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# Lane Rental Consultation

*Phil Brennan, Principal Advisor*

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## *Justification*

Current level of disruption is significant

Schemes to provide real financial incentives to encourage undertakers to:

- reduce the length of time sites are unoccupied so reduce total works durations;
- improve planning, coordination and working methods to maximise efficiency;

## *Justification*



- work more outside of peak's, reopening highway at busiest times (e.g. plating over) and/or more use of evening/weekend working where acceptable;
- optimise the number of operatives on site to enable works to be completed as quickly as possible;
- complete works to required standard first time and with permanent reinstatement so reduce the need to return.



## *Details*

- Max £2,500 per day
- Different levels of charge – time, location
- Evidence basis for decision
- Sign off by Sec of State
- Evaluation subsequent to works
- Same for LA's own works
- Pilots required – only two - one major urban area , one non-metropolitan area



## *Issues*

- Cost straight on to consumers
- Stealth tax? But new source of revenue
- Permit schemes can have same impact
- Sign off by Sec of State – another hoop to jump through
- Evaluation subsequent to works
- Same for LA's own works



## *Issues*

- Problems with current arrangements/permits?
- Is there a need for works to be completed quicker?  
Can they be completed quicker?
- Is it a London thing?
- How much analysis prior to setting them up? What about evaluation plans afterwards?
- How much work goes on now at night weekends out of traffic sensitive times?



## *Questions*

- Problems with current arrangements/permits?
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## *Questions*

- Would they apply rental payments to their own works? What is benefit?
- Anyone likely to apply to be a pilot?
- Can APSE help? Survey around current arrangements? Examples of evaluation plans for schemes
- Will you use lane rental as a tool?

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# Contact details

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