

North Yorkshire Council

Environment Executive Members

18 March 2025

North Yorkshire Lane Rental Scheme - Submission of application to the Secretary of State

Report of the Assistant Director - Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 To seek approval from the Executive Member for Highways and Transportation to submit an application to the Secretary of State for Transport for the implementation of a Lane Rental Scheme (LRS). The scheme aims to reduce congestion and disruption caused by roadworks by charging utility companies and highway authorities for occupying the most traffic-sensitive areas of the road network during peak times.

2.0 BACKGROUND

- 2.1 Under the Transport Act 2000, local highway authorities may introduce a Lane Rental Scheme, subject to approval from the Secretary of State. The scheme allows charges to be levied on works undertaken in designated areas and at specified times, incentivising more efficient working practices, off-peak scheduling, and minimising road occupation.
- 2.2 Successful schemes have been implemented for Transport for London (TfL), Kent, West Sussex and Surrey demonstrating significant benefits, including:
- Reduction in congestion caused by roadworks
 - Increased collaboration between utility companies and highway authorities
 - More efficient working practices leading to shorter roadworks duration
- 2.3 Following an internal review and consultation with key stakeholders, we believe that implementing a Lane Rental Scheme in our authority area would deliver similar benefits.

3.0 LANE RENTAL IMPLEMENTATION

- 3.1 The proposed LRS will target the most congested parts of the road network where disruption from roadworks has the greatest impact. Key reasons for seeking approval include:
- Traffic Flow Improvement: Reducing delays and improving journey reliability for residents and businesses.
 - Economic Benefits: Minimising disruption to local businesses and commuters, reducing economic losses caused by congestion.
 - Enhanced Coordination: Encouraging utility companies and contractors to plan roadworks collaboratively and efficiently.
 - Environmental Impact: Lowering vehicle emissions by reducing congestion and idle time.
- 3.2 The scheme will focus on major roads and key junctions already identified through the consultation where traffic disruption is most severe. Charges will be applied during peak hours, with incentives for off-peak or accelerated work completion. Exemptions will be considered for emergency works and essential maintenance.

3.3 A monitoring framework will be established to evaluate the scheme's impact and effectiveness as required by the statutory guidance.

4.0 CONSULTATION UNDERTAKEN

4.1 As per the requirements of the Lane Rental application to the Secretary of State, a three-month consultation took place between 26 July to 16 October 2024. The consultees included utility companies and contractors, public transport operators and residential groups. This included the proposed list of streets to be designated as part of the Lane Rental Network.

4.2 North Yorkshire, overall, received positive responses and the scheme is seen as a welcome addition to minimise the impact of road and street works. Negative responses, came from Statutory Undertakers that questioned the validity of the proposed Lane Rental network, given that a Traffic Sensitive Street review hadn't yet taken place.

4.3 Whilst out for consultation, the guidance from the Department for Transport (DfT) changed in relation to Highway Authorities existing Traffic Sensitive Street Networks (TSSN) which acknowledged that Authorities should have an updated TSSN before submitting a Lane Rental application. This was reflected in some of the feedback from the Undertakers.

4.4 As a result, NYC undertook a TSS review to comply with the latest guidance. This has been consulted on for a period of 4 weeks. Given that the revised TSS network has had no impact on our proposed Lane Rental Street list, any feedback from the consultation should have no impact on continuation with the application for Lane Rental.

4.5 As the Traffic sensitive review had no impact on the streets already proposed for a Lane Rental designation, there are no changes to the documentation already consulted on. As a result, the Lane rental application package will be resent to stakeholders for a period of two weeks to demonstrate no changes have been made to the LR application as per discussion with the DfT.

4.6 Following these two weeks, the recommendation is to apply the Secretary of State for approval by 1 April 2025.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 The Council have set themselves the deadline of getting the application submitted by 1 April 2025 for the first round of approvals in order to ensure implementation for October/November 2025, to tie in with savings targets.

5.2 Currently all Lane Rental Schemes require sign off from the Secretary of State. The DfT has set out their process for approval as follows:

- All bids sent to the DfT between now and 01 April 2025 will be assessed as a group between May-July 2025
- Any bids sent by 01 October 2025 will be assessed as a group between November 2025-January 2026

5.3 A further option would be to wait until the next round of application approvals, however this would delay the scheme implementation a further 6-8 months.

5.4 A further option would be to not apply to the Secretary of State and therefore not implement a Lane Rental Scheme in North Yorkshire.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The costs associated with seeking approval from the Secretary of State will include the fee to our consultants which is around £50,000 to produce the relevant documentation, including the cost benefit analysis and the lane rental street analysis and designation. These costs can be claimed back from the Lane Rental Scheme surplus funds once the scheme is in place as a “set up cost”. The expected recoverable set up costs for the scheme have been estimated at £150,000.
- 6.2 These up- front costs are currently being covered by other revenue streams within Street Works with a view to being recouped from Lane Rental after implementation.
- 6.3 The surplus expected to be generated will far exceed any implementation and running costs, as per the cost benefit analysis that was approved as part of the consultation in a previous Executive report.
- 6.4 Revenue from the scheme will be reinvested into innovation and road network improvements with recent updates to the guidance to include at least 50% of surplus funds to be spent on highway maintenance. There are no additional budgetary implications on the council as any and all set up and running costs for Lane Rental is to funded through the scheme.

7.0 LEGAL IMPLICATIONS

- 7.1 There are no foreseen legal implications to approving this report in order to submit an application to the Secretary of State to Implement a Lane Rental Scheme for North Yorkshire Council. The legal authority for Lane Rental is set out in Section 74 A of the new Roads and Streetworks Act 1991 and the Street Works (Charges for Occupation of Highways) (England) Regulations 2012.

8.0 EQUALITIES IMPLICATIONS

- 8.1 No equalities implications foreseen. See Appendix A.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 It is expected that there will be a positive impact on climate change as a result of the introduction of an LRS for North Yorkshire. It is anticipated that the scheme will trigger behavioural change in promoters, to better plan and coordinate their works activity, in order to ensure that quality road works are carried out as quickly and efficiently as possible, without a need to return to site and incur further charges. This should reduce disruption and therefore, result in fewer greenhouse gas emissions, as set out in Appendix B

10.0 REASONS FOR RECOMMENDATIONS

- 10.1 Subject to approval of this report, the Council will submit an application to the Secretary of State, including a detailed business case, impact assessment, and consultation outcomes. If approved, a phased implementation plan will be developed.

11.0 RECOMMENDATION

- 11.1 It is recommended that the Executive Member for Highways and Transportation give approval to submit an application to the Secretary of State for the implementation of a Lane Rental Scheme before 1 April 2025.

APPENDICES:

Appendix A – Equalities Impact Assessment

Appendix B – Climate Impact Assessment

Barrie Mason

Assistant Director – Highways and Infrastructure

County Hall

Northallerton

18 March 2025

Report Author – Alex Hollifield, Team Leader, Network Information and Compliance

Presenter of Report – Allan McVeigh, Head of Network Strategy

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.

| Initial equality impact assessment screening form This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate. | | | |
|---|------------------------------|--|------------------------------|
| Directorate | | Environment | |
| Service area | | Network strategy | |
| Proposal being screened | | Lane Rental | |
| Officer(s) carrying out screening | | Alex Hollifield | |
| What are you proposing to do? | | Seek approval to submit an application to the Secretary of State to implement a Lane Rental Scheme for North Yorkshire Council. To ensure efficient coordination of third party works in the highway in order to maintain the integrity of the network | |
| Why are you proposing this? What are the desired outcomes? | | Drive behaviours for third parties working in the Highway as they are financially impacted for working on key routes at busy times. Should improve the coordination of works on the Highway to ensure disruption is minimised for the travelling public. Any surplus finance outside scheme costs can be reinvested in improvement projects. | |
| Does the proposal involve a significant commitment or removal of resources? Please give details. | | Yes, a new team will be set up to manage the Lane Rental Scheme. Number of FTE's unknown as yet. Process ongoing. | |
| Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p> | | | |
| Protected characteristic | Potential for adverse impact | | Don't know/No info available |
| | Yes | No | |
| Age | | X | |
| Disability | | X | |
| Sex | | X | |
| Race | | X | |
| Sexual orientation | | X | |
| Gender reassignment | | X | |
| Religion or belief | | X | |
| Pregnancy or maternity | | X | |
| Marriage or civil partnership | | X | |
| | | | |
| People in rural areas | | X | |

| | | | |
|---|--|---|-----------------------|
| People on a low income | | X | |
| Carer (unpaid family or friend) | | X | |
| Are from the Armed Forces Community | | X | |
| Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details. | Should improve peoples access to services as works will be encouraged outside busy times. | | |
| Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion. | No other than on Undertakers themselves. Should drive positive behaviours in terms of working on site at non- disruptive times. Money generated from the scheme can also be used to make Highway Improvements to benefit the public. | | |
| Decision (Please tick one option) | EIA not relevant or proportionate: | √ | Continue to full EIA: |
| Reason for decision | Lane Rental does not affect anyone with protected characteristics. Its purpose is to improve coordination of works and is something levied on the Undertakers rather than the general public. | | |
| Signed (Assistant Director or equivalent) | Barrie Mason | | |
| Date | 10/03/2025 | | |

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Version 2: amended 11 August 2021

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

| | |
|---|---|
| Title of proposal | Seeking Approval to submit a formal application to the SoS to implement a Lane Rental Scheme in North Yorkshire |
| Brief description of proposal | To seek approval to submit a formal application to the Secretary of State to implement a Lane Rental Scheme in North Yorkshire. Lane Rental Schemes charge utility companies for the time their roadworks occupies highway space, incentivising them to complete works more efficiently and outside of peak traffic hours. |
| Directorate | Environment |
| Service area | Network Strategy |
| Lead officer | Alex Hollifield |
| Names and roles of other people involved in carrying out the impact assessment | |
| Date impact assessment started | 06/02/2025 |

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

N/A

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The scheme is expected to generate a surplus through lane rental charges. This is used to cover the operational and associated costs of running the scheme. Any additional surplus is to be reinvested into innovation for future projects which is decided on by a joint working group made up of utilities and members of the Authority.

| <p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p> | Positive impact | No impact | Negative impact | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents | <p>Explain how you plan to mitigate any negative impacts.</p> | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> <p>APPENDIX B</p> | |
|---|-------------------------------------|-----------|-----------------|---|---|--|---|
| <p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p> | Emissions from travel | X | | | | | <p>Through the Lane Rental scheme promoters are incentivised to work outside peak times where charges are significantly higher. This will result in less disruption on the network and therefore less emissions from the travelling public. Works require detailed planning and will result in first time quality reinstatements to avoid the need to return to site and incur further costs which should have a positive impact on the carbon footprint of promoters undertaking the work.</p> |
| | Emissions from construction | X | | | | | |
| | Emissions from running of buildings | | X | | | | |
| | Emissions from data storage | | X | | | | |
| | Other | | X | | | | |
| <p>Minimise waste: Reduce, reuse, recycle and compost</p> | | X | | | | | |

| <p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p> | Positive impact | No impact | Negative impact | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents | <p>Explain how you plan to mitigate any negative impacts.</p> | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> |
|--|-----------------|-----------|-----------------|---|---|--|
| e.g. reducing use of single use plastic | | | | | | |
| Reduce water consumption | | X | | | | |
| Minimise pollution (including air, land, water, light and noise) | | X | | | | |
| Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers | | X | | | | |
| Enhance conservation and wildlife | | X | | | | |

| <p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p> | <p>Positive impact</p> | <p>No impact</p> | <p>Negative impact</p> | <p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents | <p>Explain how you plan to mitigate any negative impacts.</p> | <p>Explain how you plan to improve any positive outcomes as far as possible.</p> |
|---|------------------------|------------------|------------------------|---|---|--|
| <p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p> | | <p>X</p> | | | | |
| <p>Other (please state below)</p> | | <p>X</p> | | | | |

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Positive impacts as a result of Lane Rental will trigger behavioural changes in promoters which will require better planning and coordination of works to ensure that road works are carried out as quickly and efficiently as possible, without a need to return to site and incur further charges. This should reduce disruption and therefore travel time for the public and for the promoters themselves.

Sign off section

This climate change impact assessment was completed by:

| | |
|------------------------|--|
| Name | Alex Hollifield |
| Job title | Team Leader- Network Information and Compliance |
| Service area | Network Strategy |
| Directorate | Environment |
| Signature | Alex Hollifield |
| Completion date | 06/02/2025 |

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 10/03/2025