



SOUTHAMPTON
CITY COUNCIL

Balfour Beatty

Working in partnership

Southampton City Council Lane Rental Scheme

Evaluation Plan

Purpose

The Southampton Lane Rental Scheme (the Scheme) is applied across the most congested sections of the road network in Southampton to provide a financial incentive for works to be undertaken outside of peak traffic-sensitive times and with the shortest duration possible.

Section 2 of the Scheme sets out the objectives of the scheme, which are:

- apply the scheme to all Promoters on a consistent basis
- promote behaviour change to minimise the duration of occupation of the street at the busiest locations at the most sensitive times on the network
- minimise the number of works taking place during the most sensitive times
- contribute to reducing disruption to all road users

Southampton City Council (the Council) is committed to operating a lane rental scheme that achieves the intended objectives, is operated both efficiently and effectively, and demonstrates parity in its application. The purpose of an evaluation is to demonstrate the operation is achieving these commitments whilst providing transparency on the governance of the scheme.

In addition to this commitment, Government Guidance also the need for a clear and robust plan for evaluating whether the objectives of the scheme have been met and whether the overall benefits are sufficient to justify the costs involved.

The Council recognise that a framework does not exist for a lane rental scheme evaluation, therefore this document provides a framework as an Evaluation Plan.

Approach

Approach to evaluation

The approach to evaluating the lane rental scheme will consider three key questions:

- how efficiently is the scheme being operated by the Council?
- how effective is the scheme in achieving the stated objectives?
- how well is the scheme governed, including the application of lane rental charges and surplus revenues?

The evaluation will be undertaken by an independent organisation for the Council, using data available from the Department for Transport's national Street Manager system.

The evaluation will be applied with parity for all Promoters, and where relevant performance indicators will be disaggregated, e.g. by Promoter sector.

Where possible, this evaluation plan will align to the Councils strategic transport objectives as set out with the Connected Southampton Transport Strategy and associated implementation plans.

Performance indicators

The evaluation plan will be based around a set of performance indicators, refer to Section 3, which will relate to the objectives of the Scheme and the key questions (listed above).

The Performance Indicators will include a target measure, which for the initial year of operation will be based on the estimates produced for the feasibility exercise undertaken to support the submission to the Secretary of State. Once the Scheme is operational, these targets can be reassessed using observed behaviour changes and quantitative data.

The Council recognise potential limitations in the data and information recorded for work within Street Manger, and the potential need to draw conclusions through assumptions. Any limitations or assumptions applied will be clearly identified within the evaluation report.

Results of the evaluation

In keeping with Government guidance, the Council will undertake an annual evaluation of the Scheme, with an evaluation report published within 6 months of the anniversary of each operational year.

The format and content of the evaluation report may vary according to the need and development of the evaluation; however, the key content will include:

- A review of the operational year(s) to date;
- Results of the performance indicators; including base data for context, comparison with baseline figures and previous operational years (as appropriate);
- A summary of the lane rental charges;
- The application of the surplus revenues; and
- A revision of the cost-benefit analysis using operational data.

Performance Indicators

ID	Objective	Performance Indicator (PI)
001	Increased number of works undertaken outside of peak periods.	The proportion of works carried out outside of lane rental periods.
002	Reduced occupation of the highway at peak times.	The proportion of work duration undertaken outside lane rental periods.
003	Works completed to the required standard first time, reducing the need to return to the site to carry out further works.	The volume of remedial works undertaken to repair defects.

004	Reduction in occupation of the highway through collaborative works.	The volume days saved through collaborative works. The application of a discount for collaboration between Promoters.
005	Decrease in works duration.	Observed changes in duration that can be directly attributed to the application of a lane rental scheme. This PI would also include data from 003.
006	Work with a lane rental charge.	The proportion of work with a lane rental charge, including mitigated charges (discounts) applied.
007	Compliance to lane rental arrangements by Promoters.	Results from live site inspections to check for lane rental compliance.
008	Improvements in congestion levels as a result of works on the lane rental network.	The instances of congestion and delay as a result of works, measured in vehicle time and cost to the road user.
009	Reduction in carbon emissions caused through works.	Estimated reduction in carbon emissions through a reduction in peak time works and associated congestion impact.

Baseline data

As the evaluation is seeking to demonstrate the efficiency and effectiveness of the Scheme, compared to the Council not operating a Scheme, baseline data will be collected prior to the Scheme coming into effect wherever possible.

It is expected that this data may include but is not limited to: network data from the DfT's digital service, Street Manager, traffic data from local and DfT traffic counts, and traffic speed data from GPS probe records supplied through the DfT.

It is accepted that there may be limitations on the availability of data, especially historic traffic speed data. This may limit or prevent evaluation of a specific timeframe to meet the timescale set out above, i.e. traffic data for an operational year may not be available within the six months from the completion of that year so would be published after the following operational year.