

Stockton-on-Tees Borough Council's Street Works Permit Scheme - Consultation Responses Received

Responses received via e-mail

Response From Date received	Department for Transport 13/08/2019	
	Consultee Comment/Question	SBC Response
	<p>1) In 1.1 you refer to having regard to the October Statutory Guidance, you may wish to consider listing both documents (and their successors) so it would read 'March and October 2015 statutory guidance documents'.</p> <p>2) Your document has [1.7] a long list of scheme objectives. These will need to form part of your evaluation. Might you wish to limit the evaluated objectives for your reports and pop some of them into your aligned objectives?</p> <p>3) Your document refers to making changes in the next version - concerning the move from EToN to Street Manager for receiving and issuing permits. I am not sure why you don't future proof the document in the first place. HAUC England can help with wording but something like 'via current electronic means' you could refer to EToN in the glossary if required.</p> <p>4) You might also wish to double check your document to ensure the wording is future proofed in relation to the updating of the Co-Ordination Code of Practice [such as in 16.5] and likely changes to the March & October 2015 Statutory Guidance etc. related to the current consultation.</p>	<p>1) We have amended S1.1 to "Due regard has also been had to the Statutory Guidance for Highway Authority Permit Schemes October 2015 and its successors, and the Statutory Guidance for Highway Authority Permit Schemes – Permit Scheme Conditions March 2015 and its successors".</p> <p>2) We have kept these as our evaluated objectives. There is therefore no change to the document.</p> <p>3) We have changed all references to ETON in the scheme document to refer to by electronic means thus allowing for proposed changes to Street Manager and any other relevant changes in the future.</p> <p>4) This has been future proofed within the final document.</p>

Response From Date received	Alex Cunningham MP 13/08/2019	
	Consultee Comment/Question	SBC Response
	I have no comments to make.	<p>Hello Alex,</p> <p>Thank you for your contribution towards the consultation process of Stockton-on-Tees Borough Council's Permit Scheme.</p> <p>Kind regards,</p>

Response From Date received	Cleveland Police 13/08/2019	
	Consultee Comment/Question	SBC Response
	<p>1) Could you clarify a couple of points:</p> <ul style="list-style-type: none"> • Will this apply to the police when we close roads for RTC's; • RTC reconstruction following an RTC; • Closing areas of road or estates eg Stabbings, Murders etc; • Deployment of Speed Camera vans on highway and other police vehicles or equipment for operational purposes, roadside checks etc. <p>2) I ask, as:</p> <ul style="list-style-type: none"> • 1.6 'Activities' seems to be subject to wider interpretation for the future; • 3.4 Fire Service checking hydrants; <p>The Fire Service requirement appears to need a permit to check hydrants but appears not to under:</p> <ul style="list-style-type: none"> • part 16.10.2 – Exempt Activities – minor activities that do not involve braking up or excavating the highway. 	<p>1) We will not at present require a Permit for these kinds of police incidents.</p> <p>2) Again at present, A permit is not required to check a hydrant . It is only if excavation works are required to rectify any fault with the hydrant.</p> <p>The Permit Scheme is new to us and in the future things may change and we will consult/inform all stakeholders of any future requirements.</p>

Responses received via Questionnaire

Response From	Network Rail	
Date received	01/11/2019	
	Consultee Comment/Question	SBC Response
Question 1 Do you consider that the permit scheme is suited to the needs of the people, residents and road users of Stockton-on-Tees Borough Council?	Yes	N/A
Question 2 Do you think that the permit scheme reflects the requirements of the Statutory Guidance for Permit Schemes and the Statutory Guidance regarding Permit Scheme Conditions?	Yes	N/A
Question 3 Do you think that the permit scheme reflects the requirements of the requirements of the Traffic Management permit Scheme (England) Regulations 2007?	Yes	N/A
Question 4 Do you understand the conditions that can be applied in granting a permit?	Yes	N/A
Question 5 Do you understand the penalties for not applying for a permit and are they clearly identified in the scheme document?	Yes	N/A
Question 6 Do you understand the penalties for not complying with a permit condition and are they clearly identified in the scheme document?	Yes	N/A
Question 7 Do you agree with the monitoring proposed and is it adequate?	Yes	N/A
Question 8 Are there any other aspects of the scheme for which you require further clarification?	Please see Q12 (actual Q10). Please see Q12 (actual Q10) - there are no questions 8 or 9.	(Answered in Q10). Questions numbered 10 & 11 were actually questions 8 & 9, and question 12 was actually question 10. Apologies for the error which lead to the confusing numbering.
Question 9 Do you have any suggestions for improving the scheme?	Please see Q12 (actual Q10).	N/A

<p>Question 10</p> <p>Do you have any other comments on the permit scheme?</p>	<p>1) Throughout document– References to EToN – DfT guidance is that new schemes should use the wording ‘by electronic means’. Network Rail would recommend that this is amended before publication.</p> <p>2) Page11 S1.9 – ‘Will follow where possible HAUC Guidance on the Operation of Permit Schemes’ – Network Rail would ask for clarification as to when this would not be possible?</p> <p>3) Page 44 S12.5 – ‘However, as per DfT guidelines, may be subject to reduced fees for non Traffic Sensitive Roads or in Non Traffic Sensitive times – Network Rail would ask for clarification of this statement. Will the Authority be offering the 30% discount for working outside traffic sensitive times as is the Industry Standard?</p> <p>4) Page 42 S12 – Network Rail would ask to be exempted from Permit Fee charging as we are a government funded organisation and the payment of permit fees is moving taxpayers money from one organisation to another.</p> <p>5) Page 49 – S16.5 – Network Rail would ask that it is included in this section that we should be contacted if works are within 200m of our assets.</p>	<p>1) Although Stockton-on-Tees Borough Council will still be technically using EToN when our Permit Scheme goes live, we have removed all references to EToN and replaced this with "by electronic means".</p> <p>2) Stockton-on-Tees Borough Council will always consider HAUC guidance but wishes to retain the flexibility to make individual decisions, factoring in local knowledge, deemed to be in the best interests of all road users, however this will be discussed and agreed with all parties involved prior to the works commencing.</p> <p>3) Stockton-on-Tees Borough Council offer a 30% discount for works on traffic sensitive roads outside of traffic sensitive times if it is agreed that is most beneficial.</p> <p>4) As per guidance from Gerard O’Toole and the HAUC England Permit Forum, Stockton-on-Tees Borough Council will be charging Network Rail for permits.</p> <p>5) We consider section 16.5 to already place an obligation upon promoters to contact Network Rail if their works are within 200m of your assets.</p>
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Response From	Openreach Limited	
Date received	15/10/2019	
	Consultee Comment/Question	SBC Response
<p>Question 1</p> <p>Do you consider that the permit scheme is suited to the needs of the people, residents and road users of Stockton-on-Tees Borough Council?</p>	<p>Openreach understand the benefits that permit schemes may bring in enabling authorities to apply more resource to co-ordination of those activities with the potential to cause significant disruption on the highway.</p> <p>Openreach also fully support the need for utilities and authorities to work together to maximise efficiency and reduce disruption for the benefit of all.</p>	N/A
<p>Question 2</p> <p>Do you think that the permit scheme reflects the requirements of the Statutory Guidance for Permit Schemes and the Statutory Guidance regarding Permit Scheme Conditions?</p>	<p>In the Statutory Guidance for Permit Schemes, the DfT have stated that the level of scrutiny carried out should be proportionate to the level of disruption, expecting a less rigorous approach on category 3 and 4 roads. It also states that in these circumstances fees should be waived or discounted.</p>	N/A
<p>Question 3</p> <p>Do you think that the permit scheme reflects the requirements of the requirements of the Traffic Management permit Scheme (England) Regulations 2007?</p>	<p>Yes, having looked through your document and legislation, your proposed permit scheme seems to reflect the requirements of the Traffic Management permit Scheme.</p>	N/A
<p>Question 4</p> <p>Do you understand the conditions that can be applied in granting a permit?</p>	<p>Within the sections of your permit scheme including section 8, 9 & 11, I understand the conditions.</p>	N/A

<p>Question 5</p> <p>Do you understand the penalties for not applying for a permit and are they clearly identified in the scheme document?</p>	<p>It is an offense to undertake works without a required permit under Regulation 19, this information is clear within the document.</p>	<p>N/A</p>
<p>Question 6</p> <p>Do you understand the penalties for not complying with a permit condition and are they clearly identified in the scheme document?</p>	<p>Penalties are set down within your document clearly and look to be fair and within guidelines.</p>	<p>N/A</p>
<p>Question 7</p> <p>Do you agree with the monitoring proposed and is it adequate?</p>	<p>This conforms to what has been asked for within legislation, Section 14 of your document is clear and sets out what is expected.</p>	<p>N/A</p>
<p>Question 8</p> <p>Are there any other aspects of the scheme for which you require further clarification?</p>	<p>No</p>	<p>N/A</p>
<p>Question 9</p> <p>Do you have any suggestions for improving the scheme?</p>	<p>During the initial move of NYCC from notices to permits Openreach found it really useful to have meetings to go through what was going wrong on both sides. Especially in the first couple of months. Would your authority be willing to do this?</p>	<p>Stockton-on-Tees Borough Council will be happy to meet with utilities on a monthly basis for the first three months following implementation. This would also be an excellent opportunity to discuss lessons learned and share best practice.</p>
<p>Question 10</p> <p>Do you have any other comments on the permit scheme?</p>	<p><u>1) 2.3 Collaborative working</u> - Openreach do not agree that when sharing a trench that only the primary promoter will register the reinstatement regardless of who carried out the reinstatement. In this instance both promoters should submit a registration of reinstatement with the primary promoters' subsumed by the secondary promoters.</p> <p><u>2) Activities for which no permit is required</u> – works not involving excavation in non-traffic sensitive streets Openreach request that this is removed from the document, in some instances such as when traffic management is required, a permit would be required regardless of whether the works require excavation or are in a traffic sensitive street.</p> <p><u>3) 7.18 Traffic Management, Parking and Traffic Regulation Orders</u> - Openreach request that 'where the Council is prepared to do so' is removed, TTRNs should only be requested in the most urgent situations and where a statutory undertaker can evidence the need for one then we would expect the Highway Authority help us with our request.</p> <p><u>4) Permit Scheme</u> – 18.2 Permit Fee Payment and reconciliation. The scheme quotes: The Permit Authority will submit a draft invoice to the promoters for a specified period prior to the generation of an invoice to enable them to reconcile the charges. A two week timescale will be allowed for reconciliation of the charges prior to actual invoice. This timescale is not really sufficient for us to check all the permits on a monthly list, our teams are dealing with approx. 55 Highway Authorities each team. If the draft charges presented by the Authority are all correct for discounts on Traffic Sensitive roads and zero charges for AIVs or Portable Traffic Signals then we could possibly make the two week deadline but invariably authorities send the initial report of their draft charges without filtering or checking it. This means our team have to check each individual line to confirm the charge is correct or if we need to challenge for incorrect charges. Please amend the timescale to 28 days giving us time to check the charges. Openreach request that Authorities present Permit draft charges on a monthly basis and in Excel spreadsheet format as the charges need to be uploaded to our system as a .csv file. Openreach are not able to convert PDF format into Excel spreadsheet or .csv format. Production of charges in Excel format will enable us to process these charges in a timely manner.</p> <p><u>5) Permit Fees</u> - Openreach request that the permit fees are reviewed taking into account the Statutory Guidance for Permit Schemes, 'it is strongly recommended that permit fees are only</p>	<p>1) Stockton-on-Tees Borough Council is following industry standards. No changes have been made.</p> <p>2) This has been removed from section 3.4.</p> <p>3) It is the responsibility of Stockton-on-Tees Borough Council to consider whether a request meets the criteria for a TTRN and assess what disruption the works will cause on the network so therefore "where the Council is prepared to do so" will remain in the document.</p> <p>4) Stockton-on-Tees Borough Council will allow the industry standard of ten working days for the reconciliation of the charges prior to the actual invoice. Whilst extensions will be considered in exception circumstances, other authorities in the area work with the same processing times so no changes will be made to the procedure.</p> <p>These monthly charges can be sent out in either pdf and excel format or both, if required, to enable these charges to be processed in a timely manner .</p> <p>5) Stockton-on-Tees Borough Council does not believe the scheme is contrary to ministers' advice. An authority should have the power to control activities, including its own on all streets and believes that</p>

	<p>applied to the more strategically significant roads: Category 1, 2 roads and Traffic Sensitive roads. This will mean that although permits would still be required for works on non-strategic routes, it should be very unlikely that these works would attract a permit fee. These permit applications would receive only 'notice' equivalent treatment by the authority.'</p> <p>Openreach accept that highway authorities need to recoup the cost of running the scheme from permit fee revenue, however we believe that the focus and the higher fees should be on category 0, 1, 2 and traffic sensitive roads.</p>	<p>activities on type 3 & 4 roads are just as important to the roads users as those on 0, 1 and 2. The application of a permit scheme and the tasks associated with that should be cost neutral. Given the volume of notices processed in 2018/19 for type 3 & 4 streets (on which our matrices have been based) to charge a zero fee would not allow for the scheme to be cost neutral. Regulation 30 provides the PA with the power to charge for permits. The DfT permit fee matrix has been used to determine the allowable costs and therefore the permit fee by works type and road category. The annual evaluations will determine whether the costs of running a scheme have been covered and fees may be adjusted either up or down to ensure the scheme remains cost neutral.</p>
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Response From	Northern Gas Networks	
Date received	30/10/2019	
	Consultee Comment/Question	SBC Response
<p>Question 1</p> <p>Do you consider that the permit scheme is suited to the needs of the people, residents and road users of Stockton-on-Tees Borough Council?</p>	Yes	N/A
<p>Question 2</p> <p>Do you think that the permit scheme reflects the requirements of the Statutory Guidance for Permit Schemes and the Statutory Guidance regarding Permit Scheme Conditions?</p>	Yes	N/A
<p>Question 3</p> <p>Do you think that the permit scheme reflects the requirements of the requirements of the Traffic Management permit Scheme (England) Regulations 2007?</p>	Yes	N/A
<p>Question 4</p> <p>Do you understand the conditions that can be applied in granting a permit?</p>	Yes	N/A
<p>Question 5</p> <p>Do you understand the penalties for not applying for a permit and are they clearly identified in the scheme document?</p>	Yes	N/A
<p>Question 6</p> <p>Do you understand the penalties for not complying with a permit condition and are they clearly identified in the scheme document?</p>	Yes	N/A
<p>Question 7</p> <p>Do you agree with the monitoring proposed and is it adequate?</p>	Yes	N/A

Question 8 Are there any other aspects of the scheme for which you require further clarification?	1) Section 9.8 states the activity promoter will telephone the Permit Authority to apply for a permit variation for the first excavation in each subsequent 50 metre before applying the permit variation. Why do we need to ring first? 2) Section 12.5 states reduction from the PAA fee must indicate they are being submitted together within 3 days ... 3 days is a short time period. It also states the reduction of 30% from the permit or PAA fee? Please clarify	1) 9.8: To avoid the risk that any variations may be missed during exceptionally busy periods, Stockton-on-Tees Borough Council would request that all extensions are discussed via telephone and then confirmed electronically once agreed. The text in the scheme document has been updated to reflect this. 2) 12.5: Stockton-on-Tees Borough Council identifies 3 days is quite enough time. There is therefore no change to document. If the Authority receives two or more applications for permits including PAAs the applicant can request a 30% reduction.
Question 9 Do you have any suggestions for improving the scheme?	No	N/A
Question 10 Do you have any other comments on the permit scheme?	No	N/A

Response From	Northern Powergrid	
Date received	01/11/2019	
	Consultee Comment/Question	SBC Response
Question 1 Do you consider that the permit scheme is suited to the needs of the people, residents and road users of Stockton-on-Tees Borough Council?	Yes	N/A
Question 2 Do you think that the permit scheme reflects the requirements of the Statutory Guidance for Permit Schemes and the Statutory Guidance regarding Permit Scheme Conditions?	Yes	N/A
Question 3 Do you think that the permit scheme reflects the requirements of the requirements of the Traffic Management permit Scheme (England) Regulations 2007?	Yes	N/A
Question 4 Do you understand the conditions that can be applied in granting a permit?	Yes	N/A
Question 5 Do you understand the penalties for not applying for a permit and are they clearly identified in the scheme document?	Yes	N/A

Question 6 Do you understand the penalties for not complying with a permit condition and are they clearly identified in the scheme document?	Yes	N/A
Question 7 Do you agree with the monitoring proposed and is it adequate?	Yes	N/A
Question 8 Are there any other aspects of the scheme for which you require further clarification?	No	N/A
Question 9 Do you have any suggestions for improving the scheme?	No	N/A
Question 10 Do you have any other comments on the permit scheme?	<p>1.) Bullet 2 within 9.8) states that promoters will telephone the permit authority to apply for a permit variation. This is incorrect, permit variations must be submitted electronically.</p> <p>2) I assume the question numbering is an error and questions 8 & 9 are not missing?</p>	<p>1.) To avoid the risk that any variations may be missed during exceptionally busy periods, Stockton-on-Tees Borough Council would request that all extensions are discussed via telephone and then confirmed electronically once agreed. The text in the scheme document has been updated to reflect this.</p> <p>2) You are correct. Questions numbered 10 & 11 were actually questions 8 & 9, and question 12 actually question 10. Apologies for the error.</p>

Response From	Virgin Media	
Date received	30/08/2019	
	Consultee Comment/Question	SBC Response
Question 1 Do you consider that the permit scheme is suited to the needs of the people, residents and road users of Stockton-on-Tees Borough Council?	<p>No</p> <p>Virgin Media are disappointed that Stockton Borough Council's Permit Scheme and associated fee's will apply to all classification of roads. If the council chooses to apply permits to 100% of streets, contrary to advice from Ministers, Virgin Media requests that Stockton Borough Council grant permits for category 3 and 4 roads by default and for those permits to be at zero fee levels.</p>	<p>Stockton-on-Tees Borough Council does not believe the scheme is contrary to ministers' advice. An authority should have the power to control activities, including its own on all streets and believes that activities on type 3 & 4 roads are just as important to the roads users as those on 0, 1 and 2. The application of a permit scheme and the tasks associated with that should be cost neutral. Given the volume of notices processed in 2018/19 for type 3 & 4 streets (on which our matrices have been based) to charge a zero fee would not allow for the scheme to be cost neutral. Regulation 30 provides the PA with the power to charge for permits. The DfT permit fee matrix has been used to determine the allowable costs and therefore the permit fee by works type and road category. The annual evaluations will determine whether the costs of running a scheme have been covered and fees may be adjusted either up or down to ensure the scheme remains cost neutral.</p>
Question 2 Do you think that the permit scheme reflects the requirements of the Statutory Guidance for Permit Schemes and the Statutory Guidance regarding Permit Scheme Conditions?	Yes	N/A

Question 3 Do you think that the permit scheme reflects the requirements of the Traffic Management permit Scheme (England) Regulations 2007?	Yes	N/A
Question 4 Do you understand the conditions that can be applied in granting a permit?	Yes	N/A
Question 5 Do you understand the penalties for not applying for a permit and are they clearly identified in the scheme document?	Yes	N/A
Question 6 Do you understand the penalties for not complying with a permit condition and are they clearly identified in the scheme document?	Yes	N/A
Question 7 Do you agree with the monitoring proposed and is it adequate?	Yes	N/A
Question 8 Are there any other aspects of the scheme for which you require further clarification?	If works continue beyond the end date of a permit, Virgin Media believe this would be classed as breach of permit condition, not working without a valid permit.	For clarification, this is treated as an overrun which constitutes a Section 74.
Question 9 Do you have any suggestions for improving the scheme?	Virgin Media would suggest a monthly review meeting to be held every month for the first 3 months of a scheme to review issues encountered within the start up period of the scheme and are happy for this to be a joint meeting with other undertakers, which we can review statistics on refusals, FPN's etc, would this be of benefit to S.B.C?	Stockton-on-Tees Borough Council will be happy to meet with utilities on a monthly basis for the first three months following implementation. This would also be an excellent opportunity to discuss lessons learned and share best practice.
Question 10 Do you have any other comments on the permit scheme?	Again just to clarify as per Question 1, Virgin Media are disappointed that Stockton Borough Council's Permit Scheme and associated fee's will apply to all classification of roads. If the council chooses to apply permits to 100% of streets, contrary to advice from Ministers, Virgin Media requests that Stockton Borough Council grant permits for category 3 and 4 roads by default and for those permits to be at zero fee levels.	Stockton-on-Tees Borough Council does not believe the scheme is contrary to ministers advice. An authority should have the power to control activities, including its own on all streets and believes that activities on type 3 & 4 roads are just as important to the roads users as those on 0, 1 and 2. The application of a permit scheme and the tasks associated with that should be cost neutral. Given the volume of notices processed in 2018/19 for type 3 & 4 streets (on which our matrices have been based) to charge a zero fee would not allow for the scheme to be cost neutral. Regulation 30 provides the PA with the power to charge for permits. The DfT permit fee matrix has been used to determine the allowable costs and therefore the permit fee by works type and road category. The annual evaluations will determine whether the costs of running a scheme have been covered and fees may be adjusted either up or down to ensure the scheme remains cost neutral.

Response From	Northumbrian Water	
Date received	23/10/2019	
	Consultee Comment/Question	SBC Response
Question 1 Do you consider that the permit scheme is suited to the needs of the people, residents and road users of Stockton-on-Tees Borough Council?	Yes	N/A
Question 2 Do you think that the permit scheme reflects the requirements of the Statutory Guidance for Permit Schemes and the Statutory Guidance regarding Permit Scheme Conditions?	Yes	N/A
Question 3 Do you think that the permit scheme reflects the requirements of the requirements of the Traffic Management permit Scheme (England) Regulations 2007?	Yes	N/A
Question 4 Do you understand the conditions that can be applied in granting a permit?	Yes	N/A
Question 5 Do you understand the penalties for not applying for a permit and are they clearly identified in the scheme document?	Yes	N/A
Question 6 Do you understand the penalties for not complying with a permit condition and are they clearly identified in the scheme document?	Yes	N/A
Question 7 Do you agree with the monitoring proposed and is it adequate?	Yes	N/A
Question 8 Are there any other aspects of the scheme for which you require further clarification?	Answered in question 12 (actually question 10).	N/A

<p>Question 9</p> <p>Do you have any suggestions for improving the scheme?</p>	<p>N/A</p>	<p>N/A</p>
<p>Question 10</p> <p>Do you have any other comments on the permit scheme?</p>	<p>1) Sec 3.4 and Sec 4.5 - Do we need non-chargeable permits for works in private streets? If so, are timescales the same as these 2 points appear to contradict each other</p> <p>2) Sec 9.5 and Sec 9.6 – Both of these lead us to believe we can put through extensions electronically if more than 20% duration is remaining. However, we have been informed if we do this, regardless of stating the requirements set in the permit scheme, they will be refused. Is this your stance and if so, should this be amended so not to mislead?</p> <p>3) Traffic Management – do lights need manual control at peak times on all traffic sensitive routes?</p> <p>4) Gritting Routes – There appears to be no mention of charges on gritting routes when the weather is mild. Is it the case that the reason for a street designation as TS due to it being a gritting route, then should it be charged at the non TS rate when the weather is mild?</p> <p>5) There are many references to the EToN specifications throughout the scheme. What will the implications if the introduction of Street Manager brings in procedures that are not aligned to the proposed Permit Scheme?</p> <p>6) We expect that the document will become a legal one, if this is the case, would also expect that the document be in line with other regulations. In the scheme there is a reference to FPNs being “issued”, this is not in line with FPN Regulations whereby FPNs are “given”. Not sure if this should be amended before rather than after and then having to re-issue?</p> <p>7) Just 2 very minor points - that if this becomes a legal document the use of apostrophe throughout, should read FPNs not FPN’s. Also in the 4th paragraph of section 7.26, the word “it” is missing after “however”.</p>	<p>1) The Permit Scheme is only applicable to roads that are maintained at public expense, therefore works on private streets do not require a permit through the Permit Scheme. However, Stockton-on-Tees Borough Council would request to be kept informed with a copy of any records relating to such planned activities, so that we can co-ordinate activities within our highways that may be close to the works on private streets.</p> <p>2) Variations can take place at any time after the permit has been issued and before or during the activity itself. However as stated in 9.6 where the criteria in 9.5 is not met the promoter shall contact the Authority to ascertain whether they are prepared to grant the variation, then apply electronically. If the promoter requests a variation electronically before the 20% or 2 day window without contacting the Authority first this does not constitute grounds for the Authority to refuse.</p> <p>3) No. However there will be large percentage of locations which may require the lights to be operated manually, this should be discussed and agreed with the Stockton-on-Tees Borough Council.</p> <p>4) If an identified gritting route is for a number of months, then each day of said months will be designated traffic sensitive, regardless of the weather.</p> <p>5) Although Stockton-on-Tees Borough Council will still be technically using EToN when our permit scheme goes live we have agreed all references to EToN will be replaced with by electronic means.</p> <p>6) These references have been updated.</p> <p>7) All references to "FPN's" have been updated to "FPNs". Section 7.26 has also been amended to include "it".</p>