

# Consultation Report – APPLICATION VERSION

**Title:** Proposed Oxfordshire Lane Rental Scheme Consultation Report  
**Project:** OCC Lane Rental Scheme Project  
**Date:** 13<sup>th</sup> March 2024  
**To:** Oxfordshire Lane Rental Project Scheme Steering Group  
**Author(s):** Jason Setford-Smith, Consultant

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## INTRODUCTION

The formal consultation regarding the proposed Oxfordshire County Council Lane Rental Scheme (OCCLR) ran for a period of 12 weeks and 4 days beginning on Monday the 30<sup>th</sup> of October 2023. The deadline for receipt of responses was no later than 5pm on 26<sup>th</sup> of January 2024.

It was stated in the consultation documents that ‘all responses received by the 26<sup>th</sup> of January 2023 will be taken into consideration.

Documentation and an accompanying covering letter was issued via an online consultation portal with links email directly to stakeholder organisations, including local neighbouring Highway Authorities, Utilities, road user representative groups, current IT suppliers and non-government organisations. Some organisations had a number of consultees within them and if known those individuals were contacted directly.

The proposal documentation had been prepared by a joint development group beginning in April 2023. The Oxfordshire Lane Rental Joint Development Group was made up of Officers of Oxfordshire County Council, Environmental Health officer(s) from the local Authority or Council(s), local Utility representatives who are members of the Joint Utilities Group (JUG) and any consultants or support staff employed by Oxfordshire County Council.

The list of documents sent to stakeholders for consideration were:

- OCCLR Lane Rental Scheme Cost Benefit Analysis
- OCCLR Lane Rental Scheme Cost Benefit Analysis Summary
- OCCLR Lane Rental Scheme Cost Benefit Analysis Modelling Site Locations
- OCCLR Lane Rental Scheme Cost Benefit Analysis Appendix B
- OCCLR Lane Rental Scheme Proposed Streets Summary Map
- OCCLR Lane Rental Scheme Proposed Streets Full ESUs
- OCCLR Lane Rental Scheme Proposed Streets USRNs
- OCCLR Lane Rental Scheme Proposed Evaluation Plan
- OCCLR Lane Rental Scheme Proposed Scheme Document
- OCCLR Lane Rental Scheme Proposed Charges Policy and Table

A hybrid meeting was arranged during the consultation period with all industry consultees invited to discuss the proposals. This was held on the 11<sup>th</sup> of December 2023.

A second hybrid meeting was arranged during the consultation period with all public consultees invited to discuss the proposals. This was held on the 17<sup>th</sup> of January 2024.

Any additional comments from consultants or legal representatives etc. have been added to the comment list so there is transparency regarding all changes to the scheme document. A list of comments received, and responses or amendments are provided in this document.

## LIST OF CONSULTEES WHO RESPONDED BY THE DEADLINE

- Coalition for Healthy Streets and Active Travel
- Openreach
- South East Joint Utilities Group (SEJUG)
- Scottish and Southern Electricity Networks
- Thames Water
- Gloucestershire County Council
- Oxfordshire Residents Response received on Consultation Portal

## CONSULTEES

### Internal Contacts

|                                                                                                                                                             |                                                             |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| Head of Legal                                                                                                                                               | Oxfordshire County Council                                  |
| Head of Finance                                                                                                                                             | Oxfordshire County Council                                  |
| West Oxfordshire District Council, Oxford City Council, South Oxfordshire District Council, Cherwell District Council, Vale of White Horse District Council | Environmental Health Oxfordshire' Districts & City Councils |
| 9 Environment & Place Directorate Heads of Service, Oxfordshire County Council                                                                              | Head of Services for Oxfordshire County Council             |
| Volker Highways                                                                                                                                             | Street Lighting Contractor                                  |
| Milestone                                                                                                                                                   | Strategic Highways Contractor                               |
| Head of Highway Engineering                                                                                                                                 | Oxfordshire County Council                                  |
| Head of Transport                                                                                                                                           | Oxfordshire County Council                                  |
| John Howell MP                                                                                                                                              | Member of Parliament for Oxfordshire                        |
| Layla Moran MP                                                                                                                                              | Member of Parliament for Oxfordshire                        |
| Anneliese Dodds MP                                                                                                                                          | Member of Parliament for Oxfordshire                        |
| Robert Courts MP                                                                                                                                            | Member of Parliament for Oxfordshire                        |
| Victoria Prentis MP                                                                                                                                         | Member of Parliament for Oxfordshire                        |
| David Johnston MP                                                                                                                                           | Member of Parliament for Oxfordshire                        |
| Elected Councilors                                                                                                                                          | Oxfordshire County Council                                  |
| Cabinet Member for Highway Management, Climate Change Delivery and Environment, Infrastructure and Development Strategy                                     | Oxfordshire County Council                                  |
| Corporate Director for Environment & Place                                                                                                                  | Oxfordshire County Council                                  |
| Director for Transport, Infrastructure & Place                                                                                                              | Oxfordshire County Council                                  |
| Director for Highways and Operations                                                                                                                        | Oxfordshire County Council                                  |
| Director for Planning, Environment and Climate                                                                                                              | Oxfordshire County Council                                  |
| Area Maintenance & Operations                                                                                                                               | Oxfordshire County Council                                  |
| Highway Asset Management                                                                                                                                    | Oxfordshire County Council                                  |

## Representatives of Vulnerable Groups

|                                       |                                      |
|---------------------------------------|--------------------------------------|
| Wheelchair users group                | Guide Dogs Association for the Blind |
| Oxfordshire Association for the Blind | Royal Association for Deaf People    |

## Local Bus Operators / Local Passenger Transport Executive

|                                  |                                              |
|----------------------------------|----------------------------------------------|
| Stagecoach Buses                 | Arriva                                       |
| Oxford Bus Company/Thames Travel | National express                             |
| Going forward buses              | Red rose, Red eagle, Redline                 |
| City sightseeing Oxford          | West Oxfordshire community transport         |
| Pulhams coaches                  | Oxfordshire county council Schools Transport |
| Kidlington assisted transport    | Reading buses                                |
| West Berkshire Council           |                                              |

## Central Government

|                          |                    |
|--------------------------|--------------------|
| Department for Transport | Environment Agency |
| National Highways        |                    |

## Local Emergency Services

|                                     |                                 |
|-------------------------------------|---------------------------------|
| Oxfordshire Fire and Rescue Service | Thames Valley Police            |
| OUH NHS Trust                       | South Central Ambulance Service |
| Oxford CCG                          |                                 |

## Regulators / Interested Authorities or Persons

|       |                             |
|-------|-----------------------------|
| Ofgem | Health and Safety Executive |
| Ofwat | Office of Rail and Road     |
| Ofcom |                             |

## IT and Systems Suppliers

|                               |                                |
|-------------------------------|--------------------------------|
| Oxfordshire County Council IT | WDM (Highways System supplier) |
|-------------------------------|--------------------------------|

## Local and National Passenger Transport / Registered Interest Group / Requests

|                       |                         |
|-----------------------|-------------------------|
| Network Rail          | Canal & River Trust     |
| Passenger Focus       | Cross County Trains Ltd |
| Chiltern Railways     | First Great Western     |
| Oxford London Airport | Grayline Coaches        |

## Representative and Local and National Interest Groups

|                                   |                                          |
|-----------------------------------|------------------------------------------|
| Thames Valley Chamber of Commerce | Oxfordshire Chamber of Commerce          |
| Automobile Association            | British Motorcyclists Federation (BMF)   |
| British Cycling                   | Approved Driving Instructors Association |

|                                           |                                     |
|-------------------------------------------|-------------------------------------|
| Freight Transport Association / Logistics | Joint Authorities Group             |
| Road Haulage Association                  | Royal Automobile Club               |
| National Joint Utilities Group            | National Highways                   |
| Oxford Preservation Trust                 | Oxfordshire Cycling network         |
| Chilterns Conservation Board (AONB)       | Cotswolds Conservation Board (AONB) |
| North Wessex Downs AONB                   | Oxtrag                              |
| Cyclist Touring Club                      | Cyclox                              |

## Surrounding Local Authorities

|                                 |                                |
|---------------------------------|--------------------------------|
| Northamptonshire County Council | West Berkshire Council         |
| Aylesbury Vale District Council | Wiltshire County Council       |
| Buckinghamshire County Council  | Swindon Borough Council        |
| Wokingham Borough Council       | Gloucestershire County Council |
| Reading Borough Council         | Warwickshire County Council    |

## Utility Companies Operating Locally or with a National Presence

|                      |                                    |
|----------------------|------------------------------------|
| EE                   | Energetics Gas                     |
| Fulcrum Pipelines    | ESP Electricity Ltd                |
| Hutchison 3g         | Gigaclear                          |
| National Grid        | GTC Pipelines Limited              |
| Openreach (BT)       | Southern Gas Network (SGN)         |
| SSE Networks         | The Gas Transportation Company Ltd |
| Streetwork Solutions | UKPN                               |
| Telefonica O2        | Swish Fibre                        |
| Thames Water         | Wales & West (WWU)                 |
| UK Power Networks    | Netomnia Limited                   |
| Virgin Media         | Voneus Ltd                         |
| Vodafone             | Zzoomm Plc                         |
| Drayton Construction | Airband Community Internet Ltd     |

## S50 Contacts

|                                 |                                 |
|---------------------------------|---------------------------------|
| A2 Dominion                     | Redcliffe Homes                 |
| AC Lloyd Homes                  | Redrow Homes                    |
| Abbey Developments              | Rivar Ltd                       |
| Abbeymill Homes                 | Simons Developments             |
| BDW Trading                     | St Edward Homes/St Joseph Homes |
| Beechcroft Developments Ltd     | St Modwen Homes                 |
| Bellway Homes                   | Taylor Wimpey                   |
| Blenheim Estates                | Tenens Ede Ltd                  |
| Bloor Homes West Midlands       | TK Kingerlee & Sons Ltd         |
| Bloor Homes East Midlands       | Thomas Homes                    |
| Bovis Homes                     | Vanderbilt Homes                |
| Cala Homes                      | <b>Consultants</b>              |
| Countryside Properties/Services | AKS Ward                        |
| Crest Nicholson                 | Banners Gate                    |
| Croudace Homes                  | Brookbanks                      |
| Deanfield Homes                 | Cole Easdon                     |
| E.G. Carter & Co                | Craddys                         |
| Feltham Construction            | Glanville                       |
| Hayfield Homes                  | Infrastruct                     |
| Heyford Park Settlements        | MJA Consulting                  |
| Hills Residential               | Odessa                          |

|                                         |                  |
|-----------------------------------------|------------------|
| J A Pye Ltd                             | Peter Brett      |
| KA Property Ltd                         | ThinkUrbanDesign |
| Kingerlee                               | Vectos           |
| Lagan Homes                             | Woods Hardwick   |
| Legal & General Homes                   | WSP              |
| Linden Homes                            | Miller Homes     |
| Mactaggart & Mickel Homes (England) Ltd | Nicholas King    |
| Martin Grant Homes                      | Millgates Homes  |
| Matthew Homes Ltd                       | Persimmon Homes  |
| Mears Ltd                               | Miller Homes     |
| Millgates Homes                         | Nicholas King    |

## Oxfordshire Town and Parish Councils

|                                                 |                                                 |
|-------------------------------------------------|-------------------------------------------------|
| Abingdon-on-Thames Town Council                 | Horton-cum-Studley Parish Council               |
| Adderbury Parish Council                        | Idbury Parish Meeting                           |
| Adwell Parish Meeting                           | Ipsden Parish Council                           |
| Alvescot Parish Council                         | Islip Parish Council                            |
| Ambrosden Parish Council                        | Kelmscott Parish Meeting                        |
| Appleford Parish Council                        | Kencot Parish Meeting                           |
| Appleton-with-Eaton Parish Council              | Kennington Parish Council                       |
| Ardington and Lockinge Parish Council           | Kiddington with Asterleigh Parish Meeting       |
| Ardley with Fewcott Parish Council              | Kidlington Parish Council                       |
| Arncott Parish Council                          | Kidmore End Parish Council                      |
| Ascott-under-Wychwood Parish Council            | Kingham Parish Council                          |
| Ashbury Parish Council                          | Kingston Bagpuize with Southmoor Parish Council |
| Asthall Parish Council                          | Kingston Lisle Parish Council                   |
| Aston Cote Shifford and Chimney Parish Council  | Kirtlington Parish Council                      |
| Aston Rowant Parish Council                     | Langford Parish Council                         |
| Aston Tirrold and Upthorpe Parish Council       | Launton Parish Council                          |
| Aston Upthorpe Parish Council                   | Leafield Parish Council                         |
| Bampton Parish Council                          | Letcombe Bassett Parish Meeting                 |
| Banbury Town Council                            | Letcombe Regis Parish Council                   |
| Barford St. John and St. Michael Parish Council | Lewknor Parish Council                          |
| Baulking Parish Meeting                         | Little Coxwell Parish Council                   |
| Beckley and Stowood Parish Council              | Little Faringdon Parish Meeting                 |
| Begbroke Parish Council                         | Little Milton Parish Council                    |
| Benson Parish Council                           | Little Tew Parish Meeting                       |
| Berinsfield Parish Council                      | Little Wittenham Parish Meeting                 |
| Berrick Salome Parish Council                   | Littlemore Parish Council                       |
| Besselsleigh Parish Meeting                     | Littleworth Parish Meeting                      |
| Bicester Town Council                           | Long Wittenham Parish Council                   |
| Binfield Heath Parish Council                   | Longcot Parish Council                          |
| Bix and Assendon Parish Council                 | Longworth Parish Council                        |

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|-----------------------------------------|----------------------------------------------|
| Black Bourton Parish Council            | Lower Heyford Parish Council                 |
| Blackbird Leys Parish Council           | Lyford Parish Meeting                        |
| Blackthorn Parish Council               | Lyneham Parish Meeting                       |
| Bladon Parish Council                   | Mapledurham Parish Council                   |
| Blenheim Parish Meeting                 | Marcham Parish Council                       |
| Bletchingdon Parish Council             | Merton Parish Council                        |
| Blewbury Parish Council                 | Middle Aston Parish Meeting                  |
| Bloxham Parish Council                  | Middleton Stoney Parish Council              |
| Bodicote Parish Council                 | Milcombe Parish Council                      |
| Bourton (Faringdon) Parish Council      | Milton (Abingdon) Parish Council             |
| Bourtons (Banbury) Parish Council       | Milton (Banbury) Parish Meeting              |
| Brightwell Baldwin Parish Meeting       | Milton-under-Wychwood Parish Council         |
| Brightwell-cum-Sotwell Parish Council   | Minster Lovell Parish Council                |
| Britwell Salome Parish Meeting          | Mixbury Parish Meeting                       |
| Brize Norton Parish Council             | Mollington Parish Council                    |
| Broadwell Parish Meeting                | Moulsford Parish Council                     |
| Broughton Parish Council                | Nettlebed Parish Council                     |
| Bruern Parish Meeting                   | Newington Parish Council                     |
| Buckland Parish Council                 | Newton Purcell with Shelswell Parish Meeting |
| Bucknell Parish Council                 | Noke Parish Meeting                          |
| Burford Town Council                    | North Aston Parish Meeting                   |
| Buscot Parish Council                   | North Hinksey Parish Council                 |
| Carterton Town Council                  | North Leigh Parish Council                   |
| Cassington Parish Council               | North Moreton Parish Council                 |
| Caversfield Parish Council              | North Newington Parish Council               |
| Chadlington Parish Council              | Northmoor Parish Council                     |
| Chalgrove Parish Council                | Nuffield Parish Council                      |
| Charlbury Town Council                  | Nuneham Courtenay Parish Council             |
| Charlton-on-Otmoor Parish Council       | Oddington Parish Meeting                     |
| Charney Bassett Parish Council          | Old Marston Parish Council                   |
| Chastleton Parish Meeting               | Over Norton Parish Council                   |
| Checkendon Parish Council               | Piddington Parish Council                    |
| Chesterton Parish Council               | Pishill with Stonor Parish Council           |
| Childrey Parish Council                 | Prescote Parish Meeting                      |
| Chilson Parish Meeting                  | Pusey Parish Meeting                         |
| Chilton Parish Council                  | Pyrton Parish Council                        |
| Chinnor Parish Council                  | Radley Parish Council                        |
| Chipping Norton Town Council            | Ramsden Parish Council                       |
| Cholsey Parish Council                  | Risinghurst & Sandhills Parish Council       |
| Churchill and Sarsden Parish Council    | Rollright Parish Council                     |
| Clanfield Parish Council                | Rotherfield Greys Parish Council             |
| Claydon with Clattercote Parish Council | Rotherfield Peppard Parish Council           |
| Clifton Hampden Parish Council          | Rousham Parish Meeting                       |
| Coleshill Parish Council                | Saint Helen Without Parish Council           |

|                                            |                                               |
|--------------------------------------------|-----------------------------------------------|
| Combe Parish Council                       | Salford Parish Council                        |
| Compton Beauchamp Parish Meeting           | Sandford St Martin Parish Council             |
| Cornbury and Wychwood Parish Meeting       | Sandford-on-Thames Parish Council             |
| Cornwell Parish Meeting                    | Shellingford Parish Meeting                   |
| Cottisford Parish Meeting                  | Shenington with Alkerton Parish Council       |
| Crawley Parish Council                     | Shilton Parish Council                        |
| Croprey Parish Council                     | Shiplake Parish Council                       |
| Crowell Parish Meeting                     | Shipton-on-Cherwell and Thrupp Parish Council |
| Crowmarsh Parish Council                   | Shipton-under-Wychwood Parish Council         |
| Cuddesdon and Denton Parish Council        | Shirburn Parish Meeting                       |
| Culham Parish Council                      | Shrivenham Parish Council                     |
| Cumnor Parish Council                      | Shutford Parish Council                       |
| Curbridge & Lew Parish Council             | Sibford Ferris Parish Council                 |
| Cuxham with Easington Parish Meeting       | Sibford Gower Parish Council                  |
| Deddington Parish Council                  | Somerton Parish Council                       |
| Denchworth Parish Meeting                  | Sonning Common Parish Council                 |
| Didcot Town Council                        | Souldern Parish Council                       |
| Dorchester Parish Council                  | South Hinksey Parish Council                  |
| Drayton (Abingdon) Parish Council          | South Leigh Parish Council                    |
| Drayton (Banbury) Parish Council           | South Moreton Parish Council                  |
| Drayton St Leonard Parish Council          | South Newington Parish Council                |
| Ducklington Parish Council                 | South Stoke Parish Council                    |
| Duns Tew Parish Council                    | Sparsholt Parish Council                      |
| East Challow Parish Council                | Spelsbury Parish Council                      |
| East Hagbourne Parish Council              | Stadhampton Parish Council                    |
| East Hanney Parish Council                 | Standlake Parish Council                      |
| East Hendred Parish Council                | Stanford-in-the-Vale Parish Council           |
| Eaton Hastings Parish Meeting              | Stanton Harcourt Parish Council               |
| Elsfield Parish Meeting                    | Stanton St. John Parish Council               |
| Enstone Parish Council                     | Steeple Aston Parish Council                  |
| Epwell Parish Council                      | Steeple Barton Parish Council                 |
| Ewelme Parish Council                      | Steventon Parish Council                      |
| Eye & Dunsden Parish Council               | Stoke Lyne Parish Council                     |
| Eynsham Parish Council                     | Stoke Row Parish Council                      |
| Faringdon Town Council                     | Stoke Talmage Parish Meeting                  |
| Fawler Parish Meeting                      | Stonesfield Parish Council                    |
| Fencott and Murcott Parish Council         | Stratton Audley Parish Council                |
| Fernham Parish Meeting                     | Sunningwell Parish Council                    |
| Fifield Parish Meeting                     | Sutton Courtenay Parish Council               |
| Filkins and Broughton Poggs Parish Council | Swalcliffe Parish Council                     |
| Finmere Parish Council                     | Swinbrook and Widford Parish Council          |
| Finstock Parish Council                    | Swyncombe Parish Council                      |
| Forest Hill with Shotover Parish Council   | Sydenham Parish Council                       |
| Freeland Parish Council                    | Tackley Parish Council                        |

|                                        |                                        |
|----------------------------------------|----------------------------------------|
| Frilford Parish Meeting                | Tadmarton Parish Council               |
| Fritwell Parish Council                | Taynton Parish Meeting                 |
| Fulbrook Parish Council                | Tetsworth Parish Council               |
| Fyfield and Tubney Parish Council      | Thame Town Council                     |
| Garford Parish Meeting                 | The Baldons Parish Council             |
| Garsington Parish Council              | Tiddington-with-Albury Parish Council  |
| Glympton Parish Meeting                | Towersey Parish Council                |
| Godington Parish Meeting               | Uffington Parish Council               |
| Goosey Parish Meeting                  | Upper Heyford Parish Council           |
| Goring Heath Parish Council            | Upton Parish Council                   |
| Goring-on-Thames Parish Council        | Wallingford Town Council               |
| Gosford and Water Eaton Parish Council | Wantage Town Council                   |
| Grafton and Radcot Parish Meeting      | Warborough Parish Council              |
| Great Coxwell Parish Council           | Wardington Parish Council              |
| Great Haseley Parish Council           | Watchfield Parish Council              |
| Great Milton Parish Council            | Waterperry with Thomley Parish Council |
| Great Tew Parish Meeting               | Waterstock Parish Meeting              |
| Grove Parish Council                   | Watlington Parish Council              |
| Hailey Parish Council                  | Wendlebury Parish Council              |
| Hampton Gay and Poyle Parish Meeting   | West Challow Parish Council            |
| Hanborough Parish Council              | West Hagbourne Parish Council          |
| Hanwell Parish Council                 | West Hanney Parish Council             |
| Hardwick with Tusmore Parish Meeting   | West Hendred Parish Council            |
| Hardwick-with-Yelford Parish Meeting   | Westcote Barton Parish Meeting         |
| Harpden Parish Council                 | Weston-on-the-Green Parish Council     |
| Harwell Parish Council                 | Westwell Parish Meeting                |
| Hatford Parish Meeting                 | Wheatfield Parish Meeting              |
| Henley-on-Thames Town Council          | Wheatley Parish Council                |
| Hethe Parish Council                   | Whitchurch-on-Thames Parish Council    |
| Heyford Park Parish Council            | Wigginton Parish Council               |
| Heythrop Parish Meeting                | Witney Town Council                    |
| Highmoor Parish Council                | Woodcote Parish Council                |
| Hinton Waldrist Parish Council         | Woodeaton Parish Meeting               |
| Holton Parish Council                  | Woodstock Town Council                 |
| Holwell Parish Meeting                 | Woolstone Parish Meeting               |
| Hook Norton Parish Council             | Wootton (Abingdon) Parish Council      |
| Horley Parish Council                  | Wootton (Woodstock) Parish Council     |
| Hornton Parish Council                 | Worton Parish Meeting                  |
| Horspath Parish Council                | Wroxton & Balscote Parish Council      |
| Yarnton Parish Council                 | Wytham Parish Meeting                  |

## COMMENTS FROM CONSULTEES

### General Comments

| Org                                             | Section | Suggested amendment / clarification / comment / question                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Response / reply / recommendation                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Coalition for Healthy Streets and Active Travel | General | <p>CoHSAT supports Oxfordshire County Council's plan to create a lane rental scheme.</p> <p>It would be a useful tool for reducing the disruption from roadworks, and would create an income stream that can be used to improve other aspects of the highway network.</p> <p>Inclusion of cycle lanes, bus lanes and footways</p> <p>We would like reassurance that the lane rental provisions apply to cycle lane closures and that where such closures are significant, they will be charged for. While closing cycle lanes and forcing people cycling to merge with motor traffic may only rarely create congestion, they cause disruption and a negative economic impact.</p> <p>They create stress for people cycling and contribute to a hostile environment that deters some people from cycling at all. This creates significant public health costs which should be incorporated in any benefit-cost analysis.</p> <p>There would be clear gains from minimising the length of works that block cycle lanes, or having utility companies and developers find alternatives to blocking them at all. This cycling impact should be considered in bus lane closures also, since - apart from being important for buses - bus lanes are also used as cycle lanes. It also includes situations where works are being carried out on a footway but an adjoining cycle lane is blocked by the pedestrian diversion.</p> <p>We would also like to see footways included in the scheme if possible, particularly for high use footways where journeys will be disrupted. Some people, particularly wheelchair and mobility scooter users may be dissuaded from travelling while footways are blocked, even if there is a diversionary route. We are most concerned that a lane rental scheme that didn't include footways increases the chance that footways will be blocked, or blocked for longer, with works or signage.</p> <p>Roads within scope of the scheme</p> <p>Department for Transport guidance may restrict lane rental charges to a subset of traffic sensitive roads, but we would like to see the category, and the scope of lane rental charges, expanded to include routes where traffic is predominantly foot and</p> | <p>The Lane Rental Scheme does apply to Cycle Lanes.</p> <p>Roads included in the scheme also include the associated footway and cycle lane or cycle path.</p> <p>There are discussions nationally regarding extending the scope of Lane Rental schemes to include elements such as cycle paths not attached to or beside a street such as a cycle path constructed from a disused railway.</p> <p>Noted</p> |



|                                            |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                            |         | <p>reports have been issued.</p> <p>SEJUG requests the percentage of OCC's proposed Lane Rental streets include Saturday Charging periods ?</p> <p>SEJUG would also require early visibility of streets that will be subject to Lane Rental, and also the methodology of how the Lane Rental Network will be chosen</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>This is the case.</p> <p>Individual street timings will be published.</p> <p>This will be provided and published and added to the Gazetteer.</p>                                                                                                                                                                                                                                |
| Scottish and Southern Electricity Networks | General | <p>Please provide any general comments you may have about the proposed Lane Rental scheme.</p> <p>Other than above we have the following general questions:</p> <ul style="list-style-type: none"> <li>• Please confirm when the last Traffic Sensitive Street review was completed and when the results were published.</li> <li>• Please confirm that years 1 to 3 of your Permits Scheme evaluation reports have been issued.</li> <li>• What percentage of your Lane Rental streets include Saturday Charging periods ?</li> <li>• A detailed Gazetteer report showing the proposed lane rental time for each street/location is required</li> </ul> <p>SSEN do not agree with the concept of lane rental when the existing permit scheme works to facilitate works currently without concern. This scheme will have a signification financial burden to ourselves, our stakeholders and customers. Working outside TS times is expensive and reduces the availability of our workforce at other times let alone the safety implications of working out of hours. We believe this may have financial implications of up to £0.5m annually passed on previous works on major TS sheets.</p> | <p>The TSS review will be completed Summer 2024.</p> <p>This is confirmed.</p> <p>This breakdown is not available at this time but will be considered as part of the TSS Review.</p> <p>This will be a result of the TSS review.</p> <p>Lane Rental has delivered considerable tangible benefits and the DfT are encouraging Authorities to introduce schemes because of this.</p> |
| Openreach                                  | General | <p>Openreach were very disappointed to see references to East Sussex &amp; West Sussex Lane Rental schemes in the documents as we expected Oxfordshire County Council to design their own scheme which was appropriate to their network, not copy a different regions scheme, and release documents for consultation without checking.</p> <p>Openreach does not support the concept of Lane Rental, and suggests that a 'well managed permit scheme' should be sufficient to co-ordinate works and facilitate OCC's NMD. The proposed scheme will impose a signification financial burden to Openreach and their customers.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>During meetings with Utility Stakeholders it was made clear that there was a desire to have consistent schemes across Authority areas and this has been adopted.</p> <p>A Traffic Sensitive Streets review is</p>                                                                                                                                                               |

|                                            |                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                            |
|--------------------------------------------|--------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                            |                                | <p>Openreach requests confirmation of when the last Traffic Sensitive Street review was completed and when the results were published, and a detailed Gazetteer report showing the proposed lane rental time for each street/location is required. Openreach would like confirmation that years 1 to 3 of OCC Permits Scheme evaluation reports have been issued.</p> <p>Openreach requests the percentage of OCC's proposed Lane Rental streets that will include Saturday Charging periods?</p>                                                                                                                                                                         | <p>underway and will be completed before the scheme is operational.</p> <p>This is confirmed.</p> <p>This will be considered.</p>                                                                          |
| Scottish and Southern Electricity Networks | General                        | The consultation does not confirm the percentage of streets included in this scheme, please clarify.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 4.73% of the Network has been identified as potentially Lane Rental.                                                                                                                                       |
| Gloucestershire County Council             | General                        | As a neighbouring Highway Authority we have concerns that traffic will divert onto our network as a result of this policy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | The success of the scheme will be reductions in disruption making the Oxfordshire network more efficient, so we do not envisage traffic moving to other areas.                                             |
| Gloucestershire County Council             | General                        | <p>Please provide any general comments you may have about the proposed Lane Rental scheme.</p> <p>Will be interesting to see what benefits this brings to your county and how this will be demonstrated.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                              | A detailed Evaluation report will be prepared and published.                                                                                                                                               |
| Oxford Bus Company                         | General                        | On behalf of Oxford Bus Company ("OBC") and Thames Travel (Wallingford) Ltd. ("Thames Travel") I am pleased to submit our response to the current consultation on the proposals referenced above. As you know we are the largest commercial bus operator in the City and County of Oxford. In addition we run the Oxford City Sightseeing tour, a key part of the city's visitor proposition; and scheduled coach services, principally under the "Airline" brand.                                                                                                                                                                                                        | Thank you for your participation in this important consultation.                                                                                                                                           |
| Oxford Bus Company                         | General<br>Need for the Scheme | <p>As you will recognise, we have had a longstanding close interest in the way in which the Council discharges the "Network Management Duty" binding on it under the New Roads and Street Works Act 1991 ("NRSWA") and the Traffic Management Act 2004 ("TMA"). The effective discharge of the Duty by highway authorities to generally facilitate the expeditious movement of traffic within their areas has a direct bearing on our ability to provide attractive and reliable bus services.</p> <p>In fact, because of the nature of scheduled bus operations that pass through areas affected by congestion and delay repeatedly - and in many cases frequently -</p> | <p>Thank you for your comments.</p> <p>The document incorporated learning from the Surrey, Kent and East and West Sussex schemes and endeavoured to incorporate the best elements of their approaches.</p> |



|  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |        |
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|  |  | <p>of labour, and in some cases, materials and equipment. While issues with supply chain have eased in the last 12 months, this is less true of civil engineering establishment. The shortage of qualified high- voltage jointers, in particular, is creating especially serious difficulties in progressing electrical network works in a timely manner. At times, we note that s278 road space bookings have been substantially exceeded leading to works remaining part-complete for many months. We also note that utilities now book planned works to include very substantial buffers, to allow them to direct and redirect scarce operative resource between jobs more flexibly. The result is that we increasingly see work-sites unattended for extended periods of time. The current system in many ways incentivises this behaviour, as there are only consequences for over-runs. The increasing range and complexity of utility assets under the public highway. We are aware that works affecting fibre-optic cables are especially costly and sensitive. Required s278 works on Denchworth Road in Wantage were stalled for years owing to the need to perform works to fibre-optic cables, and when performed, they took an extended period. There has also been a significant increase in broadband related works, in many cases with several different providers seeking to install services along the same section of road due to competition within the market for broadband services.</p> <p>Record investments are also being made in infrastructure to transform the highway network to make it more resilient and to make streets easier and safer to walk and cycle on.</p> <p>It is also clear that many highways and utilities assets are separately reaching the end of their economic lives. We have seen ongoing severe disruption on many key arterial routes in Oxford owing to the need to replace and reinforce 19<sup>th</sup> and early 20<sup>th</sup> century infrastructure, over the last decade. More recent structures on the highway, including bridges, are also reaching the point where significant maintenance and renewal works are needed. This has been most recently evidenced on the A423 Botley Interchange; and even more extensive works are programmed for the A423 Kennington Bridge. By their nature the disruption arising from these is often severe and of very extended duration.</p> <p>While the Scheme will not be applicable to these works, it does make it that much more essential that all appropriate actions are taken to minimise the length and severity of the duration of works by other Promoters.</p> <p>All the indications are that these causative factors are unlikely to diminish.</p> | Agreed |
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|                    |                              | <p>Furthermore, looking forward, the need to substantially reinforce local and high voltage power distribution networks, in order to support a wider national transition to net-zero energy, could well result in a very much greater level of activity from Distribution Network Operators and iDNOS.</p> <p>The resulting works inevitably cause disruption to the highway network, but the delays and disruption to bus passengers are greater than almost any other group faces. In recent years, as you know, we have had multiple and serious cases of delay and disruption reaching entirely unacceptable levels.</p> <p>The direct costs faced by bus operators as a result of disruption caused by highways works are material and substantial. There are numerous occasions where we have had to increase vehicle resource in the network to address disruption arising from planned roadworks, over and above the wider cost inflation that is already experienced owing to more general reductions in bus productivity across the City and County. Further to this, slower and more unreliable bus services suffer from falling patronage and revenue. This has a clear direct commercial impact, quite apart from the damage it causes to the wider policy ambition to secure a much higher use of public transport to meet climate, environmental and socio-economic policy goals.</p> <p>Given the situation in Oxfordshire, we therefore <b>unequivocally welcome</b> the decision to exercise the powers available to the Council under s.74/74A of the legislation. We consider that there is ample justification to do so, and that this could be expected to materially incentivise the utilities and development sector seeking to minimise the number and duration of road works.</p> | <p>All these works do cause disruption and this new initiative is another mechanism for managing this.</p> <p>Thank you for your comments and support.</p> |
| Oxford Bus Company | Principles behind the Scheme | <p>We agree entirely that:</p> <p><i>The cost of disruption from activities on the highway network must be recognised. Inconvenience to all people using a street must be minimised, but especially for people with particular accessibility requirements, and also other vulnerable road users such as people walking or cycling.</i></p> <p>As we set out above, bus operators are disproportionately exposed to direct costs and reduced revenues from the effects of roadworks, especially at busy times. We would go further and say that our services can be significantly affected for longer periods of time than other users. Not only that, but many roads on which buses operate have especially limited resilience such that certain kinds of traffic management, such as multi-arm shuttle working at junctions, cause extended delays throughout the operating day. Good examples are Botley Road in Oxford,</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Thank you for your comments and support.</p>                                                                                                            |

|                    |                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                        |
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|                    |                     | <p>and the B4044 through Farmoor.</p> <p>We also share the Council's expectation that the scheme will directly influence the behaviour of works Promoters such that there will be: <b>Organisational, process and wider institutional and officer/operative site</b> behavioural changes that minimise the duration of occupation of the highway at the busiest locations at Traffic-Sensitive times.</p> <p><i>Reductions in the number <b>and duration</b> of works taking place during Traffic-Sensitive times; and</i></p> <p><i>Contributions towards maintaining or improving journey time reliability on the highway network.</i></p> <p>With regard to this last point, given the clear and direct relationship between bus operating costs and significant works related disruption, one appropriate use of the funds raised through the Scheme should be towards helping to offset such costs where they are demonstrable, significant and ongoing as a result of a specific intervention or set of works; and that the existing bus reliability and journey time improvement budget in place and overseen through the Oxfordshire Bus Service Improvement Plan and associated Statutory Enhanced Partnership Board should be a beneficiary of these funds.</p> | <p>Thank you for your comments and support.</p> <p>We will welcome applications for surplus funds to deliver efforts to mitigate disruption and will support these bids with skills and resources.</p> |
| Oxford Bus Company | Scope of the Scheme | <p>We recognise and agree that the Scheme needs to be directed to those parts of the networks and those times of day, when the cost and wider impacts of works are highest, and affect the largest number of users.</p> <p>The scheme will impose some significant extra costs on Promoters. While it is important that these charges should be sufficient to achieve necessary changes in behaviour, they will also bear on the economics of Promoters' activity and these should not be unduly or unnecessarily compromised.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Thank you for your comments and support.</p> <p>It is anticipated that 85% to 95% of works are not charged and the purpose of the scheme is to change behaviour not, raise money.</p>               |
| Oxford Bus Company | Works Chargeable    | <p>We agree that the Scheme should apply to all works, as defined in the Glossary, that require a permit under the relevant section of the OPS executed under: a NRSWA Section 50 licence an agreement pursuant to Section 278 of the Highways Act 1980 an agreement pursuant to Section 106 of the Town and Country Planning Act 1990.</p> <p>While the latter two categories are apparently not automatically covered by the enabling legislation the frequency and level of disruption caused are often at least as severe as works undertaken a S.50 License by Utilities. The interaction on a single route of works under a S.50 License with developer activity can be very severe indeed. At the very least bringing this other activity within scope of the</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Thank you for your comments and support.</p> <p>This is the case.</p>                                                                                                                               |

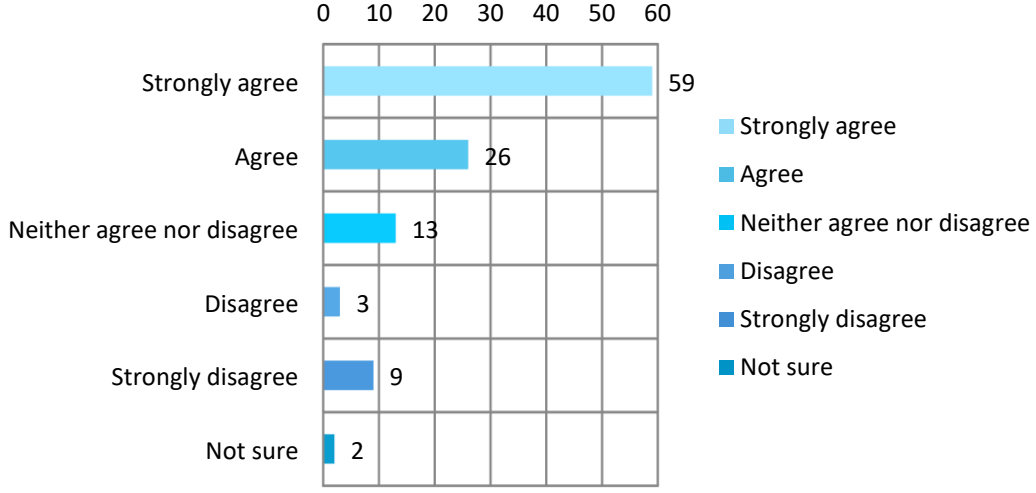


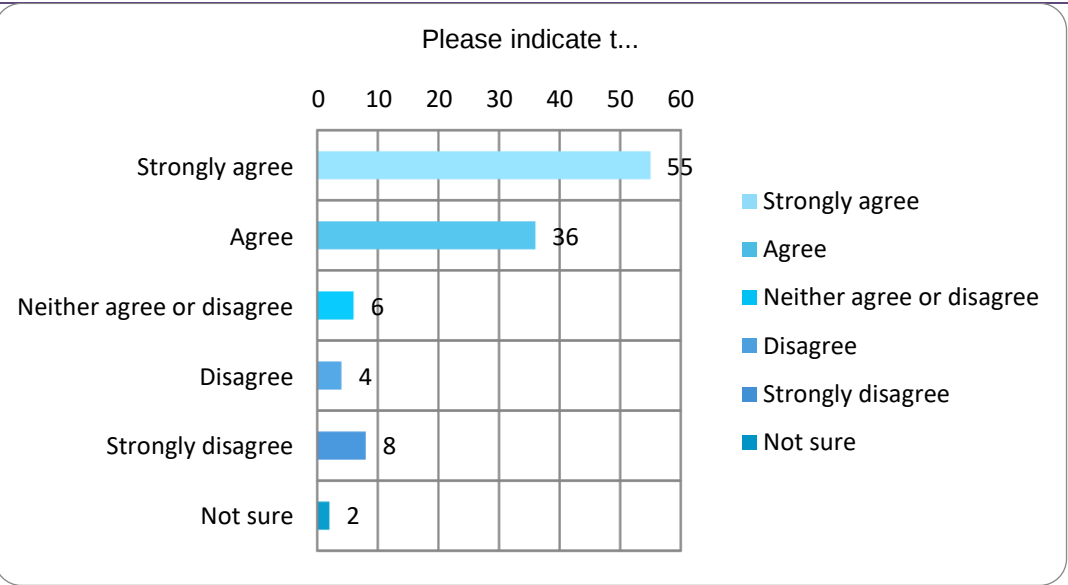
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|                    |                           | <p>national primary A420 route, means that it appears these would not be covered by the Scheme.</p> <p>The current Scheme scope is thus inadequate to ensure that serious disruption to key bus services is minimised by road works, as it intends to achieve.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Noted.</p> <p>The Lane rental Streets will reviewed annually and this will be considered.</p>                                                                                                                                                                                                                                                                                                |
| Oxford Bus Company | Days and times applicable | <p>The scheme should be set up to maximise the duration of works that take place at the least disruptive times, and minimise the overall duration of works.</p> <p>Therefore, we agree and support that the Scheme will not apply charges on Sundays and Public Holidays. These are periods of time when disruption is much lesser and also, offer scope for 7-day/week working to significantly truncate overall programme lengths.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Thank you for your comments and support.</p> <p>Charges will apply if the street is Traffic Sensitive on a Saturday.</p> <p>Works on Sundays will now be part of the scheme in line with new Section 74 overrun charges.</p> <p>There is discussion nationally regarding Lane Rental covering all days including Bank Holidays as many areas have considerable congestion on these days.</p> |
| Oxford Bus Company | Immediate" Works          | <p>This includes works defined by Section 52 of the New Roads and Street Works Act 1991 and include Immediate Emergency &amp; Immediate Urgent works</p> <p>Such works are by their nature unplanned and not amenable to management and coordination by the Council. In our extensive and lengthy experience running bus services in the County, such works are prone to having some of the most serious impacts on traffic flow the network, and bus services in particular. This is usually because they interact with the effects of other planned activity on the highway at one or more locations. The greater number and frequency of such planned works makes the additional disruption caused by immediate Works considerably more likely, and we believe that recent years have seen a substantial elevation of disruption to network operation as a direct result of Immediate Works for this reason.</p> <p>Legislation rightly protects the prerogative of Statutory Undertaker to undertake highway works on this basis in the interests of public safety if not service continuity. In so doing, it creates an unintended incentive to abuse this</p> | <p>Noted.</p>                                                                                                                                                                                                                                                                                                                                                                                   |



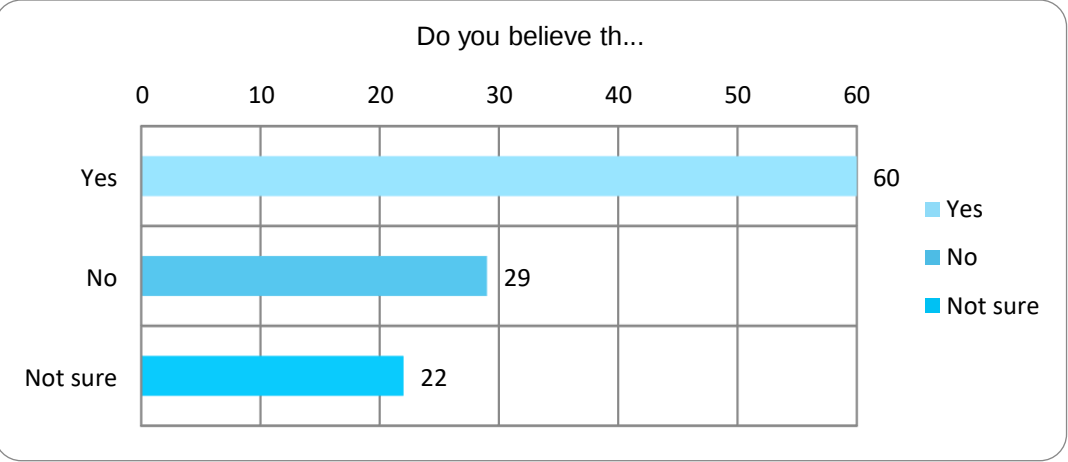
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|                    |                                   | <p>Thus we welcome and support the principle that collaborative works should attract a substantial discount of no less than 50% to each of at least two collaborating promoters, to help maximise the incentive on this kind of behaviour. This may be particularly useful and relevant to the Promoters of works involving broadband.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Thank you.                                                                                                                    |
| Oxford Bus Company | Major Infrastructure Improvements | <p>It is right and rational that works that deliver significant highway infrastructure improvements, substantially extend/renew the longevity of an asset, or future proof a highway to protect it from being excavated again, should be considered for a discount or waiver. It is important that criteria exist that ensure such discounts or waivers reflect a suitably material benefit to Councils wider Network Management Duty.</p> <p>We recognise and agree that many of the County's own works might be eligible for such charges and waivers. There may be an especially good case to seek to apply such a discount or waiver on capital schemes where the Lane Rental Tariff would otherwise substantially burden the costs and indeed the value-for- money of a scheme.</p> <p>Aligning the discount/waiver scheme with that for collaborative works would be more likely to incentivise the programming of asset renewals and upgrades with major wider capital schemes, and we would strongly suggest that this is made clear in the final Lane Rental Scheme. This could also help facilitate the installation of sub-surface plant within major schemes that allow for much quicker and easier future access, and mitigate against damage to assets, such as multi-utility service ducts.</p> <p>We therefore agree with these provisions.</p> | <p>Noted.</p> <p>Noted.</p> <p>Collaborative working is a key part of the scheme but challenging to deliver consistently.</p> |
| Oxford Bus Company | Surplus Revenue Policy            | <p>The costs of disruption arising from road works fall disproportionately on bus operators, along with the practical disruption on our customers.</p> <p>It is therefore just and reasonable that such costs should be ones that are eligible for reimbursement from surplus revenue from the Scheme.</p> <p>To some extent this is covered in the scheme under the very general term "transport". This is far too broad and does not clearly accord with the principles of the Scheme, which is that the direct costs of road works on other parties are recognised by the Scheme. We would therefore propose that the County Council sets out high-level proposals regarding an intended allocation of the surpluses generated from the scheme. We would suggest that in addition to allocations for active travel, and capital to restore surfaces damaged by the impact of "patching" related works, a material proportion of the budget should be allocated to the</p>                                                                                                                                                                                                                                                                                                                                                                                    | Noted.                                                                                                                        |

|                    |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                           |
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|                    |         | <p>Oxfordshire Enhanced Bus Partnership (“OEBP”) to be distributed for suitable schemes to mitigate the impact of roadworks.</p> <p>A typical example of this would be to compensate bus operators for shuttle services which are necessary to be operated when roadworks make part of a route inaccessible. At present the cost of providing these services falls on the operator, with no budget being available to support this from the council or from the contractor performing the works and therefore operators have a difficult decision to balance cost against doing the right thing for customers whose journeys are already impacted by the works.</p> <p>Another example would be to invest temporary extra peak vehicle and driver resources in services where a detriment to running time is anticipated as a result of material works. The OEBP would need to agree some form of <i>pro-rata</i> tariff for this, based on additional bus operational hours demonstrably required, to avoid excessive negotiations between operators and the council, but this should be relatively straightforward to achieve.</p>                                                                                                                                                                                                                                                                                                                                                         | <p>Thank you for these well-made comments and these will be considered.</p>                                                                                                               |
| Oxford Bus Company | General | <p><b>5. Concluding Comments</b></p> <p><b>For the reasons we set out above, Oxford Bus Company and Thames Travel unequivocally endorse the County’s decision to apply for these powers.</b></p> <p>We conclude that, if implemented appropriately, there will be a direct positive impact on bus operations, whether considered in terms of reduction of the degree of disruption and its duration.</p> <p>We are broadly in agreement with the proposed terms of the scheme. However, it is important that the Scheme Scope is wholly fit for purpose. In particular, we propose that all streets and roads where more than 2 buses per hour operate in any one direction, should automatically fall within the Scheme. This affords an appropriate balance between ensuring the scheme effectively supports reliable and efficient bus operations, without bringing an excessive large extensification of the Scheme.</p> <p>In addition, we consider it important that the funds generated by the scheme are applicable to defraying what can be substantial additional costs to bus operators arising from otherwise unavoidable disruption.</p> <p>As the County Council is separately seeking to greatly promote the quality, effectiveness and relevance of bus services to meet its wider transport policy goals, which are some of the most ambitious in the nation, it is that much more important that all relevant and credibly effective measures are taken to support the</p> | <p>Thank you for all your well-made comprehensive comments.</p> <p>Noted.</p> <p>The Lane Rental Streets will <u>be</u> reviewed annually, and this will be considered.</p> <p>Noted.</p> |

|                                                                     |                       | <p>effective discharge of the Network Management Duty, not least, in pursuit of these goals.</p> <p>Do not hesitate to contact the undersigned in the first instance should you require any further assistance as you progress this initiative.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          |       |                |    |       |    |                            |    |          |   |                   |   |          |   |                                                                                                                                                                                                        |
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| Oxfordshire Residents Responses received on the Consultation Portal | Public Survey Results | <p><b>Please see the attached Consultation Survey Results Report.</b></p> <p>The consultation Portal received 196 visitors.</p> <p>In addition to demographic analysis, three questions were asked. The questions and the responses are summarized below.</p> <p>The majority of responders agreed that the streets indicated should be included in the Lane rental scheme for Oxfordshire, agreed with the proposed charge days and agreed Sundays and Bank Holidays should be included in the chargeable days.</p> <ul style="list-style-type: none"><li>Please indicate to what extent you agree or disagree the streets indicated on the map should be included in the Lane Rental Scheme:</li></ul> <div><p>Please indicate t...</p><table><tr><th>Response</th><th>Count</th></tr><tr><td>Strongly agree</td><td>59</td></tr><tr><td>Agree</td><td>26</td></tr><tr><td>Neither agree nor disagree</td><td>13</td></tr><tr><td>Disagree</td><td>3</td></tr><tr><td>Strongly disagree</td><td>9</td></tr><tr><td>Not sure</td><td>2</td></tr></table></div> <ul style="list-style-type: none"><li>Please indicate the extent you agree or disagree the proposed charge days which are Monday to Saturday inclusive:</li></ul> | Response | Count | Strongly agree | 59 | Agree | 26 | Neither agree nor disagree | 13 | Disagree | 3 | Strongly disagree | 9 | Not sure | 2 | <p>Noted</p> <p>We would like to thank everyone who commented and provided their local knowledge.</p> <p>The results will be included in the consideration of the scope of the Lane Rental Scheme.</p> |
| Response                                                            | Count                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |       |                |    |       |    |                            |    |          |   |                   |   |          |   |                                                                                                                                                                                                        |
| Strongly agree                                                      | 59                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |       |                |    |       |    |                            |    |          |   |                   |   |          |   |                                                                                                                                                                                                        |
| Agree                                                               | 26                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |       |                |    |       |    |                            |    |          |   |                   |   |          |   |                                                                                                                                                                                                        |
| Neither agree nor disagree                                          | 13                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |       |                |    |       |    |                            |    |          |   |                   |   |          |   |                                                                                                                                                                                                        |
| Disagree                                                            | 3                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |       |                |    |       |    |                            |    |          |   |                   |   |          |   |                                                                                                                                                                                                        |
| Strongly disagree                                                   | 9                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |       |                |    |       |    |                            |    |          |   |                   |   |          |   |                                                                                                                                                                                                        |
| Not sure                                                            | 2                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |       |                |    |       |    |                            |    |          |   |                   |   |          |   |                                                                                                                                                                                                        |



- Do you believe that Sundays and/or Bank Holidays should be included in the charge days?



## Proposed Scheme Document

|                                            |                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                   |
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| Thames Water                               | Lane Rental Scheme Document                    | <p>When opening the pdf scheme document, the name of the pdf says 'the West Sussex Proposed Lane Rental Scheme Document V6 POST CONSULTATION. This is disappointing as we expected Oxfordshire County council to design their own scheme which was appropriate to their network, not copy a different regions scheme. Several meetings between OCC and SU's were held where there was no mention that OCC were going to adopt an existing scheme. This seems very wasteful of resources for both authority and promoters when a simple notification could have been made.</p> <p>Thames Water feedback in the boxes below includes many questions which we would appreciate a response to. We believe a consultation includes a review of the comments received and a response to the consultees detailing what changes (if any) were made to the draft document.</p> | <p>There is a typo in the document name.</p> <p>During meetings with Utility Stakeholders it was made clear that there was a desire to have consistent schemes across Authority areas and this has been adopted.</p> <p>All questions <u>s</u> have been answered.</p>                                                            |
| Openreach                                  | Calculating The Charge                         | <p>Please provide your comments on the Scheme Documents: OCC Lane Rental Consultation Draft Lane Rental Scheme Document OCC Lane Rental Consultation Draft Charges Policy and Table OCC Lane Rental Consultation Draft Evaluation Plan.</p> <p>OCC Lane Rental Scheme – Scheme Document</p> <p>“Promoters are strongly encouraged to consider the carrying-out of immediate works or urgent activities outside of specified days and times wherever possible”</p> <p>Openreach members will not be able to comply with this statement due to the nature of immediate works activities.</p>                                                                                                                                                                                                                                                                            | <p>The text is ‘Promoters are strongly <u>encouraged</u> to <u>consider</u> the carrying out of immediate works or urgent activities outside of specified days and times wherever possible’</p> <p>It is understood this is not always possible.</p>                                                                              |
| Scottish and Southern Electricity Networks | Consultation Draft Lane Rental Scheme Document | <ul style="list-style-type: none"> <li>We welcome the concise nature of this document and that no charges will apply on Sundays, Bank Holidays and Public Holidays, including Good Friday, Easter Sunday, Easter Monday, Christmas Day or Boxing Day . However, we wish to ask why Saturdays are also included when the majority of lane rental charging times on other schemes are Monday to Friday only. Lane rental encourages works promoters to carry out more works outside of peak times, for example, making greater use of weekend and evening working where the local environmental impact was acceptable. How can we do this with your scheme as you plan to charge for work on Saturdays?</li> <li>We appreciate your inclusion of a 48 hours fee free charge period for</li> </ul>                                                                       | <p>Charges will apply if the street is Traffic Sensitive on a Saturday. Works on Sundays will now be part of the scheme in line with new Section 74 overrun charges. There is discussion nationally regarding Lane Rental covering all days including Bank Holidays as many areas have considerable congestion on these days.</p> |

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|       |                 | <p>immediate works, but as most of our immediate works are on average completed in 5 days, we would appreciate the consideration to extend the charge free period to 72hrs to accommodate this. Based on this please can you confirm when your fee free period would start if there are works on a weekend eg. Sat AM where there is currently no lane rental charge applicable , will the free fee charging period start on the next lane rental charging period ie Monday making the fees apply from Wednesday? Also, please clarify what documentary evidence is required on an immediate works exemption?</p> <ul style="list-style-type: none"> <li>• It is good to note that Collaborative works carried out concurrently by two or more works Promoters at the same location , will allow for a substantial discount on lane rental charges and also where works originate from two different operational divisions within the same Company. Please can you clarify how the mechanism for this process will be managed ? ie will you be passing on contact information where co-ordination highlights as currently you do not (see below). From this comment we are unable to establish who we would need to collaborate with as these details are not shared.</li> <li>• We understand the aim to reduce the duration and number of works on traffic sensitive roads using the lane rental scheme, but the majority (approximately 50%) of SSEN works are immediate supply faults. Your statement “ promoters are strongly encouraged to consider the carrying-out of immediate works or urgent activities outside of specified days and times wherever possible” is frankly obtuse. The whole point of works being immediate is just that. We have to attend to a fault at the time and cannot plan the “works” or this would be planned work not immediate. Immediate works do not require prior permission, please clarify what evidence is required to demonstrate that works are immediate?</li> </ul> | <p>The free period is 48 hours in line with other schemes.</p> <p>This will be processed manually and through discussion and agreement with all parties as every instance will be different.</p> <p>Noted, however, Promoters are strongly encouraged to consider the carrying out of immediate works or urgent activities outside of specified days and times wherever possible as SSEN is not the only Promoter on the network.</p> |
| SEJUG | Scheme Document | <p>SEJUG supports that no charges will apply on Sundays, Bank Holidays and Public Holidays, but would like to ask why Saturdays are also included when the majority of lane rental charging times on other schemes are Monday to Friday only?</p> <p>Lane rental encourages works promoters to carry out more works outside of peak times, for example, making greater use of weekend and evening working where the local environmental impact was acceptable. How can this be done with the proposed scheme if there is a plan to charge for work on Saturdays?</p> <p>SEJUG strongly suggests that immediate works exemption should be automatic.</p> <p>SEJUG would like confirmation as to how collaborative works mechanisms for discount will be managed &amp; co-ordinated?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>Charges will apply if the street is Traffic Sensitive on a Saturday. Works on Sundays will now be part of the scheme in line with new Section 74 overrun charges. There is discussion nationally regarding Lane Rental covering all days including Bank Holidays as many areas have considerable congestion on these days.</p>                                                                                                     |

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|  | <p>“Promoters are strongly encouraged to consider the carrying-out of immediate works or urgent activities outside of specified days and times wherever possible” SEJUG members will not be able to comply with this statement.</p> <p>USRN's – The DfT guidance states <i>‘Lane rental charges will need to be targeted only at the most critical parts of an authority’s street network. These are the streets (or parts of streets) where evidence shows that works in the highway cause the highest levels of disruption and thus require the greatest efforts to smooth traffic flow. ‘.. the fact that a particular street is designated as traffic-sensitive or protected is not, of itself, a sufficient reason to justify its inclusion within the scope of a scheme. ‘An authority will need show the coverage of a proposed lane rental scheme and to demonstrate that it is no more than 5% of its network. If an authority wants to apply lane rental to more than 5% of its network, it should provide clear evidence and justification for why this is the case’.</i></p> <p><i>‘In considering proposed schemes, the Secretary of State will need to see that the authority has adopted an evidence-based approach to identify the critical streets (or parts of streets) where lane rental charges are to apply. This evidence will be supported by data collected and reported on as part of the evaluation of a permit scheme’.</i></p> <p>SEJUG is concerned that on the list of the USRNs provided within the consultation documents there are several USRNs that are not classified as traffic sensitive at all (example 06801556), <b>or</b>, classed as traffic sensitive using only criteria which has been removed with effect from 1<sup>st</sup> April 2023 (example 06800250). Therefore, these USRNs must not be included in any lane rental applicable list. Section 34 of the DfT Guidance states <i>‘The Regulations prevent the application of lane rental charges on streets that have not been designated as traffic-sensitive or protected by the highway authority.’</i></p> <p>SEJUG strongly suggests that a full traffic sensitive review should be carried out by Oxfordshire County council before introducing a lane rental scheme to ensure the selected streets/USRN's are appropriate. All USRNs included in a Lane Rental scheme must meet at least two of the listed criteria for designating a street as TS. The gazetteer information on the list provided by OCC does not include which criterion have been met.</p> <p>The Code of practice for coordination section 5.4.2 states <i>‘Authorities should review their existing designations before the end of 2023 to check if they have any streets designated under one of these three criteria and they should assess whether a traffic-</i></p> | <p>This is the case.</p> <p>This will be considered as part of the TSS review process.</p> <p>This is underway.</p> |
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|              |                                | <p><i>sensitive designation should still apply to those streets. It may be that one of the remaining criteria will continue for apply, for example, the street may carry more than eight buses an hour. However, if another criterion does not apply, the designation should be removed at the earliest opportunity so that access for street and road works is not unnecessarily restricted and traffic sensitive rates are not inadvertently charged as part of permit fees'</i></p> <p>Section 1.1 defines the word 'should' 'as the terms "should" or "should not" and "recommended" or "not recommended", whilst not clear legislative requirements, nevertheless can have legal repercussions and therefore are expected practice. Deviation from this ought to be justified'.</p> <p>SEJUG would like clarification as to whether the whole or part of the street applies, the times Lane Rental applies to the street, and the applicable charges. SEJUG believes it is not possible to respond to this consultation without this information, as the consultation is incomplete.</p> <p>SEJUG would also like to know the total number of kilometres of OCC network proposed to be Lane Rental applicable?</p> | <p>All the Lane rental streets and the times Lane Rental applies will be sent to local stakeholders and published on the Gazetteer.</p> <p>This will be part of the TSSS consultation.</p>                                                                 |
| SEJUG        | Page 6 - Improvements Expected | <p><i>'Behavioural changes that minimise the duration of occupation of the highway at the busiest locations at Traffic Sensitive times'</i></p> <p>As per the KLRS &amp; the Surrey LR Scheme, the addition of a non- charging window (during non-TS times, e.g., between 9.30 am – 3.30 pm, or even within of Traffic Sensitive times as per the Surrey Scheme) will facilitate 'Reductions in the number of works taking place during Traffic Sensitive times;', as a number of works will be able to be carried out between these charge times.</p> <p>SEJUG would like to know how OCC will measure behavioural changes and what is the current state of play, without a starting point how can any improvements be demonstrated? Please clarify how the contribution towards maintaining/improving journey time can be clearly demonstrated that it is as a direct result of the lane rental scheme?</p>                                                                                                                                                                                                                                                                                                           | Behavioural changes will be measured through a combination of benchmarked data, such as comparing works on and not on lane Rental Streets. There will also be analysis of works proposals such as technology use or working practices to mitigate charges. |
| Thames Water | Page 6                         | How will OCC measure behavioural changes and what is the current state of play, without a starting point how can any improvements be demonstrated? Please clarify how the contribution towards maintaining/improving journey time can be clearly demonstrated that it is as a direct result of the lane rental scheme?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Behavioural changes will be measured through a combination of benchmarked data, such as comparing works on and not on lane Rental Streets. There will also be analysis of works proposals such as technology use or working practices                      |

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|             |                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | to mitigate charges.                                                                                                                                                                                                                                                                                                                                                                                                     |
| Openreach   | Pg 6                                         | <p>IMPROVEMENTS EXPECTED - 'Behavioural changes that minimise the duration of occupation of the highway at the busiest locations at Traffic Sensitive times'</p> <p>As per the KLRS &amp; the Surrey LR Scheme, the addition of a non- charging window (during non-TS times, e.g., between 9.30 am – 3.30 pm, or even within of Traffic Sensitive times as per the Surrey Scheme) will facilitate 'Reductions in the number of works taking place during Traffic Sensitive times;', as a number of works will be able to be carried out between these charge times.</p> <p>Openreach would like to know how OCC will measure behavioural changes and what is the current state of play, without a starting point how can any improvements be demonstrated? Please clarify how the contribution towards maintaining/improving journey time can be clearly demonstrated that it is as a direct result of the lane rental scheme?</p> | <p>Each Street has its own Traffic Sensitive times, such as morning and afternoon peaks. Works undertaken outside these times will not be charged.</p> <p>Behavioural changes will be measured through a combination of benchmarked data, such as comparing works on and not on lane Rental Streets. There will also be analysis of works proposals such as technology use or working practices to mitigate charges.</p> |
| Openreach   | Pg 7                                         | SCOPE OF THE SCHEME - Specified Works – Openreach suggests that there is confirmation in this section that Lane Rental will apply only to 5% of OCC's Network in line with DfT LR Guidance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 4.73% of the Network has been identified as potentially Lane Rental.                                                                                                                                                                                                                                                                                                                                                     |
| SEJUG       | Page 7<br>Scope of the Scheme                | Specified Works – SEJUG suggests that there is confirmation in this section that Lane Rental will apply only to 5% of OCC's Network in line with DfT LR Guidance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 4.73% of the Network has been identified as potentially Lane Rental.                                                                                                                                                                                                                                                                                                                                                     |
| Consultants | Specified Locations                          | Suggest Change; ...Lane Rental charges are to be targeted at the most 'Traffic-Sensitive' to most 'critical' parts...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Agreed, an edit will be made.                                                                                                                                                                                                                                                                                                                                                                                            |
| SEJUG       | Page 8<br>The Lane Rental Designation Record | SEJUG would like to we see these records, along with clarification as to whether the whole or part of the street applies, the times Lane Rental applies to the street, and the applicable charges. SEJUG believes it is not possible to respond to this consultation without this information, as the consultation is incomplete.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | All the Lane rental streets and the times Lane Rental applies will be sent to local stakeholders and published on the Gazetteer.                                                                                                                                                                                                                                                                                         |
| SEJUG       | Page 8<br>Specified Days & times             | SEJUG would like to know why charges will apply on Saturdays? Which streets will these apply to, and what is the justification for this? SEJUG strongly disagrees with a blanket LR charge being imposed on a Saturday, as it will not give SEJUG members a window of opportunity to maintain their Assets outside of LR charge times. Surrey CC sensibly only have a very few streets where Lane Rental applies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Charges will apply if the street is Traffic Sensitive on a Saturday. Works on Sundays will now be part of the scheme in line with new Section 74 overrun charges.                                                                                                                                                                                                                                                        |

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|             |                                                     | on a Saturday (i.e., entrance to precinct, heavy shopping areas). Strong justification is needed. Trying to move works to Sunday working only to avoid the lane rental charges will cause more complaints and environmental noise issues. SEJUG do not believe this is reasonable or within the “spirit” of street works or Lane Rental.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | There is discussion nationally regarding Lane Rental covering all days including Bank Holidays as many areas have considerable congestion on these days. |
| Consultants | Page 8<br>Specified<br>Days and<br>Times            | <p><b>Remove;</b> ‘No charges will apply on Sundays, Bank Holidays and Public Holidays, including Good Friday, Easter Sunday, Easter Monday, Christmas Day or Boxing Day. Oxfordshire County Council will confirm future charging arrangements for any ad-hoc or new Public Holidays designated over the life of the OLRs. At the very widest extent charges can apply from 06:30 to 20:30 in some locations, with reduced charging hours in other locations.’</p> <p><b>Replace with;</b> No charges will apply on Christmas Day or Boxing Day. Subject to a street being a Specified Location, lane rental charges can apply: Whenever a street is designated as traffic sensitive, including weekends and Bank Holidays – except for Christmas Day and Boxing Day. The Traffic Sensitive times on a Bank Holiday will be the same as those for a Sunday at that location; and During specified days of the year, for example during school term time, seasonally affected streets. The specified days and times for the specified locations will be identified on the NSG and additional street data. Related information, such as term-time dates, seasonally affected streets should also be published on the Authorities website. Oxfordshire County Council will confirm future charging arrangements for any ad-hoc or new Public or Bank Holidays designated over the life of the OLRs. At the very widest extent charges can apply from 06:30 to 22:00 in some locations, with reduced charging hours in other locations.</p> | Agreed, an edit will be made so the text is in line with HAUC Guidance.                                                                                  |
| Openreach   | Pg 8<br>The Lane<br>Rental<br>Designation<br>Record | SPECIFIED LOCATIONS - Openreach would like to we see these records, along with clarification as to whether the whole or part of the street applies, the times Lane Rental applies to the street, and the applicable charges. Openreach believes it is not entirely possible to respond to this consultation without this information, as the consultation is incomplete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | All the Lane rental streets and the times Lane Rental applies will be sent to local stakeholders and published on the Gazetteer.                         |
| Openreach   | Pg 8                                                | <p>SPECIFIED DAYS AND TIMES</p> <p>Openreach would like to know why charges will apply on Saturdays? Which streets will these apply to, and what is the justification for this? Openreach strongly disagrees with a blanket LR charge being imposed on a Saturday, as it will not give</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Charges will apply if the street is Traffic Sensitive on a Saturday. Works on Sundays will now be part of the scheme in line with new                    |

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|              |                              | a window of opportunity to work outside of LR charge times. Surrey CC sensibly only have a very few streets where Lane Rental applies on a Saturday (i.e., entrance to precinct, heavy shopping areas). Strong justification is needed. Trying to move works to Sunday working only to avoid the lane rental charges will cause more complaints and environmental noise issues. Openreach do not believe this is reasonable or within the “spirit” of street works or Lane Rental.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Section 74 overrun charges. There is discussion nationally regarding Lane Rental covering all days including Bank Holidays as many areas have considerable congestion on these days.                                                                                                                                       |
| Thames Water | Page 8                       | The Lane Rental Designation Record – Please could we see these records? We need clarification as to whether the whole or part of the street applies, the times Lane Rental applies to the street, and the applicable charges. We believe it is not possible to respond to this consultation without this information, as the consultation is incomplete.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | All the Lane rental streets and the times Lane Rental applies will be sent to local stakeholders and published on the Gazetteer.                                                                                                                                                                                           |
| Thames Water | Page 8                       | We would like to know why charges will apply on Saturdays? Which streets will these apply to, and what is the justification for this? Please provide the calculations and measurements of traffic flows which justify the extreme LR times mentioned in this section.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Charges will apply if the street is Traffic Sensitive on a Saturday. Works on Sundays will now be part of the scheme in line with new Section 74 overrun charges. There is discussion nationally regarding Lane Rental covering all days including Bank Holidays as many areas have considerable congestion on these days. |
| Thames Water | Page 9<br>Charge Free Period | <p>Where LR applies only on weekdays and immediate works start on Saturday and finish on the following Monday – works therefore only impacted LR times/days for 1 day. If the waiver covers 48hrs, there is in fact no charge free period at all as none of the days would have resulted in a LR charge. We would suggest that the charge free period applies to the first 48hrs where LR is payable.</p> <p>There is nowhere on Street Manager to request a waiver or exemption. This needs to be an automatic exemption when an Immediate permit is received &amp; granted. All applications must to be in line with the DfT Street Manager system and any associated API's. Anything else is over-bureaucratic and creates an unnecessary addition administrative burden on promoters and works coordinators.</p> <p>What does 'subject to any agreed correction' mean exactly?</p> <p>Permit conditions and the classification of works as 'Immediate' will flag up that these works are exempt.</p> <p>Selecting a particular LR designation as applicable to the works on any PAA/PA</p> | <p>The free of charge period will be the first 48 hours.</p> <p>This is a matter for DfT and the Street Manager Team. OCC will pass on these comments.</p> <p>The Authority reserves the right to request information to confirm that the works were an emergency.</p>                                                     |

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|             |                                              | <p>indicates that works are impacting said designation, so times are irrelevant. No assumptions are necessary if the LR designation is selected then it is applicable, if it is not selected then the charges are not applicable.</p> <p>We strongly object to the unnecessary additional administrative burden and duplication of work as expressed in other comments.</p> <p>Will OCC utilise the functionality in Street Manager for Lane Rental Assessment of any permit?</p>                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                             |
| Openreach   | Pg 9<br>Lane Rental<br>Charge Free<br>Period | <p><b>IMMEDIATE WORKS</b></p> <p>Openreach suggests that if there is already a charge free period (i.e., over the weekend, when the Street does not attract Lane Rental charges), that the charge free period for Immediate Works should start after the weekend, on the next Lane Rental Charge day.</p> <p>'Waiver' – there is nowhere on Street Manager to request this exemption. This needs to be an automatic exemption when an Immediate permit is received. Openreach must stress that all applications need to be in line with DfT Guidance and the DfT Street Manager system. Everything needs to be applied for via Street Manager, and its associated Street Manager API's.</p>                                                                                                                                                                           | <p>The weekend free of charge period does not apply to all streets so can not be applied as a general policy.</p> <p>The Authority reserves the right to request information to confirm that the works were an emergency.</p>                               |
| SEJUG       | Page 9<br>Immediate<br>Works                 | <p>Charge Free Period – SEJUG suggests that if there is already a charge free period (i.e., over the weekend, when the Street does not attract Lane Rental charges), that the charge free period for Immediate Works should start after weekend, on the next Lane Rental Charge day.</p> <p>'Waiver' – there is nowhere on Street Manager to request this exemption. This needs to be an automatic exemption when an Immediate permit is received. SEJUG must stress that all applications need to be in line with DfT Guidance and the DfT Street Manager system. Everything needs to be applied for via Street Manager, and its associated Street Manager API's.</p> <p>SEJUG would like clarification of 'subject to any agreed correction'?</p> <p>Permit conditions and the classification of works as 'Immediate' will flag up that these works are exempt.</p> | <p>Charges will apply at weekends and an edit to the scheme will be made.</p> <p>This is a matter for the DfT and the Street Manager Team. OCC will pass on these comments.</p> <p>When the Authority and Promoter have agreed a change is appropriate.</p> |
| Consultants | Page 9<br>Immediate<br>Works                 | <p>Remove capital letters from; Immediate Emergency &amp; Immediate Urgent works... Change ...nature of the emergency before... to; nature of the immediacy before...</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Agreed, edits will be made.</p>                                                                                                                                                                                                                          |
| Openreach   | Pg 9                                         | <p><b>PERMIT APPLICATION ON A LANE RENTAL STREET</b></p> <p>'For all permits where the OLRS applies, the Permit Authority will assume, the activity is subject to the OLRS. If the Promoter intends to work under an exemption</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>Text that is relevant to the justification for the waiver such as a</p>                                                                                                                                                                                  |

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|       |                                                     | <p>within the OLRs, they must include relevant text in their permit application' Openreach would like clarification of what 'relevant text' means? Permit condition and classification of works as 'Immediate' will flag up that these works are exempt. Openreach will not support any unnecessary additional administrative burden and workload and duplication of work over and above what is required by DfT guidance. Openreach would like to point out that in other Lane Rental Schemes in the Region, there is no unnecessary administrative burden as suggested above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>description of activities undertaken to mitigate disruption. This is an evolving area within Street Manager and discussions will be held on how the business process will operate.</p>                                                                                                                                                                                                    |
| SEJUG | Page 9 Permit Application on a Lane Rental Street   | <p><i>'For all permit treatment where the OLRs applies, the Permit Authority will assume, the activity is subject to the OLRs. If the Promoter intends to work under an exemption within the OLRs, they must include relevant text in their permit application'</i></p> <p>SEJUG would like clarification of what 'relevant text' means? Permit condition and classification of works as 'Immediate' will flag up that these works are exempt. SEJUG will not support any unnecessary additional administrative burden and workload and duplication of work over and above what is required by DfT guidance. SEJUG would like to point out that in other Lane Rental Schemes in the Region, there is no unnecessary administrative burden as suggested above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <p>Text that is relevant to the justification for the waiver such as a description of activities undertaken to mitigate disruption. This is an evolving area within Street Manager and discussions will be held on how the business process will operate.</p>                                                                                                                                |
| SEJUG | Page 10 Lane Rental Charges/ Calculating the Charge | <p>As mentioned previously, Emergency works should be replaced with Immediate works</p> <p>'Promoters are strongly encouraged to consider the carrying-out of emergency activities outside of specified days and times wherever possible'. SEJUG strongly suggests this statement be removed as this is not possible for SEJUG members and contradicts Primary Legislation (i.e., NRSWA). An Immediate Emergency activity such as a gas main leak, or mains burst could well be a danger to life and limb and will need immediate mobilisation of crews to start emergency repairs. These works cannot be carried out outside of specified days and times.</p> <p>Section 74 'works clear or works closed' do not exist anymore. Please update in line with current requirements (works stop).</p> <p>'Agreed reasonable period' – SEJUG would like to know what happens when there is no 'agreed reasonable period'?</p> <p>The charge must be based on physical occupancy (of gangs/ SLG etc) not on duration of works – this section seems to contradict the charges policy &amp; table document where it states <i>'If an activity footprint spans more than one Traffic Control Type at any time during the duration of the activities, then the higher daily rate of charge will apply for the days the activity footprint includes that Traffic Control Type'</i> is written beneath the lane rental charge table. This indicates that if the site is cleared</p> | <p>There is no emergency work text.</p> <p>Noted.</p> <p>The text accommodates all terminology used across the industry for clarity. Arbitration will be used. In accordance with the guidance, consideration will be given to waiving Lane rental charges to works which do not reduce the number of lanes, or prescribed width, available to traffic or if normal traffic flows can be</p> |

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|              |                                   | during TS times then there should be no charge for those 'days'.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | maintained.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Thames Water | Page 10<br>Calculating the charge | It is simply impossible to only handle immediate works outside of LR dates/times. By their very nature these events can happen at any time and will wait for no man.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | This is understood.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Thames Water | Page 10<br>lane rental charges    | The charge must be based on physical occupancy (of people or plant or SLG) not on duration of works – this section seems to contradict the charges policy & table document where it states 'If an activity footprint spans more than one Traffic Control Type at any time during the duration of the activities, then the higher daily rate of charge will apply for the days the activity footprint includes that Traffic Control Type' is written beneath the lane rental charge table. This indicates that if the site is cleared during TS times then there should be no charge for those 'days'.                                                                                                                                                                            | A daily rate of charge will be applied for works carried out by the undertaker during the specified times and days.<br><br>If no works are present during specified times no charges apply.                                                                                                                                                                                                                                                                                                             |
| Openreach    | Exemptions                        | Openreach supports that no charges will apply on Sundays, Bank Holidays and Public Holidays, but would like to ask why Saturdays are also included when the majority of lane rental charging times on other schemes are Monday to Friday only? Lane rental encourages works promoters to carry out more works outside of peak times, for example, making greater use of weekend and evening working where the local environmental impact was acceptable. How can this be done with the proposed scheme if there is a plan to charge for work on Saturdays?<br><br>Openreach strongly suggests that immediate works exemption should be automatic.<br><br>Openreach would like confirmation as to how collaborative works mechanisms for discount will be managed & co-ordinated? | Works on Sundays will now be part of the scheme in line with new Section 74 overrun charges. There is discussion nationally regarding Lane Rental covering all days including Bank Holidays as many areas have considerable congestion on these days. For the first 48 hours charges will be waived following confirmation the works met the immediate works criteria. Collaborative works will be managed and co-ordinated on an individual basis by the teams involved, including the Authority team. |
| SEJUG        | Page 11<br>Exemptions             | <i>'The Promoter must record the appropriate charge exemption in the PA &amp; works clear/closed notices'.</i><br>SEJUG does not agree to this, as this is not possible using Street Manager. This should be picked up in the Permit Conditions on Street Manager by East Sussex CC. SEJUG will not support any administration burden placed on its members by adding further workload over and above DfT Guidance.<br>Again this mentions works closed and works clear notices – these notice types have                                                                                                                                                                                                                                                                        | This is an evolving area within Street Manager and discussions will be held on how the business process will operate.                                                                                                                                                                                                                                                                                                                                                                                   |

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|              |                       | <p>not existed since EToN 4 was introduced in 2008. Only works stop notices exist and these notifications do not include a facility to include any information other than the time/date that the works stopped. Suggest that wording is amended to prevent confusion.</p> <p>The TM type on any permit is the 'highest TM type' being used during the works. This should not be changed unless the highest TM is not used at all during the works. This section should refer to the new functionality of updating 'current TM type' instead of submitting a change request.</p> <p>This section totally contradicts what is stated in the charges policy &amp; table document where <i>'If an activity footprint spans more than one Traffic Control Type at any time during the duration of the activities, then the higher daily rate of charge will apply for the days the activity footprint includes that Traffic Control Type'</i> is written beneath the lane rental charge table.</p> | <p>The text accommodates all terminology used across the industry for clarity.</p> <p>The first text establishes the principle of the highest TM rate being the basis for charges.</p> <p>The second text allows for changes to be charged accordingly if the lower TM is achieved during the works.</p> |
| Consultants  | Page 11 Exemptions    | Delete; Sundays, Bank Holidays and Public Holidays, including Good Friday, Easter Sunday, Easter Monday,... in line with HAUC Guidance.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Agreed, an edit will be made.                                                                                                                                                                                                                                                                            |
| Thames Water | Page 11 exemptions -  | mentions works closed and works clear notices – these notice types have not existed since EToN 4 was introduced in 2008. Only works stop notices exist and these notifications do not include a facility to include any information other than the time/date that the works stopped. Suggest that wording is amended to prevent confusion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | The text accommodates all terminology used across the industry for clarity.                                                                                                                                                                                                                              |
| Thames Water | P11 Charge categories | <p>the TM type on any permit is the 'highest TM type' being used during the works. This should not be changed unless the highest TM is not used at all during the works. This section should refer to the new functionality of updating 'current TM type' instead of submitting a change request.</p> <p>This section totally contradicts what is stated in the charges policy &amp; table document where 'If an activity footprint spans more than one Traffic Control Type at any time during the duration of the activities, then the higher daily rate of charge will apply for the days the activity footprint includes that Traffic Control Type' is written beneath the lane rental charge table.</p>                                                                                                                                                                                                                                                                                  | <p>The first text establishes the principle of the highest TM rate being the basis for charges.</p> <p>The second text allows for changes to be charged accordingly if the lower TM is achieved during the works.</p>                                                                                    |
| Openreach    | Pg 11                 | <p>EXEMPTIONS</p> <p>'The Promoter must record the appropriate charge exemption in the PA &amp; works clear/closed notices'.</p> <p>Openreach does not agree to this, as this is not possible using Street Manager. This should be picked up in the Permit Conditions on Street Manager by East Sussex CC. Openreach will not support any administration burden placed on its</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | This is an evolving area within Street Manager and discussions will be held on how the business process                                                                                                                                                                                                  |

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|                                            |                                   | members by adding further workload over and above DfT Guidance. Works stop notices do not include a facility to include any information other than the time/date that the works stopped. Suggest that wording is amended to prevent confusion.                                                                                                                                                                                                                                                                                                                                                                                 | will operate.                                                                                                                                                                                                       |
| Openreach                                  | Pg 12                             | LANE WIDTHS<br>'Lane rental charges will not be applied for works which do not reduce the number of lanes, or prescribed width, available to traffic'.<br>Openreach fully supports this principle, assuming that this means that if normal traffic can be maintained Lane Rental will not be payable. Needs tying in with charge table & definition of occupancy.                                                                                                                                                                                                                                                              | Agreed and please also see the Operational Guidance that will be prepared with industry colleagues and published prior to any Go-Live date.                                                                         |
| Scottish and Southern Electricity Networks | Page 12                           | remedial works in a lane rental zone – where we have been instructed to temporarily reinstate a carriageway for safety or that a recent reinstatement may be damaged by a 3rd party eg. an RTC and we have to effect an immediate repair ; we do not agree that these remedial works should be charged at the full rate. Also, where the initial reinstatement was done in inclement weather to expedite the completion of the works the charge should be reduced or waived as this was beyond the control of the reinstator. During periods of extreme heat and cold it is very difficult to get a perfect finish on asphalt. | If a request from the Authority has been received to make a temporary reinstatement or there are extenuating circumstances this needs to be discussed with the Authority so a discount or waiver can be considered. |
| Scottish and Southern Electricity Networks | Page 12                           | reduced charges – we thank you for the ability to apply for a waiver or reduced charge but please confirm how this waiver or request is to be attached to the works application? Furthermore, a reduction in charge for works which will provide betterment to the highways , please highlight how this will work in real-time.                                                                                                                                                                                                                                                                                                | Noted.<br>The request is made as part of the Permit application.<br>Each request will be considered on a case by case basis.                                                                                        |
| Thames Water                               | P12 variations to lanes available | please clarify what this means – if this means a change to the TM type then section should refer to the new functionality of updating 'current TM type' instead of submitting a change request as above comments.                                                                                                                                                                                                                                                                                                                                                                                                              | This refers to where the reduction of lane width changes during an activity.                                                                                                                                        |
| SEJUG                                      | Page 12 Lane Widths               | <i>'Lane rental charges will not be applied for works which do not reduce the number of lanes, or prescribed width, available to traffic'.</i><br>SEJUG fully supports this principles, assuming that this means that if normal traffic can be maintained Lane Rental will not be payable. Needs tying in with charge table & definition of occupancy.                                                                                                                                                                                                                                                                         | Noted.                                                                                                                                                                                                              |
| SEJUG                                      | Page 12 variations to lanes       | SEJUG would like clarification as to what this means – if this means a change to the TM type then section should refer to the new functionality of updating 'current TM type' instead of submitting a change request as above comments                                                                                                                                                                                                                                                                                                                                                                                         | This refers to where the reduction of lane width changes during an activity.                                                                                                                                        |

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|              | available                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                             |
| SEJUG        | Page 12 Works Spanning Multiple Streets | SEJUG supports applying a single charge and would not want to see 3 concurrent charges if carrying out projects on multiple streets. SEJUG needs further clarification on what charge would actually be levied.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Noted                                                                                                                                                       |
| Consultants  | Page 12 Works Spanning Multiple Streets | Change; ...charge at the highest, where a set of works span multiple streets...<br>To; ...charge at the highest applicable daily charge, where a set of works span multiple streets...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Agreed, an edit will be made.                                                                                                                               |
| SEJUG        | Page 12 Remedial Works                  | SEJUG suggests there needs to be exceptions to this – such as a High-Risk defect, which could be due to 3 <sup>rd</sup> party damage or incidental damage, or where we have been instructed to reinstate a c/way for safety reasons, or where this is not the responsibility of the Utility, so the Utility should not be subject to any charge. Footway and verge should be non-applicable also unless the works affect the normal traffic flow of traffic on the carriageway. Also, where the initial reinstatement was done in inclement weather to expedite the completion of the works the charge should be reduced or waived as this was beyond the control of the reinstator. During periods of extreme heat and cold it is very difficult to get a perfect finish on asphalt | This is a DfT requirement.                                                                                                                                  |
| SEJUG        | Page 12 Reduced Charges                 | SEJUG will not support any use of a charge reduction form. All communication needs to go through the electronic noticing system (Street Manager). Anything else is over bureaucratic, and not needed. Please remove this from the draft as anything outside of Street Manager must not be promoted or imposed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The form is necessary at this point and any system improvements that allow for the capture of the required detailed information will be used in the future. |
| Consultant   | Page 12 Reduced Charges                 | Remove the second 'd' from both uses of 'reduced'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Agreed, an edit will be made.                                                                                                                               |
| Thames Water | P12 Remedial Works                      | We would like to see exceptions to this – such as defects which are caused by 3 <sup>rd</sup> party damage or incidental damage, where this is not the responsibility of the Utility. Footway and verge should be non-applicable also, unless the works affect the normal traffic flow of traffic on the carriageway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | This is a DfT charging requirement.                                                                                                                         |
| Thames Water | P12 Reduced charges                     | Using a charge reduction form adds an additional unnecessary layer of administration onto utilities. All communication must be through Street Manager.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | The form is necessary at this point and any system improvements that                                                                                        |

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|            |                                           | Anything else is over bureaucratic, and not needed. Please remove this from the draft as anything outside of Street Manager must not be promoted or imposed.                                                                                                                                                                                                                                                                                                                                                                                                                                      | allow for the capture of the required detailed information will be used in the future.                                                                                                                                                                                                                           |
| Openreach  | Pg 12                                     | <p>REDUCED CHARGES</p> <p>Openreach do not support any use of a charge reduction form. All communication needs to go through the electronic system (Street Manager). Anything else is over bureaucratic, and not needed. Please remove this from the draft as anything outside of Street Manager must not be promoted or imposed.</p>                                                                                                                                                                                                                                                             | The form is necessary at this point and any system improvements that allow for the capture of the required detailed information will be used in the future.                                                                                                                                                      |
| Openreach  | Pg 13 Collaborative Works                 | <p>Collaborative works should not need to have to apply for a reduction, as per S6 of the DfT guidance the charges for joint works should be waived. This should be automatic on behalf of OCC. the DfT Guidance in S6 stipulates one of the conditions of approval as</p> <p>Lane rental charges should be used to incentivise work outside of peak times, they are waived for joint works, caps are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed. This section does not reflect this condition.</p>              | <p>There needs to be some evidence provided demonstrating that collaboration has occurred, between which organisations and how.</p> <p>Lane rental charges do incentivize working outside of peak times and this has been proven by existing schemes.</p>                                                        |
| Consultant | Pg 13 Collaborative Works                 | <p>Change; ... concurrently by two or more...</p> <p>To; ...concurrently and / or consecutively by two or more...</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Agreed, an edit will be made.                                                                                                                                                                                                                                                                                    |
| SEJUG      | Page 13 Collaborative Works               | <p>Collaborative works should not need to have to apply for a reduction, as per S6 of the DfT guidance the charges for joint works should be waived. This should be automatic on behalf of OCC. the DfT Guidance in S6 stipulates one of the conditions of approval as</p> <p><i>Lane rental charges should be used to incentivise work outside of peak times, they are waived for joint works, caps are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed</i></p> <p>This section does not reflect this condition.</p> | <p>It is anticipated that 85% to 95% of works are not charged and the purpose of the scheme is to change behaviour, not raise money.</p> <p>Caps have not been included as it would be an arbitrary number.</p> <p>Individual works would be treated in a reasonable way based on the proposals and impacts.</p> |
| SEJUG      | Page 13 Major Infrastructure Improvements | <p>This needs a definitive statement to list what is included, for example a major upgrade of the Utility network that 'future proofs' the network. If this applies to the Authority improvement works, then it also needs to also apply to Utility infrastructure improvements, to demonstrate parity.</p> <p>The DfT Guidance also states that 'caps are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed'. Will this be taken into account in the proposed OSCC LR scheme?</p>                                      | <p>A definitive list cannot be provided as all works are individual and therefore vary greatly. A definitive would be too restrictive.</p> <p>Caps have not been included as it would be an arbitrary number.</p> <p>Individual works would be treated in</p>                                                    |

|           |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|           |                                   | The proposed scheme does not seem to take into account the long term benefits to society in the investment in upgrading/installing services. If OCC does not offer caps on major schemes in the region, there is a risk that investment will not be placed in OCC region due to the financial cost to the utility.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | a reasonable way based on the proposals and impacts. The scheme relates to the disruption the works cause whilst they are underway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| SEJUG     | Page 13<br>Monitoring<br>Activity | <i>'If during the monitoring of activities on the highway, the Permit Authority obtains evidence that the actual activity carried out by the Promoter varied from the notices received and as a result became subject to a daily rate of charge, then all relevant OSLRS charges and permit fees will apply'.</i><br>SEJUG does not agree with this statement, as both Lane Rental and Permit fees cannot be charged on the Lane Rental Network. Where 'Promoter' is referred to, this needs to apply to both the Authority & Utility Promoter.                                                                                                                                                                                                                                                                                                                                                              | The text states "all relevant OSLRS charges and permit fees will apply'." and this is correct.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Openreach | Pg 13                             | MAJOR INFRASTRUCTURE IMPROVEMENTS<br>This needs a definitive statement to list what is included, for example a major upgrade of the Utility network that 'future proofs' the network. If this applies to the Authority improvement works, then it also needs to also apply to Utility infrastructure improvements, to demonstrate parity.<br>The DfT Guidance also states that 'caps are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed'. Will this be taken into account in the proposed OSCC LR scheme?<br>The proposed scheme does not seem to take into account the long-term benefits to society in the investment in upgrading/installing services. If OCC does not offer caps on major schemes in the region, there is a risk that investment will not be placed in OCC region due to the financial cost to the utility. | A definitive list cannot be provided as all works are individual and therefore vary greatly. A definitive would be too restrictive.<br>Caps have not been included as it would be an arbitrary number. Individual works would be treated in a reasonable way based on the proposals and impacts. The scheme relates to the disruption the works cause whilst they are underway. Consideration will be given to reducing charges for major works that deliver significant highway infrastructure improvements, substantially extend/renew the longevity of an asset, or future proof a highway to protect it from being excavated again. |
| Openreach | Pg 13                             | MONITORING ACTIVITY<br><i>'If during the monitoring of activities on the highway, the Permit Authority obtains evidence that the actual activity carried out by the Promoter varied from the notices received and as a result became subject to a daily rate of charge, then all relevant OSLRS charges and permit fees will apply'.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The text states' all relevant OSLRS charges and permit fees will apply'. Charge will either be a Permit Fee or Lane rental Charge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

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|                                            |                                       | Openreach does not agree with this statement, as both Lane Rental and Permit fees cannot be charged on the Lane Rental Network. Where 'Promoter' is referred to, this needs to apply to both the Authority & Utility Promoter.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Thames Water                               | P13                                   | <p>collaborative works should not need to have to apply for a reduction, as per S6 of the DfT guidance the charges for joint works should be waived. This should be automatic on behalf of OCC. the DfT Guidance in S6 stipulates one of the conditions of approval as</p> <ul style="list-style-type: none"> <li>• Lane rental charges should be used to incentivise work outside of peak times, they are waived for joint works, caps are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed</li> </ul> <p>This section does not reflect this condition.</p>                                                                                                                     | Automatic waivers have not been included as it would not allow individual works would be treated in a reasonable way based on the proposals and impacts. The scheme relates to the disruption the works cause whilst they are underway. It is anticipated that 85% to 95% of works are not charged and the purpose of the scheme is to change behaviour not raise money.                                                           |
| Thames Water                               | P13 major infrastructure improvements | <p>the DfT Guidance in S6 stipulates one of the conditions of approval as</p> <ul style="list-style-type: none"> <li>• Lane rental charges should be used to incentivise work outside of peak times, they are waived for joint works, caps are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed</li> </ul> <p>This section does not reflect this condition.</p> <p>The scheme does not seem to take into account the long term benefits to society in the investment in upgrading/installing services. If OCC does not offer caps on major schemes in the region, there is a risk that investment will not be placed in OCC region due to the financial cost to the utility.</p> | <p>It is anticipated that 85% to 95% of works are not charged and the purpose of the scheme is to change behaviour not raise money.</p> <p>The Charges Policy states "Consideration will be given to reducing charges for major works that deliver significant highway infrastructure improvements, substantially extend/renew the longevity of an asset, or future proof a highway to protect it from being excavated again."</p> |
| SEJUG                                      | Page 14                               | SEJUG welcomes the period of 4 weeks shadow running of the scheme and the transitional arrangements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Noted and thank you.                                                                                                                                                                                                                                                                                                                                                                                                               |
| Scottish and Southern Electricity Networks | Page 14                               | we welcome the period of 4 weeks shadow running of the scheme and the transitional arrangements.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Noted                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Openreach                                  | Pg 14                                 | TRANSITIONAL ARRANGEMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Noted                                                                                                                                                                                                                                                                                                                                                                                                                              |

|                                            |                                  |                                                                                                                              |                                                                                                                              |
|--------------------------------------------|----------------------------------|------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
|                                            |                                  | Openreach welcomes the period of 4 weeks shadow running of the scheme and the transitional arrangements.                     |                                                                                                                              |
| Consultants                                | Page 15<br>Dispute<br>Resolution | Change; Chapter 13 Dispute Resolution.<br>To; Chapter 13 Dispute Resolution, or the equivalent relevant documents.           | Agreed, an edit will be made.                                                                                                |
| Consultants                                | Page 15<br>Dispute<br>Review     | Change: Oxfordshire County Council will accept the result as binding.<br>To; Both parties will accept the result as binding. | Agreed, an edit will be made.                                                                                                |
| SEJUG                                      | Page 16<br>Sanctions             | Regulations 19 and 20 only relate to FPN (2007 Permit Regs) please clarify.                                                  | All applications still go through the Permit Scheme and the Permit Rules still apply.                                        |
| Scottish and Southern Electricity Networks | Page 16                          | Sanctions – Regulations 19 and 20 only relate to FPN (2007 Permit Regs) please clarify.                                      | All applications still go through the Permit Scheme and the Permit Rules still apply.                                        |
| Openreach                                  | Pg 17                            | SCHEME VARIATIONS<br>The document does not confirm the percentage of streets included in this scheme, please confirm.        | 4.73% of the Network has been identified as potentially Lane Rental.                                                         |
| Openreach                                  | Pg 17                            | PARITY OBLIGATION<br>Openreach welcomes OCC's parity/obligation statement.                                                   | Noted                                                                                                                        |
| SEJUG                                      | Page 17                          | SEJUG welcomes OCC's parity/obligation statement                                                                             | Noted                                                                                                                        |
| SEJUG                                      | Page 17<br>Scheme<br>Variations  | The document does not confirm the percentage of streets included in this scheme, please confirm.                             | 4.73% of the Network has been identified as potentially Lane Rental.                                                         |
| Scottish and Southern Electricity Networks | Page 17                          | we welcome your parity/obligation statement                                                                                  | Noted                                                                                                                        |
| Scottish and Southern Electricity Networks | Page 18                          | surplus revenue, please clarify when your governance group will be formed.                                                   | The process of forming the Surplus Funds Governance arrangements will begin within 3 months of implementation of the scheme. |

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| Thames Water | Page 18                           | <p>Surplus revenue policy section is ultra vires – Regulation 7 of the lane rental regulations 2012 states:</p> <p>Application of charges and keeping of accounts</p> <p>7.—(1) An Approved Authority may deduct from charges received from undertakers pursuant to these Regulations, its reasonable costs of operating and evaluating the effectiveness of the scheme under which they are paid.</p> <p>(2) An Approved Authority must apply the net proceeds for purposes intended to reduce the disruption and other adverse effects caused by street works.</p> <p>(3) An Approved Authority must keep and publish yearly accounts of sums received by way of charges.</p> <p>(4) The accounts published in accordance with paragraph (3) must include details as to how the Approved Authority has applied any net proceeds in accordance with paragraph (2).</p>                                                                                                                                           | The Approved Authority will comply with these Regulations. |
| Consultants  | Page 18<br>Surplus Revenue Policy | <p>Change list to;</p> <ul style="list-style-type: none"> <li>• Innovation – Techniques, research, and systems, including. <ul style="list-style-type: none"> <li>▪ Innovation in responses to the Climate Emergency. Developing new disruption saving products, services, or techniques. Improvements in noise, pollution, or safety. Research and development.</li> </ul> </li> <li>• Disruption - Congestion Mitigation including. <ul style="list-style-type: none"> <li>▪ Deploying new disruption saving products, services, or techniques. Measures to mitigate congestion and disruption caused by activities, particularly major projects.</li> </ul> </li> <li>• Transport - Transportation Development, including. <ul style="list-style-type: none"> <li>▪ Sustainable Transport in response to the Climate Emergency. Transportation initiatives. Enabling infrastructure. Active Travel. Accessibility.</li> </ul> </li> <li>• Infrastructure – Infrastructure and Apparatus, including.</li> </ul> | Agreed, an edit will be made.                              |

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|             |                                | <ul style="list-style-type: none"> <li>Projects in responses to the Climate Emergency. Installing infrastructure to enable apparatus to be accessed without disruption. Measures to improve systems and records. Schemes.</li> </ul> |                               |
| Consultants | Page 18 Surplus Revenue Policy | Add 'regional' to the Joint Utilities Group                                                                                                                                                                                          | Agreed, an edit will be made. |
| Consultants | Page 18 Surplus Revenue Policy | Change 'administers' to 'administering'                                                                                                                                                                                              | Agreed, an edit will be made. |
| Consultants | Glossary                       | Change 'Day' to 'In the context of the duration of works, a day refers to all days including Saturdays, Sundays and Bank Holidays, unless explicitly stated otherwise.' so it is in line with HAUC Guidance.                         | Agreed, an edit will be made. |
| Consultants | Glossary                       | Delete; 'Working Day' so it is in line with HAUC Guidance.                                                                                                                                                                           | Agreed, an edit will be made. |

## Cost Benefit Analysis

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| Thames Water | Cost Benefit Analysis | <p>Oxfordshire Lane Rental Scheme CBA Appendix D CBA only refers to utility works – why are HA works not included in the CBA, as income will also be generated by those works (as they are included in P8 of the main scheme document)?</p> <p>DFT released data from Street Manager shows that OCC promote just under 20% of all works that takes place in the region so the income from these works is significant and merits inclusion in the CBA.</p> <p>In the CBA the costs are based on data from 2010. How can this data be relevant to today's state of affairs? Why also rely on average reinstatement sizes from almost 20 years ago when the actual measurement data from the last 3 years is available in Street Manager.</p> <p>Why is there no mention of the expected costs to promoters within this CBA. Has</p> | <p>The view taken was this money was internal and both cost and revenue. Going forward schemes will publish potential volume and cost of Authority works.</p> <p>This is the current Net Present Value period and ensures all values used are for the same period.</p> <p>Individual promoter costs have not</p> |
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|           |     | <p>OCC calculated the additional cost to each promoter in its area? Can this data be made available even if only the total expected income from SU's.</p> <p>Has OCC taken into account where the costs of lane rental will end? All lane rental costs will be borne by OCC residents and society as a whole. How does meet the stipulation on P5 of the CBA in the executive summary - Will these outcomes deliver a positive benefit to the local economy and society?</p> <p>There are tables starting on P24 showing number of vehicles etc but without stating the appropriate USRN and any existing traffic sensitive designations. This information is vital to assess whether the list you have provided of those streets where LR is proposed to be is backed up by evidence.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>been calculated<sup>d</sup> as it will vary year by year and depend on the level behavioural change adopted.</p> <p>However, now schemes are operational these disbenefits are being sought from live schemes. These are the modelling sample streets with DfT traffic data available not the proposed individual Lane rental streets.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Openreach | CBA | <p>Please provide your comments on the Cost Benefit analysis: CBA Oxfordshire Lane Rental Summary Oxfordshire Lane Rental Scheme CBA Oxfordshire Lane Rental Scheme CBA Appendix B Appendix C is available on request (due to the high volume of technical data). Email: lanerental@oxfordshire.gov.uk to request these documents Oxfordshire Lane Rental Scheme CBA Appendix D.</p> <p>CBA Oxfordshire Lane Rental Summary</p> <p>Openreach would like an explanation to the reference to 2010 prices throughout the documents, as this may seriously show shortfalls in the operating costs in the scheme based on current inflation (with information that is 14 years old)</p> <p>Openreach would like confirmation of what the 3.5% discount rate refers to and how is this applied?</p> <p>The details within the rest of the CBA summary are very convoluted and difficult to understand, a more simplified approach would have been appreciated.</p> <p>Oxfordshire Lane Rental CBA</p> <p>Openreach is concerned that the CBA only refers to utility works, and would like to ask why are Authority works not included in the CBA, as income will also be generated by those works (as they are included in P8 of the main scheme document)? DfT released data from Street Manager shows that OCC promote just under 20% of all works that takes place in the region so the income from these works is significant and merits inclusion in the CBA.</p> <p>In the CBA the costs are based on data from 2010. Openreach would like to ask how can this data be relevant to today? Openreach believes that this does not promote confidence in a planned scheme being implemented 14 years later. The data regarding the Halcrow study and using costs from 2002 to 2010 does not</p> | <p>This is the current Net Present Value period and ensures all values used are for the same period. This is a DfT requirement.</p> <p>The DfT recommended this discount rate for assessment periods under 30 years of 3.5%.</p> <p>A project has been undertaken to simplify the assessment of Lane rental and this will be forthcoming in DfT guidance.</p> <p>The view taken was this money was internal and both cost and revenue. Going forward schemes will publish potential volume and cost of Authority works.</p> <p>This is the current Net Present Value period and ensures all values used are for the same period. This is a DfT requirement.</p> <p>A standard value approved by the DfT has been used.</p> <p>Individual promoter costs have not been calculated<sup>d</sup> as it will vary year by</p> |

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|--------------------------------------------|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                            |                       | <p>seem realistic in relation to current economic costs. Openreach believes this should be inflated or more recent data utilised, and that the age of this data renders the findings obsolete and irrelevant. Whilst the figures in this report have been derived from widely used models and data sets. Openreach does not support a 25% reduction in durations will result from Lane Rental implementation. Openreach would like to know why average reinstatement sizes from almost 20 years ago was used when the actual measurement data from the last 3 years is available in Street Manager?</p> <p>Openreach would like to ask if OCC has calculated the additional cost to each promoter in its area? Can this data be made available even if only the total expected income from Utilities?</p> | <p>year and depend on the level behavioural change adopted. This is a headline calculation factor to account for a range of impacts including.</p> <p>Reducing the length of time that sites are unoccupied, hence reducing total works durations. Improving planning, co-ordination and working methods to maximise efficiency. Carrying out more works outside of peak periods, reopening the highway to traffic at the busiest times (e.g. by plating over their excavations) and/or making greater use of evening or weekend working where the local environmental impact is acceptable. Optimising the number of operatives on site to enable works to be completed as quickly as possible. Completing works to the required standard first time, and with permanent reinstatement, reducing the need to return to the site to carry out remedial works.</p> |
| Scottish and Southern Electricity Networks | Cost Benefit Analysis | <p>Lane Rental CBA</p> <ul style="list-style-type: none"> <li>Some of the terminology used and data (using 2010 prices) does not promote confidence in a planned scheme being implemented 14 years later. The data regarding the Halcrow study and using costs from 2002 to 2010 does not seem realistic in relation to current economic costs. We believe this should be inflated or more recent data utilised. The age of this data renders the findings obsolete and irrelevant. Whilst the figures in this report have been derived from widely used models and data sets, SSEN believes that the 25% reduction in durations and the assumed benefits are on the high side and are generally difficult to prove.</li> </ul>                                                                           | <p>Future revenue / costs don't closely reflect current or past revenue / costs because of the impact of factors such as inflation, so NPV adjusts this accordingly.</p> <p>The Halcrow study is used as a base line assumption health check. The 25% accounts for the full range of behavioural changes.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

|           |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|           |                 | <ul style="list-style-type: none"> <li>Whilst we appreciate the DfT traffic flow data may be useful to assess disrupt it means very little to the lay person.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Understood.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| SEJUG     | Lane Rental CBA | <p>SEJUG is concerned that the CBA only refers to utility works, and would like to ask why are Authority works not included in the CBA, as income will also be generated by those works (as they are included in P8 of the main scheme document)? DfT released data from Street Manager shows that OCC promote just under 20% of all works that takes place in the region so the income from these works is significant and merits inclusion in the CBA.</p> <p>In the CBA the costs are based on data from 2010. SEJUG would like to ask how can this data be relevant to today? SEJUG believes that this does not promote confidence in a planned scheme being implemented 14 years later. The data regarding the Halcrow study and using costs from 2002 to 2010 does not seem realistic in relation to current economic costs. SEJUG believes this should be inflated or more recent data utilised, ad that the age of this data renders the findings obsolete and irrelevant. Whilst the figures in this report have been derived from widely used models and data sets. SEJUG does not support a 25% reduction in durations will result from Lane Rental implementation.</p> <p>SEJUG would like to know why average reinstatement sizes from almost 20 years ago was used when the actual measurement data from the last 3 years is available in Street Manager?</p> <p>SEJUG would like to ask if OCC has calculated the additional cost to each promoter in its area? Can this data be made available even if only the total expected income from Utilities?</p> | <p>Revenue from Authority works is subsequently spent by the Authority on the highway network so was deemed to be circular and not appropriate for the CBA.</p> <p>This was however accounted for in internal documents.</p> <p>In discussion with the DfT, future schemes will include potential Authority charges as part of the assessment.</p> <p>Future revenue / costs doesn't closely reflect current or past revenue / costs because of the impact of factors such as inflation, so NPV adjusts this accordingly.</p> <p>The 25% accounts for the full range of behavioural changes.</p> <p>This is used for a base line assessment.</p> <p>The additional cost to each promoter was not calculated as this is not possible.</p> |
| SEJUG     | Costs           | What do the £105000 management overhead costs entail? Please clarify.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Management overhead recovers a range of costs such as management oversight, internal corporate recoveries etc.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| SEJUG     | Page 5          | SEJUG would like an explanation of the set-up costs detailed on Page 5 when it is stated that on page 53 that there is no start-up costs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Set-up costs are the first-year operating costs. Start-up costs and pre-implementation costs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Openreach | Page 5          | Openreach would like an explanation of the set-up costs detailed on Page 5 when it is stated that on page 53 that there is no start-up costs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Set-up costs are the first-year operating costs. Start-up costs and pre-implementation costs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

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| Openreach                                  | Page 24       | The tables starting on P24 are showing number of vehicles etc but do not state the appropriate USRN. This information is vital to assess whether the list OCC has provided of those streets where LR is proposed to be is backed up by evidence. | These are the streets used for modelling where traffic data is available from the DfT.                                                                            |
| SEJUG                                      | Page 24       | The tables starting on P24 are showing number of vehicles etc but do not state the appropriate USRN. This information is vital to assess whether the list OCC has provided of those streets where LR is proposed to be is backed up by evidence  | These are the streets used for modelling where traffic data is available from the DfT.                                                                            |
| Openreach                                  | Table 25      | using 2010 data has no relevance to the current financial climate.                                                                                                                                                                               | Future revenue / costs don't closely reflect current or past revenue / costs because of the impact of factors such as inflation, so NPV adjusts this accordingly. |
| SEJUG                                      | Table 25      | using 2010 data has no relevance to the current financial climate.                                                                                                                                                                               | This is the current Net Present Value period and ensures all values used are the same.                                                                            |
| Scottish and Southern Electricity Networks | Table 25      | using 2010 data has no relevance to the current financial climate.                                                                                                                                                                               | This is the current Net Present Value period and ensures all values used are the same.                                                                            |
| SEJUG                                      | Table 28 & 29 | SEJUG would like to ask the purpose of the table, and how it is this relevant to Lane Rental?                                                                                                                                                    | This is the current Net Present Value period and ensures all values used are the same.                                                                            |
| Scottish and Southern Electricity Networks | Table 28 & 29 | what is its purpose? How is this relevant to Lane Rental?<br>• Please explain the set-up costs detailed on Page 5 when it is stated that on page 53 that there is no start-up costs.                                                             | Set-up costs are the first-year operating costs. Start-up costs and pre-implementation costs.                                                                     |
| Openreach                                  | Table 28 & 29 | Openreach would like to ask the purpose of the table, and how it is this relevant to Lane Rental?                                                                                                                                                | Part of modelling disruption costs is vehicle fuel costs and this is background information.                                                                      |
| Scottish and Southern Electricity Networks | Table 53      | staff costings – the total annual cost seem unrealistically inflated based on the salary. inflated please clarify.                                                                                                                               | These costs included pension, overheads and National Insurance costs.                                                                                             |
| Openreach                                  | Table 53      | staff costings – the total annual cost seem unrealistically inflated based on the                                                                                                                                                                | Staff costs include pension and                                                                                                                                   |

|                                            |                   |                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|                                            |                   | salary inflated, please clarify.                                                                                                                                                                                                                                                                     | national insurance costs and are based on existing staff total costs.                                                                                                                                                                                                                                                                                                                                                 |
| SEJUG                                      | Table 53          | staff costings – the total annual cost seem unrealistically inflated based on the salary inflated, please clarify.                                                                                                                                                                                   | Staff costs include pension and national insurance costs and are based on existing staff total costs.                                                                                                                                                                                                                                                                                                                 |
| SEJUG                                      | Page 54, table 52 | as majority of admin cost are now digital, SEJUG questions the operating costs for invoicing, which seems unrealistically high. Please also explain what the £30,000 for unauthorised and abandoned works relates work?                                                                              | Invoicing costs include staff to work with Promoter confirming charges and agreeing billing amounts etc.                                                                                                                                                                                                                                                                                                              |
| Scottish and Southern Electricity Networks | Page 54, table 52 | as majority of admin cost are now digital, we question the operating costs for invoicing which seems unrealistically high. Please also explain what the £30,000 for unauthorised and abandoned works relates work.<br>• What do the £105000 management overhead costs entail? Please clarify.        | Invoicing costs include staff to work with Promoter confirming charges and agreeing billing amounts etc.                                                                                                                                                                                                                                                                                                              |
| Openreach                                  | Page 54, table 52 | as majority of admin cost are now digital, Openreach questions the operating costs for invoicing, which seems unrealistically high. Please also explain what the £30,000 for unauthorised and abandoned works relates work?<br>What do the £105000 management overhead costs entail? Please clarify. | There is considerable amount of time spent working with undertakers clarifying invoicing and confirming works charges.<br>Often potential works are discussed and worked on but do not happen. Also, some works are undertaken without a Permit so need to be processed. This recovers the time costs. Management overhead recovers a range of costs such as management oversight, internal corporate recoveries etc. |
| Scottish and Southern Electricity Networks | Table 56          | please explain what Lane Rental Operational Factor cost (£290,000) relate to?                                                                                                                                                                                                                        | Scheme Evaluation, Invoicing costs, contribution towards IT systems, Unauthorized and Abandoned works and Management overhead.                                                                                                                                                                                                                                                                                        |
| Scottish and Southern Electricity Networks | Page 58           | Does the 4.73% of the network refer to the % of roads included in the scheme as we cannot find this stated anywhere else within the scheme's documents.                                                                                                                                              | 4.73% is the percentage of the network proposed to be Lane Rental                                                                                                                                                                                                                                                                                                                                                     |

|                                            |          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                            |
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| Scottish and Southern Electricity Networks | Page 58  | <p>Urgent Works - anticipated decrease in registration days from 5 days to 2.5 days is an unrealistic target, to achieve this would have a high financial impact to our business, this in turn would affect stakeholders and costs to customers. We do not agree with the anticipated reduction in duration especially for faults. We must attend when the fault occurs. Some utilities can complete the fault and reinstatement within a day. This is not always possible with electricity. Also, some fault repairs need additional time for resin to set and/or pressure testing and this is not something we can do over a 2-day period. We also have to inform customers with 18hrs advance notice if we have to switch off the supply or provide a back up supply with a generator</p> <ul style="list-style-type: none"> <li>Estimated Lane Rental Revenue per year – we do not believe that 28% of Urgent Works would trigger a discount due to the nature of the business.</li> </ul> | This is the experience of other schemes where circa 90% of works are completed within 48 hours demonstrating the success of the financial incentive the scheme introduces. |
| Scottish and Southern Electricity Networks | Table 58 | We do not agree that Immediate works will reduce by 50% on lane rental streets based on current data.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | This is the experience seen with existing schemes.                                                                                                                         |
| Scottish and Southern Electricity Networks | Table 59 | We would not agree that the annual Lane Rental Costs would stay the same throughout the 25-year duration detailed in the table.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | This is an assessment requirement for this type of analysis.                                                                                                               |
| SEJUG                                      | Table 56 | please explain what Lane Rental Operational Factor cost (£290,000) relate to?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Scheme Evaluation, Invoicing costs, contribution towards IT systems, Unauthorized and Abandoned works and Management overhead.                                             |
| SEJUG                                      | Page 58  | Does the 4.73% of the network refer to the % of roads included in the scheme as we cannot find this stated anywhere else within the scheme's documents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | It is the percentage of the total roads within Oxfordshire.                                                                                                                |
| Openreach                                  | Page 58  | Does the 4.73% of the network refer to the % of roads included in the scheme as we cannot find this stated anywhere else within the scheme's documents.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | It is the percentage of the total roads within Oxfordshire.                                                                                                                |
| SEJUG                                      | Page 58  | Urgent Works - anticipated decrease in registration days from 5 days to 2.5 days is an unrealistic target, to achieve this would have a high financial impact to SEJUG members, which in turn would affect stakeholders and costs to customers. SEJUG does not agree with the anticipated reduction in duration. SEJUG members must attend when the immediate issue occurs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | This is the experience of other schemes where circa 90% of works are completed within 48 hours.                                                                            |
| Openreach                                  | Table 56 | please explain what Lane Rental Operational Factor cost (£290,000) relate to?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Costs relating to annual evaluation,                                                                                                                                       |

|                                            |                                               |                                                                                                                                                                                                                                                 |                                                                                                                                                                                                          |
|--------------------------------------------|-----------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                            |                                               |                                                                                                                                                                                                                                                 | IT systems, invoicing and management overhead.                                                                                                                                                           |
| SEJUG                                      | Table 58                                      | SEJUG does not agree that Immediate works will reduce by 50% on lane rental streets based on current data. Immediate works will need to go ahead regardless of whether Lane Rental is in place or not.                                          | The works will continue but many will be completed within the free of charge 48 hours or outside chargeable times. This figure reflects this change and is derived from the experience of other schemes. |
| SEJUG                                      | Table 59                                      | SEJUG does not agree that the annual Lane Rental Costs would stay the same throughout the 25-year duration detailed in the table.                                                                                                               | This is the required modeling methodology.                                                                                                                                                               |
| Scottish and Southern Electricity Networks | Table 65                                      | We find this anticipated savings for year 1 (£18 million) to be unrealistic.                                                                                                                                                                    | This is the output of the DfT modally software and consistent with other schemes.                                                                                                                        |
| SEJUG                                      | Table 65                                      | SEJUG suggests that the anticipated savings for year 1 (£18 million) to be unrealistic.                                                                                                                                                         | This is the results of using DfT modelling software.                                                                                                                                                     |
| Openreach                                  | Oxfordshire Lane Rental Scheme CBA Appendix B | Openreach would like confirmation of the percentage of roads included in the proposed Scheme, and also the proposed Lane Rental Times effecting each of the streets included.                                                                   | 4.73% of the Network has been identified as potentially Lane Rental. Lane Rental times will be published before the scheme is operational.                                                               |
| Scottish and Southern Electricity Networks | CBA Appendix B                                | <ul style="list-style-type: none"> <li>Please provide confirmation of the percentage of roads included in the Scheme</li> <li>The proposed Lane Rental Times effecting each of the streets included would be useful in this appendix</li> </ul> | 4.73% of the Network has been identified as potentially Lane Rental. A Traffic Sensitive Streets review is underway and will be completed before the scheme is operational.                              |
| SEJUG                                      | CBA Appendix B                                | SEJUG would like confirmation of the percentage of roads included in the proposed Scheme, and also the proposed Lane Rental Times effecting each of the streets included.                                                                       | 4.73% of the Network has been identified as potentially Lane Rental. Lane Rental times will be published before the scheme is operational.                                                               |
| Openreach                                  | Oxfordshire Lane Rental Scheme CBA Appendix D | Openreach suggests that this it is difficult to understand the relevance of this document and it is difficult to read in the current format.                                                                                                    | This is background information for reference.                                                                                                                                                            |
| Scottish and                               | Appendix D                                    | <ul style="list-style-type: none"> <li>Difficult to understand the relevance of this document and it is difficult to read in the format</li> </ul>                                                                                              | These are the QUADRO modelling results in summary form.                                                                                                                                                  |

|                               |                |                                                                                                                                          |                                               |
|-------------------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| Southern Electricity Networks |                |                                                                                                                                          |                                               |
| SEJUG                         | CBA Appendix D | SEJUG suggests that this it is difficult to understand the relevance of this document and it is difficult to read in the current format. | This is background information for reference. |

## Cost Benefit Analysis Summary

|                                            |             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                             |
|--------------------------------------------|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SEJUG                                      | CBA Summary | SEJUG would like an explanation to the reference to 2010 prices throughout the documents, as this may seriously show shortfalls in the operating costs in the scheme based on current inflation (with information that is 14 years old)<br>SEJUG would like confirmation of what the 3.5% discount rate refers to and how is this applied?<br>The details within the rest of the CBA summary are very convoluted and difficult to understand, a more simplified approach would have been appreciated.                                                                                         | Using Net Present Values is required.<br><br>We will endeavor to simplify the CBA outputs in the future.                                                    |
| Scottish and Southern Electricity Networks | CBA Summary | <ul style="list-style-type: none"> <li>Please explain the reference to 2010 prices throughout the documents, as this may seriously show shortfalls in the operating costs in the scheme based on current inflation (information that's 14 years old?)</li> <li>Page 2 – there is no anticipated start date please confirm.</li> <li>Please confirm what the 3.5% discount rate refers to and how is this applied.</li> <li>The details within the rest of the CBA summary are very convoluted and difficult to understand, a more simplified approach would have been appreciated.</li> </ul> | Using Net Present Values is required.<br><br>The start date is expected to be late 2024.<br><br>We will endeavor to simplify the CBA outputs in the future. |

## Proposed Charges Policy

|                                |                          |                                                                                                                                                                                                                                                                            |                                                                                                                                                |
|--------------------------------|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------|
| Gloucestershire County Council | Charges Policy and Table | Please provide your comments on the Fees and Charges: OCC Lane Rental Consultation Draft Charges Policy and Table.<br>Clarity required on how discount will be applied.                                                                                                    | Each proposed works will be different and will be considered on its own merits and operational approach.                                       |
| Thames Water                   | Charges Policy and Table | Charges policy document.<br>Lane rental charges policy - We do not agree with blanket charges being applied on Saturdays and would expect OCC to provide robust justification for this.<br>collaborative works - as per S6 of the DFT guidance the charges for joint works | If a street is Lane Rental on a Saturday because the street is very busy or critical to the network and works are undertaken at that time then |

|                                            |                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                            |                          | <p>should be waived. This should be automatic and not dependant on an 'application. The DfT Guidance in S6 stipulates one of the conditions of approval as</p> <ul style="list-style-type: none"> <li>• Lane rental charges should be used to incentivise work outside of peak times, they are waived for joint works, caps are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed. This section does not reflect this condition. Review of charges – what is ESLRS?</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                   | <p>charges will apply. It is anticipated that 85% to 95% of works are not charged and the purpose of the scheme is to change behaviour not raise money. Caps have not been included as it would be an arbitrary number. Individual works would be treated in a reasonable way based on the proposals and impacts. ESLRS is a typo and an edit will be made.</p> |
| Scottish and Southern Electricity Networks | Charges Policy and Table | <ul style="list-style-type: none"> <li>• Page 1 – v – please clarify the charging regime for immediate works starting on non-lane rental charging day.</li> <li>• Page 1 – vii – please confirm if works are collapsed back onto the footway that no lane rental charges will apply from that point.</li> <li>• Please clarify your expectations of recording the circumstances appertaining to where lane rental charges will not be liable.</li> <li>• Charge table - if cycle path is part of the footway, please clarify that there will be no charge for this.</li> <li>• Band 3 &amp; 4 please clarify how the 20% and 40% will be applied (currently no facility in Street manager to apply this)</li> </ul>                                                                                                                                                                                                                                        | <p>The first 48 hours are free of charge, then the appropriate charge begins.</p> <p>Provided they meet the criteria detailed in the charges policy document.</p> <p>This will be done as part of the manual billing process.</p>                                                                                                                               |
| SEJUG                                      | Lane Rental Charge Table | <p>Band 1 (Road Closure or Single Carriageway Road Occupancy) – Charge of £2,500</p> <p>DfT Lane Rental Scheme Guidance states that: -<br/> 'Levels of charges set out in any proposed scheme will need to be fully justified in each case. It will not be sufficient for scheme promoters simply to apply the maximum charge level without clear justification'</p> <p>SEJUG needs to see the strong justification for levying the maximum charge for Band 1. Why has a lower charge not been considered, as per another Lane Rental Scheme in the SEHAUC Area?</p> <p>If the cycle path is part of the footway, please confirm that there will be no Lane Rental charge imposed.</p> <p>Band 3 (Single Lane Occupancy of Multi Lane or Dual Carriageway) – full day charge of £2000 per day needs to be fully justified and more in line with other Schemes in the South East (Surrey -£1,500 per day), and Kent CC charge between £300 - £800 for a</p> | <p>There is clear justification as the higher the daily charge the more behavioural change is delivered as the financial incentive is greater.</p> <p>The lower charge was considered and rejected.</p> <p>Works which are confined to a verge or footway with no impact on the carriageway or cycle track at a specified location.</p>                         |

### Lane Closure.

Please clarify how the 20% and 40% will be applied (there is currently no facility in Street manager to apply this)

DfT Lane Rental Guidance states that 'lane rental costs are targeted and avoidable and are not simply being employed as a money-raising tool'.

SEJUG needs clarification on the whole charge table. 'Single Carriageway Road Occupancy' – it is not clear if a charge of £2,500 applies to a Lane Closure. If that is the case, SEJUG does not support this at all, and needs to see the justification for this. If this only applies to a Road Closure & a one way street, then wording needs complete clarification. SEJUG has serious concerns about the terminology applied would like to see something similar to the existing Kent and Surrey Schemes (see screenshots below, which gives clear terminology).

The screenshot shows a PDF document titled "Surrey Lane Rental Scheme Version 1" with the Surrey County Council logo. It features a table for "Traffic Control" and a section for "Discounts".

| Specified Location | Traffic Control |                          |
|--------------------|-----------------|--------------------------|
|                    | Road Closure    | Lane Closure (see 5.1.2) |
| All                | £2,500          | £1,500                   |

**5.4. Discounts**

5.4.1. The Council will apply a discount, as a percentage reduction of the original lane rental charge, to any lane rental charge in specified circumstances. Multiple discounts may apply to a single work up to a total amount of 100% of the lane rental charge.

5.4.2. Further discounts may be considered for any works on a case-by-case basis. A Promoter should discuss these with the Council's Traffic Manager (or delegated Officers) as set out within any operational guidance document.

5.4.3. Major infrastructure improvement

5.4.4. A minimum 25% discount will be applied to lane rental charges for any works that:

- deliver significant infrastructure improvements or upgrades that substantially extend the longevity of, improve or renew an asset;
- are recognised by the Council to be nationally significant infrastructure projects; or
- install infrastructure specifically to minimise detrimental impact of future works.

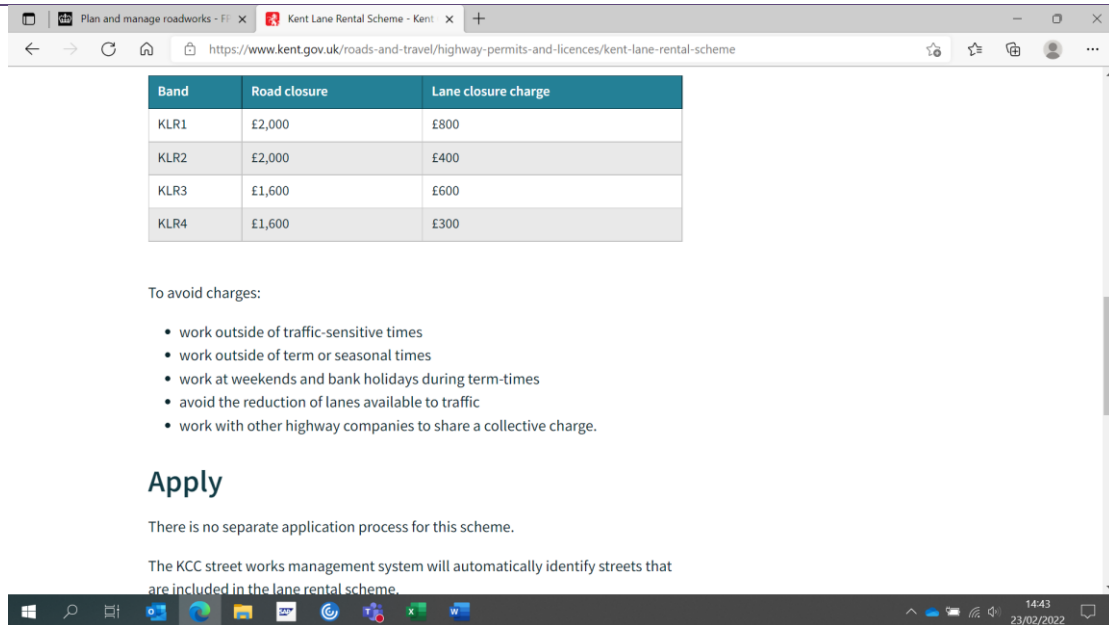
5.4.5. Collaboration

Each scheme will set its own charges.

Billing will be for each set of works in consultation with the promoter.

It is anticipated that 85% to 95% of works are not charged and the purpose of the scheme is to change behaviour not raise money.

This scheme is similar to the very successful West Sussex scheme.

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| Openreach | <p>Pg 1</p> <p>‘For all types of immediate activities, the charges will apply on and from the third calendar day of occupation’</p> <p>Openreach fully supports this which is in line with other LR Schemes in the SEHAUC Region, although this contradicts the wording in (v) further down the page ‘Charges will be waived for the first 48 hours from the start of the activities beginning of genuine immediate activities;’.</p> <p>Suggest consistent wording (i.e., third calendar day), but taking into account that for weekend works, charging should not start until 48 hours from the next Lane Rental chargeable period. Openreach suggests this is therefore reworded to reflect this.</p> <p>‘Charges will be waived for activities undertaken on Sundays, Bank Holidays and Public Holidays, including Good Friday, Easter Sunday, Easter Monday, Christmas Day or Boxing Day’</p> <p>Openreach does not agree that blanket charges will be applied on a Saturday, and also suggests ‘waived’ be removed and reworded to charges will not apply for activities. Strong justification needed for charges on a Saturday.</p> <p>Openreach would like clarification on the charging regime for immediate works starting on non-lane rental charging days</p> | <p>An edit will be made to 48 hours.</p> <p>Noted, thank you. Charges will be waived for the first 48 hours from the start of the activities.</p> <p>An edit will be made to 48 hours. Charges are applied after 48 hours regardless what day of the week they start.</p> <p>Charges will apply on Saturday as these can be the busiest days of the week in some areas.</p> <p>Society is moving to a 7 days a week, so an edit will be made to include Sundays as well.</p> <p>If the Traffic Management that</p> |

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|             |                            | <p>Openreach would like confirmation that if works are collapsed back onto the footway that no lane rental charges will apply from that point.</p> <p>Openreach would like clarification on expectations of recording the circumstances relating to where lane rental charges will not be liable.</p> <p>Collaborative works - as per S6 of the DfT guidance the charges for joint works should be waived. This should be automatic and not dependant on an 'application'. The DfT Guidance in S6 stipulates one of the conditions of approval as 'Lane rental charges should be used to incentivise work outside of peak times, they are waived for joint works, caps are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed'. This section does not reflect this condition.</p> <p>Review of Charges – why does this refer to the ESLR Scheme – have these documents not been reviewed before release?</p> | <p>triggered LR charges is removed then the charges will stop and a Permit fee will apply.</p> <p>Collaborative working at peak times will still cause disruption so charges will apply but to reflect the behavioural change a discount will apply.</p> <p>This is typo and will be corrected.</p> <p>This is typo and will be corrected.</p> |
| Consultants | Lane Rental Charges Policy | <p>Remove; Lane Rental charges will only apply when there is either a Road Closure or a Lane Closure, where the term Lane Closure refers to any of the following:</p> <p>i, Any form of traffic control is deployed on the carriageway or,</p> <p>ii, Any traffic management reduces the number of lanes of a carriageway which can be safely used or,</p> <p>iii, There is any impact which reduces the traffic flow capacity or operation of a junction.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Agreed, an edit will be made.                                                                                                                                                                                                                                                                                                                  |
| Consultants | Lane Rental Charges Policy | Remove; Bank Holidays and Public Holidays, including Good Friday, Easter Sunday, Easter Monday,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Agreed, an edit will be made.                                                                                                                                                                                                                                                                                                                  |
| Consultants | Collaborative Working      | Add; 'and / or consecutively' after 'concurrently'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Agreed, an edit will be made.                                                                                                                                                                                                                                                                                                                  |
| Openreach   | LANE RENTAL CHARGE TABLE   | <p>Band 1 (Road Closure or Single Carriageway Road Occupancy) – Charge of £2,500</p> <p>DfT Lane Rental Scheme Guidance states that: -</p> <p>'Levels of charges set out in any proposed scheme will need to be fully justified in each case. It will not be sufficient for scheme promoters simply to apply the maximum charge level without clear justification'</p> <p>Openreach needs to see the strong justification for levying the maximum charge for Band 1. Why has a lower charge not been considered, as per another Lane Rental Scheme in the SEHAUC Area?</p> <p>If the cycle path is part of the footway, please confirm that there will be no Lane</p>                                                                                                                                                                                                                                                                                                                 | <p>There is clear justification as the higher the daily charge the more behavioural change is delivered as the financial incentive is greater.</p> <p>Other very successful schemes in the area charge at the maximum level. Charges will be applied to cycle paths even if they are on a footway.</p>                                         |

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|       |                          | <p>Rental charge imposed.</p> <p>Band 3 (Single Lane Occupancy of Multi Lane or Dual Carriageway) – full day charge of £2000 per day needs to be fully justified and more in line with other Schemes in the South East (Surrey -£1,500 per day), and Kent CC charge between £300 - £800 for a Lane Closure.</p> <p>Please clarify how the 20% and 40% will be applied (there is currently no facility in Street manager to apply this)</p> <p>DfT Lane Rental Guidance states that 'lane rental costs are targeted and avoidable and are not simply being employed as a money-raising tool'.</p> <p>Openreach needs clarification on the whole charge table. 'Single Carriageway Road Occupancy' – it is not clear if a charge of £2,500 applies to a Lane Closure. If that is the case, Openreach does not support this at all, and needs to see the justification for this. If this only applies to a Road Closure &amp; a one way street, then wording needs complete clarification. Openreach has serious concerns about the terminology applied would like to see something similar to the existing Kent and Surrey Schemes</p>                                                                                                                                                                                                                                                                                                                                    | <p>West Sussex is £2,000 per day.</p> <p>This will be applied on a manual process at the point of billing.</p> <p>We anticipate that 85% to 95% of works on Lane Rental streets will not be charged as the charge level will drive behavioural change mitigating charges as has been see with other schemes.</p> |
| SEJUG | Charges Policy and Table | <p>'For all types of immediate activities, the charges will apply on and from the third calendar day of occupation'</p> <p>SEJUG fully supports this which is in line with other LR Schemes in the SEHAUC Region, although this contradicts the wording in (ii) further down the page 'Charges will be waived for the first <u>48</u> hours from the start of the activities beginning of genuine immediate activities;'</p> <p>Suggest consistent wording (i.e., third calendar day), but taking into account that for weekend works, charging should not start until 48 hours from the next Lane Rental chargeable period. SEJUG suggests this is therefore reworded to reflect this.</p> <p>'To calculate the daily rate of charge, other than for immediate works, the duration of the activities shall begin on the date specified in the actual start of works notice and end on the date specified in the works clear, works closed or works stop notice, the date activities ended'</p> <p>Works Clear &amp; Closed notices no longer exist so should be removed from this document.</p> <p>'Charges will be waived for activities undertaken on Sundays, Bank Holidays and Public Holidays, including Good Friday, Easter Sunday, Easter Monday, Christmas Day or Boxing Day'</p> <p>SEJUG does not agree that blanket charges will be applied on a Saturday, and also suggests 'waived' be removed and reworded to charges will not apply for activities.</p> | <p>Noted.</p> <p>An edit will be made.</p> <p>'relevant Section 74 works clear, works closed or works stop notice' is used to ensure clarity.</p> <p>Charges will apply if the street is Traffic Sensitive on a Saturday.</p>                                                                                    |

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|  |  | <p>Strong justification needed for charges on a Saturday.</p> <p>SEJUG would like clarification on charging regime for immediate works starting on non-lane rental charging day</p> <p>SEJUG would like confirmation that if works are collapsed back onto the footway that no lane rental charges will apply from that point.</p> <p>SEJUG would like clarification on expectations of recording the circumstances relating to where lane rental charges will not be liable.</p> <p>Review of Charges – why does this refer to the ESLR Scheme – have these documents not been reviewed before release?</p> <p>Collaborative works - as per S6 of the DfT guidance the charges for joint works should be waived. This should be automatic and not dependant on an 'application'. The DfT Guidance in S6 stipulates one of the conditions of approval as '<i>Lane rental charges should be used to incentivise work outside of peak times, <b>they are waived for joint works</b>, caps are put in place for major works to install and to replace apparatus so that these works are not unfairly penalised and delayed</i>'. This section does not reflect this condition.</p> | <p>Works on Sundays will now be part of the scheme in line with new Section 74 overrun charges.</p> <p>There is discussion nationally regarding Lane Rental covering all days including Bank Holidays as many areas have considerable congestion on these days.</p> <p>This is typo.</p> <p>The scheme is designed to encourage behavioural changes and each scenario will be unique. Automatic waivers are not appropriate as they do not allow for the unique circumstances of individual works.</p> |
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### Lane Rental Scheme Evaluation Plan

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| Thames Water                               | Evaluation Plan | Please clarify the starting value of each of the measures OCC are going to use to demonstrate the effectiveness of the scheme. How is the data derived?                                                                                                                                                                                                                                                                                                                        | As the scheme does not exist monitoring will be based on regular recording, and trends post implementation. |
| Gloucestershire County Council             | Evaluation Plan | Please provide your comments on the Evaluation Plan: OCC Lane Rental Consultation Draft Evaluation Plan.<br>Not sure if overall benefits can be quantified over existing permit scheme.                                                                                                                                                                                                                                                                                        | The change in behaviour is measurable such as the reduced average durations of emergency works.             |
| Scottish and Southern Electricity Networks | Evaluation Plan | <ul style="list-style-type: none"> <li>We approve the way the evaluation plan has been put together with the following points.</li> <li>Page 6 - Due to the nature of our business, we would be unable to support minimising our activities at traffic sensitive times due to at least 50% of our works being immediate, and the restoration of electricity supply to our customers is paramount, however we welcome the opportunity to drive behavioural change in</li> </ul> | <p>Noted and thanks you.</p> <p>Noted.</p>                                                                  |

|                                            |                 |                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                      |
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|                                            |                 | <p>our business to minimise the duration of occupancy where feasible</p> <ul style="list-style-type: none"> <li>• Page 8 – we welcome the customer satisfaction monitoring and hope this will be shared with all users</li> <li>• Page 9 – Due to the nature of our business, we are unable to carry out immediate initial works outside of the lane rental times as previously stated.</li> </ul> | <p>Noted and thanks you.</p> <p>Noted.</p>                           |
| Scottish and Southern Electricity Networks | Evaluation Plan | We approve the way the evaluation plan has been put together with the following points.                                                                                                                                                                                                                                                                                                            | Noted                                                                |
| SEJUG                                      | Page 6          | SEJUG members would be unable to support minimising all activities at traffic sensitive times due to many works being immediate, and the restoration of supplies to our customers is paramount. SEJUG members do however try to minimise the duration of occupancy where feasible.                                                                                                                 | Noted                                                                |
| Openreach                                  | Page 6          | Openreach would be unable to support minimising all activities at traffic sensitive times due to many works being immediate, and the restoration of supplies to our customers is paramount. Openreach do however try to minimise the duration of occupancy where feasible.                                                                                                                         | Noted                                                                |
| Scottish and Southern Electricity Networks | Page 6          | Due to the nature of our business, we would be unable to support minimising our activities at traffic sensitive times due to at least 50% of our works being immediate, and the restoration of electricity supply to our customers is paramount , however we welcome the opportunity to drive behavioural change in our business to minimise the duration of occupancy where feasible              | Noted and thank you.                                                 |
| SEJUG                                      | Page 8          | SEJUG welcome's the customer satisfaction monitoring and hope this will be shared with all members.                                                                                                                                                                                                                                                                                                | Noted                                                                |
| Openreach                                  | Page 8          | Openreach welcome's the customer satisfaction monitoring and hope this will be shared with all members.                                                                                                                                                                                                                                                                                            | Noted                                                                |
| Scottish and Southern Electricity Networks | Page 8          | we welcome the customer satisfaction monitoring and hope this will be shared with all users                                                                                                                                                                                                                                                                                                        | <p>Noted</p> <p>This will form part of the published Evaluation.</p> |
| Scottish and Southern Electricity Networks | Page 9          | Due to the nature of our business, we are unable to carry out immediate initial works outside of the lane rental times                                                                                                                                                                                                                                                                             | This is understood.                                                  |

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| SEJUG       | Page 9                                            | <p>Calculating the Charge</p> <p>This mentions emergency and immediate works. Why the change in terminology? This needs to be reworded to Immediate Works (emergency and urgent works) ONLY, so it is in line with other schemes in the South East.</p> <p>SEJUG members are not always able to carry out immediate initial works outside of the lane rental charges times as suggested above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Immediate works is the term used.</p> <p>Noted and understood.</p>                                                                                                                                     |
| Consultants | Page 9<br>Calculating the Charge                  | Change both examples of 'emergency to 'immediate' and delete 'urgent activities'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Agreed, an edit will be made.                                                                                                                                                                             |
| Openreach   | Page 9                                            | <p>Calculating the Charge</p> <p>This mentions emergency and immediate works. Why the change in terminology? This needs to be reworded to Immediate Works (emergency and urgent works) ONLY, so it is in line with other schemes in the South East.</p> <p>Openreach are not always able to carry out immediate initial works outside of the lane rental charges times as suggested above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>The text states 'Immediate works (which can include Immediate Emergency &amp; Immediate Urgent works)' is for clarity.</p> <p>Noted and understood.</p>                                                |
| Consultants | Page 10<br>Identifying Lane rental Charge Periods | Change; DfT Guidance states: to Lane Rental Guidance states:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Agreed, an edit will be made.                                                                                                                                                                             |
| Consultants | Page 11<br>Evaluation Principles                  | Remove the word 'original'                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Agreed, an edit will be made.                                                                                                                                                                             |
| SEJUG       | Page 18/19<br>– Surplus Revenue Policy            | <p><i>'Representatives from the team or body that administers the process that evaluates opportunities or requests for funding and monitors and reports on the results'.</i></p> <p>SEJUG would also like to know who they are and how will they be appointed?</p> <p>This section is also ultra vires – Regulation 7 of the lane rental regulations 2012 states:</p> <p><b>Application of charges and keeping of accounts</b></p> <p>7.—(1) An Approved Authority may deduct from charges received from undertakers pursuant to these Regulations, its reasonable costs of operating and evaluating the effectiveness of the scheme under which they are paid.</p> <p>(2) An Approved Authority must apply the net proceeds for <b>purposes intended to reduce the disruption and other adverse effects caused by street works.</b></p> <p>(3) An Approved Authority must keep and publish yearly accounts of sums received</p> | <p>This will be set up after implementation and local stakeholders will be engaged in the process.</p> <p>The evaluation of requests for funding does not include the keeping or publishing accounts.</p> |

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|  |  | by way of charges.<br>(4) The accounts published in accordance with paragraph (3) must include details as to how the Approved Authority has applied any net proceeds in accordance with paragraph (2). |  |
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## List of Proposed Lane Rental Streets

|           |              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                    |
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| Openreach | Streets List | <p>Please provide your comments on the Streets List: LR Streets List ESU Level LR Streets List USRN Level Final.</p> <p>It is not clear on the percentage of streets involved in the proposed scheme. Openreach would like clarification.</p> <p>Openreach would like confirmation that OCC TS streets have been reviewed and published. Also, no timings for the TS details for each street/location involved in the scheme have been published in this suite of documents.</p> <p>LR Streets List USRN Level Final</p> <p>The DFT guidance states 'Lane rental charges will need to be targeted only at the most critical parts of an authority's street network. These are the streets (or parts of streets) where evidence shows that works in the highway cause the highest levels of disruption and thus require the greatest efforts to smooth traffic flow.</p> <p>'.. the fact that a particular street is designated as traffic-sensitive or protected is not, of itself, a sufficient reason to justify its inclusion within the scope of a scheme.</p> <p>'An authority will need show the coverage of a proposed lane rental scheme and to demonstrate that it is no more than 5% of its network. If an authority wants to apply lane rental to more than 5% of its network, it should provide clear evidence and justification for why this is the case'.</p> <p>'In considering proposed schemes, the Secretary of State will need to see that the authority has adopted an evidence-based approach to identify the critical streets (or parts of streets) where lane rental charges are to apply. This evidence will be supported by data collected and reported on as part of the evaluation of a permit scheme'.</p> <p>Openreach is concerned that on the list of the USRNs provided within the consultation documents there are several USRNs that are not classified as traffic sensitive at all (example 6801556), or, classed as traffic sensitive using only criteria which has been removed with effect from 1st April 2023 (example 6800250).</p> | <p>4.73% of the Network has been identified as potentially Lane Rental.</p> <p>A Traffic Sensitive Streets review is underway and will be completed before the scheme is operational.</p> <p>4.73% of the Network has been identified as potentially Lane Rental.</p> <p>A Traffic Sensitive Streets review is</p> |
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|              |              | <p>Therefore, these USRN's must not be included in any lane rental applicable list. Section 34 of the DfT Guidance states 'The Regulations prevent the application of lane rental charges on streets that have not been designated as traffic-sensitive or protected by the highway authority.'</p> <p>Openreach strongly suggests that a full traffic sensitive review should be carried out by Oxfordshire County council before introducing a lane rental scheme to ensure the selected streets/USRN's are appropriate. All USRN's included in a Lane Rental scheme must meet at least two of the listed criteria for designating a street as TS. The gazetteer information on the list provided by OCC does not include which criteria have been met.</p> <p>The Code of practice for coordination section 5.4.2 states 'Authorities should review their existing designations before the end of 2023 to check if they have any streets designated under one of these three criteria and they should assess whether a traffic-sensitive designation should still apply to those streets. It may be that one of the remaining criteria will continue for apply, for example, the street may carry more than eight buses an hour. However, if another criterion does not apply, the designation should be removed at the earliest opportunity so that access for street and road works is not unnecessarily restricted and traffic sensitive rates are not inadvertently charged as part of permit fees'</p> <p>Section 1.1 defines the word 'should' 'as the terms "should" or "should not" and "recommended" or "not recommended", whilst not clear legislative requirements, nevertheless can have legal repercussions and therefore are expected practice. Deviation from this ought to be justified'.</p> <p>Openreach would like clarification as to whether the whole or part of the street applies, the times Lane Rental applies to the street, and the applicable charges. Openreach believes it is not possible to respond entirely to this consultation without this information, as the consultation is incomplete.</p> <p>Openreach would also like to know the total number of kilometres of OCC network proposed to be Lane Rental applicable?</p> | <p>underway and will be completed before the scheme is operational.</p> <p>A Traffic Sensitive Streets review is underway and will be completed before the scheme is operational.</p> <p>This will be included in the TSS review and consultation.</p> |
| Thames Water | Streets List | <p>USRN's – The DfT guidance states 'Lane rental charges will need to be targeted only at the most critical parts of an authority's street network. These are the streets (or parts of streets) where evidence shows that works in the highway cause the highest levels of disruption and thus require the greatest efforts to smooth traffic flow.</p> <p>'.. the fact that a particular street is designated as traffic-sensitive or protected is</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>4.73% of the Network has been identified as potentially Lane Rental.</p>                                                                                                                                                                            |

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|  | <p>not, of itself, a sufficient reason to justify its inclusion within the scope of a scheme. 'An authority will need show the coverage of a proposed lane rental scheme and to demonstrate that it is no more than 5% of its network. If an authority wants to apply lane rental to more than 5% of its network, it should provide clear evidence and justification for why this is the case'.</p> <p>'In considering proposed schemes, the Secretary of State will need to see that the authority has adopted an evidence-based approach to identify the critical streets (or parts of streets) where lane rental charges are to apply. This evidence will be supported by data collected and reported on as part of the evaluation of a permit scheme'.</p> <p>On the list of the USRNs provided within the consultation documents there are several USRNs that are not classified as traffic sensitive at all (example 06801556), or, classed as traffic sensitive using only criteria which has been removed with effect from 1st April 2023 (example 06800250). Therefore, these USRNs must not be included in any lane rental applicable list. Section 34 of the DfT Guidance states 'The Regulations prevent the application of lane rental charges on streets that have not been designated as traffic-sensitive or protected by the highway authority.'</p> <p>A full traffic sensitive review should be carried out by Oxfordshire County council before introducing a lane rental scheme to ensure the selected streets/USRN's are appropriate. All USRNs included in a Lane Rental scheme must meet at least two of the listed criteria for designating a street as TS. The gazetteer information on the list provided by OCC does not include which criterion have been met.</p> <p>The Code of practice for coordination section 5.4.2 states 'Authorities should review their existing designations before the end of 2023 to check if they have any streets designated under one of these three criteria and they should assess whether a traffic-sensitive designation should still apply to those streets. It may be that one of the remaining criteria will continue for apply, for example, the street may carry more than eight buses an hour. However, if another criterion does not apply, the designation should be removed at the earliest opportunity so that access for street and road works is not unnecessarily restricted and traffic sensitive rates are not inadvertently charged as part of permit fees'</p> <p>Section 1.1 defines the word 'should' 'as the terms "should" or "should not" and "recommended" or "not recommended", whilst not clear legislative requirements, nevertheless can have legal repercussions and therefore are expected practice. Deviation from this ought to be justified'.</p> | <p>This will be investigated and considered as part of the TSS review that is underway.</p> <p>The TSS review and will be implemented before the Lane Rental Scheme goes live so these street will either be TSS and therefore Lane Rental or removed.</p> <p>The TSS Review is being undertaken at the earliest opportunity.</p> |
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|                                                                |                           | <p>We need clarification as to whether the whole or part of the street applies, the times Lane Rental applies to the street, and the applicable charges. We believe it is not possible to respond to this consultation without this information, as the consultation is incomplete.</p> <p>What is the total number of kilometres of OCC network proposed to be Lane Rental applicable?</p>                               | <p>This will be provided as part of the TSS review.</p>                                                                                                               |
| Scottish and Southern Electricity Networks                     | Streets List              | <ul style="list-style-type: none"> <li>• It's not clear on the percentage of streets involved in the scheme. Please clarify.</li> <li>• Confirmation that TS streets have been reviewed and published.</li> <li>• No timings for the TS details for each street/location involved in the scheme have been published on these documents</li> </ul>                                                                         | <p>4.73% of the Network has been identified as potentially Lane Rental. A Traffic Sensitive Streets review is underway, and this will provide the timings detail.</p> |
| Gloucestershire County Council                                 | Streets List              | <p>Please provide your comments on the Streets List: LR Streets List ESU Level LR Streets List USRN Level Final.</p> <p>No comment as network unknown to us.</p>                                                                                                                                                                                                                                                          | <p>Noted</p>                                                                                                                                                          |
| Oxfordshire Residents Response received on Consultation Portal |                           | <p>Limited off-street parking in Tetworth results in a number of vehicles parking along the main A40 out of 'normal' working hours. The co-ordination that this proposed scheme would provide would help to minimise obstruction of the highway and disruption of the flow of traffic.</p>                                                                                                                                | <p>Thank you for your comment and local knowledge. This will be included in the consideration of the Lane Rental Streets list.</p>                                    |
| Oxfordshire Residents Response received on Consultation Portal |                           | <p>Narrow village street which carried significant traffic including the bus route. Any works here cause problems for both residents (many of whom have to park on the street) and through traffic. I suggest making a circuit with the other two roads in the village.</p>                                                                                                                                               | <p>Thank you for your comment and local knowledge. This will be included in the consideration of the Lane Rental Streets list.</p>                                    |
| SEJUG                                                          | List of proposed streets. | <p><b><u>Please provide your comments on the Streets List:</u></b></p> <p>It is not clear on the percentage of streets involved in the proposed scheme. SEJUG would like clarification.</p> <p>SEJUG would like confirmation that OCC TS streets have been reviewed and published. Also no timings for the TS details for each street/location involved in the scheme have been published in this suite of documents.</p> | <p>4.73% of the Network has been identified as potentially Lane Rental.</p> <p>A TSS review is underway Spring 2024.</p>                                              |

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