

Cabinet

DOCUMENTS FOR THE MEMBERS ROOM

Tuesday, 25th March, 2025
at 4.30 pm

MEMBERS ROOM DOCUMENTS ATTACHED TO THE
LISTED REPORTS

Contacts

Email: democratic.services@southampton.gov.uk

MEMBERS ROOM DOCUMENTS

8 **DEVOLUTION PRIORITY PROGRAMME CONSULTATION RESPONSE**
(Pages 1 - 42)

12 **LANE RENTAL SCHEME** □ (Pages 43 - 126)

Monday, 17 March 2025

Director of Legal and Governance



Establishing a Mayoral Combined County Authority across Hampshire, Portsmouth, Isle of Wight and Southampton

Topic of this consultation:

This consultation seeks views on a proposal to form a Mayoral Combined County Authority for the local government areas in Hampshire County Council, Portsmouth City Council, Isle of Wight Council, and Southampton City Council (referred to as Hampshire and the Solent in this consultation).

In December 2024, the government published the [English Devolution White Paper](#). This sets out plans to move power out of Westminster and back to local communities, ensuring that every part of England is covered by devolution. The local council leaders from Hampshire County Council, Portsmouth City Council, Isle of Wight Council, and Southampton City Council have since written to government expressing their interest in taking forward devolution within their area through the establishment of a Mayoral Combined County Authority, with the first election for a Mayor taking place in May 2026. Before taking a decision on whether to proceed with the making of the necessary legislation, the government is seeking views from interested parties, including those who live and work in the area.

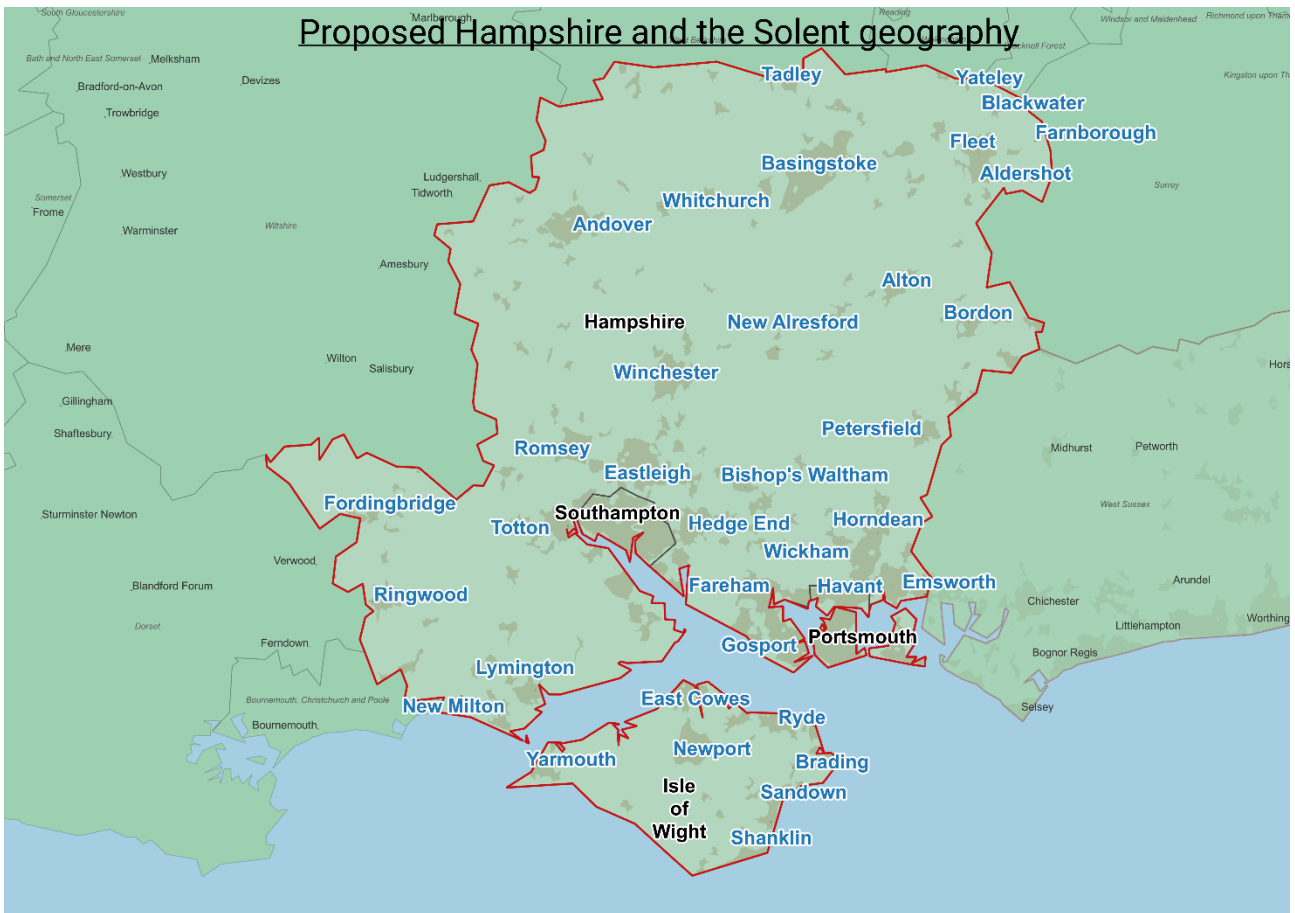
Scope of this consultation:

This consultation seeks views, particularly from interested parties, including those who live and work across Hampshire and the Solent, on the effect of establishing a Mayoral Combined County Authority in the area. It includes questions on the proposed geography and how the Combined County Authority will make decisions, together with questions on the effects of working across this geography through a Mayoral Combined County Authority.

In some parts of the country, there may be proposals for reorganisation of existing councils. This is a separate process and is **not** covered by this consultation. Further information on this is set out in this document.

Geographical scope:

These proposals only have direct effect within the geographical area covered by the local councils listed above.



Basic Information

Body/bodies responsible for the consultation:

Ministry of Housing, Communities and Local Government

Duration:

This consultation will last until 13 April 2025 23:59.

How to respond:

We encourage everyone to use this opportunity to share your opinions on the proposal for the establishment of a Mayoral Combined County Authority across this area.

The easiest way for you to respond and engage in the consultation is by completing the online form - <https://consult.communities.gov.uk/lggc/hampshire-and-the-solent-devolution-consultation>. Once you are on the website, you will be guided through the specific questions on which we are seeking views.

If you are unable to provide your views through the online form, you can alternatively email or post your response to the questions. Details on how to do this are set out in Annex B. Please follow the format of the questions as set out in Annex B. For email and postal responses, please make clear which area consultation you are responding to (there are a

number of live consultations on English devolution). This consultation is about a proposal to form a Mayoral Combined County Authority for the local government areas of Hampshire County Council, Portsmouth City Council, Isle of Wight Council and Southampton City Council.

1. Background

1.1 Devolution context

Through devolution, areas and their local leaders receive more powers, functions and funding to take decisions about local priorities. Currently, over 34 million people – around 61% of the population of England – are covered by a devolution arrangement. However, England remains one of the most centralised countries in the developed world, meaning decisions are too often taken by central government rather than by local leaders.

In December 2024, the government published the [English Devolution White Paper](#), which set out a new Devolution Framework for English devolution which will move power out of Westminster and into the hands of those who know their area best. The White Paper sets out how further devolution to local areas within England can help deliver economic growth and more joined-up delivery of public services, and increase trust in politics.

Devolution can achieve this through enabling more decisions to be taken at a more local level, thereby making it easier to tailor decisions to local needs and priorities; enabling more coordinated action in a place; giving communities a greater say in decisions that affect them; and driving innovation in policy and delivery.

The government's ultimate ambition on devolution is universal coverage across England, with a strong preference for every area to have a Mayor, so that every part of the country can unlock the benefits and opportunities that devolution brings.

1.2 Introduction to Combined County Authorities and Mayors

Combined County Authorities are organisations made up of a group of councils who come together over larger areas that people recognise and work in. They allow councils to work together in a structured way and take decisions over a wider area footprint, with powers and responsibilities being held by that Combined County Authority. Combined County Authorities do not replace the councils in your area – and services such as social care, libraries and education that are provided by the council continue to be provided by the council.

A Combined County Authority can be led by a directly elected Mayor. This is then known as a Mayoral Combined County Authority. The government is supportive of places having Mayors because they have a mandate to take big decisions affecting more people, they have convening power to tackle shared problems, and they are accountable to the local electorate for the decisions they take. Mayors in other parts of the country have become vital local leaders, delivering on the promise of change in their area to drive growth, more joined-up delivery, and earning trust.

1.3 The Devolution Priority Programme

Many parts of the country (such as Greater Manchester, Liverpool City Region, the East Midlands, York and North Yorkshire, and the West of England) now have Mayoral Combined Authorities or Mayoral Combined County Authorities. London also has a directly elected Mayor and the Greater London Authority. These institutions have received funding,

powers and functions in areas like skills, transport, and housing. However, many parts of the country do not yet have devolution arrangements like this.

In the English Devolution White Paper, the government set out the ambition of delivering devolution to more parts of England, aiming to establish new Combined Authorities or Combined County Authorities that would have Mayors elected in May 2026.

To achieve this, the government has established the Devolution Priority Programme, to provide a fast-track to creating Mayoral Combined Authorities or Mayoral Combined County Authorities for areas ready to come together over sensible geographies which meet the criteria set out in the White Paper. These places will receive the full backing of government to deliver to these ambitious timescales.

In July 2024, the government invited areas currently without devolution arrangements to put forward proposals for how they would like to take on devolution in their area. Following the publication of the White Paper, these areas had the opportunity to seek to join the Devolution Priority Programme. The government received positive responses from a number of different places, and local council leaders of Hampshire County Council, Portsmouth City Council, Isle of Wight Council and Southampton City Council applied to join the Devolution Priority Programme to establish a Mayoral Combined County Authority over the geography of those local councils.

Following an assessment of geography and readiness, the government announced that Hampshire and the Solent will be part of the Devolution Priority Programme, along with the five other areas listed below:

- Cumbria (Cumberland Council, Westmorland and Furness Council);
- Cheshire and Warrington (Cheshire East Council, Cheshire West and Chester Council, Warrington Borough Council);
- Greater Essex (Essex County Council, Thurrock Council, Southend-on-Sea City Council);
- Norfolk and Suffolk (Norfolk County Council, Suffolk County Council); and
- Sussex and Brighton (East Sussex County Council, West Sussex County Council, Brighton and Hove City Council).

1.4 Implementing devolution in Hampshire and the Solent

There is a statutory process that has to be followed to establish a Combined County Authority. This includes a public consultation to seek local views and inform a final decision by government.

The government is minded to establish a Mayoral Combined County Authority for Hampshire and the Solent. It will take a decision on whether to proceed with the necessary implementing legislation after considering responses to this consultation and whether a series of statutory tests have been met. In particular, Ministers will need to decide:

- Whether they consider that the establishment of a Combined County Authority in the area is likely to improve the economic, social and environmental wellbeing of some or all of the people who live or work in the area;

- Whether establishing a Combined County Authority in the area is appropriate, having regard to the need to:
 - secure effective and convenient local government; and,
 - reflect the identities and interests of local communities.

Ministers will also consider all factors in the round when taking the decision on whether to proceed with the necessary implementing legislation, including an equalities impact assessment and an environmental principles policy statement.

If a decision is taken to proceed, and providing councils consent, the next stage is for ministers to make secondary legislation establishing the Combined County Authority and providing for the election of a Mayor. This legislation will also confer some transport and economic regeneration functions onto the Combined County Authority. This will allow the Combined County Authority to begin work on delivering local priorities from day one.

The Mayor for the area would then also represent the area on the Council of Nations and Regions, which includes the Prime Minister, the First Minister of Scotland, the First Minister of Wales, the First and Deputy First Minister of Northern Ireland, and the Mayors of Combined Authorities and Combined County Authorities of England. The Mayor would also represent the area on the Mayoral Council (which includes the Deputy Prime Minister and the Mayors of Combined Authorities and Combined County Authorities of England) to enable the area's voice to be heard at a national level.

If the decision is taken not to proceed, then the Mayoral Combined County Authority would not be established to the timelines of the Devolution Priority Programme. This would mean that the area would not receive the full suite of powers, funding and functions as set out in Section 3 of this consultation, and the area would not be represented on the Council of Nations and Regions. The government will continue to work with local councils on the best devolution approach for their area.

The government will introduce an English Devolution Bill to Parliament in due course. The intention of that Bill is to automatically confer all the powers and functions in the Devolution Framework to the Mayoral Combined County Authority once it is established. Section 3 of this consultation outlines what these functions would be and explains the Devolution Framework.

If the Bill does not receive Royal Assent and its provisions do not come into force, the government intends to bring forward secondary legislation to confer the functions in the Devolution Framework to the Mayoral Combined County Authority.

2. Proposed Institution, Governance and Decision Making Arrangements

2.1 Name and geographic area

It is proposed that a Mayoral Combined County Authority is established over the local authority areas of Hampshire County Council, Isle of Wight Council, Portsmouth City Council, and Southampton City Council. The government's proposal is that the Combined County Authority would be formally known as Hampshire and the Solent Combined County Authority.

2.2 Membership

Constituent councils

The councils of Hampshire County Council, Isle of Wight Council, Portsmouth City Council and Southampton City Council would be the constituent councils of the proposed Combined County Authority. Hampshire County Council would appoint two representatives to be constituent members, whilst Isle of Wight Council, Portsmouth City Council and Southampton City Council would each appoint one representative to be constituent members. This means that there would be five constituent council members in total. Constituent councils would each be able to appoint the same number of substitute members as they appoint constituent members to act in the absence of their constituent members.

The Mayor

The Combined County Authority would have a Mayor, directly elected by local government electors (which are those eligible to vote in local council elections who are on the electoral register) across the four constituent council areas. The first mayoral election would take place on 7 May 2026. Mayors are typically elected on 4-year terms.

The Mayor would be a constituent member of the Combined County Authority, and exercise the mayoral functions outlined in the Devolution Framework on behalf of the Combined County Authority.

The Mayor would be required to appoint a deputy Mayor from among the constituent members to act in their absence or if the office of the Mayor is vacant.

The Mayor would be permitted to appoint a maximum of one political advisor.

Non-constituent and associate members

Hampshire and the Solent Combined County Authority's constituent members would be able to appoint a maximum of five non-constituent and associate members to support the delivery of their work programme. Non-constituent members are representatives of an organisation; for example, a district council, local NHS trust, the Police and Crime Commissioner, or a local registered provider. Associate members are named individuals who can provide particular experience or expertise – for example, on active travel, or local businesses.

2.3 Role of district councils

Much of England has two tiers of local government – upper-tier county councils and lower-tier district councils – with responsibility for local services split between the two.

The constituent councils of the proposed Combined County Authority would be the upper tier authorities only. Under the Levelling Up and Regeneration Act 2023, district councils cannot be full constituent members of a Combined County Authority. However, they could participate as non-constituent members and serve on committees (see section 2.5 on non-constituent members' role in decision-making).

2.4 Combined County Authority powers, functions and funding

The Combined County Authority and its Mayor would have some functions conferred onto them as part of the secondary legislation establishing the Combined County Authority as an institution. These functions would enable them to begin work on delivering local priorities from day one and are expected to include economic development and transport.

The [English Devolution White Paper](#) sets out the government's ambitions for devolution. This includes the powers, functions and funding available to combined county authorities – a summary table is included at Annex A.

The collection of powers, functions and funding is known as the Devolution Framework. The powers, functions and funding of a Combined County Authority vary depending on its governance and maturity. The government's intention would be for Hampshire and the Solent Combined County Authority to have the powers, functions and funding set out at the mayoral level of the framework. These functions would give the Combined County Authority and the Mayor greater local control over areas such as transport, adult education and skills, and housing to enable improvements in local connectivity, educational outcomes, economic development, driving economic growth and improved social wellbeing.

The government intends to implement the Devolution Framework via the English Devolution Bill; the functions within it would then automatically be conferred onto any established Combined County Authority if the Bill receives Royal Assent, and the provisions come into force.

2.5 Decision making at the Combined County Authority

The Combined County Authority's constituent members (the Mayor and five constituent council members) would be the decision makers within the Combined County Authority. Constituent members would automatically have voting rights. Non-constituent members can be given voting rights at the discretion of the Combined County Authority; associate members cannot be given voting rights.

All members would have a single vote. The default voting arrangement for Combined County Authority decisions to be approved a simple majority in favour, including the Mayor (i.e. 4 out of 6 including the Mayor).

No decisions can be made at a Combined County Authority meeting unless the Mayor (or deputy Mayor) and at least four constituent council members are present.

2.6 Oversight

To ensure effective scrutiny of decision making and audit of how resources are used, the Combined County Authority would have at least one Overview and Scrutiny Committee, and one Audit Committee, in line with the requirements of the Levelling Up and Regeneration Act 2023.

Further improvements to accountability and oversight are in development and are included in Section 5 of the English Devolution White Paper ahead of legislation being laid.

2.7 Remuneration

Hampshire and the Solent Combined County Authority would approve a scheme for the allowances for constituent members, following consideration of a report from an Independent Remuneration Panel. The Mayor can be paid an allowance as agreed by the constituent council members, also following consideration of a report from an Independent Remuneration Panel.

2.8 Local government reorganisation and its impacts

Councils in this area have been invited to develop proposals for new unitary local government. This would replace the existing two-tier system, where services are split between a county and district council, and bring these services together in unitary local government, creating opportunities for service transformation which can support improvements in delivery. The aim is to build empowered, simplified, resilient and sustainable local government for your area that will increase value for money for council taxpayers and enable more funding to be spent on local public services.

This process (known as “local government reorganisation”) is a separate process to the one in this consultation. On 5 February 2025, the Minister of State for Local Government and English Devolution invited all councils in your area to develop unitary proposals. All councils in your area have been invited to undertake wide engagement before submitting robust and evidenced unitary proposals to government by 26 September. The established assessment and decision making process will then be followed to determine which, if any, of the proposals submitted are to be implemented.

Further information is being made available at [Local government reorganisation: Policy and programme updates - GOV.UK](#)

This local government reorganisation process does not affect the potential establishment of this Combined County Authority or the Mayoral election in May 2026. In due course, if a local government reorganisation proposal is implemented, any new unitary councils will become the constituent members of the Combined County Authority and, legally, it will become a Combined Authority. This change would not affect the powers, functions, or funding available to the area. The governance and decision-making arrangements within the Combined Authority will then be updated to reflect any changes needed.

Legislation has also been made to postpone local council elections from May 2025 to May 2026 in: Norfolk County Council and Suffolk County Council; Essex County Council and Thurrock Council; Hampshire County Council and the Isle of Wight Council; East Sussex County Council and West Sussex County Council. This will allow these councils to deliver both devolution and local government reorganisation to the most ambitious timeline, working toward the first election for the Mayors of the Combined County Authorities in May 2026.

3. What powers would be available

The [English Devolution White Paper](#) sets out the powers, functions and funding for all Combined County Authorities such as the one proposed in this consultation. This is known as the Devolution Framework. The framework is the floor, not the ceiling, of the government's ambitions, which means it will be reviewed regularly to consider whether it can be deepened, with more powers being given to local areas that have a Combined County Authority with a Mayor.

The framework has three tiers – Foundation, Mayoral, and Established Mayoral. If the Mayoral Combined County Authority in this consultation was created, it would be set up at the 'Mayoral' tier. The institution could then progress in the future to the 'Established Mayoral' tier, subject to meeting certain eligibility criteria (see section 2.2.4 of the White Paper). This means that, at the Established Mayoral tier, it would be eligible to receive more powers and funding from central government.

The framework is to be implemented through the English Devolution Bill, subject to its passage through Parliament and receiving Royal Assent. A table summarising the devolution framework is provided in Annex A, and a more detailed summary of what powers, functions and funding the Combined County Authority would receive under that Bill is set out below. For full detail of the powers, functions and funding that the Combined County Authority would receive based on being in the Mayoral tier, please refer to Chapter 3 of the English Devolution White Paper.

3.1 Funding

The below sets out the types of funding available to Mayoral Combined County Authorities.

The Mayoral Combined County Authority would receive devolved funding from central government, including those relating to the following policies:

- Housing and regeneration.
- Local growth.
- Adult skills (except apprenticeships).
- Local transport.

This gives the Mayoral Combined County Authority control over how funding is spent, including to tailor how it is spent to meet local needs in the area. As with all government programmes, the precise programmes that will be devolved (and the amount of funding) will be determined through the Spending Review in June (which is central government's process for setting budgets, which determines which government programmes exist and their funding amount).

However, Mayoral Combined Authorities that were in existence in the Spending Review period 2021-2024 received funding from central government, such as:

- Funding to support housing on brownfield sites in the area.
- Funding for local growth in the area.
- Devolved funding for skills, such as the Adult Skills Fund, which is used to fund education and training for adults aged 19 and above.
- Devolved funding for local transport, such as funding to support maintaining and improving the highways network and funding to support bus services and keep fares down.

In addition, the Mayoral Combined County Authority would receive a 30-year 'Investment Fund' from central government. The amount of this fund would be confirmed at the government's Spending Review in June 2025. However, the parameters of it are:

- It is a flexible fund for local leaders to drive economic growth. The priorities for it are set locally through the Mayoral Combined County Authority – not by central government.
- It is long term, covering a period of 30 years. The intention of this is to give certainty when local leaders (through the Mayoral Combined County Authority) make decisions on investments.
- It is a mix of revenue spending (which can be spent on 'day-to-day' policies like adult skills) and capital spending (which is money spent on investment in policies like housing).

The Mayoral Combined County Authority would also receive capacity funding from central government to help set up the new organisation.

The Mayoral Combined County Authority would have the ability to introduce a mayoral precept on council tax should they choose to do so. This allows the authority to raise money to fund local priorities.

3.2 Transport and local infrastructure

The government believes that high quality transport infrastructure and services support growth and opportunity, and that bringing decisions about transport closer to people is key to improving the transport networks everyone relies on. The Combined County Authority would become the Local Transport Authority for its area, which means it is responsible for public transport services, like buses, instead of local authorities.

Buses and active travel

In many parts of England, bus services have been deregulated since the Transport Act 1985. This means services are run by private bus operators who set the routes, fares, and timetables.

As a Local Transport Authority, the Mayoral Combined County Authority would be empowered (but not required) to change this approach across the whole area in order to improve local bus services. They could decide to pursue:

- An Enhanced Partnership, under which Local Transport Authorities (like the Mayoral Combined County Authority) have more powers to work with bus operators to set a vision for bus services across the whole area and a plan to help achieve these improvements.
- A franchised system, under which the Mayoral Combined County Authority awards contracts for buses in their area (or in specific routes), and these contracts can be used to determine things like routes, timetables, fares and branding. This is the model used in London and introduced recently in Greater Manchester.
- Publicly owned bus companies, which could work alongside either an Enhanced Partnership or a franchised bus system.

The powers for this are set out in the government's Bus Services Bill and more information on the powers available to Local Transport Authorities (such as the Mayoral Combined County Authority) is set out in the [overview of the Bus Services Bill](#).

The Combined County Authority would play an important role in decarbonising transport and reducing the environmental and health impacts of transport. The government would expect the Combined County Authority to develop plans to decarbonise and reduce air pollution from their local bus fleet, including how and when emissions reductions will be delivered.

Active travel (such as walking, wheeling, and cycling) delivers a range of benefits for people and communities. Active Travel England (which is a central government organisation sponsored by the Department for Transport) would support the Combined County Authority to increase capability and address skill gaps to ensure a consistent approach to safety and accessibility for all users, with a right to request capability assessments for their constituent authorities.

Rail

The government is seeking to put passengers and local communities back at the heart of railways and to protect their interests. The proposed Mayoral Combined County Authority would play an important role in this:

- The Mayor would have a statutory role (meaning a role set out in law) in governing, managing, planning, and developing the rail network. The intention is that the Mayor can use this role to embed the voice of their community in decisions on the rail network. Government will consult on this role ahead of the legislation required.
- If they meet transparent criteria, the Mayor would also be given the option for greater control over local rail stations. Rail stations are generally currently controlled either by central government, through a body known as Network Rail, or by train operating companies. Mayors will be given the option of greater control so they can capitalise on the opportunities in and around rail stations for local people, for economic growth, accessibility, and intermodal connectivity. For example, this might include regenerating the area around the rail station, working to join up different forms of transport, or building homes.
- Engagement with the Department for Transport on its national rail planning processes. This has been trialled with Greater Manchester and West Midlands

Combined Authorities already, and is intended to allow local ambitions to be better reflected in national policy.

- The government would work in close collaboration with the Mayoral Combined County Authority to deliver shared ambitions on ticketing. London has shown how ticketing systems that are integrated across different forms of transport can help to get more people onto public transport. The Department for Transport (through an organisation known as Great British Railways) is committed to working in partnership with Mayoral Combined County Authorities to deliver these sorts of ambitions, building on existing ‘pay-as-you-go rail pilots’ (which are trials that allow passengers to tap in and out of stations using a contactless card or device).

Roads

The Mayoral Combined County Authority would play a key coordination role in the local road network. It would work with National Highways on the strategic road network (which covers motorways and some A roads), and its constituent councils on local roads. Responsibility for local roads would remain with the councils, and not with the Mayoral Combined County Authority.

This includes:

- The Mayoral Combined County Authority would set up and coordinate a ‘Key Route Network’ (KRN) on behalf of the Mayor. A KRN is a collection of locally important roads – the aim of setting it up is to allow for major roads to be managed in a strategic way, to improve traffic flow, reduce congestion, introduce bus priority, or cycle infrastructure across an area. Mayors would also hold a ‘power of direction’ over this network to support delivery of their agreed Local Transport Plan. This means they can require a constituent council to use their road powers in a way that is consistent with the KRN.
- As the Local Transport Authority, the Mayoral Combined County Authority would be empowered to regulate on-street micromobility schemes (like hire bikes), so local areas can shape these schemes around their needs, connect people to public transport, and tackle the problem of badly-parked cycles and e-cycles.
- Subject to a separate consultation, it is proposed that the government will devolve approval of local Lane Rental schemes to Mayoral Combined County Authorities. This would enable constituent councils to charge the companies undertaking roadworks on busy roads at busy times with the aim of minimising disruption by seeking the Mayoral Combined County Authority’s approval, rather than the Department for Transport.
- National Highways are committed to formalising and strengthening its relationship with Mayoral Combined County Authorities, which will ensure a more cohesive approach to the management and development of England’s strategic road network alongside local roads.

3.3 Skills and employment support

The Mayoral Combined County Authority would receive:

- Devolved adult skills funding and functions from the Department for Education. Adult skills funding is intended to support adults aged over 19 to participate in education and training.
- Devolution of future ‘supported employment’ funding from the Department for Work and Pensions – which is funding to help disabled people, people with health conditions, and those with more complex barriers to work to find a suitable job and sustain work. It can also be used to help those in work but at risk of falling out of the labour market to retain their job.

These funds would support the Mayoral Combined County Authority to do things like tailor the training and support for adults in the area to the types of jobs available locally, and to local priorities. The government has also committed to giving Mayoral Combined County Authorities a substantive role in co-designing any future national employment support programmes that is additional to the core work done by Jobcentre Plus. The Mayoral Combined County Authority would also be asked to produce a local Get Britain Working Plan for its area, which would be focused on reducing economic inactivity and driving integration between national and local health, work, and skills provision in the area.

The Mayoral Combined County Authority would also take on joint ownership of the Local Skills Improvement Plan model with Employer Representative Bodies. These Plans set the strategic direction for skills provision in the area and could help to facilitate opportunities for 16-19-year-olds to undertake apprenticeships, education and training that lead to good quality employment opportunities.

3.4 Housing and strategic planning

The government is committed to delivering 1.5 million new homes in this Parliament, and Mayoral Combined County Authorities are integral to meeting that commitment:

- The Mayoral Combined County Authority would be given control of funding to support regeneration and housing delivery. As set out in section 3.1, the precise funds and amount would be determined through the next Spending Review. However, as context, Mayoral Combined Authorities that existed in the period 2021 to 2024 received control of funding from the Ministry of Housing, Communities and Local Government to support the delivery of housing on brownfield sites.
- The Mayoral Combined County Authority would have a strategic place partnership with Homes England (which is a central government organisation sponsored by the Ministry for Housing, Communities, and Local Government) – a formal partnership arrangement which brings together their respective strengths and resources.
- The Mayoral Combined County Authority would also have powers to drive regeneration in their area. For example, they would have powers to establish Mayoral Development Corporations, which are statutory bodies created to help deliver regeneration schemes. Housing and strategic planning powers are set out in Section 3.5 of the English Devolution White Paper.

- The government has recently announced that, in all parts of the country, groups of councils will be required to work together to develop Spatial Development Strategies (SDS). In this area, that work would be led by the Mayoral Combined County Authority, with the Mayor empowered to develop and propose the SDS. Once an SDS is in place, the Mayor would also be given powers, similar to those held by the Mayor of London, to 'call in' planning applications of 'strategic importance'. These powers will enable Mayors to scrutinise the most significant planning proposals in their area to ensure they support the SDS. The Mayor would also receive the ability to charge new developments (such as developments led by private sector housebuilders) in their area. This is known as a 'Mayoral Community Infrastructure Levy' and the revenue collected is used to help deliver local infrastructure.

3.5 Economic development and regeneration

The Mayoral Combined County Authority would play a crucial role in attracting international investment for the area – supporting business to thrive and grow, and creating vibrant places where people want to live and work.

To help achieve this, the Mayoral Combined County Authority would take lead responsibility for managing and focusing local programmes that provide businesses with support and advice on things like introductions to local supply chains or help with starting a new business (known as 'business support' programmes). This involves hosting the local Growth Hub, which is part of a national Business Growth Service but can tailor its services to the needs of the local economy and local businesses. The Mayoral Combined County Authority and the Department for Business and Trade would form a strategic partnership to align national and local policymaking. The partnership would also ensure effective delivery of interventions to boost domestic business growth, boost exports, encourage inward investment and grow the co-operative and mutual economy.

To support the Mayoral Combined County Authority to unlock their area's innovation potential, working in partnership with businesses and universities, there would be stronger direct connections with UK Research and Innovation (UKRI), which is a central government organisation that directs research and innovation funding, funded through the science budget of the Department for Science, Innovation and Technology.

Given the importance of culture, heritage, sport, and tourism to local economies and communities, the Department of Culture, Media and Sport (and its Arm's Length Bodies, such as Historic England) would explore a deeper, collaborative partnership with the Mayoral Combined County Authority.

3.6 Environment and climate change

Making Britain a clean energy superpower is one of the government's five defining missions. The decarbonisation journey will support efforts to protect the natural environment and biodiversity. The Mayoral Combined County Authority would be a crucial partner in transitioning Great Britain to a low-cost, clean power energy system by 2030, and in implementing the Warm Homes Plan to save households money on their bills and to reduce the UK's carbon emissions. The Combined County Authority would have a role in co-ordinating the zoning of local heat networks, meaning they would play a role in the delivery of heat decarbonisation.

The Combined County Authority would also have a strategic role on net zero including on Great British Energy's Local Power Plan and Warm Homes Plan. In order to provide local, place-based environmental leadership, the Combined County Authority would play a leadership role in Local Nature Recovery Strategies, through convening partnerships and coordinating action, funding and delivery.

3.7 Health, wellbeing, and public service reform

The government believes that Mayoral Combined County Authorities have a key role to play in improving health and wellbeing alongside wider public service reform. To support the Mayoral Combined County Authority to drive a "health in all policies" approach, it would have a new bespoke duty in relation to health improvement and health inequalities. This duty would ensure that the Mayoral Combined County Authority takes into account the need to improve health outcomes and reduce health inequalities when exercising their powers and functions, giving them a clear stake in improving local health outcomes.

By working with other local leaders, the institution would also be able to bring together local partners to work together on reforming, and driving improvements in, public services. For example, the government has established an expectation that Mayors will be considered for the role of chair for the NHS Integrated Care Partnership. The government would also work with stakeholders in the Mayoral Combined County Authority's area to identify areas to facilitate the alignment of public service boundaries and closer working when there is a clear rationale for doing so, and where the benefits significantly exceed any costs and risks incurred.

3.8 Public safety

The Mayoral Combined County Authority would have an important role to play in achieving the government's Safer Streets Mission, supporting rehabilitation, and reducing reoffending, and in supporting the safety of their residents and the resilience of their communities. This should complement the role local councils play in this area. To deliver this, the government is committed to increasing the number of Mayors who take on Police and Crime Commissioner (PCC) and Fire and Rescue Authority (FRA) responsibilities. Generally, where devolution geographies align with police force and fire and rescue geographies, Mayors would become responsible for exercising PCC and FRA functions.

3.9 Established Mayoral Status

In time, the Mayoral Combined County Authority could apply for ‘Established Mayoral’ Status, which is a deeper level of devolution – meaning, for example, more powers and funding from central government. If they achieved this status, they would automatically receive the additional powers available at that level, including an Integrated Settlement, which will give the area even greater funding freedom and flexibility. The conditions the Mayoral Combined County Authority would need to meet to become eligible are set out in Section 2.2.4 of the English Devolution White Paper; and the deeper powers available to them are summarised in the fourth column of the table in Annex A of this consultation document.

4. What this means for Hampshire and the Solent

4.1 Overview of Hampshire and the Solent

Over 2 million people live in Hampshire and the Solent¹. Hampshire is one of the largest English counties, covering 1,400 square miles, much of it rural, with a third of it falling within the New Forest, the North Wessex Downs or the South Downs. It is a polycentric area with a city, Winchester, the historic capital of England and the county town, and several large towns including Basingstoke, Eastleigh, Fareham, Gosport, Farnborough and Andover. The Solent area, covering the port cities of Portsmouth and Southampton and the scenic Isle of Wight, has 340 miles of coastline and peninsulas.

Hampshire and the Solent is a major gateway to European and global markets, benefitting from a direct highway and rail links to London, as well as international connections through Southampton and Farnborough Airport and the ports of Southampton and Portsmouth. The Solent Freeport is also a major economic opportunity as it seeks to strengthen the area’s trading position and develop new trading relationships. Nearly 85% of the journeys in Hampshire and the Solent start and finish in Hampshire and the Solent, which demonstrates the extent to which commuting and other travel patterns are based around this area.²

The region is home to a number of major development areas delivering significant new and affordable homes across the region. These include developments at Welborne, North Whiteley, Whitehill & Bordon and Manydown, which are all progressing in building new communities and associated infrastructure.

Hampshire and the Solent also share unique environmental assets including the New Forest, South Downs, three areas of outstanding natural beauty and coastal regions which support a successful visitor economy – making Hampshire and the Solent one of the top

¹ [Estimates of the population for England and Wales - Office for National Statistics](#)

² Based on O2 Motion mobile phone data, anonymised and aggregated by O2 and expanded to represent the UK population. Statistic is for total weekday journeys in 2022-2023.

destinations nationally. In 2023, the visitor economy was estimated to contribute £3.3 billion and employ over 87,000 people³. For the Isle of Wight alone the visitor economy is worth £470.4 million.⁴

4.2 Economic and social outlook

Hampshire and the Solent has a strong and diverse economy, with 90,000 businesses and a Gross Value Added (GVA) of nearly £70 billion a year.⁵

A significant asset for the UK economy, there is a great opportunity to drive further economic growth, productivity and innovation.

The maritime sector is one of the Solent's primary sectoral strengths, contributing £7.7 billion GDP (or 25%)⁶ of total economic output. This includes the Port of Southampton, which supports 45,000 jobs,⁷ Portsmouth International Port, the Maritime and Coastguard Agency, Portsmouth Naval Base, and the National Oceanography Centre. Maritime UK Solent champions the region's world-leading maritime cluster.

Hampshire and the Solent also exhibit considerable strengths in aerospace and defence, with household names such as Airbus, QinetiQ, Boeing and Lockheed Martin. The region is part of the recently launched South East Regional Defence and Security Cluster.

The region supports a rich cultural and creative ecosystem, with high-growth sectors in digital, design, sound, and film, supported by strong cultural infrastructure and heritage with national and international reach, supporting 4,500 businesses and 40,000 jobs contributing £1.5 billion gross value added (GVA).

Alongside Surrey, the region has formed Space South Central, the largest regional space cluster in the UK. Hampshire and the Solent is home to over 130 space-related businesses and is highly active across the whole spectrum of space activity from upstream to downstream, employing thousands of people with businesses including InSpace Missions, Jasat, BAE Systems, and Airbus UK.

In terms of Hampshire and the Solent's energy sector and contribution to the UK's clean energy mission, the ExxonMobil Fawley Refinery in the New Forest and Southampton is important in the efforts to drive sustainable growth, focusing on carbon capture and storage, hydrogen production, and Sustainable Aviation Fuel production. The region recently benefitted from private and public investment in the Solent Cluster – a

³ [Travel trends - Office for National Statistics](#)

⁴ <https://www.tourismsoutheast.com/cambridgemodel2>

⁵ [Regional gross domestic product: all ITL regions - Office for National Statistics](#)

⁶ Maritime UK Solent commissioned the Centre for Economics and Business Research (Cebr) to undertake a comprehensive analysis of the economic impact of the Solent Maritime Sector.

⁷ [abp-company-profile-2023.pdf](#)

collaborative initiative aimed at reducing carbon emissions – and the emerging Sustainable Action Network is supporting businesses across sectors to save energy and support net zero.

The region has a leading knowledge economy, including the four universities of Southampton, Southampton Solent, Portsmouth and Winchester, with well-developed links between academia and industry and a well-developed further education sector delivering vocational and professional skills of the future.

However, the region faces challenges due to variation in productivity levels, economic activity, employment rates and access to affordable housing. Disparities in labour productivity in Hampshire and the Solent are greater than in most other regions in the country. For example, in terms of productivity per hour worked, Rushmoor is the most productive local authority in the country after the City of London.⁸ On the other hand, the Isle of Wight is ranked 222nd out of 361 local authorities in the country.

In terms of economic inactivity, there are an estimated 222,000 residents in Hampshire and the Solent of working age who were economically inactive in the year to September 2024,⁹ with significant disparities in economic inactivity rates across the region.

Hampshire and the Solent has a highly skilled labour market compared to national averages, but has increasingly seen labour market and skills shortages in current and future priority sectors - for example in areas such as marine engineering and maritime logistics.¹⁰

4.3 Working across Hampshire and the Solent

The area shares a single police force, the Hampshire and Isle of Wight constabulary, and a Police and Crime Commissioner, as well as a single Fire and Rescue Authority.

Devolution would build on a strong history of joint working across the region including for example on transport and the joint development of the Solent Freeport.

4.4 How devolution could impact Hampshire and the Solent

Based on the powers and funding available, as set out in Section 3, a Mayoral Combined Authority across the proposed geography could have the following impacts:

- **Transport:** New transport powers, including through the Mayoral Combined County Authority becoming the Local Transport Authority, could make it easier for people to commute and travel around Hampshire and the Solent. The Mayoral Combined

⁸ ONS 2024, Subregional productivity: labour productivity indices by local authority district - Office for National Statistics.

⁹ Hampshire County Council, Hampshire Monthly Labour Market, January 2025
<https://documents.hants.gov.uk/Economy/Hampshire-monthly-Labour-Market.pdf>

¹⁰ <https://www.hampshirechamber.co.uk/wp-content/uploads/Solent-LSIP-Progress-Report-2024.pdf>

County Authority could tackle existing transport issues, for example connectivity between the cities and major towns in Hampshire & the Solent, through strategic engagement with Great British Railways and a statutory role for the Mayor in governing, managing, planning and developing the rail network. On buses, the Mayoral Combined County Authority could decide to pursue opportunities across the whole area such as a single 'enhanced partnership' or 'bus franchising'. This could improve public transport provision and enable more people to access a wider pool of job opportunities.

- **Skills:** The skills powers and funding available could allow the Mayoral Combined County Authority to tailor the training and support for adults in the area to the types of jobs available locally and to local priorities. This could help address the skills shortage faced in Hampshire and the Solent and help ensure local skills provision meets the demand in key sectors like aerospace and defence, which could improve job opportunities for local people.
- **Housing:** The funding and powers available to deliver new housing across the Mayoral Combined County Authority geography could help address issues around housing affordability.
- **Economic development:** The Mayoral Combined County Authority would play a key role in attracting investment into Hampshire and the Solent and supporting business growth. This could support growing sectors in, for example, advanced manufacturing and could support new businesses across Hampshire and the Solent to grow and succeed.
- **Environment and climate change:** A strong role for the Mayoral Combined County Authority, such as playing a leading role in local nature recovery strategies, could help maximise the benefits from Hampshire and the Solent's natural environment. As a partner in the government's energy and climate change ambitions, the Mayoral Combined County Authority could also help the UK to meet its clean energy mission, building on the existing work across the area.
- **Health, wellbeing and public service reform:** The Mayoral Combined County Authority could play a key role in improving health and wellbeing, underpinned by a new bespoke duty in relation to health improvement and health inequalities. This would mean that the Mayoral Combined County Authority would need to have regard to the need to improve health, and reduce health inequalities, in the exercise of its functions. Combined with an expectation that the Mayor would be appointed to one or more of the relevant Integrated Care Partnerships in the area, this could help strengthen the focus and increase the join up of action to address issues around ill health and inequalities across the area.
- **Representation:** The Mayor would take a seat at the Prime Minister's Council of Nations and Regions as well as the Deputy Prime Minister's Mayoral Council, which would give the area a stronger voice with the government. Hampshire and the Solent would be one of the first parts of the South East of England to be represented.

5. Consultation questions

Having considered all of the above, please respond to the following questions. For each question, you can provide the following answers:

- Strongly agree.
- Agree.
- Neither agree nor disagree.
- Disagree.
- Strongly disagree.
- Don't know.
- Prefer not to say.

You will also be invited to explain your answers.

Question 1: To what extent do you agree or disagree that establishing a Mayoral Combined County Authority over the proposed geography will deliver benefits to the area?

Question 2: To what extent do you agree or disagree with the proposed governance arrangements for the Mayoral Combined County Authority?

Question 3: To what extent do you agree or disagree that working across the proposed geography through the Mayoral Combined County Authority will support the economy of the area?

Question 4: To what extent do you agree or disagree that working across the proposed geography through the Mayoral Combined County Authority will improve social outcomes in the area?

Question 5: To what extent do you agree or disagree that working across the proposed geography through a Mayoral Combined County Authority will improve local government services in the area?

Question 6: To what extent do you agree or disagree that working across the proposed geography through a Mayoral Combined County Authority will improve the local natural environment and overall national environment?

Question 7: To what extent do you agree or disagree that working across the proposed geography through the Mayoral Combined County Authority will support the interests and needs of local communities and reflect local identities?

6. Next steps

Following the consultation, the Secretary of State will consider all responses and decide whether to establish a Mayoral Combined County Authority. If the Secretary of State decides to proceed, the government will confirm funding (subject to Spending Review) and, provided the constituent councils consent, the necessary secondary legislation will be laid in Parliament. If approved by Parliament, the Combined County Authority would be established in time for the first mayoral election to take place in May 2026.

Annex A – Devolution Framework Summary Table

The government intends to implement the Devolution Framework via the English Devolution Bill; the functions within it would then automatically be conferred onto any existing Combined County Authority if the Bill receives Royal Assent, and the provisions come into force.

Key

(**) refers to functions for which funding will be included in Integrated Settlements for Established Mayoral Strategic Authorities

(^) refers to functions which apply to Combined and Combined County Authorities only

Detail	Foundation	Mayoral	Established
Funding and investment			
Access to a multi-departmental, long-term integrated funding settlement**			X
Long-term investment fund, with an agreed annual allocation		X	X
Removal of gateway review from investment fund, after Gateway One complete			X
Ability to introduce mayoral precepting on council tax [^]		X	X
Consolidation of local growth and place funding in a single pot**	X	X	X
Strategic leadership			
A statutory duty to produce Local Growth Plans		X	X
Membership of the Council of Nations and Regions		X	X
Membership of the Mayoral Data Council		X	X
Transport and local infrastructure			
Local Transport Authority and public transport functions, including bus franchising and responsibility for an area-wide Local Transport Plan	X	X	X
Simplification and consolidation of local transport funding**	X	X	X
Removal of certain Secretary of State consents, e.g. on lane rental schemes		X	X
Duty to establish a Key Route Network on the most important local roads [^]		X	X
Mayoral Power of Direction over use of constituent authority powers on the Key Route Network [^]		X	X
Priority for strategic rail engagement (including mayoral partnerships) with Great British Railways	X	X	X
Statutory role in governing, managing, planning, and developing the rail network		X	X

Detail	Foundation	Mayoral	Established
An option for greater control over local rail stations		X	X
A 'right to request' further rail devolution			X
Priority for support to deliver multi-modal ticketing			X
A clear, strategic role in the decarbonisation of the local bus fleet	X	X	X
Active Travel England support for constituent authority capability^	X	X	X
Formal partnership with National Highways		X	X
Skills and employment support			
Joint ownership of the Local Skills Improvement Plan model, with Employer Representative Bodies	X	X	X
Devolution of the core Adult Skills Fund	X		
Devolution of non-apprenticeship adult skills functions through a consolidated skills funding pot**		X	X
Central convening of youth careers provision including greater flexibility for Careers hubs		X	X
A clear role in relation to 16-19 education and training		X	X
Responsibility for developing local Get Britain Working Plans	X	X	X
Devolution of supported employment funding**	X	X	X
Co-design of future employment support that is additional to core Jobcentre Plus provision		X	X
Delegated delivery or commissioning of employment support that is additional to core Jobcentre Plus provision			X
Alignment of Jobcentre Plus boundaries with Strategic Authorities			X
Housing and strategic planning			
A duty to produce a Spatial Development Strategy	X	X	X
Strategic development management powers (once the Spatial Development Strategy is in place)		X	X
Ability to raise a Mayoral Community Infrastructure Levy to fund strategic infrastructure (once the Spatial Development Strategy is in place)		X	X
Ability to make Mayoral Development Orders		X	X
Ability to establish Mayoral Development Corporations		X	X
Homes England compulsory purchase powers (held concurrently)	X	X	X

Detail	Foundation	Mayoral	Established
Devolution of wider grant funding to support regeneration and housing delivery**		X	X
Ability to set the strategic direction of any future programme to support affordable housing provision in their area			X
Strategic Place Partnership with Homes England		X	X
Support to establish a public sector land commission			X
Economic development and regeneration			
Partnership working with Department for Science, Industry and Technology and UK Research and Innovation to explore opportunities for closer long-term collaboration in strengthening local research and innovation capacity	X	X	X
Develop joint innovation action plans with Innovate UK to shape long-term strategies and investments		X	X
Embed UK Research and Innovation lead points of contact for enhanced collaborative working on innovation with Mayoral Strategic Authorities that are committed to work collaboratively on innovation		X	X
Responsibility as the accountable body for the delivery of Growth Hubs	X	X	X
Devolution of Growth Hubs funding**			X
A Strategic Partnership with the Department for Business and Trade focused on domestic growth, exports, investment, and delivery of local growth priorities.		X	X
Partnership working with Department for Culture, Media and Sport Arm's Length Bodies to maximise culture, heritage, and sport spending in place	X	X	X
Environment and climate change			
Devolution of retrofit funding this parliament subject to a successful transition period (see 3.7)**			X
Heat network zoning coordination role	X	X	X
Coordinating local energy planning to support development of regional network energy infrastructure	X	X	X
Green jobs and skills coordination role	X	X	X
A strategic role on net zero in collaboration with government, including on Great British Energy's Local Power Plan and Warm Homes Plan	X	X	X
Responsibility for coordinating delivery and monitoring of Local Nature Recovery Strategies^	X	X	X

Detail	Foundation	Mayoral	Established
Health, wellbeing and public service reform			
A bespoke statutory health improvement and health inequalities duty^	X	X	X
Mayors engaged during the Integrated Care Boards chair appointment process		X	X
Mayors as members of local Integrated Care Partnerships, and consideration for position of chair or co-chair		X	X
A role in convening partners and driving cross-cutting public service reform, including looking at areas such as multiple disadvantage	X	X	X
Public safety			
Mayors accountable for the exercise of Police and Crime Commissioner functions where police force and mayoral boundaries align^		X	X
Mayors accountable for the exercise of Fire and Rescue Authority functions where fire and rescue service and mayoral boundaries align		X	X
A clear and defined role in local resilience, working with the Local Resilience Forum to embed resilience into broader policy and delivery^	X	X	X

Annex B – Address details and list of consultation questions

We encourage everyone to use this opportunity to share your opinions on the establishment of a Mayoral Combined County Authority across this area.

- The easiest way for you to respond and engage in the consultation is by completing the online form - <https://consult.communities.gov.uk/lggc/hampshire-and-the-solent-devolution-consultation>. Once you are on the website, you will be guided through the specific questions on which we are seeking views.
- If you are unable to provide your views through the online form, you can alternatively email or post your response to the questions. For email and postal responses, we would ask that you make clear which area consultation you are responding to (there are a number of live consultations on English devolution).
- You should also make clear whether you disagree or agree with each question to ensure the statistics we collect following the consultation accurately reflect your views. We will categorise responses as 'do not have a view' where written responses are unclear. Please also confirm whether you are replying as an individual or submitting an official response on behalf of an organisation and include:
 - your name
 - your position (if applicable)
 - the name of organisation (if applicable)
 - an address (including post-code)
 - an email address
 - a contact telephone number

Written responses to the consultation questions may be sent by email to:
HampshireandSolentDevolutionConsultation@communities.gov.uk

Or posted to:

Devolution Priority Programme Consultation
English Devolution and Institutions Team
Ministry of Housing, Communities and Local Government
4th Floor
2 Marsham Street
London
SW1P 4DF

The Ministry of Housing, Communities and Local Government will not acknowledge receipt of responses.

Consultation Questions

Your name

email address

What best describes your response?

I am a member of the public, giving my views as an individual

I am responding on behalf of, or as a representative of, a business or organisation

Please tell us how you found out about this consultation?

Social media

Email

GOV.UK website

Local council website

Poster/ leaflet

In Person Event

Word of mouth

News outlet (newspaper / TV / online)

Other

What is the first part of your postcode where you live or are based? For example if your postcode is AB1 2CD, you would write AB1

We ask this so that we can identify what Local Authority you are in and understand a bit more about the area where you located. We do not use this information to identify you.

For those responding as a member of the public giving views as an individual

What best describes your gender?

Female

Male

Prefer not to say

Prefer to self-describe:

What is your age group?

Under 18

18-24

25-34

35-44

45-54

55-64

65-74

75+

Prefer not to say

What is your ethnic group?

White

Mixed or Multiple ethnic groups

Asian or Asian British

Black, Black British, Caribbean or African

Other ethnic group

Prefer not to say

Do you consider yourself to be a disabled person or to have a long-term, limiting condition?

Yes

No

Prefer not to say

Which of the following best describes your sexual orientation?

Heterosexual/Straight

Gay/Lesbian

Bisexual

Other

Prefer not to say

For those responding as an Organisation

Organisation details

Organisation Name:

What is the first part of your postcode where you are based:

Your position:

What best describes your organisation?

Business

County Council

Unitary council

District Council

Town Council

Parish Council

Health Body

Registered Provider

Voluntary and community sector or charity

Academic

Elected representative

Other (Please Specify)

Prefer not to say

Consultation Questions

Question 1

To what extent do you agree or disagree that establishing a Mayoral Combined Authority over the proposed geography will deliver benefits to the area?

Strongly agree

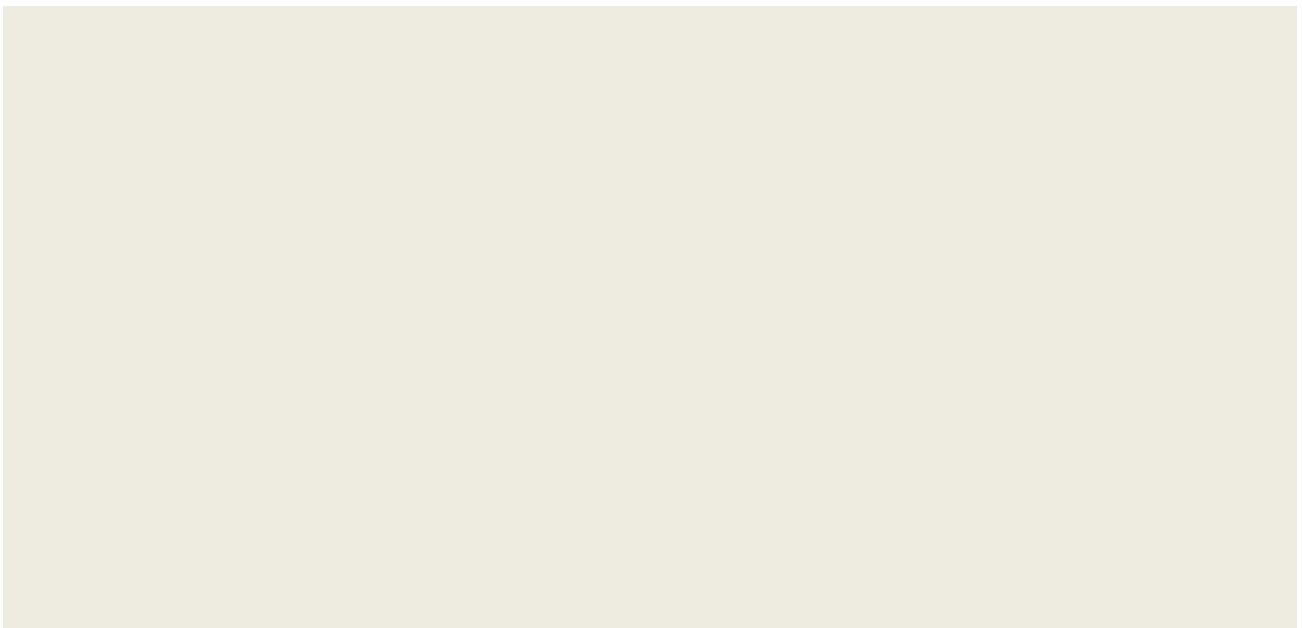
Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please explain your answer.



Question 2

To what extent do you agree or disagree with the proposed governance arrangements for the Mayoral Combined Authority?

Strongly agree

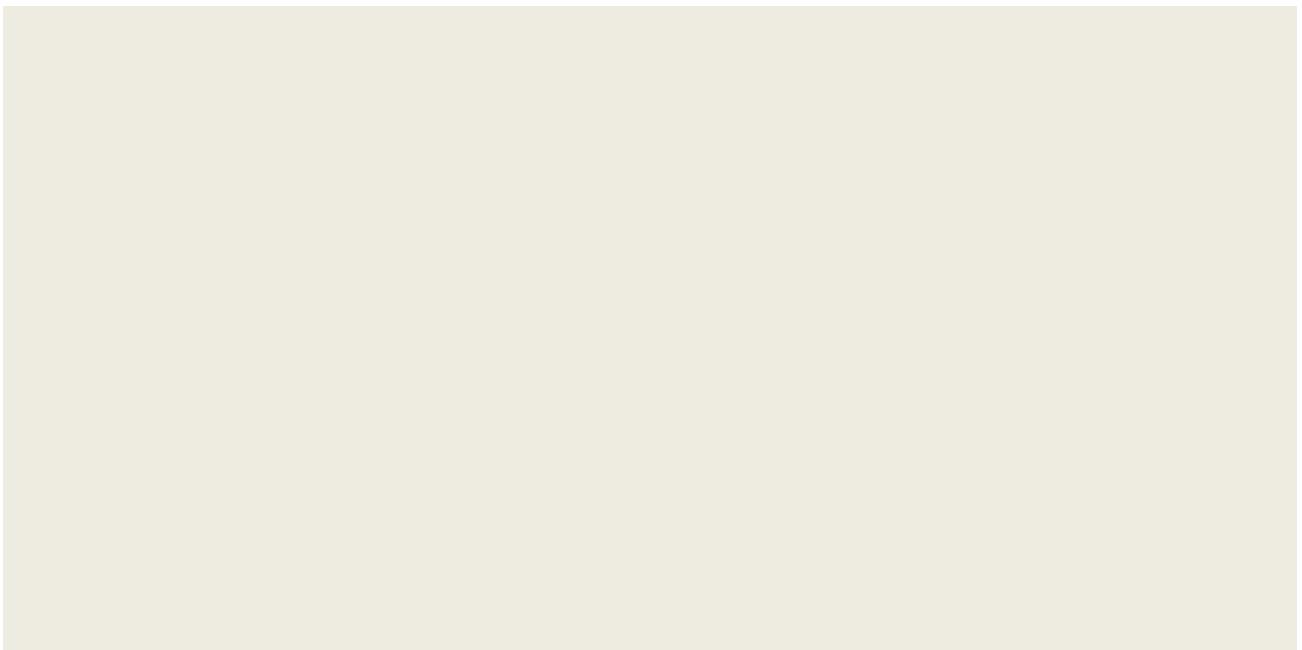
Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please explain your answer.



Question 3

To what extent do you agree or disagree that working across the proposed geography through the Mayoral Combined Authority will support the economy of the area?

Strongly agree

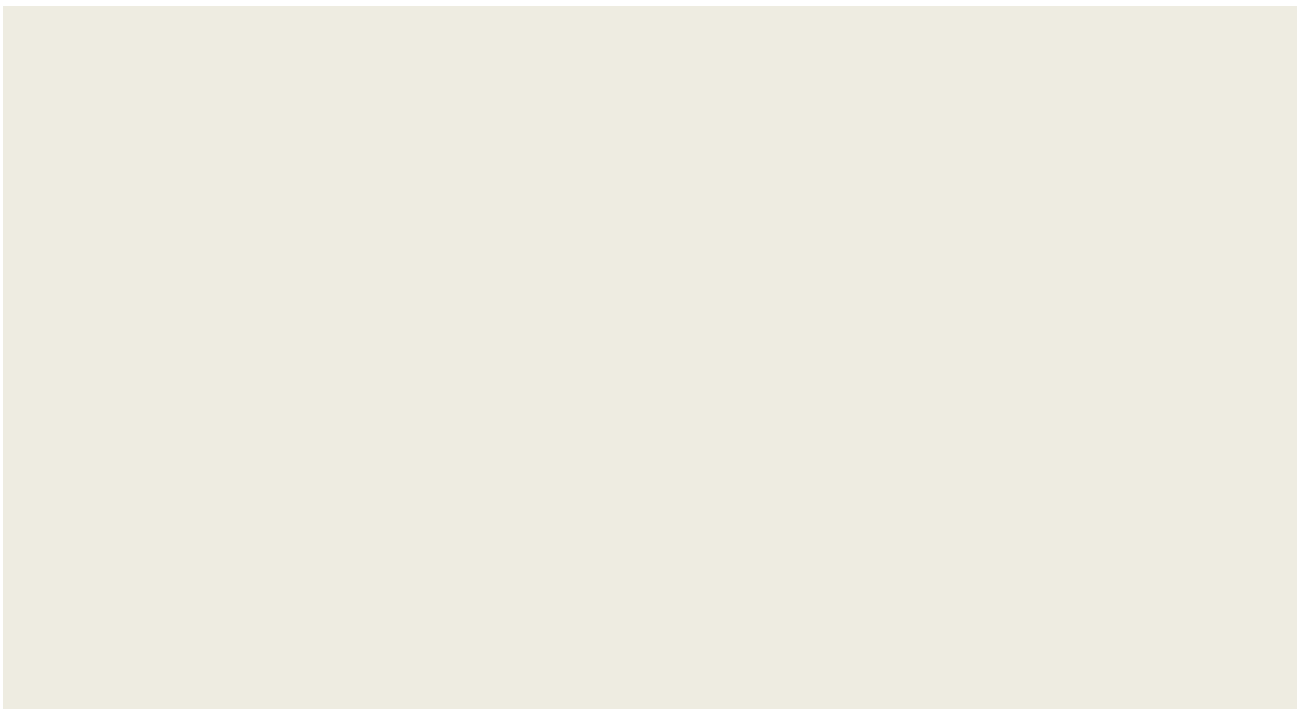
Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please explain your answer.



Question 4

To what extent do you agree or disagree that working across the proposed geography through the Mayoral Combined Authority will improve social outcomes in the area?

Strongly agree

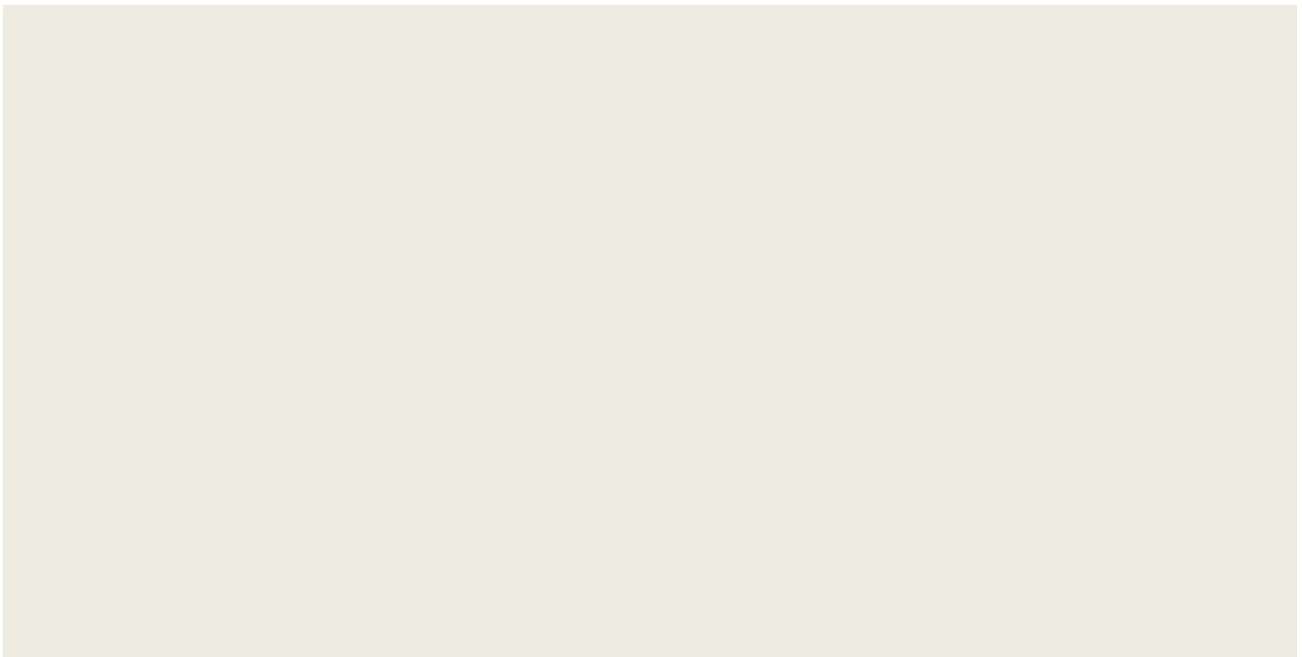
Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please explain your answer.



Question 5

To what extent do you agree or disagree that working across the proposed geography through a Mayoral Combined Authority will improve local government services in the area?

Strongly agree

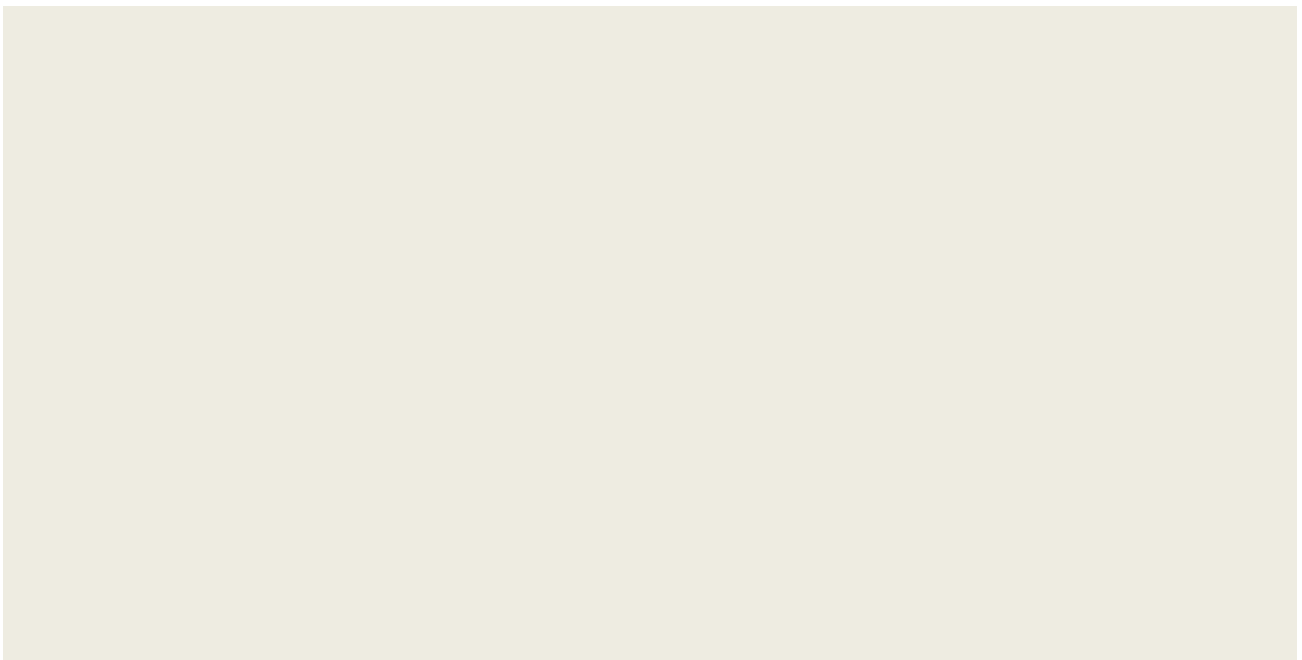
Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please explain your answer.



Question 6

To what extent do you agree or disagree that working across the proposed geography through a Mayoral Combined Authority will improve the local natural environment and overall national environment?

Strongly agree

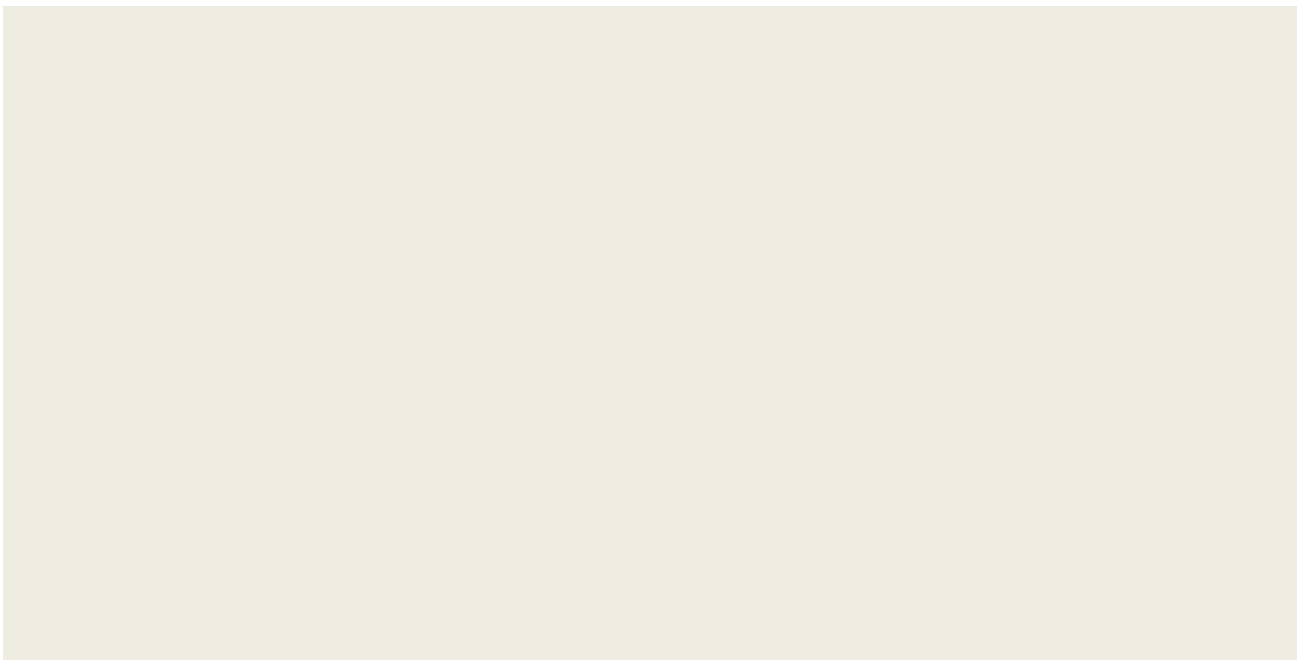
Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please explain your answer.



Question 7

To what extent do you agree or disagree that working across the proposed geography through the Mayoral Combined Authority will support the interests and needs of local communities and reflect local identities?

Strongly agree

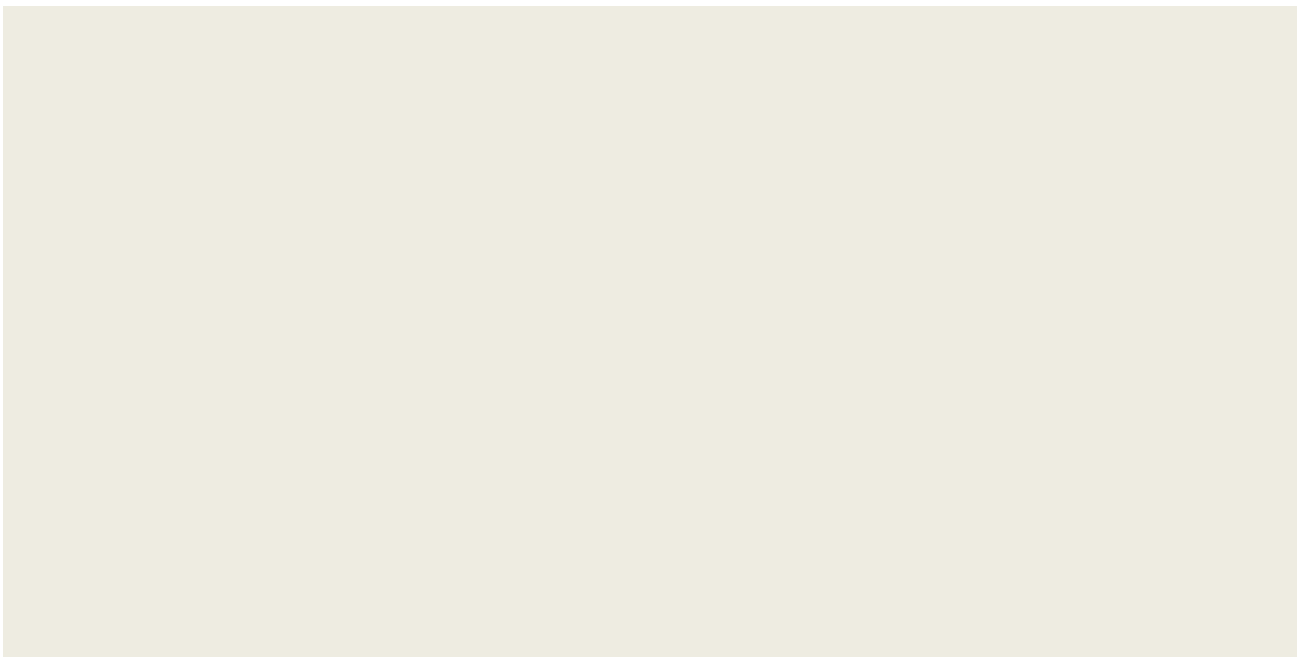
Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please explain your answer.



Annex C: About this consultation

This consultation document and consultation process adhere to the consultation principles issued by the Cabinet Office.

Representative groups are asked to give a summary of the people and organisations they represent and, where relevant, who else they have consulted in reaching their conclusions when they respond.

Information provided in response to this consultation may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Environmental Information Regulations 2004 and UK data protection legislation). In certain circumstances, this may therefore include personal data when required by law.

If you want the information that you provide to be treated as confidential, please be aware that, as a public authority, the department is bound by the information access regimes and may therefore be obliged to disclose all or some of the information you provide. In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the department.

The Ministry of Housing, Communities and Local Government will, at all times, process your personal data in accordance with UK data protection legislation and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties. A full privacy notice is included below in Annex D.

The Ministry of Housing, Communities and Local Government will not acknowledge receipt of individual responses.

Your opinions are valuable to us. Thank you for taking the time to read this document and respond.

Are you satisfied that this consultation has followed the consultation principles? If not or you have any other observations about how we can improve the process please contact us via the [complaints procedure](#).

Annex D: Personal data

The following is to explain your rights and give you the information you are entitled to under UK data protection legislation.

Note that this section only refers to personal data (your name, contact details and any other information that relates to you or another identified or identifiable individual personally) not the content otherwise of your response to the consultation.

1. The identity of the data controller and contact details of our Data Protection Officer.

The Ministry of Housing, Communities and Local Government (MHCLG) is the data controller. The Data Protection Officer can be contacted at dataprotection@communities.gov.uk or by writing to the following address: Data Protection Officer, Ministry of Housing, Communities and Local Government, Fry Building, 2 Marsham Street, London SW1P 4DF.

2. Why we are collecting your personal data?

Your personal data is being collected as an essential part of the consultation process, so that we can contact you regarding your response and for statistical purposes. We may also use it to contact you about related matters.

We will collect your IP address if you complete a consultation online. We may use this to ensure that each person only completes a survey once. We will not use this data for any other purpose.

Sensitive types of personal data

Please do not share special category personal data or criminal offence data if we have not asked for this unless absolutely necessary for the purposes of your consultation response. By 'special category personal data', we mean information about a living individual's:

- Race.
- Ethnic origin.
- Political opinions.
- Religious or philosophical beliefs.
- Trade union membership.
- Genetics.
- Biometrics.
- Health (including disability-related information).
- Sex life; or,
- sexual orientation.

By 'criminal offence data', we mean information relating to a living individual's criminal convictions or offences or related security measures.

3. Our legal basis for processing your personal data

The collection of your personal data is lawful under article 6(1)(e) of the UK General Data Protection Regulation as it is necessary for the performance by MHCLG of a task in the public interest/in the exercise of official authority vested in the data controller. Section 8(d) of the Data Protection Act 2018 states that this will include processing of personal data that is necessary for the exercise of a function of the Crown, a Minister of the Crown or a government department i.e. in this case a consultation.

Where necessary for the purposes of this consultation, our lawful basis for the processing of any special category personal data or 'criminal offence' data (terms explained under 'Sensitive Types of Data') which you submit in response to this consultation is as follows. The relevant lawful basis for the processing of special category personal data is Article 9(2)(g) UK GDPR ('substantial public interest'), and Schedule 1 paragraph 6 of the Data Protection Act 2018 ('statutory etc and government purposes'). The relevant lawful basis in relation to personal data relating to criminal convictions and offences data is likewise provided by Schedule 1 paragraph 6 of the Data Protection Act 2018.

4. With whom we will be sharing your personal data

MHCLG may appoint a 'data processor', acting on behalf of the Department and under our instruction, to help analyse the responses to this consultation. Where we do, we will ensure that the processing of your personal data remains in strict accordance with the requirements of the data protection legislation.

5. For how long we will keep your personal data, or criteria used to determine the retention period.

Your personal data will be held for two years from the closure of the consultation, unless we identify that its continued retention is unnecessary before that point

6. Your rights, e.g. access, rectification, restriction, objection

The data we are collecting is your personal data, and you have considerable say over what happens to it. You have the right:

- a. to see what data we have about you
- b. to ask us to stop using your data, but keep it on record
- c. to ask to have your data corrected if it is incorrect or incomplete
- d. to object to our use of your personal data in certain circumstances
- e. to lodge a complaint with the independent Information Commissioner (ICO) if you think we are not handling your data fairly or in accordance with the law. You can contact the ICO at <https://ico.org.uk/>, or telephone 0303 123 1113.

Please contact us at the following address if you wish to exercise the rights listed above, except the right to lodge a complaint with the ICO: dataprotection@communities.gov.uk or Knowledge and Information Access Team, Ministry of Housing, Communities and Local Government, Fry Building, 2 Marsham Street, London SW1P 4DF.

7. Your personal data will not be sent overseas.

8. Your personal data will not be used for any automated decision making.

9. Your personal data will be stored in a secure government IT system.

We use a third-party system, Citizen Space, to collect consultation responses. In the first instance your personal data will be stored on their secure UK-based server. Your personal data will be transferred to our secure government IT system as soon as possible, and it will be stored there for two years before it is deleted.

Southampton City Council Lane Rental Scheme

Consultation Summary



Document content

Consultation Approach	3
Consultation Summary	4
Responses received	4
Responses to the online survey	5
Council response to consultation responses.....	6
Table of Consultation Responses	9

Consultation Approach

The Council undertook consultation on a lane rental scheme, in accordance with Government guidance¹, issued by the Department for Transport, which states *any local highway authority making an application to the Secretary of State to run a lane rental scheme will need to have carried out a full consultation on the draft scheme. Alongside the draft scheme, the consultation package should also include the authority's **cost-benefit analysis, proposed charging regime and detailed evaluation plan.***

The consultation ran for a period of six weeks between 24 January and 6 March 2025 (inclusive) and included the following documents (refer to table below) for reference.

Southampton Lane Rental Scheme (Consultation)	This document is the proposed lane rental scheme.
Southampton Lane Rental Scheme – Schedule	This document is a table containing the streets to be designated as lane rental, including the timings of the designation and other relevant information. Maps showing the network spatially will also be published and made available online for reference.
Southampton Lane Rental Scheme Consultation Overview	This document provides supporting information related to the proposed lane rental scheme and schedule.
Southampton Lane Rental Scheme – Cost-Benefit Analysis	This document provides the economic assessment of the scheme, considering the costed benefit to society to introduce and operate a lane rental scheme.
Southampton Lane Rental Scheme – Evaluation Plan	This document outlines a proposed approach and methodology to evaluate the scheme, once operational, to demonstrate the benefits are being realised.

An interactive map containing the proposed lane rental network and timings was also made available included the Schedule information at street level.

In addition, the Council provided an online form open to the public which contained the following questions with opportunity to provide free text comments.

- To what extent do you agree or disagree with the Lane Rental Scheme proposal?
- What impact do you feel this may have on you, your business or the wider community?
- Which of the following describes your interest in this consultation?

¹ <https://www.gov.uk/government/publications/street-works-lane-rental/lane-rental-schemes-guidance-for-english-highway-authorities>

Consultation Summary

Responses received

The Council received responses from six Consultees (refer to table below) and members of the Public. Considering the consultation was issued to 67 individual organisations only 9% responded with a detailed response, which is a surprisingly low response rate.

Statutory Undertakers	Southern Water BT Openreach South East Joint Utilities Group (SEJUG) Scottish and Southern Electricity Networks (SSEN)
Passenger Transport Provider	Bluestar (Go South Coast Ltd)
Other parties	Southampton Cycling Campaign

A table containing the responses received (170) including those from the online survey, is contained within the section below 'Table of Consultation Responses'. Every response was given a subject and the table below shows the level of responses within these defined subject areas. Online sessions were run on the 3rd & 4th March for any interested stakeholders to attend and ask any questions. These were largely operational queries, and any comments were largely reflective of those given in detailed responses from the various utility stakeholders above.

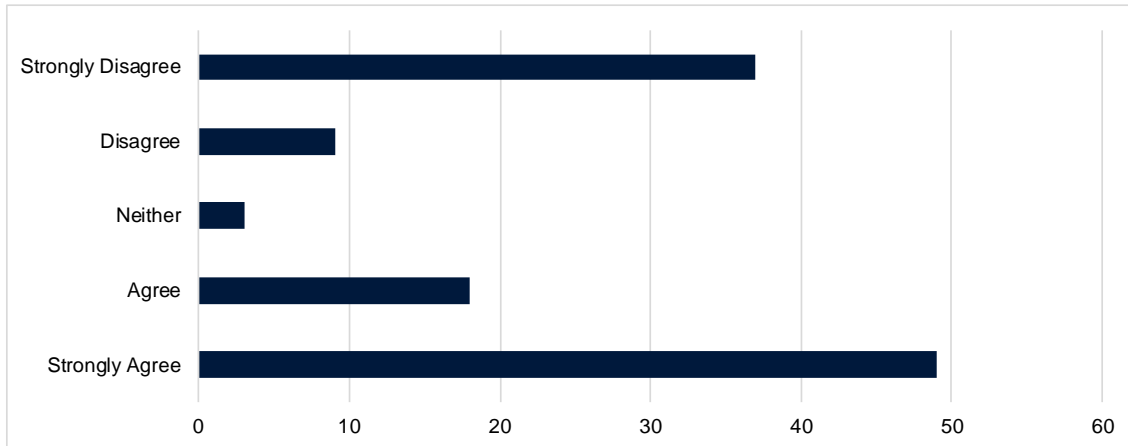
Subject Area	Responses
Charges - discounts and waivers	23
Charges - levels	5
Charges - parked work vehicle	2
Congestion analysis	1
Consultation follow-up	3
Economic impact	21
Environmental impact - overnight work	11
General comment	18
Lane Rental Scheme - transitional arrangements	1
Operation and evaluation of permit scheme	3
Operational ways of working	2
Scheme objectives	40
Specified Days and Times	3
Specified Streets	3
Specified Streets - bus routes	1
Specified Streets - cycle routes	1
Specified Streets - network length	5
Specified Works - Licences	3
Specified Works - Road Works	4
Specified Works - Street Works	1
Surplus revenue	3
Traffic-sensitivity designation	9

Use of surplus revenues	4
Work impact - Immediate work	3

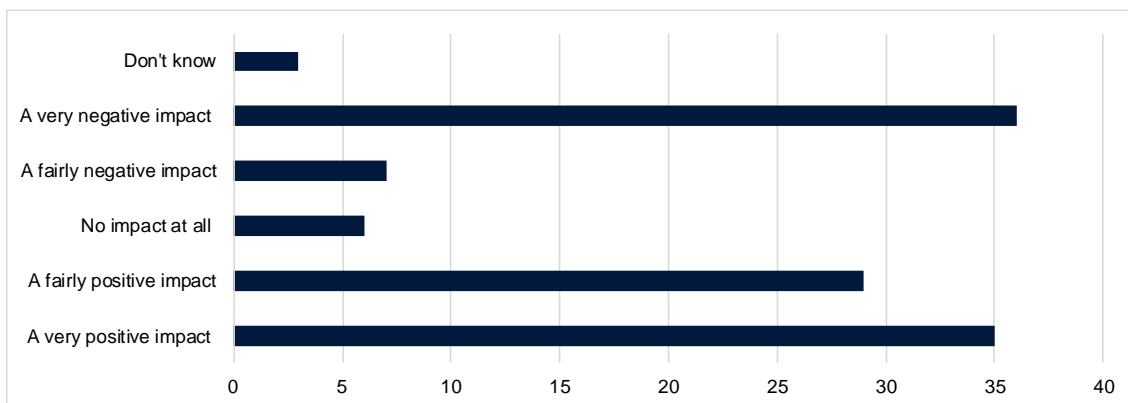
Responses to the online survey

The sections below show the results of the questions from the online survey. Any free text responses received are included within the Table of Consultation Responses.

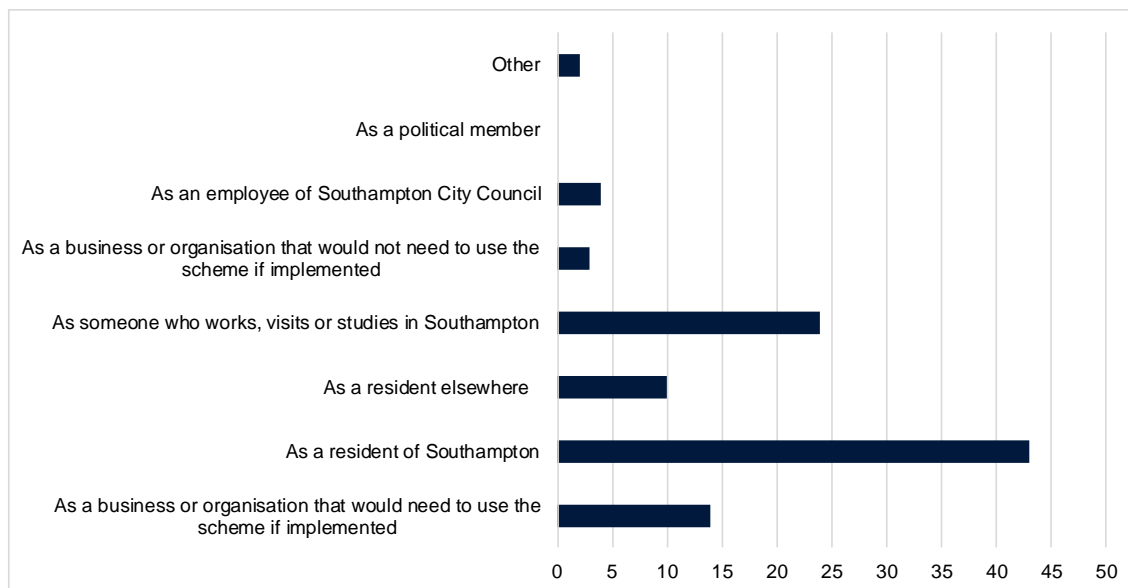
To what extent do you agree or disagree with the Lane Rental Scheme proposal?



What impact do you feel this may have on you, your business or the wider community?



Which of the following describes your interest in this consultation?



Council response to consultation responses

Following a review of the consultation responses received, the Council has prepared a response for each comment. A summary of these responses from key themes are set out within the following sections.

In some instances, the Council response is to “note” the comment where the comment received is a statement or does not directly relate to the lane rental scheme or direct objectives of the lane rental scheme.

Lane rental network coverage

It was positive to note that only five consultation comments received were in relation to the chosen network length. Four of these comments were in reference to the suggested limit set out within published guidance (10%) and one was from a bus operator requesting that more streets (with bus routes) were included.

The Consultation Overview document provided justification as to why the Council has chosen the selected network, predominantly based on levels of congestion across the city and the relative impact of work on this busy network.

Considering that no specific comments or challenges were made on the approach to the selection of the streets included in the proposed lane rental network or the justification to apply lane rental to a proportion higher than suggested, the Council consider their proposal reasonable, and no further changes are required.

Traffic-sensitivity designations

Consultation responses contained challenges to the streets selected for lane rental with regard their traffic-sensitivity designation, and the process to make the designation in advance of undertaking a consultation.

The Council fully understands the regulatory requirement for all lane rental streets to have a relevant traffic-sensitivity designation and the process to make the designation, in accordance with The Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007.

The Consultation Overview confirmed that the Council has duly considered this regulatory requirement, and all streets proposed for a lane rental designation are to be made traffic sensitive. Additionally, the Schedule provided with the consultation included the relevant criteria satisfied (from the comprehensive traffic data analysis) to make the traffic-sensitivity designation for every lane rental street.

If when making the traffic-sensitive designation any objections result in the Council withdrawing a proposed lane rental street as traffic-sensitive, then this street cannot have a lane rental designation and will be removed from the Schedule.

The Council accepted that in this instance, the lane rental scheme to come into effect will have less streets than has been proposed under consultation. The Council consider the likelihood of this risk occurring as very low as they have undertaken extensive analysis to ensure each street to be proposed as traffic-sensitive can be satisfied by a quantifiable criterion.

Charge discounts and waivers

Many responses from Promoters queried the level of charge discounts and specific scenarios where any discount or waiver would be applied. Whilst the Scheme document outlines the principles for the charge discounts (section 5.4) the Council will commit to providing further operational guidance that would include more definition on when and how these discounts are to be applied.

This operational guidance will be based on one already in effective use by Surrey County Council for the operation of their lane rental scheme.

In principle, the Council can provide a discount up to 100% of the total charge (thereby removing the charge). In practice, discounts and waivers will need to be considered on a case-by-case basis, assessing the benefit case for the discount, considering both the financial incentive from a reduced charge and impact to the road user. It will be the Promoter's responsibility to outline the discount requested, together with the justification for this discount.

In addition, clarification was requested on the charge waiver for Immediate work. Section 5.2.2 of the Scheme sets out how and when charges will apply for Immediate work (after the first two days) and includes a diagram for clarity. Whilst guidance suggests an initial period of 48 hours without charge, the Council consider this to be a burden, for both the Promoter and Council, to calculate and administer the reconciliation of the charges, compared to a more straightforward period of two days.

Charge levels and bands

Promoters challenged the need to apply a maximum charge level (£2,500) [for work under a road closure]. Section Lane Rental Charges (page 20) in the Consultation Overview provides the approach and justification for the charge levels, which is based on estimated economic impact of work to society. The Council consider the charge to be fair and proportionate, with consideration to the overall potential impact of the work, whilst also ensuring that the charge provides the necessary financial incentive for behavioural change.

The approach to have a lower charge for work under a lane closure (£1,500) recognises that this form of traffic control has a lower economic impact. This should also provide an incentive for Promoters to plan their work (under a road closure) to reduce their traffic control wherever it is safe and practical, thereby reducing their impact.

The consultation responses also referred to other lane rental schemes in operation, within Kent and Transport for London (TfL), where charges are predicted on bands. The Councils viewpoint is that there is little or no evidence (publicly available) that this approach to charge levels has a greater or lesser affect to behaviour changes and takes into consideration the estimated impact of work. It could be suggested that this charge band approach does not recognise the different impacts from varying forms of traffic control and is therefore disproportionate to the societal

impact. For the Transport for London approach, as being adopted by London Boroughs, a single item of traffic control on the carriageway may result in a £2,500 charge - this is not considered to be a fair and proportionate charge for this scenario.

Additionally, with consideration to the administration of a lane scheme, the Council consider the additional administration to calculate and reconcile charges based on a band across different streets to be an unnecessary burden.

Opportunities for Promoters to avoid charges

Several responses across many different parties challenged opportunities for Promoters to avoid charges, together with the impact of changes required to working practices, such as working out of hours (overnight).

The Council recognise that lane rental timings apply to between 24% and 40% of the time available during a week (168 hours) and that some timings do not provide an opportunity to work within a period during a working day (refer to table below). As outlined within the Consultation Overview, the traffic demands across the Southampton are such where streets are congested during the day and often at weekends, especially key routes in and out of the city centre and across bridges. As such, for lane rental to be effective it must be applied at these times, with Promoters seeking ways to change their working behaviour to avoid working at these times and/or reduce their overall duration of work.

Timings	Streets	Length (Km)	% Chargeable
Monday-Friday 0600-1000 & 1500-1900	30	46.5	24%
Monday-Friday 0600-1000 & 1500-1900; Saturday 1000-1600	15	13.7	27%
Monday-Friday 0600-1900	4	5.2	33%
Monday-Friday 0600-1900; Saturday 1000-1600	23	20.2	36%
Monday-Friday 0600-1900; Saturday 1000-1600; Sunday 1000-1600	37	37.6	40%

The proposed lane rental scheme include opportunities for waivers and discounts for charges (refer to section 5 of the Scheme), which includes a provision for *Further discounts may be considered for any works on a case-by-case basis. A Promoter should discuss these with the Council's Traffic Manager (or delegated Officers) as set out within any operational guidance document.*

The Council is committed to exploring opportunities with Promoters to recognise changes in their working behaviour to lessen their impact, and therefore avoid or mitigate for a charge, and will develop further guidance once the Scheme is operational.

The Council has already considered further provisions to limit the potential impact of charges, such as introducing a cap on the total charge, however there are always practical implications that make it difficult to define these ways of working with a Scheme document (which will become a statutory instrument). For example, introducing a cap of £50,000 per work could disincentive a Promoter planning to undertake a long duration work to reduce their occupation.

With consideration to work out of hours, this is already a working practice undertaken successfully across Southampton with arrangements in place with the relevant environmental health officers. The pre-scheme analysis of working behaviour based on historic work (2021 to 2023) identified that between 74% to 84% of planned work would have naturally avoided a charge through working out of hours (at night).

Table of Consultation Responses

The table below contains the responses received from consultation, per organisation, together with a document reference (where applicable), and a Council comment. For formatting purposes responses have been broken down into relevant paragraphs.

Southampton Cycling Campaign | Active Travel Representative Group

DOCUMENT REFERENCE	CONSULTATION RESPONSE	COUNCIL COMMENT
Not provided	1) Lane rental routes should include strategic cycle routes and lanes where works could lead to inconvenient diversions or re-routing onto the main carriageway. We have seen works block major cycle routes for months at a time e.g. building work on The Avenue blocking SCN 5 for upwards of a year and disruptions to SCN 1 amongst others. The decision not to include the pavements may also affect shared use sections of routes so should be reconsidered.	Unfortunately, the regulations do not enable the Council to apply lane rental to cycle tracks.
Not provided	2) There should be specific signage requirements at works where cyclists are impacted. 'Cyclists Dismount' signs should not be used. Where necessary if the cycle lane is closed or the road is narrowed 'Narrow Lanes, Do Not Overtake Cyclists' signs should be used or appropriate convenient diversions should be signposted. There should be penalties for non-compliance with these requirements within the rental agreement.	Comment noted. Legislation limits the powers available to the Council.
Not provided	3) Carriageway repairs should be smooth, robust and to a standard acceptable for road cycles as well other road users. Markings and specific coatings should be fully restored. Inspection criteria should reflect this.	Comment noted.

Southern Water | Statutory Undertaker

DOCUMENT REFERENCE	CONSULTATION RESPONSE	COUNCIL COMMENT
Not provided	Southern Water undertake a number of essential streetworks on the Highway, such as laying new apparatus (water or sewer mains) or repairing their existing networks. Minimum dig technology on mains replacement programmes is used where possible (pipe bursting, slip lining) with open cut (excavationary works) being used only when necessary, so that disruption to customers is kept to a minimum.	Comment noted
Not provided	The Water Industry Regulator, OFWAT requires efficient, effective, and economical delivery of 100% of all works, as well as a secure and reliable network. It is therefore not in the interest of Southern Water to carry out Street Works for any longer time than is necessary.	Comment noted.
Not provided	Due to the current state of the economy, Southern Water strongly believes that Lane Rental should not be introduced at this time (or at all), and that the existing 'well run' Southampton CC Permit scheme enables Southampton CC to control the timing of works by directing Southern Water to conduct works at certain times, and for set durations. Along with s74 NRSWA, these are adequate to fulfil the Network Management Duty of Southampton CC under the Traffic Management Act. Lane Rental Schemes also make it harder for Southern Water to deliver vital infrastructure, Services, and value for money for consumers.	Comment noted.
Not provided	Southern Water believes that the Southampton Lane Rental Scheme will not reduce the number or duration of Southern Water Streetworks that take place, as they are mainly Customer or Health & Safety driven and are of short duration with negligible disruption (i.e., cover & frame replacements, short duration works to the Water Distribution Network etc).	A lane rental scheme is <u>not</u> intended to reduce work, only the duration undertaken at peak times.

Not provided	Southern Water agrees the proposed scheme may change the timing of works (i.e., delay them to outside of traffic sensitive times) but fears this will result in more customer complaints due to Southern Water suppliers having to work unsociable hours to avoid the charges. It may also have the effect of increasing the duration of works to avoid charges, which will of course contradict the very aim of a Lane Rental Scheme.	Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.
Lane Rental Scheme - 3.4.1.	3.4.1. 'The lane rental scheme will only apply to a street that is publicly maintainable by or on behalf of the Council, which is a protected street or a traffic-sensitive street'. Southern Water supports SEJUG's comments, and would like to ask if the Traffic Sensitivity designations have been made in line with the Co-ordination CoP 2023?	Refer to section entitled 'Traffic-sensitivity designations' within the Consultation Summary document.
Lane Rental Scheme - 5.3.2	5.3.2 – Southern Water would like to query why Southampton CC are proposing to go straight to charging the maximum Lane Rental charge allowable at £2,500? Why could this not, for example be a maximum charge of £2,000 in line with the Kent Lane Rental Scheme? The DfT have just consulted on charging levels in their 'Lane Rental Scheme Approval' consultation and are asking whether they should 'Specify in regulations or guidance that charging policies should not simply apply the maximum charge to all roads in the scheme'. Would it not make sense for Southampton CC to adopt this before it is adopted in regs or guidance?	Refer to section 'Charge levels and bands' within the Consultation Summary document.
Lane Rental Scheme - 5.4.1	5.4.1 – Discounts – Southern Water supports the SEJUG response. Will further qualification on exactly where discounts apply and how much the maximum discount will be, and in what cases, be fully explained in the future Operational Guidance?	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Lane Rental Scheme - 5.4.10	5.4.10 – Innovation - Southern Water supports the SEJUG response. A minimum of 25% is quoted, what would be the maximum, and in what circumstances would this apply? Can this be detailed in the Operational Guidance?	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.

Lane Rental Scheme - 5.4.7	5.4.7 – Collaboration – Southern Water supports the SEJUG response. A minimum of 25% is quoted, what would be the maximum, and in what circumstances would this apply? Can this be detailed in the Operational Guidance?	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Lane Rental Scheme - 7.2.	7.2. Surplus revenue governance – Southern Water has serious concerns about how resources will be freed up to attend another Governance Group. Southern Water already represents the Water Sector on KLRS Governance Board, and SE Water represent the Water Sector on WSLR Governance Board. East Sussex CC will be going live with Lane Rental on 1st March 2025, which will need a Water Sector Rep to sit on the board. Southern Water suggests a Regional Lane Rental Governance Group to encompass all Authorities in the South East.	The Council will need to carefully consider resource implications when establishing the surplus governance procedure.
Not provided	OFWAT also deem Lane Rental charges as an allowable cost, which means Lane Rental charges will ultimately be recharged back to Customers.	Comment noted.
Consultation Overview	P10 – why are Southampton CC proposing 19.4% of the total network length to be covered by Lane Rental? This contradicts DfT current guidance which recommends between 5-10% be used with a maximum of 10%.	Refer to Consultation Summary section entitled 'Lane rental network coverage'.
Consultation Overview	P18 – 'Prior to a lane rental scheme coming into legal effect the Council will make traffic-sensitivity designation changes, in accordance with regulations, across the entire network. All streets selected for lane rental will also be designated as traffic sensitive'. Should this exercise not have been carried out pre-Lane Rental consultation (and in line with DfT Guidance)?	Refer to section entitles 'Traffic-sensitivity designations' within the Consultation Summary document.

South East Joint Utilities Group (SEJUG) | Statutory Undertaker Representative

DOCUMENT REFERENCE	CONSULTATION RESPONSE	COUNCIL COMMENT
Lane Rental Scheme - 3.4.1	3.4.1. 'The lane rental scheme will only apply to a street that is publicly maintainable by or on behalf of the Council, which is a protected street or a traffic-sensitive street'. SEJUG would like to ask if the streets designated as Traffic Sensitive (and Lane Rental) are in line with the latest Traffic Sensitivity statutory guidance as laid out in the Co-ordination CoP 2023?	Refer to section entitled 'Traffic-sensitivity designations' within the Consultation Summary document.
Lane Rental Scheme - 3.4.4	3.4.4 – 'Works in the footway that involve breaking up the street.... will be subject to the Scheme and charge....'. Some works in the footway only involve a working area in the footway, but in some cases may involve a parked works vehicle. In what cases trigger a Lane Rental charge. Please clarify?	More detail will be provided in operational guidance, but in principle if a work vehicle is parked legally then no charge will apply. If a work vehicle is not parked legally and is impacting traffic flow then a charge may apply.
Lane Rental Scheme - 5.2.2	5.2.2 – 'For all Immediate works, the lane rental charges will apply on and from the third calendar day of work'. How will Southampton CC calculate 'the 3 rd calendar day'? For example, if works start at 6pm Monday, will this be counted as the 1 st calendar day, or would the 1 st calendar day be the Tuesday?	Section 5.2.2 of the lane rental scheme sets out how and when charges will apply for Immediate work and how day one, day two and day three are calculated. Charges will apply on and from the third calendar day of work.
Lane Rental Scheme - 5.2.3	5.2.3 – 'For the calculation of a lane rental charge, either the Council or the Promoter may provide or request additional evidence to clarify any discrepancy....'. Would the information be provided via Street Manager, as a variation etc? How would Southampton CC request the Utilities provide this information?	All information must be managed through Street Manager. Operational guidance will provide more detail on this process.
Lane Rental Scheme - 5.3.2	5.3.2 – Why is Southampton CC going straight to charging the maximum LR charge allowable of £2,500? Why could this not, for example, be a maximum value of £2,000 (in line with the Kent Lane Rental Scheme)? The DfT have just consulted on this in their 'Lane Rental Scheme Approval' consultation and are asking whether they should 'Specify in regulations or guidance that charging policies should not simply apply the maximum charge to all roads in the scheme'. Going straight to £2,500 could be construed as revenue raising.	Refer to section 'Charge levels and bands' within the Consultation Summary document.

Lane Rental Scheme - 5.4.1	5.4.1 – ‘The Council will apply a discount, as a percentage reduction of the original lane rental charge’ – will further qualification be given, on exactly where discounts apply, how much the maximum discount will be, and in what cases discounts will apply? Will this be fully explained in the future Operational Guidance?	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Lane Rental Scheme - 5.4.7	5.4.7 – Collaboration – a minimum of 25% is quoted. What would be the maximum, and in what circumstances would this apply? Can this be detailed in the Operational Guidance? SEJUG suggests this minimum should be 50% as opposed to 25% in the draft Scheme document.	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Lane Rental Scheme - 5.4.10	5.4.10 – Innovation - a minimum of 25% is quoted. What would be the maximum level, and in what circumstances would this apply? Can this be detailed in the Operational Guidance?	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Lane Rental Scheme - 7.2	7.2. Surplus revenue governance – SEJUG has serious concerns about how resources will be freed up to attend Lane Rental Governance Groups. There are already 3 Live Lane Rental Schemes in the SEJUG Area (Kent CC, Surrey CC, West Sussex CC), and East Sussex CC will be going live in March 2025. If all Authorities in the SEHAUC Area have governance boards, there will not be resource available within the SEJUG member Utility groups to administer these. SEJUG suggests a Regional Lane Rental Governance Group. SEJUG would like to know the alternatives available if Southampton CC cannot get a Utility Sector rep for the Southampton Lane Rental Governance Group?	The Council will need to carefully consider resource implications when establishing the surplus governance procedure.
Consultation Overview	P3 – When will Southampton CC be publishing the results and feedback to stakeholders regarding the consultation?	Yes, a Consultation Summary document will be published by the Council.
Consultation Overview	P7 – “The Street Works Lane Rental Evaluation published by the DfT (2015) ² summarises observations from the pioneer lane rental schemes for both TfL and Kent County Council. The overall observations are: • improvement in journey times and journey time reliability on lane rental routes for TfL, during a period with a general trend towards a decrease across the network as a result of increased traffic flows. • reduction in total serious and severe disruption (42%) on TfL’s Lane rental streets, compared with other non-lane rental streets; • increase in the number of collaborative sites for TfL (81%), resulting in	The assumptions made from evidence and observations taken from existing lane rental schemes is set out within the cost-benefit-analysis (page 9).

	<p>a decrease in the percentage of works taking place during peak times, with an increase in works taking place out-of-hours and overnight; and • slight reduction in overall duration of work.”</p> <p>SEJUG would like to know how these benefits are being broken down as demonstrated by other LR schemes – what is the split between Utilities and HA’s?</p>	
Consultation Overview	<p>P9 – ‘No charges for the initial 2 days of unplanned Immediate work’ – as per previous comments above - how will Southampton CC calculate ‘the 3rd calendar day’?</p>	<p>Section 5.2.2 of the lane rental scheme sets out how and when charges will apply for Immediate work and how day one, day two and day three are calculated. Charges will apply on and from the third calendar day of work.</p>
Consultation Overview	<p>P10 – ‘It could be suggested that to avoid lane rental charges an organisation may choose to prioritise routine maintenance or upgrade work in areas or streets where lane rental does not apply’. Southampton CC recognise this as a potential dis-benefit, but have Southampton CC taken into account the potential increase of Environmental issues (such as noise issues) caused due to Utilities being forced to work out of hours to avoid Lane Rental charges?</p>	<p>Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.</p>
Consultation Overview	<p>P10 – ‘the Council are proposing to introduce a lane rental scheme on 109 individual streets, which cover a combined length of 114.5 kilometres – which represents 19.4% of the total network length (591 Kilometres)’. Why are Southampton CC proposing 19.4% of the total network length to be covered by Lane Rental? This contradicts DfT current guidance which recommends between 5-10% be used with a maximum of 10%.</p>	<p>Refer to Consultation Summary section entitled 'Lane rental network coverage'.</p>
Consultation Overview	<p>P18 – ‘Prior to a lane rental scheme coming into legal effect the Council will make traffic-sensitivity designation changes, in accordance with regulations, across the entire network. All streets selected for lane rental will also be designated as traffic sensitive’. Should this exercise not have been conducted pre-Lane Rental Consultation as stipulated within current DfT Guidance?</p>	<p>Refer to section entitled 'Traffic-sensitivity designations' within the Consultation Summary document.</p>
Cost-Benefit Analysis	<p>P3 – ‘the Theory of change considered for this CBA is outlined in the table below’. SEJUG suggests some behaviours will drive a higher Safety risk rather than a change in behaviours as per below: -</p>	<p>The Council hope that Promoters will continue to undertake their work with due</p>

	<p>“Reduction in occupation at peak times for planned work” – this will drive faster working with increased safety risk and reduced quality of works.</p> <p>“Reduced number of repeated works or follow-up works, such as remedial activities” – this will drive more repeated works due to an initial rush to avoid LR charges, with potentially more disputed defects or unattended defects.</p> <p>“Reduction in planned work to maintain or improve assets and infrastructure” – SEJUG agrees this could potentially result in less planned works, which could drive up more unplanned works, as the asset could be too expensive to repair as planned maintenance (with Lane Rental charges being incurred), so likely the promoter could delay repair when the asset fails.</p> <p>“Increased cost to Promoters to avoid or mitigate for charges” – SEJUG agrees with this statement, as cost to change the way we work may currently outweigh the Lane Rental charges. Also, the Regulators have deemed Lane Rental as an allowable charge, so these charges will be passed onto Utility customers.</p>	<p>regard to safety to both the road users and for work site operatives.</p>
<p>Cost-Benefit Analysis</p>	<p>P4 - Set up and operational costs - “Increased cost to the Promoter to administer the scheme.” – SEJUG agrees with this comment, and in addition there will be additional cost to the promoter, such as additional equipment/safety items/supervision costs for out of hours working. SEJUG suggests these factors should be taken into account in the CBA. On other HA’s Lane rental outcomes is there a breakdown of the finances received as result of the Lane Rental Charges, what is the Utilities/HA’s split?</p>	<p>These factors have been taken into account within the cost-benefit-analysis, as set out within the technical approach.</p>
<p>Cost-Benefit Analysis</p>	<p>P10 – ‘As the lane rental scheme operates alongside a permit scheme with shared or similar processes, the net additional administration cost for Promoters under a lane rental scheme is considered negligible and has not been quantified’ SEJUG does not support or agree with this statement, as there is an additional resourcing requirement to sit on the increasing number of Lane Rental Governance Boards, as well as additional administrative time to plan works to avoid Lane Rental charge times.</p>	<p>The Council would welcome any quantifiable costs from Promoters for the development of the cost-benefit-analysis. It is noted from national evaluations and local highway authority scheme implementations that these costs have not been made available.</p>

Bluestar (Go South Coast Ltd) | Passenger Transport Provider

DOCUMENT REFERENCE	CONSULTATION RESPONSE	COUNCIL COMMENT
Not provided	The represents the response of Go South Coast Ltd. trading as Bluestar, to the current statutory consultation regarding the introduction of a lane rental scheme pursuant to its powers under the New Roads and Streetworks Act 1991 (as amended) (“NRSWA”) and in support of the separate Network Management Duty binding on the Council under the Traffic Management Act 2004 (“TMA”).	Comment noted
Not provided	Since February 2023, Bluestar operates, in effect, the entire commercial bus network within the City of Southampton, as well as routes that extend well beyond its boundaries to serve the vast majority of the City’s travel-to-work area. We also run a dedicated network to meet the needs of the University of Southampton, in partnership. This is an extensive and intense operation, run from a large operating centre at Portswood, and two other depots at Totton and Eastleigh outside the City. Modest amounts of mileage are supported by depots at Lymington and Salisbury, within the wider Go South Coast business. Years of vigorous investment in vehicles and service improvements – which are continuing – has seen bus patronage in Southampton grow in ways that defy wider trends. Bus journeys are taken at a rate, per head per annum, that is among the highest in England. This reflects dense frequencies on most main corridors, early morning and late-night operation, and a comprehensive Sunday network and timetable. Fares have also been some of the lowest in England, for many years.	Comment noted
Not provided	We should note our continued appreciation for the strong support given by the City to bus operations. The recent Transforming City Fund-funded programme has led to substantial further improvements to bus stops, interchange and bus priority, focused on the city centre, supplementing pre-existing measures and investments – for example in high quality bus stop flags and information displays.	Comment noted

Not provided	All this offers in many regards, a strong basis on which to further develop and reinforce the bus service offer. This will be crucial to meet the needs of a growing population in a City that can only grow by intensification and densification. However, we should stress that growth in housing and employment beyond the City's boundaries is already committed at significant scale in neighbouring authorities, and that this needs to accelerate to meet pressing and acute development needs. National policy expects immediate efforts to be taken to achieve these ends. This will place further significant demands on the City's finite highways infrastructure capacity.	Comment noted
Not provided	As you will recognise, we have had a longstanding close interest in the way in which the Council discharges the "Network Management Duty" binding on it under the New Roads and Street Works Act 1991 ("NRSWA") and the Traffic Management Act 2004 ("TMA"). The effective discharge of the Duty by highway authorities to generally facilitate the expeditious movement of traffic within their areas has a direct bearing on our ability to provide attractive and reliable bus services.	Comment noted
Not provided	In fact, because of the nature of scheduled bus operations that pass through areas affected by congestion and delay repeatedly - and in many cases frequently - often with limited or no ability to effectively reassign route. As a result, the impacts of disruption affect us more than any other stakeholder group of highways users. This being the case, we urge the Council to make the fullest and most appropriate use of the powers at their disposal, as the law requires, recognising that different tools may be appropriate in different situations.	Comment noted.
Not provided	We recognise that works on the highway are unavoidable. Over the last 10 years specific circumstances have combined to lead to noticeably increased levels of disruption, delay and congestion increasing across the highway network. These include:	Comment noted.

- Substantial erosion of network resilience arising from traffic growth outpacing the limited capacity available in what in most parts of the county, is a network with little or no capacity headroom. This includes the local network, but importantly, serious deficiencies in the resilience of the national Strategic Roads Network (“SRN”) operated by National Highways, and in particular the M27 and M271 around Southampton where even relatively modest unexpected disruption of longer-distance traffic has a disproportionate impact on local roads as traffic reassigns.
- Increased frequency of works directly related to the delivery of high levels of committed development, both by utilities and by developers under s278 of the Highways Act 1980.
- The duration of highways works extending owing to significant ongoing shortages of labour, and in some cases, materials and equipment. While issues with supply chain have eased in the last 12 months, this is less true of civil engineering establishment. The shortage of qualified high-voltage jointers, in particular, is creating especially serious difficulties in progressing electrical network works in a timely manner. We note that utilities now book planned works to include very substantial buffers, to allow them to direct and redirect scarce operative resource between jobs more flexibly. The result is that we increasingly see work- sites unattended for extended periods of time. The current system in many ways incentivises this behaviour, as there are only consequences for over-runs.
- The increasing range and complexity of utility assets under the public highway. We are aware that works affecting fibre-optic cables are especially costly and sensitive. There has also apparently been an increase in broadband related works. It is notable that Southampton is one of relatively few cities nationally with a district heating network, around the City Centre, which there are aspirations to develop further.
- Major investments are also being made in infrastructure to transform the highway network to make it more resilient and to make streets easier and safer to walk and cycle on.

Not provided

Furthermore, the City of Southampton can only grow through intensification of land uses within its existing boundary. This

Comment noted.

	is highly sustainable as a strategy, and one that as a company, we naturally strongly support.	
Not provided	Among other things it reduces overall travel distances to meet daily needs and participate in society, so that walking and cycling become a credible answer for more local journeys. It consolidates existing and additional mobility demands in a way that offers greatest opportunities to develop the bus offer. However, the process of achieving this demands more works of all kinds in the public highway, over and above the usual process of repair, renewal and modernisation of Promoters' assets. As the City's population continues to grow, pressure on highways capacity is also rising and network resilience is already very challenged.	Comment noted
Not provided	It is also clear that many highways and utilities assets are separately reaching the end of their economic lives. We have seen ongoing severe disruption on many key arterial routes in Southampton owing to the need to replace and reinforce 19th and early 20th century infrastructure, over the last decade. More recent structures on the highway, including bridges, are also reaching the point where significant maintenance and renewal works are needed. This has been most recently evidenced on the Cobden Bridge, the complete closure of which in 2024 was extensively disruptive. By their nature the disruption arising from these is often severe and of very extended duration. While the Scheme will not be applicable to all these works, it does make it that much more essential that all appropriate actions are taken to minimise the length and severity of the duration of works by other Promoters. All the indications are that these causative factors we outline above are unlikely to diminish.	Comment noted.
Not provided	Furthermore, looking forward, the need to substantially reinforce local and high voltage power distribution networks, in order to support a wider national transition to net-zero energy, could well result in a very much greater level of activity from Distribution Network Operators and iDNOs.	Comment noted.

Not provided	The resulting works inevitably cause disruption to the highway network, but the delays and disruption to bus passengers are greater than almost any other group faces. In recent years, as you know, we have had multiple and serious cases of delay and disruption reaching unacceptable levels.	Comment noted.
Not provided	The direct costs faced by bus operators as a result of disruption caused by highways works are material and substantial. There are numerous occasions where we have had to increase vehicle resource in the network to address disruption arising from planned roadworks, over and above the wider cost inflation that is already experienced owing to more general reductions in bus productivity across the City and beyond in Hampshire.	Comment noted.
Not provided	Further to this, slower and more unreliable bus services generally suffer from falling patronage and revenue. This has a clear direct commercial impact, quite apart from the damage it causes to the wider policy ambition to secure a much higher use of public transport to meet climate, environmental and socio-economic policy goals.	Comment noted.
Not provided	Given the situation in Southampton, we therefore unequivocally welcome the decision to exercise the powers available to the Council under s.74/74A of the legislation. We consider that there is ample justification to do so, and that this could be expected to materially incentivise the utilities and development sector seeking to minimise the number and duration of road works.	Comment noted.
Not provided	The scheme is intended to allow the City Council as Local Highway Authority to charge organisations undertaking work (Promoters) for the time they occupy the busiest streets during peak hours. The objective of the scheme is to minimise traffic disruption and reduce congestion by incentivising work to be done outside of busy times or completed more quickly. Thus, the applicable statute requires that the scope and design of the scheme must be focused on the most sensitive parts of the network only; and to allow	Comment noted

	Promoters real opportunities to reduce or avoid exposure to charges by carrying out works in less disruptive ways.	
Not provided	The decision to pursue these powers, in essence, reflects a recognition on the part of the Council that <ul style="list-style-type: none"> • The cost of disruption from activities on the highway network on its users must be recognised. • Inconvenience to all people using a street must be minimised, but especially for people with particular accessibility requirements, and also other vulnerable road users such as people walking or cycling. 	Comment noted.
Not provided	As we set out above, bus operators are disproportionately exposed to direct costs and reduced revenues from the effects of roadworks, especially at busy times. We consider it well evident that our services can be significantly affected for longer periods of time than other highways users. Not only that, but many roads on which buses operate have especially limited resilience such that certain kinds of traffic management, such as multi-arm shuttle working at key junctions, cause extended delays to buses throughout the operating day.	Comment noted.
Not provided	We also share the Council's expectation that the scheme will directly influence the behaviour of works Promoters such that there will be: <ul style="list-style-type: none"> • Organisational, process and wider institutional and officer/operative site behavioural changes that minimise the duration of occupation of the highway at the busiest locations at Traffic-Sensitive times. • Reductions in the number and duration of works taking place during Traffic-Sensitive times; and • Contributions towards maintaining or improving journey time reliability on the highway network. 	Comment noted.
Not provided	With regard to this last point, given the clear and direct relationship between bus operating costs and significant works related disruption, one appropriate use of the funds raised through the Scheme should be towards helping to offset such costs where they are demonstrable, significant	Comment noted.

	and ongoing as a result of a specific intervention or set of works; and that the existing bus reliability and journey time improvement budget in place and overseen through the Southampton City Bus Service Improvement Plan and associated Statutory Enhanced Partnership Board should be one beneficiary of these funds.	
Not provided	We recognise and agree that the Scheme needs to be directed to those parts of the networks and those times of day, when the cost and wider impacts of works are highest, and affect the largest number of users.	Comment noted.
Not provided	The scheme will impose some potentially significant extra costs on Promoters. While it is important that these charges should be sufficient to achieve necessary changes in behaviour, they will also bear on the economics of Promoters' activity and these should not be unduly or unnecessarily compromised. With this in view, we note that evidence is clear that current Lane Rental Schemes in place elsewhere have secured substantial traffic management benefits, with no evidence that this suppresses or negatively influences necessary street works, to maintain and reinforce various utility networks. Rather, such schemes lead to more careful planning, scheduling and execution of works such that charges are minimised along with disruption to the operation of the highway.	Comment noted.
Not provided	With this background in view, the explanatory summary provides an excellent synopsis of the current position, and why the scheme scope is certainly now justified, having regard both to the current day as well as the planned evolution of the city.	Comment noted.
Not provided	We agree that the Scheme should apply to all works, as defined in the Glossary, that require a permit under the relevant section of the OPS executed under: <ul style="list-style-type: none"> • a NRSWA Section 50 licence • an agreement pursuant to Section 278 of the Highways Act 1980 	Comment noted.

	<ul style="list-style-type: none"> • an agreement pursuant to Section 106 of the Town and Country Planning Act 1990. 	
Not provided	<p>While the latter two categories are apparently not automatically covered by the enabling legislation, the frequency and level of disruption caused are often at least as severe as works undertaken a S.50 License by Utilities. The interaction on a single route of works under a S.50 License with developer activity, for example, can be very severe indeed. At the very least bringing this other activity within scope of the Scheme will incentivise collaborative and better coordinated activity by all Promoters.</p>	Comment noted.
Not provided	<p>We note that the Scheme will cover 19.4% of the total network, being 114.5km. The scope of the Scheme has been informed by empirical data pursuant to government technical guidance. However, we do not believe that the proposed scheme fully recognises the disruption streetworks and other activity on the Public Highway poses to bus operators. Given the especially serious impact or highways works on bus services and passengers, all bus routes where more than 2 buses per hour pass in any one direction for more than 3 hours per day, should automatically be covered in the Schedule of Specified Locations. This reflects the fact that even on some quieter suburban routes and rural roads, it is quite possible for the cumulative effects of multiple road works to compound with very serious impacts over extended periods.</p>	<p>A street designated with lane rental must also have a traffic-sensitivity designation, which is set out within regulations. This only allows a street where "the traffic flow in both directions includes more than eight buses per hour".</p>
Not provided	<p>The scheme should be set up to maximise the duration of works that take place at the least disruptive times, and minimise the overall duration of works. We note that elsewhere in England, lane rental is not chargeable by Highways Authorities on Sundays or Bank Holidays. These days are typically much less busy and, accordingly, less sensitive to disruption. The volumes of bus passengers affected is also lesser, to the extent some delay does take place. Therefore, we are somewhat perplexed that the Scheme will apply charges on Sundays and Public Holidays. One other benefit that incentivising Sunday and Bank Holiday</p>	<p>The Council do not agree with this statement, and their analysis shows that traffic flows and delay are equally high at the weekend as well as midweek. A lane rental scheme is not intended just to benefit bus passengers. The Council will seek to apply discounts on a case-by-case basis for best affect, which may be to incentivise a Promoter to work at specific days or time, including or excluding a weekend.</p>

	<p>working, is that it would support for 7-day/week working to significantly truncate overall programme lengths. Since operatives are typically paid more to work on these days, it seems perverse to penalise Promoters when 7-day/week working will in and of itself support the achievement of the Council and the discharge of its Statutory Network Management Duty. We thus urge the Council to at the very least, offer substantial discounts of at least 75% to Sunday working, and entirely discount Bank Holiday working.</p>	
Not provided	<p>This includes works defined by Section 52 of the New Roads and Street Works Act 1991 and include Immediate Emergency & Immediate Urgent works. Such works are by their nature unplanned and not amenable to management and coordination by the Council. In our extensive and lengthy experience running bus services in the County, such works are prone to having some of the most serious impacts on traffic flow the network, and bus services in particular. This is usually because they interact with the effects of other planned activity on the highway at one or more locations. The greater number and frequency of such planned works makes the additional disruption caused by immediate Works considerably more likely, and we believe that recent years have seen a substantial elevation of disruption to network operation as a direct result of Immediate Works for this reason.</p>	Comment noted
Not provided	<p>Legislation rightly protects the prerogative of Statutory Undertaker to undertake highway works on this basis in the interests of public safety, if not service continuity. In so doing, it creates an unintended incentive to abuse this prerogative, however apparently innocuously, to suit the operational requirements of the Undertaking, especially in challenging circumstances. However, the effects on traffic flow and bus operations can be very severe indeed, and the longer these works continue the longer this disruption is suffered.</p>	Comment noted
Not provided	<p>All truly emergency works should by their nature, be capable of execution within 48 hours. To the extent longer is needed the application of changes thereafter ought to incentivise</p>	Comment noted

	<p>appropriate levels of resourcing and the best possible execution practice. Where such works expose more serious maintenance and renewal requirements, these should be progressed properly with appropriate project planning under the scheme, making it more likely the least disruptive programming and applicable appropriate traffic management procedures are considered and effected. We therefore support the proposals that a 48-hour Charge-free period should apply to Immediate Works, and thereafter the Charges should apply.</p>	
Not provided	<p>As we state above, we agree that s106 and s278 activity should fall in scope.</p>	Comment noted.
Not provided	<p>We also welcome and applaud that the Council should apply the same incentives and disciplines to its own activities. In many cases the nature of these works would be likely to make them eligible for a waiver or discount, for example significant highways improvements. However, the presumption should be that the changes apply with a view to “pricing” the level of disruption envisaged and allowing a transparent means of assessing whether the programme is appropriate in supporting the Council in achieving its Network Management Duty. This would also incentivise s. 50 utilities activity to be programmed and undertaken in a more coordinated manner, where possible collaboratively, with the Council’s capital works programme.</p>	Comment noted.
Not provided	<p>It is very clear to us that some of the most serious disruption on a given bus route or route group is caused by un-coordinated works by multiple parties. It is particularly problematic when two sets of works take place on the same or closely-related sections within a short period of time, when a single programme, and possibly, a single project, might have effected the same outcomes. At times it is credible to suppose that this might have reduced direct delivery costs for each Promoter. Thus, we welcome and support the principle that collaborative works should attract a substantial discount.</p>	Comment noted.

Not provided	However, we do not believe that a minimum discount of 25% is likely to offer sufficient incentive to collaborate. In line with practice elsewhere, we would urge the Council to discount charges by no less than 50% to each of at least two collaborating Promoters, to help maximise the incentive on this kind of behaviour. This may be particularly useful and relevant to the Promoters of works involving broadband.	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Not provided	It is right and rational that works that deliver significant highway infrastructure improvements, substantially extend/renew the longevity of an asset, or future proof a highway to protect it from being excavated again, should be considered for a discount or waiver. It is important that criteria exist that ensure such discounts or waivers reflect a suitably material benefit to Councils wider Network Management Duty.	Comment noted.
Not provided	We recognise and agree that many of the City's own works might be eligible for such charges and waivers. There may be an especially good case to seek to apply such a discount or waiver on capital schemes where the Lane Rental Tariff would otherwise substantially burden the costs and indeed the value-for-money of a scheme.	Comment noted.
Not provided	Aligning the discount/waiver scheme with that for collaborative works would be more likely to incentivise the programming of asset renewals and upgrades with major wider capital schemes, and we would strongly suggest that this is made clear in the final Lane Rental Scheme. This could also help facilitate the installation of sub-surface plant within major schemes that allow for much quicker and easier future access, and mitigate against damage to assets, such as multi-utility service ducts. We therefore agree with these provisions.	Comment noted.
Not provided	The costs of disruption arising from road works fall disproportionately on bus operators, along with the practical disruption on our customers. It is therefore just and reasonable that such costs should be ones that are eligible	Comment noted.

	<p>for reimbursement from surplus revenue from the Scheme. We note that at sections 7.2.2 “Surplus revenues (revenues from charges after deduction of reasonable costs) will be applied for purposes intended to reduce the disruption or other adverse effects arising as a result of street works.” While broad, this is clear. It demonstrably accords with the principles of the Scheme, which is that the direct costs of road works on other parties are recognised by the Scheme.</p>	
<p>Not provided</p>	<p>We note an open process of bid for funds is anticipated set out at section 7.2.4, through submission of a business case to a Lane Rental Scheme Governance Board. We welcome and support this in principle. However, this is likely to be a retroactive process, and where the costs of roadworks on bus operators is concerned, there can be little sense that any sums will be available, nor when, or how much. We therefore urge that, at least, the City’s Principal Public Transport Officer should sit on the Board, and that there is a presumption that a material proportion of the budget should be allocated to the Southampton Enhanced Bus Partnership (“EBP”) to offset the additional costs on bus operators of specific roadworks, with transparent and robust evidence of such disruption and attendant costs presented to the Board as may be necessary from time to time.</p> <p>A typical example of this would be to compensate bus operators for shuttle services which are necessary to be operated when roadworks make part of a route inaccessible. At present the cost of providing these services falls on the operator, with no budget being available to support this from the council or from the contractor performing the works and therefore operators have a difficult decision to balance cost against doing the right thing for customers whose journeys are already impacted by the works. Another example would be to invest temporary extra peak vehicle and driver resources in services where a detriment to running time is anticipated as a result of material works. The EBP would need to agree some form of pro-rata tariff for this, based on additional bus operational hours demonstrably required, to avoid excessive negotiations between operators and the</p>	<p>Comment noted.</p>

	Council, but this should be relatively straightforward to achieve.	
Not provided	For the reasons set out above, Go South Coast Ltd. trading as Bluestar unequivocally endorse the County's decision to apply for these powers.	Comment noted.
Not provided	We conclude that, if implemented appropriately, there will be a direct positive impact on bus operations, whether considered in terms of reduction of the degree of disruption and its duration.	Comment noted.
Not provided	We are broadly in agreement with the proposed terms of the scheme. However, it is important that the Scheme Scope is wholly fit for purpose. In particular, we propose that all streets and roads where more than 2 buses per hour operate in any one direction, should automatically fall within the Scheme. This affords an appropriate balance between ensuring the scheme effectively supports reliable and efficient bus operations, without bringing an excessive large extensification of the Scheme.	A street designated with lane rental must also have a traffic-sensitivity designation, which is set out within regulations. This only allows a street where "the traffic flow in both directions includes more than eight buses per hour".
Not provided	In addition, we consider it important that the funds generated by the scheme are applicable to defraying what can be substantial additional costs to bus operators arising from otherwise unavoidable disruption.	Comment noted.
Not provided	As the City Council is separately seeking to greatly promote the quality, effectiveness and relevance of bus services to meet its wider transport policy goals, it is that much more important that all relevant and credibly effective measures are taken to support the effective discharge of the Network Management Duty.	Comment noted

BT Openreach | Statutory Undertaker

DOCUMENT REFERENCE	CONSULTATION RESPONSE	COUNCIL COMMENT
Not provided	Openreach welcomes the opportunity to consult on the Southampton Lane Rental Scheme proposals and thank Southampton for providing this.	Comment noted
Not provided	<p>The Lane rental schemes: guidance for English highway authorities provides advice as to the conditions under which the Secretary of State is likely to approve (or not approve) a proposal to operate lane rental. Within this guidance document several prerequisites are set out in which to advise an authority of the correct actions to take to gain approval of their Lane rental scheme. One of these prerequisites is about the traffic sensitive street network of the authority.</p> <p>Traffic-sensitive streets</p> <p>Prior to any submission for approval, an authority must undertake a review of their traffic-sensitive street designations and ensure updates have been made to reflect recent changes in legislation. The changes removed certain eligibility criteria, meaning an authority needs to ensure its network correctly applies traffic-sensitive designation. Despite mention in the proposed Lane Rental scheme documents of a review being carried out Openreach have not received the proposals of this review and therefore have not had the opportunity to either accept or object to any street if necessary, as such Openreach do not believe that a cost benefit analysis for the implementation of a lane rental scheme can be undertaken at this stage.</p>	Refer to section entitles 'Traffic-sensitivity designations' within the Consultation Summary document.
Not provided	It is clear in the designation regulations (as amended), the co-ordination code of practice (pg 38-40) and within guidance issued by Geoplace who own and manage the National Street Gazetteer (NSG) that any review to an authority's traffic sensitive network should include a period of consultation (1 month) where by the full proposed traffic sensitive designations are notified to all interested parties, including statutory undertakers, information of the locations of the streets, which traffic sensitive criteria has been met for	Refer to section entitles 'Traffic-sensitivity designations' within the Consultation Summary document.

	<p>each USRN/Street and evidence of how the criteria has been estimated, traffic count data/count locations/critical junction locations etc.</p> <p>If applicable, objections to the proposals can be made by consultees within the one month notification period, if objections are made these need to be carefully considered by the reviewing/consulting authority before coming to any decision on designations, the authority must respond to any objections within a consultation response with decisions and ensure changes are made to the NSG within 1 month of this point, any decision that consultees consider to be unreasonable at this stage would be challenged and taken up with the Department for Transport.</p>	
Not provided	<p>Until the full review of Southampton traffic sensitive street designations is provided to Openreach as per legislative procedure Openreach are unable to support any of the proposed lane rental streets/timings and question the integrity of the cost benefit analysis in its entirety, along with the objectives and principles of the lane rental scheme to limit the carrying out of activities at selected traffic sensitive locations and times.</p> <p>A traffic sensitive streets review consultation should have already been carried out by December 2023 end as per the updated co-ordination code of practice (pg37) , Southampton have failed to comply with this requirement and until we receive that review we also consider this a breach of the co-ordination code of practice.</p>	Refer to section entitles 'Traffic-sensitivity designations' within the Consultation Summary document.
Not provided	<p>The Council are proposing to introduce a lane rental scheme on 109 individual streets, which cover a combined length of 114.5 kilometres – which represents 19.4% of the total network length (591 Kilometres)'. Why are Southampton CC proposing 19.4% of the total network length to be covered by Lane Rental? This contradicts DfT current guidance which recommends between 5-10% be used with a maximum of 10%.</p>	Refer to Consultation Summary section entitled 'Lane rental network coverage'.

Not provided	Openreach are unable to locate any evaluation reports for Southampton’s permit scheme, these should have been done for years one, two and three and every three years after. If these have been carried out please could Southampton inform Openreach on where they are published.	These evaluations have been completed and are available upon request.
Not provided	Southampton’s permit scheme document has not been updated since 2015 despite a number of changes to primary legislation, codes of practices/guidance in relation to the operation of permit schemes and co-ordination of works, Authorities applying for a lane rental scheme need to have a well-run permit scheme already in place and will need to provide evidence including data about its network to demonstrate that the permit scheme has been operated effectively. Openreach do not believe there is enough evidence currently to suggest this.	Permit scheme evaluations completed by the Council demonstrate that the scheme is being operated both efficiently and effectively. These evaluations have been completed and are available upon request.
Not provided	Southampton do not appear to have used the most up to date method for measuring congestion, This was updated in the DFT guidance of March 2024. There is no longer reference to the QUADRO method to measure congestion and cost of works. Please can the latest method be used.	The approach taken by the Council <u>does</u> align to the published Guidance and accepted industry practices for measuring congestion.
Not provided	Openreach are unable to locate any reference to diversionary works being exempt or outside the scope of charging. Please could this be confirmed?	Diversionary works are included within the Scheme as a “works for road purposes” – maintenance and improvement works to the road itself carried out by, or on behalf of, the highway authority.
Not provided	<i>It could therefore be assumed to apply lane rental to these times as they represent the most busiest times. However, timings for lane rental must ensure a balance between the appropriate level of incentive at peak times, whilst also providing opportunity for works to be undertaken outside of these times to reduce or avoid exposure to charges by carrying out works in less disruptive way</i>	Comment noted.
Not provided	Openreach does not believe that Southampton have found the correct balance between the traffic sensitivity timings and the proposed lane rental charge timings. 63 streets proposed	Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.

	<p>have charging Monday-Friday 0600-1900 at least with a high percentage of these also having charges over the weekend. That is 50-60% of streets across the scheme with little to no opportunity or incentive to work outside of lane rental timings. There needs to be more opportunity for works to be carried out in the window between AM and PM peak periods on these 63 streets</p>	
Lane Rental Scheme - 3.4	<p>There is no reference to the following exemption within the scheme document. In the footway of a traffic-sensitive street, at a traffic-sensitive time, so long as the works do not involve breaking up the street, or tunnelling or boring under it. Openreach would expect this to be included within any scheme as standard. Openreach welcome the approach taken by Southampton to only charge for footway work that involve excavation if they have impact on the carriageway.</p>	<p>Refer to section 3.4.4 of the Scheme. The proposed Schedule does not include any lane rental sections applied to the footway.</p>
Lane Rental Scheme - 5.3	<p>Openreach welcome the 2 day exemption from charge for immediate works inline with DfT guidance. However, Should this be in hours rather than calendar days? For example, if works start at 6pm Monday, will this be counted as the 1st calendar day, or would the 1st calendar day be the Tuesday?</p>	<p>This will be calculated in days not hours to reduce the potential administration burden for both the Council and Promoters to calculated the charge.</p>
Lane Rental Scheme - Charges	<p>Openreach would expect Southampton to adopt a charging scheme that includes high, medium and low charges for Lane rental. TfL have this charging structure as do other London authorities currently proposing schemes, Enfield for example.</p>	<p>Refer to section 'Charge levels and bands' within the Consultation Summary document.</p>
Lane Rental Scheme - 5.3.2	<p>Why is Southampton CC going straight to charging the maximum LR charge allowable of £2,500? Why could this not, for example, be a maximum value of £2,000 (in line with the Kent Lane Rental Scheme)? The DfT have just consulted on this in their 'Lane Rental Scheme Approval' consultation and are asking whether they should 'Specify in regulations or guidance that charging policies should not simply apply the maximum charge to all roads in the scheme'. Going straight to £2,500 could be construed as revenue raising</p>	<p>Refer to section 'Charge levels and bands' within the Consultation Summary document.</p>

Lane Rental Scheme - 5.4.3	Would an Openreach Fibre build be considered for a discount rate?	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Lane Rental Scheme - 5.4.5	There should be a full waiver in place for collaborative/joint works as per the DfT guidance, otherwise there is not a strong enough incentive to collaborate and the scheme will struggle to meet its objectives/goals.	Comment noted.
Not provided	Openreach would like to see a clear and transparent discount and waiver schedule and information on the process that needs to be followed to obtain discounts and waivers.	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Lane Rental Scheme - 8.2	Openreach welcomes the common sense approach that has been taken to aid with the transition into lane rental including the trail period.	Comment noted.
Not provided	There needs to be more consideration within the scheme document for environmental impact when working out of hours to avoid lane rental charges. There needs to be a process in place between the Southampton streetworks team and environmental team to give undertakers assurance they will not be penalised if environmental factors mean works cannot be complete out of hours, despite endeavours made to do so. Openreach would expect charges to be waived in this scenario	Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.
Not provided	When will Southampton CC be publishing the results and feedback to stakeholders regarding the consultation?	Yes, a Consultation Summary document will be published by the Council.

Scottish and Southern Electricity Networks (SSEN) | Statutory Undertaker

DOCUMENT REFERENCE	CONSULTATION RESPONSE	COUNCIL COMMENT
Lane Rental Scheme - 3.4.1	3.4.1 - 'The lane rental scheme will only apply to a street that is publicly maintainable by or on behalf of the Council, which is a protected street or a traffic-sensitive street'. SSEN would like to ask if the streets designated as Traffic Sensitive (and Lane Rental) are in line with the latest Traffic Sensitivity statutory guidance as laid out in the Co-ordination CoP 2023?	Refer to section entitled 'Traffic-sensitivity designations' within the Consultation Summary document.
Lane Rental Scheme - 3.4.4	3.4.4 - 'Works in the footway that involve breaking up the street.... will be subject to the Scheme and charge....'. Some works in the footway only involve a working area in the footway, but in some cases may involve a parked works vehicle. In what cases trigger a Lane Rental charge? Please provide clarification.	More detail will be provided in operational guidance, but in principle if a work vehicle is parked legally then no charge will apply. If a work vehicle is not parked legally and is impacting traffic flow then a charge may apply.
Lane Rental Scheme - 5.2.2	5.2.2 – 'For all Immediate works, the lane rental charges will apply on and from the third calendar day of work'. How will Southampton CC calculate 'the 3rd calendar day'? For example, if works start at 6pm Monday, will this be counted as the 1st calendar day, or would the 1st calendar day be the Tuesday?	Section 5.2.2 of the lane rental scheme sets out how and when charges will apply for Immediate work and how day one, day two and day three are calculated. Charges will apply on and from the third calendar day of work.
Lane Rental Scheme - 5.2.3	5.2.3 - 'For the calculation of a lane rental charge, either the Council or the Promoter may provide or request additional evidence to clarify any discrepancy....'. Would the information be provided via Street Manager, as a variation etc? How would Southampton CC request the Utilities provide this information?	All information must be managed through Street Manager. Operational guidance will provide more detail on this process.
Lane Rental Scheme - 5.3.2	5.3.2 - Why is Southampton CC going straight to charging the maximum LR charge allowable of £2,500? Why could this not, for example, be a maximum value of £2,000 (in line with the Kent Lane Rental Scheme)? The DfT have just consulted on this in their 'Lane Rental Scheme Approval' consultation and are asking whether	Refer to section 'Charge levels and bands' within the Consultation Summary document.

	they should 'Specify in regulations or guidance that charging policies should not simply apply the maximum charge to all roads in the scheme'. Going straight to £2,500 could be construed as revenue raising.	
Lane Rental Scheme - 5.4.1	5.4.1 - 'The Council will apply a discount, as a percentage reduction of the original lane rental charge' – will further qualification be given, on exactly where discounts apply, how much the maximum discount will be, and in what cases discounts will apply? Will this be fully explained in the future Operational Guidance?	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Lane Rental Scheme - 5.4.7	5.4.7 – Collaboration – a minimum of 25% is quoted. What would be the maximum, and in what circumstances would this apply? Can this be detailed in the Operational Guidance? SSEN suggests this minimum should be 50% as opposed to 25% in the draft Scheme document. 5.4.10 – Innovation - a minimum of 25% is quoted. What would be the maximum level, and in what circumstances would this apply? Can this be detailed in the Operational Guidance?	Refer to Consultation Summary section entitled 'Charge discounts and waivers'.
Lane Rental Scheme - 7.2	7.2. Surplus revenue governance – SSEN has serious concerns about how resources will be freed up to attend Lane Rental Governance Groups. There is already a Live Lane Rental Scheme in the SSEN Area (West Sussex CC), and we are anticipating Hampshire/Portsmouth/Buckinghamshire/Somerset/Oxfordshire and Wiltshire Schemes to be presented soon, creating their own individual Governance boards that will expect representation from the Electricity Sector. If all Authorities within the SSEN Area (29) adopt Lane Rental Schemes and have individual governance boards, there will not be enough qualified resource available within SSEN to attend all of these. SSEN suggests a Regional Lane Rental Governance Group. SSEN would like to know the alternatives available if Southampton CC cannot get a Utility Sector rep for the Southampton Lane Rental Governance Group?	The Council will need to carefully consider resource implications when establishing the surplus governance procedure.

<p>Consultation Overview - Page 3</p>	<p>P3 – When will Southampton CC be publishing the results and feedback to stakeholders regarding the consultation?</p>	<p>Yes, a Consultation Summary document will be published by the Council.</p>
<p>Consultation Overview - Page 7</p>	<p>P7 – “The Street Works Lane Rental Evaluation published by the DfT (2015)² summarises observations from the pioneer lane rental schemes for both TfL and Kent County Council. The overall observations are: • improvement in journey times and journey time reliability on lane rental routes for TfL, during a period with a general trend towards a decrease across the network as a result of increased traffic flows. • reduction in total serious and serve disruption (42%) on TfL’s Lane rental streets, compared with other non-lane rental streets; • increase in the number of collaborative sites for TfL (81%), resulting in a decrease in the percentage of works taking place during peak times, with an increase in works taking place out-of-hours and overnight; and • slight reduction in overall duration of work.” SSEN would like to know how these benefits are being broken down as demonstrated by other LR schemes – what is the split between Utilities and HA’s?</p>	<p>The assumptions made from evidence and observations taken from existing lane rental schemes is set out within the cost-benefit-analysis (page 9).</p>
<p>Consultation Overview - Page 9</p>	<p>P9 – ‘No charges for the initial 2 days of unplanned Immediate work’ – as per previous comments above - how will Southampton CC calculate ‘the 3rd calendar day’?</p>	<p>Section 5.2.2 of the lane rental scheme sets out how and when charges will apply for Immediate work and how day one, day two and day three are calculated. Charges will apply on and from the third calendar day of work.</p>
<p>Consultation Overview - Page 10</p>	<p>P10 – ‘It could be suggested that to avoid lane rental charges an organisation may choose to prioritise routine maintenance or upgrade work in areas or streets where lane rental does not apply’. Southampton CC recognise this as a potential dis-benefit, but have Southampton CC taken into account the potential increase of Environmental issues (such as noise issues) caused due to Utilities being forced to work out of hours to avoid Lane Rental charges?</p>	<p>Refer to Consultation Summary section entitled ‘Opportunities for Promoters to avoid charges’.</p>

<p>Consultation Overview - Page 10</p>	<p>P10 – ‘the Council are proposing to introduce a lane rental scheme on 109 individual streets, which cover a combined length of 114.5 kilometres – which represents 19.4% of the total network length (591 Kilometres)’. Why are Southampton CC proposing 19.4% of the total network length to be covered by Lane Rental? This contradicts DfT current guidance which recommends between 5-10% be used with a maximum of 10%.</p>	<p>Refer to Consultation Summary section entitled 'Lane rental network coverage'.</p>
<p>Consultation Overview - Page 18</p>	<p>P18 – ‘Prior to a lane rental scheme coming into legal effect the Council will make traffic-sensitivity designation changes, in accordance with regulations, across the entire network. All streets selected for lane rental will also be designated as traffic sensitive’. Should this exercise not have been conducted pre–Lane Rental Consultation as stipulated within current DfT Guidance?</p>	<p>Refer to section entitles 'Traffic-sensitivity designations' within the Consultation Summary document.</p>
<p>Cost-benefit-analysis - Page 3</p>	<p>P3 – ‘the Theory of change considered for this CBA is outlined in the table below’. SSEN suggests some of the change theories presented will drive a higher Safety risk rather than a change in behaviours as per below: - “Reduction in occupation at peak times for planned work” – this will drive impetus for operational teams to work faster, with increased risk to safety and potentially reduced quality of works. “Reduced number of repeated works or follow-up works, such as remedial activities” – this will drive more repeated works due to an initial rush to avoid LR charges, with potentially more disputed defects or unattended defects. “Reduction in planned work to maintain or improve assets and infrastructure” – SSEN agrees this could potentially result in less planned works, which could drive up more unplanned works. Due to Lane Rental Charges, or the cost to try and avoid these charges, the asset could be deemed too expensive to repair as a planned maintenance, so likely the promoter could delay repair until the asset fails, then carry work under an Immediate Urgent permit. “Increased cost to Promoters to avoid or mitigate for charges” – SSEN agrees with this statement, as cost to</p>	<p>The Council hope that Promoters will continue to undertake their work with due regard to safety to both the road users and for work site operatives.</p>

	change the way we work may currently outweigh the Lane Rental charges. Also, the Regulators have deemed Lane Rental as an allowable charge, so these charges will be passed onto Utility customers.	
Cost-benefit-analysis - Page 4	P4 - Set up and operational costs - “Increased cost to the Promoter to administer the scheme.” – SSEN agrees with this comment, and in addition there will be additional cost to SSEN that doesn’t seem to have been considered, such as additional equipment/safety items/supervision costs for out of hours working. SSEN suggests these factors should be taken into account in the CBA. On other HA’s Lane rental outcomes is there a breakdown of the finances received as result of the Lane Rental Charges, what is the Utilities/HA’s split? This will prove parity and transparency of how the scheme is implemented.	These factors have been taken into account within the cost-benefit-analysis, as set out within the technical approach.
Cost-benefit-analysis - Page 10	P10 – ‘As the lane rental scheme operates alongside a permit scheme with shared or similar processes, the net additional administration cost for Promoters under a lane rental scheme is considered negligible and has not been quantified’ SSEN does not support or agree with this statement, as there is an additional resourcing requirement for Lane Rental, as we would need to provide resource to sit on the increasing number of Lane Rental Governance Boards, and apply resource to the additional administrative time to plan works to avoid Lane Rental charge times.	The Council would welcome any quantifiable costs from Promoters for the development of the cost-benefit-analysis. It is noted from national evaluations and local highway authority scheme implementations that these costs have not been made available.

Public

DOCUMENT REFERENCE	CONSULTATION RESPONSE	COUNCIL COMMENT
Not provided	The major concern is that they will start doing jobs at night. Disturbing residents sleep	Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.
Not provided	The only issue with carrying out work outside of peak hours, ie overnight, is the disturbance to residents	Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.
Not provided	I have some concerns about evening work and what that might mean for nearby residents. Outside of that, the concept seems like a good idea, although whether it will be positive or not will largely depend on the specifics of how it is implemented in practice, and how the money is used.	Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.
Not provided	Yes road works are a nuisance to us motorist but to push none essential road works into night work could be detrimental to the communities right to peaceful sleep.	Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.
Not provided	Having lived in Aldershot and had this happen regular the same idea menth days of over night work's with little or no sleep. Sorry but if SSC needs to make more money or savings then look at reducing expenditure or reduce the amount of managers being over paid.	Comment noted.
Not provided	The impact this will have on all business who work in or around Southampton will be negative. Councils should be working closely with companies working on the highways and be more transparent with which roads will be closed/effectd	Comment noted.
Not provided	Failed plan to extort businesses of money like you've changed the parking scheme in woolston seems to me you don't like business more concerned with putting pointless 20mph limits that aren't on a school road all your doing is congesting Southampton look what happened to the fancy Camara that got cut down recently just shows you how much the citizens of Southampton are fed up being strangled by a council that wants nothing more than motorists money maybe	Comment noted.

	you should focus on better transport links, community projects, schools so on so fourth stop targeting motorists for your slice of pie	
Not provided	If work is encouraged to take place at night to avoid rental charges, residential areas will be adversely affected by noise. This is a good scheme if the council use the surplus money wisely to improve the health and well being of the residents of southampton.	Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.
Not provided	As long as this covers all contractors INCLUDING Balfour Beatty doing work on behalf of SCC it will be a good thing. Also encouragement of utilities to speak to each to co ordinate works would be good to stop the same bit of road being dug up 3 weeks later.	Comment noted.
Not provided	Completely agree. This should also apply to works promoted by the council were a charge wouldn't be passed but council would only be able to do works in busy periods only in emergency situations.	Comment noted.
Not provided	Its a good idea as road works are just continuous in this city and cause constant congestion. Its getting beyond stupid now	Comment noted.
Not provided	Long overdue holding contractors to account for the disruption they cause	Comment noted.
Not provided	Well worth giving it a go for say 1 month , if it works then go you ahead , Tony.	Comment noted.
Not provided	Travel across the river Itchen in the north corridors has been a nightmare for the past year. I travel east to collect my granddaughter and return to Burgess road to deliver her to nursery on a number of days a week. I also travel east across the river to collect my grandson from school, bring him back to our house in Portswood/Highfield and then take him and the granddaughter back across the river up Townhill Way. On a number of occasions this has proved extremely difficult with road closure, new lights, road works (which	Comment noted.

	<p>could have been done at night) etc etc. People live constantly wondering whether the Cobden route is closed or the Woodmill route is closed or the Swaythling bridge route is closed. The there are the stoppages and blockages further east and north Allington Lane, M27 and so on. I have had to abandon the evening travel on occasion and return to our own home because the granddaughter got so distressed. I can honestly say I have never, though driving in Southampton for 40+ years experienced such travel misery as I have in the last year, especially the last 6 months. I am 74: cycling is not a possibility. My daughter and son in law work -- not working is not a possibility. I am happy to speak to anyone who objects to this very sensible approach, and I can just about promise, if I have not been driving across Southampton on that day, to do so with courtesy and control.</p>	
Not provided	<p>Providing ALL contractors, without exception, are subject to these charges, then it might have a positive outcome. If certain contractors are excluded from these charges then the plan is immediately devalued.</p>	Comment noted.
Not provided	<p>With the limited information provided it appears to be a positive idea. However without more detailed feedback, from areas where this scheme has already been used, it's difficult to be sure.</p>	Comment noted.
Not provided	<p>I believe this will be a positive action This will ease traffic during the roadworks and speed up the time it takes to complete the work. It will be much better in planning the works if multiple work needs doing in the same place or road being done at the same time</p>	Comment noted.
Not provided	<p>Thank you for including our association in your consultation. If I have got this correct the cancel Will be able to charge utilities a fee for disruption to the roads , a brilliant idea. There is nothing more annoying with roadworks that seem to take ages to finish , plus the fact do they actually replace the hole or holes they have dug , with the correct levels of sand, gravel and tarmac. The disruption it causes to traffic is immense , for example the long running water companies</p>	Comment noted.

	<p>that took ages to complete works in Winchester Rd. Allegedly Wicks were losing thousands of pounds a day whilst work was completed. Apparently for Wicks and other companies in the vicinity who were losing business, have to produce loss of earnings to the water authority and then wait a considerable time before money would or could be paid to them. Not forgetting the people who live in the area of Winchester rd who were also affected. Ian Hall chair of Southampton Hackney and Private Hire Association</p>	
Not provided	I think lane rental should apply to more of the network	Comment noted.
Not provided	<p>I represent the Councils Tree department - though I can see the benefits of introducing this to the road network, I do have concerns regarding the cost implications to our teams and budgets. A good proportion of our planned works are completed on the highways, maintaining the safety of the adjacent trees. Due to the nature of this work, with loud machinery, potential hazards for operators to do the work in the dark and teams operating within usual daytime hours (as per contracts), I cant see much choice for us but to pay the rental charges where they apply. This obviously has an impact on already stretched budgets - Are we likely to see an increase in budgets. or reduction of income targets, to accommodate the changes?. I would be interested to know more regarding exemptions that may apply - typically our work requires a few hours rather than whole days and we often utilize specialist machinery to ensure works are completed as quickly, safety and efficiently as possible. It seems this could attract an exemption from the charges?</p>	Refer to Consultation Summary section entitled 'Opportunities for Promoters to avoid charges'.
Not provided	<p>It will hit us hard as company's who have to pay lane rent will put our prices up to cover what they have to pay so as per usual the residents of Southampton lose out big time as if we don't have enough to pay with the cost of living etc, we pay road tax !we pay council tax!!!! Why should we be charged more for roads that need to be dug up, if the roads were sorted properly this wouldn't have to happen, the road I live in has been on the list for repair for years still nothing has happened, I have a huge pothole at the edge of my driveway</p>	The cost-benefit-analysis created for the lane rental scheme takes into consideration (1) a cost to society (customers) for the impact of work and (2) costs or charges borne by Promoters as a result of lane rental.

	<p>where the road has disintegrated I payed a lot of money to Southampton city council for a dropped curb and the road doesn't meet my driveway This idea is absolutely absurd</p>	
Not provided	<p>Road works that need to be done will impact businesses any residents regardless whether it stays the same or is done under the new LR scheme. Charging companies under the new LR scheme will only encourage said companies to put prices up for their work to cover the additional cost. Then it's pretty obvious that cost would end up being put on the businesses and residential areas affected on a yearly basis by the council taxing system. There isn't a solution to reduce the impact of road works if they need to be done, they need to soon end of. What the council should be focusing on is the quality of workmanship on our roads which in most cases seems to be sub standard and doesn't last. Said companies doing repairs and necessary works that don't last should be made to redo the repairs for free,!? But I guess companies will put prices up to cover that too. Road works carried out at non peak times might help. Making sure the companies doing the repair are actually working and not standing around watching one person work, this would definitely reduce the impact and time for the works to be completed</p>	Comment noted
Not provided	<p>This proposal is likely to force the company carrying out road repairs to increase their prices. The main objective for road repairs should be that they are done promptly and to a very good standard. The condition of the roads in the city concerns safety for all of us and our vehicles. When allocating a section of road to be repaired, surely Southampton Council should determine the scope of the work but also the deadline for completion - and invoke penalty clauses when this is not adhered to. Perhaps there could be a bonus for contracting companies to complete these road repairs during the night.</p>	Comment noted.
Not provided	<p>The cost of lane rental will be directly levied onto the consumer and in no way benefit the people of Southampton. Instead look into the number of potholes and reinstatements</p>	The cost-benefit-analysis created for the lane rental scheme takes into consideration (1) a cost to society (customers) for

	carried out that have 3 or more visit because they fail writhing months. Make sure it's done right first time	the impact of work and (2) costs or charges borne by Promoters as a result of lane rental.
Not provided	A number of the schemes that cause the delays are LA works for which there are no fpns/ section 74 or any other powers that are tangible to prevent delays. Im not sure how charging utilities will help as the costs will simply be passed on to consumers. At a time when everyone is already stretched this is basically a stealth tax.	Comment noted
Not provided	This is just another invented scheme from the Council to take money from the residents. You are doing it with the Portswood Bus Gates, The parking charges around Bitterne, Sholing etc which were all objected to by the public. Now you are just trying to squeeze money out of residents who are already struggling financially. Central and local government are completely out of touch with the people and the struggles they've had in recent years. No doubt you'll try to introduce ULEZ which was completely objected to the in the Smart Cities Survey. Eamonn Keogh please resign.	Lane rental is not a congestion charge.
Not provided	whilst it's a good idea, I'm sure any extra costs associated with this will only be passed back to the end users	The cost-benefit-analysis created for the lane rental scheme takes into consideration (1) a cost to society (customers) for the impact of work and (2) costs or charges borne by Promoters as a result of lane rental.
Not provided	Any scheme like this would mean that any charges companies had to pay would eventually mean increased costs for their customers.	The cost-benefit-analysis created for the lane rental scheme takes into consideration (1) a cost to society (customers) for the impact of work and (2) costs or charges borne by Promoters as a result of lane rental.
Not provided	The council cuts spending and increases charges. Where does this revenue actually end up?? The roads are poorly maintained and this is just another cost that will be passed on to residents of Southampton. I think this is actually to increase congestion to the point where you are then able to implement congestion charges and continue to squeeze money from the residents of Southampton and not help but bleed our pockets dry it is a shambles of a council	Lane rental is not a congestion charge.

Not provided	Most works already work to non peak agendas wherever possible as it assists them too. Built up living areas prohibit work overnight anyway. Seems this is purely a council financial motive. It will lead to poor road condition and higher cost to all involved except the councils. The following 'about you' questions apart from interest identity are irrelevant to this proposal.	Comment noted.
Not provided	This scheme won't apply to SCC or BB who are mostly responsible for road closures and works taking much longer than necessary. SCC will take the money and spend it on the bureaucracy of running the scheme and ultimately result in the Southampton tax payer paying their pensions in the future. And for the impacted businesses any additional business cost is inevitably eventually passed on to the customer making it even more expensive to live and do business in Southampton. It's an idea which is badly thought out, expensive and negative for local people and businesses - so typical of our Labour Council!	The lane rental scheme will apply to work for road purposes, undertaken by, or on behalf of, the Council.
Not provided	Just make sure Balfour Beattie are included in this	The lane rental scheme will apply to work for road purposes, undertaken by, or on behalf of, the Council.
Not provided	Don't do it! It's a stupid idea.	Comment noted.
Not provided	WTF	Comment noted
Not provided	People would just go else where and the business would loose money making Southampton a no go area and also making driver pay more then they already do	Comment noted
Not provided	Fix the roads us tax payers are already paying for and stop closing roads or through routes with added one way systems your bringing Southampton travel to its knees	Comment noted
Not provided	STOP COMING UP WITH THESE USELESS IDEAS	Comment noted
Not provided	Please consider including M271 in this scheme.	Comment noted

Not provided	Please include Priory Road South in the scheme. Network Rail are shutting it again to carry out underbridge repairs from 17 Feb to 10 July - 5 months!	Comment noted
Not provided	The problem starts not with lots of road works but Councils need to look at pinch points. The Avenue will be a problem when M27 or M3 has an issue this then filters into local roads. God forbid I mention the woodmill Bridge traffic that is building and then blocks everything. Spread out the roadworks in an area you know will be a diversion route for poor people just trying to get home.	Lane rental can only be applied to streets maintained by the Council, as a highway authority.
Not provided	Roadworks are always done during rush hour and cause considerable traffic chaos more thought needs to be put in place to ease congestion while you are removing some of the traffic lights would allow traffic to flow more freely	Comment noted
Not provided	You are going to cause more traffic, longer delays and increased travelling time. People aren't going to be able to afford to pay every day to use these roads. It will also become dangerous like the smart motorways as people won't be able to avoid or go round broken down or crashed vehicles.	Comment noted.
Not provided	This has to be a joke. You want to have a lane that people can only use if they pay more on a stretch of road that is over congested. You are not fit to run for office.	Comment noted.
Not provided	We already pay to use the roads with road tax. If the council wants to generate funds, then charge car passengers going by in cruises an entry to city fee. The lane rental makes it very difficult to correctly navigate the city without fines.	Comment noted.
Not provided	When road works need to be implemented make stop using excuses like charging for the work when obviously a) it's needed b) get all the relevant utilities together at once c) most importantly do the job properly. All of the above would save time money & inconvenience. At present it appears SCC are wasting a terrific amount of tax payers money in	Comment noted.

	<p>schemes that are useless, and BB paid extortionate amounts for poor workmanship. Under this proposal it's the lay public that suffer once again at these hair brain schemes. DEFINITELY A REFUSAL FROM ME.</p>	
Not provided	<p>Utilities companies etc usually get work done quickly. The biggest problem is Balfour Beatty, used by the council, and they won't be charged so no change. Their workers, if there at all, are always standing around on their phones, chatting or sitting in vehicles. Work should be done on a fixed price and put out to tender</p>	<p>The lane rental scheme will be applied to work for road purposes together with street works undertaken by 'utility companies'.</p>
Not provided	<p>If you didn't have half the roads being worked on all at the same time there wouldn't be masses amounts of congestion. You start works on one road and then start works on the alternative routes roads. This does not work. You cannot then try to charge users for your own mistakes. We pay enough, the city is covered in potholes which we then pay more for damages to our cars. Be real and be sensible.</p>	<p>Comment noted.</p>
Not provided	<p>The work should be planned better as there are temporary lights on every route from Southampton city to Bursledon. Which causes grid lock every day. If this had been planned better at least drivers would have a fair chance of alternative route. I agree if there were a fee to the company the work would be done a lot faster.</p>	<p>Comment noted.</p>
Not provided	<p>Use the existing arrangements and tighten-up co-operation arrangements/requirements and work with operators to meet delivery targets, rewarding best practice and early delivery, impose penalty payments on missed delivery targets. Your financial conclusion based on a cost-benefit analysis is weak, with an existing high percentage (98%) avoiding the need to make payment, no account is made for adaptation by operators to alter processes to ensure the proposed new tariff is avoided, this combined with the set-up cost and significant running cost makes the adoption of this Lane Rental scheme appear dubious. There does not appear to be any benefit accounted for in the social-good of undertaking the operators works in the first instance, there is</p>	<p>Comment noted.</p>

	<p>clearly a negative to be equated with Local Authorities reducing the maintenance spent on highway infrastructure and most significantly there is a real health concern for these works moving to out-of-hours and weekend working practices, which on top of the existing negative effects of traffic using these Lanes, will add to the negative health effects of residents who are unfortunate enough to live adjacent to these. At least during working hours it may be expected that a significant number of these residents will be away from their homes. The benefit to commuters seems to be overbalanced.</p>	
Not provided	<p>I worked on the very first Lane Rental on the M1 @ J8 in 1984. I subsequently worked on many more Lane Rental projects with the contractor being charged £40K + a day. Each day over the contract period, the contractor was at risk of substantial financial penalties. Conversely, if the project is completed under contract period time, the contractor collects £40K for every day. Contractors only see pound notes £. This only encourages extremely shoddy workmanship because they're unwilling to follow the Specification for Highway Works that both the Client and the Contractor are duty bound to follow because their chasing the bonus!! This is made worse because there is no independent testing of the materials and workmanship, just a 'tick-box' system which in my experience is not worth the paper it's ticked on... Therefore, the longevity of the work is seriously compromised and remediation works will follow causing unnecessary disruption. Lane Rental obtained a very appropriate nickname within the industry: 'Horsing it in and Dogging it out'. What's needed is qualified Clerk of Works to oversee the work to ensure it meets the requirements of the specification for highway works</p>	Comment noted.
Not provided	<p>It needs companies working on roads to reinstate properly. Quality of reinstatement, and a guarantee for x period so they return if faulty.</p>	Comment noted.

Not provided	Charges should not apply if the activities do not break up the street; for non excavation works,	Comment noted
Not provided	Government BDUK project, will there be discount or exemption from LR?	Section 5.4.3 of the Lane Rental Scheme sets out the criteria for a discount for major infrastructure improvements. Building Digital UK (BDUK) could be considered as a work under this discount.

Appendix 4: Lane Rental – Further Reading & weblinks

Key external document list for Lane Rental Schemes:

- Government plan to back drivers, published in October 2023: <https://www.gov.uk/government/publications/plan-for-drivers>
- The Street Works (Charges for Occupation of the Highway) (England) Regulations 2012: <http://www.legislation.gov.uk/ukxi/2012/425/contents/made>
- Lane Rental Scheme. Guidance for English Local Highway Authorities, published by the Department for Transport (July 2019): <https://www.gov.uk/government/publications/street-works-lane-rental>
- Street Works Lane Rental Evaluation. A report to the Department for Transport. December 2015: <https://www.gov.uk/government/publications/street-works-lane-rental-evaluation>.
- Transport for London Lane Rental Scheme. Monitoring Report – 1 April 2018 to 31 March 2019: <https://tfl.gov.uk/info-for/urban-planning-and-construction/our-land-and-infrastructure/lane-rental-scheme>

Other Local Authority reports – surplus funds and monitoring report:

- Surrey CC: See Appendix 4a (pdf report)
- Kent CC: [Kent-Lane-Rental-Scheme-surplus-revenue-spend-report.pdf](#)
- TfL: [Lane Rental Monitoring Report April 2020 to March 2021](#) (latest report available)
- [TfL Lane Rental Scheme Lane Rental Approved Funding Innovation Catalogue](#)

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SURREY
COUNTY COUNCIL

Surrey Lane Rental Scheme **Year 2 Monitoring Report**

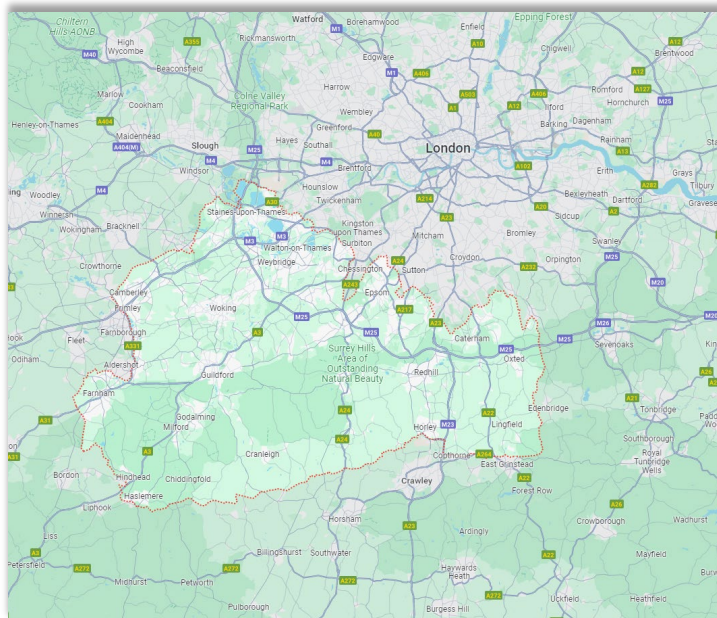
Document Content

Introduction.....	2
Surrey Lane Rental Scheme	2
Scheme performance and evaluation.....	2
Executive Summary	4
How has the Scheme been introduced?.....	4
Has lane rental reduced work undertaken?.....	4
Has lane rental reduced work at peak times?	5
Has lane rental reduced overall occupation of the highway?	5
Has lane rental improved collaboration between Promoters?.....	6
Do Promoters comply with the lane rental scheme?	6
How much revenue has the lane rental scheme generated?	7
Changes from a Lane Rental Scheme	8
Lane Rental Theory of Change	8
Scheme Review	8
Work on lane rental streets	9
Analysis of Planned work.....	10
Duration of planned work.....	13
Collaboration between Promoters	14
Works with discounted charge for collaboration	15
Analysis of Immediate Work	16
Analysis of Compliance.....	19
Lane Rental Charges	21
Appendix 1 Key Terminology.....	23
Appendix 2 Methodology	24
Analysing work.....	24
Period of analysis	24
Analysing work duration.....	24
Appendix 3 Financial Report.....	25
Income from charges	25
Appendix 4 Lane Rental Charge Codes.....	26

Foreword

Surrey is a county in South East England which borders Kent to the east, East Sussex to the south east, West Sussex to the south, Hampshire to the west, Berkshire to the northwest, and Greater London to the northeast.

With about 1.2 million people, Surrey is the twelfth most populous English county, the third most populous home county, after Kent and Essex, and the third most populous in the south east, after Hampshire and Kent. Surrey has more organisation and company headquarters than any other county in the UK, with some of the largest fast-moving consumer goods multinationals in the world having headquarters here.



Although the county has many rural areas, 59% of the network comprises urban principal A roads and urban minor roads. As one of the most densely populated counties in the UK, with traffic flows on A roads almost double the national average, transport related problems are a major concern for people living and working in Surrey. Three major motorways and several major roads pass through the county, including the M25 (London Orbital), M3 and M23.

Surrey's network experiences greater levels of congestion than neighbouring authorities in the south east region. The average delay on locally managed A roads in Surrey stands at 44 seconds per vehicle mile, which is 25% higher than the average for the south east region. Motorists in Surrey lose an average of 60 hours per year to congestion. This equates to more than 40 million hours per year lost in total within the county, at a cost of £630 million per year.

A lane rental scheme was applied to the most congested sections of the road network to provide a strong financial incentive for organisations working on the highway, including the Council for their own works, to avoid undertaking works on these roads at peak times, thereby reducing further impact at congestion hotspots.

The evaluation of the initial two years of the Scheme already demonstrates changes in working behaviour for works on the network, leading to quantifiable outcomes and benefits. The implementation and transition of the Scheme has been deemed a success, not only providing more effective network management, but also an opportunity to develop innovation and explore new ways of working and techniques using lane rental income.

Looking ahead, the Council intend to undertake a thorough review of the outcomes and impacts of the Scheme after Year 3, reviewing the scope of the Scheme including the charge levels and the Schedule, taking into consideration the latest guidance from the DfT and how best to deliver an effective and efficient Scheme.

Introduction

Surrey Lane Rental Scheme

On 1st April 2021 Surrey County Council, *the Council*, introduced a lane rental scheme, the Surrey Lane Rental Scheme (SLRS). This scheme complements the Surrey Permit Scheme by providing a new financial incentive for organisations undertaking work (Promoters) on heavily congested roads to work at off-peak times or consider other ways to minimise their impact.

Scheme performance and evaluation

Within the section Scheme Evaluation, Governance and Variation, the SLRS states;

- *The Council recognises the need to share information and evaluate the operational performance of the Scheme, both in terms of its efficiency and the effectiveness to meet the stated objectives.*
- *The Council will publish periodic evaluation reports, and in accordance with any format, or frequency specified in legislation or statutory guidance.*

In addition to this requirement, section 83 of the Department for Transport’s Lane Rental Schemes Guidance for English Local Highway Authorities states;

- *The regulations permit a portion of lane rental revenues to be applied for the purposes of scheme evaluation, and it is expected that evaluation plans will include provision for independent evaluation of scheme performance, including an assessment of the overall balance between costs and benefits arising from the scheme.*
- *In the interests of parity and transparency, representatives of both the highway authority and street works promoters will*

need to be actively involved in monitoring the evaluation process.

The purpose of this document is to provide a monitoring report, to show the progress of the Scheme implementation and any initial indicators of performance over the first two years.

After the third year of operation, an evaluation in-line with Government guidance on evaluation,¹, will be developed considering the efficiency of operation and the effectiveness as a network management tool within the following areas:

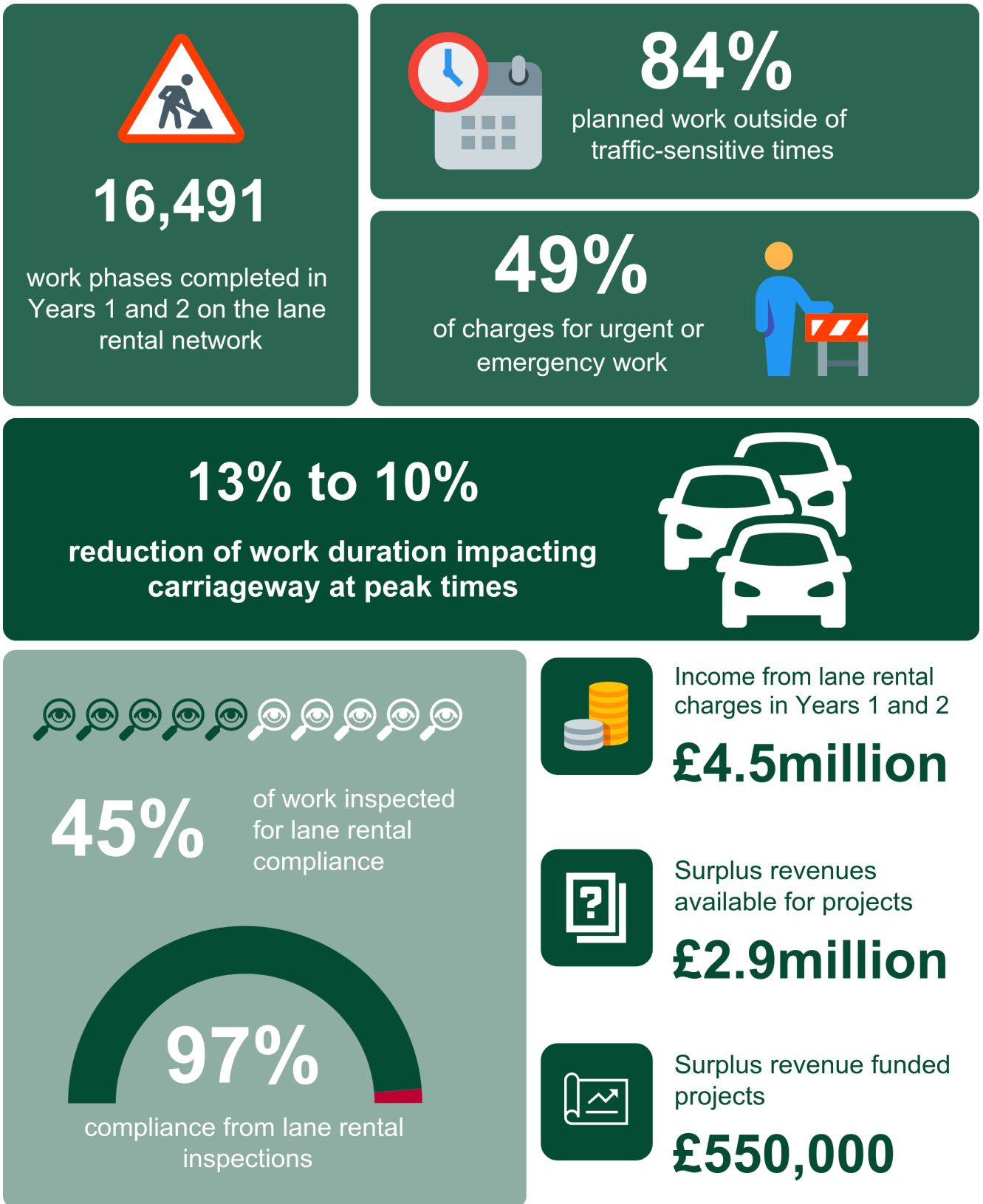
Process	<i>What can be learned from how the lane rental scheme was delivered?</i>
Impact	<i>What difference has a lane rental scheme made?</i>
Value-for-money	<i>Is the lane rental scheme a good use of resource?</i>

Undertaking an evaluation after a period of three years would allow process to be adopted and ways of working to develop, the completion of the transition period set out with the Scheme; and to compile data for quantitative evaluation, including work data and traffic-data.

Throughout this evaluation there is reference to terminology that has a specific meaning, as such the reader is directed towards the Key Terminology section in Appendix 1.

¹ <https://www.gov.uk/government/publications/the-magenta-book>

Evaluation Summary



Executive Summary

The Council introduced a lane rental scheme in April 2021 to provide a financial incentive for organisations undertaking work (Promoters) on heavily congested roads to work at off-peak times or consider other ways to minimise their impact.

A full evaluation of the lane rental scheme will be undertaken after three operational years (April 2024). This will allow sufficient time for the Council and Promoters to adopt new ways of working, completion of the initial transitional arrangements and to compile data for a quantitative evaluation, *such as work-related process or traffic speeds*.

In the interim, this monitoring report seeks to show progress of the Scheme within the initial two years and to provide any indicators of change, outcomes or impacts.

How has the Scheme been introduced?

Prior to the introduction of the Scheme, the Council undertook a controlled implementation to ensure the Scheme could be operated as efficiently as possible from go-live. This included:

- *recruitment of new staff to coordinate and inspect works on the lane rental network;*
- *system development (outside of Street Manager) for the identification and reconciliation of lane rental charges;*
- *process development within the Council to administer the Scheme;*
- *engagement with representatives from organisations and industry sectors undertaking works in Surrey,*
- *consulting with impacted parties and providing information throughout the process;*
- *providing overviews and training materials for operatives and administrative teams;*

- *developing an operational guidance document to complement the Scheme; and*
- *offering a pre-scheme trial to industry representatives, however this was not deemed necessary.*

Additionally, a governance for the use of surplus revenues (from lane rental charges) was put in place, which has seen bids being reviewed and agreed, leading to several successful projects.

Once the Scheme was in legal effect a series of monthly meetings were established with Promoter representatives to discuss and resolve any operational issues. From the outset the need for these meetings was low, *with a few minor issues or clarifications discussed*, and they subsequently changed to a 3-month meeting.

The 3-year evaluation will consider the implementation of the Scheme in more detail, including the qualitative views of Promoters and other stakeholders. However, this report clearly demonstrates that new ways of working have been successfully adopted through process related indicators and the Scheme is being operated efficiently.

Has lane rental reduced work undertaken?

The lane rental scheme is not intended to reduce work undertaken by Promoters to maintain their apparatus or the Highway, or to provide new services or other infrastructure, *such as housing*. One potential disbenefit of a scheme could be Promoters choosing to undertake work in other areas, *to avoid charges*.

Analysis shows that the volume of planned work has not changed significantly in the first two Scheme years, when compared to pre-scheme levels.

More detailed analysis within Promoter sectors shows differing levels across the four years of analysis, however this indicator does not suggest a change before or after the Scheme.

The volume of unplanned work, Immediate, for urgent or emergency purposes, has changed dramatically over the period of analysis (2019-2023), however this is primarily a result of the way Highway Immediate work permits are submitted into Street Manager, as separate jobs and not as a collection of jobs along a single street. The other Promoter sectors show variance, but this is considered appropriate for the nature of these works.

Another potential dis-benefit of a lane rental scheme is a Promoter using the Immediate work category inappropriately to avoid charges (for the first 2 days of work). This realisation of this dis-benefit is not obvious from this initial analysis.

Has lane rental reduced work at peak times?

In July 2020 the DfT introduced a new digital service for recording and managing works, in addition to some regulatory changes to improve information provided by Promoters. Comparing work undertaken prior to the introduction of lane rental is limited by availability of accurate works data for start and stop times before Street Manager – only the period July 2020 to April 2021 can be used.

There is a noticeable decrease within the first two Scheme years in the volume of works undertaken with any occupation at peak times (26% pre-scheme and 17% in Scheme year 2). In addition, the aggregated occupation at peak times (as a proportion of the total duration) is lower compared to pre-scheme years (12.5% pre-scheme and 9.9% in Scheme years 1 and 2).

Planned work involving any duration at peak times on traffic-sensitive designated streets without lane rental have increased slightly compared to pre-scheme (30% pre-scheme to 32% in Scheme year 2). The aggregated occupation has however decreased (12.7% pre-scheme to 11.8% in Scheme year 2). This decrease is not as much as the lane rental designated streets.

Further analysis of work delineated by duration bands shows a decrease in the volume of work for all bands. Whilst this is to be expected for shorter duration work as a Promoter can avoid peak hours, i.e. 10:00 – 16:00, 19:00 – 07:00 or working at the weekend, it is surprising to also see a reduction in longer duration works.

This is primarily attributed to a permit condition for timing to ensure the carriageway remains clear at peak times where possible, for example works are stopped and temporary traffic lights are removed between 07:00 – 10:00 and 16:00 – 19:00.

As a result, the volume of work with a permit condition for timing has increased (55% in the year before the Scheme to 80% in Scheme year 2). The use of this timing condition has also increased on traffic-sensitive streets without a lane rental designation, but not to the same level as a lane rental street (63% compared to 80% in Scheme year 2).

In addition to the changes in the application of a permit condition for timing, analysis shows an increase in planned work undertaken out of hours (19:00 – 07:00) and at the weekend.

Has lane rental reduced overall occupation of the highway?

Effective analysis of work durations is difficult as there are many factors to consider when comparing works, *such as work being undertaken, road specific materials, the use and availability of workforce, plant, materials, and other resources.*

In addition, pre-scheme analysis of duration using work start and stop times is limited to the period from the start of Street Manager (July 2020 to March 2021 inclusive).

Indicators within this report for planned work duration, based on Promoter sector and work category, demonstrates the varying scale of each individual work.

Trend analysis provides an indicator of any sustained change in durations across the period of analysis (July 2020 to March 2023). From this it can be observed that the higher volume minor works are showing a decreasing trend for Electricity, Telecoms and Water works, which is a positive indicator.

Highway Authority work is showing an overall increasing trend; however, this should be considered within the context that the average duration is typically less than one day, and a significant proportion of these works can be undertaken outside of peak hours.

Indicators within this report for Immediate work duration also demonstrate differences between Promoter sectors.

Electricity and Gas sector works are typically fewer, but longer in duration and the duration trend analysis does not show any conclusive results.

Highway Authority sector works are typically shorter in duration and avoid peak-times (only 1% of total work incurred a lane rental charge).

The higher volume Water sector Immediate works are showing an average duration of 3 days, with a decreasing trend.

Whilst these indicators show some overall potential changes under a lane rental scheme, with positive results, the evaluation after Scheme year 3 should provide the opportunity to a more granular analysis across a longer period of time.

Has lane rental improved collaboration between Promoters?

One of the expected outcomes of lane rental was an increase in collaboration between Promoters – to seek a reduced charge through a discount.

Whilst the indicators show that the proportion of work with a form of collaboration has increased, the proportion of total work duration under a form of collaboration has decreased (6.3% per-scheme and 5.4% in Scheme year 2).

A discounted charge was only applied to 38 works in the two Scheme years (309 days of duration). This result is disappointing and an area of focus in future years of Scheme operation.

It is accepted that many of the longer duration Major works undertaken within Scheme years 1 and may have been agreed in advance of the lane rental scheme go-live and subject to a waiver through the transitional arrangements.

Do Promoters comply with the lane rental scheme?

Across the first two Scheme year, the Council inspected 45% of work phases undertaken on lane rental streets (excluding works with a short duration and undertaken wholly at the weekend) with 34% having more than one inspection. with many works having more than one inspection on different stages of the work.

These inspections were to ensure the working arrangements were being adhered to, such as working outside peak times or returning the highway to normal use during peak times.

Of these inspections, 97% passed, with most failures for work impacting the carriageway at lane rental times where it had been agreed there would be no impact.

These indicators would suggest that Promoter compliance to the Scheme was high given the volume of work inspected and the very low failure rate.

How much revenue has the lane rental scheme generated?

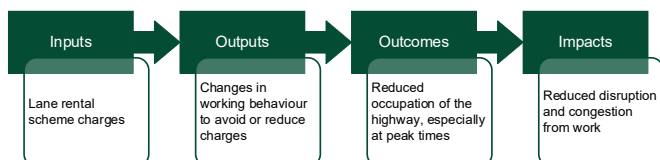
In the first two years of operation, the Scheme generated an income of £4.5million from charges. After the removal of costs to operate, administer and evaluate the Scheme the surplus revenue available for street work specific projects was £2.9million.

In Year 2, £550,000 was issued to projects, with a balance of £2.4million carried into Year 3.

Changes from a Lane Rental Scheme

Lane Rental Theory of Change

A theory of change outlines how an intervention, *in this case a lane rental scheme*, is expected to lead to outcomes and impacts, ideally positive benefits for the road users.



This monitoring report considers Scheme performance predicated on the outputs from a lane scheme - change in working behaviour to avoid or reduce charges.

Whilst some of the analysis for this report will show quantifiable outcomes – reduced occupation of the highway, especially at peak times – impacts, both positive or negative, will be further quantified and assessed within an evaluation after Year 3.

Scheme Review

To ensure the outcomes and impacts of the Scheme are fully realised the Council need to continually review the application of the Scheme. This would include a review of:

- the scope of the Scheme (legal Order);
- whether the charge levels remain proportionate and deliver the expected outputs and outcomes;
- the Schedule (where and when the Scheme is applied); and
- the operation of the Scheme, including any operational guidance.

Prior to the introduction of the SLRS, the Council developed an Evaluation Plan. The purpose of this Plan was to provide a level of commitment that the Council would *demonstrate the operation is achieving these commitments whilst providing transparency on the governance of the scheme.*

This report is intended to provide early indicators of performance, prior to a full evaluation.

The initial two years of Scheme operation have provided ideal opportunity to embed new ways of working with Promoters and the administration of the Scheme by the Council, including governance for the use of surplus revenues from lane rental charges.

From the outset of the Scheme regular meetings were established with the Council's Traffic Manager and Promoter leads, to review any operational issues related to the Scheme. The need for these meetings, and therefore the frequency, reduced quickly to become a standard 3-month (quarterly) meeting.

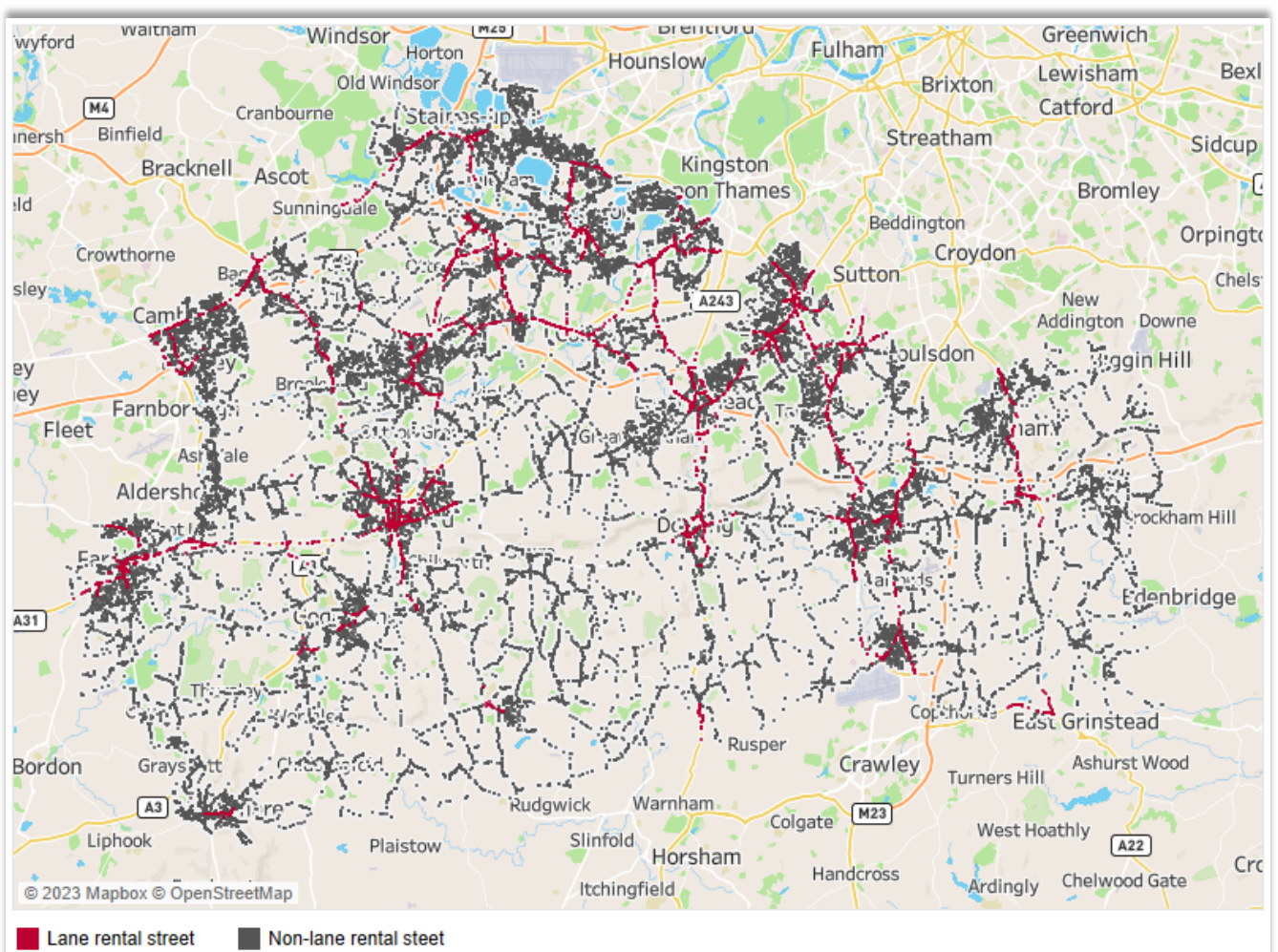
An operational guidance document was issued prior to the introduction of the Scheme which was well received amongst the Promoter community.

One change was applied to the operational guidance document within Year 1, to extend the lane rental charge codes to include more categories. This was issued as an addendum to version 1 of the Operational Guidance.

Whilst the Council intend to undertake a thorough review of the outcomes and impacts of the Scheme within an evaluation after Year 3, indicators suggest the Scheme is already realising the intended outcomes.

It is the Council's intention to consider the scope of the Scheme, including the charge levels and the Schedule within the Year 3 evaluation, taking into consideration the latest guidance from the DfT and how best to deliver an effective and efficient Scheme.

Work on lane rental streets



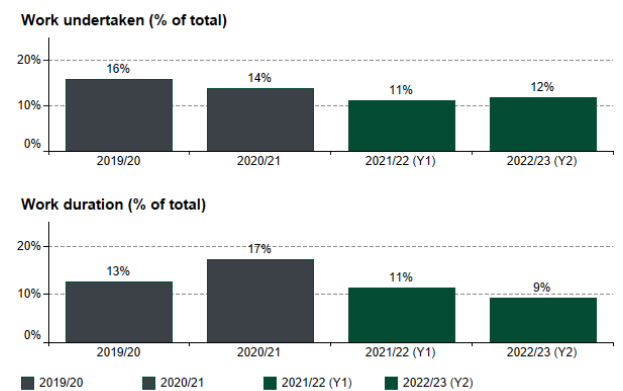
The lane rental network comprises 7.5% of Surrey’s road network, covering 323 streets and 426 kilometres in length. The map above shows the works across the County in Scheme years 1 and 2, highlighting the sections where lane rental is applied.

Prior to the introduction of the Scheme a larger proportion of all works impacting the carriageway were undertaken on the lane rental streets compared to the 11% in Years 1 and 2.

Analysis shows that the proportion of work duration also decreased in Years 1 and 2.

Work undertaken and duration

The charts below show the % (of total) work undertaken per year across Surrey on lane rental streets by volume [top] and duration (calendar days) [bottom].

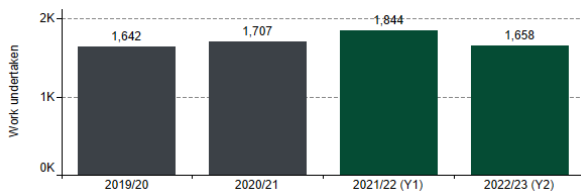


Analysis of Planned work

Across four years of analysis (2019/20 to 2022/23) the volume of planned work undertaken on the SLRS has seen minor variation.

Planned work (April 2019 to March 2023)

The chart below shows the number of planned works undertaken by year on lane rental streets.



When analysing planned work by Promoter sector the overall volumes have remained broadly similar, allowing for pandemic restrictions and natural fluctuations through work schedules and demands. The exception is for Highway Authority and Telecoms work.

A peak in Highway Authority work between 2020 and 2022 is attributed to many factors, which include, post-pandemic recovery, impact from weather, such as for drainage and vegetation work, together with focused Council prioritised investment across the County.

The Telecoms sector increase is attributed to the fibre build works to deliver the national broadband rollout.

One of the potential disbenefits from lane rental is a disincentive for Promoters to undertake work - to maintain or install new apparatus in other areas to avoid increased potential cost through charges.

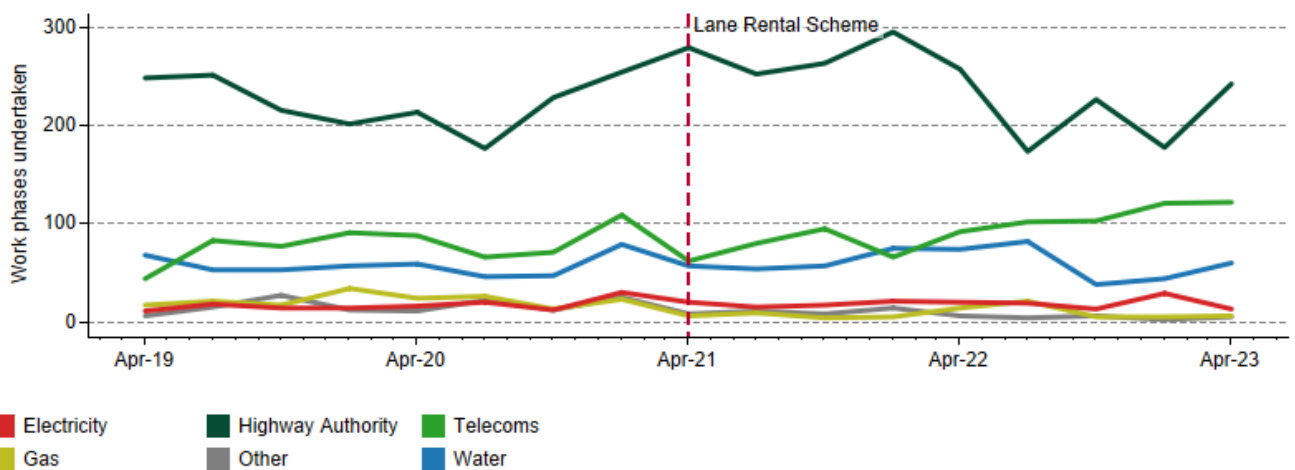
It is therefore positive to observe that this disbenefit does not seem to have been realised in the initial years of the Scheme. This will need to be assessed fully within the Year 3 evaluation and monitored across future years of the Scheme.

Although the overall volume of planned work has remained broadly similar across the period of analysis, there is a noticeable decrease in the total duration in Years 1 and 2.

Whilst this can initially be viewed as a positive indicator, more detailed analysis is required to determine whether this is because of the lane rental scheme or other factors.

Planned work by Promoter sector

The chart below shows planned works undertaken across the period April 2019 to March 2023 inclusive for each Promoter sector. The period (month) is set by the actual start date of work.



Work outside of traffic-sensitive times

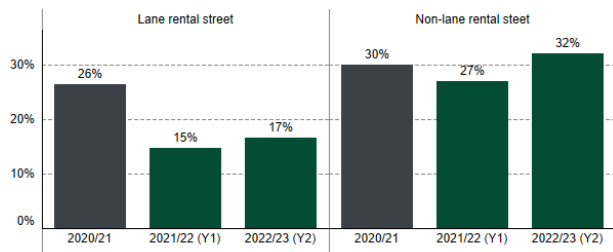
One of the expected outcomes of a lane rental scheme is more work undertaken outside of peak times. For the context of the analysis, it should be noted that peak times align to the traffic-sensitivity designation timings, as follows:

- On streets with lane rental designations midweek only, 30 hours (18%) of the total 168 hours are designated as peak times.
- On streets with lane rental designations midweek and Saturday (10:00 – 16:00) 36 hours (22%) of the total 168 hours as designated as peak times.

Analysis of work with and without the Scheme, together with work on traffic-sensitive streets with and without a lane rental designation should provide a quantifiable outcome.

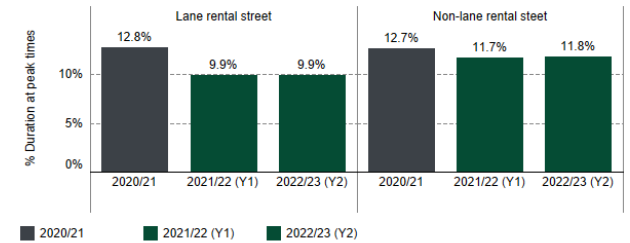
% of planned work at peak times

The chart below shows the proportion of work undertaken (% of total) involving any occupation at peak time on lane rental streets and non-lane rental streets (with a traffic-sensitivity designation). The period is set by the start date of work.



% of planned work duration at peak times

The chart below shows the total duration of planned work undertaken during peak times on lane rental streets and non-lane rental streets (with a traffic-sensitivity designation). The period is set by the actual start date of work.



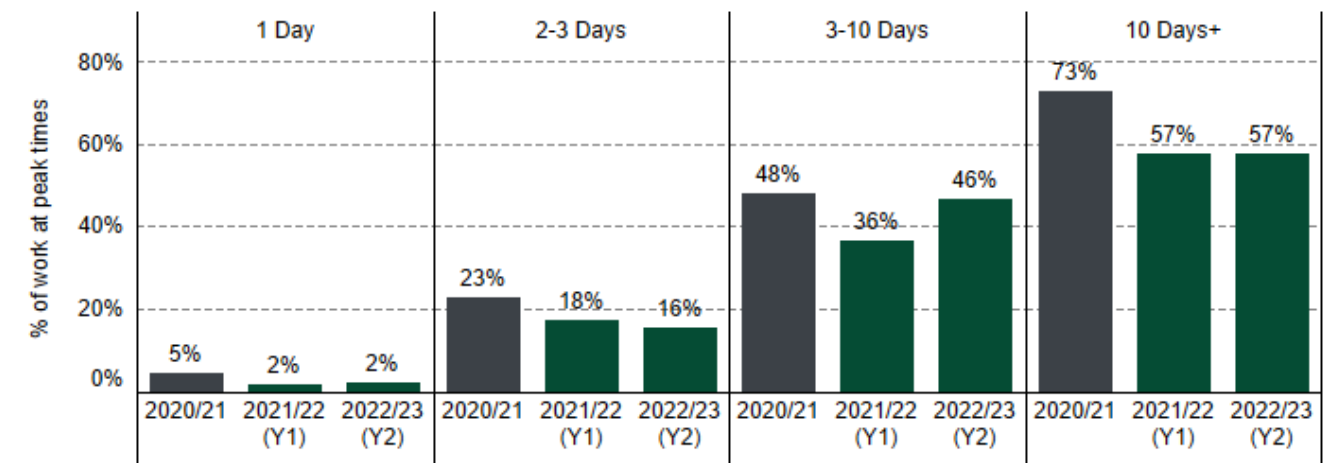
As shown in the analysis, the overall volume of planned work at peak times has decreased under a lane rental scheme.

There has also been a decrease on the non-lane rental streets with a traffic-sensitivity designation, but this is significantly less than on the lane rental streets.

The opportunity to avoid working at peak times will vary depending on the planned duration of the work, i.e. a short duration pothole repair could be undertaken off-peak, however it would be more difficult for road resurfacing work over 5 days to avoid peak times. Therefore, delineating work by duration band could provide more insight into this outcome.

% of planned work duration at peak times by duration band

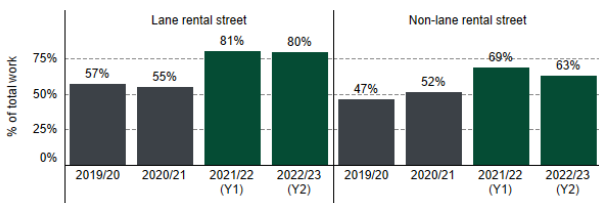
The chart shows the proportion of work undertaken, by Scheme year, delineated by duration band.



Whilst it seems impossible for Promoters to avoid lane rental charges where work is over one day, Promoters can agree arrangements to avoid lane rental charges by not impacting the carriageway at peak times. These arrangements are applied as permit conditions, typically through a timing condition.

Use of timing condition (NCT2a) on planned work

The chart below shows % of planned work undertaken with a timing condition (NCT2a) on lane rental streets and non-lane rental traffic-sensitive streets.



Analysis shows the use of a timing condition (NCT2a) on planned work has increased on the lane rental streets under a Scheme. Whilst these arrangements could be applied under a permit scheme, it can be assumed that lane rental has provided financial incentive to agree and formalise these arrangements between the Council and Promoters.

It is interesting to note that the use of these arrangements has also increased in non-lane rental streets, which is potential indirect outcome of the Scheme.

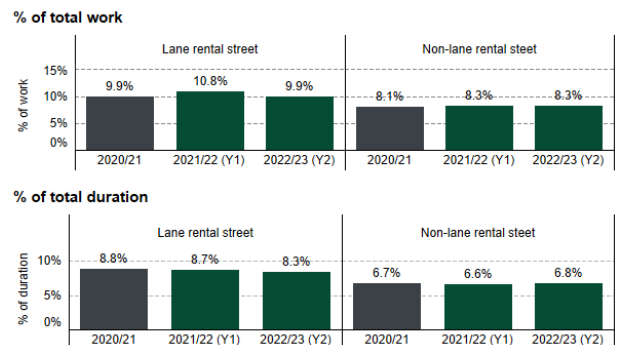
Work at the weekend

Of the 326 streets designated with lane rental, only 36 have a charge applied at the weekend (Saturday only 10:00 – 16:00). As such, there is an aspiration that Promoters would undertake more planned work at weekends to avoid the busier weekday periods.

Although the overall volume of work at the weekend does not show a clear change, more granular analysis by Promoter sector shows some more noticeable changes, especially within the Electricity and Water sectors.

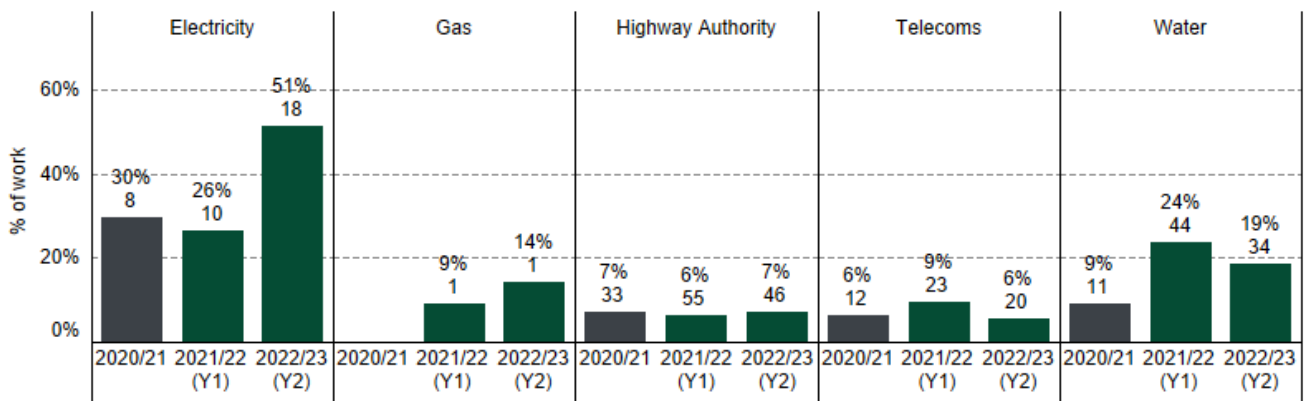
Planned work (3 days of less) undertaken at the weekend

The charts below show planned work of 3 days duration or less undertaken at the weekend as a % of total (left) and total duration (right). The charts are delineated by lane rental streets and non-lane rental streets with a traffic-sensitive designation.



Planned work (3 days of less) undertaken at the weekend by Promoter sector

The chart below shows works at the weekend (as a % of total) on lane rental streets by Promoter sector. The period (year) is defined by the actual start date.



Work out of hours

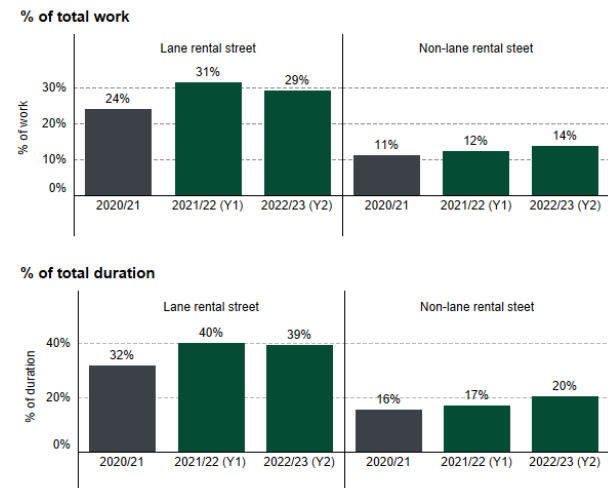
To avoid working at peak times, Promoters can consider undertaking works out-of-hours (19:00 – 07:00) as this provides opportunity for longer work periods than between the AM and PM peak day periods (10:00 – 16:00).

There are potential limitations to working at these times, which include noise and light pollution impacting nearby residents and safety for the workers.

Planned work (<12 hours) undertaken out of hours

The charts below show work with a duration of 12 hours or less, undertaken between 19:00 and 07:00 as a % of total work by volume (top) and duration (bottom).

The charts delineate lane rental streets and non-lane rental streets (with a traffic-sensitive designation).



Analysis shows that the overall proportion of work and duration undertaken at weekends has increased under lane rental. Traffic-sensitive streets without a lane rental designation also saw an increase, however the overall proportion of work remains lower than lane rental streets.

Duration of planned work

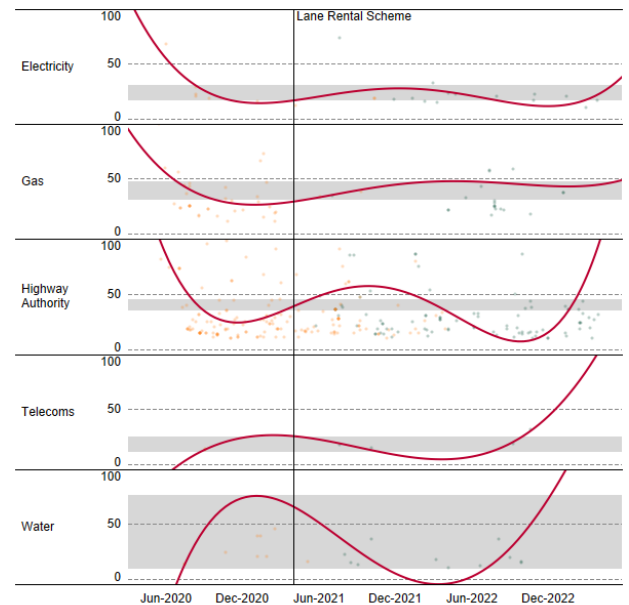
Analysis of duration by sector considers the duration of the three work categories: Major, Standard and Minor, using average duration and trend analysis for the period without-scheme (July 2020 to March 2021) and with-Scheme (April 2021 – March 2023). Refer to the methodology for further explanation of the average and trend analysis.

This analysis is primarily seeking to identify any initial trends in duration and key characteristics within these categories.

The Year 3 evaluation will seek to analyse durations based on specific work designations, such as new service connections, mains replacements or remedial works, within the work categories. This approach should enable a more relative comparison of work with and without the Scheme.

Major work durations (over 10 days)

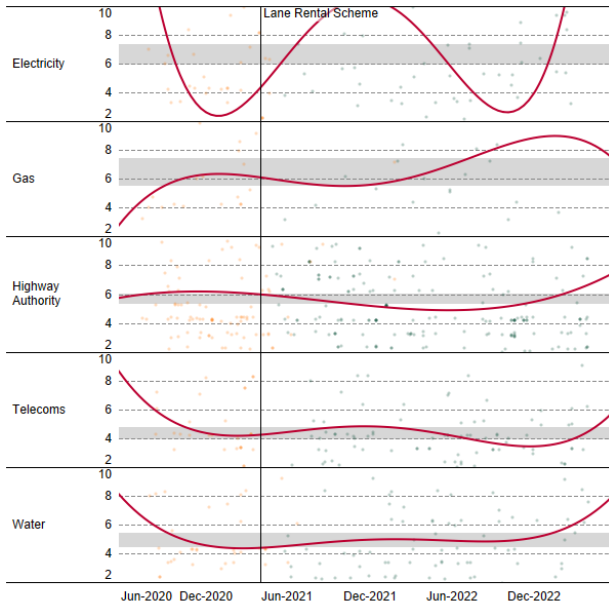
The chart below shows Major works (over 10 days) duration in days (dots) from July 2020 to March 2023 with a trend line (red-solid) and average duration band (grey) across this period.



The sample size for Major work durations contains 2,581 works, the majority of which are for Gas (999) and Highway Authority (922).

Standard work durations

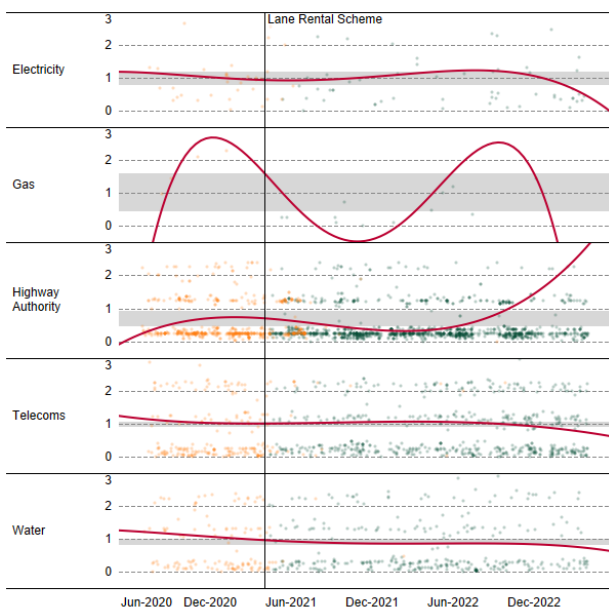
The chart below shows Standard work duration in days (dots) from July 2020 to March 2023 with a trend line (red-solid) and average duration band (grey) across this period.



The sample size for Standard work durations contains 5,984 works, the majority of which are for Highway Authority (1,295), Telecoms (1,198) and Water (1,926) sectors.

Minor work durations

The chart shows Minor work duration in days (dots) from July 2020 to March 2023 with a trend line (red-solid) and average duration band (grey) across this period.



The sample size for Minor work durations contains 15,969 works, the majority of which are for Highway Authority (6,412), Telecoms (6,110) and Water (2,559) sectors.

Some of the initial analysis provide positive indicators for lane rental benefits, such as:

- Electricity and Gas Major work showing a decreasing trend;
- Electricity, Telecoms and Water Minor work durations showing a decreasing trend;
- Average durations of Minor works below one day thereby allowing Promoters to work in the interim peak hours (10:00 – 16:00), out-of-hours or over a weekend;

Overall, the analysis demonstrates variances between work categories and Promoter sectors, representing the differing work designations and the need to base evaluation on these.

Collaboration between Promoters

A key outcome of the Scheme is for Promoters to collaborate with their work, with the aim for parallel or continuous work sites to reduce the overall impact on the road user.

The Scheme therefore includes a discount for charges where Promoters collaborate, either with other Promoters or within their internal workstreams.

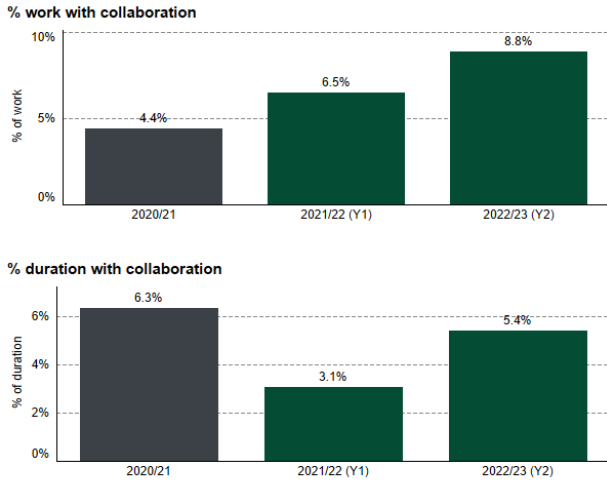
Although there are 10,000's works undertaken across Surrey in a typical year, opportunity for collaboration is very low.

This is mainly due to reactive work to meet customer demand or for urgent or emergency repairs and short application lead times or the lack of forward planning information for work programmes.

In Year 1 on the lane rental streets 1.35% of planned work had a potential for collaboration.

Planned work with collaboration

The charts below show % (of total) planned work on the lane rental network with a form of collaboration by (top) volume and (bottom) duration.

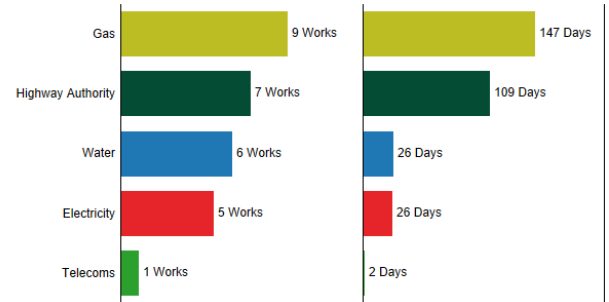


Whilst the proportion of work with a form of collaboration increased under a lane rental scheme, the proportion of duration decreased.

Analysis of collaboration by Promoter sector shows that Highways undertake the most collaboration, typically with other Highways workstreams, such as vegetation cutting.

Works with discounted change for collaboration

The chart below shows total works undertaken in Years 1 and 2 with a discounted charge for collaboration and the duration of works.



The Scheme offers further incentive for collaboration through a charge discount. In the two Scheme years this was only applied to 28 works (309 days of duration).

The use of discounts for collaboration is expected to increase from Year 3 once the transition arrangements for major scheme works have completed and more schemes planned in Years 1 and 2 commence.

Analysis of Immediate Work

The Scheme includes a provision for Immediate work whereby lane rental charges will apply on and from the third calendar day of work.

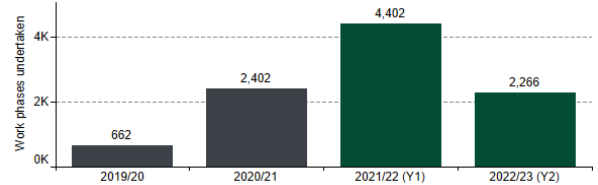
Analysis shows a significant increase in Immediate works between 2019 and 2022 which is primarily attributed to an increase in Highway sector work.

When these works are removed from the totals, the remaining utility sector Immediate works show natural highs and lows, with the Water sector contributing the highest proportion of work.

This increase should not be viewed as an increase in the actual emergency or urgent work undertaken by this sector. Instead it is a result of process and system changes, whereby reactive maintenance works, *such as pothole repairs following an asset inspection*, are recorded individually instead of collective group of work.

Immediate works undertaken

The chart below shows the number of Immediate works undertaken on lane rental streets from April 2019 to March 2023.

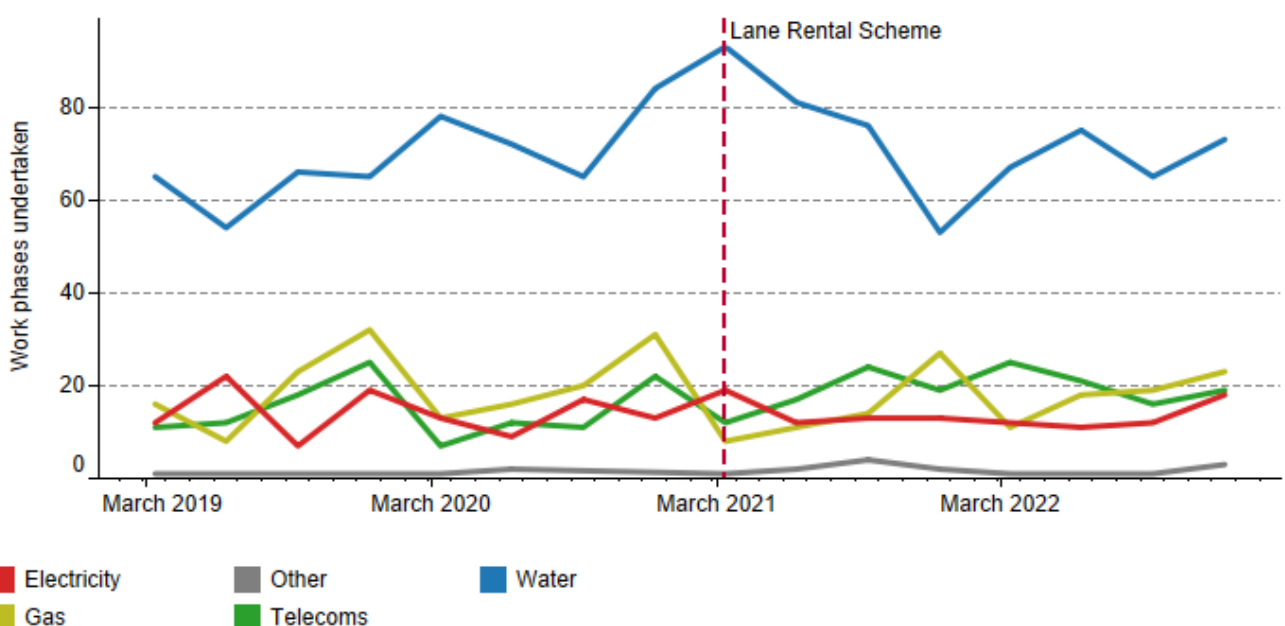


Analysis of Immediate work by sector, excluding Highway, shows a more consistent level of work in-line with seasonal trends, e.g. *gas main bursts during colder periods, and summer periods for water mains*.

One potential dis-benefit of a lane rental scheme is a Promoter using the Immediate work category inappropriately to avoid charges (for the first 2 days of work). This realisation of this dis-benefit is not obvious from this initial analysis.

Immediate work phases undertaken by sector without Highway Authority

The chart below shows the work phases across the period April 2019 to March 2022 inclusive for each Promoter sector colour coded. The period (month) is set by the actual start date of work. Highway Authority works have been removed from this chart to show the other sectors in more detail.



Immediate work duration by sector

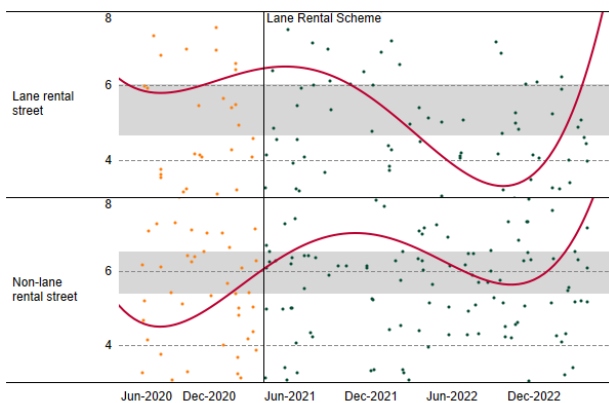
Analysis of duration by sector considers the duration of each work, using average duration and trend analysis before-scheme (July 2020 to March 2021) and with-Scheme (April 2021 – March 2023). Refer to methodology section for further explanation of this analysis.

The analysis compares works on the lane rental streets with works on traffic-sensitive streets without a lane rental designation.

There are 65 Other sector works for analysis, which does not represent a sufficient sample for analysis. None of these works received a lane rental charge.

The charts below show Immediate work durations in days (dots) from July 2020 to March 2023 with a trend line (red-solid) and average duration band (grey) across this period.

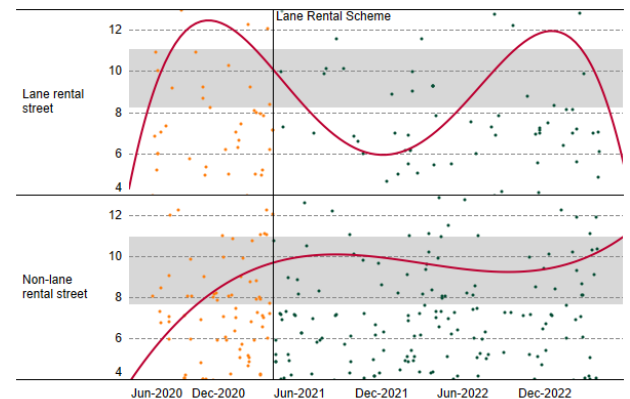
Electricity sector Immediate work



Analysis of Electricity sector includes 395 works (271 from April-21) and shows a similar duration trend within both street types.

There is a difference between the average duration band, which is lower on lane rental streets. 63% of Electricity works resulted in a charge.

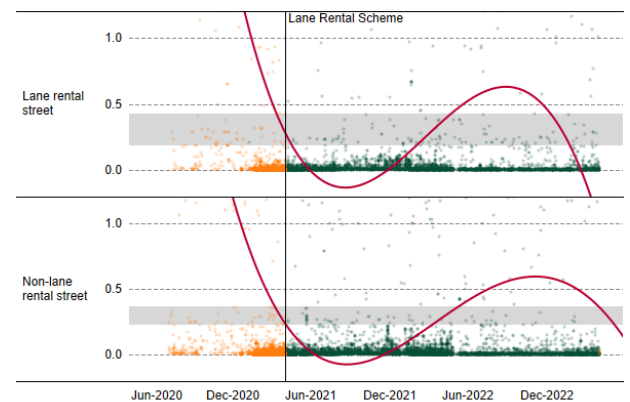
Gas sector Immediate works



Analysis of Gas sector includes 564 works (393 from April-21). The duration of works on lane rental streets shows a decline the winter of 2021 which is not shown on non-lane rental streets.

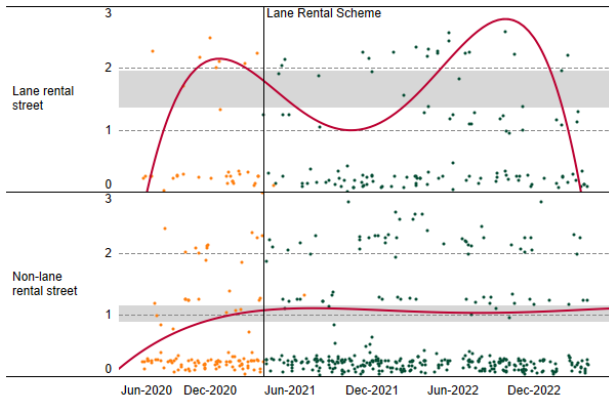
The duration band is very similar on both streets, albeit slightly higher on the lane rental streets. 62% of Gas works resulted in a lane rental charge.

Highway Authority Immediate work



Analysis of Highway sector includes 20,657 works (15,815 after April-21). The average duration and trend remains very similar on both street types, with an initial decline after the introduction of the Scheme followed by a gradual increase. 1% of Highway works resulted in a lane rental charge.

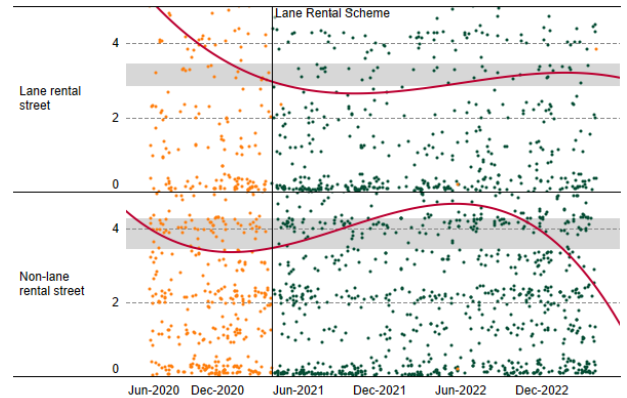
Telecoms sector Immediate works



Analysis of Telecoms sector includes 708 works (540 after April-21). There are noticeable differences between the average duration band and the trend line – the latter remaining constant since the start of the Scheme, whilst the trend on lane rental streets shows changes during the winter and summer months.

73% of Telecoms sector work resulted in a lane rental charge.

Water sector Immediate works



Analysis of Water sector includes 2,464 works (1,774 after April-21). There are noticeable differences between the average duration within the different street types – with a lower average on lane rental streets. The trend shows a lower average on the lane rental streets.

37% of Water sector work resulted in a lane rental charge.

Analysis of Compliance

For the lane rental scheme the Council introduced a new type of inspection for **lane rental compliance**.

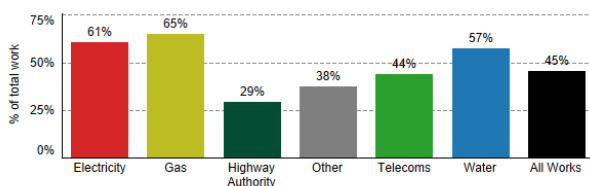
The purpose of this inspection is to ensure work is undertaken in accordance with the agreed arrangements, *either work being subject to charge or avoiding a charge*. The compliance checks would include:

- work is not impacting the traffic flow of the carriageway;
- work is being undertaken in accordance with the agreed times;
- work has started and completed in accordance with the agreed times and those issued on the start and stop notices.

Across both Scheme years 3,827 works had at least one compliance inspections, with 34% having multiple inspections. Even if a work is not expected to incur a lane rental charge, *e.g. it does not impact the carriageway*, there is still an inspection to ensure this compliance.

% of work with a compliance inspection

The chart shows the % (of total) work phases in Years 1 and 2 with a compliance inspection by sector. Works with a short duration (< 2 hours) and out-of-hours (19:00 – 07:00) have been excluded.



These inspections resulted in 45% of all works (excluding short duration and out-of-hours) being inspected for compliance. In comparison, within the same period 11.5% of works on streets without a lane rental designation had a live site inspection.

The current inspection regime is primarily focused on work undertaken during week days within normal working hours (08:00 – 17:00).

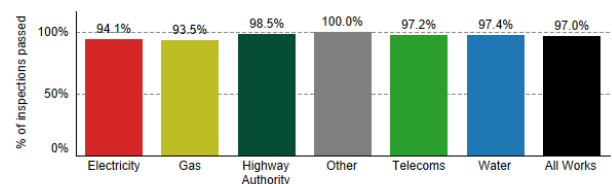
The Council are considering further additional resource to progress to an even higher level of works inspected.

In consideration to parity treatment, the volume of Highway Authority work inspected appears low. This is caused by a higher volume of total works (multiple permits for works in same street) and a much larger proportion of shorter duration work.

Of the total works inspection only 113 works had a recorded non-compliance, therefore resulting in an overall pass rate of 97%.

Lane rental compliance inspections with a pass (% of total) by sector

The chart below shows the number of compliance inspections with a pass (from % of total inspections) for works started and completed in Year 1. The results are delineated by Promoter sector.

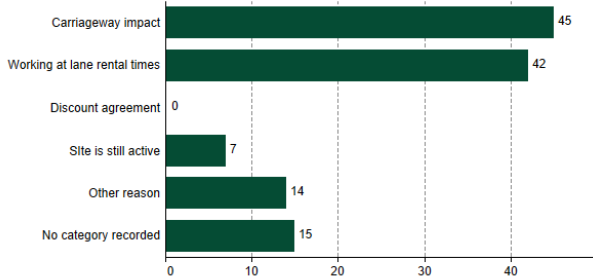


Any inspection failures are categorised into five distinct categories:

1. The work is not adhering to the working arrangement in relation to avoiding impact to the carriageway;
2. The work is not adhering to the working arrangement in relation to avoiding working at lane rental times;
3. The work is not adhering to the working arrangement in relation to discounts;
4. An active site should be closed or has been notified as closed; or
5. The failure reason is not covered by the defined categories (above).

Reason for lane rental non-compliance failure

The chart below shows the reason recorded for lane rental compliance inspections with a non-adherence result in Year 1.



In Year 1 no category was recorded on 15 inspections, which reflects the adoption of new ways of working required to administer the Scheme.

The primary reasons for non-compliance were; work impacting the carriageway; and work at lane rental times.

Lane Rental Charges

To administer the Scheme the Council introduced charge codes to denote the following arrangement for each work:

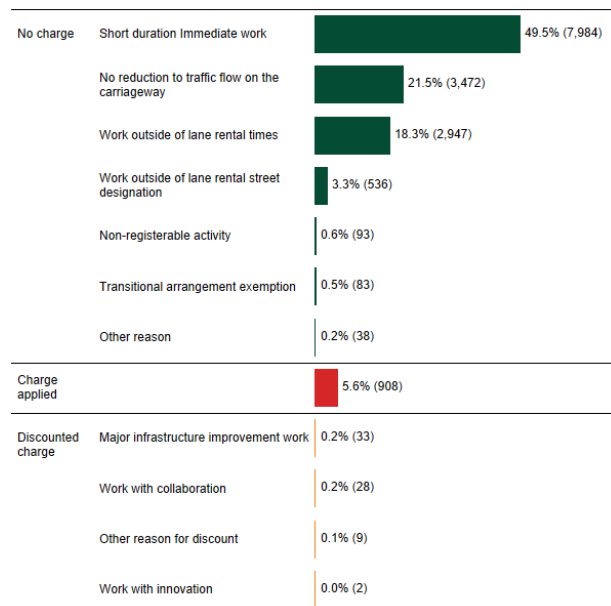
- why a charge would not apply;
- why a work would be liable for a charge and the reason why a charge would apply; or
- why a discounted charge would apply.

Whilst the codes provide an **indicator** of the charges, the actual work may lead to a change, for example a Promoter may not intend to work at a peak time, but is delayed, runs into peak time and incurs a charge.

These codes helped enable the compliance inspection regime so an Inspector could immediately check the worksite to the arrangements (code).

Charge codes for work undertaken

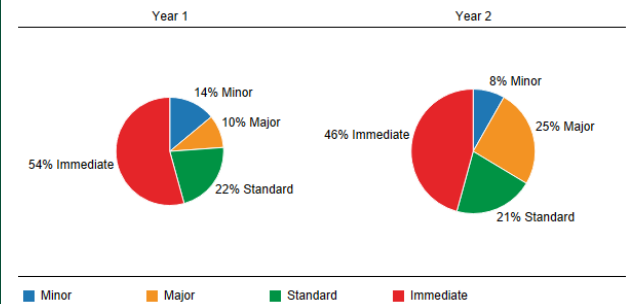
The chart below shows the breakdown of charge codes applied to work phases started in Years 1 and 2 as a % of total phases.



In Years 1 and 2, 898 works had a lane rental charge. This included 65 works with a discounted charge, which was lower than anticipated pre-Scheme.

Charges by work category

The charts below shows the breakdown of total charges per Year by work category.



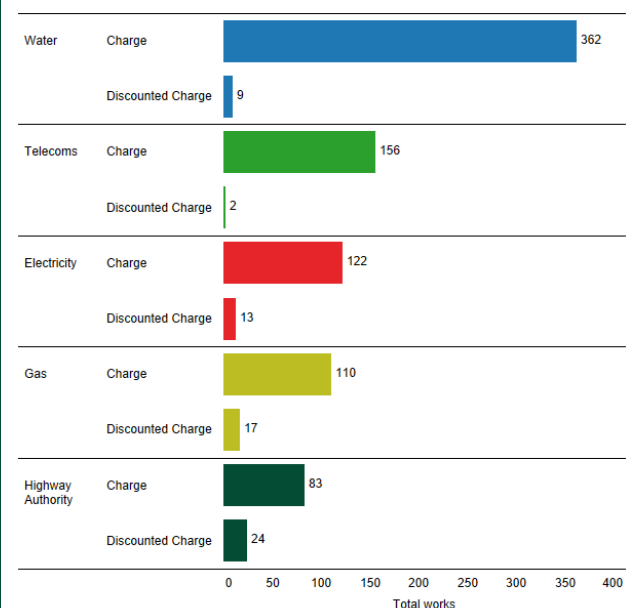
In Years 1 & 2 Immediate works account for 49% of total charges.

Major work accounts for 19% of the charges, with an increase from 10% in Year 1 to 25% in Year 2.

The changes shown are primarily attributed to the transitional arrangements provided in the Scheme design.

Charges applied by Promoter sector

The chart below shows works with a lane rental charge, including a discounted charge, in Years 1 and 2 by Promoter sector.

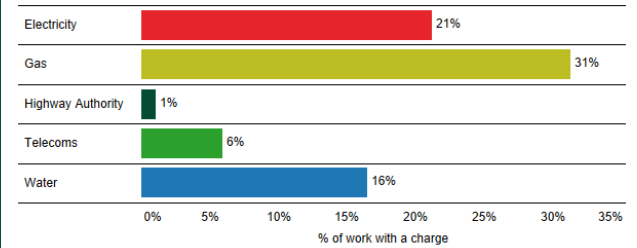


There are noticeable differences between the % of work with a charge by Promoter sector (refer to chart right), which demonstrates differing works undertaken across the sectors

The low proportion of work with a charge for the Highway sector is attributed to the high volume of work undertaken with a short duration, for routine maintenance and emergency repairs, typically undertaken outside of peak-time.

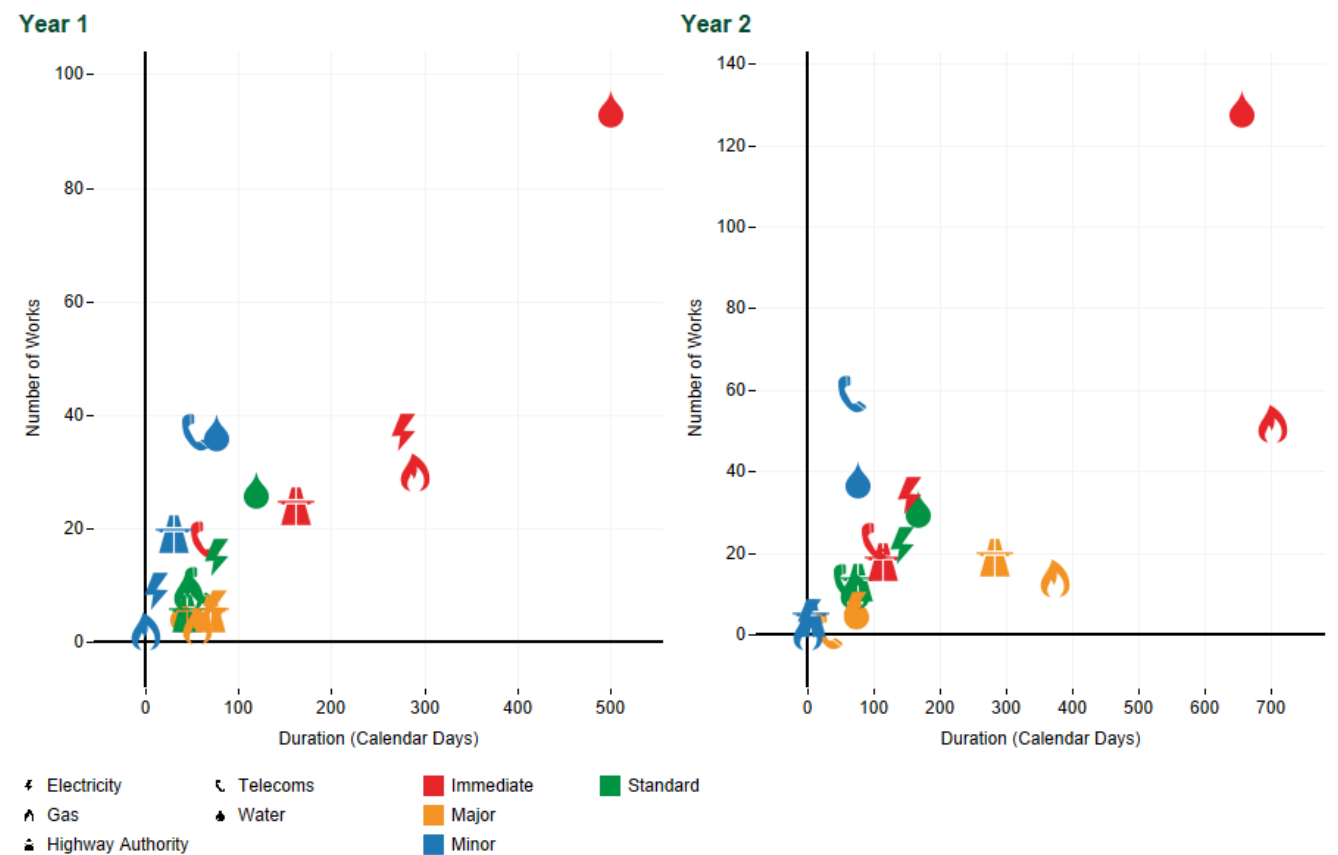
% of work with a charge by Promoter sector

The chart below shows the % of work undertaken in Years 1 & 2 with a lane rental charge by Promoter sector.



Lane rental charges for Promoter sector and work category by volume and charge

The chart below shows the distribution of lane rental charges in Years 1 and 2 by total work phases (y-axis) and duration (whole calendar days) (x-axis) by Promoter sector (shape) and work category (colour legend).



Analysis of total charges for work category and Promoter sector by number of works and the duration of work provides a better understanding of the charges being applied across all factors.

This analysis for both years shows clusters of Promoter sector and work category with outliers for utility sector Immediate works.

There is a noticeable change with the increased duration and charge for Major work – especially for Highway and Gas sector.

It is expected that the change for planned Major work will increase further into Year 3, with Immediate work remaining as an outlier and other shorter duration planned work settling separating by Promoter sector.

Appendix 1 Key Terminology

Term	Meaning
Charge	A charge is the lane rental charge applied when a Promoter undertakes work during a traffic-sensitive (peak) time.
Duration	The term duration refers to the total time of a work phase, calculated from dates and times provided in the start (work) and stop (work) notices.
Lane rental street	A lane rental street is a street with a lane rental designation, under the SLRS, and charges may apply when work is undertaken at peak times.
Non-lane rental streets	A non-lane rental street refers to a street with a traffic-sensitivity designation that <u>does not</u> also have a lane rental designation.
Occupation	The term occupation refers to the time when a work is active on the highway and therefore potentially impacting the flow of traffic.
Peak time (<i>also refer to traffic-sensitivity</i>)	<p>The term peak time refers to the timing designated by the Council as traffic-sensitive.</p> <p>In the SLRS, peak times are: Monday to Friday 07:00 – 10:00 and 16:00 – 19:00 on all lane rental streets and Saturday 10:00 – 16:00 on selected streets.</p>
Promoter	A Promoter is a person or organisation undertaking work by virtue of a statutory undertaking or a licence provided by the Council.
Promoter sector	Promoters are delineated into relevant sectors , which include utility, highways and other – the latter predominantly comprising rail.
SLRS	The term SLRS refers to the Surrey Lane Rental Scheme.
Traffic-sensitivity	<p>The Council can designate a street as traffic-sensitive on certain days and times of the day.</p> <p>A lane rental street must have a traffic-sensitivity designation and times that align to the lane rental times.</p>
Work	A work is an individual work phase undertaken by Promoters, <i>for example to repair a burst water main or resurface a street.</i>

Appendix 2 Methodology

Analysing work

Data used for work analysis has been sourced from the Councils work and asset management system (EToN records) and Street Manager (from July 2020).

A work equates to a single work phase. Therefore, work under the same work reference involving several phases, would be treated as separate works. Logic is used to identify the final work stage of individual work phases.

Unless specified otherwise, only work with the following criteria are included in this evaluation for analysis:

- *Work that has reached a status of work start.*
- *Work with a traffic management type with an impact to the carriageway, therefore no carriageway incursion and some carriageway incursion have been removed.*
- *Notifiable work, therefore non-notifiable work submitted for coordination only purposes is excluded.*

Period of analysis

Unless specified otherwise the period of analysis is based on the actual start date of work, i.e. Year 1 would include work started between 1st April 2021 and 31st March 2022.

Analysing work duration

Work duration is calculated using the dates and times provided within the **work start** and **work stopped** notices provided by the Promoter. Duration is calculated in minutes; therefore, any results or analysis in hours or days would be an aggregated duration of these minutes.

The accuracy of work start, and work stop timings provided by Promoters has improved since the introduction of Street Manager and associated regulations in July 2020. This means that the pre-scheme analysis for durations is effectively limited to July 2020 to March 2021 as the SLRS came into effect on 1st April 2021.

A work duration is delineated between peak time and off-peak based on the relevant lane rental designation timings for the USRN applicable for that work. For example:

- *Designated lane rental times (peak times) are 07:00 – 10:00 and 16:00 – 19:00; and*
- *a work duration of 08:00 – 16:30, would equate to:*
- *Total duration of 480 minutes*
- *Peak duration of 120 minutes*
- *Off-peak duration of 360 minutes*

Where any work has timing condition NCT2a applied then the entire duration is treated as off-peak on the assumption that the highway is returned to normal use during peak times.

Analysing average and trend

Average duration and trend analysis are based on actual durations using the timings of work (aggregated to days) as the sample.

Average duration analysis shows a confidence interval of 95%². Using this analysis provides shows a range of the duration, based on this confidence interval instead of single point.

Trend analysis uses a polynomial regression³ which is typically used to describe a pattern of data containing many fluctuations, instead of a straight linear trend.

When combined the trend shows how durations fluctuate over time compared to the average.

² https://en.wikipedia.org/wiki/Confidence_interval

³ https://en.wikipedia.org/wiki/Polynomial_regression

Appendix 3 Financial Report

Income from charges

The income received from lane rental charges, together with the cost to operate, administer and evaluate the Scheme, including the balance (income – cost) is shown in the table below.

The balance is treated as a surplus revenue, *charges after deduction of reasonable costs*, and in accordance with guidance is *applied for purposes intended to reduce the disruption or other adverse effects arising as a result of street works*.

Any use of the surplus revenue, as a form of funding, is treated as a project.

These are managed through formal governance with a Board comprising Authority and Promoter representative overseeing applications (for funding), project delivery and evaluation.

In Year 1, the governance of the scheme surplus was being established, surplus income was being generated and as such there were no bids for projects during this time.

In Year 2 the Council started to receive applications which resulted in £550,000 revenue granted for projects. From the initial two Scheme years this resulted in a balance of £2.4million being carried forward into Year 3.

Income from charges, cost to administer the Scheme and balance (surplus)

	Income from charges £	Administration cost £	Balance (surplus) £
Year 1 (2021/22)	1,891,635	808,825	1,082,810
Year 2 (2022/23)	2,682,023	837,597	1,844,426

Application of surplus revenues to projects

	Surplus Revenues	Allocated to Projects	Unallocated Surplus
Year 1 (2021/22)	1,082,810	0	1,082,810
Year 2 (2022/23)	1,844,426	550,000	1,294,426
Balance (into Year 3)			2,377,236

Appendix 4 Lane Rental Charge Codes

Code	Definition
LR0	<p>Work on a lane rental street but no charges will apply.</p> <p>The code must be applied with an appropriate suffix (letter) to signify the reason(s) why not charges will apply. If more than one reason is appropriate then each suffix must be added to the code, e.g. LR0 AB.</p> <p>Where the code D for other is used, a short text description will be given as to why charges do not apply.</p>
A	Work outside of lane rental times.
B	No reduction of traffic flow capacity on the carriageway.
C	Work outside of lane rental section where whole road is not included
D	Short duration immediate work
E	Non-registerable activity
F	Transitional arrangements
X	Other reason
LR1	<p>Work on a lane rental street with charge.</p> <p>The duration and charge category will be added to the permit or licence.</p>
LR2	Work on a lane rental street with a discounted charge.
A	Work on a lane rental street with a discount applied for major infrastructure improvement.
B	Work on a lane rental street with a discount applied for collaboration.
C	Work on a lane rental street with a discount applied for innovation.
D	Work on a lane rental street with a discount applied for other cases, as agreed with the Council.

Equality and Safety Impact Assessment

The **Public Sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with Section 17 of the Crime and Disorder Act and will enable the Council to better understand the potential impact of proposals and consider mitigating action.

Name or Brief Description of Proposal	Introduction of a Lane Rental Scheme - It is recommended that Southampton City Council (SCC) approve the application to the DfT for a Lane Rental Scheme as per Section 74A of the New Roads and Street Works Act 1991 and in pursuance of its Network Management Duty as set out in the Traffic Management Act 2004 .
Brief Service Profile (including number of customers)	
Lane Rental sits under the Transport and Planning service, responsibility for Network Management and Sustainable Transport in the City fall under the remit of the team.	
Summary of Impact and Issues	
Subject to the outcome of an application to the DfT, if approved a Lane Rental Scheme could help to ease congestion from street works in the city by a charge being applicable to work on the busiest roads at the busiest times.	
Potential Positive Impacts	
<p>It is anticipated that once the scheme is operational and reasonable costs incurred operating and evaluation the scheme is removed, a surplus income will be generated for potential reinvestment to help improve congestion.</p> <p>By decreasing levels of congestion this scheme will assist in lowering emissions and improving the environment in line with SCC ‘My Green City’ ambitions.</p> <p>The introduction of a Lane Rental Scheme would allow SCC to incentivise (by applying further charges) those working on the most sensitive portion of our network to:</p>	

<ul style="list-style-type: none"> • reduce the length of time that sites are unoccupied, hence reducing total works durations. • improve planning, coordination and working methods to maximise efficiency. • carry out more works outside of peak periods, reopening the highway to traffic at the busiest times (e.g., by plating over their excavations) and/or making greater use of evening or weekend* working where the local environmental impact is acceptable. • optimise the number of operatives on site to enable works to be completed as quickly as possible. • complete works to the required standard first time, and with permanent reinstatements, reducing the need to return to the site to carry out remedial works 	
Responsible Service Manager	Josh Uzzell
Approved by Senior Manager	Pete Boustred
Date	

Potential Impact

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Age	n/a	
Disability	n/a	
Gender Reassignment	n/a	
Care Experienced	n/a	
Marriage and Civil Partnership	n/a	
Pregnancy and Maternity	n/a	
Race	n/a	
Religion or Belief	n/a	
Sex	n/a	

Impact Assessment	Details of Impact	Possible Solutions & Mitigating Actions
Sexual Orientation	n/a	
Community Safety	n/a	
Poverty	n/a	
Health & Wellbeing	n/a	
Other Significant Impacts	n/a	

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