refused %	Received	Refused	Refused %	Received	Refused	Refused %
Highway Authority	262	2	0.8%	379	9	2.4%	387	16	4.1%
External Promoters	1,047	59	5.6%	1,025	72	7.0%	1,107	127	11.5%
ALL PROMOTERS	1,309	61	4.7%	1,404	81	5.8%	1,494	143	9.6%

5.2.14 The refusal rate for extension requests has increased year-on-year for requests submitted both the highway authority and external works promoters. Between 1% and 4% of HA requests submitted and 6% and 12% of requests submitted by external promoters refused.

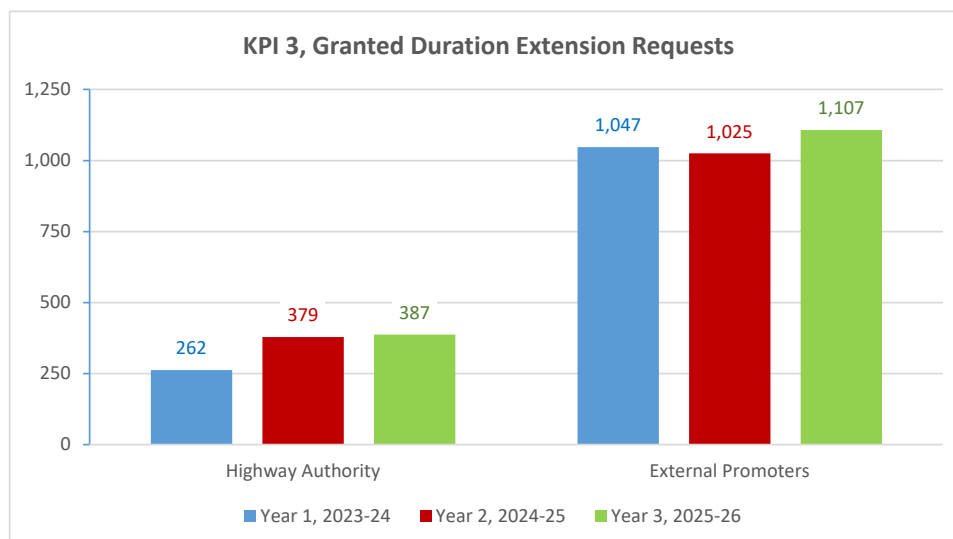


Figure 14: KPI 1, Permit Application Refusal Rates

- 5.2.15 The number of extension requests has been very consistent in each year of the review period, amounting to approximately 10%-15% of HA permits granted and 6%-12% of permits granted to external promoters.
- 5.2.16 **KPI 7** - the Number of Inspections carried out to monitor permit conditions.
- 5.2.17 The total number of inspections and the non-compliance rate is shown in Tables 15a and 15b.

Table 15a KPI 7, External promoter condition inspections

EXTERNAL PROMOTERS	Passed	Non-Compliant	Unable to Complete	No. Completed Inspections	Failure (%)
Year 1, 2023-24	773	114	29	887	13%
Year 2, 2024-25	750	122	105	872	14%
Year 3, 2025-26	807	181	11	988	18%
TOTAL	2,330	417	145	2,747	15%

Table 15b KPI 7, HA condition inspections

HIGHWAY AUTHORITY	Passed	Non-Compliant	Unable to Complete	No. Completed Inspections	Failure (%)
Year 1, 2023-24	161	36	0	197	18%
Year 2, 2024-25	211	60	0	271	22%
Year 3, 2025-26	192	21	2	213	10%
TOTAL	564	117	2	681	17%

- 5.2.18 The number of inspections recorded is consistent in each year, with 15% to 20% of inspections found to be non-compliant with the permit conditions. The failure rate for highway authority inspections is slightly higher than for external promoters.

5.3 Other Measures

5.3.1 The number of works phases undertaken collaboratively by the highway authority has increased steadily year-on-year from 68 in Year 1 to 191 in Year 3. The number of collaborative works phases recorded for external promoters has been consistent at between 320 and 383 in each year (Figure 15).

5.3.2 This equates to 2% to 3% of all permits granted in each year.

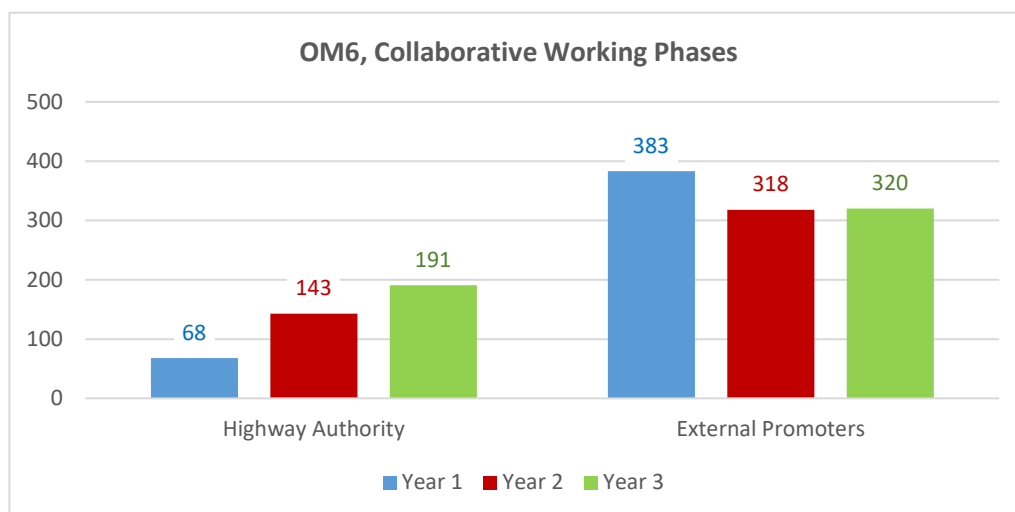


Figure 15: OM6, Collaborative Works Phases

5.3.3 The number of permit applications deemed has reduced significantly from a high of 321 in Year 1 to 100 in Year 3 (Figure 16). Deemed applications typically amount to fewer than 1% of all applications submitted.

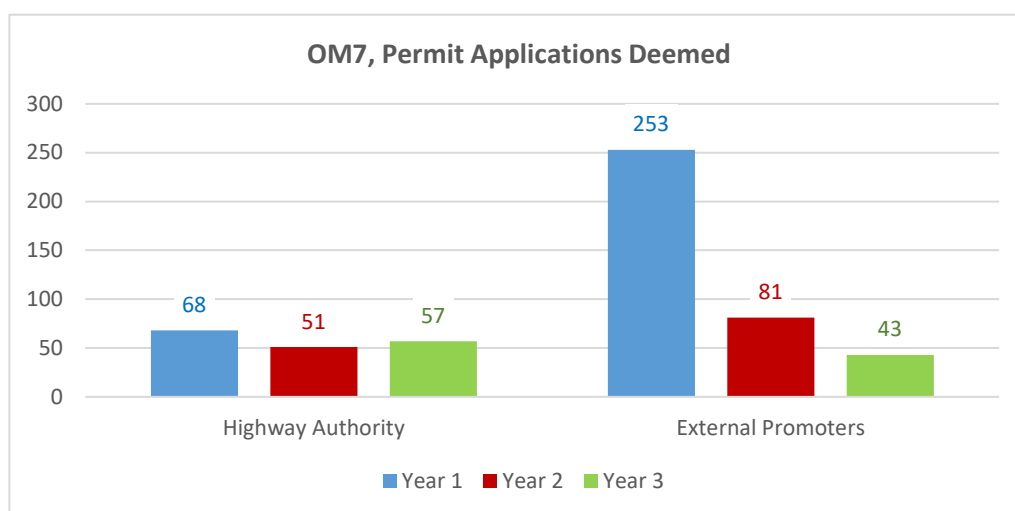


Figure 16: OM7, Permit Applications Deemed

5.3.4 The total number of Fixed Penalty Notices (FPN) given for non-compliance is shown in Figure 16.

5.3.5 1,146 FPN were given in the first year of the scheme. The number given has almost halved subsequently, to 627 in Year 2 and 626 in Year 3.

5.3.6 The high number in Year 1 is largely due to one works promoter given FPN for Section 70(6) failure to submit a notice of completion and Section 74(7B) failing to provide

mandatory start, revised duration or works stop notices. The performance improved significantly, reducing the number of FPN given in the following years to normal levels.

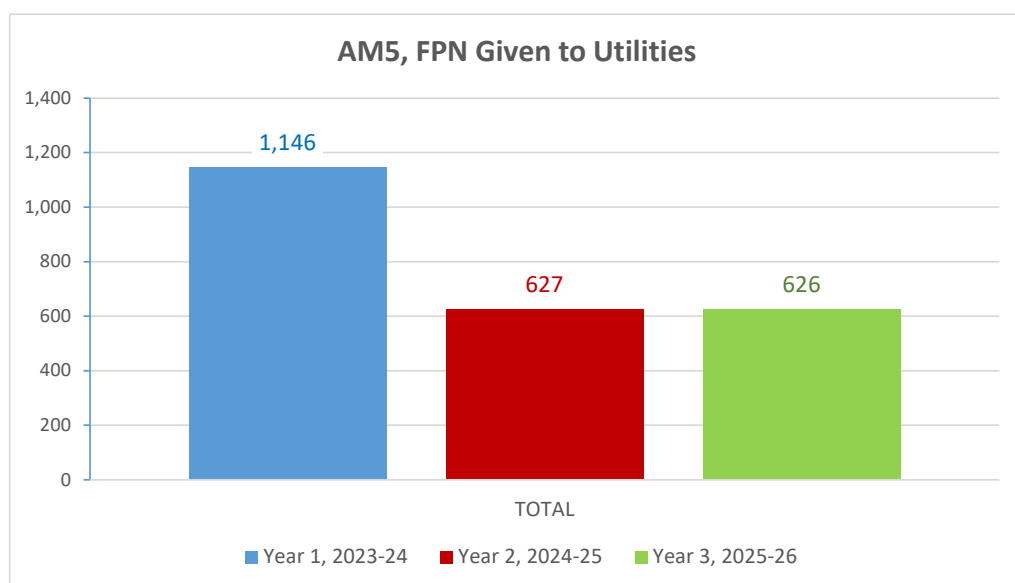


Figure 17 Number of FPN Given

5.3.7 The number of Fixed Penalty Notices (FPN) given for non-compliance with permit conditions is shown in Figure 18.

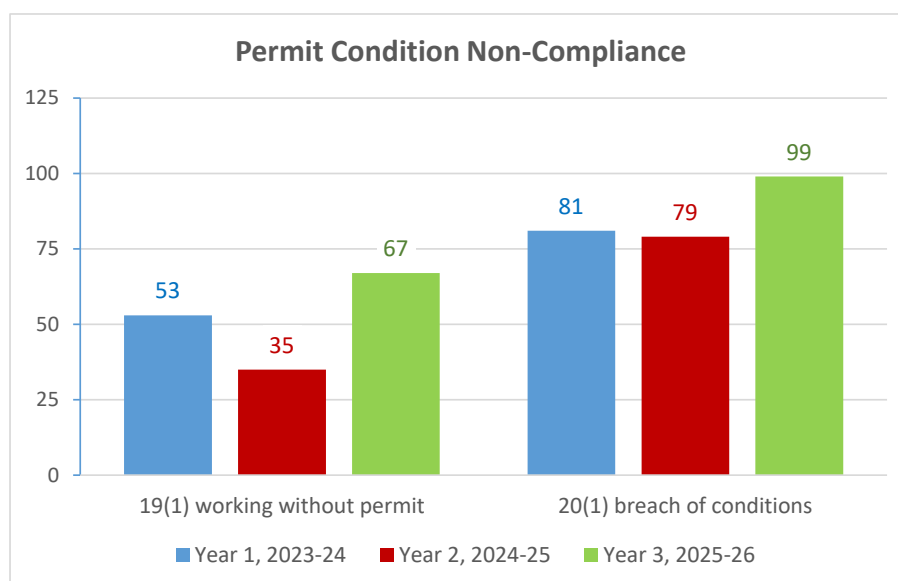


Figure 18 FPN Given Permit Condition Non-Compliance

5.3.8 Between 114 and 166 FPN were given in each year, with approximately 40% given for failing to display a valid permit number and the remainder for a breach of permit conditions.

5.3.9 The number given follows closely the number of non-compliant permit inspections reported in KPI 7, at between 114 and 181.

6 STAFFING & OPERATING COST

6.1 Data sources

6.1.1 The Symology Aurora database provided the data reports required to review permit activity and the staff resource covering the period 1st April 2023 – 31st March 2026:

- Number of permits and variations granted by reinstatement category and traffic sensitive (TS) status
- Fee income billed for permits and permit variations granted
- Discounts given; e.g. for working wholly outside of TS times or for Major works of less than 10 days duration

6.2 Permit activity

6.2.1 The DfT Fees Matrix used to estimate staff numbers and set the permit fee charges has been re-run with the actual number of permit applications granted in each year, to determine whether the staff numbers forecast in the business case are still appropriate.

6.2.2 Overall, the number of permits granted are higher than forecast, at 16,000 to 18,000 compared with 9,500 forecast before the formation of Cumberland Council.

6.2.3 The number of utility permits is significantly higher than forecast at 14,000 to 16,000 due to the increase in the number of telecoms and water utility works in all years.

6.2.4 The number of highway permits granted is very close to the forecast – up to 2,300 compared with 1,900 forecast.

6.2.5 The number of permits granted in each year is presented in Figure 19.

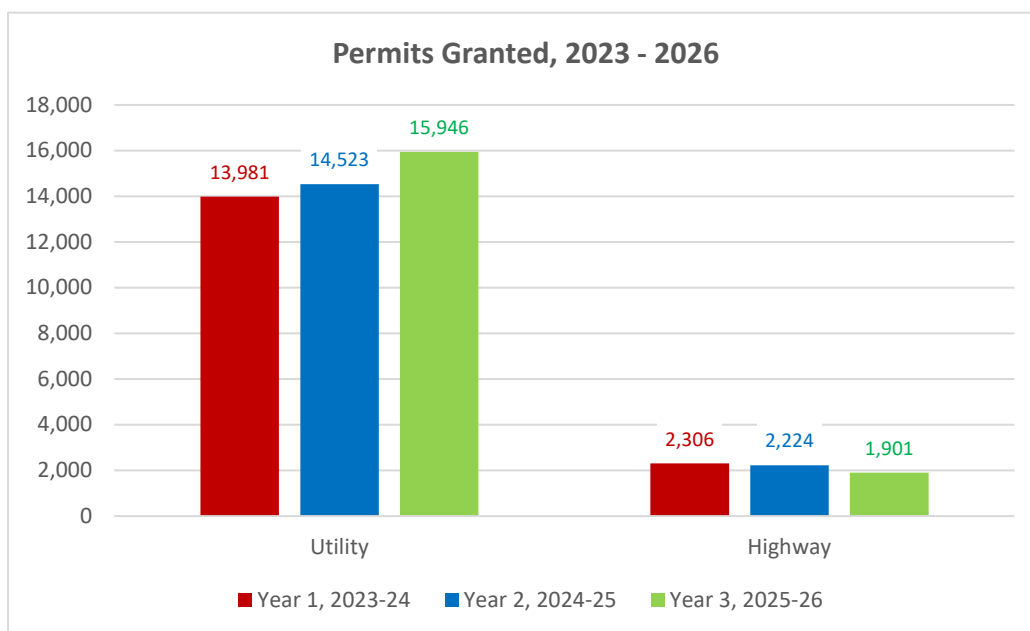


Figure 19 Number of Permits Granted, 2023-26

6.3 Staff Resource

- 6.3.1 The DfT Fees Matrix calculates the number of staff required to process the revised permit applications forecast.
- 6.3.2 Using the actual number of utility and highway authority permit applications granted in each year, the same Fees Matrix spreadsheet calculates the total number of FTE staff requirement at 10.6 in Year 1 and falling to 9.5 FTE in Year 3 (Table 16).

Table 16 Years 1-3 staff resource, 2023-26

	Highway Works			Utilities		
PERSONNEL LEVEL	Year 7	Year 8	Year 9	Year 7	Year 8	Year 9
Street Works Officer	0.9	0.8	0.7	4.2	4.2	3.9
Street Works Co-ordinator	0.8	0.8	0.7	3.3	3.2	2.9
Traffic Manager	0.3	0.3	0.3	1.1	1.1	1.0
Total employees	2.0	1.9	1.7	8.6	8.5	7.8

- 6.3.3 This is higher than the 6.1 FTE forecast using the Year 3 Cumbria permit scheme data records to identify works volumes within the Cumberland network, but lower than the 14 FTE staff required to process all Cumbria applications.
- 6.3.4 The number of staff required to process permit applications in each year (blue/green) is compared with the number required in the first three years of the Cumbria permit scheme (red/purple) in Figure 20.

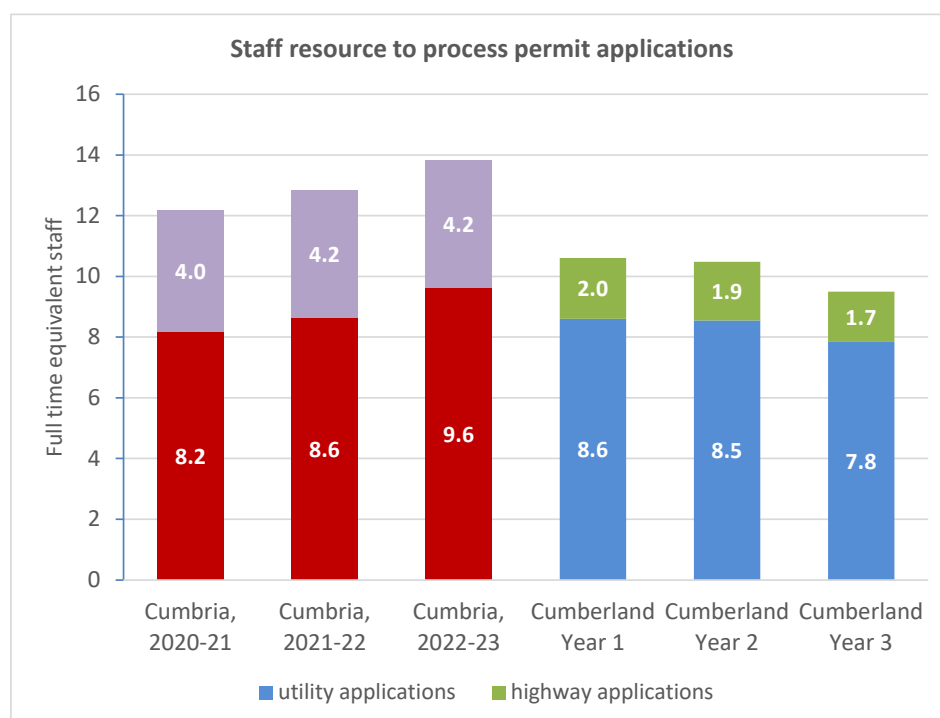


Figure 20 Number of FTE Staff to Process Permit Applications

- 6.3.5 While the number of staff required to process highway authority applications has more than halved due to the smaller network coverage, the number required to process external promoter applications has barely changed from the full Cumbria scheme.
- 6.3.6 This is largely due to a very large increase in activity related to broadband fibre provision since early 2023 and the Council has reported that the number of applications has continued to fall into the current year.
- 6.3.7 During this particularly busy period, the Streetworks team has had to adapt with senior managers, inspectors and co-ordinators taking a more active role in the processing and decision making for permit applications to provide the additional staff resource required.
- 6.3.8 While the permit activity has reduced from the peak in Years 1 and 2, it is recommended that the number of applications submitted is monitored regularly over the next three year review period to identify if a more permanent change in the team structure and/or resource levels is required.

Recommendation Yr3-01: Monitor permit application numbers annually over the next three year review period to identify if additional staff resource is required to cope with the higher than forecast permit activity.

6.4 Operating costs

- 6.4.1 Using the same Fees Matrix spreadsheet, the reported operating costs to process all permits granted in the first three years are shown in Table 17.

Table 17 Permit scheme operating costs, 2023-26

	NUMBER OF STAFF	SCHEME COST	EMPLOYEE COSTS		ALLOWABLE OVERHEADS		ADJUSTED SCHEME COST [E] [A]+[B]+[D]
			PERMIT APPLICATIONS [A]	PERMIT VARIATIONS [B]	PERMIT FEE SURCHARGE [C]	UTILITIES SHARE OF ACTUAL [D]	
Year 1, 2023-24	8.6	£977,200	£728,727	£82,182	£166,291	£103,769	£914,678
Year 2, 2024-25	8.5	£1,054,591	£796,550	£78,985	£179,056	£113,517	£989,052
Year 3, 2025-26	7.8	£1,001,065	£749,447	£81,383	£170,235	£106,367	£937,197

- 6.4.2 The adjusted cost to process utility applications – after accounting for the over-recovery of the utilities share of overhead costs due to the higher than forecast permit activity – is reported at between £914,678 and £989,052.
- 6.4.3 While the number of staff required in Year 3 has fallen, the operating cost is higher than Year 1 due to the increase in staff costs between 2023 and 2026. The average increase in staff costs between 2023 and 2026 for each staff function designated in the Fees Matrix is;
- Street Works Officer + 13.9%
 - Street Works Co-ordinator + 11.9%
 - Traffic Manager + 26.1%
- 6.4.4 The higher increase in cost for the Traffic Manager function reflects the additional resource delivered by managers, senior co-ordinators, etc.
- 6.4.5 Employer National Insurance and pension contributions have also increased over the same period.

6.5 Fee income

- 6.5.1 Fee income and loss or surplus in each year are shown in Table 18. The increase in fee income during 2025-26 was due to the implementation of the fee change consulted on during 2024 (introduced 1st April 2025) and the removal of discounts previously applied to Major permits with duration less than 10 days.

Table 18 Permit scheme loss/surplus, 2023-26

Year	Fee income	% Change	Loss/surplus	% of income
Year 1, 2023-24	£815,740	-	-£98,938	-12.1%
Year 2, 2024-25	£835,319	2.4%	-£153,733	-18.4%
Year 3, 2025-26	£949,422	13.7%	£12,225	1.3%
Total, Years 1 to 3	£2,600,481		-£240,446	-9.2%

- 6.5.2 The total permit fees billed over the last three years, after applying discounts and incentives was £2,600,481. The total cost to process external works promoter permits of £2,840,927 results in an accumulated loss of **£240,446** over the last three years (equating to 9% of fee income billed).
- 6.5.3 The loss is a result of the discounts offered in the first and second years and the year-on-year increase in staff costs over the three year review period.
- Recommendation Yr3-02: Consider adjusting permit fees to avoid the scheme reverting to a loss making position before the end of the next three year review period.***
- 6.5.4 The above data constitutes a preliminary review using many of the Fee Matrix cost inputs applied during consultation in 2024 and less than 12 months after the new council body had been formed.
- 6.5.5 These data inputs are currently under review and a final review of operating costs will be undertaken and reported as soon as the Council overhead costs have been confirmed.

7 CONCLUSIONS

7.1 Background

- 7.1.1 Cumberland Council was established as a new unitary council on 1st April 2023, replacing three district councils (Allerdale, Carlisle and Copeland) and a part of Cumbria County Council. The other part of Cumbria County Council is now included within Westmorland and Furness Council along with the remaining three districts (Barrow-in-Furness, Eden and South Lakeland).
- 7.1.2 The Cumberland permit scheme transitioned from the Cumbria County Council Permit Scheme to the Cumberland Council Permit Scheme on 18th September 2024 following a formal consultation in the Summer of 2024.
- 7.1.3 This report presents a review of the operation of the first three years of the scheme covering the Cumberland Council network only.

7.2 Operational summary

- 7.2.1 The number of highway works has reduced from an average of 3,170 to 1,956. This is consistent with the Cumbria network split to two areas.
- 7.2.2 However, the number of utility works has only reduced very slightly, from an average of 12,990 works to 12,391. The split to Cumberland and Westmorland & Furness networks was forecast to result in approximately 8,000 utility works per annum in the Cumberland network.
- 7.2.3 An additional 3,500 to 4,500 works has been completed by a works promoter new to the area, Fibrus Networks GB Ltd, amounting to 25% to 30% of all works completed in each year. The number of works completed by this promoter in Year 3 however, has reduced by almost 1,000 compared with the previous two years.
- 7.2.4 Overall, the total number of works completed in each year is very consistent across the three year review period, for both the highway authority and external works promoters. Average works duration has fallen steadily over the three years, continuing the trend reported in the first three years of the Cumbria scheme.
- 7.2.5 The working day occupancy has reduced by over 15,000 days in Year 3, 28% lower than the Year 1 total.
- 7.2.6 Between 18% and 21% of all permit applications submitted by external works promoters were refused – an increase from the 11% to 12% refused in the last two years of the Cumbria scheme. Between 6% and 10% applications submitted by the highway authority were refused in each year.
- 7.2.7 The high refusal rate for utilities is the result of a new works promoter operating in the area from the first year, accounting for almost 40% of refusals over the three year period.

7.3 Staff resource

- 7.3.1 While the number of staff required to process highway authority applications has more than halved due to the smaller network coverage, the number required to process external promoter applications has barely changed from the full Cumbria scheme.

- 7.3.2 This is largely due to a very large increase in activity related to broadband fibre provision since early 2023 and the Council has reported that the number of applications has continued to fall into the current year.
- 7.3.3 During this particularly busy period, the Streetworks team has had to adapt with senior managers, inspectors and co-ordinators taking a more active role in the processing and decision making for permit applications to provide the additional staff resource required.
- 7.3.4 While the permit activity has reduced from the peak in Years 1 and 2, it is recommended that the number of applications submitted is monitored regularly over the next three review period to identify if a more permanent change in the team structure and/or resource levels is required.

7.4 Surplus or loss

- 7.4.1 The total permit fees billed over the last three years, after applying discounts and incentives was £2,600,481. The total cost to process external works promoter permits of £2,840,927 results in an accumulated loss of **£240,446** over the last three years (equating to 9% of fee income billed).
- 7.4.2 The loss is a result of the discounts offered in the first and second years and the year-on-year increase in staff costs over the three year review period.

7.5 Recommendations

- 7.5.1 Two recommendations have been included with this review. Both related to staff resource and permit fee structure as a result of the continued increase in operating costs over the last three years.

Permit Fees;

Recommendation Yr3-01: Monitor permit application numbers annually over the next three year review period to identify if additional staff resource is required to cope with the higher than forecast permit activity.

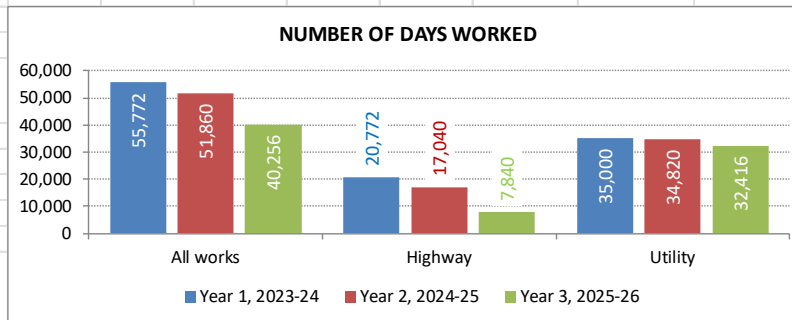
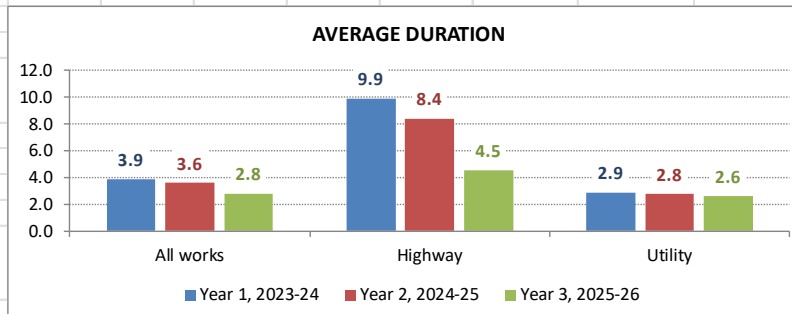
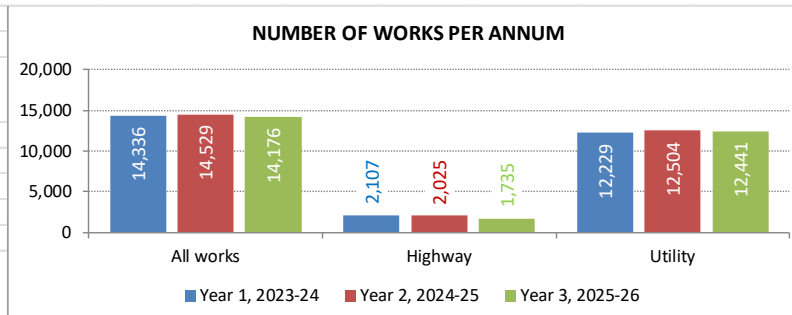
Recommendation Yr3-02: Consider adjusting permit fees to avoid the scheme reverting to a loss making position before the end of the next three year review period.

7.6 Conclusions

- 7.6.1 Monitoring the key performance indicators and evidence gained from the last three years of operation demonstrates that the Permit Scheme is contributing towards the scheme's key objectives by improvements to the following;
- improves coordination of activities
 - improves safety at road and street works
 - improves communication between authority and utility companies
 - reduces occupancy of the highway
 - improves accuracy of works records recorded in the Register
 - reduces customer complaints
- 7.6.2 This review has demonstrated that Scheme has exceeded the operational benefits specified in the permit scheme guidance documents.

APPENDIX A. SCHEME BENEFIT SUMMARY

NUMBER OF WORKS (number)			
	All works	Highway	Utility
Year 1, 2023-24	14,336	2,107	12,229
Year 2, 2024-25	14,529	2,025	12,504
Year 3, 2025-26	14,176	1,735	12,441
Change, Year 3 - Year 1	-160	-372	212
Change (%)	-1.1%	-17.7%	1.7%
DURATION (days)			
	All works	Highway	Utility
Year 1, 2023-24	3.9	9.9	2.9
Year 2, 2024-25	3.6	8.4	2.8
Year 3, 2025-26	2.8	4.5	2.6
Change (%), Year 3 - Year 1	-28.2%	-54.4%	-10.2%
DAYS WORKED (days)			
	All works	Highway	Utility
Year 1, 2023-24	55,772	20,772	35,000
Year 2, 2024-25	51,860	17,040	34,820
Year 3, 2025-26	40,256	7,840	32,416
Change, Year 3 - Year 1	-15,516	-12,932	-2,584
Change (%)	-27.8%	-62.3%	-7.4%





APPENDIX B. YEAR 3 DETAILED ANALYSIS

B1. All Works

ANNUAL DATA ANALYSIS

Table A.1: Number of permits granted

PROMOTER TYPE	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Highway Authority Works	2,714	2,701	2,318	-383
Other Highway Authorities	71	66	20	-46
External Promoters	16,765	16,430	16,390	-40
Total	19,550	19,197	18,728	-469

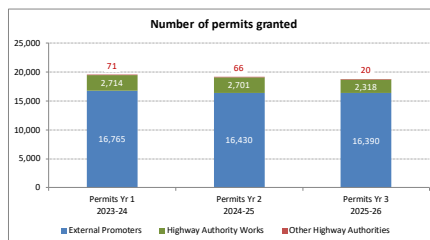


Table A.2: Number of works completed p.a.

PROMOTER TYPE	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Highway Authority Works	2,107	2,025	1,735	-290
Other Highway Authorities	52	45	3	-42
External Promoters	12,177	12,459	12,438	-21
Total	14,336	14,529	14,176	-353

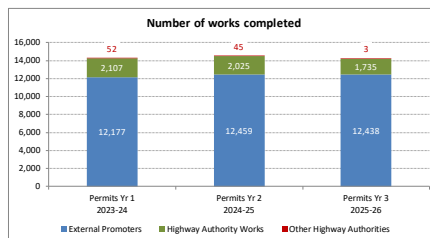
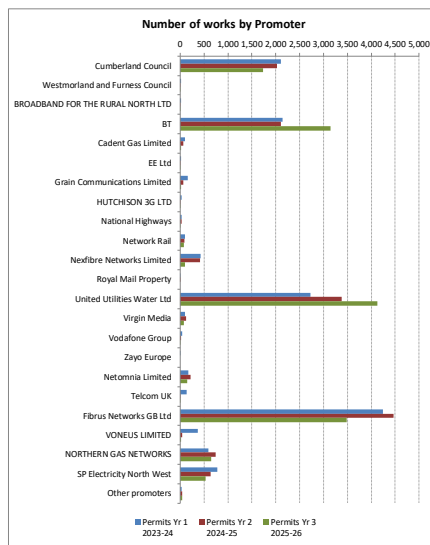


Table A.3: Number of works by Promoter

PROMOTER	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Cumberland Council	2,107	2,025	1,735	-290
Westmorland and Furness Council	16	12	1	-11
BROADBAND FOR THE RURAL NORTH LTD	23	6	2	-4
BT	2,148	2,111	3,145	1,034
Cadent Gas Limited	94	65	20	-45
EE Ltd	13	11	2	-9
Grain Communications Limited	157	68	16	-52
HUTCHISON 3G LTD	26	7	5	-2
National Highways	35	29	2	-27
Network Rail	100	92	74	-18
Nexfibre Networks Limited	425	417	95	-322
Royal Mail Property	2	5	-	-5
United Utilities Water Ltd	2,731	3,378	4,124	746
Virgin Media	103	122	80	-42
Vodafone Group	38	15	10	-5
Zayo Europe	5	-	-	-71
Netomnia Limited	166	218	147	-71
Telcom UK	132	4	2	-2
Fibrus Networks GB Ltd	4,242	4,471	3,482	-989
VONEUS LIMITED	370	39	16	-23
NORTHERN GAS NETWORKS	594	747	648	-99
SP Electricity North West	775	642	532	-110
Other promoters	34	45	38	-7
Total	14,336	14,529	14,176	-353



3-YEAR AVERAGE COMPARISON

Table A.1b: Number of permits p.a.

PROMOTER TYPE	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference
Highway Authority Works		2,578	2,578
Other Highway Authorities		52	52
External Promoters		16,528	16,528
Total		19,158	19,158

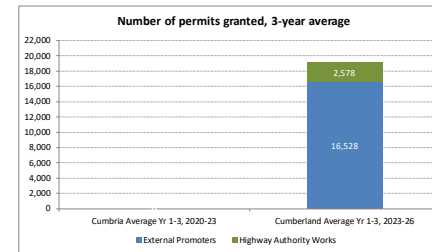


Table A.2b: Number of works completed p.a.

PROMOTER TYPE	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference
Highway Authority Works	2,941	1,956	-985
Other Highway Authorities		33	33
External Promoters	12,990	12,358	-632
Total	15,931	14,347	-1,584

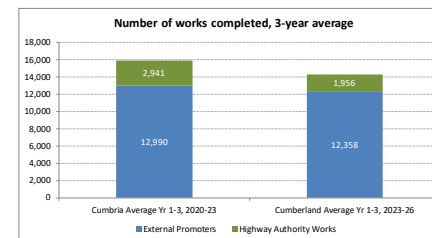


Table A.3b: Number of works by Promoter

PROMOTER	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference
Cumbria County Council	2,944	1,966	-978
BROADBAND FOR THE RURAL NORTH LTD	131	10	-121
BT	3,021	2,468	-553
Cadent Gas Limited	570	60	-510
EE Ltd		9	9
Grain Communications Limited	141	80	-61
HUTCHISON 3G LTD		13	13
National Highways	67	22	-45
Network Rail	120	89	-32
Nexfibre Networks Limited		312	312
Royal Mail Property	8	4	-5
United Utilities Water Ltd	5,693	3,411	-2,282
Virgin Media	124	102	-22
Vodafone Group	21	0	-21
Zayo Europe		5	5
Netomnia Limited	728	177	-551
Telcom UK		46	46
Fibrus Networks GB Ltd	886	4,065	3,180
VONEUS LIMITED	103	142	39
NORTHERN GAS NETWORKS	628	663	35
SP Electricity North West	1,290	650	-640
Other promoters	100	39	-61
Total	16,574	14,352	-2,222

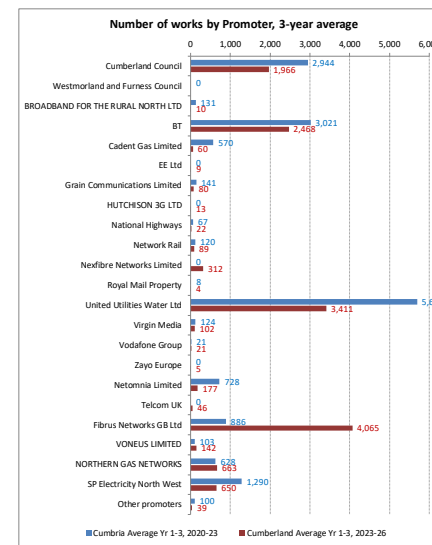


Table A.4: Number of works by promoter type

Promoter Category	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Highway	2,162	2,070	1,738	-332
Gas	694	812	672	-140
Water	2,733	3,381	4,125	744
Electricity	789	667	554	-113
Telecomms.	7,855	7,501	7,009	-492
Other	103	98	77	-21
Total	14,336	14,529	14,175	-354

Highway percentage 15% 14% 12% 94%

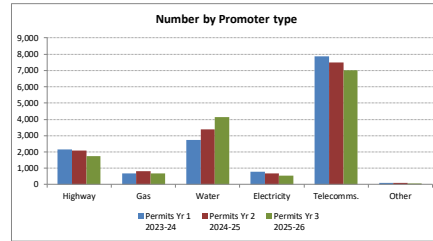


Table A.4b: Number of works by promoter type

WORKS STOPPED	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference
Highway		1,990	1,990
Gas		726	726
Water		3,413	3,413
Electricity		670	670
Telecomms.	6,352	7,455	1,103
Other		93	93
Total	6,352	14,347	7,995

Highway percentage 14% 25%

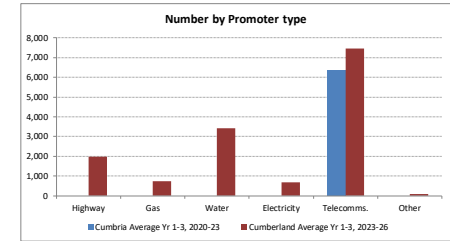


Table A.5: Number of works by traffic management type

TRAFFIC MANAGEMENT TYPE	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
No c/w incursion	695	771	839	68
Some c/w incursion	4,084	4,758	5,038	280
Give & take	2,205	1,708	1,679	-29
Priority working	51	25	22	-3
Two-way signals	2,326	2,185	1,975	-210
Multi-way signals	2,318	2,421	2,067	-354
Stop/Go boards	488	375	410	35
Convoy working	2	9	6	-3
Lane closure	181	157	98	-59
Contra-flow	10	3	2	-1
Road closure	1,927	2,022	1,962	-60
Temp Obstruction 15min delay	49	95	78	-17
Total	14,336	14,529	14,176	-353

Some c/w incursion 28% 33% 36% -79%

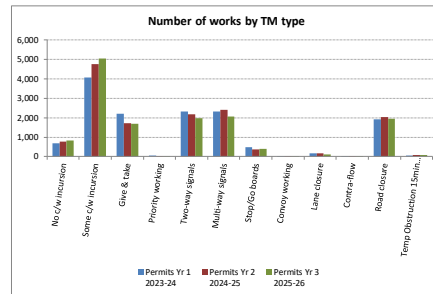


Table A.5b: Number of works by traffic management type

TRAFFIC MANAGEMENT TYPE	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference
No c/w incursion	802	768	-34
Some c/w incursion	4,844	4,627	-217
Give & take	2,450	1,864	-586
Priority working	154	33	-121
Two-way signals	2,823	2,162	-661
Multi-way signals	1,533	2,269	736
Stop/Go boards	808	424	-384
Convoy working	14	6	-8
Lane closure	190	145	-45
Contra-flow	8	5	-3
Road closure	2,305	1,970	-334
Temp Obstruction 15min delay		74	74
Total	15,930	14,347	-1,583

Some c/w incursion 30% 32% 14%

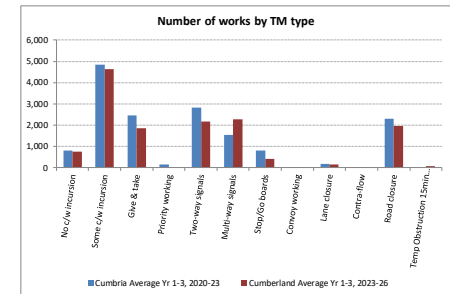


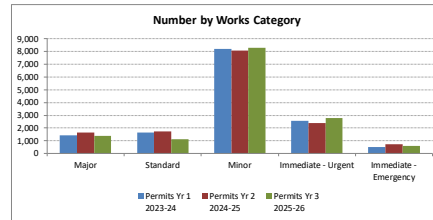
Table A.6: Number of works by works category

WORKS CATEGORY	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Major	1,422	1,626	1,372	-254
Standard	1,646	1,720	1,114	-606
Minor	8,205	8,064	8,285	221
Immediate - Urgent	2,545	2,411	2,788	377
Immediate - Emergency	518	708	617	-91
Total	14,336	14,529	14,176	-353

Table A.7: Reinstatement categories

REINSTATEMENT CATEGORY	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Category 0 - 2 & TS	3,689	3,575	2,995	-580
Category 3 - 4 Non TS	10,510	10,886	11,105	219
Other	137	68	76	8
All works	14,336	14,529	14,176	-353

Category 3 - 4 Non TS 73% 75% 78% -62%



WORKS STOPPED	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference
Major	1,501	1,473	-28
Standard	1,627	1,493	-134
Minor	6,966	8,185	1,218
Immediate - Urgent	5,024	2,581	-2,442
Immediate - Emergency	766	614	-151
Total	15,884	14,347	-1,537

Table A.7b: Reinstatement categories

REINSTATEMENT CATEGORY	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference
Category 0 - 2 & TS		3,420	3,420
Category 3 - 4 Non TS		10,834	10,834
Other		94	94
All works		14,347	14,347

Category 3 - 4 Non TS 73% 75% 78% -62%

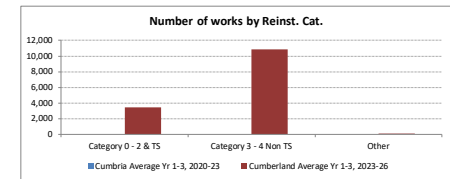
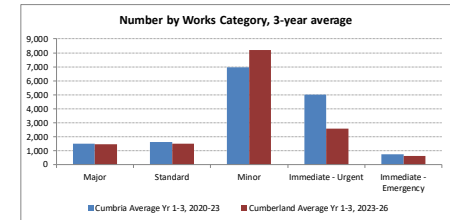


Table A.8: Average works duration

DURATION	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Average duration (days)	3.9	3.6	2.8	-0.8
Total number of days worked	55,772	51,860	40,256	-11,604

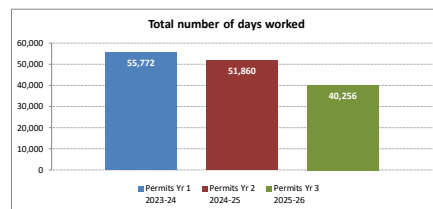
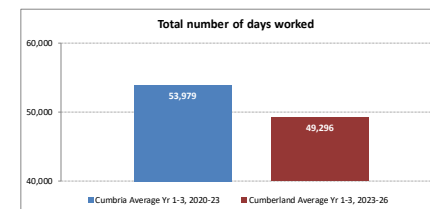


Table A.8b: Average works duration

DURATION	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference
Average duration (days)	3.4	3.4	0.0
Total number of days worked	53,979	49,296	-4,683





A2. Highway Works

ANNUAL DATA ANALYSIS

Table A.9: Highway works by tm t

TRAFFIC MANAGEMENT TYPE	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
No c/w incursion	80	88	31	-57
Some c/w incursion	144	181	212	31
Give & take	282	230	131	-99
Priority working	8	11	11	
Two-way signals	571	581	436	-145
Multi-way signals	210	259	200	-59
Stop/Go boards	229	150	201	51
Convoy working	1	9	6	-3
Lane closure	57	65	34	-31
Contra-flow	1	1		-1
Road closure	518	435	466	31
Temp Obstruction 15min delay	6	15	7	-8
Total	2,107	2,025	1,735	-290

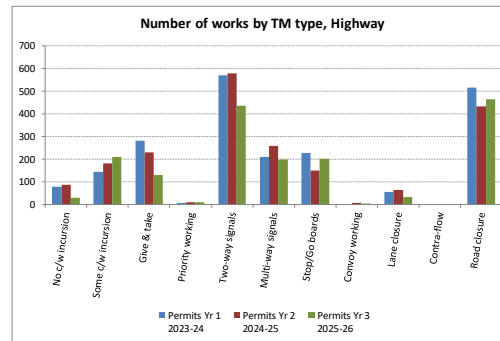


Table A.10: Highway works by works category

WORKS STOPPED	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Major	390	398	374	-24
Standard	357	348	278	-70
Minor	1,073	1,060	865	-195
Immediate - Urgent	217	132	144	12
Immediate - Emergency	70	87	74	-13
Total	2,107	2,025	1,735	-290

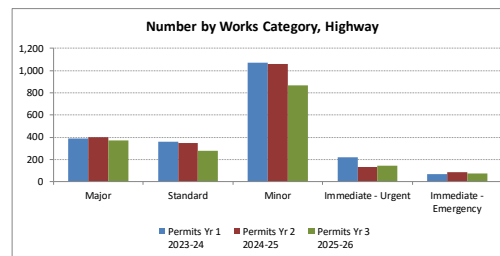
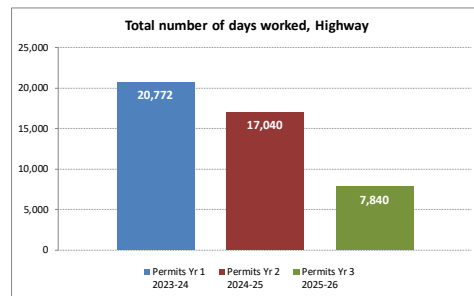


Table A.11: Average works duration, highway works

DURATION	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Average duration (days)	9.9	8.4	4.5	-3.9
Total number of days worked	20,772	17,040	7,840	-9,200



Permits Year 3, 2025-26

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
11.2	4.8	1.5	3.5	6.9
4,188	1,328	1,319	497	508

Permits Year 2, 2024-25

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
27.6	4.9	2.1	4.4	18.2
10,979	1,692	2,197	585	1,587

Permits Year 1, 2023-24

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
36.5	4.9	1.9	3.1	30.1
14,216	1,760	2,023	664	2,109

3-YEAR AVERAGE COMPARISON

Table A.9b: Highway works by tm

TRAFFIC MANAGEMENT TYPE	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference	
No c/w incursion	77	66	-11	-14%
Some c/w incursion	203	179	-24	-12%
Give & take	317	214	-102	-32%
Priority working	80	10	-70	-88%
Two-way signals	665	529	-136	-20%
Multi-way signals	212	223	11	5%
Stop/Go boards	527	193	-333	-63%
Convoy working	13	5	-8	-60%
Lane closure	68	52	-16	-24%
Contra-flow	3	1	-2	-73%
Road closure	777	473	-304	-39%
Temp Obstruction 15min delay		9	9	
Total	2,942	1,956	-986	-34%

Table A.10b: Highway works by works category

WORKS STOPPED	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference	
Major	690	387	-303	-44%
Standard	638	328	-311	-49%
Minor	1,299	999	-300	-23%
Immediate - Urgent	237	164	-72	-31%
Immediate - Emergency	57	77	20	34%
Total	2,921	1,956	-966	-33%

Table A.11b: Average works duration, highway works

DURATION	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference	
Average duration (days)	5.4	7.6	2.2	41%
Total number of days worked	15,840	15,217	-623	-4%



A3. Utility Works

ANNUAL DATA ANALYSIS

Table A.12: Utility works by tm ty

TRAFFIC MANAGEMENT TYPE	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
No c/w incursion	615	683	808	125
Some c/w incursion	3,940	4,577	4,826	249
Give & take	1,923	1,478	1,548	70
Priority working	43	14	11	-3
Two-way signals	1,755	1,604	1,539	-65
Multi-way signals	2,108	2,162	1,867	-295
Stop/Go boards	259	225	209	-16
Convoy working	1			
Lane closure	124	92	64	-28
Contra-flow	9	2	2	
Road closure	1,409	1,587	1,496	-91
Temp Obstruction 15min delay	43	80	71	-9
Total	12,229	12,504	12,441	-63

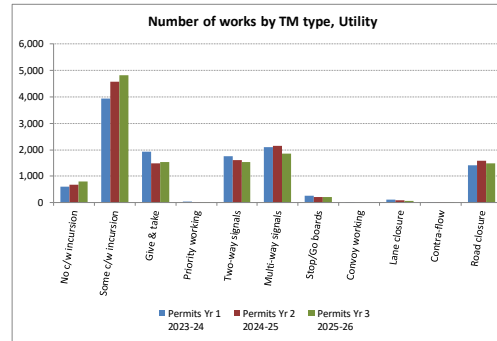


Table A.13: Utility works by works category

WORKS STOPPED	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Major	1,032	1,228	998	-230
Standard	1,289	1,372	836	-536
Minor	7,132	7,004	7,420	416
Immediate - Urgent	2,328	2,279	2,644	365
Immediate - Emergency	448	621	543	-78
Total	12,229	12,504	12,441	-63

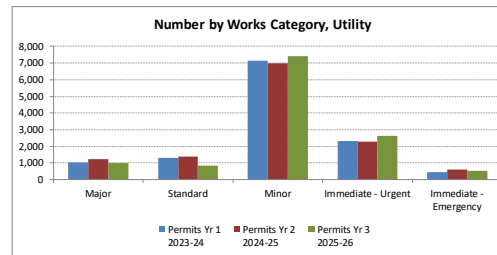
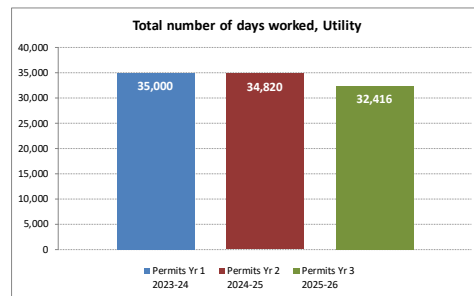


Table A.14: Average works duration, utility works

DURATION	Permits Yr 1 2023-24	Permits Yr 2 2024-25	Permits Yr 3 2025-26	Difference Yr 3 - Yr 2
Average duration (days)	2.9	2.8	2.6	-0.2
Total number of days worked	35,000	34,820	32,416	-2,404



Permits Year 3, 2025-26

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
6.8	4.9	1.8	2.4	3.6
6,816	4,056	13,123	6,475	1,946

Permits Year 2, 2024-25

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
5.7	5.6	1.8	2.3	3.6
7,006	7,660	12,633	5,269	2,252

Permits Year 1, 2023-24

MAJOR	STANDARD	MINOR	IMMED. (URGENT)	IMMED. (EMERG.)
9.0	5.4	1.6	2.2	4.4
9,271	6,914	11,622	5,232	1,961

3-YEAR AVERAGE COMPARISON

Table A.12b: Utility works by tm ty

TRAFFIC MANAGEMENT TYPE	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference	
No c/w incursion	725	702	-23	-3%
Some c/w incursion	4,641	4,448	-193	-4%
Give & take	2,134	1,650	-484	-23%
Priority working	73	23	-51	-69%
Two-way signals	2,158	1,633	-525	-24%
Multi-way signals	1,321	2,046	725	55%
Stop/Go boards	282	231	-51	-18%
Convoy working	1	0	-1	-67%
Lane closure	122	93	-28	-23%
Contra-flow	6	4	-2	-32%
Road closure	1,528	1,497	-31	-2%
Temp Obstruction 15min delay		65	65	
Total	12,990	12,391	-598	-5%

Table A.13b: Utility works by works category

WORKS STOPPED	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference	
Major	795	1,086	291	37%
Standard	990	1,166	176	18%
Minor	5,673	7,185	1,512	27%
Immediate - Urgent	4,793	2,417	-2,376	-50%
Immediate - Emergency	709	537	-171	-24%
Total	12,959	12,391	-568	-4%

Table A.14b: Average works duration, utility works

DURATION	Cumbria Average Yr 1-3, 2020-23	Cumberland Average Yr 1-3, 2023-26	Difference	
Average duration (days)	2.9	2.8	-0.2	-6%
Total number of days worked	38,139	34,079	-4,060	-11%