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# **Southampton City Council**

## **Lane Rental Scheme**

### **Consultation Overview**

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# Lane Rental Scheme Consultation

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## Purpose of the Consultation

In January 2025 the Council undertook a consultation for the introduction of a lane rental scheme and in April the Council submitted an application to the Secretary of State for Transport, via the Department for Transport. This application was rejected on the basis that the traffic-sensitivity notice had not been completed and current Government guidance states *the DfT expects lane rental to cover between 5% and 10% of an authority's network where it is being operated by an individual authority*. The proposed lane rental network for Southampton was greater than 10% of the total network length.

As was the intention, the Council has now completed the notice to make the traffic-sensitivity designation changes, as outlined within the original consultation, and is in the process of updating the street gazetteer with these changes.

With regard to the lane rental network length, the Council provided their justification and reasoning for choosing a lane rental network that was considered appropriate for Southampton and the challenges faced by road users across the city. This included data-led traffic analysis and a robust appraisal in the form of a cost-benefit-analysis which demonstrated that the scheme would deliver significant economic benefit to Southampton. Despite providing this, the application was rejected and as a result, the Council has had to review our proposed lane rental network and reduce the overall length of the network.

Southampton City Council (the Council), acting as a local highway authority, intend to introduce a lane rental scheme and in accordance with Government guidance<sup>1</sup>, issued by the Department for Transport, *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*. The Council is now undertaking a further consultation on a revised lane rental scheme predicated on a reduced network.

The purpose of this consultation is to seek views and clarifications from those potentially affected by the introduction of a lane rental scheme and other interested parties. The consultation will run for a period of four weeks between 12<sup>th</sup> August and 9<sup>th</sup> of September 2025 (inclusive).

All responses to the consultation will be considered by the Council as to whether any changes are required to the lane rental scheme, or whether further clarification is required on the scope or operation of the scheme. It should be noted that a lane rental scheme must be compliant with legislation and as such, the Council is limited in changes that can be applied to the scope and content of the lane rental scheme.

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

## How to obtain the consultation documents

The following documents have been published by the Council for this consultation. These documents are available for download on the Council website (URL below).

<https://www.southampton.gov.uk/council-democracy/have-your-say/surveys/>

Document	Description	Changes
Southampton Lane Rental Scheme (Consultation)	This document is the proposed lane rental scheme.	No change
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.	Updated to reflect a reduction in lane rental streets.
Southampton Lane Rental Scheme Consultation Overview	This document provides supporting information related to the proposed lane rental scheme and schedule.	Updated to reflect second consultation.
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.	Updated with revised figures related to the reduced lane rental network/
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.	No change.

Paper copies of these documents can also be obtained by contacting the Council. Details of how are shown on the consultation webpage.

An interactive map for the proposed lane rental network, together with a schedule (table) of the designations is available at <https://bit.ly/southampton-lane-rental-network>.

## How to Respond to the Consultation

Responses can be submitted via email or letter using the contact details below.

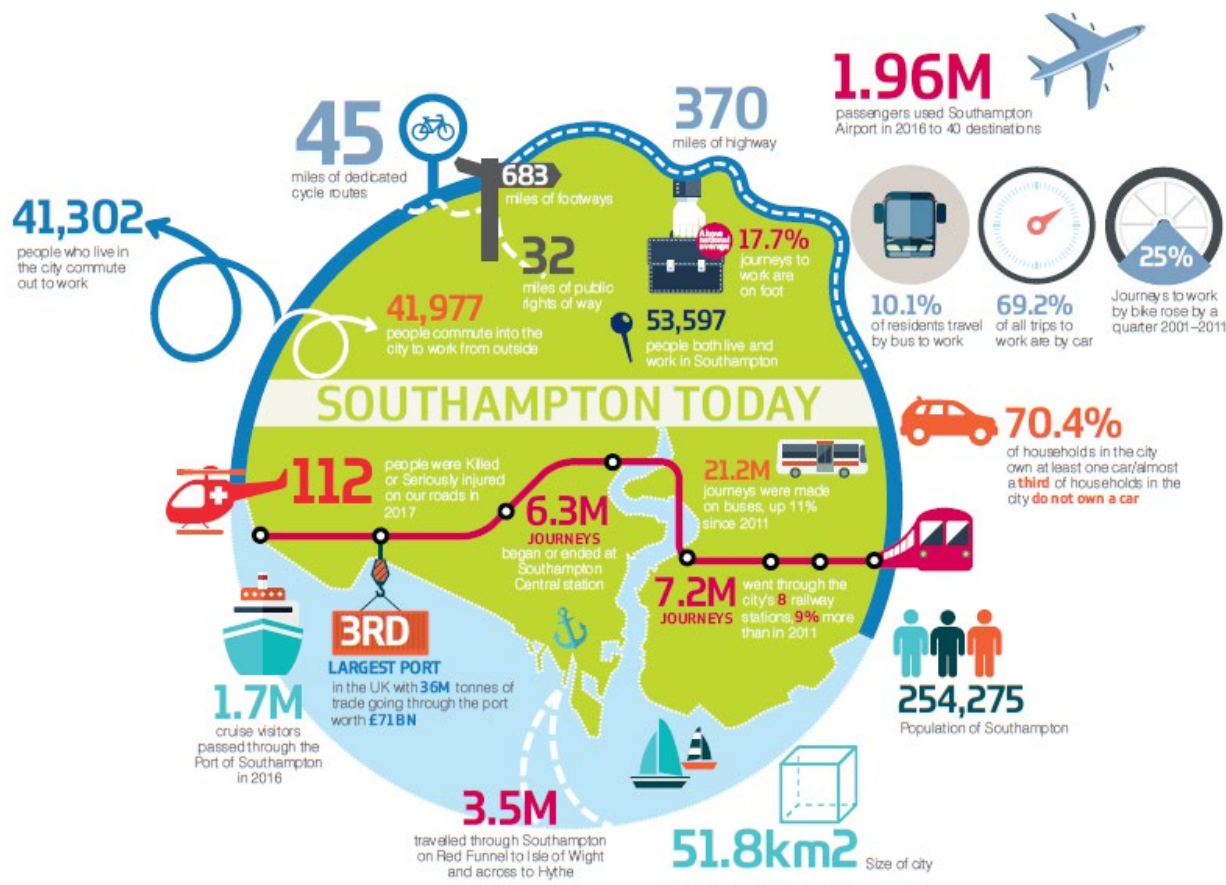
<b>Email</b>	lanerental@southampton.gov.uk
<b>Address</b>	Highways Service Transport & Planning Civic Centre Ground Floor North Block Civic Centre Road SO14 7LY

A response can be submitted on any section of the scheme or the overall scope or objectives of the scheme. Where appropriate, reference to a specific section in the scheme would be beneficial. This will provide context for the response and to enable the Council to provide the necessary consideration and their response (where applicable).

Responses can be received from individuals, organisations or those representing an interested party or organisation. All consultation responses, including the respondent information, will be collated into a central list. Personal data related to any respondent may be stored and used by the Council in accordance with Council policy.

## Travel in Southampton

'Travel in Southampton' from the Transport Strategy



Southampton is well connected to international, national and local transport networks – by water, by air, by rail and by road. It sits in the heart of the south coast and is one of the UK's main international gateways for trade through the Port of Southampton. Southampton is also important for the Solent area as the largest city, with a major University and Hospital services as well as a large retail and leisure draw, including an English Premier League football club.

The Port of Southampton is a major deep-sea port with significant national and global economic importance. It provides a gateway for businesses across much of southern and central England to global markets for the import and export of goods, with exports to non-EU markets worth £70 billion. The Port is also the busiest cruise terminal in Northern Europe and second largest container port in the UK, where 1.7million passengers begin or end their cruise (86% of all cruise passengers in the UK). Southampton is also a gateway to the Isle of Wight with 3.4 people traveling to the island annually by ferry.

Southampton's main highway network is based around a limited number of radial routes into the city from the suburbs and the wider Hampshire area, which results in concentration of traffic flows onto these main routes. As Southampton is divided by the River Itchen to the east of the city, there is a heavy reliance on using one of the 4 main bridge crossings to get across the city and into the city centre.

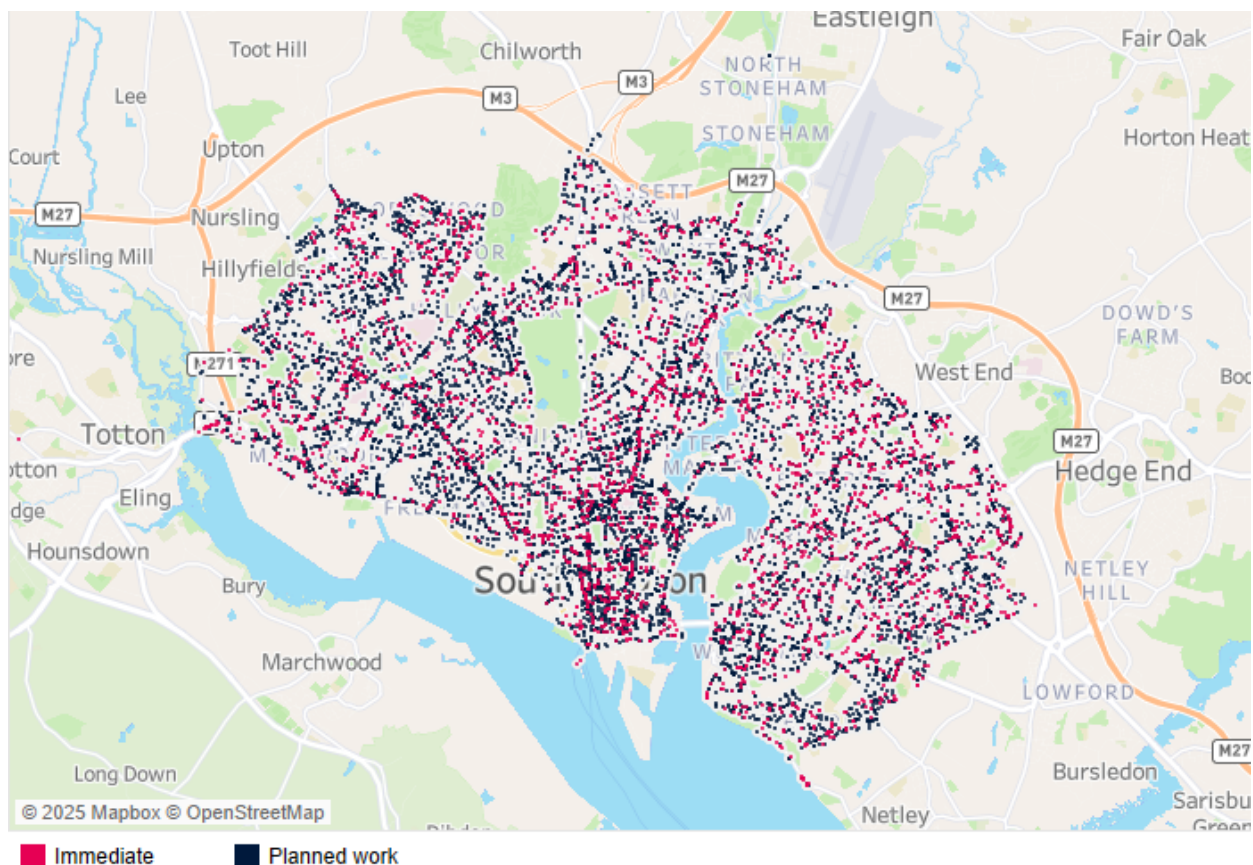


As both a major city and a key route for tourism, all these routes suffer from traffic congestion at peak times, especially during popular holiday periods. According to the Local Transport Plan (LTP4) over 16,000 vehicles enter the city centre during the morning peak. The number of buses and bus use is rising, with 21.2 million journeys per year.

Demand for services in the city include a General Hospital together with 69 primary schools and 23 secondary schools. Every day during term time, 33,000 pupils attend these schools with 25% of primary school pupils and 19% of secondary school pupils driven by car to the immediate vicinity of the school.

Southampton has bold and ambitious plans for growth over the next two decades with over £3 billion expected to be invested in the city by 2036, creating 24,000 new jobs. Because of all this 3,000 more people are expected to be living in Southampton, equivalent to the size of Windsor. This growth will place further demand on the transport systems, including the use of roads, together with increased work to ensure vital utility services, infrastructure, road maintenance and housing support the future Southampton.

Work across Southampton in 2023 shown by planned and unplanned (Immediate) categories



In 2023 over 12,000 works were undertaken across Southampton, which resulted in a combined occupation of the highway of over 42,000 days (115 years). This means on average a work started every 45 minutes in Southampton. Of these works, 62% were on the carriageway of which 70% have a direct impact to traffic flow. The remainder of the works were on the footway (36%) or confined to the verge (2%).

## About Lane Rental

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### Lane Rental Scheme

#### What is a lane rental scheme?

A lane rental scheme allows a 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.

A lane rental scheme is brought into effect through a legal Order, in the form of a Statutory Instrument under the Street Works (Charges for Occupation of the Highway (England)) Regulations (2012). These regulations and associated guidance set out a framework for a scheme that includes which can be summarised as:

- the scheme is to apply to the most congested and critical parts of the council's network;
- charges can only be applied to those works undertaken on streets designated as **traffic-sensitive** or **protected** and where works are carried out within these designated timings;
- lane rental timings must allow Promoters real opportunities to reduce or avoid exposure to charges by carrying out works in less disruptive ways.
- lane rental charges, to a maximum of £2,500 per day, can only be applied when works occupy the highway during designated traffic-sensitive periods.

An Order is issued by the Secretary of State for Transport and published Government guidance sets-out the criteria and process for the Council to apply for this order.

#### Why is the Council considering the introduction of a lane rental scheme?

The Council has a statutory duty under the Traffic Management Act (2004) to “secure the expeditious movement of traffic” across Southampton. This duty is supported by several different forms of legislation, which enable the Council to actively coordinate and manage potential disruption on their network, such as occupation and traffic control from street works and road works (both referred to as work in this document).

The introduction a permit scheme in 2015 saw a progressive increase in the capability of the Council to coordinate work across Southampton. Whilst the Council can demonstrate the benefits from operating a permit scheme, a lane rental scheme is intended to complement this scheme by providing a greater level of control over works and when they take place, by virtue of a financial incentive to encourage behavioural change by Promoters.

Evidence from lane rental schemes already in use, including Kent, Surrey, West Sussex and by Transport for London, demonstrate changes in working practices by Promoters that ultimately lead to a reduction in occupation, especially at peak times, and therefore disruption.



## **What are the expected benefits of a lane rental scheme?**

The benefits a lane rental scheme come from the financial incentive for Promoters to avoid working at peak times (designated traffic sensitive) on the busiest, most congested, streets. These benefits are realised through behavioural changes by Promoters, which would include:

- work being completed outside of peak periods;
- reduced length of time a work site is unnecessarily unoccupied;
- work completed to specified standards first time, avoiding a return visit;
- implementing measure to reopen the highway at busiest times during the work phase;
- optimising operatives on site to reduce the duration of the work; and
- improved planning, coordination and working methods, including collaboration with other Promoters.

## **Do lane rental schemes demonstrate any benefits?**

The Street Works Lane Rental Evaluation published by the DfT (2015)<sup>2</sup> summarises observations from the pioneer lane rental schemes for both TfL and Kent County Council. The overall observations are:

- improvement in journey times and journey time reliability on lane rental routes for TfL, during a period with a general trend towards a decrease across the network as a result of increased traffic flows;
- reduction in total serious and severe disruption (42%) on TfL's lane rental streets, compared with other non-lane rental streets;
- increase in the number of collaborative sites for TfL (81%), resulting in 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.

In summary, the evaluation stated that lane rental has helped to reinforce and encourage behavioural changes, but that it is only one of several factors and that internal drivers, such as the need to reduce costs and improve customer service, and the influence of the regulator are also important factors which have already led to promoters exploring new ways of working and investing in innovation.

Since this evaluation in 2015, further lane rental schemes have been introduced, and evaluations by Surrey County Council and West Sussex Council further demonstrate the benefits of lane rental, through reduced occupation at peak times and reduced durations of work, compared to pre-scheme work, together with positive compliance to the scheme by Promoters.

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<sup>2</sup> <https://assets.publishing.service.gov.uk/media/5a75bd0ee5274a4368299987/ecorys-lane-rental-report.pdf>

## **Will a lane rental scheme support the transport objectives for the Council?**

The Local Transport Plan (LTP4) for Southampton is the **Connected Southampton: Transport Strategy (2040)**. The purpose of the Transport Strategy is to *'outline our strategic approach to managing and delivering transport now and in the future, and to set out where we intend to invest resources in transport schemes and initiatives'*.

Whilst the Transport Strategy does not make direct reference to the introduction of a lane rental scheme it does contain several objectives, as *'big ideas for improving how people travel in and around Southampton'*, that would be supported by lane rental. Having an efficient road network, which enables the expeditious movement of traffic, will support many of these Transport Strategy objectives, including better and efficient access to services, such as Hospitals, and to significantly important areas, such as the Port of Southampton.

The Transport Strategy makes direct reference to roadworks within **Successful Southampton: A Resilient City** with an objective that *'roadworks by utility companies is co-ordinated with highway maintenance schemes to minimise duration of disruption and prevent multiple sets of roadworks.'* Reduced occupation of the highway through better collaboration between Promoters is one of the primary benefits expected from a lane rental scheme.

In Transport Strategy there is also consideration to a Travel Demand Management programme which recognises that *'several projects proposed as part of the Successful Southampton strategic goal will bring disruption to the transport system while these projects are being constructed ... major events in Southampton [that] are likely to cause delays and congestion, for example major planned roadworks that have a long duration'*. A lane rental scheme will perform a key role in this Travel Demand Management programme to help minimise the impact through reduced durations or effective ways of mitigating for the impact of these roadworks.

## **Lane rental charges**

### **Is a lane rental scheme a mechanism to generate revenue for the Council?**

All work undertaken across Southampton is essential to maintain and upgrade vital infrastructure, including roads, utility services and housing. The Council's duty to manage their road network and secure the expeditious movement of traffic is predicated on coordination to **enable** work, not prevent work.

Whilst a lane rental scheme has the potential to generate revenue for the Council from charges applied, it should not be considered a tax for working on the highway. A successful lane rental scheme would result in all relevant work being undertaken outside of the designated peak times, and therefore no charges applied.

### **How can Promoters avoid lane rental charges?**

As a general principle, any Promoter working outside of designated lane rental times will not pay a charge. In addition, the Scheme provides discounts (to the charge) which are to encourage positive working behaviour, such as collaboration, to lessen any impacts. Discounts can also be applied to larger scheme works, with higher durations, to ensure these vital works are delivered, in the most efficient and effective manner, to lessen any impact as much as possible.

The lane rental timings allow for periods where work can be undertaken without charge. When choosing the lane rental timings, whilst the analysis shows that the peak delay can occur between 0700 – 1900 on a weekday and 12:00 – 1900 at the weekend, **the lane rental timings are not always applied wholly at these times**. This is to provide opportunity for Promoters to undertake their work wherever possible outside of these times, without charge.

Evaluations from operational lane rental schemes show that on average less than 10% of all work on lane rental streets receive a charge, and for some Promoters this can be as low as 1%.

Not all works are planned, *for example to fix a burst water main*, or may require a longer duration spanning several days, *such as resurfacing a road*, and it is therefore difficult to avoid a charge period. For these works there are several options available to avoid or reduce potential charges, whilst still achieving the objective of undertaking work efficiently with minimal impact to the road user. These options include:

- No charges for the initial 2 days of unplanned Immediate work;
- Reduced or waived charges, in a form of a discount, where work involves:
  - a form of collaboration with other Promoters or delivers significant infrastructure improvements;
  - changes to the traffic management deployed at peak times so that traffic is not disrupted;
  - an innovative approach that demonstrates the most efficient and effective delivery, thereby limiting disruption.

### How will the Council use any revenues generated from the lane rental scheme?

In reference to the application of charges, regulations state that the Authority must apply the net proceeds [after deducting reasonable costs] for purposes intended to reduce the disruption and other adverse effects caused by street works.

Government guidance provides further detail on the areas that could apply for the application of the net proceeds, which includes, but is not limited to:

- investment in innovation and developing new products or disruption-saving techniques;
- trials of new techniques and products;
- measures to help abate noise, pollution or safety hazards arising because of works;
- repairing potholes caused by utility street works; and
- implementing extraordinary measures to mitigate congestion caused by works, especially major works projects.

The Council will establish governance arrangements, including a Board comprising representatives from key Promoter sectors, to oversee the use of these surplus revenues in accordance with regulations and guidance.

## **Will a lane rental scheme stop work being undertaken and therefore maintenance of vital services?**

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. This is a potential dis-benefit of lane rental.

As a lane rental scheme is not intended to prevent work from taking place, but instead limit work undertaken at peak times, the Scheme provides many opportunities for work without charge or with a mitigated charge.

The findings of several lane rental evaluations have not shown any evidence to suggest that this dis-benefit was realised. In most cases the volume of work on lane rental streets remained similar to pre-scheme volumes, and in some instances, there was an increase in work volume.

Positive behaviour changes and outcomes were also observed on streets that were not designated with lane rental, thereby demonstrating a potentially wider benefit outside across the entire network.

## **Scope of the scheme**

### **What streets will the lane rental scheme apply to?**

Government guidance states a scheme needs to be focused on the most critical parts of the highway network and schemes must focus specifically on those critical parts of the highway network where the costs of disruption caused by works are greatest. Under regulations a lane rental scheme can only be applied to streets with a traffic-sensitivity or protected designation.

Working with an independent consultant, the Council has undertaken extensive analysis of vehicular traffic patterns across the Southampton road network. This analysis is based on defined methodologies, including the *congestion definition for the purposes of lane rental* within Government guidance, using years of actual traffic flow data, including speed data and traffic counts, to determine levels of congestion on each street, categorised by a time delay and a cost delay.

Using this analysis, the Council has been able to identify the most congested parts of the network and where the cost of disruption caused by works is potentially the greatest. The Council also used this analysis to review and update the current designation for traffic-sensitivity and associated timings. The sections further in this document provide detail on the methodology used for the analysis and justification to apply the scheme to the chosen network.

### **What works will the lane rental scheme apply to?**

The Regulations allow a lane rental scheme to be applied to street works, which are *those carried out in pursuance of a statutory right*, such as by gas, water and electricity boards and national telecoms providers.

Government guidance states road works typically account for around one-third of all works in the street, also cause disruption, and road users do not distinguish between street and road works. As a result, the DfT's policy position is that schemes should apply to an authority's own works.

The lane rental scheme will therefore apply to both street works and road works, the latter being works for road purposes carried out for the maintenance of the highway and associated assets, by or on behalf of the Council.

In principle, the scheme will apply to the same works as the Southampton City Council Permit Scheme (SPS), with the addition of work undertaken by virtue of either a NRSWA licence, covered by section 50, or a Highways Act licence covered by section 278 for developer work.

## **Scheme operation**

### **What are the timescales to introduce a lane rental scheme?**

The Council intend to submit an application for a lane rental scheme to the Secretary of State by October 2025. In consideration to the application and review process outlined within the Government guidance, it is expected that a legal Order (post-decision) will be issued no earlier than January 2026. The Council will consider both their readiness and the wider implications of starting a lane rental scheme once a decision on the application has been received.

Prior to the introduction of a scheme, the Council will issue notice at least 3 months (12 weeks) prior to the date of legal effect. In addition, the Council will also undertake a trial of the scheme to provide an opportunity to test new ways of working.

### **Will the Council be issuing further operational guidance on the lane rental scheme?**

The Council recognise the need, especially at the initial stages of operation, for further guidance on the operational aspects and work scenarios of a lane rental scheme. An operational guidance will be developed in collaboration with representatives from the key organisations who undertake work and will be issued prior to the commencement of the scheme.

## Lane Rental Network

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### Assessing traffic levels across Southampton

The first step to identify streets to be designated as lane rental involved assessing traffic conditions on Southampton's highway network, using the following data:

- **road network**, providing details of the extent and characteristics of the road network
- **travel speed**, giving details of traffic speeds in both congested and free flow conditions; and
- **traffic flow**, providing data on the volume of traffic travelling along each street section of the network;

Local data on vehicular traffic was sourced from traffic counts undertaken by, or for, the Council and the Department for Transport. Vehicular speed data was sourced from aggregated GPS probe records collated for the Department for Transport by INRIX.

This data was then used to estimate traffic speed and flow calculations disaggregated by streets, individual road links; direction of travel; and time periods from which designations, congestion measures and related timings could be quantified.

### Measuring congestion within Southampton

#### Defining congestion for a lane rental scheme

Traffic congestion is a difficult concept to define, involving both physical and relative dimensions. Congestion relates both to the physical way vehicles (and other road users) interact with each other, and people's perception of congestion, e.g. *'the traffic is terrible today'*, which in turn is influenced by an expectation for their journey.

There are various measures of congestion, typically relating to the physical progress of vehicles through the network. Government guidance sets out a *congestion definition for the purposes of lane rental* as follow:

- Average delay compares observed travel times and expected 'free flow' travel times, and reports time lost per vehicle per mile. Average delay should be calculated and reported in per-mile terms.
- Total delay is equal to the average delay multiplied by the number of vehicles experiencing that delay in each time period.

Government Guidance on congestion indicator mentions calculating average delay as *lost time per vehicle mile*. This provides an indication of congestion on a single vehicle basis; however, it bears no reflection to the number of vehicles experiencing this congestion. Under this indicator, a very lightly used road may be flagged as one of the most congested in the network despite only a small number of vehicles being impacted.

The guidance also refers to **total delay** which would imply factoring for the delay experienced to all vehicles travelling along a street.



Whilst both average delay and total average delay have value in explaining congestion, for the purposes of establishing the appropriate lane rental network it is more logical to consider the sections of network which cause the greatest delay in terms of **total delay experienced by motorists rather than delay per vehicle**. The approach taken therefore uses the **total average delay** metric as the basis for network congestion.

### Measuring the impact of congestion within Southampton

Analysis of the congestion across Southampton using the Department for Transport's published data shows that Southampton's network experiences levels of congestion exceeding 100 seconds per vehicle per mile (spvpm) on locally managed A roads<sup>3</sup>. This is more than double the national average of 44 spvpm.

An impact of congestion based on delay across individual roads on Southampton's highway network can be calculated using the estimated traffic flow and speeds across Southampton. Total vehicle delay captures the total amount of lost minutes experienced across a road link during a specified period. This is calculated over a 1-mile distance, which allows relative delay across sections of differing lengths and aggregation to a whole street and from road link to local street gazetteer (LSG) unique street reference number (USRN).

In addition to quantifying the scale of congestion experienced in terms of vehicle delay minutes, it is also possible to monetise this delay (as a cost to the road user) by applying a value to the time lost. The DfT Transport Appraisal Guidance (TAG) provides the values of vehicle time which can be used to convert minutes of delay to the monetary cost of delay.

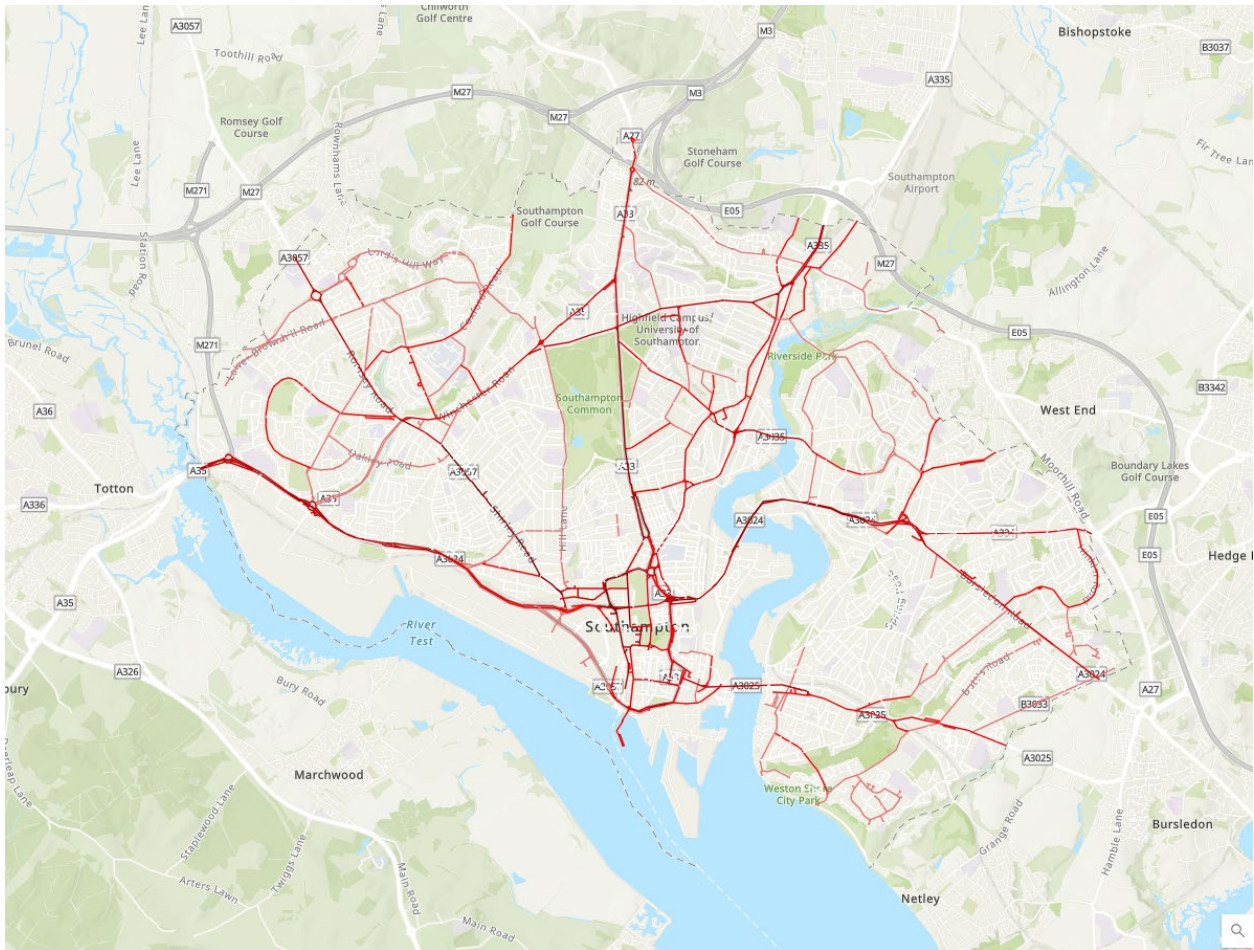
The output of this analysis provided each street within Southampton three delay values calculated by period, using an average hour during that period, adjusted for a mile length to ensure comparability between each street (refer to table below).

Vehicle delay	Expressed in seconds of delay per vehicle mile (spvm). Delay is the actual time a vehicle takes to travel a mile on the street compared to travelling that mile in free-flow conditions.
Total vehicle delay	Expressed as number of hours of vehicle delay experienced within an average hour for the period. This is calculated by multiplying vehicle delay by the number of vehicles experiencing that delay.
Delay cost	Expressed as a monetised value in £ of the vehicle delay. The value of time for a typical vehicle is based on Southampton's traffic composition, using TAG vehicle values of time. The delay cost is the hours of vehicle delay experienced multiplied by this hourly value of time lost.

The map below shows the congestion levels across Southampton, based on the delay cost for a combined peak period on a typical day.

<sup>3</sup> Table CGN0504d - Average delay on local 'A' roads by local authority in England, Dec 2024

Map: congestion across Southampton



## Selecting the lane rental network

Each street across Southampton was given a congestion measure using the traffic impact calculations, which could then be used to establish the most congested sections of the network, i.e. top % by ordering the streets based on the measured impact.

Streets for a lane rental network were chosen using a combination of both the traffic analysis and extensive experience of network management within the Council. The Council also sought to identify routes across Southampton within the most congested section of the network to ensure the application of lane rental considered end-to-end journeys and provided network resilience.

Identifying a % of total network could be defined in several different ways:

- by length, taking full road network length across Southampton;
- by length, taking the Councils managed road length within Southampton; or
- by number of individual streets across Southampton.

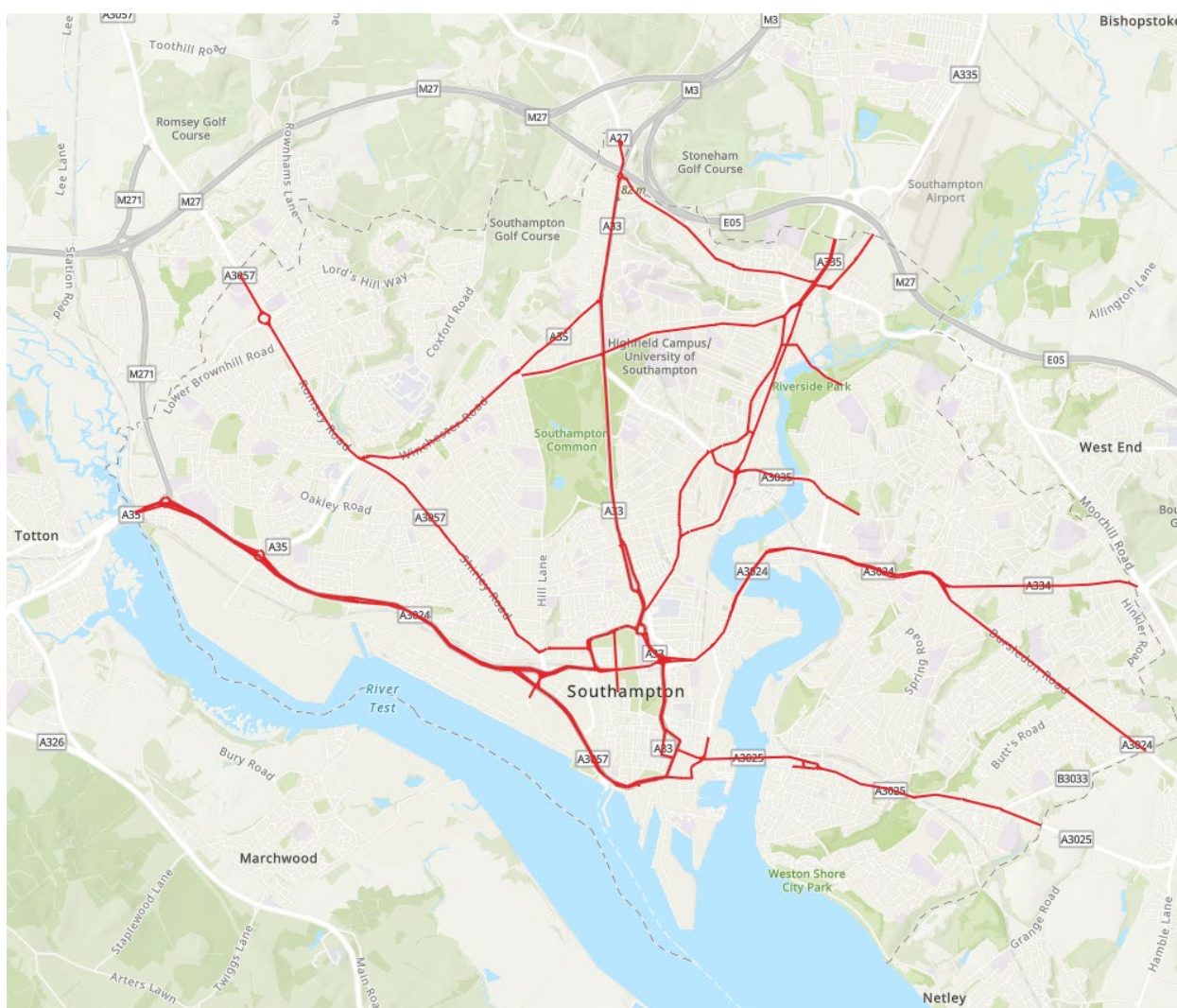
It would seem most logical to define network percentage by length, using the Council managed network length.



The resulting lane rental network comprises 67 streets as detailed the map and table below. The total network length is based on road length statistics collated and published by the DfT (RDL02<sup>4</sup>) which has been verified by data from the local street gazetteer and Ordnance Survey mapping.

	Length (Km)	No. of Streets
Total network	591	2,545
Lane rental network	59.4	67
% lane rental network of total network	10.0%	

Map: lane rental network



<sup>4</sup> <https://www.gov.uk/government/statistical-data-sets/road-length-statistics-rdl>

The map below shows the revised (reduced) network in comparison to the previous proposed lane rental network.

Map: lane rental network (proposed and previous consultation)



### % of network length with lane rental

Government Guidance is specific that *DfT expects lane rental to cover between 5% and 10% of an authority's network where it is being operated by an individual authority*. It is noted that the derivation of the network percentage is not specified.

It is recognised that this guidance is predicated on lane rental schemes approved and operating in Kent, Surrey and West Sussex, whilst the lane rental scheme within Transport for London applies to 68% of its road network as it *operates the strategic road network in Greater London*. Southampton does not have a similar road network to either a County Council, such as Kent, or a strategic road authority, such as Transport for London.



As shown in the table below, Southampton's network does not compare to an area like Kent, Surrey or West Sussex where the most significant proportion of their network comprises minor rural roads. Additionally, Southampton does not compare with Transport for London, which manages the greatest through-routes in Greater London.

Road length statistic (2023) for the Local Authority managed road network published by DfT

Local Authority	Kent	Surrey	West Sussex	Southampton
Road Length (Km)	9,025	5,320	4,041	591
A Roads (Km)	808	559	481	58
Urban Minor Roads (Km)	2,772	2,868	1,582	523
Rural Minor Roads (Km)	5,445	1,894	1,978	11
% A Roads	9%	11%	12%	10%
% Urban Minor Roads	31%	54%	39%	88%
% Rural Minor Roads	60%	36%	49%	2%

Analysis shows that the levels of congestion on the traffic-sensitive streets justifies the need for a larger proportion of the network having lane rental than suggested within the guidance, however the current guidance limits the lane rental network length to 10% of the total network length.

### Reviewing traffic-sensitivity designations

Under regulations, a street must be designated as protected or traffic-sensitive to be designated as lane rental, with traffic-sensitivity the more applicable designation for lane rental. For a street to be designated as either protected or traffic-sensitive it must meet criteria specified within The Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007 (regulations 14 and 16).

16.—(1) Subject to paragraphs (3) and (5), a street authority may only designate a street as traffic-sensitive under section 64 if one or more of the criteria set out in paragraph (2) are met.

(2) The criteria referred to in paragraph (1) are that the street —

(a) is one on which at any time the street authority estimate the traffic flow to be greater than 500 vehicles per hour per lane of carriageway, disregarding bus or cycle lanes;

(b) is a single carriageway two-way road, the carriageway of which is less than 6.5 metres wide, having a traffic flow in both directions of not less than 600 vehicles per hour;

(e) is one on which the traffic flow in both directions includes more than eight buses per hour;

(g) is within 100 metres of a critical signalised junction or a critical gyratory or roundabout system.

A review of the traffic-sensitivity designations across Southampton was undertaken using the same traffic data analysis principles to identify congestion. Additionally, data taken from the bus open data service<sup>5</sup> (BODS) was used to identify specific bus flow criteria.

In accordance with Part 2 of the Schedule of the Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007 the Council provided notice for their intention to amend the designation for a street as traffic-sensitive across Southampton in May 2025. These changes are being applied to the local street gazetteer and should be in effect no later than October 2025.

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<sup>5</sup> <https://www.bus-data.dft.gov.uk/>

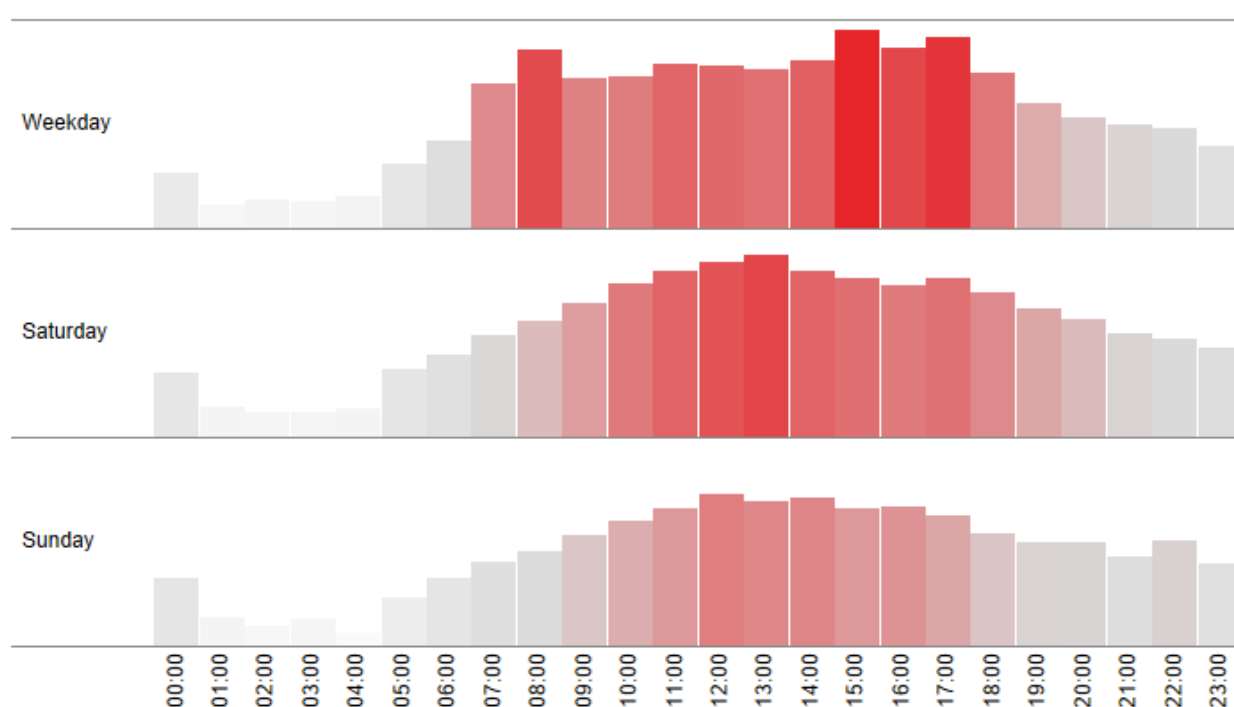


## Lane Rental Timings

### Selecting the lane rental timings

'When' lane rental applies is equally as important as 'where' lane rental applies and should be based, wherever possible, on the output of the vehicular traffic data analysis. This analysis provides delay patterns, delineated by hour and day of the week, which can be applied to groups of streets determined by the volume of vehicles per day. The graphic below shows delay profile (per hour) for a typical weekday, Saturday and Sunday across all lane rental streets.

Delay profile (per hour) for weekday, Saturday and Sunday on lane rental streets

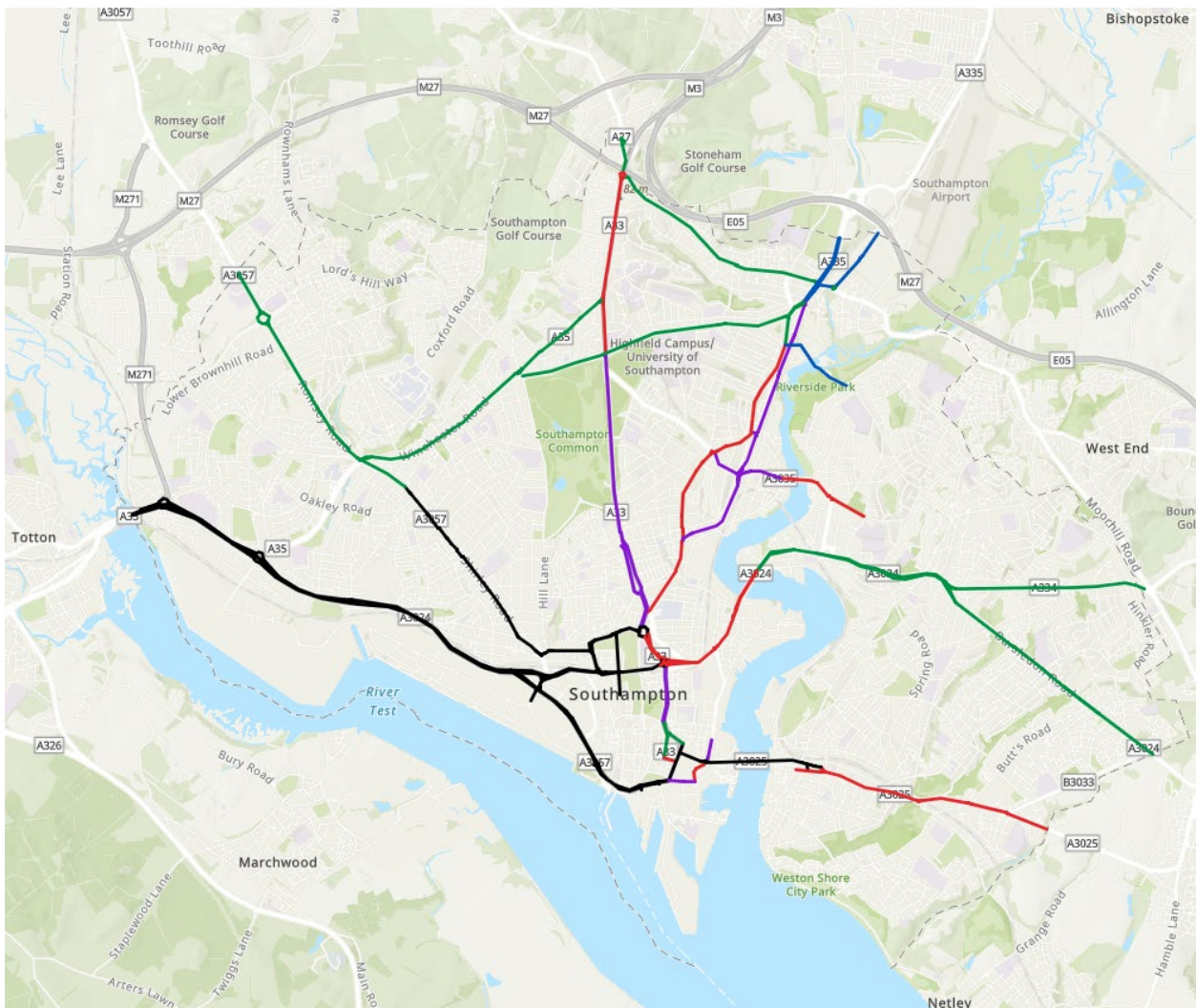


As shown in the graphic above, peak delay is typically experienced from the morning peak through to evening peak with minor degrees of variance, during a typical weekday and at weekends. It could therefore be assumed to apply lane rental to these times as they represent *the most busiest times*. However, 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 ways*.

Whilst a specific timing could be considered for each individual street on the lane rental network, it would be impractical to operate this for both the Council and Promoters. A better approach is to apply pragmatic timings within bands of streets, based on a total average daily flow which is relatable to overall timings for delay. The lane rental timings are listed and shown in the map below.

- Monday-Friday 0600-1900; Saturday 1000-1600
- Monday-Friday 0600-1000 & 1500-1900
- Monday-Friday 0600-1900
- Monday-Friday 0600-1900; Saturday 1000-1600; Sunday 1000-1600
- Monday-Friday 0600-1000 & 1500-1900; Saturday 1000-1600

Map: Lane rental timing designation



Monday-Friday 0600-1900; Saturday 1000-1600



Monday-Friday 0600-1000 & 1500-1900



Monday-Friday 0600-1900



Monday-Friday 0600-1900; Saturday 1000-1600; Sunday 1000-1600



Monday-Friday 0600-1000 & 1500-1900; Saturday 1000-1600

## Lane Rental Charges

The regulations allow a charge, to a maximum of £2,500 per day, for work on a lane rental street undertaken at any time within the designated timing. Work on the footway can also be charged if the work involves excavation (breaking up the street).

With consideration to the charge level, Government guidance states each individual scheme must set out the level of charges that will be applied. Levels of charges set out in any proposed scheme will need to be fully justified in each case. It will not be sufficient for authorities simply to apply the maximum charge level without clear justification. Where maximum charges are applied, schemes should make clear and transparent any discounts available to works promoters.

The charges therefore need to be proportionate to the estimated level of impact for work on the lane rental network, with consideration to the traffic impacted.

The average estimated impact of a day of works occurring on the proposed lane rental network in Southampton is £3,864 (2010 prices) which is c.£5,600 in today's prices. The impact of works varies according to the traffic control in operation. The following average values of works impact under different types of traffic management are as follows:

- Road closure - £12,280 per day at current prices
- Lane Closure (including traffic control) - £3,780 per day at current prices

The works impacts are seen to be more than the maximum permissible lane rental charge level (£2,500). Charging for these works is therefore justifiable based on the estimated impact to society.

The proposed Scheme charges are based the traffic control (impact) being deployed, road closure or lane closure. In this definition, the term lane closure means any form of traffic control deployed on the carriageway or where any traffic management reduces the number of lanes of a carriageway which can be safely used or there is any impact which reduces the traffic flow capacity or operation of a junction.

The table below sets out the proposed charges based on this approach.

Traffic Control	Charge
Road closure	£2,500
Lane closure	£1,500