

Item 10: Impact of the TfL Lane Rental Scheme

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**This paper will be considered in public**

**1 Summary**

- 1.1 The purpose of this paper is to update the Board on the impact of the TfL Lane Rental Scheme (TLRS) since its introduction on 11 June 2012.

**2 Recommendation**

- 2.1 **That the Board note this paper.**

**3 Background**

- 3.1 The Transport for London Lane Rental Scheme (TLRS) was introduced on 11 June 2012. The TLRS applies to 57 per cent of the Transport for London Road Network (TLRN). It is designed to minimise disruption due to road works and street works in specified traffic-sensitive locations by applying a daily charge for each day that the street is occupied by the works. The daily charge is not applied, or is reduced, if the works take place outside traffic-sensitive times. Therefore, the scheme provides a mechanism for providing all activity promoters with an incentive to change behaviour and minimise their occupation of the street at busy times at the most traffic-sensitive locations.
- 3.2 As well as promoting behaviour change to minimise the duration of street works in TLRS segments, other key objectives of the scheme are to minimise the number of works taking place during traffic-sensitive times and the disruption caused to traffic in these locations, by reducing journey times and improving journey time reliability (JTR).
- 3.3 As part of the preparation for the launch of TLRS, TfL and the Department for Transport (DfT) jointly funded a research project into innovative methods of undertaking roadworks with a view to reducing disruption. The outputs of this project have included a faster curing concrete specification, improved plating products covering larger areas, promoting greater use of “Core and Vac” technology (which utilises keyhole surgery techniques to reduce works durations) and investigation of bridging over large excavations. These were all shared with works promoters to assist in minimising the disruption on the network and avoiding Lane Rental charges.
- 3.4 A report on the analysis of the TLRS was submitted to the DfT on 20 June 2013. This paper summarises key information from that report.

## **4 Results to Date**

### **Journey Times and Journey Time Reliability**

- 4.1 An objective of the TLRS is to contribute to improving journey times and JTR on the sections of the TLRN subject to the Scheme. The introduction of the TLRS coincided with the Clearway 2012 works embargo, which was implemented to restrict works taking place on the Olympic and Paralympic Route Networks. This had a huge impact on the numbers of works taking place inside TLRS areas during this period. As such, the journey times, JTR and works numbers analysis described in this paper covers the six month period October 2012 to March 2013 compared to the same six months in the previous year, to provide a direct comparison of the impact of the scheme. However, in order to assess some of the impact that the scheme has had since its implementation, serious and severe disruption caused by work actually taking place and the proportion of works incurring a charge has been examined using additional data which includes the London 2012 Games period.
- 4.2 Analysis shows that journey times improved in the AM (07:00-10:00), inter (10:00-16:00) and PM (16:00-19:00) peaks on both TLRS and non-TLRS segments. The data showed a greater reduction in journey times of 2.1 per cent in the AM peak and 1.4 per cent in the PM peak on TLRS segments, suggesting that the scheme has had a positive impact during chargeable hours. The TLRS Cost Benefit Analysis (COBA) expected the short term journey time benefit of the TLRS to reduce by 0.61 per cent across the road network in London. Not only are the numbers realised much larger than this, they have been achieved on the TLRN alone, showing that the TLRS has had a much greater impact than expected on journey times. In addition, this benefit has been achieved much sooner than forecast in the COBA.
- 4.3 These journey time savings equate to an eight per cent reduction in delays on the TLRN between 7am and 7pm, which can be valued at more than £50m per annum in travel time savings. This figure represents annualised data. Analysis shows that there are now over 15,000 more reliable journeys per day as a result of the scheme.
- 4.4 Data also shows that JTR improved in all time periods on the TLRS segments . Analysis shows that vehicle journeys were more reliable inside the TLRS segments by 1.5 per cent in the AM peak and 0.8 per cent in the PM peak.

### **Serious and Severe disruption**

- 4.5 Serious and severe disruption associated with road works decreased by 36 per cent in the TLRS areas year on year between June 2011 to March 2012 and June 2012 to March 2013. This indicates that a number of works have been moved to take place outside of traffic-sensitive times, thereby causing less disruption.

### **Evidence of behaviour change**

- 4.6 Following the implementation of the TLRS, 99 per cent of TfL works and 92 per cent of utility works took place outside peak traffic times, thus avoiding charges. Previously, only around 30 per cent of TfL works and 70 per cent of utility works

were carried out outside of peak traffic times. These figures show impressive early behaviour changes by all works promoters. There has been a small number of works which have been exempt from charges due to transitional arrangements but these have not resulted in any serious and severe disruption whilst being undertaken.

### **Minimising Chargeable Working**

- 4.7 Information was also available on the total number of days that were applied for and subsequently approved for planned carriageway works undertaken by utilities in the period studied. This analysis was based on a subset of data and showed that the number of works that would normally have incurred lane rental charges in 2012/13 were reduced by 68 per cent by TfL taking a proactive role in ensuring that works promoters' exposure to lane rental is minimised, while also minimising serious and severe disruption by ensuring the number of days that works take place during traffic-sensitive times is kept to a minimum.

### **Case studies**

- 4.8 Several case studies highlight the impact that the TLRs has had in particular areas. Major works are currently taking place at Tottenham Hale. The majority of these are being performed at night in order to avoid TLRs charges. Analysis shows the success of this strategy as journey times and JTR have improved in the AM and PM peaks despite the scale of the works.
- 4.9 There are a number of examples where works promoters have deliberately altered planned works in order to avoid TLRs charges. One such case is when National Grid (NGG) originally planned to close a lane on the A40 for site access to a mains replacement. Following the implementation of the TLRs, NGG arranged for a path to be constructed on private land instead. The number of days of disruption saved was in the region of 120. In another instance Network Rail undertook a bridge refurbishment between 22:00 and 06:00 and removed all traffic management at the end of each working day so that charges were not incurred.

## **5 Financial Implications**

- 5.1 Included in the regulations which established the TLRs are conditions which TfL must fulfil as an approved authority. These include:
- (a) to deduct reasonable costs of operating and evaluating the effectiveness of the scheme;
  - (b) to apply any net proceeds of the scheme measures towards reducing disruption and other adverse effects caused by roadworks, governed through a quarterly meeting of representatives from TfL, major utility companies, DfT and London Councils; and
  - (c) to keep and publish yearly accounts of sums received by way of charges and how net proceeds of the scheme have been applied.

5.2 In 2012/13, net proceeds of £300k were generated and carried forward into 2013/14 for future investment.

**List of appendices to this paper:**

None

**List of Background Papers:**

Transport for London Lane Rental Scheme Monitoring Report

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