

Consultation Report – FINAL

Title: Proposed North Yorkshire Lane Rental Scheme Consultation Report
Project: North Yorkshire Lane Rental Scheme Project
Date: 7th March 2023
To: North Yorkshire Lane Rental Scheme Steering Group
Author(s): Jason Setford-Smith, Consultant

INTRODUCTION

The formal consultation on the proposed North Yorkshire Lane Rental Scheme (NYLR) ran for a period of 12 weeks beginning on 24th July 2024. The deadline for receipt of responses was no later than 5pm on 16th October 2024.

It was stated in the consultation documents that ‘all responses received by the 3rd March 2025 will be taken into consideration and, if North Yorkshire Council consider it to be appropriate, amendments will be made to the proposals’.

Documentation and an accompanying covering letter were issued to 503 key 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 documentation had been prepared by a joint development group beginning in August 2023. The North Yorkshire Council Lane Rental Development Group was made up of Officers of North Yorkshire Council, Environmental Health officer(s), local Utility representatives who are members of the Joint Utilities Group (JUG) including Virgin Media O2, Northern PowerGrid, Openreach, Yorkshire Water, Northern Gas Networks, Vodafone and Network Rail and any consultants or support staff employed by North Yorkshire Council.

The list of documents sent to stakeholders for consideration were:

- *Covering letter*
- *North Yorkshire Lane Rental Scheme Cost Benefit Analysis*
- *North Yorkshire Lane Rental Scheme Cost Benefit Analysis Summary*
- *North Yorkshire Lane Rental Scheme Cost Benefit Analysis Modelling Site Locations*
- *North Yorkshire Lane Rental Scheme Cost Benefit Analysis Appendix B*
- *North Yorkshire Lane Rental Scheme Proposed Streets Map*
- *North Yorkshire Lane Rental Scheme Proposed Streets Full List*
- *North Yorkshire Lane Rental Scheme Proposed Evaluation Plan*
- *North Yorkshire Lane Rental Scheme Proposed Scheme Document*
- *North Yorkshire Lane Rental Scheme Proposed Charges Policy and Table*

A virtual meeting was arranged during the consultation period with consultees invited to discuss the proposals. This was held on Wednesday 9th October 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.

CONSULTEES

Internal Contacts

Cabinet Member for Highways	Director of Highways
Environmental Health Districts & Boroughs	Head of Environmental Health
Head of Highway Operations	Head of Legal (Highways)
Head of Network Strategy	Head of Planning
Head of Transport	Highway Area Managers x 4
Highways Area Offices x 7	Network Strategy Team x 6
Scheduled Maintenance Contractor x 3	Street Lighting Contractor
Head of Sustainability and Environment	Head of Major Projects
Head of Service Transport	Head of Service Fleet
Head of Localities	Parish Liaison and Local Devolution Manger
Local Councillors x 89	

Representatives of Vulnerable Groups

Guide Dogs Association for the Blind	Safeguarding Adults Boards
Local Safeguarding Children Board	Safer Communities Partnership
Wheelchair Services	Disabled Groups, Support and Disability Resources x 3

Central Government

MP(s) For North Yorkshire x 7	Department for Transport x 2
National Highways x 3	Environment Agency
Ofgem	Ofwat
Ofcom	Office of Rail and Road
Health and Safety Executive	

Local Emergency Services

Police and Crime Commissioner	Fire and Rescue Service x 2
Police x 2	Ambulance Service x 3

IT and Systems Suppliers

Internal Contact	Highways IT System Supplier
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Local Bus Operators / Local Passenger Transport Executive / Regulators /

National Passenger Transport / Registered Interest Groups / Requests

Network Rail x 2	Passenger Focus
Canal & River Trust	NYC Passenger Transport
Arriva Yorkshire	Arriva North East
East Yorkshire	Transdev
Connexions Buses	Reliance
First York	Hodgsons
Kirkby Lonsdale	Procters Coaches
Ryedale CT	Shoreline Suncruisers
Stagecoach Merseyside & South Lancashire	Upper Dales Comm Partnership
Upper Wharfedale CIC	Western Dales Bus (seasonal)
York Pullman Bus Company	IPT Fleet
Thornes Independent	Go North East (seasonal)
21 Transport	

Representative and Local and National Interest Groups

Local Chamber of Commerce	Local Road Safety Partnership x 2
Local Vulnerable Road User Group x 2	Local HAUC x 4

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	HAUC England

Surrounding Local Authorities

Barnsley	Bradford
Calderdale x 2	Darlington x 2
Doncaster	Durham x 3
East Riding	Hartlepool x 3
Hull x 2	Leeds
Kirklees	Newcastle x 3
Middlesbough x 2	North Tyneside x 3
Northumberland	Redcar & Cleveland x 3
Rotherham x 2	Sheffield
South Tyneside	Stockton x 3
Sunderland x 3	Wakefield
York	

Utility Companies Operating Locally or with a National Presence

B4rn	BT_Openreach
CityFibre	Connexin
Cornerstone	EE
ENWL	ESP
Fulcrum	GEO
Grain Connect	GTC
Hutchinson 3G	Kcom
Lastmile	Mua Group
National Grid	Netomina
NetworkRail	NGN
Northumbrian water	NPG NE
NPG Yorks	NYNET
Power On Connections	Quickline
ROMECC	Ruralfibre4u
SCD	Streetwork Solutions
Telefonica 02	ThreeG_UK
Virgin Media	Vodafone
Voneus	Yorkshire Water
ZZoomm	

S50 Contacts

A J Hawkrige & Sons	A&D Sturdy Ltd
Adam Ryder	Adam Smith
Adrian Swain	Alan Metcalf
Alec Quarton	Alex Reynolds Citivale Group Holdings Ltd
Allan Paterson	Allerston Parish Council
Andrew Costick	Andrew Dyke
Andrew Heaton	Andrew Hetherington
Andrew Rafton	Andrew Redmond
Andrew Revely	Andrew Stilborn
Andrew Tunningley	Annington Property Limited
Anthony Shipman	Aptus utilities
Ashley Tyson	AVANT HOMES
Avant Homes	AVANT Homes North East
Barratt Homes	Ben Marshall

Berkeley Deveer	Bev Flowers
Biker Group	Birdsall Estates
Brian Walsh Stonebridge Homes Ltd	Brierley Homes
Byran G Hall Ltd	Caleb Howard
Candelisa	Carter Jonas
Catherine Cole	Christopher Waldron
Cliffe Meadows Holiday Park	Clive Armstrong
Clive Armstrong	Craig Ward
Damian Buchanan	Daniel Gath Homes
Daniel Mallett	Darley Meadow Ltd
Daryl Duroconstruct	David Achampong
David Clark	David Illingworth
David Knowles	David Moss
David Walker	David Wilson Homes
Dean Golding	Dean Wilson Tom Willoughby
Debbie Barker	Diana Cox
Distribution Cable Jointing	Dransfield Properties Ltd
Duchy of Lancaster	East Coast Construction
Eastwood Civils & Groundworks	Eda Gilholm
Ede Stuart Brierley Homes Ltd	Ellison Construction Ltd
ESH Group	Fernhill Developments Ltd
Fitzwilliam Malton Estate	Foster Building Contractor Ltd
Francis Ward	G A Robson & Sons Timothy John Robson
Gary Swires	Gary Withers
General Contractors (Leeds) Ltd T/A Bryan Properties	Geoff Hawkrige
Gladman Retirement Living Ltd	Gleeson Homes
GLYNNIS DALE	Gordon Nattress
Gordon Simpson	Grant Pears
Guyson International Ltd	Hagrapat
Hawthorn Lodges Robert Connors	Helen Auckland
Henry Rayment	Hughes Bros Ltd
Huis Developments Ltd/	Ian Budge Summerhouse Development
Ian Hessay	Ian MCCourt Simpson of York Ltd
Ian Mosey Ltd	Ian Palmer
Ian Swain	Ilone Smalley
Image Devlopments (N) Ltd	Integrated Utility Services
IUS Anna Werritt	James Burgess
James Godbold Forge Garage	James Haxton
James Huggins	James Hurrell Orchard Homes
James Knight	Jason Simpkin
Javan Liam Ibbetson	Joe Moon Yorkshire Homes (Leeds) Ltd
John Banks	John Carp
John Edwards Wharfedale Homes	John Edwards Wharfedale Homes East Ltd
John Page	John Scott
John Snodgrass	John Stonehouse
John Taylor	Johnathan Nea
Jon Birkin	Jon Swift
Jonathan Kitching	JPC utilities
KE & KL Nicholson	Kevin Aitkinson
KM Beesley (Construction Services) Ltd	Lee Clayton
Lee Cusworth	Lee Stafford
Lew Gisbourne	Lily Cripps
Linden Construction Ldt	Liz Morris
M & A Banks Ltd	Mack & Lawler Builders Ltd
Marcus Gurney	Mark Ellis Glatman
Mark Frankish	Mark Lewis Glatman
Mark Smith	Mark Titley

Matthew Day	Matthew Oldfield Avant Homes
Maude Construction Ltd	Mervyn Dixon
Michael Trimble	Mike Parrott Jones Homes
Motor Fuel Group Ltd	Mr Nigel Lambert
Mr Stephen Lloyd Bilton Hall	Mulgrave Homes Ltd
Neil Gregory	Neil Richardson IP Electrical Engineers
Newby Dental Practice	Nicki Stephenson
Nigel Drayton	Nigel Hendry
North Bay Builders Ltd	Northmead Homes Ltd
Oak Apple Group	Oak Apple Homes (Yorkshire) Ltd
Omega Red Group Ltd	Palladian (York) Ltd
Paul Burgess	Paul Conway
Paul Craven	Paul Foster
Paul Garbutt	Peter Daffern
Peter Duffy Ltd	Peter Hopgood
Phil Shaw Redrow Homes Ltd	Philip Greves
Philip Stockdale	Phillip Carlisle
Pickersgill Groundworks & Landscapes	Poskitt Carrots Ltd
Premier Property Services (NE) Ltd	PWG Connections
Quantum Powers	R Inman & Sons
Rachael Caton	Redrow Homes
RHS Harrogate	Rich Thraves Joinery Ltd
Richard Dales	Richard Metcalf
Richard Sales	Richard Sweeting
Richard Watson	Richmondshire District Council
RN Wooler & Co Ltd	Ro Cunningham
Robert Maxwell	Rock Power Connections
Rockcliffe Homes	Rocky Andrews
Rodger Hobson	Rory O'Conor
Ross Lindsay Kendall	Rouse Homes Tom Alton
S&B Utilities Ltd	Sam Anderson
Sanderson Building Services Ltd	Severn Trent Services
Sian Wheal	Simon Beckwith
Simon Chase Core Limited	Simon Bradford Unicorn Brewery
Slingsby South Holme and Fryton PC	Simon Walker
Southbank Homes (Yorkshire) Limited	Snell Developments Ltd
Stephen Kirk	Stephen Gilchrist
Subscan UDS	Stuart Lenton
Termrim Construction	Susan Barnett
Thomas Alexander Homes	Thirsk Hall Farms
Tim Vary	Thomas Hainsworth Barratt Homes
Total Utility Connection Ltd	Tim Williams
Vivien Moore	Vicki Ivens
Walter Thompson	WA Hare & Son Ltd
Wharfedale Homes East Ltd	Wayne Langthorne
Yorvik Homes Ltd	

COMMENTS FROM CONSULTEES

General Comments

Org	Section	Suggested amendment / clarification / comment / question	Response / reply / recommendation
Northern Power Grid	General	<p>There is not enough information in the consultation documents to allow us to undertake a robust cost impact assessment and provide a comprehensive response to the consultation. We recommend that NYC revisit the consultation upon issue of the full suite of information, which we have requested previously.</p> <p>We fully support the need for greater coordination of roadworks and streetworks on the highway, but the lane rental scheme proposals are not an effective solution.</p> <p>Existing permit schemes grant highway authorities sufficient powers to manage works.</p>	<p>A full set of detailed documents were included in the consultation pack including a covering letter, a Cost Benefit Analysis and summary, proposed streets map and Full ESUs, and Evaluation Plan, Scheme Document and Proposed Charges Policy and Table which meets the requirement of the consultation process and DfT.</p>
Yorkshire Water	General	<p>Apologies if I have missed this but are you still looking at April to start the scheme as I can't see this in the recent documents sent?</p>	<p>The scheme is expected to go-live in October 2025 but is subject to DfT assessment and approval.</p>
Northern Power Grid	General	<p>-The impact on customer connections costs could be significant and have an adverse impact on customer satisfaction.</p> <p>•The proposed scheme needs to consider the adverse consequences on NPg, customers and North Yorkshire Council residents.</p> <p>-We expect to see evidence that NYC has evaluated and considered the potential disadvantages the scheme would have on promoters, customers, and residents.</p> <p>1. Overview We fully support the need for greater coordination of roadworks and streetworks on the highway, however the lane rental scheme proposals do not present an effective solution.</p> <p>1) We firmly believe that existing legislation in place under the permit scheme provides highway authorities with sufficient powers to manage works and where necessary seek expedition of sites impacting sensitive network locations.</p> <p>2) The implementation of a lane rental scheme will not only create an additional administrative burden, but significantly increase operating costs which will impact developers, customers and residents living in North Yorkshire.</p>	<p>We expect circa 90% of works on the lane rental network to not be charged due to behavioural change been applied.</p> <p>The CBA identifies a substantial benefit to the public.</p> <p>These are detailed in the CBA.</p> <p>Thank you.</p> <p>The DfT are actively encouraging Lane Rental to be adopted by Councils as it is proven to be an effective tool.</p> <p>The introduction of Lane Rental is seen as a key addition to the current Permit Scheme supporting the Council in its duty to co-ordinate and manage all activities</p>

		<p>The proposed scheme needs to consider the adverse consequences on NPg, customers and North Yorkshire Council residents.</p> <p>16) Based on the assessment of available street information against works undertaken by NPg in 2023, operating costs would increase from £161,000 (permit fees) to £2,800,000 (lane rental charges) a 1,639% increase. To minimise lane rental charges, the need to undertake works outside of working hours will increase inefficiencies and delay the completion of works activities, whilst driving an increase in indirect operating costs such as overheads, including labour.</p> <p>17) Given the CBA assumption that 50% of works will be undertaken outside of traffic sensitive hours, please provide evidence as to what engagement there has been with residents. The increase in works activity during anti-social hours will potentially create inflammatory situations between workforce and homeowner. The HAUC 'Road Worker Abuse Report (April 2023)'¹⁰ captures the increase in abuse faced by those working on the public highway. Has North Yorkshire Council, considered if the desire to increase non-traffic sensitive working, will drive issues such as verbal or physical abuse on site?</p> <p>18) Following analysis of the North Yorkshire Council Facebook post¹¹ issued on 17/07/2024 stating the intention to introduce the Lane Rental scheme. We noted that a significant proportion of those responding to the post (314 comments), stated opposition to the scheme. In addition to the social media post, what communication has North Yorkshire Council undertaken with residents on the proposed scheme?</p> <p>19) Following the resumption of normal working practices since COVID, roads have increasingly become busier. Even without road and street works, signalised junctions in towns are busy with queuing traffic, the scheme will lengthen works durations of planned activities and in several scenarios increase works practices into anti-social hours. The scheme will generate revenue for the Authority, but it is unclear how this will benefit the residents of North Yorkshire. Improving collaboration and coordination under the existing legislation of permit schemes to drive efficient working practices whilst minimising impact on the community is a more effective endeavour.</p> <p>20) On the back of the consultation, we would welcome the opportunity to develop the proposals to ensure the assumptions captured within the document are realistic and achievable.</p>	<p>on the highway, to minimise disruption.</p> <p>EHO colleagues have been engaged in the development of the scheme and currently operational schemes have not seen any notable increase in customer complaints from out of hours working.</p> <p>The consultation requirements are detailed in the DfT guidance have been met, particularly, engagement with key interested parties, particularly works promoters.</p> <p>The government considers that charges must be applied only when works occupy the highway at peak periods, with exemptions from charges at other times, to provide financial incentive to carry out works at less disruptive times.</p> <p>Thank you. A joint implementation group will be formed to prior to an implementation of the scheme.</p> <p>The March 2024 DfT Guidance requires a</p>
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	<p>21) Given the lane rental consultation was released prior to concluding the traffic sensitivity review, it is inappropriate not to allow utilities the opportunity to fully assess and understand the implications of the scheme. The decision to impose lane rental on 7.27% of the network, when there is no minimum value, is dependent on erroneous information. We fully expect to see the number of streets selected reduce once those designated as traffic sensitive for winter maintenance / tourist routes are removed.</p> <p>22) The attached Appendix 'NPg NYLRS Consultation response questions', details 22 questions connected to this summary. We welcome your feedback and look forward to working closely with North Yorkshire Council. The scheme must achieve the objectives stated whilst enabling utilities such as Northern Powergrid to operate efficiently and undertake essential activities to maintain and enhance the network. Delivering safe, reliable electricity is at the heart of what we do and we're proud to play an essential role in powering everyday life for the customers, homes, businesses and economies we serve.</p> <p>23) In an evolving energy industry, we have a key role in creating and managing future energy systems that increasingly interact with our customers and smart and low carbon technologies. That's why we're innovating and investing today so we're ready for the demands of a net zero emissions tomorrow and greener energy future. *****</p> <p>Impact on NPg, customers and residents Increase in operating costs The cost of lane rental will be significantly higher than permit fees. 2023 comparison of works completed based on existing assumptions of lane rental at £2.8m versus actual cost of permit fees £161k. The brunt of the cost burden for lane rental schemes falls on the promoter or the customer (e.g. for connections schemes) and has an impact on operating costs. The proposed scheme does not to consider the long-term benefits to society in the investment in upgrading/installing services. There is a significant risk in North Yorkshire should developers choose to invest in other areas to reduce exposure to increased development costs. In addition, the cost impact of running a lane rental scheme will affect customers across the entire Yorkshire and North East region, as NPg's operating costs are spread across the full operating license rather than a specific local authority area. The permit scheme introduced application fees with the benefit of improved works validation/approval to minimise the risk of clashes and unnecessary aborts on site.</p> <p>20) What are the benefits to the promoter or developer, how can North Yorkshire Council justify the cost increase when there are sufficient powers under the existing</p>	<p>TSS review prior to any submission for approval and this will be completed in line with amendments to the regulations. All lane rental street are critical and strategically significant streets.</p> <p>Answered in this document.</p> <p>Noted.</p> <p>Noted.</p> <p>This has not been the experience of currently operational lane rental schemes.</p> <p>This has not been the experience of</p>
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	<p>permit scheme to manage works in sensitive locations? Environmental / Social impact In order to reduce disruption during the periods of traffic sensitivity, the increase in additional activities outside of normal working hours, will have a negative impact on customers / residents through noisy activity at anti-social hours resulting in negative communication. Table 56 states that works durations will increase by 10% due to reduced efficiency through shorter working days. In addition, work practices will potentially occur more often when residents are at home, increasing the risk for inflammatory situations between workforce and homeowner.</p> <p>21) Has the impact of works on residents been considered? Consultation with the public Lane rental schemes: guidance for English highway authorities, Consultation section says, "Any highway authority making an application to the Secretary of State to operate lane rental will need to have carried out a full consultation on the draft scheme. Alongside the draft scheme, the consultation package should also include the authority's cost-benefit analysis, proposed charging regime and detailed evaluation plan." Are NYC residents aware of the incoming NYLRS and the financial increase in the cost to undertake essential utility works to maintain and enhance the network to prepare the region for net zero. We note that NYC published a Facebook post on 17/07/2024 stating the intention to introduce the Lane Rental scheme. Of the 478 direct responses, 314 (66%) were opposed to the scheme introduction, including comments such as That's ridiculous! That means they will do the work at night and keep residents awake, and if you charge them they will put up our bills so it's us that will pay! They will just pass on the costs to consumers North Yorkshire Council absolutely pointless it will just get passed onto the consumer further putting up bills for already struggling families. North Yorkshire Council - complicated policy; if you charge utilities companies will this lead to increased risk of poor/unreliable repairs and therefore repeat issues. If utility companies shift to working outside of peak traffic times how will this effect local residents? Will there be more evening/overnight projects? Why charge them it's the only time when these roads get repaired because your road maintenance is a joke The councils yet again taking the easy routes planning and better management by all groups to get it done would help.</p> <p>22) Excluding the Facebook post, has NYC undertaken any further communication with residents to understand their view?</p>	<p>currently operational lane rental schemes.</p> <p>The engagement of EHO colleagues and promoters has ensured complaints are minimal.</p> <p>This has been completed and included a CBA and Evaluation plan.</p> <p>The consultation process was extensive and included community representatives across the County as detailed above.</p> <p>The DfT are actively encouraging Lane Rental to be adopted by Councils as it is proven to be an effective tool. The introduction of Lane Rental is seen as a key addition to the current Permit Scheme supporting the Council in its duty to co-ordinate and manage all activities on the highway, to minimise disruption. The aim is to increase collaboration with all works promoters, including the Council's highways work providers, to reduce congestion at peak hours using financial incentives. The DfT Lane Rental Evaluation 2015 states that "...<i>monitoring data from both KCC and TfL appears to show that the schemes have been successful in reducing disruption in the scheme areas, and the associated costs of congestion</i>". Discussions with promoters support this finding.</p> <p>The consultation process was extensive</p>
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			and included community representatives across the County as detailed above.
Northern Power Grid	General	We do not support the proposals to introduce a lane rental scheme in North Yorkshire Council (NYC) as it will result in significant additional operational costs and inefficiencies in productivity.	The DfT are actively encouraging Lane Rental to be adopted by Councils as it is proven to be an effective tool. The introduction of Lane Rental is seen as a key addition to the current Permit Scheme supporting the Council in its duty to coordinate and manage all activities on the highway, to minimise disruption. The aim is to increase collaboration with all works promoters, including the Council's highways work providers, to reduce congestion at peak hours using financial incentives. The DfT Lane Rental Evaluation 2015 states that "... <i>monitoring data from both KCC and TfL appears to show that the schemes have been successful in reducing disruption in the scheme areas, and the associated costs of congestion</i> ". Discussions with promoters support this finding.
Northern Power Grid	General	Good morning, Following my email dated Thursday 8 August 2024, please can you confirm if the list of lane rental streets will be updated to include the lane rental designation prior to the closure of the consultation period? In addition, on page 51 of the Cost Benefit Analysis, the works volume & costs table states 2,206 works to be completed by Utilities at a cost of £4,629,090. Please can you provide a breakdown of these works by utility and detail the works / costs associated with Northern Powergrid? This will aid our assessment of the impact of the scheme on our operating costs.	Yes, the National Street Gazetteer will be updated with the lane rental designation prior to implementation. The volume of works anticipated is based on historical average works volumes undertaken all promoters.
Northern Gas Networks	General	I only have a few questions from the consultation Page 8 of consultation – works by North Yorkshire or third party developers How will you show parity for this Page 11 of consultation– Exemptions If emergency works start on Xmas day will they still get the 48 hours free from the end of Boxing Day or will it still be the 48 hours in total free	All works from all promoters on the lane rental network will be included in the scheme. Parity will be reported on in the evaluation reports. No, the Lane Rental charge free period shall begin from the start of the immediate

		<p>Appendix A – how long does the street need to be recorded as traffic sensitive for before the Lane rental scheme takes place</p> <p>Page 1 of charging policy and table Charges will be waived if works which do not reduce the number of lanes or prescribed width available to traffic or if normal traffic flows can be maintained</p> <p>Will this means works with some carriageway incursion be non-chargeable?</p>	<p>works and shall apply for a period of 48 hours after which time the normal lane rental rules for the location will apply on and from the third calendar day.</p> <p>There is no requirement for a street to have been traffic sensitive for a period of time before becoming lane rental, only that it is traffic sensitive first.</p> <p>Potentially, yes.</p>
Openreach	General	<p>Good morning, Openreach welcomes the opportunity to consult on the North Yorkshire Council Lane Rental Scheme proposals and thank North Yorkshire Council for providing this. Please see attached the Openreach consultation response in full. Openreach consultation response to the North Yorkshire Council Lane Rental Scheme proposals Openreach welcomes the opportunity to consult on the North Yorkshire Council Lane Rental Scheme proposals and thank North Yorkshire Council for providing this.</p> <p><u>Final words</u> Openreach requests confirmation of when the last Traffic Sensitive Street review was completed and when the results were published, if not recently or after the changes to designation legislation were made, then its needs to be carried out. Following this Openreach request a detailed Gazetteer report showing the proposed lane rental timings for each street/location. Openreach would expect in line with DfT guidance the above to be completed prior to these lane rental proposals moving any further forward, Openreach are disappointed that lessons have not been learnt following recent feedback to lane rental consultations, particularly Oxfordshire, that have been carried out in the incorrect order and manner. Openreach are unable to support a lane rental consultation that has been undertaken outside of the Department for Transport guidance.</p>	<p>Thank you for your comments.</p> <p>A full traffic sensitive streets review has been completed removing streets that do not meet the criteria detailed in regulations.</p> <p>The March 2024 DfT Guidance requires a TSS review prior to any submission for approval and this will be completed in line with amendments to the regulations.</p>

Proposed Scheme Document

Openreach	Scheme Document	<u>NYCC Lane Rental Scheme – Scheme Document</u> <u>SPECIFIED WORKS</u> Pg7	
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	<p>The OPS (Oxfordshire Permit Scheme) is referenced in this section, this needs to be changed to NYPS (North Yorkshire Permit Scheme)</p> <p><u>SPECIFIED LOCATIONS</u> Pg7</p> <p>The Lane Rental designation record Following a traffic sensitive review being carried out Openreach would like to see these records in full, 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. The Lane rental list that has been provided does not include any information other than the USRN and road name.</p> <p>Openreach have already highlighted concerns around the traffic sensitive street network that requires a review prior to the implementation of a lane rental scheme.</p> <p>Openreach would also like to point out that just because a street is traffic sensitive that is not justification alone for its inclusion within a lane rental scheme. Openreach would expect to see an evidence-based approach to support the lane rental locations and timings.</p> <p><i>The 2012 regulations prevent the application of lane rental charges on streets that have not been designated as traffic-sensitive by the highway authority. However, 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 lane rental.</i></p> <p><u>SPECIFIED DAYS AND TIMES</u> Pg8</p> <p>The 'NYLRS List of Lane Rental Streets' has not been provided as part of this consultation, Openreach believe a comprehensive response to this consultation can't be conducted without this information, as already outlined the lane rental streets list that has been provided does not include any information about the parts or whole streets within a USRN when charges will apply, or timings.</p> <p>Openreach also understands that North Yorkshires intention is to apply lane rental charges during all traffic sensitive times including weekends, this can't be supported until a traffic sensitive review has been carried out on the network and strong justification/evidence is provided to support lane rental locations and timings on any selected traffic sensitive streets. Traffic sensitivity alone is not strong enough justification for inclusion within a lane rental scheme.</p> <p><u>IMMEDIATE WORKS</u> Pg8 Lane Rental Charge Free Period</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</p>	<p>OPS is a typo and will be corrected.</p> <p>This will be provided.</p> <p>This consultation relates to the Lane rental network.</p> <p>The March 2024 DfT Guidance requires a TSS review prior to any submission for approval and this will be completed in line with amendments to the regulations. All lane rental streets are critical and strategically significant streets.</p> <p>This was provided and is reference in the response.</p> <p>The street USRNs and a map was provided, and the timings are detailed on the Gazetteer.</p> <p>This is new guidance being adopted by the NYLRS. The DfT Lane Rental Streets Guidance for English Authorities states that: <i>Streets identified as subject to lane rental charges will need to meet the criteria</i></p>
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	<p>should start after the weekend, on the next Lane Rental Charge Day. Openreach understand that this will not apply to all streets but see no reason as to why it could not be applied to the streets where it would.</p> <p><u>PERMIT APPLICATION ON A LANE RENTAL STREET</u> Pg 9 'For all permits where the NYLRS applies, the Permit Authority will assume, the activity is subject to the NYLRS. If the Promoter intends to work under an exemption within the NYLRS, 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 added 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, there is no unnecessary administrative burden as suggested above.</p> <p><u>LANE RENTAL CHARGES</u> <u>Calculating the charge</u> Pg10 'Promoters are strongly encouraged to consider the carrying out of immediate works outside of specified times or days wherever possible' Openreach strongly suggests this statement be removed as this is not possible and contradicts Primary Legislation (i.e., NRSWA). An Immediate Emergency activity such as a collapsed telegraph pole, or a collapsed joint box 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><u>EXEMPTIONS</u> Pg 11 'The Promoter must record the appropriate charge exemption in the PA & works clear/closed notices'.</p>	<p><i>and designation of either a traffic-sensitive street or a strategically significant street. Where such criteria cannot be demonstrated for the whole 24-hour period, we expect that, at these times, the road would be exempt from lane rental charges.</i> In some circumstances Streets may be designated as sensitive at weekends or bank holidays. Lane Rental charges will only apply at traffic sensitive times, taking into account the exemptions.</p> <p>This relates to text provided in the free text field on the application, detailing the reason for the requested exemption.</p> <p>The statement is correct as this is strongly encouraged to mitigate charges, but it is understood this may not be possible.</p> <p>Understood but this text is to ensure understanding by all parties, including stakeholders outside of the Streetworks sector.</p>
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	<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 NYCC. Openreach will not support any administration burden placed on its members by adding further workload over and above DfT Guidance.</p> <p>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.</p> <p>Openreach strongly suggests that immediate works exemption should be automatic.</p> <p><u>LANE WIDTHS</u></p> <p>Pg 11</p> <p>'Lane rental charges will not be applied for works which do not reduce the number of lanes, or prescribed width, available to traffic'.</p> <p>Openreach fully supports this principle, if this means that if normal traffic can be maintained Lane Rental will not be payable. Needs tying in with charge table & definition of occupancy. Also does this not then need to be included with the exemptions in Specified Works?</p> <p><u>VARIATIONS TO LANES AVAILABLE WITHIN AN ACTIVITY</u></p> <p>Pg 11</p> <p>Openreach would like clarification as to what this means – if this means a change to the TM type then this section should refer to the new functionality of updating 'current TM type' instead of submitting a change request.</p> <p><u>REDUCED CHARGES</u></p> <p>Pg12</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> <p><u>COLLABORATIVE WORKS</u></p> <p>Pg 12</p> <p>Collaborative works should not need to have to apply for a reduction, as per the DfT guidance the charges for joint works should be waived. This should be automatic on behalf of NYCC.</p> <p><i>Lane rental charges should be used to incentivise work outside of peak times, they are waived for joint works.</i></p> <p><i>Exemptions and discounts for lane rental charges also encourage collaborative working practices, which benefits highway authorities when coordinating works on their network.</i></p> <p><i>So that these works are not unfairly penalised and delayed, authorities will need to set out: their proposed charging regime</i></p>	<p>The time/date that the works stopped is the information requested.</p> <p>Thank you.</p> <p>This is included in the charge policy and Lane Width section.</p> <p>The text is correct.</p> <p>An application to waive or reduced charges must be made and agreed in advance of the works commencing by submitting a 'Waiver / Charge Reduction Request' electronically or via a form.</p> <p>The nature of joint works can vary greatly so although a waiver is available it is not automatic, however a minimum 50% reduction is included.</p> <p>NYC retains the option to waive or</p>
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		<p><i>how they will use lane rental charges to incentivise work outside of peak times</i> that charges will be waived for joint works. This section does not reflect this condition. <u>TRANSITIONAL ARRANGEMENTS</u> Pg 13 Openreach welcomes the period of 4 weeks shadow running of the scheme and the transitional arrangements. <u>SCHEME VARIATIONS</u> <i>In circumstances where NYC wants to change the NYLRS, subject to Regulation, any such changes will be formally consulted on including via NEHAUC. Where applicable, for example, in the amendment to locations or charge bands, associated evidence will be provided to justify the changes requested.</i> Openreach welcomes the inclusion of future scheme variations where applicable, Openreach would expect changes to be made to bring the scheme up to date with the current landscape of the traffic sensitive road network, this is not the current state of play with the proposed lane rental streets due to a traffic sensitive review not being carried out prior to the proposed implementation of the lane rental scheme.</p> <p><u>PARITY OBLIGATION</u> Pg 17 Openreach welcomes OCC's parity/obligation statement.</p>	<p>reduce lane rental charges at its discretion.</p> <p>Thank you.</p> <p>Thank you.</p> <p>A traffic sensitive review has been carried out prior to the proposed implementation of the lane rental scheme.</p> <p>We assume you mean the NYLRS's parity/obligation statement.</p>
Yorkshire Water	Scheme Document	<p>We have a few potential schemes going ahead that could be on lane rental roads, is there scope to ask for a waived/discounted charge as the forward plans are already in Street Manager. These schemes are in place due to the amount of bursts in the area, so although there will be an impact on the network for an amount of time whilst the activity takes place, it will reduce the need for us to have repeat visits. Thank you</p>	<p>Please see the transitional arrangements section of the Scheme Document for full details of how existing works and works on the forward plan will be managed.</p> <p>Standard, Minor and immediate works with a permit prior to the NYLRS coming into effect that actually start within the one month of the NYLRS coming into effect date will not be subject to charge.</p>
Northern Power Grid	Scheme Document	<p>10) Given these works will largely impact carriageway excavation works on type 1 / 2 roads, an exemption period of 72 hours would encourage the correct behaviour to expediate task, backfill, reinstatement and site clearance. The table estimates that 50% of works will trigger a waiver (reduction) through the use of new technology.</p>	<p>48 hours has been discussed and agreed across the industry as a reasonable period and is now seen as a standard approach.</p>

	<p>11) Can NYC confirm what technologies will be considered appropriate to achieve the waiver? And on what basis was the 50% figured assumed? NPg activity on Lane Rental Streets The Cost Benefit Analysis (pg 51) states 2,206 ‘works done by utilities’ and will generate revenue of £4,629,090.</p> <p>12) Can NYC provide the data relating to NPg activity within this figure? This information was requested on 16/08/2024 and 30/09/2024 but we have not received a response. Immediate works The scheme document state, “Promoters are strongly encouraged to consider the carrying out of immediate works outside of specified times or days wherever possible.” Due to the very nature of reactive works, it would not be feasible to undertake these activities at non-traffic sensitive times. Our main priority is to restore the electricity supply to our customers. The scheme document states, “The Lane Rental charge free period shall begin from the start of the immediate works and shall apply for a period of 48 hours after which time the normal lane rental rules for the location will apply on and from the third calendar day. In order to minimise disputes, works Promoters claiming this waiver must, when requested by North Yorkshire Council, provide documentary evidence of the nature of the immediacy before the waiver will be granted.”</p> <p>13) What is the process for waiving the 48-hour period?’ if this is a manual validation task, is there potential for immediate works to incur the full charge? We expect an automatic exemption to apply when an immediate permit is received and granted. If works are outside of our control i.e. immediate works to make safe a street lighting column damaged in an RTC, we would expect the lane rental charges to be fully waived. Will these incidents be considered for withdrawal?</p>	<p>There are a range of technologies and these are evolving. Each proposal will be considered on its own merits.</p> <p>This is based on previous 3-year averages detailed in the Permit Scheme evaluations.</p> <p>Promoters are strongly encouraged to consider the carrying out of immediate works outside of specified times or days wherever possible. If this is not possible then a charge may apply.</p> <p>Validation will be undertaken to ensure the works did not enter a charge period.</p> <p>This would be classed as an immediate works.</p>
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Cost Benefit Analysis

Consultants Comments	Cost Benefit Analysis	<p>In response to Utility concerns regarding the total amount of potential charges, it is advised that the behavioural changes assumptions are increased which results in reduced anticipated charges to utility companies. This will also reduce anticipated income as income is aligned to charges.</p>	<p>Behaviour change assumptions have been increased to these percentages.</p> <p>A revised CBA will also be prepared.</p> <p>Anticipated additional days due to reduced efficiency (shorter days etc). Stays at 10%.</p>
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			<p>Percentage of Immediate works being completed before charge periods apply. Changes from 85% to 91%</p> <p>Works being undertaken outside the Lane Rental Charge periods, such as out of hours (not charged). Changes from 50% to 60%.</p> <p>Works being undertaken in a way that triggers a waiver, such as the use of new technology. Changed from 50% to 60%.</p> <p>Works being undertaken in a way that triggers a discount, such as collaborative working. Changes from 20% to 30%</p>
Openreach	Cost Benefit Analysis	<p><u>SITE SPECIFIC QUADRO INPUT DATA</u> <u>SAMPLE SITE DATA</u> <i>From the North Yorkshire DfT traffic count data 128 sites were selected as locations that represent lane rental site traffic flows. Some DfT sites represent a number of lane rental streets, traffic data for each of the 1,065 (7.27%) lane rental streets is shown on Tables 13 to 22.</i> Openreach disagree with this statement, traffic data for each of the 1,065 (7.27%) lane rental streets is <u>not</u> shown on Tables 13 to 22. Tables 13 to 22 show traffic slows on sections of the major routes/ A roads, not all proposed lane rental streets are A roads and or directly linked between the sited A roads in the data.</p>	<p>The sample sites for modelling purposes are sites with relevant data available and sites were selected as locations that represent lane rental site traffic flows.</p>
Openreach	Cost Benefit Analysis	<p><u>Cost Benefit Analysis</u> <u>TRAFFIC DATA</u> <i>North Yorkshire County Council have used this data and local knowledge of traffic flow and produced a list of the most congested streets on the network that represents 1,065 streets (7.27%) to geographically cover the most congested routes on the network. A list of streets is attached in Appendix C.</i> <i>Traffic data was obtained from the DfT who monitor annual traffic flows for all authorities in the UK, Local 'A' road traffic data representing the most congested streets in North Yorkshire has been used and is listed in Table 13 to 22 below.</i> Local knowledge of traffic flow is not justification for a street to be included as part of a lane rental scheme. All streets need to be traffic sensitive and there also need to be strong justification/evidence for a traffic sensitive street to then include lane rental charges. With the absence of a recent traffic sensitive streets review and no justification for all the 1065</p>	<p>One of the criteria is that a street is one on which at any time the authority estimates traffic flow to be greater than 500 vehicles per hour per lane of carriageway, disregarding bus or cycle</p>

		<p>proposed streets within this CBA Openreach are unable support any of the proposed lane rental streets.</p> <p>The list of A road traffic data in tables 13 to 22 and the QUADRO/congestion tables/appendixes that have been provided includes sample sites, it does not include strong justification and evidence for all the 1065 proposed streets, only the major routes are in these tables.</p> <p>Justification needs to be provided for all lane rental locations including timings, this would initially be gathered by carrying out a review of the traffic sensitive streets network and then supporting the inclusion of lane rental locations using the congestion figures for all locations and timings.</p> <p>Openreach do not believe that the locations where there is no evidence or justification of the actual traffic counts and or congestion can be considered for lane rental. Local knowledge does not qualify where traffic sensitivity and lane rental are concerned. Openreach would like to know if the figures in the traffic count data table are an hourly average or daily total? The data has not been made very clear in terms of what it is trying to represent and there is no easy way of identifying which USRNs are associated with the different sections or timings? Traffic counts and congestion figures should be provided for each USRN.</p>	<p>lanes. This is not an average count.</p> <p>The sample sites for modelling purposes are sites with relevant data available.</p> <p>The street USRNs and a map was provided, and the timings are detailed on the Gazetteer.</p> <p>One of the criteria is that a street is one on which at any time the authority estimates traffic flow to be greater than 500 vehicles per hour per lane of carriageway, disregarding bus or cycle lanes. This is not an average count.</p>
Northern Power Grid	Cost Benefit Analysis	<p>-The proposal will increase costs to promoters and customers.</p> <p>•Additional information on the list of lane rental streets is required for us to assess the cost impact on Northern Powergrid (NPg) activities.</p>	<p>We expect circa 90% of works on the lane rental network to not be charged due to behavioural change been applied.</p> <p>The DfT are actively encouraging Lane Rental to be adopted by Councils as it is proven to be an effective tool. The introduction of Lane Rental is seen as a key addition to the current Permit Scheme supporting the Council in its duty to co-ordinate and manage all activities on the highway, to minimise disruption. The aim is to increase collaboration with all works promoters, including the Council's highways work providers, to reduce congestion at peak hours using financial incentives. The DfT Lane Rental Evaluation 2015 states that "...<i>monitoring data from both KCC and TfL appears to show that the schemes have been successful in reducing disruption in the</i></p>

		<p>-The list of lane rental streets provided only contains limited information and is not in keeping with Department for Transport (DfT) guidance.</p> <p>-A traffic sensitive street review should have taken place prior to consultation which would have impacted the cost benefit analysis (CBA) assumptions.</p> <p>-Insufficient details mean we are unable to understand the breakdown of the utility works/potential revenue from utilities in the CBA.</p> <p>•Further clarification relating to NYLRS policy is required to help us understand the scheme and the cost benefit analysis.</p> <p>-We do not agree that blanket charge bandings should be applied to all road types.</p> <p>-We have not seen evidence to support the CBA assumption that 50% of works will be undertaken outside traffic sensitive hours.</p> <p>-The CBA expects works durations to increase, likely extending the planning process, which is contrary to the Government’s planning reform efforts.</p>	<p><i>scheme areas, and the associated costs of congestion</i>”. Discussions with promoters support this finding.</p> <p>A detailed list of streets was provided both at the USRN level and in map form.</p> <p>The March 2024 DfT Guidance requires a TSS review prior to any submission for approval.</p> <p>The CBA is a detailed assessment and meets the methodology requirements of the DfT.</p> <p>Policy is detailed on the scheme document and is in line with HAUC guidance.</p> <p>These charge banding has been shown to be very effective in currently operational schemes.</p> <p>This assumption is based on the evaluation of currently operational schemes.</p> <p>There is an acknowledgement that reduced working hours can result in increased day base durations. The net benefit to the</p>
Northern Power Grid	Cost Benefit Analysis	<p><i>Further clarification relating to NYLRS policy is required to help us understand the scheme and the cost benefit analysis.</i></p> <p>6) The charge bandings⁵ provide scope for cost reduction dependent on the disruption impact on the relevant street. We do not understand why the same charge banding applies irrespective of road classification.</p>	<p>All the lane rental streets are critical streets to the public and this charge approach has been shown to be effective in operational schemes.</p> <p>This assumption is based on the</p>

	<p>7) Clearly a road closure on a strategically significant road will generate greater disruption than that on minor road and therefore there is an increased need to expediate completion. In this scenario, if both streets are incurring the same daily charge, it will not generate the behaviour change anticipated due the ease to reinstate the type 4 road as opposed to the type 1 road. NPg would expect to see a tiered charge scheme aligned to the road classification (like the existing permit fee matrix), to maximise prioritisation of works and drive the desired change in behaviour on site.</p> <p>8) The CBA6 indicates that 50% of works will be undertaken outside traffic sensitive hours. We expect to see the evidence which supports this suggestion. Given the additional operational costs and inefficiencies in productivity, working outside of normal working hours will significantly impact operational performance. Should this target be achieved, the desire to plan works outside of normal working hours will become increasingly difficult.</p> <p>9) The CBA7 expects works durations to increase due to these inefficiencies; it states the anticipated additional days due to reduced efficiency is 10%. This practice will elongate the planning process delaying commencement of work significantly impacting customer satisfaction, and negatively affecting OFGEM compliance measures to achieve connections within our guaranteed standards.</p> <p>10) Furthermore, this is contrary to the planning reform discussions currently underway with industry, central government and the National Infrastructure Commission.</p> <p>11) Should the customer require the connection within the earliest possible timescale, which may result in the need to plan works on working days, the increase in customer cost is significant. The average cost of a single new connection to a customer is currently £1,5008, a two-day works duration utilising single file traffic control will increase the customer's costs by 166%, a three-day duration increases costs by 300%. This additional cost will burden the customer and inevitably generate dissatisfaction with both NPg and North Yorkshire Council.</p> <p>12) The CBA9 assumes 85% of immediate works will be completed within 48 hours and will be exempt from lane rental charges. We expect NYC to provide evidence to support the above assumption. Given North Yorkshire Council has full access to historical notice and permit data, please provide the current works duration for immediate works across utilities.</p> <p>13) An exemption period of 72 hours would encourage the correct behaviour and ensure activities from initial excavation through to reinstatement and clearance are undertaken safely. Whilst the drive to achieve completion within 48 hours is admirable, excavation works in type 1 or 2 carriageways require appropriate duration to achieve the necessary compliance to avert the risk of reinstatement failure and further unnecessary disruption.</p> <p>14) The proposed scheme provides scope for charge reduction or waiving of fees, should works benefit the community; highway infrastructure or protect the highway from further excavation. It is disappointing that the consultation document does not provide further clarification to enable NPg to fully understand which schemes would be applicable. We</p>	<p>evaluation of currently operational schemes.</p> <p>There is an acknowledgement that reduced working hours can result in increased day base durations. The net benefit to the travelling public is also identified. Working between peak times, for example, will greatly reduce disruption, the key desired outcome of the NYC and the DfT.</p> <p>Please discuss these specific scenarios with the Lane Rental team if they occur.</p> <p>This assumption is based on the evaluation of currently operational schemes.</p> <p>It is the first 48hours that is free. The Lane Rental charge free period shall begin from the start of the immediate works and shall apply for a period of 48 hours after which time the normal lane rental rules for the location will apply on and from the third calendar day.</p> <p>NYC retains the option to waive or reduce lane rental charges at its discretion. Consideration will be given to reducing charges for major works that deliver significant highway infrastructure improvements, substantially extend/renew</p>
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		<p>require further information to better understand what schemes will typically be considered and how the process will work.</p> <p>15) Clearly in reviewing NPg's historical works, those with the longest durations which would potentially incur the highest costs may be exempt from NYLRS charges. Understanding how this process will work will enable NPg to fully estimate the cost of undertaking network enhancement activity in North Yorkshire.</p>	<p>the longevity of an asset, or future proof a highway to protect it from being excavated again.</p> <p>Detailed operational guidance will be provided prior to go-live.</p> <p>We expect circa 90% of works on the lane rental network to not be charged due to behavioural change been applied. The DfT are actively encouraging Lane Rental to be adopted by Councils as it is proven to be an effective tool.</p>
Northern Power Grid	Cost Benefit Analysis	<p>8) NPg strongly object to any additional administrative activity outside of Street Manager, given the lack of functionality to request a waiver or record an exemption in the application, how will NYC propose to undertake this task?</p> <p>Cost Benefit Analysis</p> <p>The Appraisal summary states the number of Major; Standard and Immediate works moving to off peak times is assumed as 50%.</p> <p>To achieve this objective and reduce lane rental costs, works must either be planned to be undertaken solely during off peak hours in the working day (re-opening traffic flow to evening / morning peak) or completed outside normal working hours overnight / weekends (if not designated traffic sensitive) The reduction in working hours available will inevitably increase the timeline from planning to works completion, resulting in customer dissatisfaction. As a result of reduced working hours and the expected increase in work durations, road space will become 'booked,' resulting in further delay to achieving a plan date. Ultimately, this will result in inefficient working practices, increasing operating costs through reduced productivity resulting in delayed completion of works.</p> <p>9) On what basis or evidence is there to suggest 50% of works can be undertaken outside traffic sensitive hours? We have not seen evidence to support the CBA assumption that 50% of works will be undertaken outside traffic sensitive hours.</p> <p>Potential Behavioural Changes</p> <p>One of the potential behavioural changes in the table is that 85% of immediate works are completed before charge periods apply.</p> <p>The above implies that 85% of immediate works are completed within 48 hours. NPg does not feel that it is realistic to achieve this change given the nature of immediate works.</p>	<p>The DfT are actively encouraging Lane Rental to be adopted by Councils as it is proven to be an effective tool. The introduction of Lane Rental is seen as a key addition to the current Permit Scheme supporting the Council in its duty to co-ordinate and manage all activities on the highway, to minimise disruption. The aim is to increase collaboration with all works promoters, including the Council's highways work providers, to reduce congestion at peak hours using financial incentives. The DfT Lane Rental Evaluation 2015 states that "...<i>monitoring data from both KCC and TfL appears to show that the schemes have been successful in reducing disruption in the scheme areas, and the associated costs of congestion</i>". Discussions with promoters support this finding.</p> <p>This is the experience of existing schemes.</p>

Cost Benefit Analysis Summary

	No comments received.	
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Proposed Charges Policy

Openreach	Charges and Policy Table	<p>Charges Policy and Table LANE RENTAL CHARGE TABLE Band 1 (Road Closure or Single Carriageway Road Occupancy) – Charge of £2,500 DfT Lane Rental Scheme Guidance states that: - <i>'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'</i> Openreach needs to see the strong justification for levying the maximum charge for Band 1. Why has a lower charge not been considered, as with other Lane Rental Schemes 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 England (Surrey - £1,500 per day), and Kent CC charge between £300 - £800 for a Lane Closure. DfT Lane Rental Guidance states that <i>'lane rental costs are targeted and avoidable and are not simply being employed as a money-raising tool'</i>.</p>	<p>The experience of currently operational schemes was considered and the impact on behavioural change by daily charges.</p> <p>Lower changes reduce the financial incentive for behavioural change.</p> <p>We have followed the experience in West Sussex that is a highly successful scheme, not the trial scheme in Kent although this was considered.</p>
Northern Power Grid	Charges and Policy Table	<p>5) What is the justification for not using a matrix table (as per the existing permit scheme) to differentiate works / costs based on road classification? We do not agree that blanket charge bandings should be applied to all road types. Application of charges Similar lane rental schemes in Surrey and West Sussex waive charges on Sundays and all Bank/Public Holidays. The lack of consistency affects utilities working across multi regions. In addition, access to plant and resources such as tarmac is severely limited on bank holidays, restricting the ability of utilities to expediate works. Is it appropriate to charge utilities, when there is a lack of plant availability to reinstate works? 6) What justification / analysis has been undertaken to determine the appropriateness to charge 7 days a week?</p> <p>Scope for waiving / reducing costs NYLRS documentation 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.' 7) Will NYC provide any guidance to confirm what types of schemes will be considered and how the utility will approach the scheme manager for agreement?</p>	<p>New guidance requires the option to charge on Sundays and all Bank/Public Holidays, so this has been followed.</p> <p>It will be specific to each street and applied if appropriate, such as to a busy shopping and recreational street on a Saturday.</p> <p>Each proposed scheme will be considered on its own merits. An open dialogue is encouraged at the earliest</p>

		<p>Process for waiving / reducing costs What is the process for managing waived / reduced costs? If collaboration works are undertaken or if traffic signals/road closure are only in place for a period of the full works duration, how will the reduced costs be captured?</p>	<p>opportunity.</p> <p>Text in the free text field is the expectation currently.</p>
Northern Power Grid	Charges and Policy Table	<p>Surplus Revenue Policy Lane rental scheme: guidance for English highway authorities, Application of surplus funds section, states, "As part of their scheme, authorities will need to summarise the arrangements for determining how surplus funds will be applied. They will be expected to establish joint working arrangements under which both the highway authority and works promoters are actively consulted on how surplus funds are applied and demonstrate the governance arrangements that will be put in place to ensure compliance with the legislation." 14) Will NYC provide guidance on how will this work, can promoters apply for funding for e.g. the introduction of new technology? What are the arrangements for setting up the NYLRS Governance Group? Will utilities be informed of successful applicants/initiatives to not only increase knowledge sharing but provide parity and openness? Collaborative Works The scheme document says, "Collaborative works that are carried out concurrently and / or consecutively by two or more works Promoters at the same location can apply to have charges reduced for the period of collaboration." 15) Please can you detail the process for managing lane rental charges and discounts for collaborative works? Charges policy Please clarify the process for tracking Lane Rental charges to be applied. NPg strongly object to any additional administrative activity outside of Street Manager. 16) How will NYC propose to undertake this task? Remedial & Interim to Permanent Works Should a utility be instructed to undertake a temporary reinstatement, or a recent reinstatement is damaged by a third party; we do not agree that follow on lane rental fees should be applicable. In addition, if the initial reinstatement was completed during inclement weather to expedite the completion of the works, the charge to undertake permanent activity should be reduced or waived as this was beyond the control of the utility company. 17) Will NYC consider a reduction or waiving of charges should the need for additional reinstatement activity be outside of NPg's control? Response to Major Incidents Should there be a major incident such as flooding that prevents us from attending a site to carry out works or remove traffic management, for example, we do not agree that lane rental charges should be applicable.</p>	<p>Yes, and yes, promoters can apply to the fund. Utilities are expected to sit on the governance group for the surplus fund.</p> <p>A discount will need to be applied for during the permit application for all the related works.</p> <p>Pre invoicing will be provided with time given to validate and respond in a similar way to the permit invoicing process.</p> <p>Authority imposed or inclement weather temporary reinstatements will be discussed and charges potentially waived.</p> <p>In exceptional circumstances such as flooding reinstatements will be discussed and charges potentially waived.</p>

		<p>18) Will NYC consider a reduction or waiving of charges in the event of a major incident outside of NPg's control? Work by NYC or third-party developers The scheme document says, "...North Yorkshire Council will apply the same Lane Rental charge to its own works and works carried out under a Section 278 Highways Act agreement, as it does to statutory undertaker works".</p> <p>19) Is there a control process in place to ensure that NYC works are being treated in the same way as promoter works when it comes to the application of lane rental charges? Will NYC release data to detail the number and reasoning of works with either waived or reduced charges?</p>	<p>The permit scheme process will continue and all works will be treated in line with the NYLRS charges policy.</p> <p>We expect circa 90% of works on the lane rental network to not be charged due to behavioural change been applied. The DfT are actively encouraging Lane Rental to be adopted by Councils as it is proven to be an effective tool.</p>
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Lane Rental Scheme Evaluation Plan

	No comments received.	
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List of Proposed Lane Rental Streets

Upper Wharfedale Bus CIC	Proposed Lane Rental Streets	<p>We appreciate the opportunity to participate in this consultation as road works and road closures present significant challenges for us in delivering a contracted local bus service for NYC. We are fully supportive of the lane rental concept and believe it could be of substantial benefit. There are two issues however which we would wish to raise about the proposal: one specific to our situation, the other about the general operation of the scheme as described in the consultation documentation.</p> <p>Firstly then, we are very surprised and disappointed to see that the 86160 between Threshfield and Buckden is not included in the scheme. Whilst we recognise that this is not an A road and in relative terms does not carry as much traffic as many of the other roads included in the scheme, there are some specific factors which would justify its inclusion.</p> <p>The B6160 (together with the B6265 from Skipton - Threshfield) is the main north/south route through the centre of the Dales. It carries traffic between the Skipton area up towards Hawes, Leyburn, Richmond and Catterick.</p> <p>Between Buckden and Kettlewell both water and telecommunication services are under the carriageway resulting in frequent disruption. In several places, the road is not wide enough to allow safe working regulations to be met without closure, even when the works are limited to one side of the carriageway. This leads to closures for works which in most places would not require closure.</p>	<p>Thank you for drawing our attention to this important street.</p> <p>We have identified proposed streets for inclusion in the Lane Rental Scheme based on a number of criteria including being currently classified as Traffic-Sensitive. We will consider them in future wider reviews of the highway network and specifically reviews of Lane Rental Streets.</p>
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Buckden Parish Council	Proposed Lane Rental Streets	Buckden Parish Council would like to support the position of Upper Wharfedale Bus Company with respect to including the B6160 in the proposed Lane Rental Scheme, as detailed in their letter to you dated 2nd September 2024. This road a key access route and as such is severely affected by road closures.	Thank you and thank you for drawing our attention to this important street.
Northern Power Grid	Proposed Lane Rental Streets	Request for information In reference to the attached list of LR streets, please can you specify the Road class; Traffic sensitivity designation & the LR designation record as below	This information will be detailed on the National Street Gazetteer prior to Go-Live.

Yorkshire Water	Proposed Lane Rental Streets	Hope you are well. Just wondering if the proposed lane rental streets are under any time restrictions or is it just for the full day or restricted to say peak hours ie 7am-9am etc?	<p>Lane Rental streets are chargeable at these times as detailed in the Gazetteer.</p> <ul style="list-style-type: none"> • AM Peak - 07:30 to 09:30 • PM Peak - 15:30 to 19:00 • Inter-peak - 09:30 to 15:30 • Off-Peak - 19:00 to 07:30 • Saturday Recreational - 09:00 to 22:00
Councillor	Proposed Lane Rental Streets	<p>Thank you for providing all this information about the Lane Rental scheme. My question is, why can the scheme not be applied to all roads?</p> <p>At present I am involved with a problem of a potential road closure in Upper Nidderdale. This is not the first time that there have been issues with road closures in the division I represent over the last two years. At present there is a proposed closure in Lofthouse, which would block the road to Masham for about a month. The diversion involves a round trip of many miles. Although the number of people using this route is small, for those that do, it is very important to their daily activities. What is the rationale for not applying the lane rental scheme to all highways closures?</p>	<p>Unfortunately, the current legislation and operational guidance from the Department for Transport will only allow us to identify 5% of our overall network as Lane Rental. In our application to the Secretary of State, North Yorkshire Council have requested that we allocate 7.25% of our streets as Lane Rental streets, which is already above the required threshold. The justification for this being, we are an extremely large Authority and as you have alluded to, we have a lot of rural roads which act as the only way in and out for a lot of conurbations, therefore works on these roads can be extremely disruptive.</p> <p>The legislations states that Lane Rental can only apply to those roads that are already designated as "Traffic Sensitive." Traffic sensitivity also has strict criteria that require meeting to be allocated as such.</p> <p>It may be that the locations you have mentioned are not designated as such and therefore cannot be considered for Lane Rental; however, as part of our proposals, North Yorkshire will be</p>

			<p>reviewing the Lane Rental Streets annually and we are currently undergoing a traffic sensitive review, following some changes being made to the existing criteria.</p> <p>It may be the case that whilst some streets are not allocated as Lane Rental, they potentially could be in the future.</p>
Environment Agency	Proposed Lane Rental Streets	<p>Thank you for your consultation documents. I have studied the map from a Flood Asset Performance view. I haven't cross referenced the streets because it doesn't seem to list them by town – Selby, Cawood etc are missing from the excel spreadsheet, even though they have red lines the map. It might be because I can only read the PDF versions and not access the original link.</p> <p>Boroughbridge, Selby, Cawood, Malton are places where we operate our pumps or gates or demountables during a flood event. This is to protect properties from flooding.</p> <ul style="list-style-type: none"> • Is there an option to exempt any emergency, maintenance, or operation work on Flood Defences where we have to partially close/close the road? <p>For example, during high river events we place pumps in Boroughbridge that obstruct the road. Our rising flood gate in Cawood blocks the road bridge as well as the demountable defences in Selby that also blocks the road bridge. In addition to operational events, any work that needs doing to these assets in 'dry time' to make sure they are operable when needed, would also result a in a road closure so we can safely desilt, test they work etc. Can this kind of flood maintenance and operational work be exempt from the Lane Rental Charges please. Happy to discuss if you require more detail.</p>	<p>Thank you for drawing our attention to this important street.</p> <p>We have identified proposed streets for inclusion in the Lane Rental Scheme based on a number of criteria including being currently classified as Traffic-Sensitive. We will consider them in future wider reviews of the highway network and specifically reviews of Lane Rental Streets.</p> <p>NYC retains the option to waive or reduce lane rental charges at its discretion. 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>
Starbotton Parish Council	Proposed Lane Rental Streets	<p>Good morning,</p> <p>In response to the current consultation on the Lane Rental Scheme, Kettlewell with Starbotton Parish Council write to request that the B6160 be included in the Lane Rental Scheme for the reasons explained in the response from the Upper Wharfedale Bus CIC.</p> <p>The B6160 is the main north/south route through the centre of the Dales and road closures result in severe disruption to rural communities and on occasion a diversion of around 60 miles has been in place.</p>	<p>Thank you for drawing our attention to this important street.</p> <p>We have identified proposed streets for inclusion in the Lane Rental Scheme based on a number of criteria including being currently classified as Traffic-Sensitive. We will consider them in future</p>

			wider reviews of the highway network and specifically reviews of Lane Rental Streets.
Northern Power Grid	Proposed Lane Rental Streets	<p>Additional information on the list of lane rental streets provided is required to enable us to assess the cost impact on Northern Powergrid (NPg) works.</p> <p>1) The list of lane rental streets¹ provided only tells us the unique street reference number (USRN), street name, and town. To fully assess the impact of the proposed lane rental scheme, we require the list to detail the traffic sensitivity selection criteria, e.g. >500 vehicles/hr, and designations e.g. if it applies to the whole street or part street, that apply to the selected streets.</p> <p>2) The detailed dataset is required to analyse historical works on the specified streets to understand the potential cost impact on NPg operations. To date we have only been able to assess street data against NPg works previously recorded in Street Manager. Not only are we unable to validate 35% of the streets identified, but several streets also included do not appear to meet the necessary selection criteria.</p> <p>3) We expect a traffic sensitive street review to have taken place prior to consultation but this is not the case, which means that the list of lane rental streets and the CBA is flawed. As detailed in the Code of practice for the co-ordination of street and road works², section 5.4.2 the criteria for designation, amendments made in 2022, removed three criteria previously used to signify traffic sensitivity. We understand a traffic sensitive street review must be undertaken between one to three years to ensure accuracy.</p> <p>4) Discussion at the recent Department for Transport roadshow (11 October 2024), identified the requirement for authorities to undertake a traffic sensitive review. Sally Kendall (Head of Street Works Policy at Department for Transport (DfT)), stated it was “fundamental that authorities undertook a regular review between one to three years”. The DfT’s lane rental schemes guidance on traffic-sensitive streets³, states that prior to any submission for approval, an authority must undertake a review of their traffic-sensitive street designations and ensure updates have been made to reflect recent changes in legislation.</p> <p>5) A breakdown of the utility works/potential revenue from utilities, estimated to accrue a value of £4,629,0904 is required. This data would enable us to assess the impact of the scheme on our operating costs following validation of the identified works relating to NPg.</p>	<p>The traffic-sensitive justification is detailed in the street data on the gazetteer. The map provided detailed the street location and extent.</p> <p>The lane rental proposals relate to the management of future works. These future works are a commercial decision of promoters and is information not held by the Council.</p> <p>The March 2024 DfT Guidance requires a TSS review prior to any submission for approval and this will be completed in line with amendments to the regulations.</p> <p>This is correct.</p> <p>The lane rental proposals relate to the management of future works. These future works are a commercial decision of promoters and is information not held by the Council. The CBA is based on an anticipated volume of works on a percentage of the network from all promoters.</p> <p>The charges are a driver of behavioural change to reduce disruption so any reduction in charges reduces the incentive.</p>

<p>Northern Power Grid</p>	<p>Proposed Lane Rental Streets</p>	<p>2) We would expect NYC to reopen the consultation upon issue of a populated street designation record to enable a thorough assessment of the NYLRS proposals.</p> <p>Traffic Sensitive designation</p> <p>Page 27 of the scheme document says, “Lane Rental can only be applied to streets that are already Traffic-Sensitive. NYC will review Traffic Sensitivity regularly, between everyone (1) to three (3) years, to ensure it is accurate and up to date”.</p> <p>As detailed in the Code of practice for the co-ordination of street and road works, section 5.4.2 The criteria for designation, amendments made in 2022, removed three criteria previously used to signify traffic sensitivity:</p> <ul style="list-style-type: none"> is designated by the authority as part of its winter maintenance programme is on a tourist route or within an area where major events take place is covered by a congestion charge <p>Over 400 streets records contain the ‘winter maintenance / tourist route designation’, are these streets appropriate to include in the lane rental scheme? An example includes Welham Road, Norton (33303086), designated as Traffic Sensitive solely due to the ‘STREET IS DESIGNATED FOR WINTER MAINTENANCE PROGRAM & STREET IS ON A TOURIST ROUTE OR MAJOR EVENTS TAKE PLACE. (Every day from 07:00 to 19:00).’ As per the criteria for designation these are no longer criteria that signify traffic sensitivity. Without the full dataset of designation records, we are unable to assess the streets selected.</p> <p>3) When did NYC last undertake a full traffic sensitive street review? And why has NYC decided not to conclude the review prior to Lane Rental consultation?</p> <p>Percentage of streets included in the NYLRS</p> <p>The percentage of streets included in national schemes vary by HA from 5 to 7.5%, what evidence and justification is there to set NYLRS at 7.27%?</p> <p>4) Given the traffic sensitivity review was not concluded prior to consultation, can NYC confirm the criteria used to select the 1064 streets identified as part of the NYLRS scheme?</p> <p>Charge categorisation</p> <p>The charge bandings do not consider the road classification. Irrespective of working on Skipton Road, Harrogate (Type 1) or Firth Street, Skipton (Type 4) typical activity on site will cost either £2000 or £2500 per day. What is the rationale behind charging the same level daily fee, how can works on a minor road equate to the same level of disruption as on a strategic route? The same traffic sensitive designation is used against both class 1 and 2 roads as 3 and 4 roads.</p>	<p>Noted.</p> <p>The March 2024 DfT Guidance requires a TSS review prior to any submission for approval and this will be completed in line with amendments to the regulations. All lane rental street are critical and strategically significant streets.</p> <p>The percentage is a result of identifying the critical and strategically significant streets.</p> <p>Road classification does not relate to charges. The government considers that charges must be applied only when works occupy the highway at peak periods, with exemptions from charges at other times, to provide financial incentive to carry out works at less disruptive times. According to data from Street Manager, there were 2.2 million street and road works carried out in England between April 2023 and March 2024. These can cause significant disruption to peoples journeys and congestion.</p>
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<p>Northern Power Grid</p>	<p>Proposed Lane Rental Streets</p>	<p>NYLRS: Street designation/selection Department for Transport (DfT) guidance provides criteria for lane rental street inclusion. Lane rental schemes: guidance for English highway authorities, Traffic-sensitive streets section states, "Streets identified as subject to lane rental charges will need to meet the criteria and designation of either a traffic-sensitive street or a strategically significant street. Where such criteria cannot be demonstrated for the whole 24-hour period, we expect that, at these times, the road would be exempt from lane rental charges. Strategically significant streets are defined as including streets that have been designated as traffic sensitive in accordance with the criteria set out in regulation 16 of The Street Works (Registers, Notices, Directions and Designations) (England) Regulations 2007, as well as streets that fall into reinstatement categories 0, 1 or 2 as defined in the specification for the reinstatement of openings in highways (SROH). The code of practice for the coordination of street works sets out guidance around traffic-sensitive street designation." The NYLRS documentation does not provide justification for lane rental street selection. As a result of the failure to provide a detailed lane rental designation record for each street, Northern Powergrid (NPg) has only been able to validate designation data against works previously completed. Validating these works against the following criteria, we have identified a proportion of streets which do not appear to fall under the criteria of:</p> <ul style="list-style-type: none"> •Strategically significant (based on reinstatement categories 0, 1 or 2) •> 500 vehicles/hr •Single carriageway two-way road, carriageway < 6.5m wide, having a total traffic flow in both directions of not less than 600 vehicles per hour •More than 25% of the traffic flow in both directions consists of heavy commercial vehicles •Traffic flow in both directions includes more than eight buses per hour •Within 100 metres of a critical signalised junction or a critical gyratory or roundabout system •Pedestrian flow of at least 1,300 people per hour, per metre width of footway <p>An example includes, Firth Street, Skipton (9601279) which is a type 4 carriageway and contains no designation data to confirm selection a lane rental street. NPg are unable to fully assess the implications of the proposed lane rental scheme without provision of a lane rental street list detailing the traffic sensitivity designation record associated with the 1064 streets to assess inclusion within the proposed scheme. We would expect NYC to reopen the consultation upon issue of a traffic sensitivity designation record to enable a thorough assessment of the NYLRS proposals.</p> <p>Lane Rental Street designation record The consultation document, including the list of lane rental streets, fail to provide the information required to allow NPg to accurately assess the impact of the lane rental scheme. The list does not contain traffic sensitivity times, partial or full street data and days in the</p>	<p>Noted.</p> <p>The proposed streets were detailed in map and list form.</p> <p>Correct and the National Street Gazetteer will be updated prior to go-live.</p> <p>The lane rental proposals relate to the</p>
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		<p>week applicable. A request for this detail was submitted on 08/08/2024 to lanerental@northyorks.gov.uk and no response has been received to date. As detailed in the scheme document on page 7 and as per the DfT guidance, the designation record will identify:</p> <p>if it applies to the whole street or part street. If it applies to the carriageway or cycle track. If it is a tidal record, it will identify the direction affected and the Lane Rental operational times, for example eastbound from 06:30 to 09:30. The days and times when Lane Rental will apply. The applicable charge.</p> <p>The NYLRS dataset only contained the street name and USRN reference. As result NPg have only been able to validate the list of lane rental streets against works previously undertaken to identify road designation data. Of the 1064 streets identified, NPg have undertaken works on 689 of the listed roads, we have therefore been unable to validate impact of works on the remaining 375 streets. NPg are unable to fully assess the implications of the proposed lane rental scheme without provision of the street designation record associated with the 1064 streets to undertake thorough analysis of the potential impact on NPg forecasted works.</p>	<p>management of future works. These future works are a commercial decision of promoters and is information not held by the Council.</p> <p>Noted.</p>
Openreach	Proposed Lane Rental Streets	<p><u>LR Streets Final Simplified 27052024</u></p> <p>The <i>Lane rental schemes: guidance for English highway authorities</i> provides advice as to the conditions under which the Secretary of State is likely to approve (or not approve) a proposal to operate lane rental.</p> <p>Within this guidance document several prerequisites are set out in which to advice an authority of the correct actions to take to gain approval of their Lane rental scheme. One of these prerequisites is about the traffic sensitive street network of the authority.</p> <p><i>Traffic-sensitive streets</i></p> <p><i>Prior to any submission for approval, an authority must undertake a review of their traffic-sensitive street designations and ensure updates have been made to reflect recent changes in legislation. The changes removed certain eligibility criteria, meaning an authority needs to ensure its network correctly applies traffic-sensitive designation.</i></p> <p>Openreach are unaware that North Yorkshire have recently undertaken a review of their traffic sensitive street designations and as such Openreach do not believe that a cost benefit analysis for the implementation of a lane rental scheme can be undertaken at this stage. Can North Yorkshire confirm when the last traffic sensitive review was carried out on the road network?</p> <p>Many of the streets that North Yorkshire currently have designated as traffic sensitive will no longer meet the criteria for traffic sensitivity under that of which they were initially designated. This is why it is an important requirement for the traffic sensitive review not only to be carried</p>	<p>Correct.</p> <p>This has been completed prior to submission to the Secretary of State.</p> <p>A full traffic sensitive streets review has been completed removing these streets that do not meet the criteria.</p> <p>Traffic counts are not a requirement for</p>

	<p>out but undertaken correctly, with the use of traffic counts and or locations identified within 100m of a critical signalised junction on all proposed traffic sensitive streets and times. Below are some examples of streets that are being proposed for lane rental charging that highlight the requirement for a full traffic sensitive streets review to be carried prior to lane rental implementation.</p> <p>16281174 - ROAD FROM STRIKES ROUNDABOUT TO YARM LANE Currently designated as STREET IS DESIGNATED FOR WINTER MAINTENANCE PROGRAM & STREET IS ON A TOURIST ROUTE OR MAJOR EVENTS TAKE PLACE. (Everyday from 07:00 to 19:00)</p> <p>Traffic count data is available for this location via the Department for Transport road traffic statistics website the latest manual traffic count data available on the site from 2022 shows an hourly average all vehicle count of 255 per hour, with the highest hour recorded as 364. There is also an estimated count in 2023 using the previous year's annual average daily flow which shows an hourly average all vehicle count of 292 per hour.</p> <p>Due to the original criteria for traffic sensitive street designation on this street being a winter maintenance/tourist or major event criteria, which has now been removed from designation legislation, Openreach no longer feel that this particular USRN and associated USRNs should be classified as traffic sensitive, unless a new traffic count was carried out displaying the required level of traffic per hour or if the street was in 100m of a critical signalised junction.</p> <p>33700435 - HINDERWELL LANE – Winter maintenance/tourist or major event 33700181 - RUNSWICK LANE - Winter maintenance/tourist or major event 33700317 – ELLERBY LANE - Winter maintenance/tourist or major event</p> <p>Again, the above streets in the Hinderwell/Runswick bay area are all currently designated as traffic sensitive under a criterion that has now been removed from the designation regulations, there is no DfT traffic count available at these locations, these are category 4 roads. Openreach no longer feel that these USRNs should be classified as traffic sensitive, unless a new traffic count was carried out displaying the required level of traffic per hour on the streets.</p> <p>34206014 – BONDGATE is the same as above, Traffic count data is available for this location via the Department for Transport Road traffic statistics website the latest manual traffic count data available on the site from 2019 shows an hourly average all vehicle count of 171 per hour, with the highest hour recorded as 217.</p> <p>9600545 - CHURCH STREET 9600552 - DUKE STREET</p> <p>The above streets in Settle are currently designated under the criteria STREET > 500 VEHICLES/HR & IS DESIGNATED FOR WINTER MAINTENANCE PROGRAM. Traffic count data is available for this location via the Department for Transport Road traffic statistics website the latest manual traffic count data available on the site from 2023 shows an hourly average all vehicle count of 196 per hour, with the highest hour recorded as 267.</p>	<p>designation as traffic sensitive.</p> <p>A full traffic sensitive streets review has been completed removing these streets that do not meet the criteria.</p> <p>One of the criteria is that a street is one on which at any time the authority estimates traffic flow to be greater than 500 vehicles per hour per lane of carriageway, disregarding bus or cycle lanes. This is not an average count.</p> <p>Noted.</p> <p>A full traffic sensitive streets review has been completed removing these streets that do not meet the criteria.</p> <p>Traffic counts are not a requirement for designation as traffic sensitive.</p> <p>One of the criteria is that a street is one on which at any time the authority estimates traffic flow to be greater than 500 vehicles per hour per lane of carriageway, disregarding bus or cycle lanes. This is not an average count.</p> <p>Traffic counts are not a requirement for designation as traffic sensitive.</p>
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