



London Borough of Redbridge
Lane Rental Scheme
Consultation report

2025



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EXECUTIVE SUMMARY

The London Borough of Redbridge 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 London Borough of Redbridge is committed to creating cleaner, greener and safer streets, supporting healthier lifestyles and reducing the borough's environmental impact. Through its Sustainable Transport Strategy, the Council is working to prioritise active travel, improve air quality, and ensure that transport and roadworks contribute to a fairer, more accessible borough. The proposal to operate a Lane Rental scheme supports this commitment by reducing disruption on the highway network, encouraging more efficient working practices, and ensuring that those who occupy the roads do so responsibly. It also aligns with the London Mayor's manifesto pledge to expand lane rental across London. Together, these measures support Redbridge's wider goals of safer travel, stronger communities, and a more sustainable local environment.

Consultation

To seek the views of stakeholders, the London Borough of Redbridge undertook a 4-week period of consultation, from **Monday 28 July 2025** until **Thursday 28 August 2025**.

We received nine responses to the consultation, including one from the Metropolitan Police, London Councils, Transport for London, the Greater London Authority, two from telecommunication providers and three from utility companies. Of the responses, three were supportive, one had no objections, and three contained series of questions and comments relating to various elements of the proposed scheme. One consultee stated that they believe that the current permit scheme should be more than sufficient in managing street and road works in Redbridge. The following themes were raised throughout the responses received:

- The charge free period for immediate works
- The categorisation of footways and cycle tracks
- The use of Street Manager terminology
- The Cost Benefit Analysis
- Waivers and exemptions
- Waivers for collaborative works
- The application of revenues

We have listed all the consultation comments received, along with our responses, in section 4 of this document.

1 ABOUT THE PROPOSALS

1.1 Introduction

Redbridge Council is committed to reducing car dependency, improving air quality, and encouraging walking, cycling, and public transport use, especially for short journeys. Tackling traffic congestion, which harms economic productivity, people's health, and the environment, as well as frustrating those caught in it, is central to this effort. Key actions derived from the boroughs Sustainable Transport Strategy include rolling out safer streets near schools, expanding active travel infrastructure, and working with communities to promote inclusive, accessible transport for all. Together, these initiatives support Redbridge's broader climate goals and aim to make everyday travel cleaner, safer, and more sustainable.

The London Borough of Redbridge 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 **11.9%** of the Redbridge 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. This encourages companies to undertake their works at quieter times.

We will use the proceeds from lane rental charges to administer the scheme, reinvest a portion of the surplus back into highway maintenance (if regulated), and fund a range of projects which aim to reduce the adverse effects caused by roadworks.

2 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 4 weeks and 3 days, from **Monday 28 July 2025** until **Thursday 28 August 2025**.

2.4 Methods of responding

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

2.5 Consultation materials

The Lane Rental scheme was advertised on a dedicated Redbridge Council website: [Redbridge Lane Rental Scheme Consultation | Let's Talk Redbridge](#) and also via emails sent out directly to stakeholders that were deemed as having an interest in the proposal. These included all statutory undertakers that currently operate in the borough.

The following materials were published:

- The consultation letter
- The proposed Redbridge Lane Rental Scheme Document
- The proposed Redbridge Lane Rental Network Maps
- The proposed Schedule of Locations
- The supporting Cost Benefit Document
- The Evaluation Plan

An interactive map of the proposed Lane Rental Network was also made available on the dedicated Lane Rental website.

Copies of the consultation materials that we published, the list of stakeholders that we invited to respond, and a copy of the consultation webpage are included as **Appendix A**.

2.6 Meetings with Stakeholders

Throughout the development of the proposed Scheme Redbridge 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.

2.7 Analysis of consultation responses

All consultation responses were read and analysed in detail. Every comment and suggestion from respondents were reviewed to identify common themes.

3 About the respondents

3.1 Who responded

A total of nine responses were received to the consultation: one from the Metropolitan Police, London Councils, Transport for London, the Greater London Authority, two from telecommunications providers, and three from utility companies.

The responding stakeholders were:

- The Metropolitan Police
- Cadent Gas
- Virgin Media
- Thames Water
- Open Reach
- UK Power Networks
- London Councils
- Transport for London
- The Greater London Authority

4 Responses to consultation comments

TABLE OF CONSULTATION COMMENTS FROM CADENT GAS AND REDBRIDGE RESPONSE			
Number	Theme	Comment	Redbridge response
1	Scheme Document	DfT lane rental guidance that a lane rental scheme should only cover between 5 and 10% of it's network. LBR is proposing 11.9%. What evidence does LBR have to justify this extent?	The algorithm applied is based upon a 15% coverage pan London, with some boroughs having a higher or lower percentage than others. Redbridge's coverage is based upon this model, less a further reduction for roads which Redbridge deemed as unsuitable, producing a finalised network extent of 11.9%. Redbridge believe the Lane Rental scheme network extent is robustly justified with data including an evaluation of the Traffic Sensitive Streets review and London Permit Scheme evaluation. The data used for the algorithm can be made available to the Department for Transport if requested.
2	LOPs	Can LBR 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?	All evaluation reports have been completed in line with regulation 16a, copies of which will be made available on the Redbridge website and submitted to the DfT as part of our application.

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?	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 Redbridge Scheme aligns with this to ensure consistency across London.
4	Scheme Document	Can the waiver for immediate works also include urgent activities?	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented.
5	Scheme Document	Please provide more guidance on waivers and how they will be applied, circumstances etc..	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented.
6	Cost Benefit 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.	This data will be provided to the DfT as part of our application.
7	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.
8	Scheme Document	Can you please outline your reasoning for joint works to apply for costs to be waived, and not done automatically?	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented. In accordance with the guidance that will be published, Redbridge intend to waive charges in full for collaborative works.

			Waiver requests shall be treated on a case-by-case basis and the outcome recorded to ensure draft charges are raised specific to the circumstance of the joint occupation period.
9	Cost Benefit Document	The documents provided by LBR does not include the full cost benefit analysis as per the DfT form and detailed evaluation plan. Without a evaluation plan, how can the scheme be deemed a success?	The DfT cost–benefit analysis form is not required at the consultation stage. Although it forms part of our formal application to the Secretary of State, DfT guidance confirms that the completed form does not need to be included in the public consultation materials. We have followed DfT Lane Rental Guidance in full, undertaking due diligence on street selection, traffic sensitivity, and charging structures. The cost–benefit analysis, prepared using DfT methodology, provides a proportionate assessment of the scheme’s impacts. The pan-London data analytical approach is predicated on TfL’s approved scheme submission to the DfT, it establishes a proven methodology for producing the information referenced within the cost benefit document the borough produced for consultation. The evaluation plan was posted on our webpage with the other consultation documents. It should be noted the evaluation plan is a standard document that has been adopted from the London borough tranche one Lane Rental consultations.

10	Scheme Document	Please can you elaborate how LBR differentiates between low, medium, and high carriageway-type?	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. In summary, the algorithm is sensitivity based with works on the most disruptive Lane Rental locations receiving a higher charge.
11	Scheme Document	5.3.2 The only mandatory conditions for permit applications are listed in the statutory document. NCT02a is not a mandatory condition. 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. The scheme document already clarifies the condition will be imposed rather than mandated.
12	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.

13	Cost Benefit Document	Although LBR does not have any footways designated lane rental, the lane rental scheme gives provision for 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?	The Council has not proposed the inclusion of footways to be designated as Lane Rental. However, the Council will follow all guidance in relation to updating its Lane Rental Scheme in the future.
14	Cost Benefit 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?	This is subject to Street Manager functionality. As per 5.2.6 the Council would expect the works promoter to make the borough aware of changes through the variation process especially if the charge band changes. The Council will also monitor variations.
15	Scheme Document	7.3. Can you please confirm that this includes gas mains replacement?	Consideration will be given to reducing charges for major infrastructure works.

TABLE OF CONSULTATION COMMENTS FROM VIRGIN MEDIA AND REDBRIDGE RESPONSE			
Number	Theme	Comment	Redbridge response
1	Scheme document	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.	Comment noted.
2	Scheme document	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.	Comment noted. The primary aim of Lane Rental is to reduce congestion and disruption on key transport routes by incentivising utility and highway works to be planned more efficiently. This includes encouraging works outside peak hours, promoting faster completion, and better coordination between multiple works, ultimately minimising the impact on road users, the local economy, and communities.
3	Scheme document	Oppose - Reducing the impact of works – the current system is in place to manage the network is fit for this purpose and Virgin Media looks at planning and the tools available to plan at the non-sensitive times.	It is positive that Virgin Media plans works during non-sensitive times, ensuring that, when planned appropriately, these activities should not be adversely affected by Lane Rental charges. The current lane rental system is designed to manage the network effectively, balancing the needs of road users and utility works. By leveraging the available planning tools and scheduling during non-sensitive periods, Virgin Media can reduce the impact of their works on the network while maintaining compliance with lane rental policies. This approach supports efficient coordination and minimises disruption to traffic flow.

4	Scheme document	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 Redbridge's attention to increased curing time on concrete roads which will further increase LR times on immediate works where curing times are increased.	Comment noted.
5	Cost benefit document	Virgin Media believes that London Borough of Redbridge already has existing powers under NRSWA/ Traffic Management Act which can manage the Networks Permitting already provides London Borough of Redbridge with the necessary powers to ensure effective planning and coordination of works, as well as to manage works. For instance, through permitting can manage the timing of works, as well as stipulating other conditions.	Comment noted.

6		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	The algorithm applied is based upon a 15% coverage pan London, with some boroughs having a higher or lower percentage than others. Redbridge's coverage is based upon this model, less a further reduction for roads which Redbridge deemed as unsuitable, producing a finalised network extent of 11.9%. Redbridge believe the Lane Rental scheme network extent is robustly justified with data including an evaluation of the Traffic Sensitive Streets review and London Permit Scheme evaluation.
7	Scheme document	Virgin Media believes that S74 applies to date and is managed by way of charging 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.	Comment noted.
8	Scheme document	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.	The Council will adhere to the charging regime as set out in its Lane Rental Scheme document. Highway licensed activities are not covered under NRSWA, neither are they recognised as permissible activity, and as such cannot be subject to charges.

9	Scheme document	Virgin Media would like clarification on how Lane Rental compliments Redbridge'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	The primary aim of Lane Rental is to reduce congestion and disruption on key transport routes by incentivising utility and highway works to be planned more efficiently. This includes encouraging works outside peak hours, promoting faster completion, and better coordination between multiple works, ultimately minimising the impact on road users, the local economy, and communities. All of the evaluation reports have been completed in line with regulation 16a, copies of which will be made available on the Redbridge website and submitted to the DfT as part of our application.
10	Cost benefit document	The monitoring proposed for the scheme within the Lane Rental Evaluation Plan is unclear. Could an independent body be employed alongside both highway and utility companies to ensure parity and fairness	The Council will establish the current principles of monitoring by Transport for London as a baseline and look to work with TfL, other Council's and utilities to evaluate schemes in a consistent manner and introduce any additional measures to improves the plan.

11	Cost benefit document	Virgin Media suggests the Cost Benefit Analysis 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.	While we note Virgin Media's comments, it is important to highlight that Transport for London (TfL) is the leading authority on Lane Rental in London. As such, TfL's scheme provides the most comprehensive evidence base available. Without the provision of specific examples it is difficult to provide a comprehensive response to this query.
12	Scheme document	Clarification required on timescales required in the SoRH (for example concrete curing on the proposed Lane Rental network following immediate works – 2 days will not cater for this)	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 to put an end to 'significant danger' to public safety or significant damage to property.
13	Scheme document	Collaboration – who decides in London Borough of Redbridge the amount of Lane Rental charge reduction for collaboration, Onus should be on London Borough of Redbridge to promote this, and to maximise use of Lane Rental network & facilitate and collaboration.	Collaboration will be a qualifier when applying for a waiver or reduction. Detailed waiver guidance will be published.

14	Scheme document	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	We will use the proceeds from lane rental charges to administer the scheme, reinvest a portion of the surplus back into highway maintenance (if regulated), and fund a range of projects which aim to reduce the adverse effects caused by roadworks as set out in the Lane Rental Scheme document and is current practice in other existing Lane Rental Scheme areas. As per DfT's guidance joint working arrangements will be established under which both the highway authority and works promoters are actively consulted on how surplus funds are applied and demonstrate the governance arrangements that will be put in place to ensure compliance with the legislation.
15	Scheme document	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?	Virgin Media will not be exempt from Lane Rental charges. The Lane Rental scheme is in place to reduce disruption on the roads caused by utility companies. To ensure it is fair and consistent, the scheme will apply to all organisations carrying out works on public highway. A discount will be available for proposals considered to be major infrastructure improvements.

TABLE OF CONSULTATION COMMENTS FROM UK POWER NETWORKS AND REDBRIDGE RESPONSE

Number	Theme	Comment	Redbridge response
1	Scheme Document	2.1.4 UKPN agrees with the points raised here. Therefore, please clarify that a waiver will be available if a temporary footway is required in the carriageway to enable safe passage of pedestrians? Otherwise, the lane rental scheme will be in direct conflict with the Safety Code.	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented. Discounts for temporary footways in the carriageway maybe considered on a case-by-case basis where the existing throughput of other transport modes is not adversely impacted by the placement of the walkway.
2	TSS	4.1.1 UKPN still disputes the feedback given by Redbridge on its Traffic Sensitive survey, especially around the criteria of “within 100m of a critical junction”. No evidential data has been provided to identify these junctions as “critical” and as such they should not be included, let alone the whole road getting classified as traffic sensitive. Please provide the evidential data to substantiate these roads inclusion?	The evidence to support the designation of Traffic Sensitive Streets is not required as part of the consultation but can be provided to the DfT as part of the final Lane Rental submission if requested..

3	Scheme Document	4.2.1 why has Redbridge gone above the recommended threshold for 5-10% of roads at 11.9%?	The algorithm applied is based upon a 15% coverage pan London, with some boroughs having a higher or lower percentage than others. Redbridge's coverage is based upon this model, less a further reduction for roads which Redbridge deemed as unsuitable, producing a finalised network extent of 11.9%. Redbridge believe the Lane Rental scheme network extent is robustly justified with data including an evaluation of the Traffic Sensitive Streets review and London Parking Scheme evaluation. The data used for the algorithm can be made available to the Department for Transport if requested.
4	Scheme Document	4.5.2 d. Many of the specified timings force the promoter to be working out of hours. If these are the only times Redbridge is allowing work to take place please confirm that permits will be granted for these works and not unjustly refused? With this in mind, can Redbridge please confirm that COPA (1984) - Control of Pollution Act timings (8am-6pm Monday to Friday and 8am-1pm Saturday) have been considered during Scheme design, and that Redbridge has obtained their Environmental Departments consent & agreement for all noisy works to take place during the non-lane rental times on the Specified Streets	The Council's Environmental team have been informed on the proposals and both teams work very closely together. The Lane Rental scheme does not negate the requirement for a Section 61 Agreement under the Control of Pollution Act 1974 and responsibility will continue to rest with the works promoters.

5	Scheme Document	5.2.10 Redbridge has detailed a table of low/medium/high bandings but has not shown where this is applicable to their streets against the USRN's. Please provide a street by street breakdown of the bandings against USRN's?	The list of Lane Rental roads have been updated on the Redbridge Lane Rental website. https://engage.redbridge.gov.uk/lane-rental-scheme
6	Scheme Document	7.3.1 Please clarify the extent of the waiver that can be applied for Major works as a percentage?	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented. There will be no waivers for major works per se, but discounts for major infrastructure improvements maybe considered on a case-by-case basis.
7	Scheme Document	9.1.1 A 4-week trial period is not long enough to align commercial pricing to customers as there is presently no start date of this scheme. The DfT guidance states a 3-month period should be used to trial/transition, therefore please confirm why Redbridge has not followed this guidance? This should be aligned with major notice periods to ensure all types of schemes are catered for, presently your proposal doesn't and therefore is unreasonable.	Redbridge 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
8	Scheme Document	12.1.2 Please provide the necessary process on how the proceeds are going to be managed before the scheme goes live?	We will use the proceeds from Lane Rental charges to administer the scheme, reinvest a portion of the surplus back into highway maintenance (if regulated), and fund a range of projects which aim to reduce the adverse effects caused by roadworks as set out in the Lane Rental Scheme document and is current practice in other existing Lane Rental Scheme areas.

9	TSS	14.1.1 Redbridge have confirmed that the publication of evaluation reports will be undertaken for this lane rental scheme. A criteria for being able to have a LR scheme is to publicise your Permit Scheme evaluation reports on an annual basis therefore please supply all the necessary reports for the period Redbridge has been up and running as a permit scheme?	All evaluation reports have been completed in line with regulation 16a, copies of which will be made available on the Redbridge website and submitted to the DfT as part of our application.
10	Scheme Document	What are Redbridges proposals for how the Governance Board will be managed and run?	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
11	Cost Benefit Document	3.5 please evidence where the 15% coverage value comes from as this is not a figured recognised when talking about lane rental schemes?	Please refer to point number 3.
12	Cost Benefit Document	3.7 this paragraph details the reason why critical junctions can become lane rental applicable. Therefore why has Redbridge categorised full lengths of roads when the only criteria met is the "critical junction"? This is not following the DfT guidance therefore please justify or change/identify the applicable segments on the roads you have highlighted that will become LR?	Redbridge has categorised the full lengths of certain roads to ensure consistency and clarity in applying Lane Rental, particularly where critical junctions significantly influence traffic flow along the wider corridor.

13	Cost Benefit Document	5.4 The time bands provided do not provide sufficient time for works to take place. A time band of 5 hours (low and medium) on weekdays is not sufficient to undertake any substantial work. Even worse are the timings on high category roads that force promoters to work out of hours therefore the statement that it will limit noise impacts is completely opposite! Therefore this simply confirms why this is a penalty for all parties involved.	Comment noted.
14	Cost Benefit Document	7.3 The estimated impact of charges is wholly inaccurate. UKPN has operated under the present 5 schemes and those schemes accurately show that your calculated numbers do not match reality. Therefore what has Redbridge done to educate its constituent members that if they need work done on a LR route that it will cost them many thousands of pounds more in the future that it does now?	The calculations shown in Table 7 in 7.3 have been derived from the standard method of measurement used to calculate all other schemes. The Council has briefed internal colleagues and its members about the implications of Lane Rental as well as the overall benefits of the scheme.

TABLE OF CONSULTATION COMMENTS FROM THAMES WATER AND REDBRIDGE RESPONSE

Number	Theme	Comment	Redbridge response
1	Consultation letter	In the consultation letter you state that you have used the 'Lane Rental Schemes: Guidance for English Highway Authorities issued 17th March 2024. The Department for Transport released updated guidance in April 2025 entitled 'Lane Rental Bidding Guidance'. Please confirm that LB Redbridge have drawn up their lane rental scheme in accordance with this guidance.	We can confirm that the London Borough of Redbridge has developed its Lane Rental scheme in line with the most recent guidance and advice provided by Transport for London (TfL), who are currently leading on all London applications. TfL continue to work closely with the Department for Transport (DfT) and receive regular updates on the latest national guidance, including the Lane Rental Bidding Guidance issued in April 2025. Our scheme has therefore been prepared in accordance with this most up-to-date advice.
2	Scheme Document	The scheme documents shows a table of charges split into low, medium and high. The schedule of streets does not include a classification of low, medium or high, please provide this information to help us understand the costs and to enable us to assess the costs & benefits. Without these details Redbridge would not be able to accurately forecast the expected income, costs or benefits.	This will be provided and has been updated on our dedicated Lane Rental website: Redbridge Lane Rental Scheme Consultation Let's Talk Redbridge
3	Cost Benefit Document	Please also provide the cost benefit analysis form provided by the Department for Transport (DfT) that must be completed by all authorities before submitting the application to the DfT. This form provides surety to any consultee that Redbridge has done due diligence in calculating the costs.	The DfT cost-benefit analysis form, is not required at the consultation stage. Although it forms part of our formal application to the Secretary of State, DfT guidance confirms that the completed form does not need to be included in the public consultation materials. It will, however, be submitted in full as part of the final application pack for the DfT's consideration. We have followed DfT Lane Rental Guidance in full, undertaking due diligence on street selection, traffic sensitivity, and charging structures. Our cost-benefit analysis, prepared using DfT

			methodology, provides a proportionate assessment of the scheme's impacts.
4	LOPs	Please provide TWUL with the evaluation reports for the operation of the permit scheme that demonstrates that the permit fees were proportionate and record the circumstances in which discounts were made available to TWUL.	All of the evaluation reports have been completed in line with regulation 16a, copies of which will be made available on the Redbridge website and submitted to the DfT as part of our application.
5	Scheme Document	Please explain why your scheme does not allow for caps for major works. TWUL has a substantial programme of lengthy capital works, the viability of which are put into question through any disproportionate Lane Rental Charges.	Section 7.3.1 of the Scheme Document makes provision for charges to be reduced for Major Infrastructure Improvements.
6	Scheme Document	Please explain why, contrary to the Guidance, you propose a trial period of only 4 weeks, as opposed to the recommended 3 months.	Redbridge 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.
7	Scheme Document	The Scheme Document does not provide details of any incentives for high-quality performance, including right first time reinstatements. For example, there are no rebates offered if reinstatements are resilient and do not need further repair within a set period of time.	The Redbridge Scheme follows and mirrors the Transport for London Scheme and current guidelines. Where changes are made to regional and national guidelines and policies the Council will look to amend and keep consistent with those especially the Transport for London Scheme.

8	Scheme Document	TWUL is concerned that a Lane Rental Charges Scheme that does not account for the reactive nature of its day to day work would mean that charges would be disproportionately borne by TWUL and ultimately its customers.	Comments noted, however the proposed Scheme represents 11.9% of the borough network where works can be adjusted as demonstrated in other existing and successful Lane Rental Schemes such as on the Transport for London road network. The other 88.1% of roads can be worked on as per existing practices.
9	Scheme Document	Again, as discussed above, there is no detail as to how reductions or waivers would operate and are all discretionary, in any event.	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented.
10	Cost Benefit Document	Please demonstrate how the CBA took into account how design of the scheme, factoring in TWUL's limited capacity to reduce exposure to charges.	Please refer to point number 3.
11	Scheme Document	Please explain why you have chosen to apply the scheme to 11.9% of the your road network, as opposed to the top 5-10% of most congested streets?	The algorithm applied is based upon a 15% coverage pan London, with some boroughs having a higher or lower percentage than others. Redbridge's coverage is based upon this model, less a further reduction for roads which Redbridge deemed as unsuitable, producing a finalised network extent of 11.9%. Redbridge believe the Lane Rental scheme network extent is robustly justified with data including an evaluation of the Traffic Sensitive Streets review and London Parking Permit Scheme evaluation. The data used for the algorithm will be made available to the Department for Transport if requested.

12	TSS	During the statutory consultation period for the Traffic Sensitive Designation, TWUL requested the data and reports to support the designation, but none was forthcoming. Please provide the data and any reports showing that Geoplace guidance was adopted whilst conducting the traffic sensitive streets review.	This is not a requirement at the consultation stage but will be provided to the DfT as part of the Lane Rental submission.
13	Scheme Document	Please demonstrate, through the provision of appropriate data and analysis, that only the most critical part of the street network have been targeted, again with reference to the suggested 5-10% threshold.	This is not a requirement at the consultation stage but will be provided to the DfT as part of the Lane Rental submission.
14	Scheme Document	Please explain why you have allowed an exemption of only 24 hours and not adopted 48 hours as recommended by the Guidance.	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 Enfield Scheme aligns with this to ensure consistency across London.
15	General comment	TWUL reiterates the observations made above about the reactive nature of it's day to day street works and notes the overall principle that charges 'must be genuinely avoidable'.	Comment noted.
16	Cost Benefit Document	Please explain the justification for charging the maximum £2,500.	To ensure consistency with the TfL Lane Rental model and all other operational Lane Rental Schemes, we propose setting the maximum daily charge at £2,500, in line with the highest charging band outlined by the DfT.
17	Scheme Document	TWUL reiterates that the proposed scheme does not set out clear and transparent	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented.

		discounts – it only states that consideration will be given to a reduction.	
18	General Comment	The Scheme is silent as to whether reduced charges should apply when alternative arrangements are prohibited by another Local Authority Department – for example, the Environment Health department preventing night time works. This is particularly relevant to TWUL, as accessing its assets requires the deepest excavations. They are therefore likely to be noisier than that of other undertakers.	The Council's Environmental team have been informed on the proposals and both teams work very closely together. The Lane Rental scheme does not negate the requirement for a Section 61 Agreement under the Control of Pollution Act 1974 and responsibility will continue to rest with the works promoters.
19	General Comment	TWUL has a set budget to undertake works in the Greater London area over the next 5 years, much of which is allocated to improve river water quality in the Thames basin. The budgeting of substantial capital projects involves detailed procurement procedures and are determined long in advance, in consultation with Ofwat. The proposed immediate implementation of scheme after the commencement date, with a limited 28 day transitional period, does not take this into account. Any charges that are unavoidably incurred by TWUL will inevitably reduce the funds available for environmental improvements to its network.	Comment noted.

20	Cost Benefit Document	LB Redbridge 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. 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.	The DfT cost–benefit analysis form is not required at the consultation stage. Although it forms part of our formal application to the Secretary of State, DfT guidance confirms that the completed form does not need to be included in the public consultation materials. We have followed DfT Lane Rental Guidance in full, undertaking due diligence on street selection, traffic sensitivity, and charging structures. Our cost–benefit analysis, prepared using DfT methodology, provides a proportionate assessment of the scheme’s impacts. The evaluation plan is available on the dedicated Redbridge Lane Rental website: https://engage.redbridge.gov.uk/lane-rental-scheme
21	TSS	Please confirm the location of all permit scheme evaluation reports for LB Redbridge. We have been unable to locate any report on your website.	Please refer to point number 4.
22	General comment	Thames Water believe that the current permit scheme should be more than sufficient in managing street and road works on LB Redbridge ‘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.	Comment noted.
23	Scheme Document	There appears to be no mention of 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.	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 joint arrangements will be established under which both the highway authority and works promoters are actively consulted on how surplus funds are applied and demonstrate the governance arrangements that

			will be put in place to ensure compliance with the legislation.
24	Scheme Document	Please confirm that LB Redbridge has ensured that the scheme is coherent with Control of Pollution Act times (8am-6pm Monday to Friday and 8am-1pm Saturday).	The Council's Environmental team have been informed on the proposals and both teams work very closely together. The Lane Rental scheme does not negate the requirement for a Section 61 Agreement under the Control of Pollution Act 1974 and responsibility will continue to rest with the works promoters.
25	Scheme Document	Please confirm that LB Redbridge 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 Council's Environmental team have been informed on the proposals and both teams work very closely together. The Lane Rental scheme does not negate the requirement for a Section 61 Agreement under the Control of Pollution Act 1974 and responsibility will continue to rest with the works promoters.
26	General comment	Has LB Redbridge completed a feasibility study to ensure that works with excavation and reinstatement can be done within the times that lane rental is not applicable?	Redbridge have not completed any feasibility studies relating to an undertaker's work methodology and practices. However, it is understood from TfL's monitoring report that ~86 per cent of London's water sector works have managed to avoid incurring charges.

27	Scheme Document	Thames Water objects to the inclusion of footways in the scheme. Regulation 4 (5) of the regulations states that: - Charges do not apply to street works— (a) in a verge. (b) in a traffic-sensitive street, other than at a traffic-sensitive time. (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.	The Council has not proposed the inclusion of footways to be designated as Lane Rental. However, the Council will follow all guidance in relation to updating its Lane Rental Scheme in the future.
28	General Comment	Has the selection of LB Redbridge 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 2.1.4).	The proposed network leaves just over 88% of Redbridge's road network available to be worked on during the day subject to permit approvals. As stated earlier in this document, at the widest extent charges can apply are from 07:00 to 19:00. This encourages companies to undertake their works at quieter times. 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.
29	General Comment	Has LB Redbridge given any consideration on different impacts faced by differing utility types? - the water network tends to be the deepest in the highway, whereas telco network is shallow and mainly in the footway.	Please see response to number 26 above.

30	Scheme Document	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?	Redbridge has attempted to align with the Transport for London Scheme as closely as possible in regard to non-chargeable days over the festive period. It is however noted that Boxing Day and Easter bank holiday, despite the latter being a religious holiday, has increases in traffic movement in the borough, as well as other bank holidays except for Christmas day.
31	Cost Benefit Document	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?	Redbridge do not wish to incentive 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 Redbridge believe it will assist in encouraging works to be completed expediently.
32	Scheme Document	Please explain how LB Redbridge will manage any crossover between differing lane rental schemes	Waivers should be sought in such scenarios and Redbridge will work with their neighbouring authorities and stakeholders in order to treat promoters fairly. This shall be included within the waiver guidance document that will be published, notwithstanding regulations only allow an approved authority to levy charges for the streets within their authority designated as Lane Rental
33	TSS	Page 16/17 of the DfT lane rental bidding guidance (April 2025) states that the authority must have evidence to support the selection of streets (or parts of streets) for the scheme, the evidence will show that works in the highway of the selected streets cause the highest levels of disruption and require the greatest efforts to sooth the traffic flow. Please provide this evidence for the consultees to review.	The evidence to support the selection of streets is not required as part of the consultation but can be submitted to the DfT as part of the final Lane Rental submission if requested.

34	General comment	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. Consideration should be given to setting a limit of what LR charges would be applied to major schemes, possibly dependant on the scale or length of the project and the benefit that the works will bring to the community.	Comment noted.
35	Cost Benefit Document	For defective reinstatement works, why are you proposing to go straight to charging the maximum Lane Rental charge allowable at £2,500?	Please refer to point number 16.
36	General Comment	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?	All works that occur on a Lane Rental designated roads will be charged under the scheme to ensure consistency for all promoters.
37	General Comment	Strategically important and National Infrastructure capital schemes should be exempt of Lane Rental where there are clearly long-time benefits for residents, businesses, customers and the travelling public. Works which are plated/collapsed down to minimise disruption should be incentivised with at least a 50% discount.	Comment noted.

38	General Comment	Works on the footway which result in a traffic management type of 'some cway incursion' and maintain the traffic flows should not incur a charge at all .	Comment noted.
39	General Comment	Works on behalf on the fire brigade to maintain/repair fire hydrants should not attract a lane rental charge as this work protects lives.	Comment noted.
40	General Comment	There should be a discount offered to utilities who must undertake works utilising more time consuming construction methods instigated as a result of a HA request or by HA design, for example, if composite or rigid concrete curing is required.	Comment noted.
41	TSS	There are many streets on the proposed list of streets which are not classified as traffic sensitive – or have been amended to expend the timings of existent TS times. Please provide the data that LB Redbridge has used to determine that the timings that currently exist need to be extended.	The evidence to support the selection of streets is not required as part of the consultation.
42	Scheme Document	LB Redbridge are seeking to apply lane rental charge on 11.9 % of the network. This figure should include the extent of those streets already covered by the TFL lane rental scheme which are within the LB Redbridge.	Redbridge are not the Highway Authority for the Transport for London Road Network, even though it is within Redbridge, and those roads do not form part of the Borough road network therefore those roads cannot be counted as part of the percentage.
43	Scheme Document	How are the objectives going to be measured/evaluated & evidenced?	The evaluation plan is available on the dedicated Redbridge Lane Rental website: https://engage.redbridge.gov.uk/lane-rental-scheme
44	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	Redbridge Council has not proposed any tidal charges as part of its scheme.

45	Scheme Document	5.1.2 Thames Water objects to the exclusion of immediate urgent works from a lane rental free period. LB Redbridge should include all immediate activities in this section like all other schemes both in operation and in consultation. LB Redbridge seems to be penalising us for faults which are out of our control. 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. 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.	Comment noted. DfT's guidance states: In respect of genuine emergency (not immediate) works that must be carried out during the charging period to avoid significant danger to public safety or significant property damage, schemes will be expected to provide a charge-free period to enable the emergency to be dealt with and the road reopened to traffic. There is no specific timing field(s) that allow for planned works durations to be calculated on an hourly basis.
46	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.	Comment noted. This is a standard reference in the pan-London framework document and is repeated within HAUC England's Lane Rental Framework Guidance document and in other scheme documents operational outside of London.
47	Cost Benefit 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.	Please refer to point number 27.
48	Scheme Document	10.1.2. Why is this document not available as part of this consultation?	The document is not required as part of the Lane Rental Consultation. Accompanying documents will be made available subject to a decision on the Lane Rental implementation.

49	Scheme Document	10.1.5. What is this system and how will it be managed to ensure fairness? What will the process be?	As stated in the policy the Council will have a fair and open system to consider representations. The process will be similar to the Transport for London representation process and take into consideration all the points made by works promoters against the schemes policy and guidelines.
50	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 included, how they will be measured, what the initial benchmarks are, etc – which would normally be included in an evaluation plan.	Please refer to point number 4.
51	Scheme Document	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 application. It is that document that we require to review and assess.	Please refer to point number 20.
52	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.
53	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 Redbridge must comply with the existing regulations.	Comment noted.

54	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.	Comment noted.
55	Cost Benefit Document	3.1 How has the algorithm been derived as it is hard to understand what this algorithm actually does. This whole section does not refer to LB Redbridge at all. Surely the scheme and this document should be specific to LB Redbridge rather than generic. There is also no mention that this algorithm only 'runs' on the TS streets in Redbridge as only streets that are correctly recorded as TS can be included in a lane rental scheme.	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. In summary, the algorithm is sensitivity based with works on the most disruptive Lane Rental locations receiving a higher charge. It is not possible to apply lane rental to a street that does not meet the traffic sensitive criteria.
56	Cost Benefit Document	3.3 The last sentence seems to indicate that there are more buses in Redbridge 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..	To clarify, the comparison is between borough roads and Transport for London's road network, which is 550km, whereas the total extent of London's bus route network is 18,523km.

57	Cost Benefit Document	3.7 what criteria is being used to determine 'higher' traffic sensitivity?	The determination of 'higher' traffic sensitivity on traffic-sensitive streets is based on a combination of factors designed to identify locations where roadworks would cause the greatest disruption. Key criteria include: Traffic Volume – Average daily and peak-hour vehicle flows. Congestion Levels – Frequency and severity of traffic delays in the area. Public Transport Impact – Presence of bus routes, tram lines, or other high-demand public transport services. Strategic Importance – Proximity to key infrastructure such as hospitals, schools, emergency services, and major junctions. Journey Reliability – Variability in travel times that could be affected by roadworks. These factors are typically combined into a scoring or ranking system to classify streets as having higher, medium, or lower traffic sensitivity. This approach ensures that charges under schemes such as Lane Rental are proportionate to the potential disruption caused.
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58	Cost Benefit Document	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 cannot be justified. Thames Water strongly objects to these unjustifiable charges.	Please refer to point number 27.
59	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.
60	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 Redbridge has used to determine which band a particular location 'fits'.	Please refer to point number 57.
61	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.	Please refer to point number 27.
62	Cost Benefit Document	4.6 This is not a data led approach as it includes estimates.	Comment acknowledged.

63	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 forecast LR charges liability, excluding the significant costs of actually undertaking the works outside of normal hours (e.g. premium labour rates, material and equipment availability etc.) is more than you have quoted for the whole utility sector. Our calculation is based on the works completed on the proposed LR streets over a 12 month period and calculated what we would have incurred if the lane rental scheme was in place at that time. Our calculation shows that we could have incurred £1,545,000. We would like to challenge your calculation and request you provide the details of how you have reached this conclusion as this is vital in constructing a proper cost benefit analysis.	Please refer to point number 3.
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TABLE OF CONSULTATION COMMENTS FROM BT OPEN REACH AND REDBRIDGE RESPONSE

Number	Theme	Comment	Redbridge response
1	Scheme Document	In the consultation letter you state that you have used the 'Lane Rental Schemes: Guidance for English Highway Authorities issued 17th March 2024. The Department for Transport released updated guidance in April 2025 entitled 'Lane Rental Bidding Guidance'. Please confirm that Redbridge have drawn up their lane rental scheme in accordance with this guidance.	We can confirm that the London Borough of Redbridge has developed its Lane Rental scheme in line with the most recent guidance and advice provided by Transport for London (TfL), who are currently leading on all London applications. TfL continue to work closely with the Department for Transport (DfT) and receive regular updates on the latest national guidance, including the Lane Rental Bidding Guidance issued in April 2025. Our scheme has therefore been prepared in accordance with this most up-to-date advice.
2	TSS	The streets listed in this Lane Rental consultation have been proposed as traffic-sensitive designations. Openreach requires confirmation from Redbridge that these locations and timings represent the intended Lane Rental sites, as this is currently assumed but not verified	A copy of the proposed Lane Rental roads can be found on the LB Redbridge Lane Rental webpage: https://engage.redbridge.gov.uk/lane-rental-scheme
3		5.2 charges Openreach does not support the inclusion of footway charging in the scheme. Redbridge has not identified any specific streets for this measure, nor provided a cost-benefit analysis to support approval from the Secretary of State for Transport	The Council has not proposed the inclusion of any footway charging within this proposal.

4		5.2.10 – Openreach supports the inclusion of Redbridge’s high, medium, and low charge bands As the full proposed lane rental street list has been provided without banding details, Openreach is unable to determine which streets fall under each band. We have previously encountered issues in other Boroughs where high-band streets are located adjacent to low-band TfL roads. To ensure a meaningful response to this consultation, banding information must be shared with Openreach and all consultees.	A copy of the proposed Lane Rental roads can be found on the LB Redbridge Lane Rental webpage: https://engage.redbridge.gov.uk/lane-rental-scheme
5		6.2. Immediate Emergency Works Openreach expects a 48-hour charge-free period for immediate emergency works, in line with the Department for Transport’s Lane Rental Schemes: Guidance for English Highway Authorities. Could you clarify the rationale for limiting this period to 24 hours? For the waived fee on immediate works, does the 24-hour period begin from the date only, or from the exact start time of the works (e.g. 04/08/25 at 10:15am, ending at 10:15am on 05/08/25)?	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 Redbridge Scheme aligns with this to ensure consistency across London. TfLs scheme is based on actual start and end times on the basis the scheme specifies a free 24-hour period.
6		6.2. 1 - Openreach seeks clarification on why charges would apply when making a site safe following incidents beyond our control—such as road traffic collisions involving our infrastructure (e.g., poles or cabinets). As the promoter is not responsible for the cause, it is unclear why such situations would incur charges.	The 2012 regulations only exempt street works whose impact: • is confined solely to the verge of a highway • are in a traffic-sensitive street, other than at a traffic-sensitive time • are 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

			For its own infrastructure affected by road traffic collisions the Council would request its contractors to raise an immediate emergency permit to undertake make safe works to the infrastructure and clear of any carriageway incursion, and for any permanent repairs to then be undertaken outside of the Lane Rental working window. This process would minimise any Lane Rental charges.
7		6.2.3 – Why does the waived fee period exemption not extend to all immediate works, as is common practice in other Lane Rental schemes?	DfT's guidance states: In respect of genuine emergency (not immediate) works that must be carried out during the charging period to avoid significant danger to public safety or significant property damage, schemes will be expected to provide a charge-free period to enable the emergency to be dealt with and the road reopened to traffic. The scheme also aligns with the established and existing arrangements that are in place as part of the Transport for London Lane Rental Scheme operating since 2021.
8		7.2 Collaborative works 'Collaborative works that are carried out concurrently and/or consecutively by two or more works Promoters at the same location can apply to have charges reduced for the period of collaboration.' What is the range of discount available and the criteria to meet each of these? A full waiver for collaborative or joint works should be implemented in line with DfT guidance; without it, there is insufficient incentive to collaborate, and the scheme risks falling short of its objectives.	DfT's guidance refers to 'additional' discounts rather than a 'full' waiver for collaborative work. Detailed guidance on waivers and reductions will be published prior to the scheme being implemented. In accordance with the guidance that will be published, Redbridge intend to waive charges in 'full' for collaborative works.

9		7.3 Major infrastructure improvements Could the Redbridge confirm whether the Openreach fibre broadband rollout qualifies as a major infrastructure improvement and is eligible for applicable discounts?	Consideration will be given to reducing charges for major infrastructure works, the definition of which will align with TfL's Lane Rental scheme.
10		Environmental Impact The scheme document appears to lack provisions for environmental considerations when scheduling out-of-hours works to avoid lane rental charges. A formal process should be established between the Redbridge's StreetWorks and Environmental teams to ensure undertakers are not penalised if environmental constraints prevent out-of-hours completion, despite reasonable efforts. In such cases, Openreach would expect lane rental charges to be waived. Could Redbridge please clarify the out-of-hours Environmental Health application process, including lead times and any waiver provisions for works that cannot be scheduled outside standard hours.	Comment noted. Detailed guidance on waivers and reductions will be published prior to the scheme being implemented, as well as guidance on the environmental out of hours working process will also be provided.

11		Openreach has been unable to locate any evaluation reports for Redbridge's permit scheme, which are required for years one, two, and three, and every three years thereafter. If these evaluations have been completed, we would appreciate guidance on where they are published. Additionally, the permit scheme documentation within the order appears unchanged since its introduction in 2009, despite updates to relevant legislation, codes of practice, and operational guidance. For authorities pursuing a lane rental scheme, it is essential to demonstrate that a robust and well-managed permit scheme is in place, supported by appropriate data and evidence. At present, Openreach does not believe sufficient evidence has been provided to confirm this.	All of the evaluation reports have been completed in line with regulation 16a, copies of which will be made available on the Redbridge website and submitted to the DfT as part of our application. The Council adheres to the latest updates to the permit scheme.
12		Openreach also note that the % of streets being selected by Redbridge is higher than the 5 – 10% expected by the DfT. The Council are proposing to introduce a lane rental scheme on 11.9% of the total network length. Why are Redbridge proposing 11.9% 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 Redbridge geographical area.	The algorithm applied is based upon a 15% coverage pan London, with some boroughs having a higher or lower percentage than others. Redbridge's coverage is based upon this model, less a further reduction for roads which Redbridge deemed as unsuitable, producing a finalised network extent of 11.9%. Redbridge believe the Lane Rental scheme network extent is robustly justified with data including an evaluation of the Traffic Sensitive Streets review and London Permit Scheme evaluation. The data used for the algorithm can be made available to the Department for Transport if requested.

13	Openreach is concerned that Redbridge has not appropriately aligned traffic sensitivity timings with the proposed lane rental charging periods. Of the streets proposed, 23 are subject to charges from 07:00–19:00 on weekdays and 07:00–10:00 / 15:00–19:00 on weekends—representing nearly 27% of the scheme. This leaves limited scope or incentive to schedule works outside of chargeable hours. Greater flexibility is needed, particularly during off-peak windows between morning and evening peak periods, to facilitate more efficient delivery of works. Weekdays 0700-1900 does not give promoters/statutory undertakers the opportunity and incentive to change behaviours around working location and times, Openreach would strongly recommend RBK review these times and days to reflect the most congested times (AM and PM peak)	The scheme makes provision for works to be undertaken outside of peak times. TfL's scheme evaluation reports suggest that 83 per cent of utility works have managed to avoid a charge, as well as providing the benefits of the scheme such as improved journey times, collaboration and customer satisfaction. The scheme provides various incentives to undertake works where costs will be reduced or waived. It should be noted that four out of five schemes currently in operation have a similar or wider charging timing ranges than the pan-London borough approach.
14	Could Redbridge clarify whether discounts and waivers will be applied automatically during the permit application process, or if undertakers will need to submit a separate request?	Detailed guidance on waivers and reductions will be published prior to the scheme being implemented. Waiver requests shall be treated on a case-by-case basis and the outcome recorded to ensure draft charges are raised specific to the circumstance.

TABLE OF CONSULTATION COMMENTS FROM METROPOLITAN POLICE AND REDBRIDGE RESPONSE

Number	Theme	Comment	Redbridge response
1	General	Thank you for the consultation. At this stage I have no objections in principal and have filed this matter under our reference TMO JI1023TD2025	Comment noted.

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

Number	Theme	Comment	Redbridge response
1	General	The Mayor welcomes the London Borough of Redbridge's ambition to introduce a lane rental scheme and contribute towards realising his manifesto pledge to "Drastically reduce disruption on our roads by working with TfL and councils to extend the lane rental scheme to borough roads and reduce disruption to London's road network". Lane Rental schemes are a key tool to help improve journeys at peak travelling times on London's most traffic sensitive streets, whilst helping to reduce the disruption associated with streetworks to London's residents, the economy and environment. The London Borough of Redbridge's implementation of a Lane Rental fee on strategic roadways will encourage utilities to limit the impact of their streetworks and engage in collaborative delivery. It is hoped that this will in turn lead to a reduction in disruption and congestion, which is pan London-wide issue that the Mayor is committed	Redbridge Council, as part of its Sustainable Transport Strategy committed to exploring Lane Rental as an option to further incentivise improved working on its road network. Lane Rental is a proven way to reduce congestion caused by roadworks on its most sensitive routes. This aligns with the Mayor's manifesto pledge to create a pan-London Lane Rental scheme which will promote consistency in its application which is also supported by Redbridge. Recommendations around the 100% waiver for collaborative works and the integration of the ICS monitoring and evaluation tool are noted.

to tackling, in collaboration with London's boroughs.

However, as more Lane Rental schemes are introduced across Greater London, 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 – or London Borough Lane Rental Scheme (LBLRS) – agreed by the London borough strategic working group, ensuring the scheme reflected borough needs, 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.

For these reasons, we support replicating the same conditions – including scope, methodology, the permit and waiver system – that currently exists, and is in operation, across Transport for London's Lane Rental Scheme (TLRS). We call on Redbridge to align with the pan-London approach, including the need to offer 100% waivers for collaborative working and track their performance. To further reduce the impact of streetworks and improve collaboration, the GLA have identified two recommendations that we encourage Redbridge to adopt:

- 1) maintaining the 100 per cent charge discount for collaborative streetworks, which is in place on the TLRS;

2) integrating the GLA's Monitoring and Evaluation Tool to validate collaborative streetwork projects and track the impacts of collaborative delivery.

Lastly, the Mayor of London looks forward to continuing to work with the Redbridge and other highway authorities to establish best practice to administer Lane Rental schemes and surplus funding across Greater London.

Recommendations:

Introducing a 100% Collaborative Streetworks Fee Waiver:

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 therefore strongly encourage Redbridge's Lane Rental scheme to replicate such conditions.

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 waiving the full cost of Lane Rental when streetworks are delivered for collaborative delivery, the TLRS incentivises collaborative working and

	effectively encourages utility companies to enter collaborative arrangements. Without a 100 per cent fee waiver, Redbridge risks losing out on the benefits of collaboration. The Mayor's Infrastructure Coordination Service (ICS) has deployed the Dig-Once Approach and demonstrated 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 of anything below 100% as too low, as it would likely not make a significant difference to utilities' calculations and lead to the resultant reduction in streetworks delivered collaboratively. The ICS' 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 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. Integrating Monitoring and Evaluation to Measure the Impact of Lane Rental for collaborative streetworks:	
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	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 a business-as-usual approach. 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: • 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. We recommend incorporating the GLA's M&E tool as part of the process when securing the collaborative working waiver. The ICS is willing to provide further information and training on the tool to Redbridge as well as support with tracking results arising from collaborative working.	
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TABLE OF CONSULTATION COMMENTS FROM TRANSPORT FOR LONDON AND REDBRIDGE RESPONSE

Number	Theme	Comment	Redbridge response
1	General	Transport for London are delighted to see the London Borough of Redbridge formally consult on proposals to introduce a Lane Rental scheme. In his recent manifesto, the Mayor of London has pledged to expand Lane Rental across London. The council is also congratulated on forming part of the tranche two borough Lane Rental group and steering the way forwards for other London councils to adopt Lane Rental. 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, 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 Since the summer of 2023, TfL has been working in partnership with the London Borough Strategic Lane Rental group, which consisted of a small number of councils, namely Enfield, Lambeth, Kensington and Chelsea, and Camden, with occasional support from London Councils. The primary objective of the group was to establish a	Redbridge Council, as part of its Sustainable Transport Strategy committed to exploring Lane Rental as an option to further incentivise improved working on its road network. Lane Rental is a proven way to reduce congestion caused by roadworks on its most sensitive routes. Redbridge Council is also supportive of a consistent pan-London approach to a Lane Rental Scheme which will benefit works promoters working across London in adhering to consistent, clear, and uniform rules. Redbridge is also supportive of any further consistency in software to help operational administration of a Lane Rental Scheme.

	pan-London Lane Rental scheme framework for operating Lane Rental, 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 approach was produced after consultation with all London boroughs on key policy areas 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. 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. TfL welcome Redbridge consultation proposal, which is fully aligned with the pan-London model and is therefore endorsed by TfL. TfL are also considering how further operational consistency can be achieved across schemes through the provision of a pan-London software platform that can automate Lane Rental charge accounts and record evidence of chargeable works.	
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TABLE OF CONSULTATION COMMENTS FROM LONDON COUNCILS AND REDBRIDGE RESPONSE			
Number	Theme	Comment	Redbridge response
1	General	Thank you for the opportunity to contribute to the consultation on Redbridge's lane rental scheme. From London Councils perspective, we have also supported the roll out of Lane Rental and have lobbied Central Government to enable boroughs to take advantage of this. We believe that there are significant benefits in terms of reducing the congestion and disruption that (prolonged) street works can cause, whilst also encouraging shorter programmed schedules to ensure that any works are finished more quickly.	Redbridge Council, as part of its Sustainable Transport Strategy committed to exploring Lane Rental as an option to further incentivise improved working on its road network. Lane Rental is a proven way to reduce congestion caused by roadworks on its most sensitive routes.

5 APPENDIX

5.1 Appendix A – Consultation material:

- The Consultation Letter
- The Proposed Redbridge Lane Rental Scheme Document (page numbers as per this document)
- The Proposed Redbridge Lane Rental Network Maps
- The Proposed Schedule of Locations
- The Supporting Cost Benefit Analysis
- The Consultation Webpage



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28 July 2025

Dear Consultee,

The London Borough of Redbridge - Proposed Lane Rental Scheme - Public Consultation

The London Borough of Redbridge 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 of the NRSWA 1991.

In accordance with the 'Lane Rental Schemes: Guidance for English Highway Authorities' issued by the Department for Transport on the 17 March 2024, the London Borough of Redbridge is entering a period of public consultation. The consultation period will be open from 28 July 2025 – 28 August 2025.

The following information is attached to this email and will also be made available on the Council website:

- Consultation letter
- The proposed Redbridge Lane Rental Scheme document
- The supporting Cost Benefit document
- The proposed Lane Rental network map
- Link to online [map](#)
- The proposed Schedule of Locations

Please email lanerental@redbridge.gov.uk to ask questions or seek further information. Any party wishing to make comment on the proposals should submit their comments in writing before the end of **28 August 2025**.

Yours Sincerely,

Dhires Bhatt
Head of Highways & Transportation



London Borough Of Redbridge
Lane Rental Scheme
Scheme Document

2025



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1. INTRODUCTION

1.1 The London Borough of Redbridge Lane Rental Scheme ('The Scheme')

- 1.1.1 This is the **London Borough of Redbridge** 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 Purpose of Lane Rental Scheme

- 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 Legislative and Regulatory Basis for Lane Rental

- 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 Charging Criteria and Operational Intent

- 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 will initially apply to 11.9% of the London Borough of Redbridge's overall road network length.
- 4.2.2. 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.
- 4.2.3. All works are subject to charges, unless they are exempt from charges
- 4.2.4. Works carried out by or on behalf of the London Borough of Redbridge, 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 Calculation and Conditions of 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 – Redbridge do not have any footways within the proposed Lane Rental network	£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 Criteria for Lane Rental 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.
 - Works in the footway that do not that involve breaking up the street, or tunnelling or boring under it.
- 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 Overview of Charge Reduction Opportunities

- 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 Charge Accuracy, Compliance Monitoring, and Fraud Prevention

- 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:

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

Table 2: Transitional Arrangements

10. DISPUTE RESOLUTION

10.1 Dispute Resolution Process and Representation Procedures

- 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 Allocation and Management of Scheme 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 annual 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".

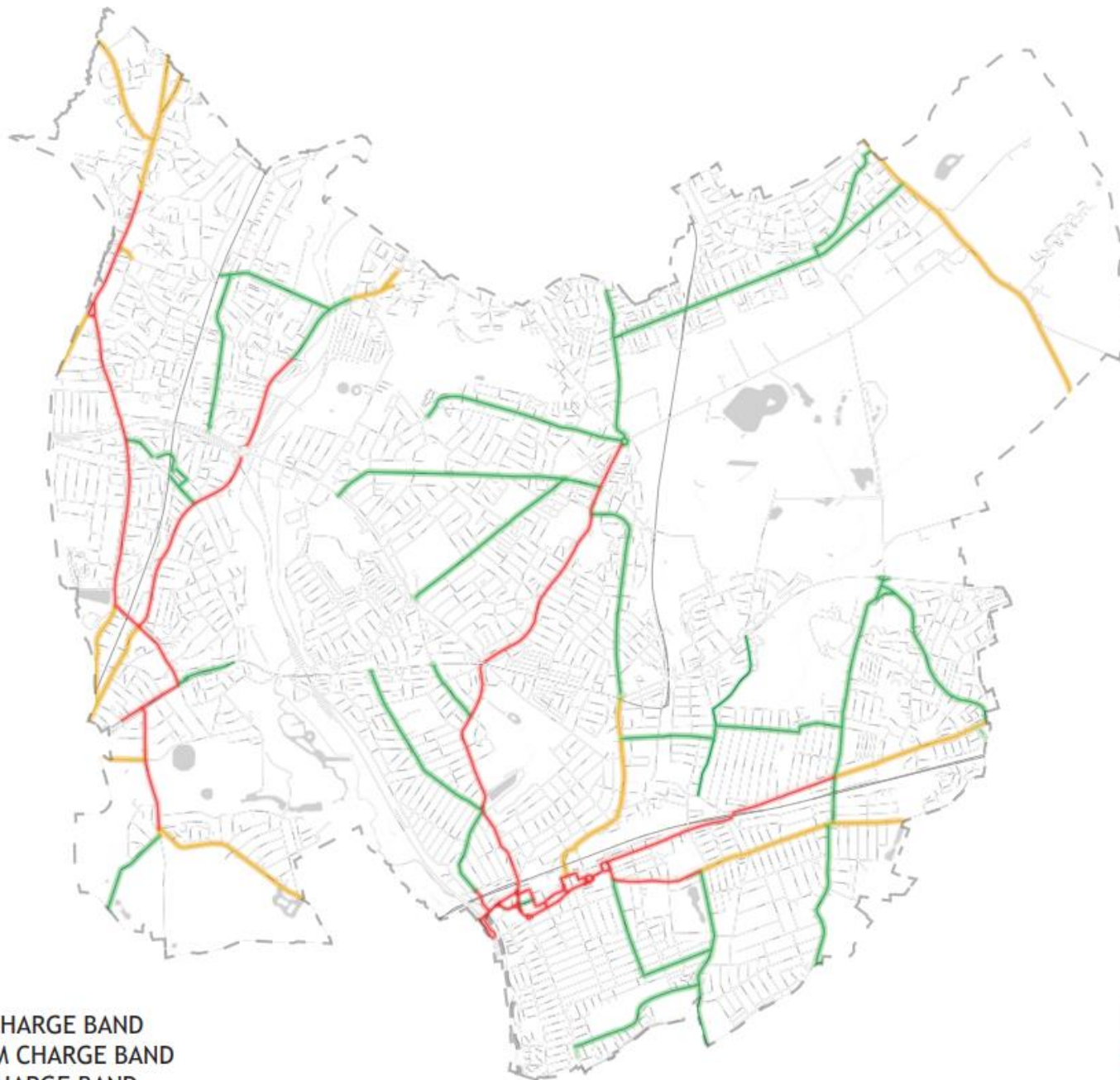
Appeal	Where there is an unresolved disagreement between the Promoter and the Permit Authority about a Permit Authority's decision or actions the Promoter may appeal using the procedure in the Borough permit scheme .
Arbitration	As defined in Section 99 of NRSWA, "any matter which under this Part is 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 Redbridge
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.
Diversiónary 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(Diversiónary 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 Redbridge Lane Rental Scheme	The London Borough of Redbridge 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: 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.



LEGEND

- HIGHWAY - HIGH CHARGE BAND
- HIGHWAY - MEDIUM CHARGE BAND
- HIGHWAY - LOW CHARGE BAND

Redbridge Lane Rental Scheme Schedule of Streets and Timings

USRN	Street Name	Traffic sensitivity	Traffic flow >200 vehicles per hour	Traffic flow >400 vehicles per hour	Traffic flow >8 buses per hour 2-way road	Within 100 metres of a critical signalised junction or gyratory or roundabout system	Lane Rental Charge Band	Traffic Sensitivity timings
22306464	A118 ILFORD HILL LOOP	YES	Y	Y	N	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22301800	ALDBOROUGH ROAD SOUTH	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302576	ALDERSBROOK ROAD	YES	Y	Y	N	N	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22301832	BARLEY LANE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22306456	BARLEY LANE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302620	BEEHIVE LANE	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302635	BLAKE HALL ROAD	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22302675	CAMBRIDGE PARK	YES	Y	Y	N	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22302697	CENTRE ROAD (From Lake House Road to Blake Hall Road)	YES	Y	N	N	N	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22301932	CHADWELL HEATH LANE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302700	CHAPEL ROAD	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22302712	CHIGWELL ROAD	YES	Y	Y	Y	N	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22306446	CHIGWELL ROAD (BROADMEAD ROAD TO GAYNES HILL ROAD)	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22306446	CHIGWELL ROAD (GAYNES HILL ROAD TO CROSS ROAD)	YES	Y	N	Y	Y	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22306446	CHIGWELL ROAD (GEORGE LANE TO BROADMEAD ROAD)	YES	Y	Y	N	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22302728	CLAYHALL AVENUE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302729	CLEMENTS LANE	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22305994	CLEMENTS ROAD	YES	N	N	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22302756	COWSLIP ROAD	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302761	CRANBROOK ROAD	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22304931	DAISY ROAD	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22304966	EPPING NEW ROAD	YES	Y	Y	N	N	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22302037	ETON ROAD	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22304983	FENCEPIECE ROAD	YES	Y	Y	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302864	FREMANTLE ROAD	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900

Redbridge Lane Rental Scheme Schedule of Streets and Timings

URN	Street Name	Traffic sensitivity	Traffic flow >500 vehicles per hour	Traffic flow >600 vehicles per hour	Traffic flow >8 buses per hour	Within 100 metres of a critical signalised junction or gyratory or roundabout system	Lane Rental Charge Band	Traffic Sensitivity Limiting
22305008	FULLWELL AVENUE	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22306213	FULLWELL CROSS ROUNDABOUT	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302872	GEORGE LANE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302089	GOODMAYES LANE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302090	GOODMAYES ROAD	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22306487	GREEN LANE	YES	Y	Y	Y	Y	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22302099	GREEN LANE (WINSTON WAY TO SOUTH PARK DRIVE)	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22302099	GREEN LANE (SOUTH PARK DRIVE TO BOROUGH BOUNDARY)	YES	Y	Y	Y	Y	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22302911	HANDFORTH ROAD	YES	N	N	Y	N	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22306105	HARRIER AVENUE	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302932	HERMON HILL	YES	Y	Y	N	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22306108	HIGH ROAD - SEVEN KINGS	YES	Y	Y	N	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22306014	HIGH ROAD - BUCKHURST HILL	YES	Y	Y	N	N	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22306010	HIGH ROAD - ILFORD	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22306013	HIGH ROAD - ROMFORD	YES	Y	Y	Y	Y	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22306011	HIGH ROAD - GOODMAYES	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22306015	HIGH ROAD - SOUTH WOODFORD	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22306016	HIGH ROAD - WOODFORD GREEN (DERBY ROAD to INMANS ROW)	YES	Y	Y	Y	Y	High	Weekdays & Weekends 0700-1000 & 1500-1900
22306016	HIGH ROAD - WOODFORD GREEN (INMANS ROW to HIGH ROAD - BUCKHURST HILL)	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22302941	HIGH STREET - BARKINGSIDE	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22302942	HIGH STREET - WANSTEAD	YES	N	N	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22300495	HOLLYBUSH HILL	YES	Y	N	N	Y	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22302956	HORNS ROAD	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302962	ILFORD HILL	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22306106	KINGFISHER AVENUE	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900

Redbridge Lane Rental Scheme Schedule of Streets and Timings

USRN	Street Name	Traffic sensitivity	Traffic flow >500 vehicles per hour	Traffic flow >600 vehicles per hour	Traffic flow >8 buses per hour	Within 100 metres of a critical signalised junction or gyratory or roundabout system	Lane Rental Charge Band	Traffic Sensitivity Limiting
22302994	LAKE HOUSE ROAD	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22305638	LATCHETT ROAD	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22303015	LEY STREET	YES	N	N	Y	Y	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22302237	LITTLE HEATH	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302241	Longbridge Road	YES	Y	N	Y	N	N/A	Weekdays & Weekends 0700-1000 & 1500-1900
22303025	LONGWOOD GARDENS	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22303028	LOOE GARDENS	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302246	LOXFORD LANE	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22304667	MANFORD WAY	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22305165	MANOR ROAD	YES	N	N	Y	N	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22302275	MEADS LANE	YES	N	N	Y	N	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22303077	MILL ROAD	YES	N	N	N	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22304684	NEW NORTH ROAD	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22300681	NEW WANSTEAD	YES	Y	Y	N	Y	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22303106	NORTHBROOK ROAD	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302342	PERCY ROAD	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22303182	RICHES ROAD	YES	N	N	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22304722	ROMFORD ROAD, HAINAULT	YES	Y	Y	N	Y	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22305312	SNAKES LANE EAST	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22305313	SNAKES LANE WEST	YES	Y	Y	N	N	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22302417	SOUTH PARK DRIVE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22305330	ST BARNABAS ROAD	YES	N	N	N	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22303290	SUNNYSIDE ROAD	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22303296	TANNERS LANE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22303302	THE DRIVE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900

**Redbridge Lane Rental Scheme
Schedule of Streets and Timings**

URN	Street Name	Traffic sensitivity	Traffic flow >500 vehicles per hour	Traffic flow >600 vehicles per hour	Traffic flow >8 buses per hour	Within 100 metres of a critical signalised junction or gyratory or roundabout system	Lane Rental Charge Band	Traffic Sensitivity Limit @
22304744	THE LOWE	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22305379	THE SHRUBBERIES	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22305382	THE VIADUCT	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302509	WANGHEY ROAD	YES	N	N	Y	Y	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302511	WARDS ROAD	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302530	WESTWOOD ROAD	YES	N	N	Y	N	Low	Weekdays & Weekends 0700-1000 & 1500-1900
22302534	WHALEBONE LANE NORTH	YES	Y	Y	N	N	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22300001	WHITEHALL ROAD	YES	Y	Y	N	Y	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22303395	WINSTON WAY	YES	Y	Y	Y	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900
22306449	WOODFORD NEW ROAD	YES	Y	Y	N	N	Medium	Weekdays & Weekends 0700-1000 & 1500-1900
22305452	WOODFORD ROAD	YES	Y	Y	N	Y	High	Weekdays 0700-1900 / Weekends 0700-1000 & 1500-1900

London Borough Of Redbridge Lane Rental Scheme

Supporting Cost Benefit Document

2025



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London Borough Lane Rental Scheme: Provides information on the borough road network



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



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1. Introduction

The London Borough of Redbridge

- 1.2 The London Borough of Redbridge, hereinafter referred to as “the relevant borough,” is located in northeast London and covers approximately 22 square miles. It stretches from Woodford in the north to Ilford in the south and is made up of 22 wards. Redbridge borders the London Boroughs of Waltham Forest, Newham, Barking and Dagenham, and Havering, as well as the county of Essex to the north and east.
- 1.3 Redbridge is one of London’s most diverse boroughs, offering a unique blend of urban and suburban living. It features a mix of thriving town centers like Ilford and Wanstead, quiet residential areas such as Woodford and South Woodford, and significant green spaces including Epping Forest and Valentines Park. The borough is known for its strong community spirit, excellent transport links, and a rich cultural heritage.



Image 1: Redbridge is situated in north east London

- 1.4 The Borough has a population of approximately 300,000 residents with a total road length of 536 kilometers and has excellent transport links with the A12 and A406 running through the borough. The borough features approximately 610 bus stops, accommodating 47-day bus routes, 10 London Underground stations and 4 Elizabeth Line stations.
- 1.5 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.

- 1.9. 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. Redbridge is taking decisive action to create a greener, healthier borough by transforming local travel. The council is committed to reducing car dependency, improving air quality, and encouraging walking, cycling and public transport use, especially for short journeys. Key actions include rolling out safer streets near schools, expanding active travel infrastructure and working with communities to promote inclusive, accessible transport for all. These initiatives support Redbridge’s broader climate goals and aim to make everyday travel cleaner, safer and more sustainable.
- 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

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>

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. By helping to minimize congestion and emissions, the scheme will help support Redbridge's wider sustainable transport strategy.

- 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.

- 1.20 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.

The algorithm uses a more rigorous criteria to define the pan-London Lane Rental network compared to the DfT's traffic sensitive designation criteria. In December 2024 a traffic sensitive review was undertaken on all proposed Lane Rental streets identified by the algorithm with all streets meeting one or more of the following criteria:

- 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 a single carriageway two-way road, the carriageway of which is less than 6.5 metres wide, having a traffic flow in both directions of not less than 600 vehicles per hour;
- the street is one on which the traffic flow in both directions includes more than eight buses per hour;
- the street is within 100 metres of a critical signalised junction or a critical gyratory or roundabout system.

The relevant borough has provided stakeholder notification of its intention to update its traffic sensitive designations for its proposed Lane Rental network, which have been updated, as required, to consider any stakeholder responses received.

The finalised schedule of Traffic Sensitive designations is provided within **Appendix A**.

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 **Equation 1**:

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 in **Table 2**:

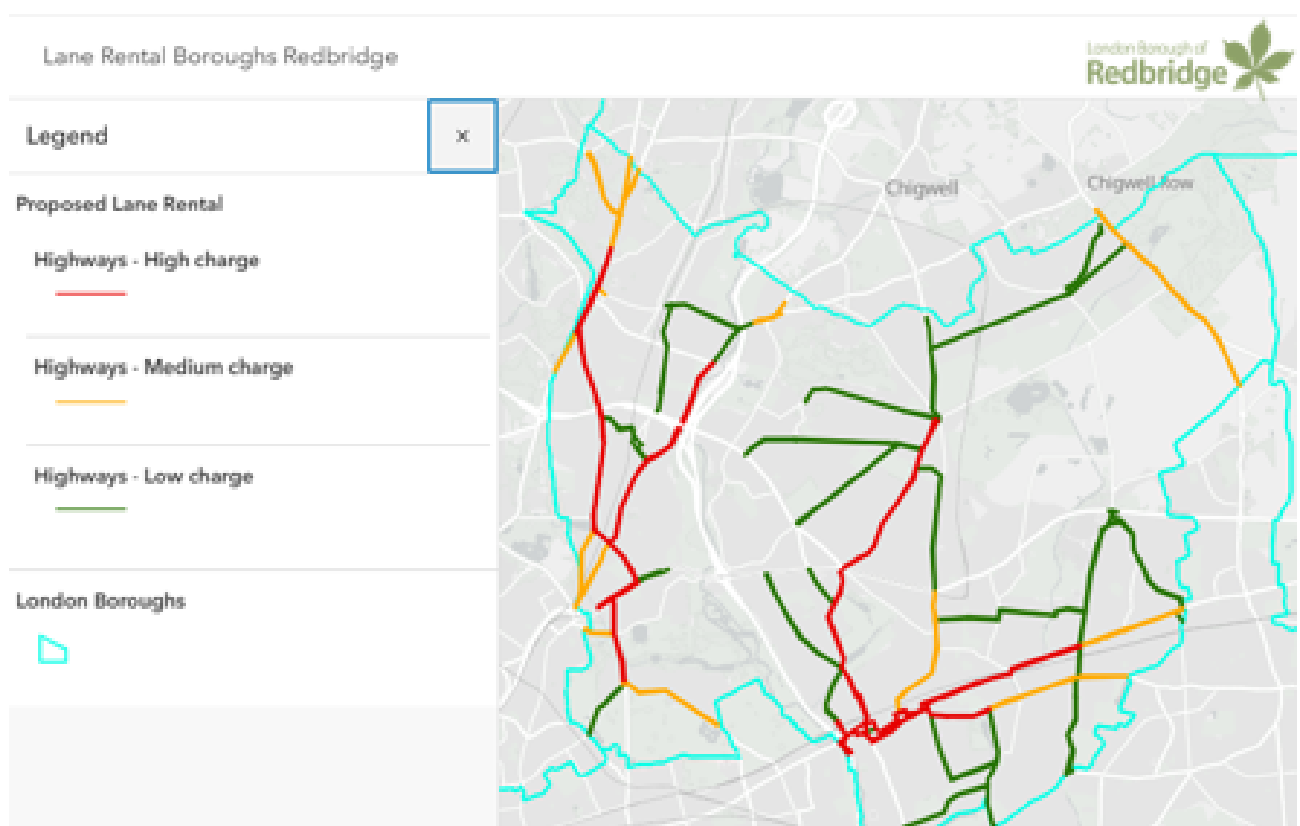
Dataset	Source
Motor vehicle flows	DfT Annual Average Daily Traffic Flow (AADF)
Motor vehicle people movement rate	INRIX journey time data
Bus flows	iBus automatic vehicle location system
Bus load	Origin destination interchange
Bus people movement rate	iBus automatic vehicle location system
Unplanned 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 11.9 per cent. 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
Redbridge	13.8%	11.9%	-1.9%

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.

People affected pedestrian flow per minute during busiest peak	Sensitivity (to capacity) ((pavement width – X) x signal factor)
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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. This charge band is shown in **Table 4** below.

Table of Charges				
Area of Occupation	Daily Charge			
	Footway	Low	Medium	High
Footway- Redbridge do not have any footways within the proposed Lane Rental network	£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%
Redbridge	47.0%	24.7%	28.4%

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 in **Table 6**:

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 in **Table 7**:

Lane Rental Charges faced by Utility Companies	£1,677,500
Lane Rental Charges faced by Highway Authorities	2,260,000
TOTAL	£3,937,500

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.



**ONE
BRILLIANT
TEAM**

Redbridge Lane Rental Scheme Consultation



Redbridge Council has applied to the Department of Transport to implement a Lane Rental Scheme to reduce roadwork disruptions. This scheme is being proposed 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 Road and Street Works Act 1991** (NRSWA). You can view a [map of our proposed lane rental network](#)

The scheme aims to better control roadworks and street works in the most sensitive areas within the borough.

The aim is to limit the amount of disruption by encouraging work to be done at less busy times and to finish early. Redbridge is committed to providing clean and green spaces, strong, healthy and safe communities, more and better homes, and an economy that works for everyone. Traffic congestion affects economic productivity, people's health and the environment.

This proposal also supports the London Mayor's pledge to expand lane rental across London.

Consultation

In accordance with the Lane Rental Schemes: Guidance for English Highway Authorities issued by the Department for Transport on the 17 March 2024, Redbridge Council is entering a period of public consultation. The consultation period will be open from the **28/07/2025** to **28/08/2025**.

View the consultation documents linked below:

- [Lane Rental Scheme Document](#)
- [Cost Benefit Analysis](#)
- [Lane Rental Location Map](#)
- [Lane Rental Evaluation Plan](#)
- [Lane Rental List of Locations](#)

To provide your feedback on the consultation, please submit a response via:

Email:

lanerental@redbridge.gov.uk

Write to us:

Highways and Transportation
Second Floor
Lynton House
255-259 High Road
Ilford
IG1 1NY

Who's Listening

Dhiresb Bhatt

Head of Highways & Transportation

DB

Email lanerental@redbridge.gov.uk

Lifecycle



Open

This consultation is open for contributions.



Closing date

This consultation will close 28/08/2025.

Documents



Lane Rental Scheme Document.pdf (537 KB) (pdf)



Lane Rental List of Locations (315 KB) (pdf)



Lane Rental Location Map.pdf (14.6 MB) (pdf)



Lane Rental Evaluation Plan.pdf (339 KB) (pdf)



Cost Benefit Analysis.pdf (783 KB) (pdf)



London Borough of Redbridge Lane Rental Scheme Evaluation Plan (713 KB) (pdf)