



SOUTHAMPTON
CITY COUNCIL

Balfour Beatty

Working in partnership

Southampton City Council Lane Rental Scheme

Consultation Summary



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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.

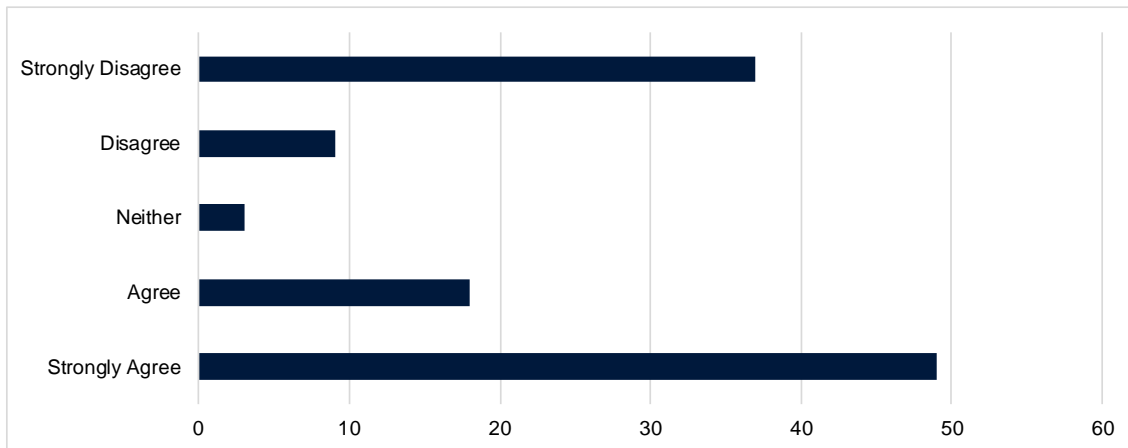
Subject Area	Responses
Charges - discounts and waivers	23
Charges - levels	5
Charges - parked work vehicle	2
Congestion analysis	1
Consultation follow-up	3
Economic impact	21
Environmental impact - overnight work	11
General comment	18
Lane Rental Scheme - transitional arrangements	1
Operation and evaluation 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

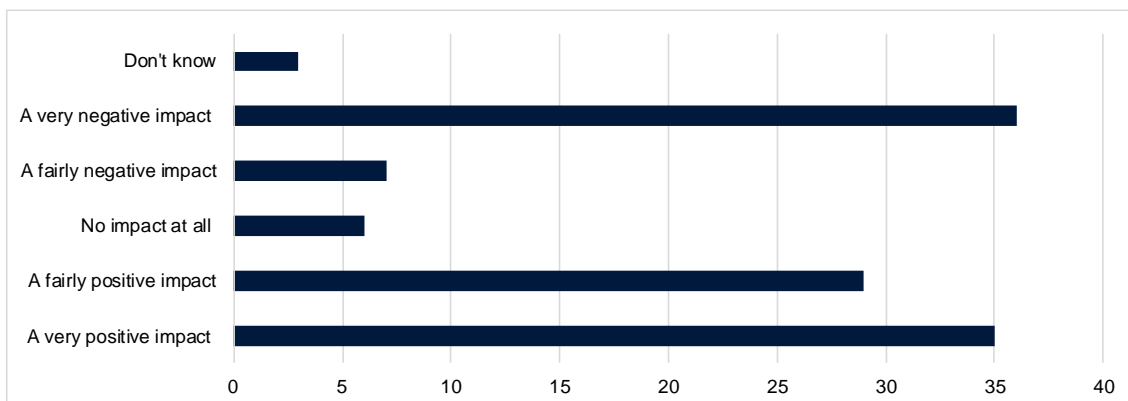
Responses to the online survey

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.

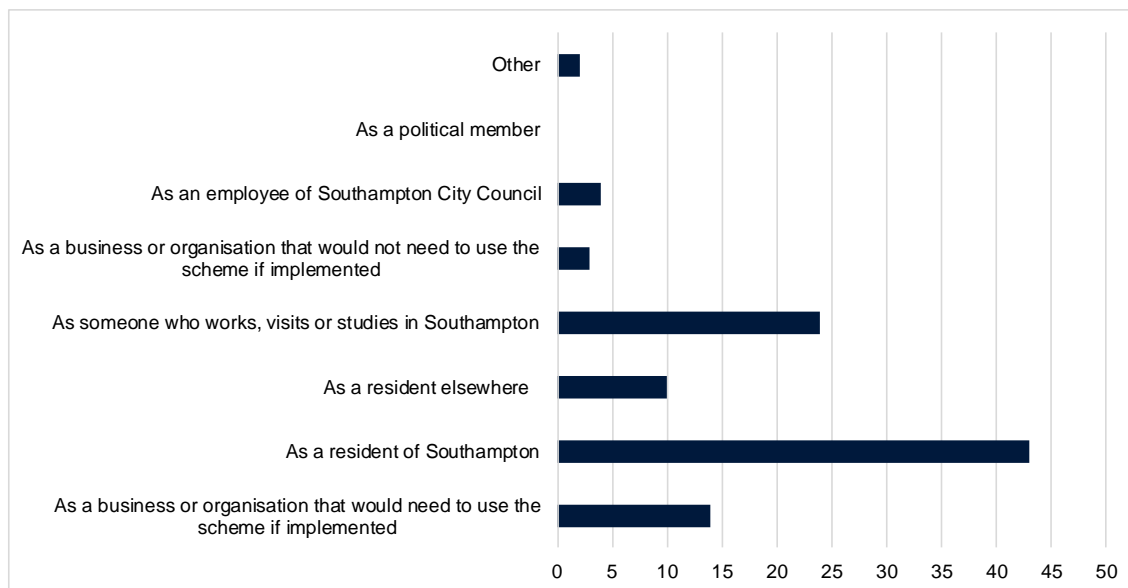
To what extent do you agree or disagree with the Lane Rental Scheme proposal?



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 entitled '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	<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.</p> <p>The overall observations are:</p> <ul style="list-style-type: none"> • 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. “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” – 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. “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	<p>The decision to pursue these powers, in essence, reflects a recognition on the part of the Council that</p> <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	<p>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.</p>	Comment noted.
Not provided	<p>We also share the Council's expectation that the scheme will directly influence the behaviour of works Promoters such that there will be:</p> <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	<p>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</p>	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>

	<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.</p>	
<p>Cost-benefit-analysis - Page 4</p>	<p>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.</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 - Page 10</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’ 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.</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>

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>	<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>

	<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. Thier workers, if there at all, are always standing around on thier 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.