



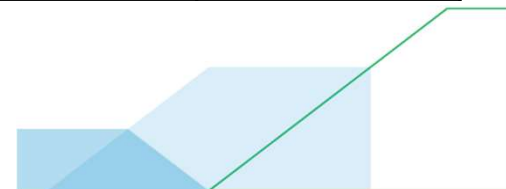
Department  
for Transport

# Transition from Section 50 licenses to Streetworks permits

11 February 2026

# 1. Street works – introduction and policy update

1.	<b>Welcome and introduction</b>		<b>Peter Brown</b>	15:00-15:05 (5 mins)
2.	<b>Streetworks background and policy</b>	General Streetworks policy update on latest changes	<b>Stephanie Masters, Jack Darby</b>	15:05-15:15 (10 mins)
3.	<b>Introduction to forthcoming changes</b>	Explanation of how process will change from Section 50 to Streetworks Permits	<b>Tamara Satmarean</b>	15:25-15:35 (10 mins)
4.	<b>Consultation concerns</b>	Further information on concerns raised through consultation	<b>Peter Brown, Tamara Satmarean</b>	15:35-15:50 (15 mins)
6.	<b>ChargeUK case studies</b>	Industry walkthrough of site deployment and considerations	<b>Jarrold Birch, Tom Crabbe and Mark Cooper</b>	15:50-16:10 (20 mins)
7.	<b>Discussion</b>	To discuss comments, questions, concerns	<b>All</b>	16:10-16:30 (20 mins)



# 1. Street works – introduction and policy update

- **Increased fixed penalty notices and overrun charges applied to weekends and bank holidays.**

New charges are now:

Offence	Full Charge	Discounted Charge
NRSA sections 70, 74 or 74A	£240	£160
Regulation 19 (working without a permit)	£1000	£600
Regulation 20 (breach of permit conditions)	£240	£160

- **7 new lane rental applications approved at the end of 2025**

New schemes approved for Enfield, Lambeth, Camden, Merton, Oxfordshire, North Yorkshire and Buckinghamshire

- **Devolving approval of lane rental schemes to Mayors, where the highway authority is part of a Mayoral Combined Authority.**

This has been included as Government amendment in the English Devolution and Community Empowerment Bill.

- **Updates to the Safety Code of Practice in 2026.**

The code is currently undergoing an extensive legal review and we will then launch a consultation on the updated code.

## 2. Policy change: Current process vs new policy

### Section 50 Licences

- EV Chargepoint Operators (EV CPOs) must obtain a Section 50 (S50) licence under the New Roads and Street Works Act (1991, NRSWA) to carry out street works.
- Issues:
  - S50 licence process designed for ad hoc street works, not large-scale EV chargepoint rollout
  - Inconsistent process: Licence application process varies by Highway Authority (HA)
  - Additional requirements: bonds, extensive documentation.
  - Variation in cost: costs £500–£1,000
  - Timeline pressures: license applications can take 12+ weeks.
  - Creates delays and higher costs for EV infrastructure rollout.

### Street Works Permits

New Policy- Granting CPOs access to streetwork permits to install EV charging infrastructure

- Permits scheme already used by statutory undertakers and HAs for street works
- Streamlined, digital process via Street Manager, ensuring consistency and transparency
- Any requirements set out in statutory guidance
- Permits cost £45–£130
- Approval in 3-5 working days
- Faster, cheaper, and integrated with street works data enabling HAs to plan



### 3. Policy change- progress so far and next steps

Spring 2024

01

#### Consultation

Consultation on proposal to bring EV CPOs into street works permitting regime.

02

#### Planning and Infrastructure Act

Legislative provisions granting EV CPOs the legal right to carry out chargepoint installations using a permit-based system rather than S50 licenses.

Act amends section 115E of the Highways Act 1980 to prevent HAs from granting permission under that section for EV chargepoint installation where permits are used

December 2025

Early 2026

03

#### Implementation

OZEV/DfT officials are introducing secondary legislation.

- Amending 2007 Traffic Permit Scheme Regulations
- Amending Statutory guidance
- Amending Code of practice for co-ordination of streetworks.

## 4. New process

1. Legislative basis for CPOs to access street works permits and Street Manager is established



2. CPOs apply to Geoplace for a Street Works Act (SWA) Code which is required to access Street Manager. SWA codes are awarded per organization rather than per chargepoint installation. The same SWA code can be used for all chargepoint installations performed by a CPO.



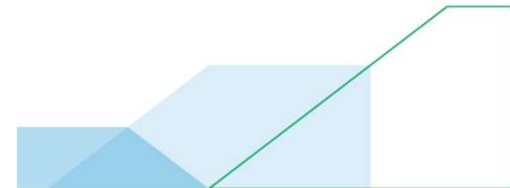
3. Geoplace make a recommendation to HAUC based on information received from CPOs



4. Once a SWA code is awarded, CPOs can access Street Manager and apply to a HA for permits to install chargepoints




5. Permit process is followed by the HA within the timeframe specified in the statutory guidance





## 6. Street works – updates to Street works guidance and Code of Practice

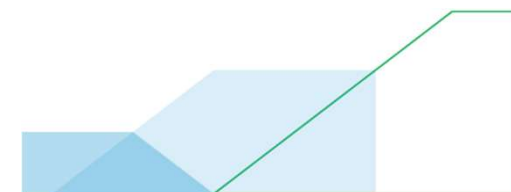
We are working with HAUC to draft the updates to guidance.

The updates will:

 Ensure that all promoters of works, including EV CPOs are subject to the coordination duties to ensure disruption on our roads is minimised.

 Make it clear EV CPOs must follow the same permit application processes as statutory undertakers, including using Street Manager, complying with statutory guidance, and meeting all permit conditions.

 Set out that EV CPOs will be subject to the same fines and penalties as statutory undertakers, including FPNs for working without a permit or breaching conditions, and overrun charges. This will ensure full enforcement parity and provide strong compliance incentives.



## 5. Consultation concerns



### **Concern 1: “Authorities will lose control.”**

They won't — CPOs follow full NRSWA duties without gaining statutory undertaker powers.



### **Concern 2: “HAs can't use permits to challenge unsuitable locations”**

Site decisions happen before permits; authorities can still refuse using existing Street Manager codes.



### **Concern 3: “Permit timelines are too short.”**

Scrutiny happens in pre-engagement. Permits just confirm what's already agreed — and can be refused if it isn't.



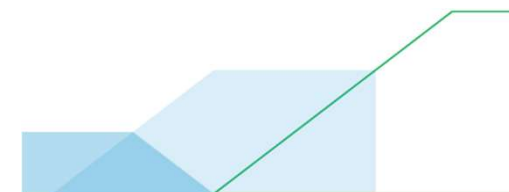
### **Concern 4: “Authorities carry the risk if operators fail.”**

CPOs must maintain assets and meet reliability rules; market mechanisms make failures rare and not an authority liability.



### **Concern 5: “Disapplying 115E weakens oversight.”**

Oversight continues through planning, design standards and TROs — only EV chargepoints are exempt.





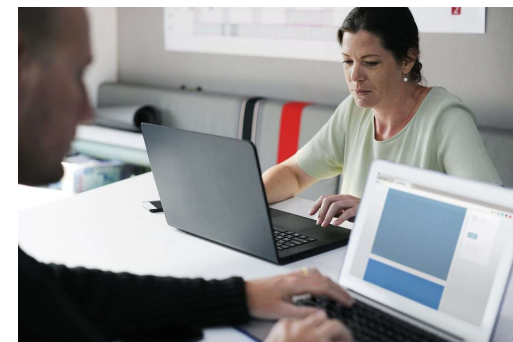
# Charge point market sector context

## Charge point market

- 1.6 million charge points installed in domestic properties
- Almost 90,000 public charge point installs
- Almost 70,000 installs in workplace car parks
- Almost 30,000 installs in flats and rented properties
- Over 4,000 installs in schools
- CPOs operating from as early as 2012 and now have 10+ years' experience.
- Strong dependency on electricity networks infrastructure due to grid reinforcement needed.

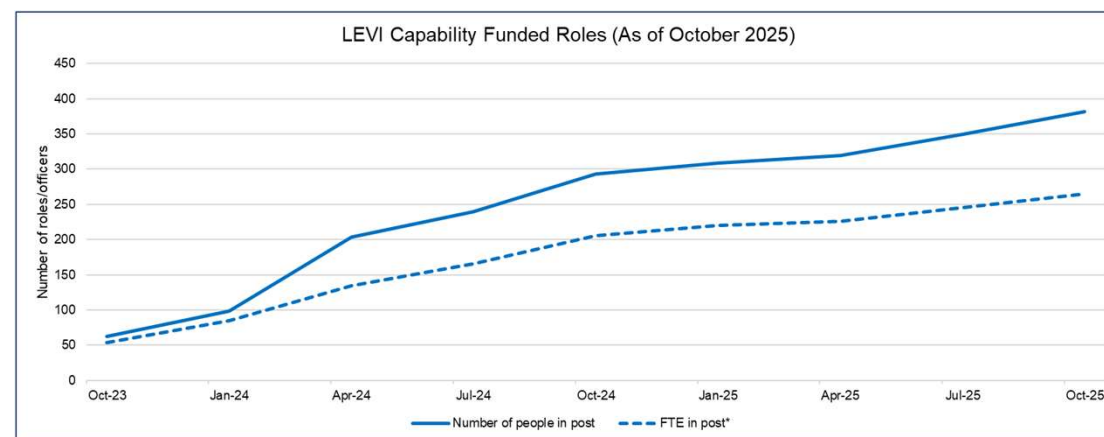
## Future developments

- 100,000 public installs forthcoming through Local EV Infrastructure (LEVI) Fund
- 1,200 further installs in NHS trusts

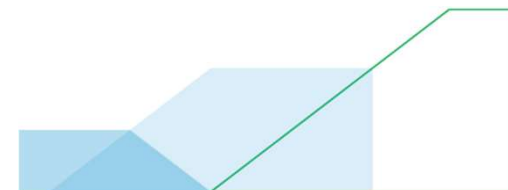


## Government assistance

- **LEVI Capability Fund extended as per Autumn budget for further £100m.**
- With almost £59m to date, LEVI has funded over 380 officers(c. 265 FTE) in over 80 local authorities.
- Almost 200 guidance documents on LEVI knowledge hub.



## 7. ChargeUK Case Studies





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# Questions



# Comments



# Concerns