



London Borough of Camden Lane Rental Scheme 2025

Consultation Report



**London Borough Lane Rental Scheme.
Reducing disruption on the borough road network.**



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EXECUTIVE SUMMARY

The Proposed Lane Rental Scheme

The London Borough of Camden seeks to introduce a lane rental scheme on a proportion of its road network in accordance with the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the Lane Rental Regulations) made under Section 74A of the New Roads and Street Works Act.

The council seeks to introduce a lane rental scheme to achieve better control of roadworks and street works which take place on its network, with a core objective of reducing disruption to the most sensitive parts of the network, at the most sensitive times.

The scheme seeks to limit the amount of disruption to the road network by encouraging the undertaking of works at the least disruptive time for road users, and the early completion of works. The proposal to operate a lane rental scheme supports the London Mayor's election manifesto pledge to expand lane rental across London.

Since the summer of 2023 Camden has been working in partnership with the London Borough Lane Rental Strategy Group, which consists of representatives from Transport for London, the London Boroughs of Camden, Enfield, Merton and Lambeth, and the Royal Borough of Kensington and Chelsea, with occasional support from London Councils. The primary objective of the group was to establish a pan-London framework for operating lane rental on borough roads, together with a standardised approach for defining lane rental networks, applicable charges and the times when charges would apply should works be undertaken at peak travelling periods. The pan-London framework was produced in consultation with all London boroughs on key policy areas and was shared with utility companies and the Department for Transport for feedback. The proposed Camden lane rental scheme aligns with the Transport for London lane rental scheme and subscribes to a pan-London approach and a set of rules that has been developed by the Lane Rental Strategy Group. While it has been confirmed that Boroughs need to progress with individual applications and consultation, which Camden has done, the Scheme document remains consistent with the pan-London approach in its entirety.

Consultation

To seek the views of stakeholders, Camden undertook a six-week period of consultation, from the 6th February 2025 until the 20th of March 2025.

We received 7 responses to the consultation, including five from utility companies, one, from Transport for London and one from the Greater London Authority. Out of these responses, 2 were positive, 5 contained a series of questions and comments relating to points of clarification and the costs and benefits of the proposed scheme.

There were several common responses raised by the consultees, these were in relation to:

- Traffic sensitive designations
- The network extent
- The charge free period for immediate works
- Footways
- The Cost Benefit Analysis
- Waivers and exemptions
- Waivers for collaborative works
- Scheme evaluation
- The application of revenues
- The categorisation of weekends and Bank Holidays
- The benefits of a consistent pan-London scheme

We have listed all the consultation comments received, along with our responses, in this document.

Next Steps

Having considered every comment raised by respondents to the consultation and following discussion with the members of the London Borough Lane Rental Strategy Group, we have decided to amend the proposals consulted on to:

- **Waive charges for all collaborative works**

The responses made clear that consultees felt that collaborative works should be further incentivised by ensuring that the scheme made commitment to a full waiver for such works.

- **Add Street Manager terminology to the Scheme Document**

The respondents requested that the language used was more consistent with the 'Street Manager' system and as such Camden will provide further clarity within the Scheme Document and Glossary.

Traffic Sensitive Designations

Camden has undertaken a review of traffic sensitive streets and can confirm that the proposed Lane Rental network aligns with the criteria outlined in section 5.4.2 of the Code of Practice for the Coordination of Street and Road Works.

Scheme Evaluation

A full evaluation plan has been prepared and is attached to this report as an appendix.

Summary of other points considered

Having considered the other themes, points and comments raised, Camden believe that:

- The Scheme provides sufficient opportunity for charges to be avoided
- The Scheme incentivises genuine immediate emergency works to be expedited on the lane rental network
- The Waiver, Reduction and Exception Guidance Document that will be published prior to Scheme commencement will provide the clarity requested by the consultees.
- The governance of scheme funds will be in accordance with the regulations. A further benefit of the pan-London approach to lane rental is the ability to utilise the established governance group, structure and processes implemented by Transport for London. This will assist the governance group members with their availability and ensure that the experience of its members is utilised with a fair and transparent process for the management and allocation of scheme funds.

We will now submit an application to implement a lane rental scheme to the Department for Transport (DfT). The DfT will need to consider whether to grant our application. We have included a copy of this Consultation Report with our application. We will update our website with the outcome of the DfT's consideration of our application as soon as they announce it to us. We will also write to all those individuals and organisations who replied to the consultation.

ABOUT THE PROPOSALS

1.1 Introduction

The London Borough of Camden Lane Rental Scheme seeks to limit the amount of disruption to the road network by encouraging the undertaking of works at the least disruptive time for road users, and the early completion of works.

The Scheme is designed to limit the carrying out of works at specified locations by applying a daily charge, if a designated street is occupied by works during specified days and times. A Charge will not apply if works take place outside of the specified days and times.

Lane rental charges are proposed to apply at locations making up 19.4 per cent of the Camden Road Network. Charges will apply daily and are banded depending on the sensitivity of the location to congestion. The low band is proposed to be charged at £1,000 per day, the medium band at £1,500 per day and the high band at £2,500 per day. At the widest extent charges can apply from 07:00 to 19:00 in some locations, with reduced charging hours in other locations. This encourages companies to undertake their works at quieter times.

Camden will administer the governance of scheme funds in accordance with the regulations and will provide a Governance Committee Terms of Reference Document to the Department for Transport as part of our application.

The Government has decided, following consultation in 2024, to proceed with an amendment to the regulations that will require at least 50% of surplus funds to be spent on road maintenance. We will use the remaining surplus funds from the lane rental charges to fund a range of projects which aim to reduce the adverse effects caused by roadworks.

ABOUT THE CONSULTATION

2.1 Purpose

The objectives of the consultation were:

- To give stakeholders and the public information about the proposals and how to respond.
- To understand any issues that might affect the proposal of which we were not previously aware of.
- To understand concerns and objections.

In planning our consultation, we paid regards to the latest version of the document 'Lane Rental Schemes: Guidance for English Highway Authorities'.

2.2 Who we consulted

The consultation was open to anyone who had a view they wished us to consider although we specifically invited a range of stakeholder organisations to respond.

2.3 Dates and Duration

The consultation ran for six weeks from the 6th February 2025 until the 20th March 2025.

2.4 Methods of Responding

Respondents were asked to submit their comments in writing via post or email.

2.5 Consultation Materials

We explained our proposals via a designated page on the council website:

[Lane Rental Scheme - We Are Camden - Citizen Space](#)

We also consulted via emails sent to stakeholders that we felt would have an interest in our proposals.

We published the following materials:

- The consultation Letter
- The proposed Camden Lane Rental Scheme Document
- The proposed Camden Lane Rental Network Maps
- The proposed Schedule of Locations
- The supporting Cost Benefit Document

An interactive map of the proposed Lane Rental Network was also made available on the designated webpage.

Copies of the consultation materials that we published and a copy of the consultation webpage are included as appendix A.

2.6 Meetings with Stakeholders

Throughout the development of the proposed Scheme Camden has met with and sought the views of stakeholders, including Transport for London, other London Boroughs, London Councils, the Department for Transport and representatives of utility companies.

The London Borough Lane Rental Strategy Group, consisting of representatives of other London Boroughs and Transport for London, has met regularly since Summer 2023 to collaborate on the design of the scheme. The scheme has been presented and shared with representatives of Boroughs that are not members of the strategy group at meetings facilitated by the London Joint Authorities Group and London Councils.

The views of representatives from Utility Companies were sought at a meeting held at the Kia Oval on the 21st of March 2024. The meeting provided a summary of the proposals for a pan London scheme, which Camden have decided to align with. A copy of the presentation delivered to attendees and the report of questions and answers is attached as Appendix B.

2.7 Analysis of Consultation Responses

All responses to the consultation were read and analysed in detail. All comments and suggestions received were reviewed to identify common themes raised by respondents.

RESPONSES TO CONSULTATION COMMENTS

TABLE OF CONSULTATION COMMENTS FROM CADENT AND CAMDEN RESPONSE			
Number	Theme	Comment	Camden Response
1	General	Can Camden confirm that they have submitted their permit scheme evaluation reports in line with Regulation 16a of the Permit regulations and if so, could these please be provided?	Camden will publish all necessary documentation on their website and as required to form part of their application.
2	General	Camden Traffic sensitive review consultation is currently in progress and therefore as it closes before this consultation Cadent feels this consultation isn't valid.	Consultation documents have been provided in line with the requirements set out under the national guidance and replicate the consultation pack previously provided by TfL's and Enfield's Lane Rental scheme. The proposed LR network complies with the criteria outlined in section 5.4.2 of the code of practice for coordination of street and road works. The proposed LR Evidence to justify traffic-sensitive criteria can be provided as part of the application process to the DfT if required and complies with the code

			<p>of practice for coordination of streetworks and roadworks published in April 2023.</p> <p>Appendix C provides a list of Lane Rental streets that meet the traffic sensitive criteria set out in the coordination code of practice, which were notified to stakeholders on the 28th February 2025.</p>
3	Scheme Document	At only 24 hours why does the waiver for emergency works not follow the DfT Lane rental schemes: guidance for English highway authorities of 48 hours	<p>The scheme is consistent with the established arrangements of the Transport for London Lane Rental Scheme, which has been in operation since 2012. This scheme has shown that 97% of all emergency works on the lane rental network do not incur a charge, demonstrating that the 24-hour free period effectively encourages the desired behaviour. The Camden Scheme mirrors this approach to maintain uniformity across London.</p>
4	Scheme Document	Can the waiver for immediate works also include urgent activities?	<p>To encourage work promoters to expedite their works on the Lane Rental (LR) network, the Camden Scheme aims to align with the existing TfL Lane Rental scheme and associated rules. Therefore, measures under section 5.1.2 will remain restricted to genuine immediate emergency works, as specified in the</p>

			Department for Transport's (DfT) Lane Rental guidance.
5	Scheme Document	Can you please share how congestion has been analysed and confirm if congestion is measured in line with DfT definition of total delay per link per road segment per vehicle per mile comparing average journey times with a free flow counterfactual? In the documents it is unclear how congestion has been measured.	<p>This information is derived from various sources, including existing traffic count data published by the DfT, bus route data, and traffic counts. The algorithm used supports these designations. The proposed LR network complies with the criteria outlined in section 5.4.2 of the code of practice for coordination of street and road works.</p> <p>Appendix C provides a list of Lane Rental streets that meet the traffic sensitive criteria set out in the coordination code of practice, which were notified to stakeholders on the 28th February 2025. Evidence to justify traffic-sensitive criteria can be provided as part of the application process to the DfT if required.</p>
6	Scheme Document	The consultation document touches on discounts, but this is not very clear and transparent, can you please clarify these more?	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented.

7	Scheme Document	Can you please outline your reasoning for joint works to be discounted and not waived as recommended in the DfT Lane rental schemes: guidance for English highway authorities document?	Comments have been noted and Camden have reviewed their position and will be providing a full waiver for collaborative working
8	Scheme Document	The documents provided by London Borough of Camden does not include the full cost benefit analysis and detailed evaluation plan.	Consultation documents have been provided in line with the requirements set out under the national guidance and replicate the consultation pack previously provided by TfL's and Enfield's Lane Rental scheme. The evaluation plan will be provided with the application and is provided as appendix D in this report.
9	Scheme Document	Please can you elaborate how LB Enfield differentiates between low, medium, and high carriageway-type?	The consultation response refers to Enfield. The algorithm applied by Transport for London categorises streets as low, medium or high. The algorithm combines vehicle movements (PCU flows) and vehicle occupancy to account for areas with reduced physical capacity and those with a high number of people travelling through them. Unplanned works are also included to incorporate the likelihood of works taking place in each location.

10	Scheme Document	5.3.2 The only mandatory conditions for permit applications are listed in the statutory document. NCT02a is not a mandatory condition.	This provision aligns with section 5.2 of TfL's approved Lane Rental scheme. The national conditions guidance document outlines both mandatory and non-mandatory conditions. Although NCT02a is not mandatory within the permit scheme, it is appropriate for the Lane Rental Scheme and will therefore be applied. We will revise the wording in this section to clarify that this condition will be imposed, rather than being mandatory.
11	Scheme Document	6.1.3 The works stop notification can only hold a date and time in Street Manager, there is no free text field for anything else. All processes need to align with street manager functionality.	Comment noted. The arrangements are in accordance with the approved Transport for London Lane Rental Scheme.
12	Scheme Document	Although Camden does not have any footways designated lane rental, the lane rental does include footways. Footways should only ever be included if very strong evidence is provided to the secretary of state is there a risk that some maybe added over time without this scrutiny?	Camden have not included any footway designations.

13	Scheme Document	5.2.6 states sending a variation where charging band changes, will we need to pay for this as on application we should put all locations as per street manager functionality?	Where the individual works move along a street and between different cycle track and carriageway charging bands, then the Promoter should make the Borough aware of these changes through the permit variation process. In these circumstances the respective Charge level will apply whenever the works are solely undertaken within that Charge band, the higher level will apply where the works footprint spans two charging bands. However, Camden's scheme does not apply to footways or cycle tracks.
14	Scheme Document	7.3. Can you please confirm that this includes gas mains replacement?	Consideration will be given to reducing charges for major works that deliver significant infrastructure improvements, substantially extend, or renew the longevity of an asset, or future proof a highway to protect it from being excavated again.
15	Scheme Document	Charge bands. Can you please elaborate on methods used to label a street high, medium or low?	The algorithm categorises streets as low, medium or high. The algorithm combines vehicle movements (PCU flows) and vehicle occupancy to account for areas with reduced physical capacity and those with a high number of people travelling through them. Unplanned

			works are also included to incorporate the likelihood of works taking place in each location.
16	Scheme Document	Little is mentioned on the governance of surplus funds will be managed and a lack of detail on the evaluation of the Lane rental scheme.	<p>Camden will utilise the Governance Group established for the Transport for London Lane Rental Scheme. Detailed governance arrangements, including how to bid for funds and allocation criteria, will be published before the scheme's implementation.</p> <p>Although it is not a mandatory requirement to provide a scheme evaluation plan at consultation stage, our Evaluation Plan is provided as Appendix D to this document.</p>
17	General	Can you please provide greater detail on waivers what and will be applicable.	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented.

TABLE OF CONSULTATION COMMENTS FROM THE GREATER LONDON AUTHORITY AND CAMDEN RESPONSE

Number	Theme	Comment	Camden Response
1	General	<p>The Mayor of London welcomes the London Borough of Camden's ambition to introduce a lane rental scheme and contribute towards realising his manifesto pledge to reduce disruption to London's road network.</p> <p>As investment in London's infrastructure continues at pace, repeated streetworks continue to take place across the road network. While this investment is essential to ensure London's economy can continue to grow, it also leads to disruption on the road network, causing congestion and impacting road users, the local environment and the economy. Indeed, over 400,000 works and interventions take place each year, which often cause delays and lead to congestion, impacting all road users including bus users, cyclists, drivers and pedestrians.</p> <p>Implementation of a Lane Rental fee on strategic roadways and walkways is a proven incentive that encourages utilities to limit the</p>	Comments noted.

		<p>impact of their streetworks and engage in collaborative delivery. In turn, this is expected to lead to reduced disruption and congestion, which the Mayor is committed to tackling, in collaboration with London boroughs.</p> <p>As more Lane Rental schemes are introduced, it is essential to maintain consistency across the different highway authorities overseeing London's road network by adopting the key principles established within the pan-London approach agreed by the London Borough Strategic Working Group. Standardising the schemes will help provide clarity to industry, ensuring utilities and statutory undertakers have clear rules and regulations in place that are easy to follow.</p> <p>For these reasons, we support replicating the same conditions – including scope, methodology and permit and waiver system – that currently exist, and are in operation, across Transport for London's Lane Rental Scheme (TLRS). We recognise it is Camden's intention to align with the pan-London approach – or London Borough Lane Rental Scheme (LBLRS) – and endorse this decision.</p>	
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		<p>To further reduce the impact of streetworks and improve collaboration, we have identified two recommendations that we encourage the London Borough of Camden to adopt: 1) maintaining the 100 per cent charge discount for collaborative streetworks, which is in place in the TLRS; and 2) integrating the ICS's Monitoring and Evaluation Tool to validate collaborative streetwork projects and track the impacts of collaborative delivery.</p> <p>The Mayor of London looks forward to continuing to work with the London Borough of Camden and other highway authorities to establish the best way of administering Lane Rental schemes across Greater London.</p>	
2	General	<p>1. Collaborative Streetworks Fee Waiver The full TLRS waiver granted for collaborative streetworks on the Transport for London Road Network (TLRN) has been instrumental to fostering collaborative streetworks and reducing the number of days of disruption caused by streetworks. By</p>	<p>Comment noted. Camden will introduce the recommendations which you have made.</p>

		<p>waiving the full cost of Lane Rental for collaborative delivery, the TLRS incentivises collaborative working and effectively encourages utility companies to enter collaborative arrangements. Without a 100 per cent fee waiver, Camden risks losing out on the benefits of collaboration and reduction in streetworks.</p> <p>The ICS' involvement in deploying the Dig-Once Approach demonstrates that cost can be one of the key barriers to collaboration. Successful collaborative streetwork projects often require increased planning and additional resources. Considering this, the ICS views a fee waiver below 100% as too low, as it would likely not make a significant difference to utilities' calculations. Our engagement across the industry indicates that partial waivers are insufficient to offset the additional costs utilities face in pursuing collaboration, especially in strategic locations involving mains rehabilitation programmes. Moreover, utility companies operate under stringent regulatory parameters, driven by cost and value for money considerations. In turn, utilities' mains replacement programmes are sensitive to costs, which</p>	
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		<p>often leads to prioritisation of less expensive repairs and improvements. Given these pressures, the ICS' experience has shown that utilities are unlikely to enter collaborative arrangements unless relevant Lane Rental costs are waived.</p> <p>Our analysis indicates that collaborative streetwork projects deployed as part of the Dig-Once Approach have saved over three years of disruption in London, increasing resident wellbeing by the equivalent of £7 million and ensuring businesses avoided over £1 million in lost revenue. Waivers have played a significant role in incentivising delivery of these benefits to London residents, and we would encourage Camden's Lane Rental scheme to replicate such conditions.</p>	
3	General	<p>2. Integrating Monitoring and Evaluation to Measure the Impact of Lane Rental for collaborative streetworks</p> <p>Evaluating the performance of collaborative streetwork projects is key to developing best practice. Tracking results and capturing lessons learnt help to refine Dig-Once efforts across industry and is key to scaling and embedding collaboration as business-as-</p>	<p>Comments noted. Camden will work with the GLA to implement the Monitoring and Evaluation tool mentioned. Camden work closely with the GLA collaboration team and have delivered schemes such as the Parliament Hill Scheme and welcome a greater use of technology and the data led approach that these tools deliver to</p>

		<p>usual. For this reason, we recommend requesting all statutory undertakers use the GLA's Monitoring & Evaluation (M&E) tool as part of any application for waivers based on collaborative working. The M&E tool allows users to quantify and monetise the disruption saved across several key metrics, including:</p> <ul style="list-style-type: none"> • • Days of disruption saved; • • Value of Journey time saved to road users; • • Increase in local residents' wellbeing experienced from fewer days of disruption; • • Business losses avoided by local businesses; • • Carbon emissions and air pollution savings. <p>We recommend incorporating the GLA's M&E tool as part of the process when securing the collaborative working waiver. The GLA's ICS is willing to provide further information and training on the tool, as well as support with tracking results arising from collaborative working.</p>	<p>capture information and drive change within the industry.</p>
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TABLE OF CONSULTATION COMMENTS FROM OPENREACH AND CAMDEN RESPONSE

Number	Theme	Comment	Camden Response
1	General	<p>Openreach welcomes the opportunity to consult on the London Borough of Camden Lane Rental Scheme proposals and thank the London Borough of Camden for providing this.</p> <p><u>Scope of the scheme</u></p> <p><u>What streets will the lane rental scheme apply to?</u></p> <p>The <u><i>Lane rental schemes: guidance for English highway authorities</i></u> 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.</p> <p>Within this guidance document several prerequisites are set out in which to advice an authority of the correct actions to take to gain approval of their Lane rental scheme.</p> <p>One of these prerequisites is about the traffic sensitive street network of the authority.</p>	<p>All streets included as part of the proposed Lane Rental network meet the criteria to be classified as Traffic Sensitive. Camden have undertaken a review and provided notification of this on 28th February 2025. Although both the regulations and the coordination code of practice require one or more of the traffic sensitive designation criteria to apply, rather than two. It should be noted the algorithm used for identifying the pan-London lane rental network is more stringent than the traffic sensitive designation criteria.</p> <p>Appendix C provides a list of Lane Rental streets that meet the traffic sensitive criteria set out in the coordination code of practice, which were notified to stakeholders.</p> <p>Section 2.3 of the supporting cost benefit document states that all streets identified from the algorithm as Lane Rental meet with the traffic sensitive criteria and the cost benefit</p>

		<p><i>Traffic-sensitive streets</i></p> <p><i>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.</i></p> <p>Openreach have now received Camden's TS review but is it still an open consultation yet to conclude, 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> <p>It is clear in the <u>designation regulations (as amended)</u>, the <u>co-ordination code of practice</u> (pg 38-40) and within <u>guidance issued by Geoplace</u> 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,</p>	<p>analysis was determined using this data. To confirm, the proposed designations notified to stakeholders will form part of the application pack to the DfT, in line with the guidance.</p> <p>It is therefore Camden's assertion that the regulatory requirements have been met with respect to the traffic sensitive designation requirements relating to Lane Rental schemes.</p>
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		<p>which traffic sensitive criteria has been met for 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> <p>Until the full review of Camden's traffic sensitive street designations is complete 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</p>	
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		<p>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 <u>co-ordination code of practice</u> (pg37), Camden 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>	
2	General	<p><u>Operation and evaluation of current permit scheme</u></p> <p>Openreach are unable to locate any evaluation reports for Camden'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 Camden inform Openreach of here they are published.</p> <p>Camden's permit scheme document has not been updated since 2009 when the scheme order was made, despite a number of changes to primary legislation, codes of</p>	<p>The latest permit scheme evaluation report is published on the Camden website. The permit scheme has been in operation in Camden since 2010 and no complaints or issues have been raised by any stakeholders regarding operation of the scheme.</p> <p>The DfT's Lane Rental guidance also states: <i>We know that other lane rental schemes in development may cover several authority areas as part of a joint scheme, or they may cover part</i></p>

		<p>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</p> <p>Openreach also note that the % of streets being selected by Camden is higher than the 5 – 10% expected by the DfT. The Council are proposing to introduce a lane rental scheme on 167 individual streets, which represents 19.4% of the total network coverage. Why are Camden proposing 19.4% of the total network to be covered by Lane Rental? This contradicts DfT current guidance which recommends between 5-10% be used with a maximum of 10%. In addition to this, TFL already operate lane rental in the Camden geographical area.</p>	<p><i>of a key route network managed by combined authorities, or they may be in a city. We, therefore, need to recognise the differences between individual authority networks and cater for lane rental being applied to key routes or via joint schemes.</i></p> <p><i>For all bids, an authority will need to demonstrate coverage of a proposed lane rental scheme, specifying the streets to which it applies, supported by congestion and cost-benefit analysis outputs in the DfT cost-benefit analysis form.</i></p> <p>Section 2.2 and 3.5 of the supporting cost benefit document state that the algorithm has been applied on a pan-London basis to ensure only the most sensitive streets across the capital are identified as Lane Rental, which means inner London boroughs are likely to contain a higher proportion of Lane Rental streets compared to outer London boroughs. This approach has been shared with the DfT throughout the development of the scheme. Camden believe the Lane Rental scheme network extent is robustly justified with data.</p>
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3	General	<p>Selecting the lane rental timings</p> <p><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> Openreach does not believe that Camden have found the correct balance between the traffic sensitivity timings and the proposed lane rental charge timings. 39 streets proposed have charging Monday-Friday 0700-1900 at least with a high percentage of these also having charges over the weekend. That is 20-30% 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 39 streets.</p>	<p>The Scheme makes allowance for works between 10am and 3pm at weekends on high charge streets as it is Camden's intention to reduce disruption on the busiest parts of the Borough road network at the busiest times.</p>
4	General	<p><u>Environmental impact</u></p>	<p>Lane Rental scheme does not negate the requirement for a Section 61 Agreement under</p>

		<p>There does not seem to be any 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 Camden 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</p>	<p>the Control of Pollution Act 1974. Camden Streetworks team works closely with our colleagues in the Environmental team.</p>
5	<p>Scheme Document / Schedule of Locations</p>	<p><u>Charges</u></p> <p>5.2.10 – Openreach fully supports the high, medium and low charge banding structure that Camden propose to implement.</p> <p>However, Openreach have found a couple of examples that need questioning.</p> <p><u>TFL</u> 20400535 - CAMDEN ROAD- CAMDEN - WHOLE ROAD MEDIUM CHARGE £1,500 06:30-09:30 & 15:30-19:00 WEEKDAYS</p>	<p>Camden Road forms part of the TFL existing Lane Rental scheme. Camden will be withdrawing Camden High Street as this will form part of a Public Realm scheme to improve safety and will be pedestrianised in 2025.</p>

		<p><u>Camden CC</u> 20400532 - CAMDEN PARK ROAD A5200 Camden Whole Length High charge £2,500 07:00-19:00 07:00-10:00 and 15:00-19:00</p> <p><u>TFL</u> 20400641 - CAMDEN HIGH STREET – CAMDEN - FROM CROWNDALE ROAD TO KENTISH TOWN ROAD CHARGE £1,500 06:30-09:30 & 15:30-19:00 WEEKDAYS + 12:00- 18:00 SATURDAY & SUNDAY</p> <p><u>Camden CC</u> 20400641 CAMDEN HIGH STREET Camden from Chalk Farm Road to Parkway High charge £2,500 07:00-19:00 Weekdays + 07:00-10:00 and 15:00-19:00 Saturday & Sunday</p>	
6	Scheme Document	<p><u>Charge Exemptions</u></p> <p>6.1.2 - Please share rational behind LB Camden choosing the 24hr grace period for immediate works when most lane rental scheme have a 48-hour grace period. Openreach would like to question why immediate urgent works are not</p>	The scheme aligns with the established arrangements that are in place as part of the Transport for London Lane Rental Scheme, operating since 2012, which has demonstrated that 97 per cent of all emergency works undertaken on the lane rental network do not

		<p>Included in the charge free grace period again as other lane rental scheme are doing so?</p> <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</p> <p>Openreach would expect this to be included within any scheme as standard.</p> <p>In addition the exemption that applies to footpaths and bridle ways has not been stated in the document, this needs to be added.</p>	<p>incur a charge. This justifies that the 24-hour free period drives the desired behaviour. The Camden Scheme aligns with this to ensure consistency across London.</p> <p>The Lane Rental scheme is compliant with the existing charging legislation. The scheme document does not seek to duplicate existing charging legislation. Definitions of which are detailed within the glossary.</p>
7	Scheme Document	<p><u>Reduced Charges</u></p> <p><u>Collaborative Works</u></p> <p>7.2 - Openreach welcomes charge waivers for collaborative works by 2 or more works promoters.</p>	<p>Camden can confirm that collaborative works charges will be waived in full, including where works originate from different operational divisions from the same organisation.</p>

		7.2.2. In some instances, charges may be reduced for collaboration where the works originate from two distinctively different operational divisions of the same organisation. Will charges also be waived where the works originate from 2 operational divisions within an organisation and not just reduced?	
8	Scheme Document	<p>Major Infrastructure Improvements</p> <p>7.3 - Openreach believes charges are waived for major works rather than consideration for reduction in charges.</p> <p>Would an Openreach Fibre build be considered for a discount rate?</p>	Section 7.3.1 makes provision for charges to be reduced. Detailed guidance on waivers and reductions will be published prior to the scheme being implemented.
9	Cost Benefit Document	3.1 - The Algorithm is overly complicated and will require explaining. Why is this algorithm being used for pan-London rather than borough-specific as it is calculating your own network.	The algorithm applied is based upon a 15% coverage pan London, with some boroughs having a higher or lower percentage than others. Camden's coverage is based upon this model, less a further reduction for roads which Camden deemed as unsuitable, producing a finalised network extent of 19.4%. This approach has been shared with the DfT

			<p>throughout the development of the scheme. Camden believe the Lane Rental scheme network extent is robustly justified with data.</p> <p>The data used for the algorithm will be made available to the Department for Transport if requested.</p>
10	Cost Benefit Document	<p>4.6 - Once the scheme has been implemented, are the charges likely to change and how frequently?</p> <p>Table 6 - Require further clarification on all timings are the same for weekdays and weekends.</p>	Charges are capped by regulation. Section 13 of the Scheme Document outlines the variations that may be applied which are restricted to a maximum 3 yearly cycle.
11	Cost Benefit Document	6.2 - Agree with bullet point four; however, this contradicts the consultation document.	Comment noted, we will update the wording to clarify this point.
12	Scheme Document	5.2 - The method of calculations used is unnecessarily complicated and difficult to follow when attempting to avoid lane rental charge? How does LB Camden perceive this to	The Pan London Scheme clearly identifies the charging bands and timing and has looked to reduce the number of permutations for simplicity to aid the work promoters

		be implemented in real time by utility companies?	understanding of when and where charges will apply. This model replicates TfL's Lane Rental scheme that's been operational since 2012, which promoters are already familiar with.
13	Cost Benefit Document	5.2.7 - Please elaborate on how tidal charges will work as I am unfamiliar with the terminology.	Camden do not have any tidal charges within the proposed scheme.
14	Cost Benefit Document	5.5.1 - We would seek to carryout planned remedial works outside of LRS; However, would mitigated charges be applied for immediate remedial works?	No mitigated charges would be applied to immediate remedial works. These charges are avoidable and the number of instances where remedial works are required on the network should be low.
15	Scheme Document	7.4 - Openreach believes this is a 'SHOULD' and not just a consideration.	Camden requires the flexibility to assess the impact of these types of works before deciding if a single charge should be applied.

TABLE OF CONSULTATION COMMENTS FROM THAMES WATER AND CAMDEN RESPONSE

Number	Theme	Comment	Camden Response
1	General	<p>LB Camden has not included two essential documents within the consultation pack– a full cost benefit analysis (not just a document stating one will be sent off to the DfT when making the application), and a detailed evaluation plan.</p> <p>Without an evaluation plan, how can any scheme be classified as a success? As per the DfT guidance, both these documents must be part of the full consultation pack.</p>	<p>Consultation documents have been provided in line with the requirements set out under the national guidance and replicate the consultation pack previously provided by TfL's and Enfield's consultation documents and in line with the Lane Rental Scheme. The evaluation plan has been attached as an appendix to this document, and the provision of the DfT's cost benefit analysis form is only required at application stage.</p>
2	General	<p>There is minimal evidence to support that lane rental reduces the potential impact of works, it may reduce the overall number of large-scale works, as planned infrastructure projects will be cancelled or delayed as the cost becomes prohibitive if lane rental costs are applicable.</p>	<p>This is a policy matter for central government, although evidence from existing schemes show that traffic disruption is reduced in relation to the number of works.</p>

		We are unable to predict the number of leaks/3rd party damage/sewer blockages etc on any of our assets which means that we do not have a choice on where works take place or often when, especially in loss of service or burst situations – so the possibility of these type of works being reduced is questionable.	
3	General	Thames Water believe that the current permit scheme should be more than sufficient in managing street and road works on LB Camden's network. Within the current permit scheme, your permitting officers have the powers to direct when works can take place on your most sensitive areas and times. Introducing a Lane Rental scheme to effectively provide the same service but at a greater cost to any promoter and its customers does not seem appropriate when powers are already available to LB Camden.	This is a policy matter for central government, although this Lane Rental scheme has been designed to incentivise promoters to work expediently and outside of peak travelling times.
4	General	There appears to be no mention of a governance group to be set up to monitor and evaluate the scheme as expected.	Camden will utilise the Governance Group established for Transport for London Lane Rental Scheme. Full details of the governance

		Thames Water and the guidance expects that any lane rental scheme establishes joint working arrangements for deciding how surplus revenues are spent within their permit scheme document.	arrangements will be published prior to the implementation of the scheme, including details of how to bid for scheme funds, and what funds may be allocated towards.
5	General	Please confirm that LB Camden has ensured that the scheme is coherent with Control of Pollution Act times (8am-6pm Monday to Friday and 8am-1pm Saturday). Please confirm that LB Camden has gained the environmental departments consent/agreement for all noisy works to take place during the non-lane rental times on the specified streets.	The Scheme does not negate the requirement for a Section 61 Agreement under the Control of pollution Act 1974. Obtaining all necessary agreements remains the responsibility of the work promoters.
6	General	Has LB Camden completed a feasibility study to ensure that works with excavation and reinstatement can be done within the times that lane rental is not applicable?	Camden have not completed any feasibility studies relating to an undertaker's work methodology and practices
7	General	Thames Water objects to the inclusion of footways in the scheme. Regulation 4 (5) of the regulation's states that: -	There are no footways included within Camden's proposed Lane Rental Scheme.

		<p>Charges do not apply to street works—</p> <p>(a) in a verge.</p> <p>(b) in a traffic-sensitive street, other than at a traffic-sensitive time.</p> <p>(c) in the footway of a traffic-sensitive street, at a traffic-sensitive time, so long as the street works do not involve breaking up the street, or tunnelling or boring under it.</p>	
8	General	<p>Has the selection of LB Camden proposed specified streets and times considered the H&S/Welfare of workers as working at nighttime is more dangerous & has a significant financial impact – setting non lane rental times to be only between 10pm and 6am do not offer any practical times for works to be done. When TFL were looking into introducing lane rental, their studies acknowledged that working outside normal hours would result in one additional death a year. Thames Water believes that no death should be an acceptable risk (as per LB Camden 2.1.4).</p>	<p>Under the Health and Safety at Work Act 1974, Undertakers must carry out adequate risk assessments to identify potential hazards and implement measures to mitigate them.</p>
9	General	<p>Has LB Camden given any consideration on different impacts faced by differing utility</p>	<p>Please refer to our response to question 6 above.</p>

		types? - the water network tends to be the deepest in the highway, whereas telco network is shallow and mainly in the footway.	
10	General	The lane rental scheme will apply to every day including public holidays apart from Christmas day. As Easter is also a religious holiday why is that not also included in the exception?	We have generally attempted to align with the Transport for London Scheme in relation to non-chargeable days over the festive period, however, have chosen to categorise only Christmas Day as it is felt that Boxing Day is a busy day for traffic movements in the borough, this is also the same for Easter and other religious holidays.
11	General	We would like to know why LR charges will apply on weekends. Which streets will these apply to, and what is the justification for this? Please provide the calculations and data-led measurements of traffic flows which justify charging lane rental on weekends.	Camden does not wish to incentivise weekend working, when there are other viable opportunities to work outside of peak times. This is consistent with the approach applied by Transport for London and Camden believe it will assist in encouraging works to be completed expediently. This data can be provided to the DfT as part of our application.

12	General	<p>In the LRS Guidance for English authorities, one of the incentives to encourage promoters to minimise their exposure to lane rental charges is to make greater use of evening or weekend working. By charging lane rental on weekends this will discourage promoters to change working practices rather than encourage it.</p>	Please see response to point 11 above.
13	General	<p>It is a reasonable expectation 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 and the infrastructure in Lane Rental areas may be penalised as the utility will likely wait until the asset fails rather than meet the cost of maintenance due to prohibitive lane rental charges.</p> <p>How will LB Camden manage any crossover between differing lane rental schemes. A utility has one piece of work to be completed and does not expect to receive multiple invoices from differing authorities running different lane rental schemes for that single piece of work.</p>	<p>Charges are ordinarily levied in accordance with the applicable Lane Rental designation for each Lane Rental authority, which could mean two or more charges being applied depending on the designations specified where works straddle a boundary. However, Camden will work with their neighbouring authorities-in order to treat promoters fairly by considering waivers where these situations arise. This will be included within our published waiver guidance document</p>

14	General	<p>We cannot support any additional administrative burden being placed upon our operational staff/planners etc, the work to identify lane rental charges and any applicable exemptions is expected to be undertaken by LB Camden as part of the running of a lane rental scheme.</p> <p>Selecting a particular LR designation on any PAA/PA/change request indicates that works are impacting said designation, so times are irrelevant. No assumptions are necessary if the LR designation is selected then it is applicable, if it is not selected then the charges are not applicable. All collaborative works will be clearly identified in Street Manager so relevant waivers can be applied by LB Camden.</p>	<p>When applying for a permit application on Street Manager, the system will take you to the 'Street Manager Mapping Tool'. When you drop your pin on the road that you wish to apply for works, it comes up in a bold blue colour that 'Lane rental applies'. With this, there is a drop-down arrow. If you click this arrow, it will provide the details about the lane rental charges, e.g. which part of the road that the charges apply to and which charging band is relevant.</p>
15	General	<p>S27 of DfT lane rental guidance document states - <i>Lane rental charges should be used to incentivise work outside of peak times, they are waived for joint works, caps or discounts are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed.</i></p>	<p>Section 7.3.1 of the Scheme Document makes provision for charges to be reduced for Major Infrastructure Improvements.</p> <p>Camden will waive charges for Collaborative works.</p>

		<p>This scheme does not include caps on major infrastructure improvements and only mentions a possibility of a waiver for joint works. By not offering either of these exemptions will not encourage behaviour change or asset investment.</p>	<p>Detailed guidance on waivers and reductions will be published prior to the scheme being implemented.</p>
16	General	<p>Thames Water believes that there is requirement for the DfT and the Highways Authorities to understand how a Utility carries out its operational works. Utilities work to a government regulatory body that provides strict regulatory safety and operational guidelines and timelines for us to carry out our essential and immediate works.</p> <p>Lane rental schemes contradict these by encouraging us to either: Work outside of optimum working hours, which may impact safety and increase the risks involved, increase pace to clear sites quicker (safety risk and may impact quality of work) or pay a financial penalty. Most Lane rental schemes provide a 24hr or a 48hr waiver for immediate works, which most utilities will find a challenge to meet, thus, we are being</p>	<p>Comments noted.</p>

		penalised financially for adhering to our regulatory safety and operational timelines. Exemptions and waivers should be more realistic in timelines for immediate works or provide opportunity to carry out immediate works in accordance with regulatory guidelines.	
17		There should be no charge when works are carried out and full traffic flows are maintained. There should be recognition that a promoter has amended behaviour in order to minimise the disruption caused by works. Without an exemption/discount being offered for this type of action where is the encouragement to change behaviours?	Waivers will be available for scenarios such as this, however Camden require the flexibility to assess the impact of these types of works before deciding if charges should be reduced or fully applied/waived.
18	General	There are many streets on the proposed list of streets which are not classified as traffic sensitive – or have been amended to extend the timings of existent TS times. Please provide the data that LB Camden has used to determine that the timings that currently exist need to be extended.	The data will be provided to the Department for Transport if requested.

19	General	<p>The DFT guidance states <i>'Lane rental charges will need to be targeted only at the most critical parts of an authority's street network. These are the streets (or parts of streets) where evidence shows that works in the highway cause the highest levels of disruption and thus require the greatest efforts to smooth traffic flow.'</i></p> <p><i>'∴ the fact that a particular street is designated as traffic-sensitive or protected is not, of itself, a sufficient reason to justify its inclusion within the scope of a scheme.'</i></p> <p><i>'An authority will need show the coverage of a proposed lane rental scheme and to demonstrate that it is no more than 5% of its network. If an authority wants to apply lane rental to more than 5% of its network, it should provide clear evidence and justification for why this is the case.'</i></p> <p><i>'In considering proposed schemes, the Secretary of State will need to see that the authority has adopted an evidence-based approach to identify the critical streets (or parts of streets) where lane rental charges are to apply. This evidence will be supported by data'</i></p>	<p>The algorithm applied is based upon a 15% coverage pan London, with some boroughs having a higher or lower percentage than others. Camden's coverage is based upon this model, less a further reduction for roads which Camden deemed as unsuitable, producing a finalised network extent of 19.4%, which will reduce further as Camden are removing the TfL operated sections of Osnaburgh Terrace and the borough section of Camden High Street. This approach has been shared with the DfT throughout the development of the scheme. Camden believe the Lane Rental scheme network extent is robustly justified with data.</p> <p>The data used for the algorithm will be made available to the Department for Transport if requested.</p> <p>All streets within the Camden Lane Rental Network meet the Traffic Sensitive requirements and all charges applied are and will be lawful.</p> <p>Camden are not the Traffic Authority for the Transport for London Road Network, which does not form part of the Borough road network.</p>
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		<p><i>collected and reported on as part of the evaluation of a permit scheme'.</i></p> <p>LB Camden are seeking to apply lane rental charge on 19.4% of the network. This figure should include the extent of those streets already covered by the TFL lane rental scheme which are in the LB Camden.</p> <p>This is well over the 5% that the government have stated. What evidence does Camden have to justify this extent and why was this evidence not provided in the consultation pack or with the Traffic Sensitive review which was recently issued by LB Camden. The team undertaking the traffic sensitive review for LB Camden have requested the evidence to justify the addition/extending of TS times on Camden streets but have not received any response. The importance of this evidence is significant to all utilities as the proper assessment must be made to ensure that any charges we incur are justified and evidenced. All costs will eventually be paid for by your residents, our customers & UK PLC in general and we must be able to demonstrate that all charges are legal.</p>	
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20	Scheme Document	<p>2. Objectives - How are the objectives going to be measured/evaluated & evidenced? Will LB Camden provide the starting point of these objectives which will then provide credence to evaluation after a time period of operation. For instance, how many works currently take place during the most sensitive times?</p>	<p>Our Evaluation Plan is attached as an appendix to this document,</p>
21	Scheme Document	<p>4. '...promoters occupy the highway at traffic sensitive times'. This goes against the DFT guidance which states :</p> <p><i>36 The Regulations prevent the application of lane rental charges on streets that have not been designated as traffic-sensitive or protected by the highway authority. However, the fact that a particular street is designated as traffic-sensitive or protected is not, of itself, a sufficient reason to justify its inclusion within the scope of a scheme. In considering proposed schemes, the Secretary of State will need to see that the authority has adopted an evidence-based approach to identify the critical streets (or parts of streets) where lane rental charges are to apply. This evidence will be supported by</i></p>	<p>Please refer to our response to question 19.</p>

		<i>data collected and reported on as part of the evaluation of a permit scheme.</i>	
22	Scheme Document	4.5.2 Please confirm that any 'tidal' record is visible on Street Manager as if it is not visible promoters will not be able to identify these. Many promoters have planners working in different area of the country other than the area they are planning work in – no local knowledge of area or streets, so there is a large dependence upon the information being visible in Street Manager.	Camden do not have any tidal sections on the proposed Lane Rental network.
23	Scheme Document	4.6.1 Thames Water objects to the inclusion of footways in the scheme. Regulation 4 (5) of the regulations states that: - <i>Charges do not apply to street works—</i> <i>(a) in a verge.</i> <i>(b) in a traffic-sensitive street, other than at a traffic-sensitive time.</i> <i>(c) in the footway of a traffic-sensitive street, at a traffic-sensitive time, so long as the street works do not involve breaking up the street, or tunnelling or boring under it.</i>	Camden has not included any footway designations.

		<p>There should be no charge for works on the footway which result in a traffic management type of 'some cway incursion' and we fully maintain the traffic flows. – see 5.1.4 which states the use of road-plates is tantamount to returning the highway to public use. <i>If, to meet a legal requirement of the safety code for fway works then how can a the use of a temp walkway in cway be chargeable and ped ramps – short duration for logistical reasons use grab for 15 mins to remove from site rther than leave on site all day until middle of the night</i></p>	<p>Charges will apply for works involving carriageway incursion; however waivers or reductions may be applied for in accordance with the guidance which Camden will publish in advance of scheme commencement.</p>
24	Scheme Document	<p>5.1.2 Thames Water objects to the exclusion of immediate urgent works from a lane rental free period. LB Camden should include all immediate activities in this section like all other schemes both in operation and in consultation. LB Camden seems to be penalising us for faults which are out of our control.</p> <p>Lane rental should be an hourly or half day basis as there are works across most utilities which can (and are) completed within a couple of hours yet the charge is for a full day.</p>	<p>In order to encourage work promoters to expedite their works on the LR network, the Camden Scheme, in accordance with the wider London Borough framework, aims at driving consistency with the existing TfL Lane rental scheme and associated rules, and as such the measures under 5.1.2 will remain restricted to genuine immediate emergency works, as set-out in the DfT's Lane Rental guidance.</p> <p>The current regulatory framework does not support hourly or part day charging.</p>

		If there was an incentive to only be charged a lower rate for completing works in a shorter time period it would encourage promoters to endeavour to meet that criteria.	Applying daily charges for the works activity duration incentivises lower charges if the works can be completed more expediently.
25	Scheme Document	5.2.4 very unclear paragraph could simply say, if works encroach on all areas then the highest charge will apply.	Comments noted, 5.2.4 is intended to provide clarity on how charges will be applied.
26	Scheme Document	5.2.7. Please confirm that any 'tidal' record is visible on Street Manager as if it is not visible promoters will not be able to identify these. Many promoters have planners working in different area of the country other than the area they are planning work in – no local knowledge of area or streets, so there is a large dependence upon the information being visible in Street Manager.	See response to question 22.
27	Scheme Document	5.2.8 And a works promoter can challenge back – What has this got to do with a lane rental scheme? It is not necessary to duplicate existing rules already documented elsewhere.	Comments noted. Camden believes it is relevant and useful to contain this information within the Scheme document.

		5.2.9 What has this got to do with a lane rental scheme? It is not necessary to duplicate existing rules documented elsewhere.	See response to question 27.
28	Scheme Document	5.2.10 We object to footway being included in the table of charges. Regulations do not allow footways to be included in a lane rental scheme and therefore any references to footways need to be removed. If regulation change in the future to allow footway charging the scheme should be varied at that time.	Camden have not included any footway designations although the regulations do make provision for the inclusion of footways.
29	Scheme Document	5.3.1 We cannot support any additional administrative burden being placed upon our operational staff/planners etc, the work to identify lane rental charges and any applicable exemptions is expected to be undertaken by LB Lambeth as part of the running of a lane rental scheme. Selecting a particular LR designation on any PAA/PA/change request indicates that works are impacting said designation, so times are irrelevant. No assumptions are necessary if the LR designation is selected then it is	Comment noted. The arrangements are in accordance with the approved Transport for London Lane Rental Scheme.

		applicable, if it is not selected then the charges are not applicable.	
30	Scheme Document	5.3.2. The mandatory conditions specified in the 'Statutory guidance for highway authorities - permit scheme national conditions' do not include NCT02a. A lane rental scheme must not conflict with existing statutory guidance or legislation.	This provision is consistent with section 5.2 of TfL's approved Lane Rental scheme. The national conditions guidance document sets out the mandatory and non-mandatory conditions. NCT02a is not a mandatory condition within the context of the permit scheme, however, for the purpose of a Lane Rental Scheme it is an appropriate condition to be applied and therefore it will be applied. We will amend the wording within this section to make clear that this condition will be imposed, rather than a mandatory one.
31	Scheme Document	5.4.2 We cannot support any additional administrative burden being placed upon our operational staff/planners etc, the work to identify lane rental charges and applicable exemptions is expected to be undertaken by LB Camden as part of the administration of a lane rental scheme.	See response to question 29 above.

32	Scheme Document	<p>5.5.1. it is recognised within the SROH that there are occasions where reinstatements will fail even though the specification has been followed which is the reason for the performance requirements in section 2, consequently these must be treated in the same way as the original works. By charging the highest rate possible LB Camden are seeking to penalise promoters for something outside of their control and will have created a financial and procedural remedy for which there are already established processes and sanctions in place. We would like to see exceptions to this – such as defects which are caused by 3rd party damage or incidental damage, where this is not the responsibility of the Utility. Footway and verge should be non-applicable also, unless the works affect the normal traffic flow of traffic on the carriageway.</p> <p>To encourage first time compliance, the charging of lane rental at full rate should only be applied to remedial works to remedy a defect identified after the introduction of the scheme. Any defects identified before the lane rental scheme is commenced should be</p>	<p>This is consistent with the approved Transport for London Lane Rental Scheme. These charges are avoidable and the number of instances where remedial works are required on the network should be low.</p> <p>The waiver guidance document that will be published in advance of Scheme commencement will clarify how 3rd party damage will be treated in the context of Lane Rental charges.</p>
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		<p>based upon the location and timings of the works.</p> <p>We would expect to see exceptions to this – such as defects which are caused by 3rd party damage or incidental damage, where this is not the responsibility of the Utility. Footway and verge should be non-applicable also, unless the works affect the normal traffic flow of traffic on the carriageway.</p> <p>Promoters undertake maintenance on asset covers in the road to remedy S81's. These are always submitted as remedial works. These works should only attract the charges that are commensurate with normal works.</p>	
33	Scheme Document	6 Works on behalf on the fire brigade to maintain/repair fire hydrants should not attract a lane rental charge as this work protects lives and all costs are passed on to the London Fire Brigade..	Comment noted. Fire Hydrants are part of Thames Waters infrastructure and subject to any contract agreement with London Fire Brigade.
34	Scheme Document	6.1.1 The lane rental scheme will apply to every day including public holidays apart from Christmas day. As Easter is also a	We have generally attempted to align with the Transport for London Scheme in relation to non-

		religious holiday why is that not also included in the exception?	chargeable days over the festive period, however, have chosen to categorise only Christmas Day as it is felt that Boxing Day is a busy day for traffic movements in the borough, this is also the same for Easter and other religious holidays.
35	Scheme Document	<p>6.1.3. <i>The Promoter must record the appropriate charge exemption in the PA & works clear/closed notices</i>!. The works stop/start notification scan only hold a date and time in Street Manager, there is no free text field for anything else. There is nowhere on Street Manager in the permit application process to record exemptions/waivers etc.</p> <p>All applications and subsequent notifications must be in line with the DfT Street Manager system and any associated API's. Anything else is over-bureaucratic and creates an unnecessary addition administrative burden on promoters.</p> <p>Selecting a particular LR designation on any PAA/PA indicates that works are impacting said designation, so times are irrelevant. No assumptions are necessary if the LR designation is selected then it is applicable, if</p>	This information can be inserted as a General Comment.

		<p>it is not selected then the charges are not applicable.</p> <p>Has LB Camden considered the use of the existing Lane rental Assessment functionality in Street Manager?</p> <p>We strongly object to unnecessary additional administrative burden and workload and duplication of work.</p>	
36	Scheme Document	<p>6.2 Thames Water objects to the use of 'genuine immediate activities'. We, as utilities, must meet the requirements of NRSWA 1991 regarding burden of proof. Using this term is very subjective and could be seen as accusatory which we do not believe was LB Camden's intention.</p> <p>Immediate Activities must refer to Immediate Emergency & Immediate Urgent works, so the definition is in line with NRSWA (1991).</p>	<p>This term has been used in accordance with the statutory guidance. In addition, regulation 52 (3) a requirement that it is for the person alleging that they were emergency works to prove it, therefore there is a rationale for the use of the word 'genuine' in this context, and it is carried forwards from TfL's scheme.</p>
37	Scheme Document	<p>6.3.1 This is tantamount to coercion. The non-payment of any invoice is a civil matter not a TMA/NRSWA matter.</p>	<p>Waivers are at the discretion of the operating authority. Where agreed charges have not been paid, and there is no agreement for extensions of payment, Camden reserve the right to withhold</p>

			further waivers if agreed charges are not paid. It cannot be considered coercion if an agreement is not carried out.
38	Scheme Document	7.1.1. This paragraph should be amended to reflect that sometimes there are cases where we do not identify that there is collaborative works until we actually start. Other undertakers might be able to join during our works and should be encouraged not penalised.	This section is to enhance proactive planning of collaboration. Waivers will apply for collaboration achieved during unplanned works.
39	Scheme Document	7.3.1. On page 7/8 of the DfT lane rental guidance document states - Lane rental charges should be used to incentivise work outside of peak times, they are waived for joint works, caps or discounts are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed. This paragraph does not reflect the DfT guidance, and we would expect LB Camden to include details of what level of cap or discounts would be applied to major infrastructure works. The scheme does not seem to take into account the long-term	Section 7.3.1 makes provision for charges to be reduced. Detailed guidance on waivers and reductions will be published prior to the scheme being implemented.

		<p>benefits to society in the investment in upgrading/installing services. If LB Camden does not offer caps on major schemes in the region, there is a risk that investment will not be placed in the region due to the financial cost to the utility. Strategic capital schemes should be exempt of Lane Rental where there are clearly long-time benefits for residents, businesses, customers and the travelling public. There are several other government initiatives that could be included here, such as the water rationalisation plan, reduction of sewer outfall discharges, the building of 1.5 million more homes (which all need infrastructure).</p>	
40	Scheme Document	<p>7.4.1. We do not believe that this condition could not practically be met by any works promoter and as such should be reworded or removed.</p> <p>General – The scheme does not seem to recognise or encourage promoters who have tried to minimise the disruption by closing in the works during TS times...i.e reduction from 20sq m to 5sq m. If no recognition is included</p>	<p>Should works take place on a junction, with works contained to a single lane that for example impacts the north bound approach and the westbound exit, these works would only impact traffic travelling in the same direction, thus in this scenario, a single charge may be applied, which would be of benefit to the works promotor.</p>

		in the scheme then it is likely that this sort of effort will not happen on future works.	7.4.1 is consistent with the approved Transport for London Lane Rental Scheme and is understood to be a popular waiver for other work promoters.
41	Scheme Document	9.2.1 The transition rules in other schemes introduced were quite different to this proposal, allowing any major works which had a granted PAA before the lane rental scheme was introduced to not be charged LR if works started within the first 3 months of the scheme being 'live'. This will make sure that these works will not be subject to additional charges which potentially could be unknown at the time of planning.	<p>Your comments have been noted however the scheme needs to secure a smooth transitional period with clear and fair rules.</p> <p>The DfT will not be reviewing any bids for Lane Rental Schemes until May 2025, therefore it will be some time before Camden introduce a scheme and therefore Camden believes that promoters have sufficient time to consider the impact of possible Lane Rental charges.</p> <p>Camden will comply with the DfT's guidance and provide stakeholders with a 12-weeks notice period of our intention to commence the scheme.</p>
42	Scheme Document	10.1.2. Why is this document not available as part of this consultation?	A Governance Plan will be submitted to the DfT as part of our application.
43	Scheme Document	11. This sanction duplicates existing guidance/rules that is already existing elsewhere. It is not needed in a lane rental scheme.	This section has been included in order to be open and transparent as the scheme needs to clearly set out the sanctions as they are intrinsically linked and are of a useful reference.

		<p>There appears to be no details provided on a governance group to be set up to monitor and evaluate the scheme as expected. Thames Water and the guidance expects that any lane rental scheme establishes joint working arrangements for deciding how surplus revenues are spent within their permit scheme document.</p>	<p>This is also consistent with the approved TfL scheme document.</p> <p>A Governance Plan will be submitted to the DfT as part of our application.</p>
44	Scheme Document	<p>12.1.1 The cost of promoter resources required to attend governance meetings should be met from the surplus funds.</p>	<p>Camden intends to form part of the existing Transport for London Governance Group in order to reduce the time spent for members attending additional meetings.</p>
45	Scheme Document	<p>12.1.3 the document does not comply with the requirements of the Regulations in that it is very clear in the regs that surplus funds from the scheme can only be used to fund measures that seek to reduce the effects and disruption caused by Street works. This paragraph must reflect the current regulations which stipulate what the net proceeds can be used for. Although there has been further consultations from the DFT that may result in changes to current regulations,</p>	<p>Comment noted, the scheme will comply with all regulations applicable at the time the scheme is operational.</p>

		they cannot be included in a document until they are laid and current.	
46	Scheme Document	13.1.3. All variations to the scheme regardless of significance must be consulted upon before introducing changes.	<p>The statutory guidance makes provision for minor variations.</p> <p>The Scheme sets out the minor variation requirements and tolerances, which will be notified to stakeholders. These are in line with the DfT guidance and consistent with those included within the approved Transport for London Lane Rental Scheme.</p>
47	Scheme Document	14. Please include the periodicity of the evaluation reports. Confirm that these will be prepared and published as per the DfT LR guidance and what measures are going to be included, how they will be measured, what the initial benchmarks are, etc – which would normally be included in an evaluation plan.	Evaluation reports will be published annually. Section 14 confirms that the evaluation reports will be prepared in accordance with any frequency included in legislation or the statutory guidance.
48	Cost Benefit Document	<p><u>Supporting document</u></p> <p>This document is not a full cost benefit analysis and even quotes in section 6 that the cost benefit analysis form will be filled in and sent to the DFT when submitting the</p>	The Cost Benefit Form will be submitted to the Department for Transport as part of our application. It is not required as part of the consultation documentation.

		application. It is that document that we require to review and assess.	
49	Cost Benefit Document	1.5 This section does not comply with existing legislation and mentions surplus to be spent on pot-holes, until amended/new legislation is in place, this document must comply with the correct regulations.	Comment noted, the scheme will comply with all regulations applicable at the time the scheme is operational.
50	Cost Benefit Document	1.9 The mentioned DFT consultation, which may or may not result in changes the current regulations – is not relevant until any changes are confirmed/introduced so LB Camden must comply with the existing regulations.	Comment noted, the scheme will comply with all regulations applicable at the time the scheme is operational.
51	Cost Benefit Document	1.12 Due to the inclusion of weekends and bank holidays in the proposed scheme, there is little scope for promoters to carry out essential works without incurring a lane rental charge. This will therefore discourage any change of practice rather than encourage changes.	Please see our response to question 11. Please see our response to question 9 in our responses issued to questions raised by Cadent.

		<p>3.1 How has the algorithm been derived as it is hard to understand what this algorithm actually does.</p> <p>This whole section does not refer to LB Camden at all. Surely the scheme and this document should be specific to LB Camden rather than generic.</p> <p>There is also no mention that this algorithm only 'runs' on the TS streets in Camden as only streets that are correctly recorded as TS can be included in a lane rental scheme.</p>	
52	Cost Benefit Document	<p>3.3 The last sentence seems to indicate that there are more buses in Camden than there are in central London which does not seem correct. Could the evidence of this be provided, or at least an internet link that we could go and review the details.</p>	<p>To clarify, the comparison is between borough roads and Transport for London's road network, which is 580km, whereas the total extent of London's bus route network is 18,523km.</p>
53	Cost Benefit Document	<p>3.7 what criteria is being used to determine 'higher' traffic sensitivity?</p>	<p>Please see our response to question 9 in our responses issued to questions raised by Cadent.</p>

54	Cost Benefit Document	<p>3.10 Thames Water objects to the inclusion of footways in the scheme. Regulation 4 (5) of the regulation's states that: - <i>Charges do not apply to street works—</i> <i>(a) in a verge.</i> <i>(b) in a traffic-sensitive street, other than at a traffic-sensitive time.</i> <i>(c) in the footway of a traffic-sensitive street, at a traffic-sensitive time, so long as the street works do not involve breaking up the street, or tunnelling or boring under it.</i></p> <p>3.12 if the data is not available to evidence the requirement for charges on any of the footways listed here then they must not be included in the scheme. Using estimates without any backing evidence to generate income cannot be justified. Thames Water strongly objects to these unjustifiable charges.</p>	There are no footways included in our proposed Lane Rental network.
55	Cost Benefit Document	4.1 which study estimated the increase in the overall amount of delay on greater London roads. Can this be provided?	This can be sourced from INRIX data.

56	Cost Benefit Document	4.3 this is a description of the approach not how the approach has been calculated. How are the charge bands (low middle high) calculated? what is the criteria to meet LB Camden has used to determine which band a particular location 'fits'.	The algorithm specified in section 3.1 is the criteria used to determine vulnerability to works.
57	Cost Benefit Document	Table after 4.5. This table must not include a column for footways as legislation does not allow charges on footways. If legislation changes to allow the inclusion of footways, the scheme can be varied to include it. Thames Water objects strongly to the inclusion of footways in any charging regime.	Camden does not have any footways included in our proposed Lane Rental Scheme, although the regulations do make the provision for the inclusion of footways if they can be justified.
58	Cost Benefit Document	4.6 This is not a data led approach as it includes estimates.	The algorithm specified in section 3.1 is the criteria used to determine the sensitivity of each Lane Rental section to works, which is predicated on the use of data.
59	Cost Benefit Document	5. Notwithstanding our objection to the inclusion of weekends in the scheme above, the decision to have a chargeable time on Sundays up to 7pm seems to not reflect the	Lane Rental designations on a Sunday are limited to peak periods only (0700-1000 & 1500-1900),

		fact that most businesses close at 4pm so there will naturally be a lull yet this is not accounted for in this table.	which corresponds with a similar level of demand as weekday peak periods.
60	Cost Benefit Document	5.4 Thames Water cannot accept that this scheme provides an increased ability to reduce exposure to charges. The inclusion of weekend and bank holidays, and the chargeable hours will lead to more works attracting charges rather than less.	The aim of the scheme is to encourage work promoters to work outside of the busiest times on the most sensitive parts of the network, which has been proven by TfL's scheme in particular.
61	Cost Benefit Document	6. How has the cost to promoters been calculated? Thames Water has undertaken a potential liability exercise based upon all the works we undertook on the specific USRN's that have been proposed over a 12-month period and our liability is potentially more than you have quoted for the whole utility sector. We would like to challenge the calculation and request you provide the details of how you have reached this conclusion.	The estimated charge exposure is calculated using the DfT's cost benefit matrix form, which considers the elements listed in section 6.2 of the document.

TABLE OF CONSULTATION COMMENTS FROM TRANSPORT FOR LONDON AND CAMDEN RESPONSE

Number	Theme	Comment	Camden Response
1	General	<p>Thank you for providing Transport for London with the opportunity to respond to Camden councils' public consultation on a proposed Lane Rental scheme.</p> <p>Transport for London (TfL) are delighted to see the London Borough of Camden formally consult on proposals to introduce a Lane Rental scheme. London's Mayor had an election manifesto pledge to expand Lane Rental across London, and this is considered by City Hall to be a flagship priority from the manifesto. Camden are congratulated for steering the way forwards for other London councils to adopt Lane Rental.</p> <p>Lane Rental schemes are proven to cut congestion caused by roadworks on the most sensitive parts of the road network at times when demand is at its highest, which optimises travelling times for residents,</p>	<p>For Camden, being a part of a consistent pan-London approach to a Lane Rental Scheme was fundamental in the Boroughs decision to make an application to implement a Scheme. Camden believe that a consistent pan-London scheme will benefit promoters working across London boroughs, ensuring uniformity and clear and understandable rules.</p>

		<p>commuters, and the movement of goods within authorities that are successful in adopting Lane Rental. Not only does a reduction in disruption boost local economies and improve customer satisfaction, but a decrease in vehicle idling times also contributes towards a healthier environment by cutting carbon emissions.</p> <p>Since the summer of 2023 TfL has been working in partnership with the London Borough Strategic Lane Rental group, which consists of a small number of councils, namely Enfield, Lambeth, Kensington and Chelsea, and Camden itself, with occasional support from London Councils. The primary objective of the group was to establish a pan-London Lane Rental scheme framework for operating Lane Rental, together with a standardised approach for defining Lane</p> <p>Rental networks, applicable charges and the times when charges would apply should works be undertaken at peak travelling periods. The pan-London framework approach was produced after consultation with all London boroughs on key policy areas</p>	
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		<p>and was shared with utility companies and the Department for Transport for feedback. The finalised framework aligns with TfL's current scheme and defines a standard approach and a set of rules that would apply everywhere across London to ensure consistency of operation, which has been the primary ask from utility companies, and is also understood to be favoured by the Department of Transport.</p> <p>TfL believe a unified pan-London approach is fundamental to the success of a London-wide scheme and commend the strategic groups determination on accomplishing this primary objective.</p> <p>TfL welcome Camden's consultation proposal, which is fully aligned with the pan-London model and is therefore endorsed by TfL.</p> <p>We look forward to continuing our partnership to ensure Camden can submit a scheme application to the Department for Transport as soon as possible, and developing operational guidance and governance arrangements that compliment</p>	
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		<p>TfL's existing scheme. TfL are also considering how further operational consistency can be achieved across schemes through the provision of a common software platform that can automate Lane Rental charge accounts and record evidence of chargeable works. In addition, we are assessing the prospect of supplying mobile CCTV cameras on borough lane rental streets to monitor works that maybe subject to charges and how we can support boroughs with producing annual scheme evaluation reports in a standardised format. We would very much embrace Camden's involvement with helping to develop these initiatives.</p>	
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TABLE OF CONSULTATION COMMENTS FROM UKPN AND CAMDEN RESPONSE

Number	Theme	Comment	Camden Response
1	General	Camden's TS review finalises after the LR Consultation closes. How can a full CBA be created and the review of LR streets be concluded after the LR consultation closes. TS streets need to be agreed before LR can be allocated to them. Can it please be evidenced how Camden have decided on the streets for LR when the TS Consultation has not been completed?	<p>Consultation documents have been provided in line with the requirements set out under the national guidance and replicate the consultation pack previously provided by TfL's and Enfield's Lane Rental scheme. The proposed LR network complies with the criteria outlined in section 5.4.2 of the code of practice for coordination of street and road works. The proposed LR Evidence to justify traffic-sensitive criteria can be provided as part of the application process to the DfT if required. and complies with the code of practice for coordination of streetworks and roadworks published in April 2023.</p> <p>Appendix C provides a list of Lane Rental streets that meet the traffic sensitive criteria set out in the coordination code of practice, which were notified to stakeholders on the 28th of February 2025.</p>

2	General	A detailed completed "Cost Benefit Analysis" has not been provided. UKPN believes this invalidates the scheme application and therefore the processes must be halted until the necessary documents are provided and time for review given. Email Camden on the 7th Mar 2025, response received 14th Mar 2025. Camden confirmed they "will be" supplying the necessary documents to the DfT. UKPN requests that these details need to be provided to all for review prior to DfT review and approval.	Consultation documents have been provided in line with the requirements set out under the national guidance and replicate the consultation pack previously provided by TfL and Enfield.
3	General	Please provide the permit scheme evaluation reports for Camden as this forms part of the DfT criteria for application to consult on a LR scheme?	This will be uploaded on the website and forms part of the application to the DfT

4	General	The above "key points" and below documented points, identifies key areas that have not followed the DfT Guidance to trigger the application of a lane rental scheme. This makes it impossible for UKPN to comprehensively review this application and until such a time as UKPN receive all the necessary information, it is UKPN's view that this consultation should not be approved.	Camden's consultation documents have been provided in line with the requirements set out under the national guidance and replicate the consultation pack previously provided by TfL's and Enfield's Lane Rental scheme
5	Scheme Document	5.1.2 please explain why Camden has deviated away from the DfT recommendation of a 48 hour period?	The scheme aligns with the established arrangements that are in place as part of the Transport for London Lane Rental Scheme, operating since 2012, which has demonstrated that 97 per cent of all emergency works undertaken on the lane rental network do not incur a charge. This justifies that the 24-hour free period drives the desired behaviour. The Camden Scheme aligns with this to ensure consistency across London.
6	Scheme Document	5.3 Information required on Permit Applications	Comment Noted. No question to answer.

7	Scheme Document	5.3.2 NCT02a is not classified as a mandatory condition, therefore this should be removed from the scheme.	This provision is consistent with section 5.2 of TfL's approved Lane Rental scheme. The national conditions guidance document sets out the mandatory and non-mandatory conditions. NCT02a is not a mandatory condition within the context of the permit scheme, however, for the purpose of a Lane Rental Scheme it is an appropriate condition to be applied and therefore it will be applied. We will amend the wording within this section to make clear that this condition will be imposed, rather than a mandatory one.
8	Scheme Document	5.5.1 please clarify when you mention the maximum band if you are referring to £2,500? UKPN would like to clarify that only the maximum rate of the area occupied should be charged.	The maximum charge capped by regulations will apply. This is consistent with the approved Transport for London Lane Rental Scheme and is referenced in the DfT's Lane Rental guidance. These charges are avoidable and the number of instances where remedial works are required on the network should be low.
9	Scheme Document	6.2.2 please explain why Camden has deviated away from the DfT recommendation of a 48 hour period?	The scheme aligns with the established arrangements that are in place as part of the Transport for London Lane Rental Scheme, operating since 2012, which has demonstrated

			that 97 per cent of all emergency works undertaken on the lane rental network do not incur a charge. This justifies that the 24-hour free period drives the desired behaviour. The Camden Scheme aligns with this to ensure consistency across London.
10	Scheme Document	<p>7 Reduced Charges</p> <p>7.1.1 UKPN believes a process should remain within the scheme to allow for retrospective waivers on planned works. Circumstances outside the control of the promoter may occur that could provide an opportunity for a waiver. Please confirm this can be added into the scheme document?</p> <p>For all options of reduced charges, in essence "Waivers", can Camden please detail what percentage of reduction will be applied to each example?</p> <p>Can Camden please confirm that for works on the same USRN, whereby the works are undertaken at the same time and cross into another borough, that a waiver will be included that the maximum charge is equivalent to the maximum charge allocated to that street ie £2,500 would be split and</p>	<p>This section is to enhance proactive planning of collaboration. Waivers will apply for collaboration achieved during unplanned works.</p> <p>Detailed guidance on waivers will be published prior to scheme commencement.</p>

		both authorities would receive £1,250 rather than £2,500 each.	
11	Scheme Document	9.1.1 Please confirm why Camden have deviated away from the recommended 12-week trial period of the DfT guidelines?	Camden will comply with the DfT's guidance and provide stakeholders with a 12-weeks' notice period of our intention to commence the scheme. There is no recommended trial period stated in the national guidance.
12	Scheme Document	9.2.1 Transitional arrangements for Major schemes should have an extended period of at least 3-months. This is for the reason that projects or customers may have committed already on these schemes and a period of 28 days does not incorporate the permitting timescales. Please confirm this can be changed and included?	<p>Your comments have been noted however the scheme needs to secure a smooth transitional period with clear and fair rules.</p> <p>The DfT will not be reviewing any bids for Lane Rental Schemes until May 2025, therefore it will be some time before Camden introduce a scheme and therefore Camden believe that promoters have sufficient time to consider the impact of possible Lane Rental charges.</p> <p>Camden will comply with the DfT's guidance and provide stakeholders with a 12-weeks notice period of our intention to commence the scheme.</p>

13	Scheme Document	<p>12. Application of Revenues</p> <p>12.1.1 Please provide the volume of staff being employed to manage the LR scheme vs the staff that already run your permit scheme? As salaries are being claimed against the LR scheme, clear and distinct evidence should be provided of this separation, otherwise there will be a double counting of staff.</p>	Camden will provide full details in the CBA as part of their application and do not partake in unlawful activities as inferred by this comment.
14	Schedule of Locations	Please confirm when the last traffic sensitive consultation was undertaken prior to the LR consultation going out, not including the documents circulated on the 28th Feb?	This is not considered relevant to the proposals to operate a Lane Rental scheme.
15	Schedule of Locations	The Schedule of Locations document, included in this LR consultation, does not detail why the identified street has been selected for inclusion as a LR street. Please confirm why each street has been selected which will therefore allow UKPN to fully review the proposal? Until this is clarified UKPN are unable to review the acceptability	<p>The algorithm used by TfL supports these designations. The proposed LR network complies with the criteria outlined in section 5.4.2 of the code of practice for coordination of street and road works. Evidence to justify traffic-sensitive criteria can be provided as part of the application process to the DfT if required.</p> <p>The traffic sensitive notification provided on the 28th February specifies which street meets the relevant traffic sensitive criteria. This information</p>

		of the selected streets and therefore the consultation.	is reproduced within Appendix C of this document.
16	Schedule of Locations	The schedule of locations included in the Lane Rental consultation has 143 streets/or part streets allocated to become lane rental. Yet your separate Traffic sensitive streets consultation (issued on the 28th Feb 2025) only has 139 streets included. Therefore, please confirm the justification for the 143 streets included in your LR submission and which ones have been excluded? This emphasises why the TS review needs to be completed before any LR application is made.	Camden will be reducing their network and removing both Osnaburgh Terrace Camden's section of Camden High Street as this will now be pedestrianised in 2025. A further notice will be sent to remove the above entries and add the further amendments prior to the scheme's implementation.

TABLE OF CONSULTATION COMMENTS FROM VIRGIN MEDIA AND CAMDEN RESPONSE

Number	Theme	Comment	Camden Response
1	General	<p>4. Do you support the use of Lane Rental on the busiest roads at the busiest times as a way of (?).</p> <p>Oppose - Planning roadworks - the street works community has legislation in place plus a new robust system to manage co-ordination and street works activities by the local authorities.</p> <p>Oppose - Managing roadworks - as above there are systems in place to manage this aspect which have proven to work without further cost implications to our business and the customer.</p> <p>Oppose - Reducing the impact of works – the current system is in place to manage the network is fit for this purpose and nexfibre looks at planning and the tools available to plan at the non-sensitive times.</p>	<p>Camden have noted that Virgin Media have made several comments that oppose Lane Rental schemes, mainly relating to financial concerns.</p> <p>It is positive to hear that NexFibre are exploring planning tools to work outside of traffic sensitive times</p> <p>Operational guidance will be provided prior to the schemes implementation and a Governance Plan will be submitted to the DfT as part of our application. Lane Rental schemes are proven to cut congestion caused by roadworks on the most sensitive parts of the road network at times and incentivise change.</p>

		<p>Neutral - Encouraging different works behaviour to lessen the impact of works – Virgin Media would encourage any different works behaviour but don't believe that the over and above financial penalties would be a way of managing this. LR will not result in a change of behaviour in some cases as a lot of works will not be planned (i.e. immediate and urgent customer issues). We would further like to draw Camden's attention to increased curing time on concrete roads which will further increase LR times on immediate works where curing times are increased.</p> <p>Overall, from a Virgin Media's perspective already working in LR areas, it will slightly reduce traffic during peak hours but the cost implication for the works will affect in certain business / Residential customers not being able to access our services, this is due to cost and if working outside of lane rental hours the environmental aspect may come into place.</p>	
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2	General	<p>5. Do you consider that London Borough of Camden should deploy all available legislative powers including lane rental to best manage works on the Highway to mitigate disruption/congestion?</p> <p>No</p> <p>If you have answered "No" please explain why</p> <p>Virgin Media believes that London Borough of Camden already has existing powers under NRSWA/ Traffic Management Act which can manage the Networks</p> <p>Permitting already provides London Borough of Camden with the necessary powers to ensure effective planning and co-ordination of works, as well as to manage works. For instance, through permitting highways can manage the timing of works, as well as stipulating other conditions.</p>	<p>Lane Rental is legislated by the government as a tool to improve congestion. However, benefits from existing Lane Rental schemes in operation can be referenced within evaluation reports such as those operated by Kent and Transport for London</p>
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3	General	<p>6. Do you think the London Borough of Camden Lane Rental Scheme reflects the requirements of the Government Guidance?</p> <p>No</p> <p>If you have answered no, please explain in what areas the lane rental scheme does not reflect the requirements of the guidance</p> <p><i>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</i></p>	<p>The algorithm applied is based upon a 15% coverage pan London, with some boroughs having a higher or lower percentage than others. Camden's coverage is based upon this model, less a further reduction for roads which Camden deemed as unsuitable, producing a finalised network extent of 19.4%. This approach has been shared with the DfT throughout the development of the scheme. Camden believe the Lane Rental scheme network extent is robustly justified with data.</p> <p>The data used for the algorithm will be made available to the Department for Transport if requested.</p>
4	General	<p>7. Do you think the Camden Lane Rental Scheme accurately reflects the requirements of the Street Works (Charges for Occupation of the Highway (England)) Regulations (2012)?</p> <p>No</p> <p>If you have answered no, please explain why the scheme does not reflect the requirements of the regulations</p> <p>Virgin Media believes that S74 applies to date and is managed by way of charging</p>	<p>The proposed Lane Rental Scheme is compliant with the Street Works (Charges for Occupation of the Highway (England)) Regulations (2012) regulations.</p> <p>Lane Rental scheme has been designed to incentivise promoters to work expediently and outside of peak travelling times. As specified in the latest Lane Rental guidance charges will apply to Camden Highways works, works</p>

		<p>utilities for works that overrun agreements that are set in street manager, also other charges apply and will continue to apply such as TTRO's parking enforcement, and environmental health (OOH) works etc.</p> <p>8. Are you clear on which works are liable to Lane Rental charges as 'Specified works?</p> <p>No</p> <p>If you have answered no, please explain why not</p> <p>Virgin Media need to point out that specified works does not mention works for road purposes, will the LA be charging for all works undertaken on behalf of the local authority and other departments such as scaffolding, hoarding and skips, if so, will this information of the funding be visible to denote how this is spent</p>	<p>undertaken under a S50 NRSWA License and S278 agreement. Charges will not apply to skips and hoarding licenses.</p> <p>Annual evaluation reports will be issued that will detail how scheme funds have been spent.</p>
5	General	<p>Does the scheme document make clear the principle of WHEN (specified days, times and circumstances) Lane Rental Charges apply?</p> <p>Yes</p>	Comment noted.

6	General	<p>Does the schedule make clear the principle of WHERE (specified locations) Lane Rental Charges will apply?</p> <p>Yes</p> <p>Does the scheme document make clear the relationship between Lane Rental and the London Borough of Camden Permit Scheme?</p> <p>No</p> <p>If you have answered no, please explain why not?</p> <p>Virgin Media would like clarification on how Lane Rental compliments Camden's existing powers under the permit scheme, and a demonstration of how the scheme is well run. We have not had a recent report to show how the permit scheme has been successful and why there is now a need for lane rental</p>	<p>The latest evaluation report is available on the Camden website.</p> <p>As is evidenced by existing Lane Rental Schemes in operation, Camden believe that Lane Rental will be effective in reducing disruption to the busiest parts of the borough road network at the busiest times.</p>
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7	General	<p>12. Do you think the monitoring proposed for the scheme within the Lane Rental Evaluation Plan is adequate?</p> <p>No</p> <p>If you have answered no, please explain why not?</p> <p>This is unclear and could an independent body be employed alongside both highway and utility companies to ensure parity and fairness.</p>	<p>Evaluation reports will be published annually. Section 14 confirms that the evaluation reports will be prepared in accordance with any frequency included in legislation or the statutory guidance. Our Evaluation Plan is attached to this report as an appendix.</p>
8	General	<p>13. Do you think the Cost Benefit Analysis clearly identifies the benefits of introducing a Lane Rental Scheme in Buckinghamshire?</p> <p>No</p> <p>If you have answered no, please explain why not</p> <p>Virgin Media can see a benefit for the local authority as the money generated by this scheme will be disseminated to departments within the LA and as such the cost will be negative to roads for street works and exponentially high for utilities.</p>	<p>As described within the cost benefit supporting document, the pan-London data analytical approach is predicated on TfL's approved scheme submission to the DfT, which establishes a proven methodology for producing the information referenced within the document. This has previously been shared with the DfT's policy and data analytic teams, who were satisfied with the principles of the pan-London approach.</p> <p>The algorithm used for identifying a pan-London network is more stringent than the traffic sensitive criteria. It is considerable in size and would be impractical to decipher outside of the technology used to process the material. The</p>

		<p>Virgin Media suggests the CBA is based on archive data and should be more in line with the other Lane Rental scheme. Most of the data refers to the TFL scheme and based on assumptions and costs which are several years old.</p>	<p>cost benefit supporting document covers a range of different components required to justify the scheme, with each element determined using multiple datasets, which are subsequently assimilated into a set of rules relevant to each component.</p> <p>TfL are willing to demonstrate the overall data analytical approach, a specific area of interest, or provide the data to the DfT if requested as part of the application process.</p>
9	General	<p>14. Are there any aspects of the Lane Rental Scheme which require further clarification?</p> <p>Yes</p> <p>If you have answered yes, please explain your reasons quoting the specific document and paragraph reference</p> <p>Clarification required on timescales required in the SROH (for example concrete curing on the proposed Lane Rental network following immediate works – 2 days will not cater for this)</p> <p>Collaboration – who decides in London Borough of Camden the amount of Lane Rental charge reduction for collaboration</p>	<p>This is consistent with the approved Transport for London Lane Rental Scheme.</p> <p>Waivers will apply for Collaborative Works as a result of consultation responses.</p> <p>Section 7.3.1 of the Scheme Document makes provision for charges to be reduced for Major Infrastructure Works. The scheme aligns with the established arrangements that are in place as part of the Transport for London Lane Rental Scheme, operating since 2012. The Camden Scheme aligns with this to ensure consistency across London. Please refer to the definition of Immediate works.</p>

		<p>Onus should be on London Borough of Camden to promote this, and to maximize use of Lane rental network & facilitate any collaboration.</p> <p>Clarity of the way in which any money is made from this is utilised, if this is going to take place it should be used to assist utilities as incentives to provide and investigate in new and different technologies in ways of working safely and quicker than the current methods.</p> <p>Virgin Media would like confirmation that if we invested in new Fibre network that we would be excused from any LR charges as its part of the governments roll out plan?</p>	
10	General	<p>15. Do you have any suggestions for improving the Camden's Lane Rental Scheme?</p> <p>Yes</p> <p>If you have answered Yes, please describe your suggestions, quoting the specific</p>	<p>Camden do not agree that a Lane Rental Scheme would be effective in achieving its objectives if it only applied to works for road purposes.</p> <p>The Camden Lane Rental Scheme applies the parity principle and therefore applies charges to</p>

		<p>document and paragraph reference where applicable</p> <p>Implement this initially for solely roads for works purposes.</p> <p>Demonstrate the benefits of Collaborative working</p> <p>No LR charges for immediate works as its restoring service for customers with total loss of service</p> <p>Demonstrating the charging mechanisms for London Borough of Camden's own works including local borough works</p>	<p>both Statutory undertakers and Highway Authority works.</p> <p>The scheme aligns with the established arrangements that are in place as part of the Transport for London Lane Rental Scheme, operating since 2012, which has demonstrated that 97 per cent of all emergency works undertaken on the lane rental network do not incur a charge. This justifies that the 24-hour free period drives the desired behaviour.. The Camden Scheme aligns with this to ensure consistency across London.</p>
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APPENDIX

Appendix A - Consultation Material

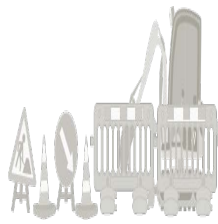


London Borough of Camden Lane Rental Scheme

2025

Scheme Document





London Borough Lane Rental Scheme

Reducing disruption on the borough road network



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1. INTRODUCTION

1.1. **The London Borough of Camden** Lane Rental Scheme ('The Scheme')

1.1.1. This is the **London Borough of Camden** Lane Rental Scheme for Road Works and Street Works. The scheme is made pursuant to section 74A of the New Roads and Street Works Act (NRSWA).

1.1.2. The Scheme, which applies Charges determined by reference to the duration of works and is based on the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the Lane Rental Regulations) made under Section 74A, is designed to operate in conjunction with Section 74 and the London Permit Scheme for Road Works and Street Works, subject to certain exemptions on charges and fees.

1.2. **Network Management on the Borough Network**

1.2.1. The London Permit Scheme for Road Works and Street Works is utilised as the primary tool for managing street and road works on the Borough's road network.

1.2.2. Permit schemes were introduced by Part 3 of the Traffic Management Act (TMA) in order to improve authorities' abilities to minimise disruption from street and road works. Section 16 of the TMA also introduced the network management duty. The network management duty requires authorities to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- Securing the expeditious movement of traffic on the Borough's road network, and
- Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. Traffic includes pedestrians and cyclists.

1.2.3. Boroughs deliver this duty by issuing permits for street and road works, working closely with Promoters to ensure that traffic management schemes are coordinated and that works across the network are well managed and delivered to a high standard.

2. OBJECTIVES

2.1.1. The Scheme seeks to limit the amount of disruption to the Borough road network by encouraging the undertaking of works at the least disruptive time for road users, and the early completion of works.

- 2.1.2. The Scheme is designed to limit the carrying out of works at specified locations by applying a daily charge, referred to as a Charge, for any part(s) of the day that the street is occupied by the works during specified days and times.
- 2.1.3. A Charge will not apply if works take place outside of the specified days and times.
- 2.1.4. The Scheme therefore provides a mechanism for providing all Promoters with an incentive to change behaviour and minimise their occupation of the street at the most sensitive times at the most sensitive parts of the road network. It also applies the following guiding principles:
- Safety must be ensured.
 - Inconvenience to all people using a street must be minimised, but particularly to people with accessibility requirements, and other vulnerable road users such as people walking or cycling.
- 2.1.5. It is the objective of the Scheme to:
- Apply the scheme to all Promoters on a consistent basis.
 - Promote behaviour change to minimise the duration of occupation of the street at the busiest locations at the most sensitive times on the network.
 - Minimise the number of works taking place during the most sensitive times.
 - Contribute to reducing disruption to all road users.

3. REGULATORY COMPLIANCE

- 3.1.1. The New Roads and Street Works Act 1991 (NRSWA) contains provision for two forms of Charge for works:
- Section 74 – Charge for occupation of the highway where works are unreasonably prolonged
 - Section 74A – Charge determined by reference to duration of the works
- 3.1.2. Primary legislation for lane rental is in place in section 74A of the NRSWA. The relevant regulations are the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 ("the Regulations").
- 3.1.3. The lane rental scheme applies charges determined by reference to the duration of works, is based on the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the "Lane Rental Regulations") made under Section 74A of NRSWA, and the London Permit Scheme for Road Works and Street Works, subject to certain exemptions on charges and fees contained within the Scheme.
- 3.1.4. Section 59 of the NRSWA places a duty on highway authorities to coordinate works on the highway. Equally important is the parallel duty on Promoters to co-operate in this process under Section 60 of the NRSWA.

4. SCOPE OF THE SCHEME

- 4.1.1. This scheme has been designed to ensure that charges are only applied when Promoters occupy the highway at traffic sensitive times and to allow exemptions or reduced charges at other times to encourage Promoters to adopt less disruptive working practices.

4.2. Specified Work

- 4.2.1. The Scheme applies to all works that require a permit under the NRSWA, including works that are executed under Section 50 license and those executed under an agreement pursuant to section 278 of the Highways Act 1980.
- 4.2.2. All works are subject to charges, unless they are exempt from charges

Camden

- 4.3.1. Works carried out by or on behalf of the London Borough of Camden, fall outside of the scope of 74A of NRSWA. However, it is a requirement of the Scheme that Charges will apply to Borough works.

4.4. Works by Third Party Developers

- 4.4.1. Works carried out by third party developers pursuant to an agreement under section 278 of the Highways Act 1980, fall outside of the scope of 74A of NRSWA. However, charges will apply to this category of works through formal agreement as it is the intention to minimise all disruptive occupation of the critical parts of the network.

4.5. Specified Locations

- 4.5.1. The Scheme will apply at the specified locations that are designated as a Lane Rental record within the current version of the Additional Street Data (ASD) file. This is published on the National Street Gazetteer hub.
- 4.5.2. The Lane Rental designation record will identify:
- a. If it applies to the whole street or part of the street, and in the case of the latter will define the applicable extents with text descriptor,
 - b. If it applies to the carriageway, cycle track and/or footway,
 - c. If it is a tidal record, it will identify the direction affected and the specified days and times, for example eastbound from 07:00 to 10:00,
 - d. The specified days and times; and
 - e. The applicable Charge.
- 4.5.3. The Borough will publish and maintain a standard geographical data set based on the ASD file that spatially displays the specified locations, which can be uploaded into industry or corporate geographical information systems.

4.6. Carriageways, Footways, Cycle Tracks and Verges

- 4.6.1. The Scheme will apply to works in a footway, carriageway, or cycle track, provided that the footway, carriageway or cycle track meet the requirements of the regulations and are specified as a chargeable location under the Scheme. Any works which encroach into a specified location at a specified time will be chargeable under the scheme.
- 4.6.2. The Scheme will not apply to works that are carried out in a verge that does not involve any occupation of a carriageway, a cycle track, or a footway (such occupation includes use by any associated plant, vehicles, or materials, or for any temporary arrangements for providing a walkway for pedestrians, because of or as part of the works).

4.7. Specified Days and Times

- 4.7.1. Charges under the scheme will apply to specified locations at specified days and times, including on Saturdays, Sundays and Bank Holidays. The specified days and times on a bank or public holiday will be the same as those for a Sunday at that specified location. No charges will apply on Christmas Day.
- 4.7.2. Charges will apply within the traffic sensitive times for the specified location, which may subsequently fluctuate in line with the minor variation tolerances permitted (refer to Section 13).

5. LANE RENTAL CHARGES

- 5.1.1. For the purposes of the Scheme, the chargeable period of the works, other than for immediate works, is the period commencing on the date that works begin as stated on the valid Section 74 start notice and ending on the date stated on the valid Section 74 works stop or works closed notice. Charges will be applied for each day that constitutes the chargeable period, including Saturdays, Sundays and Public Holidays, where applicable.
- 5.1.2. For Immediate Works the chargeable period is the period commencing on the date that works begin as stated in the valid Section 74 works start notice and ending on the date stated on the valid Section 74 works stop or works closed notice, also known as the works stop notice. For Immediate Emergency Works, charges for the first 24 hours of the emergency will be waived, see Section 6 below.
- 5.1.3. Charges will be applied to works which obstruct the specified locations at specified days and times.
- 5.1.4. Where charges apply, works will be considered as no longer subject to charges when the Promoter has:

- Endeavoured to remove all signing, lighting and guarding in respect of the works (except in the circumstances detailed in section 7.6 of this document); and
- Removed all remaining spoil, unused materials and other plant in respect of the works; and
- Returned the highway fully to public use (including through the use of technology such as road plates).

5.1.5. No permit or permit variation fee will be applied where a Charge applies for any part of the works governed by the permit. If no Charge applies, then the applicable permit fee will apply.

5.2. Charges

5.2.1. The charges will be calculated using the information provided in the relevant valid notices and permit applications and as set out in the Lane Rental Regulations subject to correction where information is misleading, mistaken or overtaken by events.

5.2.2. Charges are currently capped at a maximum of £2,500 per road per day.

5.2.3. The charges will apply to individual works and will vary according to the location of the works.

5.2.4. If the works occupy the footway and the cycle track and/or the carriageway, charges will be payable for impacting all areas of chargeable occupation, although the total Charge cannot exceed the maximum Charge specified by the regulations.

5.2.5. For works in the cycle track and/or the carriageway that span more than one band of charging for the whole duration of the works, the higher rate will apply for the whole duration of the works.

5.2.6. Where the individual works move along a street and between different cycle track and carriageway charging bands, then the Promoter should make the Borough aware of these changes through the permit variation process. In these circumstances the respective Charge level will apply whenever the works are solely undertaken within that Charge band, the higher level will apply where the works footprint spans two charging bands.

5.2.7. Tidal charging may be applicable to certain types of road at specified locations at specified days and times (for example dual carriageways where traffic flows are significantly reduced in a certain direction at specific times).

5.2.8. A Borough may challenge the dates and duration of works in accordance with the Section 74 Regulations.

5.2.9. Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the reasonable period, in addition to charges levied under Section 74A.

5.2.10. The table below sets out the Lane Rental charging bands:

TABLE OF CHARGES				
Area of Occupation	Daily Charge			
	Footway	Low	Medium	High
Footway <i>(Camden do not have any footways within the proposed Lane Rental network)</i>	£350	-	-	-
Carriageway	-	£1,000	£1,500	£2,500

Table 1: Table of Charges

5.3 Information Required on Permit Applications

- 5.3.1. As the Scheme allows for works in specified locations to avoid incurring a charge if undertaken outside of the specified days and times, it is imperative that a Promoter informs the Borough of the dates and times during which works will take place.
- 5.3.2. National Condition NCT02a in the Statutory Guidance for Highway Authority Permit Schemes – Permit Scheme Conditions, will therefore be imposed on all permit applications and Lane Rental charging will apply based on the times provided within NCT02a unless these are shown to be incorrect as set out in Section 8 below.
- 5.3.3. It will also be mandatory on all permit and provisional advance authorisation applications that Promoters state where, on the footway, cycle track, carriageway and/or verge, works and associated plant and materials will be located, recognising that the works may occupy more than one Charge band at any given time.
- 5.3.4. Works that are undertaken during the specified days and times for only part of the works duration must clearly be identified on the permit application.

5.4 Variations to Works

- 5.4.1. Unforeseen circumstances outside the control of the Promotor can delay the completion of activities. In accordance with the Boroughs' permit scheme, a Promoter must apply for and obtain a variation of its permit if the work is likely to extend beyond the reasonable period. Such an application must provide full justification for the extension.
- 5.4.2. To avoid paying an incorrect Charge once works are complete in a Charge band, it is imperative that Promoters indicate, on permit applications and subsequent permit variations, that work will move or have moved onto a different charge band.

5.4.3. Similarly, works that are undertaken during specified days and times for only part of the works duration must be clearly identified on the permit application.

5.5. Remedial Works

5.5.1. Remedial works undertaken during the specified days and times to rectify defective reinstatements on the carriageway, cycle track, or footway, or on a verge where traffic management encroaches onto the carriageway, cycle track or footway, will be charged at the maximum daily rate, irrespective of the Charge band of the street and irrespective of when the original works were undertaken.

6. CHARGE EXEMPTIONS

6.1.1. Charges will apply on public holidays, except for Christmas Day.

6.1.2. Charges will be waived for the first 24 hours of genuine Immediate Emergency works. Certain types of works are exempt from charges under the scheme as follows:

- Works which are confined to a verge with no impact on the carriageway, cycle track or footway at a specified location,
- Works in a Specified Location, other than at a specified time,
- Diversionary works,
- Replacing poles, lamp columns or signs in the same location provided that it does not require a reduction in the width of the existing carriageway or cycle track.

6.1.3. If one of the above applies, the Promoter must record the appropriate Charge exemption in the permit application and valid works stop / works closed notices.

6.2. Immediate Emergency Works

6.2.1. Genuine immediate emergency works that must be carried out during the charging period to avoid significant danger to public safety or significant damage to property will be provided with a Charge free period to enable the immediate emergency to be dealt with.

6.2.2. The scheme will not apply charges for works categorised as 'immediate emergency' for the first 24 hours from the works commencing on-site. After 24 hours the normal lane rental charges for the specified location will apply.

6.2.3. The Lane Rental Schemes Guidance for English Authorities refers to genuine emergencies (not immediate urgent works) that must be carried out during the charging period in order to avoid 'significant danger' to public safety or significant damage to property.

- 6.2.4. To minimise disputes, Promoters claiming this waiver must, when requested, provide documentary evidence of the nature of the emergency before the waiver will be granted. This evidence will need to be sufficient to demonstrate the works categorisation as immediate emergency.
- 6.2.5. Emergency works will be inspected by the Borough, where practicable, to verify the works categorisation. Where this is not practical the Promoter may be required to provide documentary supporting evidence of the nature of the works before the exemption will be granted.

6.3. Restrictions on Charge Exemptions

- 6.3.1. Where a Promoter has failed to make payment for agreed charges, the Borough reserves the right to withhold agreement for any future waiver requests made by the Promoter until such time as the payment or payments have been made, or a payment agreement is in place between the Borough and the Promoter.

7. REDUCED CHARGES

- 7.1.1. In accordance with the Lane Rental Regulations, the Borough may reduce charges as it deems appropriate, and this section provides an overview of the key areas where reductions can be achieved. An application to reduce charges must be made and agreed in advance of the works commencing. Retrospective waiver applications to reduce charges will not be considered for planned works.

7.2. Collaborative Works

- 7.2.1. Collaborative works that are carried out concurrently by two or more works promoters at the same location can apply to have charges waived for the period of collaboration.
- 7.2.2. In some instances, charges may be reduced for collaboration where the works originate from two distinctively different operational divisions of the same organisation.

7.3. Major Infrastructure Improvements

- 7.3.1. Consideration will be given to reducing charges for major works that deliver significant infrastructure improvements, substantially extend, or renew the longevity of an asset, or future proof a highway to protect it from being excavated again.

7.4. Works Spanning Multiple Streets

- 7.4.1. Consideration will be given to applying a single charge, the highest, where a set of works span multiple streets, but only on condition that the works only impact traffic travelling in the same direction when passing the works. For example, traffic travelling from west to east along the same length of road.

7.5. Abortive Days

- 7.5.1. It is inevitable that events sometimes materialise that were unknown during the planning stage. On these occasions the Borough may require the works to temporarily stop to facilitate the safe operation of the event. In these circumstances, the Borough will waive charges for the number of days where it was not possible to progress with work.

7.6. Items of Signing, Lighting and Guarding Inadvertently left on site

- 7.6.1. The Borough will apply a one-off charge of £100, in place of the full daily Charge, where no more than five items of signing, lighting or guarding have inadvertently been left behind on site and have not been removed by the end of the day following the day on which the Borough informed the undertaker and asked them to remove the items.
- 7.6.2. This reduced charge would apply only in cases where the responsible party had made all reasonable efforts to clear the site but had inadvertently left no more than five items behind. Full daily charges will continue to apply where such efforts have not been made.
- 7.6.3. Where the Promoter has failed to comply with the above request the Charge will apply for the relevant period. Following the end of the reasonable period the Section 74 Regulations would come into effect and the Borough would proceed on the basis that it has already complied with the requirement set out in those Regulations to contact the Promoter regarding the items.

8. WORKS MONITORING AND ENFORCEMENT

- 8.1.1. Charges shall be calculated using the dates specified on the valid Section 74 notices and any associated information withing the permit, for example the permit conditions.
- 8.1.2. Work on the Borough's network shall be inspected on a regular basis, and where (because of such inspections or otherwise) evidence shows that Promoters have worked at Specified Locations during the specified days and times, but this information has not been provided in valid notices or on a permit application, then the relevant charges will be applied.
- 8.1.3. The Borough will seek to ensure that the dates and times on which charges are applied are accurate, along with the works type and category of road. Where there is evidence that the dates or times given in section 74 notices are incorrect, the notice will be deemed invalid, and the charges will be based on the evidence of the road space occupation.
- 8.1.4. If incorrect information has been given in a notice, and the Borough considers that an offence has been committed, the sanctions set out in Section 11 below will apply as appropriate.
- 8.1.5. In the event of a Promoter being found to have falsely claimed a Charge exemption or a reduction in charges, the full Charge will be payable. Deliberately

making a false claim in order to benefit from an exemption or reduction in charges is likely to constitute fraud, and in such circumstances the Borough may take action it deems appropriate to the circumstances, which may include prosecution.

9. TRIAL RUNNING AND TRANSITIONAL ARRANGEMENTS

9.1. Trial Running and Shadow Charging

9.1.1. A 4-week period of trial running, and shadow charging will be applied. During this period, the lane rental process will be followed however no charges will be applied. Following the completion of the trial running period, the following Transitional Arrangements will apply.

9.2. Transitional Arrangements

9.2.1. The following basic rules of transition will apply on all roads where the Scheme operates:

- The Scheme will apply to all works after the Scheme commencement date that is specified in the statutory scheme order.
- Major, Standard, Minor and Immediate activities which are planned to start, or in fact start, on site more than 28 calendar days after the commencement date of the Scheme shall operate under the Scheme. This means that even if the relevant Permit or Provisional Advance Authorisation has been sent or granted before the changeover, the scheme will apply to those works.

9.2.2. The table below sets out the arrangements for the most common scenarios that may occur when implementing the Scheme:

Table 2: Transitional Arrangements

Works Status	Charging Status
Major, Standard, Minor and Immediate works planned to start during the first 4 weeks of the scheme	Charges apply after 28 calendar days from the commencement of scheme
Major, Standard, Minor and Immediate works started on a lane rental road during the first 4 weeks of the scheme	Charges apply after 28 calendar days from the commencement of scheme

10. DISPUTE RESOLUTION

- 10.1.1. Dispute resolution will be in accordance with Section 13 of the Code of Practice for the Coordination of Street and Road Works.
- 10.1.2. Where disputes arise relating to a Charge, the Borough will seek to resolve the issue without having to refer the matter to legal action. A copy of the representation process is available from the Borough upon request.
- 10.1.3. The first point of contact in a dispute is the relevant Borough representative who manages the reconciliation of charges, and before making an official representation, the Promoter is strongly advised to informally contact that team to discuss the issue. If this fails to resolve the issue, the Promoter should make a written representation to the Borough.
- 10.1.4. To enable an early resolution, it is strongly recommended that a representation in respect of any dispute arising from the issuing of a Charge is made as soon as is reasonably practicable.
- 10.1.5. The Borough will ensure that a fair and open system is in place for considering representations. The Borough will ensure that it has a nominated official to consider all such representations.
- 10.1.6. The HAUC (England) dispute resolution procedure would remain available where other arrangements have been exhausted.

11. SANCTIONS

11.1. Offences

- 11.1.1. Regulations 21 to 28 of The Traffic Management Permit Scheme (England) Regulations 2007 (and Schedules 1 and 2) authorise Permit Authorities to issue Fixed Penalty Notices (FPNs) in respect of criminal offences.
- 11.1.2. Fixed Penalty Notices offer the offender an opportunity to discharge liability for an offence by paying a penalty amount within a statutory time frame, failure to pay within an allowable period may result in prosecution.
- 11.1.3. These powers and any subsequently amended powers will continue to apply to all roads covered by the Scheme. Similarly, any offences under the NRSWA continue to be offences and the Borough maintains the right to take such action as is appropriate including prosecution where such offences have been committed.

11.2. Section 74

- 11.2.1. Section 74 of the NRSWA enables highway authorities to charge undertakers if their works on the highway take longer than the agreed reasonable period.

These powers will also continue to apply as per the Section 74 Regulations and the relevant Code of Practice.

12. APPLICATION OF REVENUES

- 12.1.1. All costs incurred by the Borough in operating and evaluating the performance of the Scheme will be recovered from the sum of charges received, which will include charges from its own works and works undertaken in respect of section 278 Highways Act agreements. These costs shall include but are not limited to employee salaries, technology, equipment, and any ongoing maintenance or support costs required to run an effective scheme.
- 12.1.2. The Government has decided, following consultation in 2024, to proceed with an amendment to regulations with the proposal that will require at least 50% of surplus funds to be spent on road maintenance. Governance arrangements will align with any future updates made to the regulations applicable at the time.
- 12.1.2. The Borough will publish supporting documentation setting out working arrangements to ensure that the net proceeds are applied for purposes intended to reduce the disruption and the other adverse effects caused by street works.
- 12.1.3. In accordance with the regulations, the Borough will publish guidance on what the net proceeds can be allocated towards, how to request access to funding, and the approval process. In accordance with the Lane Rental regulations and for the purpose of transparency, the Borough will publish annual accounts summarising the Charges received and the net proceeds spent.

13. MINOR VARIATIONS TO THE SCHEME

- 13.1.1. It is inevitable for streets to be reconfigured to accommodate the varying demands on how the road network should operate. Across the entirety of the lane rental network these changes are likely to be marginal but could have a high impact on the sensitivity of a modified location.
- 13.1.2. To ensure the lane rental network sensitivity is up to date it may be necessary to make minor variations to the network extent, a Charge band, or the specified days and times. For example, it might be desirable to include or remove some Specified Locations within the Scheme, alter its sensitivity, amend the level of Charge, or adjust the Specified Days and Times and tidal status.
- 13.1.3. Any such changes will be limited to the following tolerance levels and would be restricted to a maximum 3 yearly cycle:
 - a. +/- 3% of the currently published extent for each Charge band

- b. +/- 10% of the currently published Charge level (unless capped by regulation)
- c. +/- 30 minutes of the currently published chargeable periods

13.1.4. The Borough will notify relevant stakeholders at least three months in advance of changes taking effect.

14. SCHEME EVALUATION

14.1.1. The Borough will publish periodic evaluation reports, and in accordance with any format, or frequency specified in legislation or statutory guidance.

15. GLOSSARY

Term	Explanation
Additional Street Data ("ASD")	Additional Street Data ("ASD") refers to other information about streets held on the National Street Gazetteer (NSG) hub alongside the NSG adjudication.
Apparatus	As defined in Section 105 (1) of NRSWA "apparatus includes any structure for the lodging therein of apparatus or for gaining access to apparatus".
Appeal	Where there is an unresolved disagreement between the Promoter and the Permit Authority about a Permit Authority's decision or actions the Promoter may appeal using the procedure in the Borough permit scheme .
Arbitration	As defined in Section 99 of NRSWA, "any matter which under this Part is to be settled by arbitration shall be referred to a single arbitrator appointed by agreement between the parties concerned or, in default of agreement, by the President of the Institution of Civil Engineers".
Authority	Street authority, transport authority, highway authority, permit authority, bridge authority
Bank holiday	Bank holiday means a day which is a bank holiday under the Banking and Financial Dealings Act 1971 in the locality in which the street in question is situated
Borough	London Borough of Camden

Carriageway	As defined in Section 329 of the HA 1980 "means a way constituting or comprised in a highway, being a way (other than a cycle track) over which the public have a right of way for the passage of vehicles.
Category of works	A collective term for the four different types of works defined by regulation; comprised of immediate, minor, standard and major works
Charge	Lane Rental Charges applicable under the Lane Rental Scheme
Code of Practice for the Coordination of Street and Road Works	Code of practice issued by the Department for Transport under section 59 of NRSWA
Cycle track	As defined in Section 329 of the HA 1980, "means a way constituting or comprised in a highway, being a way over which the public have the following, but not other, rights of way, that is to say, a right of way on pedal cycles with or without a right of way on foot".
Day	In the context of the duration of activities, a day refers to all days including Saturdays, Sundays and Bank Holidays, unless explicitly stated otherwise.
Diversionsary Works	As defined in Regulation 2(2) of The Street Works (Sharing of Cost of Works) (England) Regulations 2000 and further outlined in the code of practice "Measures Necessary Where Apparatus Is Affected by Major Works(Diversionsary Works) 1992".
DfT	Department for Transport.
Fixed Penalty Notice	As defined in schedule 4B to NRSWA, "fixed penalty notice means a notice offering a person the opportunity of discharging any liability to conviction for a fixed penalty offence by payment of a penalty".
Footway	As defined in Section 329 of the HA 1980, means a way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only.
HAUC (England)	The Highway Authorities and Utilities Committee for England.
Highway	As defined in Section 328 of the HA 1980, "highway means the whole or part of a highway other than a ferry or waterway".

Highway works	"works for road purposes" or "major highway works".
Immediate emergency works	Works whose execution at the time when they are executed is required in order to put an end to, or to prevent the occurrence of, circumstances then existing or imminent (or which the person responsible for the works believes on reasonable grounds to be existing or imminent) which are likely to cause danger to persons or property.
Lane Rental Regulations	The Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (as amended).
London Borough of Camden Lane Rental Scheme	The London Borough of Camden Lane Rental Scheme
Major works	Street works, other than immediate works, where the street authority has indicated to an undertaker, or the undertaker considers, that a temporary prohibition or restriction on roads is required; or street works, other than immediate works, the planned duration of which exceeds ten working days.
Minor works	Minor works are street works, other than immediate or major works, where the planned duration is 3 days or less.
Network Management Duty	The duty imposed on authorities to manage their road network
NRSWA	New Roads and Street Works Act 1991
Promoter	Means a person entitled by virtue of a statutory right to carry out street works or works for road purposes.

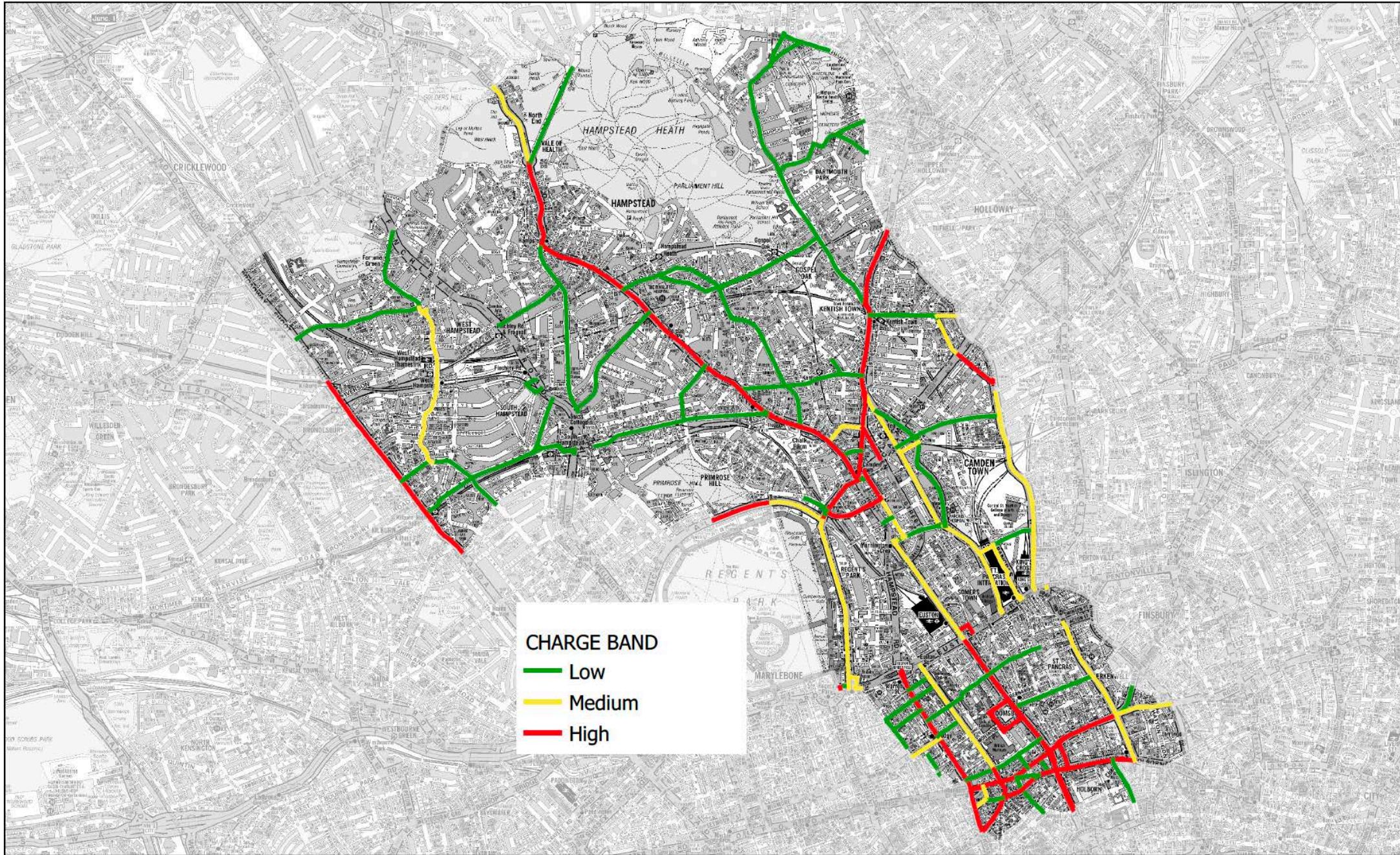
Roadworks	Road works are "works for road purposes" defined in section 86(2) of NRSWA as: Works of any of the following descriptions executed in relation to a highways--(a) works for the maintenance of the highway (b) any works under powers conferred by Part 5 of the HA (improvement) (c) the erection, maintenance, alteration or removal of traffic signs on or near the highway, or (d) the construction of a crossing for vehicles across a footway or grass verge or the strengthening or adaptation of a footway for use as a crossing for vehicles, or works of any corresponding description executed in relation to a street which is not a highway.
Section 74 Regulations	The Regulations made under Section 74 current at the time of issue of the Scheme, namely the Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009.
Specified Location	Are the locations designated in a Lane Rental record within the current version of the Additional Street Data (ASD) file, which is published on the National Street Gazetteer hub.
Specified Days and Times	Are the operational times designated in a Lane Rental record within the current version of the Additional Street Data (ASD) file, which is published on the National Street Gazetteer hub.
Specified Works	"Specified works" as defined in The Traffic Management Permit Scheme (England) Regulations 2007; Works executed under Section 50 of NRSWA; and Works executed pursuant to an agreement under section 278 of the Highways Act 1980.
Standard works	Standard works are those works other than immediate or major works where the planned duration exceeds 3 days but does not exceed 10 days
Street	As defined in Section 48 (1) of NRSWA, "street means the whole or any part of any of the following, irrespective of whether it is a thoroughfare: <ul style="list-style-type: none"> a) any highway, road, lane, footway, alley or passage, b) any square or court, c) any land laid out as a way whether it is for the time being formed as a way or not".

Street works	As defined in Section 48 (3) of NRSWA, "street works means works of any of the following kinds (other than works for road purposes) executed in a street in pursuance of a statutory right or a street works licence: a) placing apparatus; or b) inspecting, maintaining, adjusting, repairing, altering or renewing apparatus, changing the position of apparatus or removing it, or works required for or incidental to any such works (including, in particular, breaking up or opening the street, or any sewer, drain or tunnel under it, or tunnelling or boring under the street".
Street works licence	As stated in Section 50 (1) of NRSWA, "the street authority may grant a licence (a "street works licence") permitting a person: a) to place, or to retain, apparatus in the street; and b) thereafter to inspect, maintain, adjust, repair, alter or renew the apparatus, change its position or remove it, and to execute for those purposes any works required for or incidental to such works (including, in particular, breaking up or opening the street, or any sewer, drain or tunnel under it, or tunnelling or boring under the street)
Traffic	Includes vehicles, pedestrians and animals
Traffic-sensitive	A street which is designated as critical to the flow of traffic
TMA	The Traffic Management Act 2004
Undertaker	As defined in Section 48 (4) of NRSWA, "undertaker in relation to street works means the person by whom the relevant statutory right is exercisable (in the capacity in which it is exercisable by him) or the licensee under the relevant street works licence, as the case may be".
Works	Street works or works for road purposes
Works Promoter	Means a person entitled by virtue of a statutory right to carry out street works or works for road purposes.

Works for road purposes	a. works for the maintenance of the highway; b. any works under powers conferred by Part V of the Highways Act 1980 (improvement); c. the erection, maintenance, alteration or removal of traffic signs on or near the highway; or d. the construction of a crossing for vehicles across a footway or grass verge or the strengthening or adaptation of a footway for use as a crossing for vehicles"
Works start	A valid section 74 (NRSWA) works start notice under regulation 6 of the 2009 charging regulations.
Works stop	A valid section 74 (NRSWA) works closed notice under regulation 6 of the 2009 charging regulations.

**We want to make Camden a better borough –
a place where everyone has a chance to
succeed and where nobody gets left behind.**

**Together, we will create a place that works
for everyone, and where everybody has a
voice.**



CAMDEN LANE RENTAL NETWORK



	LANE_RENTAL_ID USRN	ROAD_NAME	ROAD_NO	BOROUGH	EXTENT_DESCRIPTION	CHARG_BAND	CHARG_AMOUNT	WKOAY_TIME	WKEND_TIME	CATEGORY	START_X	START_Y	END_X	END_Y	LENGTH(M)
1	20400561	ABBEY ROAD	B507	Camden	from West End Lane to Boundary Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	525635	184013	525697	183967	648.65
2	20400577	ADELAIDE ROAD	B509	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526802	184137	526910	184166	1451.32
3	20400666	AGAR GROVE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529669	184335	529670	184335	712.23
4	20400197	AGINCOURT ROAD	B518	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527455	185575	527471	185572	412.94
5	20400765	ALBANY STREET	A4201	Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528632	183426	528614	183486	1310.61
6	20400274	ARKWRIGHT ROAD		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526517	185440	526379	185323	590.60
7	20400737	BAYHAM STREET	A503	Camden	from Camden Road to Pratt Street	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528990	183886	529035	183814	249.99
8	20400737	BAYHAM STREET	A503	Camden	from Pratt Street to Crowndale Road	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529092	183725	529100	183715	397.39
9	20400661	BAYNES STREET	A5202	Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529337	184133	529403	184171	171.21
10	20401090	BEDFORD SQUARE		Camden	from Gower Street to Bloomsbury Street	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529868	181744	529924	181663	98.41
11	20400303	BELSIZE AVENUE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527134	185108	527136	185110	441.66
12	20400424	BELSIZE PARK		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526850	184812	526927	184895	234.08
13	20499034	BELSIZE ROAD	B509	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	525540	183694	525441	183598	1206.52
14	20401111	BLOOMSBURY PLACE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530334	181745	530382	181780	59.42
15	20401095	BLOOMSBURY STREET		Camden	from Great Russell Street to Bloomsbury Way	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530063	181439	530037	181484	110.67
16	20401095	BLOOMSBURY STREET		Camden	from Bedford Square to Great Russell Street	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530000	181555	529955	181620	153.65
17	20401125	BLOOMSBURY WAY		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530281	181549	530277	181546	272.93
19	20400410	BROADHURST GARDENS		Camden	from Canfield Gardens to Goldhurst Terrace	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526318	184570	526255	184628	85.69
21	20400428	BUCKLAND CRESCENT		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526805	184703	526806	184676	327.48
22	20401105	BURY PLACE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530206	181653	530230	181619	147.88
23	20400967	BYNG PLACE		Camden	from Gordon Street to Torrington Place	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529759	182150	529769	182157	51.57
24	20400641	CAMDEN HIGH STREET		Camden	from Chalk Farm Road to Parkway	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528727	184126	528724	184129	330.20
25	20400532	CAMDEN PARK ROAD	A5200	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529870	184752	529925	184708	336.32
27	20400650	CAMDEN STREET		Camden	from Kentish Town Road to Camden Road	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529038	184411	529061	184098	283.38
28	20400419	CANFIELD GARDENS		Camden	from Broadhurst Gardens to Finchley Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526300	184667	526302	184668	102.87
29	20400501	CASTLEHAVEN ROAD		Camden	from Chalk Farm Road to Hawley Road	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528782	184291	528748	184252	156.97
30	20400624	CHALK FARM ROAD	A502	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528198	184387	528222	184380	617.71
31	20401160	CHANCERY LANE	B400	Camden	from High Holborn to Carey Street	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	531106	181355	531133	181283	239.56
32	20401199	CHARING CROSS ROAD		Camden	from New Oxford Street to Shaftesbury Avenue	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529861	181210	529874	181165	242.42
33	20401058	CHARLOTTE STREET		Camden	from Rathbone Street to Percy Street	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529514	181599	529547	181549	119.57
34	20401077	CHENIES STREET		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529608	181842	529626	181854	215.62
35	20400034	CHESTER ROAD		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528745	186642	528761	186637	519.69
36	20400859	CHURCHWAY	A4200	Camden	From Euston Road to Grafton Place	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529837	182640	529801	182699	69.01
37	20401035	CLERKENWELL ROAD	A5201	Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	531016	181986	530993	181976	445.66
38	20400927	CLEVELAND STREET		Camden	from Maple Street to Tottenham Street	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529281	181751	529255	181787	367.94
39	20400422	COLLEGE CRESCENT	B511	Camden	from Fitzjohns Avenue to Buckland Crescent	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526650	184444	526660	184416	182.59
40	20400194	CONSTANTINE ROAD	B518	Camden	from Pond Street to Agincourt Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527315	185517	527327	185520	152.10
41	20400784	CROWDALE ROAD	B512	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529200	183376	529227	183379	472.35
42	20400724	DELANCEY STREET	A503	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528660	183614	528680	183601	390.80
43	20401203	DENMARK STREET		Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529855	181230	529925	181280	106.55
44	20401129	DRAKE STREET		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530539	181748	530549	181706	85.12
45	20401232	DRURY LANE		Camden	from High Holborn to Great Queen Street	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530234	181370	530279	181324	246.95
46	20401211	EARNSHAW STREET		Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529943	181339	529923	181397	114.18
47	20400447	ENGLAND'S LANE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527491	184551	527530	184594	302.30
51	20499123	EUSTON SQUARE		Camden	from Grafton Place to Euston Road	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529720	182649	529759	182594	67.49
52	20400782	EVERSHOLT STREET	A4200	Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529216	183354	529200	183376	991.87
53	20400423	FAIRFAX ROAD		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526325	184131	526336	184162	435.02
54	20400626	FERDINAND STREET	B517	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528449	184336	528430	184508	218.51
56	20400156	FITZJOHN'S AVENUE	B511	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526391	185604	526414	185570	1076.93
57	20400195	FLEET ROAD	B518	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527330	185506	527315	185517	530.68
58	20400362	FORTRESS ROAD		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529036	185595	528995	185484	679.41
59	20400121	FORTUNE GREEN ROAD	B510	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	525165	185435	525127	185461	798.69

60	20499040	GLOUCESTER AVENUE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528633	183649	528605	183668	202.84
61	20400761	GLOUCESTER GATE		Camden	from Parkway to Albany Street	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528626	183532	528627	183537	52.57
62	20400421	GOLDHURST TERRACE		Camden	from Finchley Road to Broadhurst Gardens	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526345	184582	526368	184601	60.34
63	20401063	GOODGE STREET	A5204	Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529520	181749	529573	181784	256.90
64	20400808	GOODS WAY		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530329	183459	530173	183425	389.26
65	20400212	GORDON SQUARE ROAD	B518	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528590	185820	528426	185709	365.46
66	20499041	GORDON SQUARE		Camden	from Tavistock Square to Torrington Square	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529769	182157	529778	182164	91.27
67	20400959	GOWER STREET		Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529814	181818	529733	181931	661.48
68	20400856	GRAFTON PLACE	A4200	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529801	182699	529720	182649	95.21
69	20400348	GRAFTON ROAD		Camden	from Inkerman Road to Prince of Wales Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528780	184715	528708	184830	136.82
70	20400939	GRAFTON WAY		Camden	from Gower Street to Tottenham Court Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529390	182218	529411	182232	189.48
71	20400895	GRAY'S INN ROAD	A5200	Camden	from Acton Street to High Holborn	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530567	182716	530576	182700	1257.89
72	20401112	GREAT RUSSELL STREET		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529871	181483	529955	181515	621.59
73	20400736	GREENLAND ROAD		Camden	from Camden High Street to Bayham Street	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528990	183886	528964	183872	85.34
74	20400987	GUILFORD STREET		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530227	182058	530183	182028	675.77
75	20400153	HAMPSTEAD HIGH STREET	A502	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526410	185728	526423	185719	368.70
76	20400301	HAVERSTOCK HILL	A502	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527142	185313	527184	185266	1478.76
77	20400643	HAWLEY CRESCENT		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528828	184079	528940	184100	155.77
78	20400636	HAWLEY ROAD		Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528864	184294	528953	184284	174.06
79	20499121	HEATH STREET	A502	Camden	from Hampstead High Street to Perrin's Lane	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526361	185684	526369	185653	172.84
80	20499121	HEATH STREET	A502	Camden	from North End Way to Hampstead High Street	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526369	186077	526370	186035	652.36
81	20401175	HIGH HOLBORN		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530112	181317	530080	181307	1291.77
82	20400015	HIGHGATE HIGH STREET	B519	Camden	Cholmeley Park to North Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528328	187447	528319	187459	386.92
84	20400091	HIGHGATE ROAD	B518	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528284	186342	528293	186322	1360.20
85	20400012	HIGHGATE WEST HILL		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528048	187010	528088	186815	1318.89
86	20400569	HILGROVE ROAD	B509	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526614	184102	526633	184105	471.68
88	20400954	HOWLAND STREET		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529260	181897	529295	181921	274.02
90	20400363	KENTISH TOWN ROAD		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528986	184938	528977	184875	1473.41
92	20400395	KILBURN HIGH ROAD	A5	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	524652	184649	524696	184584	1653.88
95	20401126	KINGSWAY	A4200	Camden	from High Holborn to Kemble Street	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530510	181531	530523	181494	632.14
96	20499122	LEIGHTON ROAD	A5200	Camden	from Brecknock Road to Torriano Avenue	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529694	185186	529629	185188	144.17
97	20499122	LEIGHTON ROAD	A5200	Camden	from Torriano Avenue to Kentish Town Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529141	185194	529066	185193	598.65
98	20400759	MAIDA VALE	A5	Camden	from Kilburn Park Road to Greville Place	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	525725	183290	525668	183351	83.74
99	20400480	MALDEN CRESCENT	B517	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528362	184603	528430	184510	158.19
100	20400325	MALDEN ROAD	B517	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527888	185194	527967	185156	836.61
101	20400210	MANSFIELD ROAD	B518	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527854	185440	527840	185436	621.18
102	20401053	MAPLE STREET		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529177	181962	529143	181937	279.05
106	20400806	MIDLAND ROAD		Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530061	182824	529955	183162	541.12
107	20400242	MILL LANE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	525338	185239	525337	185239	1034.40
108	20401101	MUSEUM STREET		Camden	from New Oxford Street to High Holborn	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530234	181370	530207	181434	108.39
109	20401204	NEW OXFORD STREET		Camden	from Museum Street to High Holborn	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530267	181479	530317	181488	228.85
110	20401204	NEW OXFORD STREET		Camden	from Tottenham Court Road to Museum Street	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529885	181392	529894	181395	527.46
111	20400001	NORTH END WAY	A502	Camden	from Whitestone Walk to Spaniards Road	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526268	186406	526270	186396	19.26
112	20400001	NORTH END WAY	A502	Camden	from Spaniards Road to Hampstead Way	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526251	186479	526267	186415	691.02
113	20400926	OSNABURGH STREET		Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528896	182199	528893	182189	84.49
114	20400924	OSNABURGH TERRACE		Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528855	182281	528839	182295	97.62
116	20400755	PANCRAS ROAD		Camden	Whole Length	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529613	183497	529605	183495	1075.45
118	20400733	PARKWAY	A4201	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528639	183565	528650	183590	487.97
119	20400747	PLENDER STREET		Camden	from Camden High Street to Bayham Street	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529122	183517	529155	183543	84.18
120	20400297	POND STREET	B518	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527031	185399	527103	185440	309.35
121	20400742	PRATT STREET	A503	Camden	from Camden High Street to Bayham Street	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529022	183661	529060	183688	111.36
122	20400446	PRIMROSE HILL ROAD		Camden	from Adelaide Road to Englands Lane	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527502	184454	527514	184345	207.34
123	20400707	PRINCE ALBERT ROAD		Camden	from Ormonde Terrace to St Marks Square	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528217	183685	528081	183661	484.44
124	20400707	PRINCE ALBERT ROAD		Camden	from St Marks Square to Parkway	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528269	183688	528217	183685	448.18
125	20400460	PRINCE OF WALES ROAD		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527973	184587	527982	184593	991.18
126	20401133	PROCTER STREET		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530601	181566	530589	181611	143.22
127	20400560	QUEX ROAD	B510	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	525467	184021	525361	183943	275.31
128	20400660	RANDOLPH STREET		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529338	184194	529369	184214	162.75

130	20400035	RAYDON STREET		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528959	186752	528845	186705	245.03
131	20401034	ROSEBERY AVENUE		Camden	from Clerkenwell Road to Warner Street	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	531089	182078	531055	182020	146.63
133	20400295	ROSSLYN HILL	A502	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526694	185610	526709	185604	540.21
134	20400512	ROYAL COLLEGE STREET		Camden	30m from Pancras Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529577	183503	529605	183495	29.31
135	20400512	ROYAL COLLEGE STREET		Camden	Whole Length less 30m to Pancras Road	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528968	184537	528996	184514	1282.51
136	20499099	RUSSELL SQUARE		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529971	181992	529995	181963	1202.92
137	20401212	SHAFTESBURY AVENUE		Camden	from Charing Cross Road to New Oxford Street	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530066	181257	530112	181317	385.77
140	20400013	SOUTH GROVE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528462	187389	528428	187374	366.27
141	20401115	SOUTHAMPTON PLACE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530377	181619	530406	181578	128.28
142	20400321	SOUTHAMPTON ROAD	B517	Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	527803	185392	527844	185289	306.52
143	20401106	SOUTHAMPTON ROW		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530251	181944	530303	181880	712.46
144	20400006	SPANIARDS ROAD	B519	Camden	20m from Whitestone Walk	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526270	186396	526273	186406	18.99
145	20400006	SPANIARDS ROAD	B519	Camden	Whole Length less 20m to Whitestone Walk	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	526597	187146	526615	187180	837.96
146	20401198	ST GILES CIRCUS		Camden	25m from New Oxford Street	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529824	181384	529826	181359	25.06
147	20401201	ST GILES HIGH STREET		Camden	from Earnshaw Street to Denmark Street	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529940	181292	529960	181289	20.35
148	20401201	ST GILES HIGH STREET		Camden	from Shaftesbury Avenue to Earnshaw Street	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529960	181289	530000	181290	122.00
149	20400656	ST PANCRAS WAY		Camden	30m from Royal College Street	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529063	184418	529039	184433	28.67
150	20400656	ST PANCRAS WAY		Camden	Whole Length less 30m to Royal College Street	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529132	184381	529063	184418	1201.43
151	20400016	SWAIN'S LANE		Camden	from Chester Road to Highgate Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	528292	186352	528291	186351	391.78
152	20400894	TAVISTOCK PLACE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530133	182418	530176	182434	457.43
153	20499091	TAVISTOCK SQUARE	A4200	Camden	from Woburn Place to Upper Woburn Place	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529972	182303	529884	182422	148.12
154	20499091	TAVISTOCK SQUARE		Camden	from Woburn Place to Bedford Way	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529844	182210	529902	182254	159.85
155	20499120	THEOBALD'S ROAD		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530468	181685	530463	181680	693.95
156	20400388	TORRIANO AVENUE	A5200	Camden	15m from Leighton Road	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529551	185186	529550	185172	15.39
157	20400388	TORRIANO AVENUE	A5200	Camden	Whole Length less 15m to Leighton Road	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529550	185172	529577	185116	352.01
158	20400961	TORRINGTON PLACE		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529650	182046	529708	182085	327.25
159	20400948	TOTTENHAM COURT ROAD		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529258	182306	529285	182265	1151.64
160	20400952	UNIVERSITY STREET		Camden	Whole Length	Low	1000	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529398	182119	529435	182144	196.19
161	20400857	UPPER WOBURN PLACE	A4200	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529795	182545	529779	182567	204.23
162	20401117	VERNON PLACE		Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530463	181680	530456	181674	64.45
163	20499056	WEST END LANE	B510	Camden	from Mill Lane to Quex Road	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	525408	185219	525383	185252	1437.62
165	20400978	WOBURN PLACE	A4200	Camden	Whole Length	High	2500	07:00-19:00	07:00-10:00 and 15:00-19:00	Highway	530000	182263	529972	182303	337.07
167	20400537	YORK WAY	A5200	Camden	from Euston Road to Market Road	Medium	1500	07:00-10:00 and 15:00-19:00	07:00-10:00 and 15:00-19:00	Highway	529872	184949	529914	184913	1814.25



London Borough of Camden Lane Rental Scheme

Supporting Cost Benefit Document

2025



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London Borough Lane Rental Scheme

Reducing disruption on the borough road network



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1. Introduction

The London Borough of Camden

- 1.1 The London Borough of Camden, hereinafter referred to as “the relevant borough” is located in the heart of London, north of Westminster and the historic City of London and covers an area of 8.4 square miles. Consisting of 20 wards, Camden borders the London Boroughs of Barnet, Haringey, Islington, Westminster, and Brent.

Camden is a diverse area encompassing a variety of neighborhoods, including Highgate, Hampstead, West Hampstead, Kentish Town, Camden Town, Kilburn, Somers Town, St. Pancras, Bloomsbury, and Holborn. Known for its cultural vibrancy and historical landmarks, Camden covers a substantial area of central and northern London, offering a blend of urban life and tranquil green spaces, particularly around Hampstead Heath.



Image 1: Camden is situated in Central London

- 1.2 The Borough has a population of approximately 210,000 residents with a total road length of 277 kilometers and is well-connected to the A406 (London's North Circular Road), facilitating access to various parts of London. Camden borough features approximately 435 bus stops, accommodating 58 day bus routes, 1 Elizabeth line station, 17 London Underground stations, and 9 London overground train stations.

- 1.3 London's roads are vital in supporting our city and allowing it to function. They connect our communities, opening opportunities and creating the conditions for London's global economy to flourish. But they are also some of the most congested streets in the world. The London Road network is shared between Transport for London (TfL), National Highways, 32 London boroughs and the City of London.
- 1.4 Roadworks are inevitable in a growing and prospering city like London. Utilities and highways infrastructure needs maintaining and modernising; new housing and commercial developments need connections to services; and the Mayor continues to invest in transforming London's streets to make them easier and safer to walk and cycle. The resulting road works often cause congestion, delays to commuters within the borough such as bus passengers and are an inconvenience to people walking and cycling.
- 1.5 Since 2012, TfL has been operating a successful Lane Rental scheme on the Transport for London Road Network, which has delivered significant disruption related benefits. In May 2024, the London Mayor published his election manifesto¹, which included a pledge to "drastically reduce disruption on our roads by working with TfL and councils to extend the lane rental scheme to borough roads. This will mean that utility companies and others will have to pay when they dig up borough roads, incentivising them to co-ordinate and finish roadworks much more quickly. All the revenue raised will be reinvested to fix potholes and reduce road congestion. This will be done in partnership with TfL, boroughs and my Infrastructure Coordination Service".
- 1.6 The Department for Transport (DfT) produced Lane Rental guidance² for highway authorities in England to support their applications to bid for approval to operate lane rental, setting out advice on developing proposals.
- 1.7 On 16th December 2024 the government published its English Devolution white paper, which includes the following:

Subject to consultation, it is proposed that the government will devolve approval of local Lane Rental schemes to Mayoral Strategic Authorities. Lane Rental schemes enable Local Highway Authorities to charge for works on busy roads at busy times with the aim of minimising disruption.

- 1.8 On 20th December the DfT launched a stakeholder consultation about the future of lane rental schemes and how they will be approved. The proposals set out three options, including a preferred option that aligns with the intention stated in their English Devolution white paper, which provides:

Authority to approve lane rental would be delegated to Mayors where the highway Authority is part of a Mayoral Strategic Authority, which includes London Boroughs that are part of the Greater London Authority.

¹ [A-Fairer-Safer-Greener-London-for-everyone-Manifesto-2024.pdf \(sadiq.london\)](#)

² <https://www.gov.uk/government/publications/street-works-lane-rental/lane-rental-schemes-guidance-for-english-highway-authorities#evaluation>

- 1.9. Other than consulting on powers for approving Lane Rental schemes, the Government has also decided, following consultation earlier in 2024, to proceed with an amendment to regulations with the proposal that will require at least 50% of surplus funds to be spent on road maintenance.
- 1.10. Both government measures compliment the Mayor's manifesto pledge to expand Lane Rental across London.
- 1.11. Camden are committed to providing clean and green spaces, strong, healthy and safe communities, more and better homes and an economy that works for everyone (Council Plan 2023 – 2026³). Traffic congestion is a blight which affects economic productivity (as people cannot move efficiently around), people's health and the environment, as well as being a frustration for those caught up in it.
- 1.12. The Borough wishes to implement a Lane Rental scheme to achieve better control of works which take place on its network, with a core objective of reducing disruption to the most sensitive parts of the Borough network, at the most sensitive times. The Borough successfully operates a Permit Scheme, however, feel that a Lane Rental Scheme will give better control of the durations of works, and provide an incentive for work to be undertaken quicker, and outside of peak times. This approach also aims to minimise traffic disruption and reduce vehicle idle times. The resultant improvements in traffic flow and subsequently air quality, will contribute to healthier, more sustainable outcomes for residents while supporting the Borough's broader commitment to creating more livable communities.
- 1.13. To develop a collective framework for a London Borough Lane Rental Scheme, a strategic group was convened to oversee its delivery. The group comprised of TfL, the London Boroughs of Enfield, Lambeth, and Camden, and the Royal Borough of Kensington and Chelsea.
- 1.14. The government has advised individual boroughs will still be required to consult and apply to the DfT to operate Lane Rental. Each borough must also produce a supporting cost benefit document and scheme definition that is unique for their borough, which should be predicated on the outputs from the pan-London analytical work TfL has undertaken to support each LBLRS.
- 1.15. This document is specific to the relevant borough and aligns with the pan-London data analysis approach developed to support the London Borough Lane Rental Scheme (LBLRS) framework. This uniform model applies common principles, theories and a set of analytical rules across all London Boroughs on a pan-London basis.
- 1.16. This report sets out the data-led evidence-based approach taken to justify the following principal elements of the relevant Borough's Lane Rental scheme:
- Road Network Coverage
 - Charge Categories
 - Chargeable Hours
 - Estimated Charges
-

- 1.17 This report will also discuss the DfT's cost-benefit analysis, which will be specifically populated for the relevant borough and form part of the application pack submitted to the DfT for assessment.
- 1.18 TfL became the first authority in the country to introduce a Lane Rental scheme (TLRS), which covers 69 per cent of TfL's Road Network (TLRN). In 2021 the TLRS was modified to account for the latest changes to the DfT's guidance at the time, but also to reflect the way London's road network had evolved. The way people travel on London's highways necessitated significant reconfiguration of road space to accommodate more active travelers, such as cyclists and walkers, and for that reason the original algorithm used to define the TfL Lane Rental network was updated to reflect the utilisation of limited capacity, by all travel modes, so that the scheme delivered the most efficient movement of people. In 2021 the DfT approved TfL's application to modernise its scheme, which retained cycle track designations from the original scheme and introduced footway designations for the first time.
- 1.19 The equivalent principles, approach and methodology adopted for TfL's approved updated scheme application are being refreshed for the purposes of defining the LBLRS and the relevant borough's Lane Rental network, with the key objective to reduce overall disruption caused by roadworks remaining the same, which is achieved by:
- Treating all works covered by the scheme and works promoters on an equal basis,
 - Minimising the duration of occupation of the street at the busiest locations on the network,
 - Minimising the number of works taking place during traffic sensitive times; and
 - Effectively managing roads disruption from both unplanned and planned works.
- 1.2 The purpose of this document is to present the data-led proposal for the relevant borough, including defining the applicable Lane Rental locations on the London Borough Road Network (LBRN), together with suggested charging bands and applicable timings for each location.
- 1.21 This analysis was undertaken in August 2024 using data from 2022/23.

2. Pan-London Borough Approach

- 2.1 To deliver a consistent approach across London by maintaining alignment with TfL's established Lane Rental scheme, it is logical to adopt a similar data analytical approach to the one established by TfL for each London borough. As a result, the basis of the algorithm used to calculate the TLRS locations has been retained to calculate the LBLRS network extent and charge band distribution.
 - 2.2 Applying this concept across the entirety of a pan-London borough road network ensures that Lane Rental is only applied to the most problematic sections of London's streets when capacity is constrained at the highest level. This wholistic methodology means only the most truly sensitive streets in London are identified regardless of the proportion of the network that exists in each individual borough.
 - 2.3 TfL's Common Operational Road Network (CORN) is an aggregated road network created from the OS Mastermap Highways Network. The CORN covers the strategic road network in London, including the Borough Priority Road Network (BPRN) and Strategic Road Network (SRN). It includes several other minor roads with notable characteristics, such as higher traffic flows or transport links; and also the majority of roads on which buses travel. TfL holds many datasets for the entire road network across London which have been mapped to the CORN. This allows data analysis to be carried out for all boroughs, either individually or on a pan-London basis.
1. The algorithm uses a more rigorous criteria to define the pan-London Lane Rental network compared to the DfT's traffic sensitive designation criteria. All identified Lane Rental streets, bar one, meet the one or both of the following standards:
 - the street is one on which at any time the authority estimates traffic flow to be greater than 500 vehicles per hour per lane of carriageway, disregarding bus or cycle lanes,
 - the street is one on which the traffic flow in both directions includes more than eight buses per hour.

The remaining street not covered by the above falls within 100 meters of a critical signalised junction or a critical gyratory or roundabout system.

3. London Borough Lane Rental Network Definition

Carriageway Coverage

- 3.1 The algorithm applied to the pan-London borough road network and used to determine the most sensitive carriageway locations, and therefore where the Lane Rental should be located on the relevant boroughs' road network, calculates the sensitivity to capacity, the number of people affected and how likely works are to take place in that location as detailed in the following equation:

Sensitivity (to capacity)	People movement rate	How necessary it is
$[\text{PCU flow} / (\text{carriageway width} - 0.5)]^2$	$\times \text{flow} \times \text{occupancy} \times \text{minkm}$	$\times (\text{unplanned works})^{1/2}$

Equation 1: Algorithm used to determine Lane Rental coverage on carriageways.

- 3.2 The algorithm combines vehicle movements (PCU flows) and vehicle occupancy to account for areas with reduced physical capacity and those with high number of people travelling through them. Unplanned works are also included to incorporate the likelihood of works taking place in each location.
- 3.3 The algorithm has been updated slightly to the version previously used to identify the TLRS. A change in definition of CORN network to include all major nodes meant it was not necessary to include the number of signals on a road section because all signals occur at node ends. The factor to adjust carriageway width for Borough roads was changed to be lower because Borough roads are narrower in aggregate compared to the TLRS. Also, the people movement function was amended to take account of the efficiency of moving people by car and buses separately, by expressing this as a people movement rate given that buses, due to regular stops, will travel at a slower rate than general motor vehicular traffic. On Borough roads buses account for a much larger portion of customer trips overall compared to those made on TfL's road network. This enables the algorithm to provide a higher traffic sensitivity overall rating to those road sections in Boroughs that move more people by buses.
- 3.4 The algorithm uses a variety of different datasets, including the following:

Dataset	Source
Motor vehicle flows	DfT Annual Average Daily Traffic Flow (AADF)
Motor vehicle people movement rate	INRIX journey time data
Bus flows	iBus automatic vehicle location system
Bus load	Origin destination interchange
Bus people movement rate	iBus automatic vehicle location system
Unplanned works	Works permit data

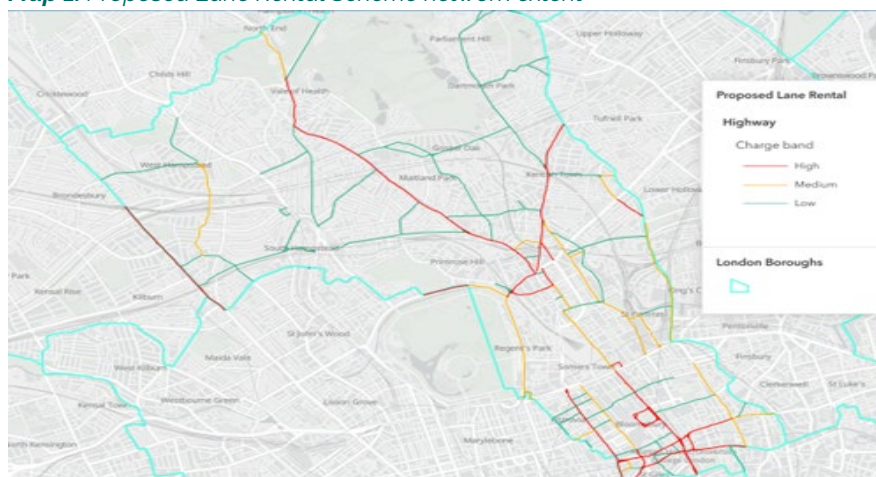
Table 2: LBLRS Datasets and Data sources

This data is held in various systems, such as TfL's AWS hosted Redshift consumer database, with the outputs generated through executing a specially configured R-script.

- 3.5 Applying the outputs from the above algorithm to the relevant borough's Lane Rental network would provide an overall coverage of 19.4 per cent. For an inner London borough this is in keeping with the overall 15 per cent coverage identified for the entire pan-London Lane Rental network, safeguarding the most sensitive parts of London's Road network thus ensuring resilience.
- 3.6 If capacity is reduced further at these key carriageway locations, such as the introduction of roadworks, then the resulting disruption impact contributes to a greater than expected increase in road congestion.
- 3.7 It is worth commenting on Lane Rental segments that are congested at some point every day because queuing takes place, upstream from a congested junction. Beyond these queues, the traffic can be freer flowing and there is capacity to accommodate road works more readily. What matters is not the total volume of traffic on each road link but its distribution at the end of the link where the traffic must enter a junction. The framework can allow the mid link section to be less sensitive to disruption, and the junction to have higher sensitivity to traffic. The goal of the Lane Rental Scheme is to prevent works from impacting the throughput at the junction as any impedance here has the largest overall impact on road network performance. Lane Rental would apply at the most critical junctions, in the road network.

The proposed Lane Rental scheme network resulting from all these considerations can be seen in Map 1.

Map 1: Proposed Lane Rental Scheme network extent



- 3.8 The data driven network outputs are sense-checked to identify any data anomalies, and from a network knowledge perspective, suggest any sections of the Lane Rental network that ought to be removed or added, including for continuity purposes. The Lane Rental network is subsequently finalised and serves as a basis for deriving the Lane Rental schedule of locations and additional street data designations.
- 3.9 The result of this network knowledge-based sense-checking exercise is set out in table 3 below.

London Borough	Data-led Extent	Finalised Extent (sense-checked)	Variance
Camden	23.5%	19.4%	-4.1%

Table 3: Variance between data-led outputs and network knowledge-based sense-checking

Footway Coverage

- 3.10 To compliment the Mayor's Healthy Streets policy by promoting active travel, in addition to the proposed core Lane Rental network detailed above, there is an ambition to designate a small number of footways as chargeable.
- 3.11 In 2021 TfL became the first Lane Rental authority to introduce footway charging in pedestrian sensitive locations and at peak period travelling times only. In total 20 suitable locations were identified using Pedestrian Comfort Levels (PCL), the majority of which are adjacent to major transport hubs. The PCL classifies the level of comfort based on the level of crowding a pedestrian experience on the street and is measured in pedestrians per metre of clear footway width per minute. This was calculated from data on pedestrian activity and the street environment using the algorithm shown in Equation 2. The DfT had previously cleared TfL's approach for designating footway as Lane Rental, which will be adopted for London boroughs.

<p style="color: red; margin: 0;">People affected</p> <p style="margin: 0;">pedestrian flow per minute during busiest peak</p>	<p style="color: blue; margin: 0;">Sensitivity (to capacity)</p> <p style="margin: 0;">((pavement width – X) x signal factor</p>
---	--

Equation 2: Lane Rental Footway Charging Algorithm

- 3.12 Pedestrian flow data across a pan-London borough road network is currently extremely limited and is only predominantly available for Central London locations. TfL are progressing with arrangements to collect this data more widely, but it is not currently available.

There are no locations within the relevant borough that currently meet the above criteria, but the situation will be reviewed again when more data becomes available.

4. Charge Bands

- 4.1 Since 2012 it is estimated that the overall amount of delay experienced on the roads within Greater London has increased by 33%. It is well documented that TfL's Lane Rental Scheme has had a positive impact in reducing congestion overall. However, since the start of TfL's scheme this positive impact has been eroded as roads across London pre Covid carried 3% more vehicles compared to when the TLRS was introduced in 2012. If this congestion benefit had been locked away by removing the extra demand the TLRS has enabled, the congestion benefit would have remained, and we would have

likely been able to report a substantial improvement in journey times or a reduction in congestion. The overall cost of congestion across all London has grown from £4.2bn in 2010/11 to circa £5.6bn in 2019/20. The underlying congestion, measured as the increase in excess delay in minutes per kilometer (a key component of the cost of congestion), continues to grow at a few per cent per annum. Part of this increase has resulted in a recovery in traffic levels post COVID, and some arises because of capacity re-allocation to promote sustainable mode movement in line with London's mayoral policy.

- 4.2 Sensitivity to works varies across the borough network, it is therefore logical to have a hierarchy of charge bands apportioned to the sensitivity of the road network. This means that works are always charged an amount smaller or equal to the cost of congestion they may cause. The principle of identifying network sensitivity has been a long-established industry-wide rule that is documented in the DfT's Code of practice for the co-ordination of street and road works, which sets criteria for designating streets that are traffic sensitive. This criteria predominantly uses traffic flow data to set qualification thresholds for these designations.
- 4.3 The pan-London approach builds on the DfT's traffic sensitive theory by applying a similar approach to Lane Rental networks, but incorporates additional sensitivity factors such as network capacity, people movement and vulnerability to works. This approach essentially means that the relevant charge band for each street is applied according to the level of disruption caused by the works taking place at a specified location, rather than simply applying a flat rate charge ranked by traffic management type to all streets, regardless of sensitivity, that is arbitrarily set according to the type of traffic management proposed. Calculations suggest the simplified charging regime could increase charges by as much as 40 per cent.
- 4.4 The daily charge therefore focuses benefits on the correct road links and junctions to provide returns for a borough that are proportionate to the cost of congestion and correspond with the level of disruption caused to people commuting within the borough.
- 4.5 To maintain alignment with the previously endorsed TLRS approach and deliver a consistent pan-London model it is proposed to replicate the TLRS charge band regime and its proportionate distribution across the LBLRS.

Table of Charges				
Area of Occupation	Daily Charge			
	Footway	Low	Medium	High
Footway - <i>Camden do not have any footways within the proposed Lane Rental network</i>	£350	-	-	-
Carriageway		£1,000	£1,500	£2,500

Table 4: Pan-London Lane Rental charging model

4.6 The distribution of the charge bands across the boroughs lane rental network is shown in Map 1 above and Table 5 below, with the data-led outputs aligning with how the network operates from a network management perspective.

	Low Charge	Medium Charge	High Charge
Pan-London	54%	30%	16%
Camden	49.5%	19.9%	30.6%

Table 5: Distribution of charge bands

5. Chargeable Hours

- 5.1 Charging hours will be simplified so that a uniform set of times are applicable across the LBLRS based on network sensitivity. The specified times are largely consistent with TfL's timing range, but because of the increased proximity of residential properties on borough roads the window of applicability has been reduced to provide an enlarged window of opportunity to undertake works at more sociable hours.
- 5.2 Again, for simplicity, weekend timings will mirror the midweek peak period chargeable times, which essentially reduces the timing permutations down to two, which are as follows:

Area of Occupation	Days of Applicability	Lane Rental Chargeable Hours			
		Footway Charge Band	Low Charge Band	Medium Charge Band	High Charge Band
Footway	Weekdays	07:00 – 10:00 15:00 – 19:00	-	-	-
	Saturdays or all weekend				
Carriageway	Weekdays	-	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00	07:00 – 19:00
	Saturdays or all weekend	-	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00

Table 6: Proposed charging hours

- 5.3 Adopting a standardised applicable timing range set-out in the pan-London approach will ensure work promoters are confident when charges will apply throughout the borough, and also within any other Lane Rental boroughs aligned with this key principle.
- 5.4 Crucially, the compact time bands provide work promoters with an increased ability to reduce their exposure to charges and also limit any noise impacts from their works on borough residents.

6. DfT Lane rental cost-benefit analysis form

6.1 The DfT have provided a Lane rental cost-benefit analysis form, which will be fully completed and submitted as part of the application pack to operate a Lane Rental scheme.

6.2 A primary element of the form estimates the overall lane rental charges faced by Utility Companies and the Highway Authority after behavioral changes have occurred. The calculation uses the total number of work days eligible for charges and discounts this baseline down to factor in behavioral change, which considers:

- Work days moved outside of chargeable hours to avoid lane rental charges
- Work days undertaken in a way that triggers a waiver, such as the use of new technology
- Work days undertaken in a way that triggers a discount, such as through collaborative working
- Increase in Emergency and Urgent work days being completed before charge periods apply

6.3 The outputs from the DfT's cost benefit analysis form suggests the overall annual estimated Lane Rental charges that could be faced by Utility company works and Highway Authority works by the relevant borough is as follows:

Lane Rental Charges faced by Utility Companies	£1,355,520
Lane Rental Charges faced by Highway Authorities	£586,800
TOTAL	£1,942,320

Table 7: Estimated Overall Lane Rental Charges

6.4 Although the outputs factor in behavior change at a similar level to other approved Lane Rental applications, the relevant borough considers the highway authority charge exposure will reduce further due to an increase volume of works being undertaken at non-Lane Rental chargeable hours.

We want to make Camden a better borough – a place where everyone has a chance to succeed and where nobody gets left behind.

Together, we will create a place that works for everyone, and where everybody has a voice.



Lane Rental Scheme

Overview

The London Borough of Camden is considering introducing a Lane Rental Scheme on a proportion of its road network in accordance with the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the Lane Rental Regulations) made under Section 74A.

In accordance with the 'Lane Rental Schemes: Guidance for English Highway Authorities' issued by the Department for Transport on the 17th March 2024, the London Borough of Camden is entering a period of public consultation. The consultation period will be open from the 6th February to the 20th March 2025.

An interactive map of the proposed Camden Lane Rental Network is available [here](#). The map shows the locations that we propose will form the new lane rental network, the different charging bands and the times that would apply to each designation.

Please see the consultation documents linked below:

- The proposed Camden Lane Rental Scheme Document
- The proposed Camden Lane Rental Network Maps
- The proposed Schedule of Locations
- The supporting Cost Benefit Analysis

Camden have been working on the development of the proposed scheme for the last 12 months in conjunction with Transport for London and in consultation with representatives of other London Boroughs, London Councils, the Department for Transport and utility companies.

The proposed scheme network has been determined in accordance with the Pan-London borough data analytical approach, which for consistency purposes retains the basis of the algorithm used to calculate TfL's Lane Rental

Closed 20 Mar 2025

Opened 6 Feb 2025

Contact

020 7974 5137

lanerental@camden.gov.uk

locations and charge band distribution.

Traffic Sensitive Review Q1 2025

The London Borough of Camden has carried out a review Under Section 64 of the New Roads and Street Works Act (NRSWA)1991 and Regulation 16, The Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007.

The following information is linked below under related documents:

- Proposed New Traffic Sensitivity against USRN, with the relevant timings.

Please email lanerental@camden.gov.uk to make comment.

Any party wishing to make comment on the proposals should submit in writing before the end of Tuesday 25 March 2025. Comments may be sent via the postal address seen below marked for the attention of the 'Streetworks Authorisation and Compliance Team', or by emailing the above email address.

Why your views matter

The Council is considering introducing a Lane Rental scheme to achieve better control of roadworks and street works which take place on its network, with a core objective of reducing disruption to the most sensitive parts of the network, at the most sensitive times.

The Scheme seeks to limit the amount of disruption to the road network by encouraging the undertaking of works at the least disruptive time for road users, and the early completion of works. Camden are committed to providing healthy streets, travel and lives. Traffic congestion affects economic productivity, people's health and the environment.

The proposal to operate a Lane Rental scheme supports the London Mayor's election manifesto pledge to expand Lane Rental across London.

What happens next

Please email lanerental@camden.gov.uk to ask questions or seek further information. Any party wishing to make comment or object to the proposals should submit their comments in writing before the end of 20th March 2025. Comments may be sent via the postal address seen below marked for the attention of the


'Street Works Authorisation and Compliance Team', or by emailing the above email address.


At the end of the consultation period, we will review all comments so that we can make a final decision on if we will proceed in applying to implement a Lane Rental scheme and if so, what form the proposed scheme should take. A report will be published to respond to questions raised throughout the period of consultation.


We will need to submit an application to the Department for Transport to implement a Lane Rental scheme and, depending on the outcomes of this consultation, we may do so in April 2025.


Related

 [Camden Lane Rental Proposed Scheme Document](#)
574.7 KB (PDF document)

 [Camden Lane Rental Network Maps](#)
7.0 MB (PDF document)

 [Proposed Schedule of Locations](#)
226.0 KB (PDF document)

 [Camden Lane Rental Cost Benefit Analysis](#)
647.5 KB (PDF document)

 [Proposed New Traffic Sensitivity against USRN, with the relevant timings.](#)
218.1 KB (PDF document)

 [Interactive map of the proposed Camden Lane Rental Network](#)

Areas

All Areas

Audiences

Businesses

Interests

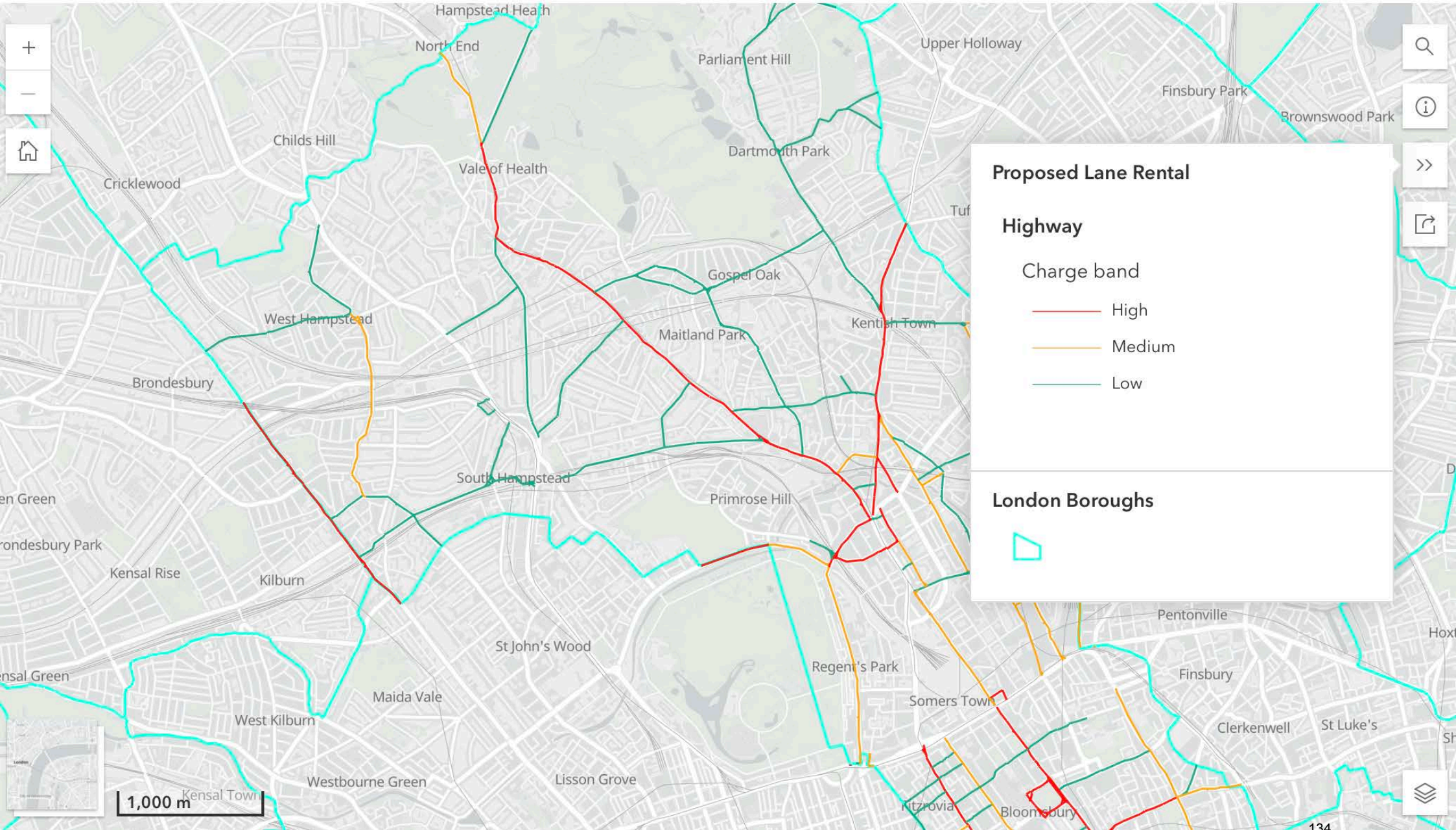
Business and local economy Transport and streets

Share  



Boroughs Lane Rental for Public Consultation - Camden

Camden



Appendix B – Utility Stakeholder Meeting Presentation and Q&A



London Borough Lane Rental Scheme Introductory Session

21/03/24 - 10:30 - 13:30

Agenda

10:30 - 10:45 - Welcome, Introductions & Housekeeping

10:45 - 11:00 - Introduction to the London Borough Lane Rental Scheme and Strategy Group

11:00 - 12:00 - London Borough Lane Rental Scheme Presentation

12:00 - 12:45 - Break / Lunch

12:45 - 13:30 - Summary, Next Steps & Questions



Welcome, Introductions & Housekeeping



Introduction to the London Borough Lane Rental Scheme and Strategy Group

The group has been developing the Scheme since June 2023.

A draft Scheme Document has been produced and the group is progressing with consultation in order to seek views regarding the Scheme design.

The group has met with the Department for Transport who are supportive of the initiative.

The Scheme aims to align with the TfL Lane Rental Scheme and has been informed by other Schemes already in operation.



London Borough Lane Rental Scheme Presentation



The London Borough
Lane Rental Scheme



The London Borough Lane Rental Scheme

The Scheme aims to:

- Provide a clear and consistent set of rules for Lane Rental on Borough Roads
- Be consistent with the scheme in place on the Transport for London Road Network



Section 1: Introduction

This is the London Borough Lane Rental Scheme for Road Works and Street Works. The scheme is made pursuant to section 74A of the New Roads and Street Works Act (NRSWA).



Section 2: Objectives

The Scheme intends to limit the carrying out of works at the busiest parts of the road network, at the busiest times, by applying a daily charge for the undertaking of works.

To apply the scheme to all work Promoters on a consistent basis

To promote behaviour change to minimise the duration of occupation of the street at the busiest locations and most sensitive times

To minimise the number of works taking place during the most sensitive times

To contribute to reducing disruption to all road users

Section 3: Regulatory Compliance

Primary legislation for lane rental is in place in section 74A of the New Roads and Street Works Act.

The relevant regulations are the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012, made under Section 74A.

Section 59 of the NRSWA places a duty on highway authorities to coordinate works. Equally important is the duty on Promoters to co-operate in this process under Section 60 of the NRSWA.



Section 4: Scope of the London Borough Lane Rental Scheme

The Scheme applies to all works that require a permit under the New Roads and Street Works Act, including works that are executed under Section 50 licence and those executed under an agreement pursuant to section 278 of the Highways Act.

Works carried out by or on behalf of Boroughs, fall outside of the scope of 74A of NRSWA. However, it is a requirement of the Scheme that charges will apply to Borough works.



Section 4: Scope of the London Borough Lane Rental Scheme

The Scheme will apply at the specified locations and times that are designated as a Lane Rental record within the current version of the Additional Street Data (ASD) file.

Charges will apply at times that align with traffic sensitive times for the specified location.



Section 5: Lane Rental Charges

The charges will be calculated using the information provided in the permit application

Charges will be payable for impacting all areas of occupation, although the total charge cannot exceed the maximum charge specified by the regulations

For works in the cycle track and/or the carriageway that span more than one band of charging for the whole duration of the works, the higher rate will apply

Where works move along a street between different charging bands, the Promoter should make the Borough aware of these changes through the permit variation process

Tidal charging may apply



Section 5: Lane Rental Charges

Roads will be categorised as Low, Medium and High.

TABLE OF CHARGES				
Area of Occupation	Daily Charge			
	Single	Low	Medium	High
Footway	£350	-	-	-
Cycle Track or Carriageway	-	£1,000	£1,500	£2,500

Daily Charges

Section 6: Charge Exemptions

Charges will apply on public holidays, except for Christmas Day

Charges will be waived for the first 24 hours of genuine Immediate Emergency works.

Exempt works:

- Works which are confined to a verge with no impact on the carriageway, cycle track or footway
- Diversionary works
- Replacing poles, lamp columns or signs provided that it does not require a reduction in the width of the existing carriageway or cycle track



Section 7: Reduced Charges

Each Borough may reduce charges as it deems appropriate.

An application to reduce charges must be made and agreed in advance of the works commencing.

Retrospective applications to reduce charges will not be considered for planned works.

Collaborative works can apply to have charges reduced for the period of collaboration.

Consideration will be given to reducing charges for major works that deliver significant infrastructure improvements, substantially extend, or renew the longevity of an asset, or future proof a highway to protect it from being excavated again



Section 7: Reduced Charges

Consideration will be given to applying a single charge where a set of works span multiple streets.

Where a Borough reasonably requests works to cease, charges will not be applied for the number of days where it is not possible to progress with work.

A one-off charge of £100 will apply, in place of the full daily charge, where no more than five items have inadvertently been left behind.

This reduced charge would apply only in cases where the responsible party had made all reasonable efforts to clear the site but had inadvertently left no more than five items behind. Full daily Lane Rental charges will continue to apply where such efforts have not been made.



Section 8: Works Monitoring and Enforcement

Each Borough will have an inspection regime in place.

Charges shall be calculated using the dates specified on the valid Section 74 notices and any associated information within the permit.

Where evidence shows that Promoters have worked, but this information has not been provided in valid notices or on a permit application, then the relevant charges will be applied.

In the event of a Promoter being found to have falsely claimed a charge exemption or a reduction in charges, the full charge will be payable.



Section 9: Trial Running and Transitional Arrangements

Works Status	Charging Status
Standard, Minor and Immediate works planned to start during the first 4 weeks of the scheme	Charges apply after 28 calendar days from the commencement of scheme
Standard, Minor and Immediate works started on a lane rental road during the first 4 weeks of the scheme	Charges apply after 28 calendar days from the commencement of scheme
Major works planned to start during the first 3 months of the scheme	Charges apply 3 months from the commencement of scheme, during the first 3 months, no charges will apply
Major works started on a lane rental road during the first 3 months of the scheme	Charges apply 3 months from the commencement of scheme, during the first 3 months, no charges will apply

Section 10: Dispute Resolution

Dispute resolution will be in accordance with Section 13 of the Code of Practice for the Coordination of Street and Road Works

The HAUC (England) dispute resolution procedure would remain available where other arrangements have been exhausted.



Section 11: Sanctions

The Traffic Management Permit Scheme Regulations authorise Authorities to issue Fixed Penalty Notices.

These powers and any subsequently amended powers will continue to apply to all roads covered by Lane Rental.

Any offences under the NRSWA continue to be offences and the Borough maintains the right to take such action as is appropriate.

Section 74 charges will still apply.



Section 12: Application of Revenues

Lane Rental Funding Applications

Each Borough will publish guidance on:

- What the net proceeds can be allocated towards
- How to request access to funding
- The approval process

Each Borough will publish annual accounts summarising the charges received and the net proceeds spent.

Lane Rental Scheme Benefits

The Scheme continues to give back to the sector through its funding of innovations, driving positive change and improving daily life in the capital.

AUSMOS

HALJC App

SOLO Pipe Inspection Robot

£148.6m
Social Cost of Delay Saved

Picarro

CISBOT

Want to know more?
Visit www.tfl.gov.uk/lanerental for our innovation catalogue.

ROAD TO NET ZERO

30 Projects currently being managed

134 Total projects funded

Section 13: Minor Variations

To ensure the lane rental network sensitivity is up to date it may be necessary to make minor variations to the network extent, a charge band, or the specified days and times.

Any such changes will be limited to the following tolerance levels and restricted to a maximum 3 yearly cycle:

- +/- 3% of the currently published extent for each charge band
- +/- 10% of the currently published charge level (unless capped by regulation)
- +/- 30 minutes of the currently published chargeable periods

The Borough will notify relevant stakeholders at least three months in advance of any changes



Section 14: Scheme Evaluation

Each Borough which implements the Scheme will publish periodic evaluation reports.



Questions?



Thank you





London Borough Lane Rental Scheme

Reducing disruption on the borough network





Questions & Answers

Q1. Will scheme members be operating in a consistent manner under the same framework and will it be compulsory for boroughs to join the scheme?

It is the group aim that the scheme members operate under a common approach with common frameworks and guidance. It will not be compulsory for boroughs to join the scheme.

Q2. Will boroughs be sharing the cost benefit analysis with residents?

The cost benefit analysis will be made available to residents via its publication on each individual Local Authorities websites or upon written request.

Q3. How are the Lane Rentals locations being identified?

TFL are using their existing algorithm to aid the boroughs in identifying lane rental locations. The data set cut was taken post covid. Boroughs will be reviewing this alongside other data sources to identify their lane rental locations. Although both the boroughs and TFL schemes are very similar, there are differences.



Questions & Answers

Q4. As the Pan London proposals differs from TFL is there any plans for TFL to change their proposals?

There are no plans for TFL to make amendments to their existing scheme.

Q5. Are there any plans in place to review the current gazetteers?

All gazetteer's will be reviewed as part of this project.

Q6. Will non registerable works be subject to Lane Rental charges?

Non-registerable activities will not be subject to Lane Rental.

Q7. Will the S61 process be simplified and standardised across London with agreed service level agreements for applications?

The S61 process sits outside of streetworks remit, but the group is aware of the ongoing project across boroughs in the environmental teams to have a common set of principles to be generally considered to be applied.



Questions & Answers

Q8. Will the scheme operating a SMNS slip process be the same as TFL?

There is no intention to deploy this process.

Q9. Will the charge apply to any occupation in a carriageway or only when traffic flows are reduced?

Charges are occupancy based; however, waivers and reductions can be applied.

Q10. Are you using the AGPS data supplied to each HA by DfT?

No, the AGPS data is not being used, TFL are using AADF data which is an enhancement to the AGPS data.



Questions & Answers

Q11. Governance / Funding?

The initial participating boroughs will utilise the existing TFL Governance Board Framework. This arrangement will be periodically reviewed. As more London Boroughs join the scheme, new arrangements will be established in consultation with relevant stakeholders.

Q12. Immediate, urgent works for loss of supply, will need to be attended immediately and not planned to restore resident's supplies, so why is that excluded?

Genuine emergencies are exempt from Lane Rental charging for 24hrs. New services and connection that fall outside of the NRSWA statutory definition will not be exempt as they are planned works. It is the responsibility of the works promotor to categorise their works correctly and to provide substantiating evidence supporting the works type upon request.



Questions & Answers

Q13. DfT Guidance states that for joint works, charges should be waived. Will this scheme apply this approach?

This approach will be adopted for collaborative works.

Q14. Will there be guidance documents provided surrounding governance of funds?

The guidance document sets out the governance process and provisions. The process will mirror TFL's existing process with initial members joining the TFL governance group meetings, but it will be chaired by the Highways Authority Representative.

Appendix C – Schedule of Locations with Traffic Sensitive Designation Reason

Appendix D – Scheme Evaluation Plan



London borough of Camden Lane Rental Scheme

2025

Evaluation Plan



**London Borough Lane Rental Scheme.
Reducing disruption on the borough road**



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3. PERFORMANCE INDICATORS	4
4. RESULTS OF THE EVALUATION.....	5
5. BASELINE DATA	5

1. INTRODUCTION

- 1.1. This Evaluation Plan provides details of the measures that will be used in order to evaluate the performance of the Lane Rental Scheme.
- 1.2 The London Borough of Camden Lane Rental Scheme ('The Scheme'), which applies Charges determined by reference to the duration of works and is based on the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the Lane Rental Regulations) made under Section 74A of the New Roads and Street Works Act.
- 1.3 The Scheme seeks to limit the amount of disruption to the most sensitive parts of the Borough road network by encouraging the undertaking of works at the least disruptive time for road users, and the early completion of works. The Scheme is designed to limit the carrying out of works at specified locations by applying a daily charge, referred to as a Charge, for any part(s) of the day that the street is occupied by the works during specified days and times.
- 1.4 The objectives of the Lane Rental Scheme are to:
 - Apply the scheme to all Promoters on a consistent basis.
 - Promote behaviour change to minimise the duration of occupation of the street at the busiest locations at the most sensitive times on the network.
 - Minimise the number of works taking place during the most sensitive times.
 - Contribute to reducing disruption to all road users.
- 1.5 The London Borough of Camden is committed to operating a lane rental scheme that achieves the intended objectives, is operated efficiently and effectively, and demonstrates parity in its application. The purpose of the annual valuation reports that will be published is to demonstrate the Scheme is achieving these commitments and provide transparency on governance arrangements.

2. APPROACH TO EVALUATION

- 2.1 In keeping with Government guidance, the Council will undertake an annual evaluation of the Scheme. The Evaluation Report will address the following key questions:
- How effectively is the scheme being operated
 - Is the Scheme achieving its objectives
 - How well is the scheme governed, including the application of lane rental charges and surplus revenues?
- 2.2 The evaluation will be undertaken using data available from the Department for Transport's national Street Manager system.

3. PERFORMANCE INDICATORS

- 3.1 The annual Evaluation Report will be based around a set of performance indicators, which will relate to the objectives of the Scheme and the key questions listed above.
- 3.2 The performance indicators will include a target measure, which for the initial year of operation will be based on the estimates produced to support the submission to the Secretary of State. Once the Scheme is operational, these targets can be reassessed using observed behaviour changes and source data.
- 3.3 The Council recognise potential limitations in the data and information recorded for work within Street Manger, and the potential need to draw conclusions through assumptions. Any limitations or assumptions applied will be clearly identified within the Evaluation Report.
- 3.4 The following key performance indicators will be used when evaluating the Scheme:

Table 1 : Key Performance Indicators

KEY PERFORMANCE INDICATORS	
KPI Number	Details
1	The number of works that have taken place on the LR network
2	The volume of days saved through collaborative works
3	The volume of works that have avoided LR charges
4	The volume of remedial works undertaken to repair defects
5	The volume of days saved

6	The volume and number of waivers and reductions applied
7	The proportion of work with a lane rental charge, including mitigated charges (discounts) applied
8	Estimated reduction in carbon emissions through a reduction in peak time works and associated congestion impact

4. RESULTS OF THE EVALUATION

- 4.1 An evaluation report will be published on the council website within 6 months of the anniversary of each operational year.
- 4.2 The format and content of the annual Evaluation Report may vary. The key content will include:
- A review of the operational year(s) to date.
 - Results of the performance indicators; including base data for context, comparison with baseline figures and previous operational years (as appropriate).
 - A summary of the lane rental charges received.
 - The application of the surplus revenues.

5. BASELINE DATA

- 5.1 As the evaluation seeks to demonstrate the efficiency and effectiveness of the Scheme, compared to the Council not operating a Scheme, baseline data will be collected prior to the Scheme coming into effect wherever possible. It is expected that this data may include, but is not limited to:
- Work data from the DfT's digital service, Street Manager.
 - Traffic data from local and DfT traffic counts.
- 5.2 It is accepted that there may be limitations on the availability of data. This may limit or prevent evaluation of a specific timeframe to meet the timescale set out above, should this be the case it will be made clear in the Evaluation Report.