Transport for London Lane Rental Scheme

Monitoring Report – 1 April 2020 to 31 March 2021

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Date: 13 July 2022

EVERY JOURNEY MATTERS

Transport for London Lane Rental Scheme (TLRS)

Within 2020/21...

£9.4 million investment approved to improve roadworks

8 Average number of collaborative work sites per period

Percentage of works that avoided a TLRS Charge

98% TfL **83% Utility**

76 Average number of days of disruption avoided per period

59 Lane Rental Days saved

74% Lane Rental waivers approved – totalling £4.7 million

Compared to before the Lane Rental Scheme (2010/11)...

Works completed within TLRS segments

-42% TfL **-8% Utility**

-18% Decrease in vehicles within TLRS Segments

Works taking place overnight in TLRS segments **+27%**

-5 to -8% Decrease in journey times in both TLRS and non-TLRS segments in AM and PM peaks

Customer Satisfaction improved by the following percentage points

29

'Repeated roadworks on the same stretch of road within the same year'

27

'Seeing streets partially closed, but no-one working there'

27

'Takes too long to carry out the work'

Contents

1. Document Control

1.1 Author

Jennifer MacInnis – Data Scientist, Operational Analysis

1.2 Document Summary

This document provides updated information on the impacts of the Transport for London Lane Rental Scheme for the period 1 April 2020 to 31 March 2021.

1.3 Reference Documents

Transport for London Lane Rental Scheme
TLRS Cost Benefit Analysis v2.1, Jan 2012
TLRS First Annual Monitoring Report v0.5, Feb 2014
TLRS Interim Monitoring Report Oct 2013 to Jun 2014, Mar 15
TLRS Monitoring Report Jul 2014 to Mar 2015, Oct 2015
TLRS Monitoring Report Apr 2015 to Mar 2016, Oct 2016
TLRS Monitoring Report Apr 2016 to Mar 2017, Sept 2017
TLRS Monitoring Report Apr 2017 to Mar 2018, Nov 2018
TLRS Monitoring Report Apr 2018 to Mar 2019, Feb 2020
TfL Lane Rental Scheme Supplementary Guidance V5.0, Jul 2016
Department for Transport Lane Rental Schemes Guidance for English Local Highway Authorities, Aug 2018

1.4 Distribution

Glynn Barton – Director of Network Management
Nick Owen – Head of Network Performance
Karl Kulasingam – Roadworks Performance Manager, Network Performance
Gerard O'Toole – Network Regulation Manager, Network Performance
Helena Kakouratos – Coordination and Permitting Manager, Network Management
Andy Emmonds – Operational Analysis Manager, Network Performance
Rebecca Davis – Analysis Lead, Network Performance

1.5 Document Quality Assurance

Step	Step Description	Undertaken by	Date	Remarks
1	RD review	RD	21/02/2022	JM to update and pass to AE
2	AE review	AE	21/02/2022	JM to update
3	KK review	KK	30/03/2022	JM to update
4	Final review	KK / LAW	13/07/2022	Final version ready to be published

2. Executive Summary

This is the latest in the series of data-led evaluation reports covering the period of 1 April 2020 to 31 March 2021 which monitors the Transport for London Lane Rental Scheme (TLRS). Motorised road traffic fell rapidly from mid-March 2020, as businesses and individuals adapted to the Covid-19 pandemic. At the lowest levels, in the week following the lockdown announcement, TLRN road traffic vehicle kilometres fell to around 50 per cent of pre-pandemic levels on weekdays and 35 per cent on weekends. As a result, the road network and associated strategies completely changed from March 2020 onwards. It has also been difficult to make direct comparisons to previous year due to the significant changes seen on the road network and travel behaviours.

Analysis has shown that for the period 1 April 2020 to 31 March 2021:

- 98 per cent of TfL works and 83 per cent of utility works taking place in TLRS segments avoided incurring a TLRS charge
- A total of 148 applications to waive Lane Rental charges were submitted with 74 receiving approval (£4.7 million waived charges) – the highest number waived since 2016/17
- The Lane Rental surplus funded 28 applications totalling over £9.4 million for roadworks congestion busting projects- the largest amount since the start of the scheme. This surplus funded 4 Fast Track applications and 4 Extraordinary Measures totalling £760,000 and £250,000 respectively
- 59 days of Lane Rental were saved through early discussions with works promoters, with an estimated value of over £110,000 in charges avoided.

Compared to a baseline of 1 October 2010 to 30 September 2011:

- Since October 2013 over 11,700 days of Lane Rental were saved through early discussions with works promoters
- There has been a 27 percentage point increase in planned utility works taking place overnight on TLRS segments since the scheme was implemented (from 11 to 38 per cent)
- The total number of works undertaken has decreased by 34 and 38 per cent in TLRS and non-TLRS segments respectively. Between 2016/17 and 2020/21 there has been a 36 per cent reduction in the total number of permits or variations for works on the TLRN, demonstrating that there has been a significant drop in the number of works taking place in 2020/21 across the entire TLRN
- Frustrations associated with 'Takes too long to carry out the work' and 'Unexpected delays to your journeys by bus, cycle, driving or walking' have experienced the greatest improvements in customer satisfaction since the TLRS was implemented (down 4 percentage points). It is reasonable to assume that the implementation of TLRS has had a positive influence on these results
- Vehicle flows have decreased by 18 and 12 per cent in TLRS and non-TLRS segments respectively. Covid-19 and the associated restrictions had a huge impact on vehicle flows within 2020/21
- Average journey times in both TLRS and non-TLRS segments have decreased in all peaks when compared to the baseline. This is assumed to be due to COVID-19 restrictions and a decrease in vehicle flows across the TLRN.

3. Introduction

3.1 Scheme Scope

The Transport for London Lane Rental Scheme (TLRS) was introduced on 11 June 2012. The TLRS was designed to minimise disruption caused by roadworks and streetworks in specified traffic-sensitive locations by applying a daily charge for each day that the street is occupied by an activity promoter's works. The daily charge is not applied if the works take place outside traffic-sensitive times providing all activity promoters with an incentive to change behaviour and adopt less disruptive practices.

The same permitting regime is applied to all works on the Transport for London Road Network (TLRN), whether they are in the TLRS or not. TfL liaise with works promoters to reduce the length of time that the carriageway is occupied, especially in traffic-sensitive times; this typically includes changing works timings to overnight, off-peak or weekends.

The three charge bands and their typical times are shown in Table 1. During the development of the TLRS, segments of the TLRN are ranked by sensitivity. Charge band 2 is allocated to the most sensitive areas of the network and is therefore chargeable at a higher rate of £2,500 per day – this makes up approximately 17 per cent of the TLRN. Charge band 1 is allocated to approximately 60 per cent of the TLRS and charge band 2 and 3 make up the remaining 30 and 10 per cent respectively.

Table 1: Lane Rental Charges

Charge Band	Type	Daily Charge	Typical Charging Times	
			Monday to Friday	Saturday and Sunday
1	Segment	£800	06:30-10:00 and15:30-20:00	12:00-18:00
2	Segment	£2,500	06:30-22:00	12:00-18:00
3	Pinch point	£2,500	07:00-20:00	12:00-18:00

The Government consulted on the future of Lane Rental schemes between 2 September and 28 October 2017. It was decided that TfL and Kent County Council could retain their existing schemes and allow other local authorities to bid for and set up their own Lane Rental schemes.

A series of changes to TfL's Lane Rental scheme came into force from May 2021 after TfL's plans to improve the scheme were approved by the Department for Transport (DfT) in February 2021. These include an expansion of the area it covers and incentives for the highest safety standards.

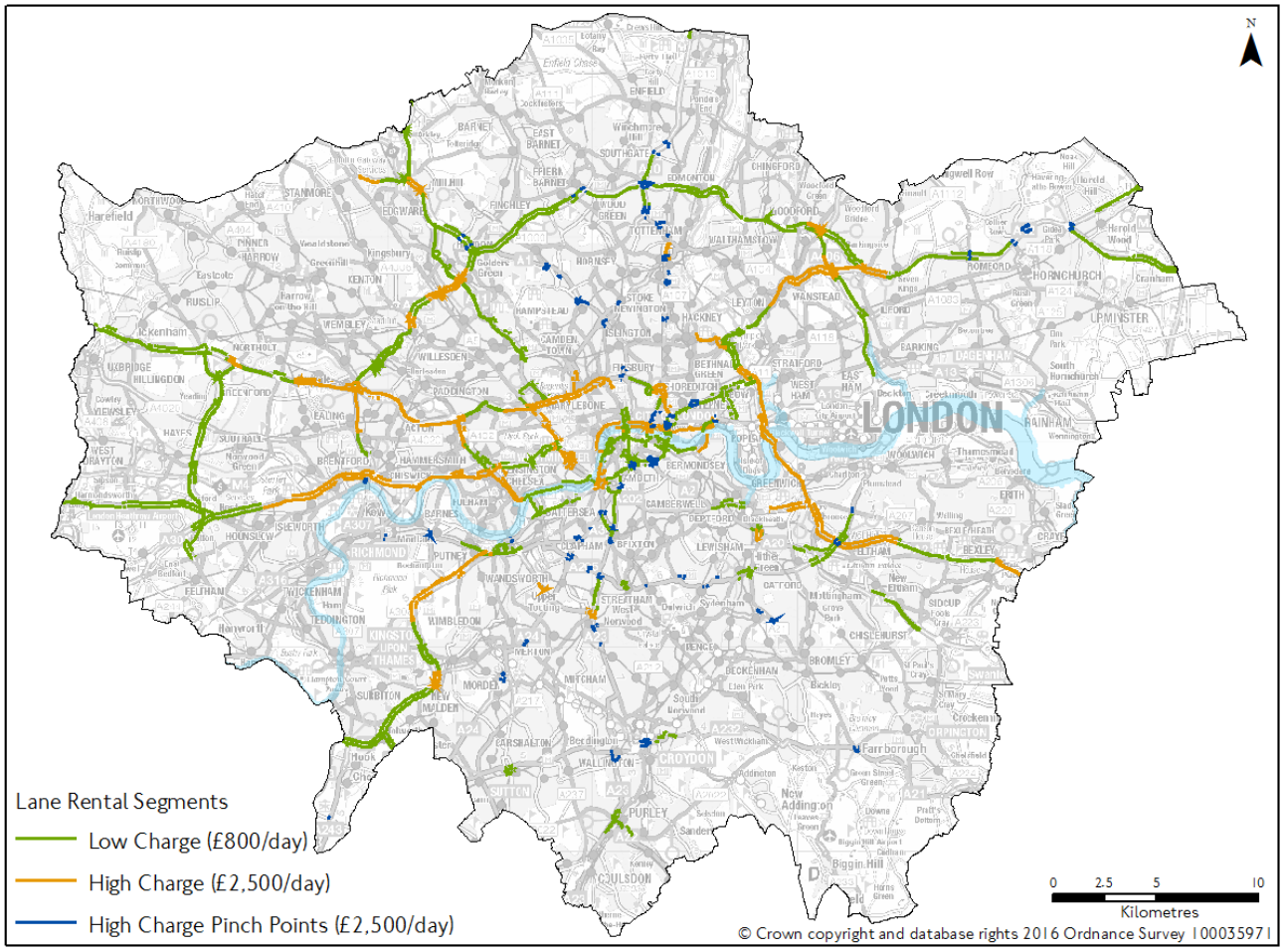
Since 2014, number of new cycle routes have been constructed, and there are routes and locations where walking, cycling and public transport are more popular than ever. Traffic patterns were changing and the need to manage congestion in order to support freight and servicing was important. TfL wanted to build upon the benefits of the previous scheme by driving further improvements to help contribute towards the Mayor's Vision Zero Action Plan, which aims to

eradicate all deaths and serious injuries from our streets by 2041. Vulnerable road users and people who walk or cycle can be exposed to increased risk when encountering unfamiliar conditions caused by road works. TfL considered that the Lane Rental scheme required updating to reflect the changing use of roads in London and the increased use of sustainable modes of transport, while ensuring that the city can continue to grow and develop, and that London's core infrastructure is developed and maintained.

For the purposes of this report, and to align with previous TLRS reports, analysis has been restricted to non-TLRS and TLRS whereby non-TLRS refers to areas of the TLRN which have never been part of the TLRS (both 2012 and 2014 versions). This provides a clear comparison between parts of the road network where Lane Rental operates compared to the remaining network that is not subject to Lane Rental.

The latest TLRS areas (adopted in July 2014) can be seen in Figure 1 below.

Figure 1: Lane Rental Segments by Charge Bands - July 2014 to Present



3.2 Reporting Periods

This report is an annual monitoring report which aligns to TfL's financial year and covers the period 1 April 2020 to 31 March 2021. A baseline of 1 October 2010 to 30 September 2011 has been used for the following reasons:

- It is prior to the implementation of the TLRS
- It does not conflict with other schemes such as the Olympics Clearway
- It aligns with that used in the first annual report

All previous Lane Rental monitoring reports can be found on the TfL Lane Rental Scheme webpage[1].

4. Road Network Context

4.1 COVID-19 Restrictions

Motorised road traffic fell rapidly from mid-March 2020, as businesses and individuals adapted to the Covid-19 pandemic. At the lowest levels, in the week following the lockdown announcement, TLRN road traffic vehicle kilometres fell to around 50 per cent of pre-pandemic levels on weekdays and 35 per cent on weekends. As a result, the road network and associated strategies completely changed from March 2020 onwards – which is considered throughout this report.

During 2020/21 there were three separate 'lockdowns' whereby the public were advised to stay indoors, work from home and not socialise. These occurred at the start of the financial year, during November 2020 and from January 2021 onwards.

At the end of March 2020, it was advised that all organisations were to avoid highway works where possible to minimise the number of operatives working in London – this included the temporary stop to all TfL and Crossrail construction sites. It was crucial that the disruptive impact of works was kept to an absolute minimum to avoid impacting the speed and reliability of journeys for deliveries of food, medical supplies and other essential goods, critical servicing, the emergency services and key workers.

The following guidance and changes were made:

- Prioritising of emergency and urgent works in order that safety and access to utility services is maintained and ensure that staff resources and materials are available to respond to emergencies
- Inspectors ensure that roadworks were not adversely impacting social distancing for pedestrians
- Ensuring that high risk safety defects continue to be rectified within the statutory two-hour timeframe
- Implementing measures to ensure that all current works in progress are completed without delay and all Traffic Management removed from site
- TfL would prioritise emergency and urgent permits. Proposals for planned works considered on a case-by-case basis with priority given to those that are necessary to prevent imminent service failure

[1] TfL Lane Rental Scheme Monitoring Reports - https://tfl.gov.uk/info-for/urban-planning-and-construction/lane-rental-scheme

- The Lane Rental exempt charge period extended from 24 hours to 72 hours and includes urgent works. This extension was intended to encourage works to be completed as soon as possible
- To incentivise all works that were in progress to be completed on-time, TfL waived all Lane Rental charges from the 17 March 2020 until the end of the approved works duration. If organisations were required to close a site temporarily, but needed to retain traffic management on the site, 100% waiver on Lane Rental for all chargeable days from the 17 March to the day on which works resume were considered, subject to the traffic management being maintained in line with safety regulations.

The Streetspace for London programme was introduced to allow London's boroughs to create new protected cycle lanes, extend pavements and reduce through-traffic in residential areas as a response to the pandemic – discussed further in Section 4.2 below. From June 2020 the following guidance was released in relation to works within those areas:

- Priority given to permits for emergency and urgent works. Any planned works at these key locations were given precedence, but only where robust justification had been provided to evidence that works were required to prevent an imminent failure to service
- All utility companies were asked to provide a list of any other planned works at these locations during the following 12 months
- When undertaking works, promoters were expected to provide the same amount of road space as currently allocated to pedestrians and cyclists.

4.2 Streetspace Scheme for London Programme

London is already known for its bold and ambitious approaches to transport, as well as to tackling key environmental, health and economic challenges. The London Streetspace Plan[2] was introduced to show world-leadership in TfL's approach to COVID-19 recovery.

As lockdown lifted, demand for travel increased. This was a phased and incremental and posed a series of challenges, including future challenges:

- TfL needed to run public transport at much lower levels of capacity than pre COVID-19 to provide space for social distancing
- Travel by car was likely to become more attractive (initially when congestion levels are low, but this may continue if people are anxious about using public transport)
- A car-based recovery has significant risks to:
    - safety (and meeting our Vision Zero aim)
    - public health (COVID-19 related, physical activity, poor air quality etc.)
    - economic recovery (e.g. delayed journey times)
    - the environment (due to increased carbon emissions) and
    - contradicting the Mayor's Transport Strategy.

[2] London Streetspace Plan – Interim Guidance to Boroughs May 2020 - https://content.tfl.gov.uk/lsp-interim-borough-guidance-main-doc.pdf

TfL therefore needed to urgently reconsider use of street space to provide safe and appealing spaces to walk and cycle as an alternative to car use in the context of reduced capacity on the public transport network. Suppressing motorised traffic while allowing essential journeys to take place is key to ensuring TfL manages its road and public transport networks to maximise its ability to keep people moving safely.

The Mayor's Streetspace Plan transformed London's streets, by:

- Providing temporary cycle routes to extend the strategic cycle network, with London's main roads repurposed for temporary cycle lanes and wider footways so that people can safely socially distance
- Providing additional space for people walking and cycling in town centres and at transport hubs, including widening of footways on local high streets to enable people to queue safely for shops which will help facilitate local economic recovery
- Accelerating delivery of low traffic neighbourhoods and school streets by working with boroughs to reduce through traffic on residential streets, to further enable more people to walk and cycle safely as part of their daily routine.

4.3 Mayor's Transport Strategy

The Mayor's Transport Strategy[3] (MTS) was published in March 2018 and outlined the Mayor's vision for transport in London. An update[4] to the strategy was released in June 2021 and is summarised below:

Delivering the Mayor's Transport Strategy 2020/21

Transport for London's (TfL) focus is on measures to promote mode shift to walking, cycling and public transport to improve Londoners' health and air quality, and to reduce carbon emissions. Before the pandemic, there had been a steady increase in trips by sustainable modes, although progress had slowed in recent years.

Over the last year, to respond urgently to the pandemic and enable social distancing, working closely with the Department for Transport (DfT) and the boroughs, TfL has made rapid temporary changes to street layouts to increase space for walking and cycling. Public transport services were operated at near full schedules, so key workers could make essential trips and to enable social distancing as more people began to travel again.

As London emerges from the pandemic, public transport use remains below pre-pandemic levels, while car use is recovering more quickly, particularly in outer London. Cycling numbers are currently higher than their pre-pandemic levels. The extent to which people's activities return to pre-pandemic patterns has yet to be fully seen. More people will potentially be working from home and buying goods online, potentially accelerating trends that existed before the coronavirus pandemic.

[3] Mayor's Transport Strategy March 2018 - https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018

[4] Delivering the Mayor's Transport Strategy 2020/21 June 2021 - https://content.tfl.gov.uk/the-mayors-transport-strategy-update-2020-21-acc.pdf

In addition to the Healthy Streets Approach as originally published in the March 2018 MTS, the Streetspace for London Programme was designed to enable and encourage safe and active travel during the pandemic, but also presents opportunities to 'capture' these changed behaviours as part of London's sustainable recovery (as discussed in Section 4.2).

5. Impact on the Road Network

5.1 Road Network Analysis

To assess the TLRS impact on the road network this report will analyse the recorded journey times, vehicle flows, and the number of works on the TLRN during the financial year 2020/21 (1 April 2020 to 31 March 2021) and compare it to the baseline period (1 October 2010 to 30 September 2011) prior to the TLRS implementation.

Throughout this report vehicle flows and journey times refer to the analysis of motorised vehicles only. Analysis where possible will be broken down into peak periods. This will help assess the influence the TLRS has had on peak period roadworks. The peak period definitions used throughout this report are shown in Table 2.

Table 2: Peak Period Times

AM Peak	Inter Peak	PM Peak	Overnight
07:00 to 10:00	10:00 to 16:00	16:00 to 19:00	19:00 to 07:00

Following a change to the operating model and operational focus within TfL's Network Management Control Centre during 2018/19, serious and severe disruption events have been recorded differently. This section has therefore been removed from this report as there is no longer a meaningful comparison with the baseline statistics.

An objective of the TLRS is to contribute to improved journey time and journey time reliability (JTR). However, JTR is no longer a metric used by TfL and therefore it will no longer be reported on in any future Lane Rental Monitoring Reports – including this report.

5.2 Background to Journey Time

Journey time is calculated using journey time data from the London Congestion Analysis Project (LCAP), which in turn is based on Automatic Number Plate Recognition (ANPR) camera data.

There will be some small differences in the numbers reported for the baseline between this report and within the Lane Rental Monitoring Report 2015/16, 2016/17, 2017/18, 2018/19 and 2019/20. This is due to only corresponding financial periods being analysed for journey time analysis. E.g., if there is missing data for LCAP link 2090 in P1 2019/20 then the data for this same link is removed from the equivalent period in the baseline; this ensures comparable data is analysed within each

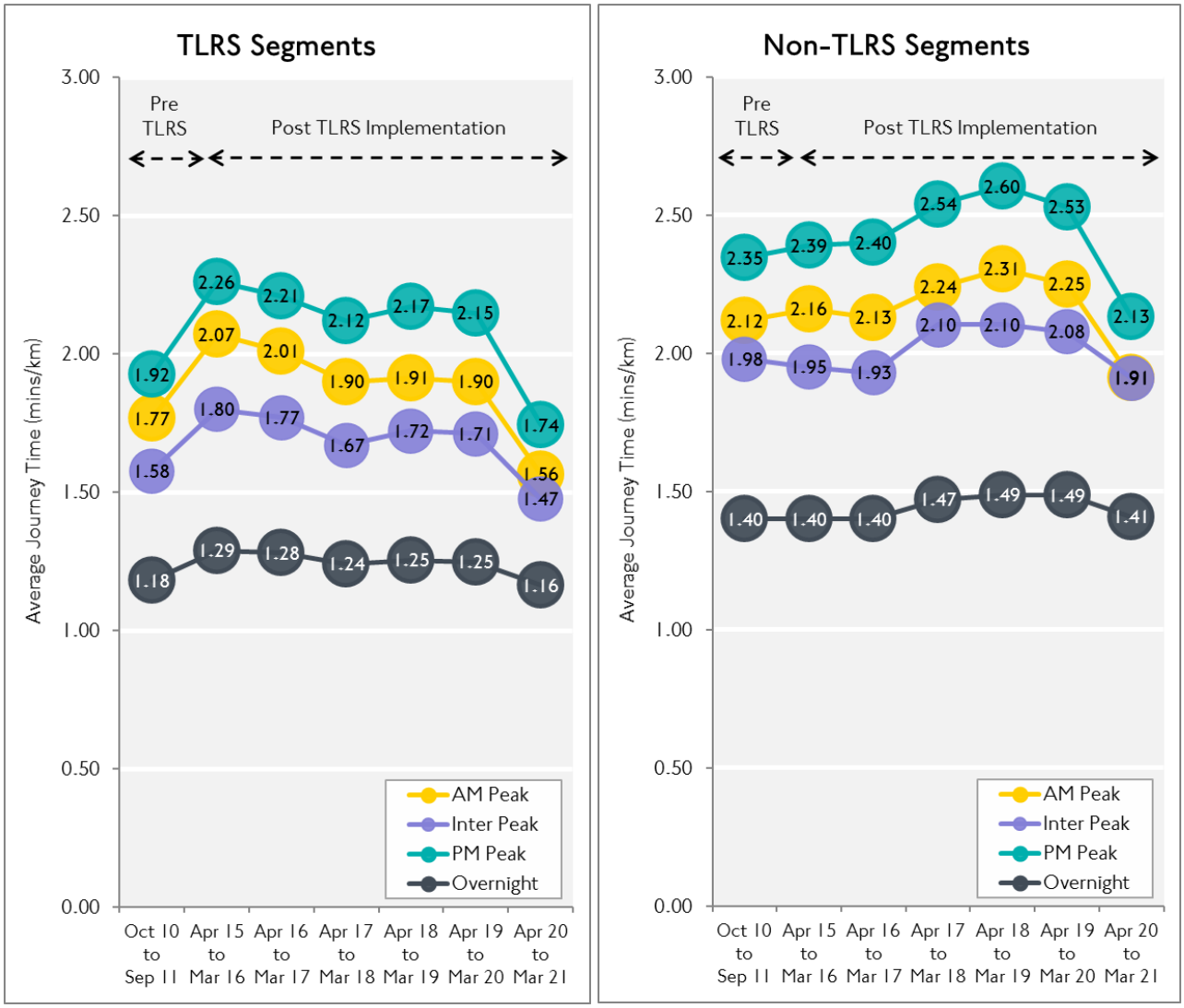
annual report. Within this section comparisons will be made between the baseline figures used for 2019/20 and the figures reported for the previous four financial years. As explained above each of the figures will not cover the exact same LCAP links or dates.

5.3 TLRN Journey Time

Journey time data has been analysed for each time period throughout the day and has been separated into TLRS and non-TLRS segments (Figure 2).

Journey times in all time periods and in both TLRS and non-TLRS segments have improved when compared to the 2010/11 baseline. Compared to 2019/20 the biggest improvement was in the AM and PM peaks in both TLRS and non-TLRS segments (over 15% reduction in journey times). As described in Section 4.1 this is assumed to be due to the reduction in vehicle flows and associated travel restrictions imposed by the COVID-19 pandemic.

Figure 2: Average Journey Times (mins/km)



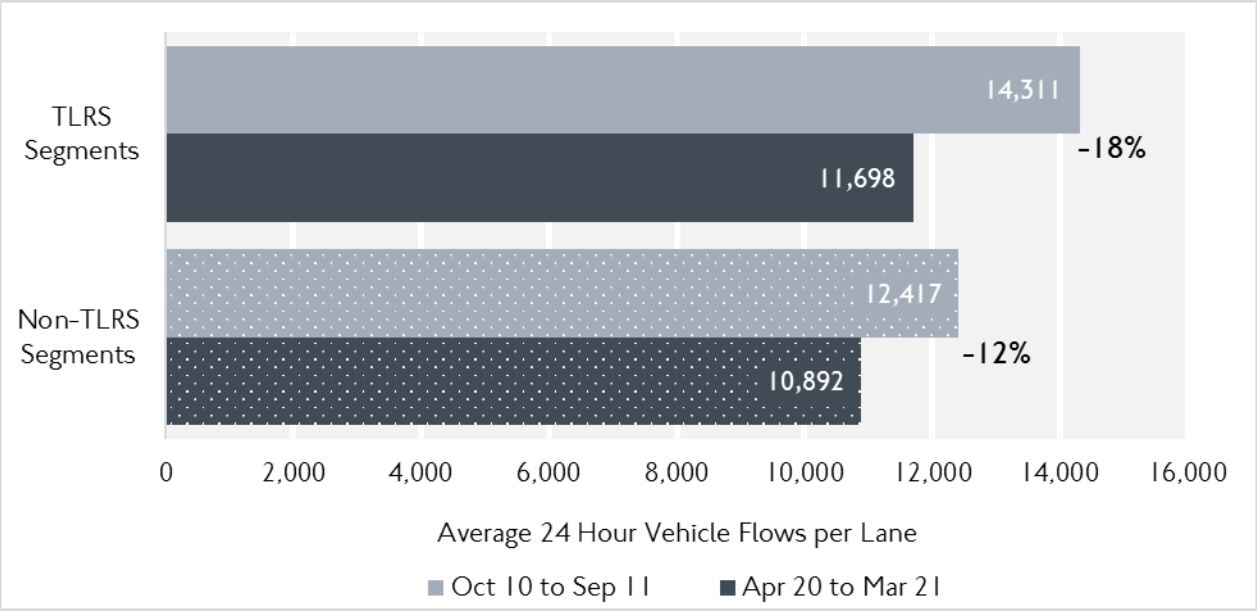
5.4 Vehicle Flows

Figure 3 shows the average 24-hour vehicle flows over the monitoring period compared to the baseline as measured from Automatic Traffic Counters (ATCs) located in TLRS and non-TLRS segments. Vehicle flow averages were calculated using weekday flow data only (i.e. excluding weekends and bank holidays), where there is data available for both the monitoring period and equivalent dates in the baseline period.

Vehicle flows within TLRS segments have much higher flows per lane than non-TLRS segments, approximately 7 per cent higher (as shown in Figure 3). This is logical, as vehicle flows were one component used to determine the TLRS segments as they are expected to be more susceptible to congestion and disruption from incidents such as roadworks.

Covid-19 and the associated restrictions had a huge impact on vehicle flows within 2020/21. Average 24-hour vehicle flows decreased within TLRS segments by 18 per cent and by 12 per cent in non-TLRS segments compared to the 2010/11 baseline. Across the entire TLRN weekday vehicle kilometres travelled were approximately 50 percent lower during April and May compared to the previous year 2019/20. Vehicle kilometres travelled also decreased by 20 per cent in further government restrictions during November, January and February compared to 2019/20.

Figure 3: Average 24-Hour Vehicle Flow per Lane

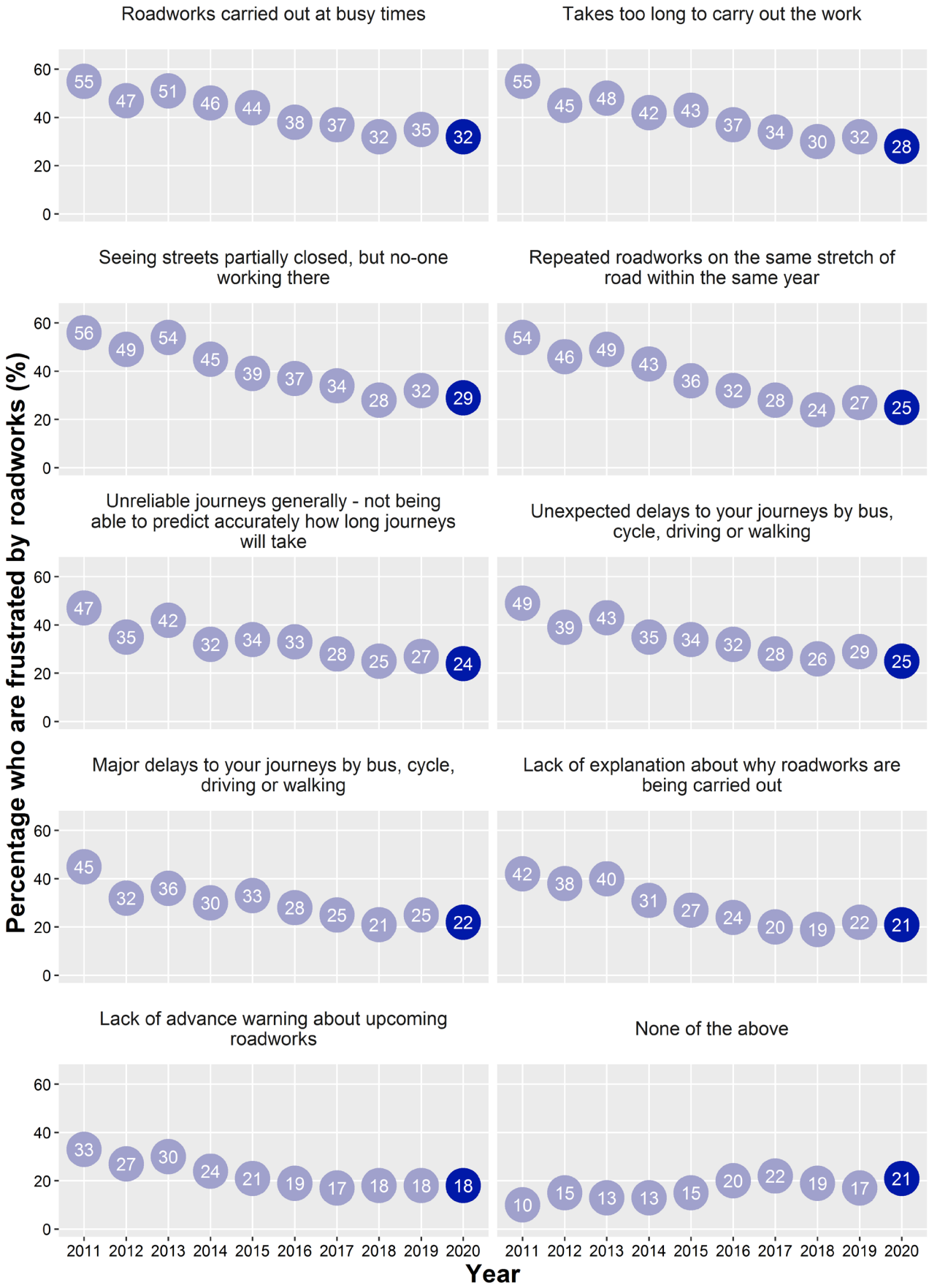


6. Customer Satisfaction

Using an online survey, TfL records the most frustrating aspects of roadworks for TLRN users (Figure 4). Frustrations in all categories have improved or remained the same between 2019/20 and 2020/21 except for the category 'None of the above'. TLRN users are less satisfied with the overall roadworks management on the A12, A10, A24/217 and A4 than last year. Satisfaction with management of roadworks on all other corridors has increased or remained the same.

Frustrations associated with ‘Takes too long to carry out the work’ and ‘Unexpected delays to your journeys by bus, cycle, driving or walking’ have experienced the greatest improvements in customer satisfaction since the TLRS was implemented (down 4 percentage points compared to 2019/20). Since the TLRS was introduced the greatest improvements are seen in ‘Seeing streets partially closed, but no-one working there’, ‘Takes too long to carry out the work’ and ‘Repeated roadworks on the same stretch of road within the same year’ (down 27, 27 and 29 percentage points respectively). It is reasonable to assume that the implementation of TLRS has had a positive influence on these results.

Figure 4: Roadworks Related Frustrations for TLRN Users



7. Behaviour Change

7.1 Number of Works Taking Place

Using data obtained from the Local Streetworks Register (LSWR), Table 3 shows the number of works that were completed within TLRS and non-TLRS segments, separated into Highway Authority (TfL) and utility works, regardless of time of day and whether traffic-sensitive or not.

Table 3: Number of Works on TLRS and Non-TLRS Segments

Number of Works Completed on TLRS and Non-TLRS Segments			
	Oct 10 to Sept 11	Apr 20 to Mar 21	% Change
Highway Authority (TfL) Total	**21,300**	**11,934**	**-44%**
TLRS Segments	17,202	9,947	-42%
Non-TLRS Segments	4,098	1,987	-52%
Utility Companies Total	**7,814**	**7,165**	**-8%**
TLRS Segments	5,933	5,437	-8%
Non-TLRS Segments	1,881	1,728	-8%
Grand Total	**29,114**	**19,099**	**-34%**
TLRS Segments	23,135	15,384	-34%
Non-TLRS Segments	5,979	3,715	-38%

Note that the 'grand total' reflects only TLRS and non-TLRS categories as described in Section 3.1 and does not represent the entire TLRN.

The total number of works undertaken on TLRS and non-TLRS segments combined has decreased by 34 per cent with non-TLRS segments experiencing a larger decrease (38 per cent). Between 2016/17 and 2020/21 there has been a 36 per cent reduction in the total number of permits or variations for works on the TLRN which were received, demonstrating that there has been a significant drop in the number of works taking place across the entire TLRN (Figure 5).

Figure 5: Permits / Variations Received for the Entire TLRN

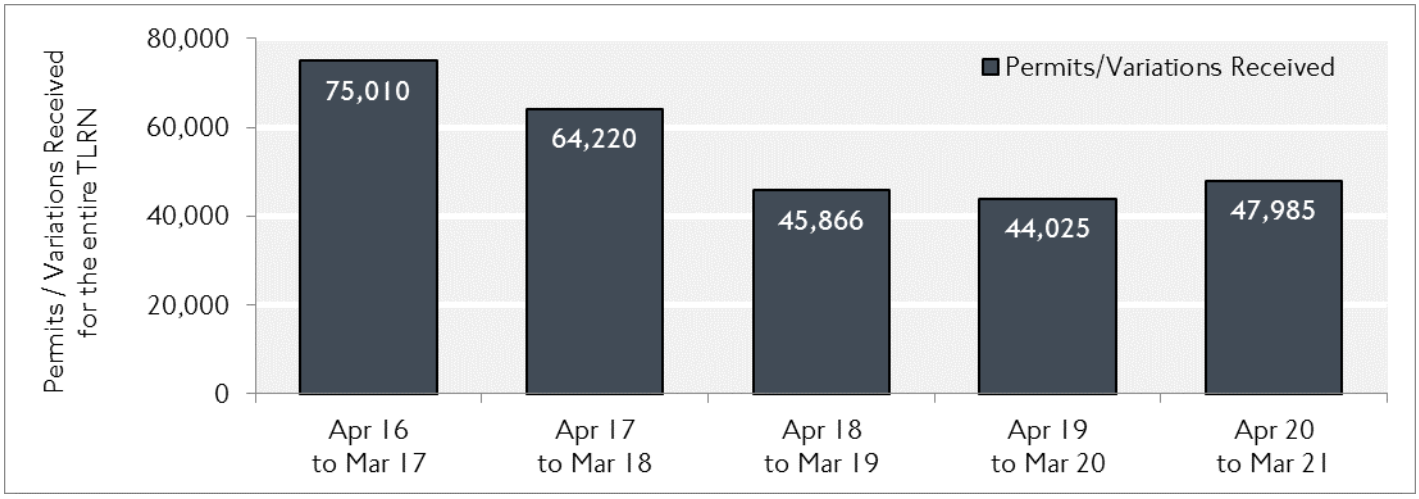


Figure 6 and Figure 7 show that the number of works completed has continued to decline over the past five financial years when compared to the 2010/11 baseline. Highway Authority (TfL) works completed in 2020/21 had the largest decline in both TLRS and non-TLRS segments (42 and 52 per cent respectively).

Figure 6: Number of Works Completed within TLRS Segments

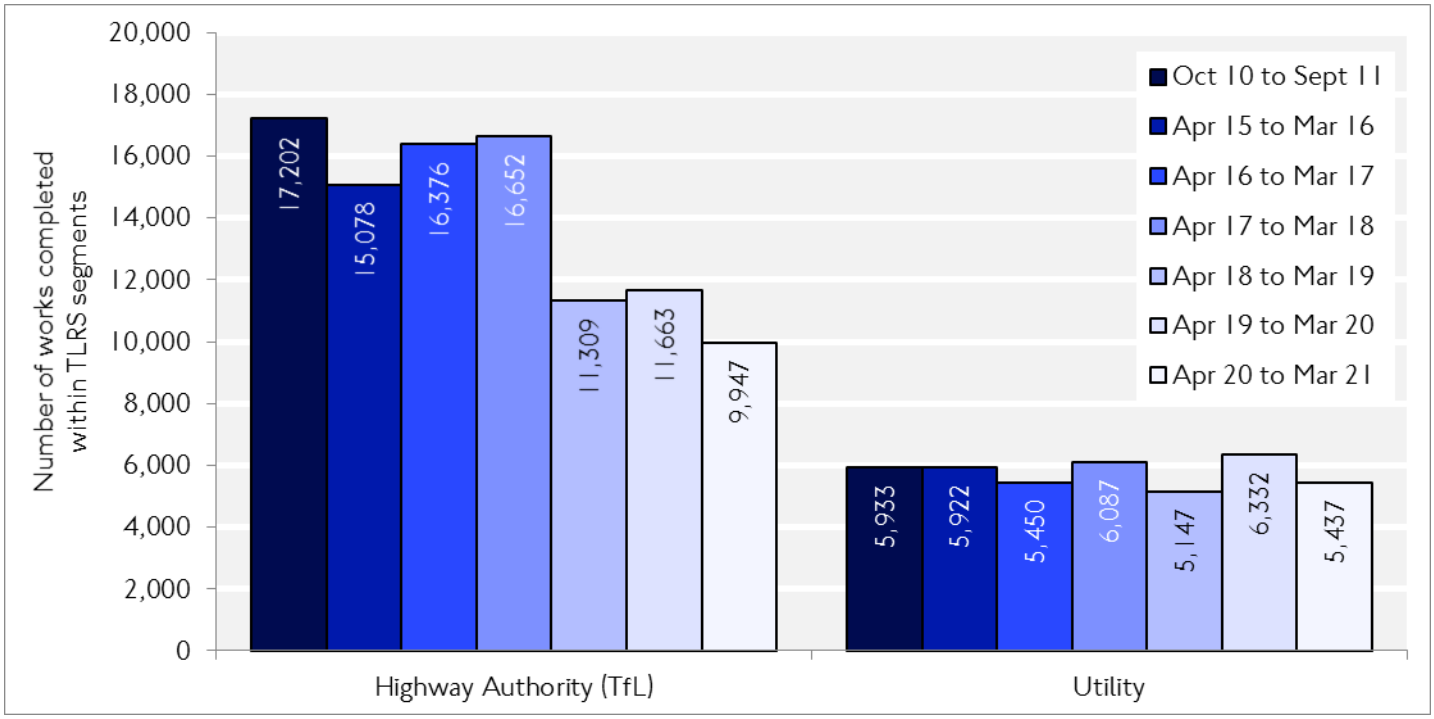
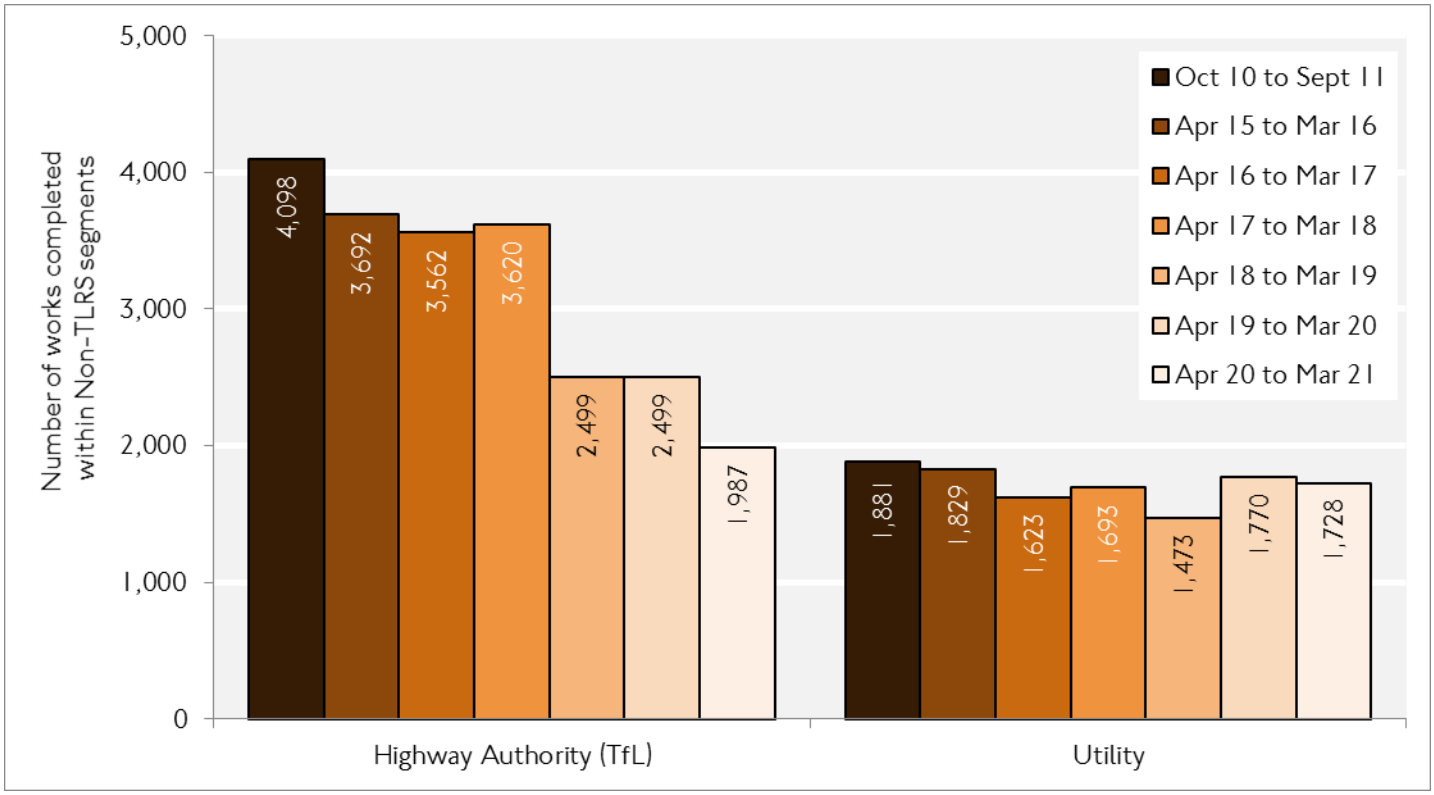


Figure 7: Number of Works Completed within Non-TLRS Segments



It is worth noting that, while there were nearly 10,000 Highway Authority (TfL) works completed and over 5,000 utility works in TLRS segments, 98 per cent and 83 per cent respectively of these works did not attract a Lane Rental charge (as shown in Section 9.1). This indicates that while a relatively large number of works took place, they generally:

- Took place overnight or during 'off-peak' hours (i.e. less traffic-sensitive times of day)
- Took part in other measures such as collaborative working to avoid the Lane Rental charge.

As described in Section 4.1, the decrease in the number of works taking place in 2020/21 compared to 2019/20 is partly due to the restrictions imposed on works due to the COVID-19 pandemic.

7.2 Changes to Planned Carriageway Works

Lane Rental days are those where works took place during chargeable hours. Table 4 shows the total number of Lane Rental days for carriageway works that utility companies applied for and were approved in the monitoring period. The analysis is based on when the discussion between TfL and utility companies took place and not when the works were carried out.

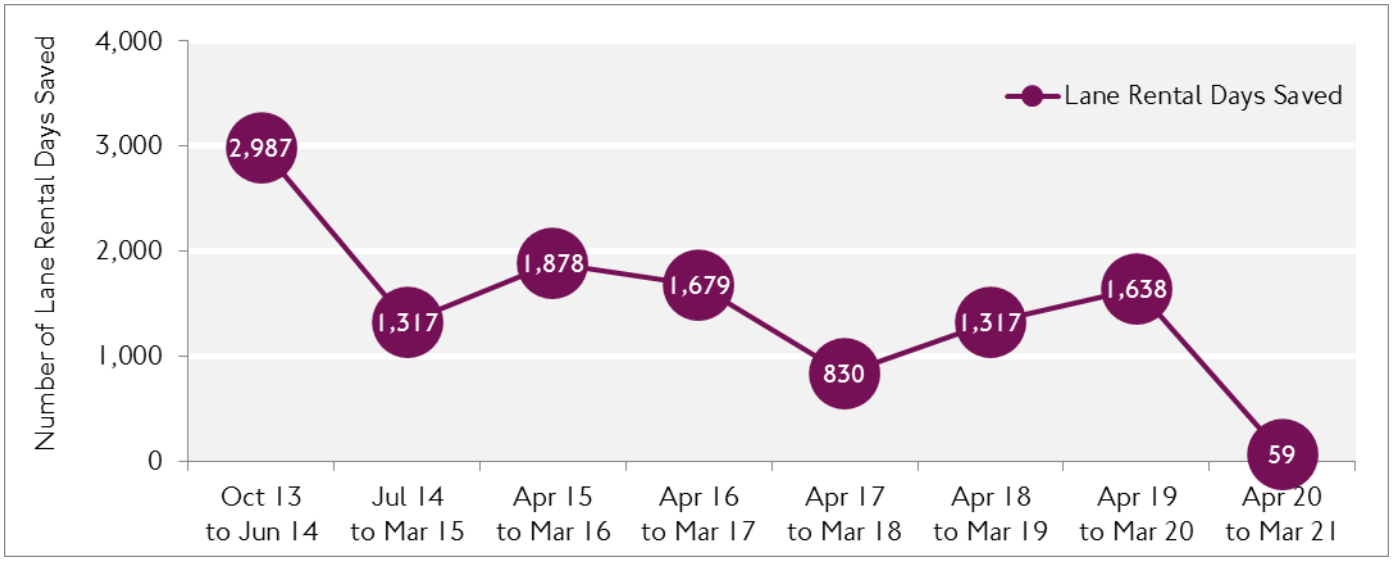
The system used to record Lane Rental days changed during 2016/17 and there have been some data quality issues since. Therefore, the following results should be used as an indication only.

Table 4: Planned Carriageway Utility Works on TLRS Segments (LR Days)

Planned Carriageway Utility Works on TLRS Segments (Lane Rental Days)					
Reporting Period	Total Requested Lane Rental Days	Agreed Lane Rental Days		Lane Rental Days Saved	
		Number	Proportion	Number	Proportion
Oct 13 to Jun 14	3,900	1,003	26%	2,987	74%
Jul 14 to Mar 15	2,736	1,419	52%	1,317	48%
Apr 15 to Mar 16	4,940	3,088	62%	1,878	38%
Apr 16 to Mar 17	5,822	4,487	73%	1,679	27%
Apr 17 to Mar 18	5,077	4,541	85%	830	15%
Apr 18 to Mar 19	6,310	5,286	80%	1,317	20%
Apr 19 to Mar 20	7,387	6,160	79%	1,638	21%
Apr 20 to Mar 21	1,288	1,095	95%	59	5%

The number of requested Lane Rental Days as well as the total number which were saved has significantly reduced when compared to the previous year 2019/20. This is due to the temporary stop in roadworks at the beginning of the financial year and then the subsequent restrictions imposed on roadworks in response to the COVID-19 pandemic (Section 4.1).

Figure 8: Lane Rental Days Saved



To put this into perspective, these 59 Lane Rental Days Saved equate to over £117,000 of avoided charges[5].

7.3 Changes to Works in Traffic Sensitive Times

Table 5 shows that the proportion of planned utility works taking place at night has increased from 11 to 38 per cent in TLRS segments. Night-time works also increased in non-TLRS segments. The increase was 9 percentage points higher in TLRS segments than non-TLRS segments, indicating that the TLRS is having an impact on the time of day that works take place in the TLRS. The TLRN-wide (non-TLRS segments) increase hints at a wider indirect impact of the scheme.

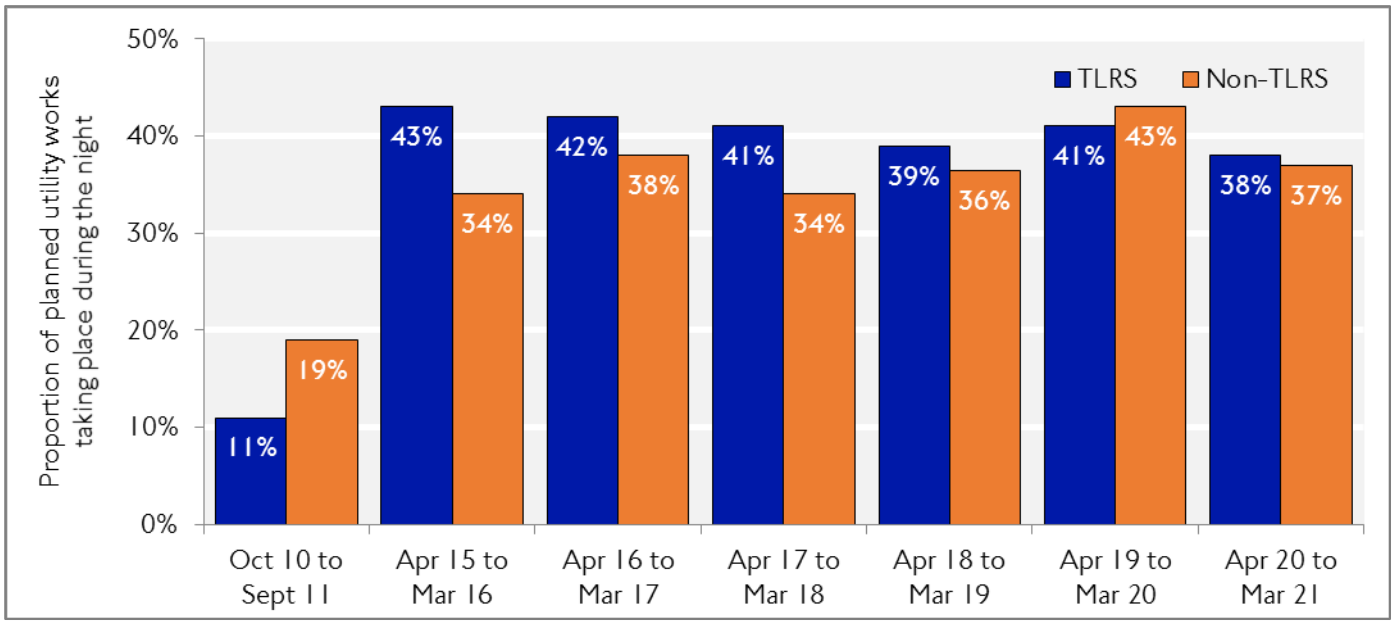
Table 5: Proportion of Day Time or Night-Time Planned Utility Works

Proportion of Planned Utility Works Taking Place During the Day or Night					
	Oct 10 to Sept 11		Apr 20 to Mar 21		Percentage point increase in night-time works
	Daytime	Night-Time	Daytime	Night-Time	
TLRS Segments	89%	11%	62%	38%	27%
Non-TLRS Segments	81%	19%	63%	37%	18%

Figure 9 shows the proportion of night-time works taking place in TLRS segments has remained around 40 per cent over the past five financial years.

[5] Assuming the ratio between the low and high charge bands on the network is 30:70 then there would be an average daily charge of £1,990

Figure 9: Proportion of Planned Utility Works Taking Place during the Night



8. Other Benefits of the Scheme

8.1 Collaborative Working

As discussed earlier, the TLRS encourages works promoters to minimise their duration of occupation of the street during traffic-sensitive times. One of the ways this can be achieved is through collaborative working, where promoters work within the same traffic management footprint or share trenches to avoid digging up the road several times. To further encourage collaborative works, as of June 2015, all charges have been waived for the period of collaboration where prior agreement has been given.

Collaborative works that have taken place across the whole of the TLRN have been examined and are shown in Figure 10 and Figure 11. While it is not possible to separate out the numbers for the TLRS, these figures give a good indication of changes which have occurred in these segments.

Figure 10 and Figure 11 show that both the total number of collaborative work sites and days of disruption saved increased significantly during 2015/16. Days of disruption saved have since returned to 2014/15 levels, whereas collaborative work sites are lower compared to 2019/20 due to COVID-19 restrictions as described in Section 4.1.

Figure 10: Collaborative Work Sites per TfL Period

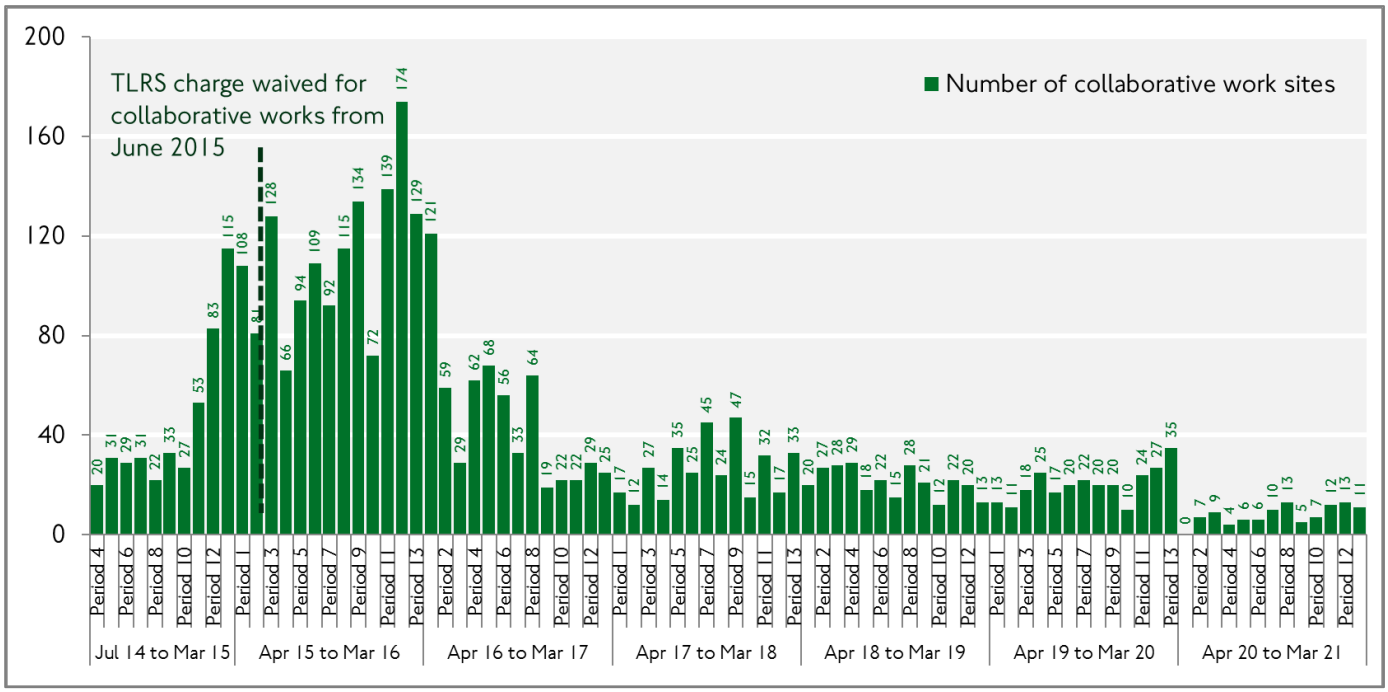
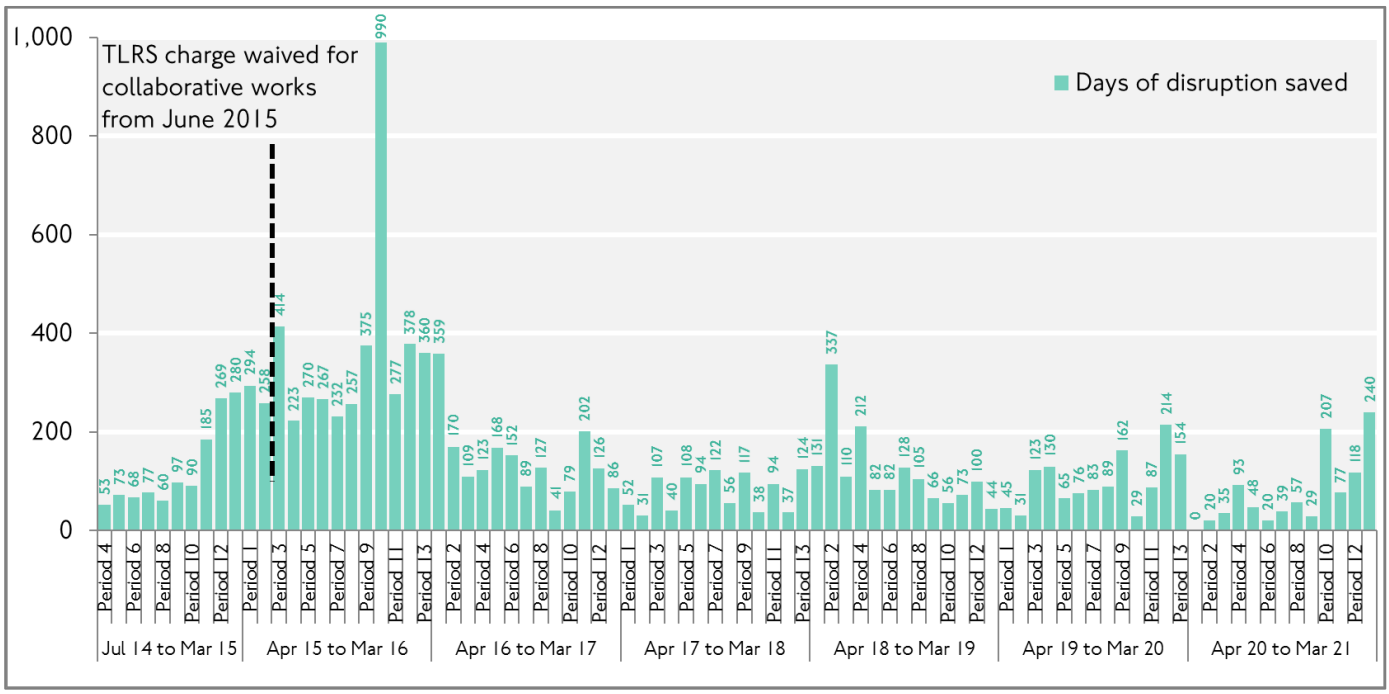


Figure 11: Days of Disruption Saved per TfL Period



8.2 Reduced or Waived TLRS Charges

As well as for collaborative working there are several other scenarios where consideration will be given to reduce or waive TLRS charges; all scenarios can be found in the Supplementary Guidance[6]. Table 6 provides a summary of all waiver applications received. Information prior to 2015/16 is unavailable.

[6] Transport for London Lane Rental Scheme Supplementary Guidance V5.0 July 2016 - http://content.tfl.gov.uk/tlrs-supplementary-guidance....pdf

Table 6: Summary of Waiver Applications

Financial Year	Total waiver applications	Percentage receiving approval
Apr 15 to Mar 16	138	61%
Apr 16 to Mar 17	187	81%
Apr 17 to Mar 18	134	90%
Apr 18 to Mar 19	95	61%
Apr 19 to Mar 20	124	88%
Apr 20 to Mar 21	148	74%

8.3 Improving Roadworks

The Lane Rental Governance Committee (LRGC) is formed of senior managers from TfL and utility companies who have responsibility for ensuring that the expenditure of surplus income generated from the TLRS is in accordance with DfT regulations. The LRGC meet quarterly to review requests for funding from the net proceeds, which must be used for purposes intended to reduce the disruption and other adverse effects caused by street works (Table 7). During 2020/21, the highest amount of funding was approved, since the scheme began (over £9 million).

Table 7: Summary of LRGC Approved Funding Applications

Financial year	Total approved funding applications	Total funding approved
Apr 12 to Mar 13	*n/a*	*n/a*
Apr 13 to Mar 14	*n/a*	*n/a*
Apr 14 to Mar 15	8	£1,818,936
Apr 15 to Mar 16	13	£2,059,759
Apr 16 to Mar 17	19	£4,350,031
Apr 17 to Mar 18	18	£4,320,634
Apr 18 to Mar 19	21	£6,164,756
Apr 19 to Mar 20	3	£1,035,168
Apr 20 to Mar 21	28	£9,366,736
Total	110	£29,116,020

Further information and examples of previously approved funding applications can be found on the TfL Lane Rental website[7].

In August 2018, two new processes were established by the LRGC to allow funds to be accessed more rapidly: Fast Track and Extraordinary Measures. Table 8 shows that in the previous three

[7] Transport for London Lane Rental Scheme - https://tfl.gov.uk/info-for/urban-planning-and-construction/lane-rental-scheme

financial years almost £3 million has been approved for Fast Track applications and £500,000 has been approved for Extraordinary Measures.

Table 8: Summary of Approved Fast Track and Extraordinary Measures Funding Applications

Financial year	Total approved funding applications	Total funding approved
Fast Track Approved		
Apr 18 to Mar 19	9	£1,313,431
Apr 19 to Mar 20	8	£904,550
Apr 20 to mar 21	4	£762,422
Extraordinary Measures Approved		
Apr 18 to Mar 19	1	£6,500
Apr 19 to Mar 20	3	£243,549
Apr 20 to Mar 21	4	£253,200

For 57 of the 110 approved funding applications, it has been possible to calculate the estimated social cost of delay saved (Table 9) - this exceeds £110 million and gives a benefit cost ratio of 6.6. The surplus funds generated from the scheme are considered to be a highly valuable ring-fenced source that can be reinvested into facilitating continuous innovation and improvements within the industry for the purposes of reducing road network disruption.

Table 9: Summary of estimated social cost of delay saved

Total approved funding applications*	Total funding approved	Estimated social cost of delay saved	Benefit Cost Ratio
57	£16,797,536	£111,695,684	6.6

*Total number of applications where it has been possible to calculate a cost benefit

9. The Financial Impact of the TLRS

Although TLRS charges do not apply 24 hours of the day, the scheme has increased the cost of carrying out works on the TLRN. This can be in the form of charges for undertaking works during traffic-sensitive times in TLRS segments, or as a result of changing working practices to avoid working during these periods of the day, such as additional overtime for staff working at night.

9.1 Number of Works Avoiding TLRS Charges

Table 10 shows the proportion of works in TLRS segments which avoided a TLRS charge. This is where works took place within TLRS segments but were planned to take place outside the chargeable, traffic-sensitive hours of the day or took additional measures such as collaborative working to avoid the TLRS charge.

Compared to 2015/16, there has been a 1 percent decrease in the proportion of TfL works avoiding a TLRS charge within TLRS segments whereas there were 5 per cent more utility works being charged. Network Rail had 106 works take place in Lane Rental areas but all of them avoided a Lane Rental charge. Telecoms avoided the highest number of works incurring TLRS charges during

2020/21 with 3,132 works avoiding a charge (96 per cent). Gas promoters had the lowest proportion of works avoiding a change (84 per cent).

Table 10: Proportion of Works Avoiding TLRS Charges

Proportion of Works in TLRS Segments Avoiding TLRS Charges						
Promoter	Apr 15 to Mar 16	Apr 16 to Mar 17	Apr 17 to Mar 18	Apr 18 to Mar 19	Apr 19 to Mar 20	Apr 20 to Mar 21
Transport for London	99%	99%	99%	99%	98%	98%
Utility	88%	87%	85%	84%	85%	83%
Utility Breakdown						
Telecoms	94%	94%	93%	94%	94%	96%
Water	86%	83%	87%	85%	85%	92%
Electric	87%	85%	77%	77%	81%	85%
Gas	76%	69%	76%	67%	70%	84%
Network Rail	*n/a*	*n/a*	*n/a*	99.99%	100%	100%

9.2 Number of Works Incurring TLRS Charges

Table 11 relates to the value of TLRS charges invoiced between 1 April 2020 and 31 March 2021, regardless of whether the work took place in this period or earlier.

Table 11: Charges Invoiced (April 2020 - March 2021) from Works Incurring a TLRS Charge

Sector	No. of Works for which Charges were Invoiced	Number of Days	% Low Charges (£800/day)	% High/PP Charges (£2,500/day)	Total Charges Invoiced	Average Charges per Work	% of Total Charges Invoiced
TfL	131	1,693	27%	73%	£2,707,200	£20,666	29%
Gas	154	2,174	36%	64%	£3,068,600	£19,926	33%
Water	295	1,297	39%	61%	£1,780,500	£6,036	19%
Electric	161	816	26%	74%	£1,315,800	£8,173	14%
Telecoms	135	289	27%	73%	£457,300	£3,387	5%
Total	**876**	**6,269**			**£9,329,400**		**100%**

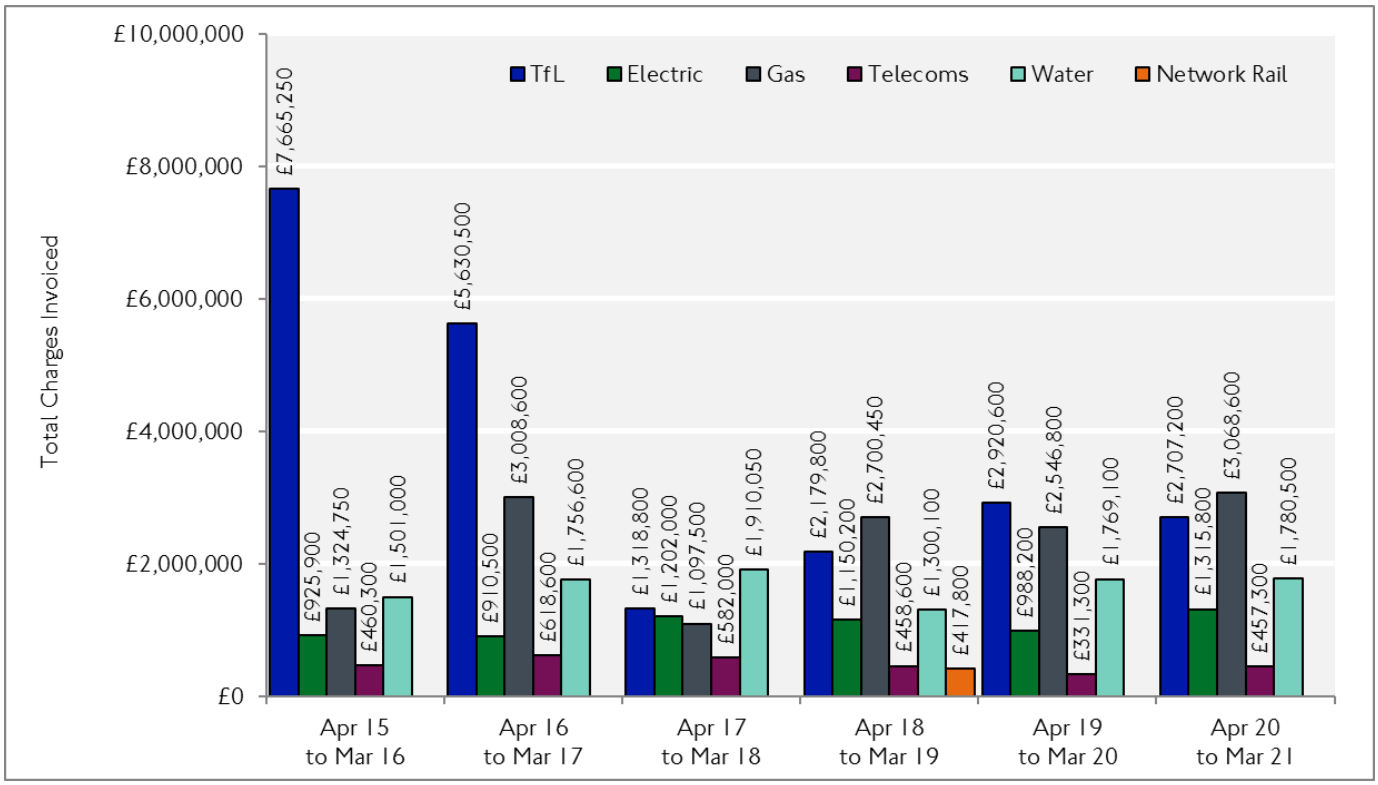
Despite 98 per cent of TfL works avoiding a TLRS charge, over £2.7 million has been invoiced for 2020/21 accounting for 29 per cent of the total of the charges invoiced. The number of works days is over 1,600, which is 27 per cent of the total number of days invoiced for. This helps to explain that whilst there are fewer major schemes taking place overall, there are still some which are part of the largest ever investment in London's streets (as detailed in Section 4).

Within the utility sector, Gas were invoiced the highest amount of charges which exceeded £3 million – over £1.3 million more than any other utility sector. TfL and Gas had the highest average charges per work (approximately £20,000 compared with £8,000 for Electric and £6,000 for Water). Water had the highest number of works accounting for 34 per cent of the total.

Figure 12 shows that TfL incurred over £22.4 million in TLRS charges over the last six financial years, again reflecting the scale of the investment programme taking place to transform London's

roads. TfL charges have reduced by 65 per cent from 2015/16 to 2020/21 which also demonstrates that the most impactful build phase is now over. Except for TfL, all other sectors have had an increase in the levels of charges invoiced between 2019/20 and 2020/21. There has been a 4 per cent decrease in the total amount of charges invoiced overall between 2019/20 and 2020/21 (down by £450,000).

Figure 12: Total Charges Invoiced By Sector



10. Summary

During 2020/21 the way in which London's roads were used significantly changed due to the COVID-19 pandemic. At the beginning of the year vehicle kilometres travelled on the TLRN fell by 50 per cent when compared to the previous year. Throughout subsequent government restrictions this continued to dip throughout the year by up to 20 per cent when compared to the previous year. Travel behaviours changed considerably as social distancing and home working was enforced, meaning that the traditional peak periods in the AM and PM shifted as people's habits also changed.

The way in which roadworks were managed and the associated guidelines also considerably changed during 2020/21 with the temporary stop of non-essential / critical works and prioritising emergency works whilst ensuring that key transport routes were kept as clear as possible. Measures introduced to support social distancing meant that some road capacities were reduced to expand the pavement for pedestrians or cyclists.

The impact of COVID-19 and the associated restrictions can be seen clearly throughout this report with journey times decreasing to below those seen in 2010/11 and over 15 per cent lower than the previous year in the AM and PM peaks. Average 24-hour vehicle flows decreased within TLRS

segments by 18 per cent and by 12 per cent in non-TLRS segments compared to the 2010/11 baseline. There were 34 per cent fewer works completed within TLRS segments compared to the 2020/11 baseline and approximately 1,000 fewer works for both Highway Authority (TfL) and utility compared to the previous year.

The proportion of planned utility works taking place overnight has remained at around 40 per cent over the past five financial years and 98 percent of Highway Authority (TfL) works and 83 per cent of utility works avoided incurring a TLRS charge during 2020/21.

In 2020/21 a total of 28 LRGC applications were approved which equated to over £9 million. Since the TLRS scheme commenced a total of 110 applications for funding have been approved by the LRGC with a funding value of nearly £30 million and, where it has been possible to estimate, the social cost of delay saved through use of the funding exceeds £110 million.

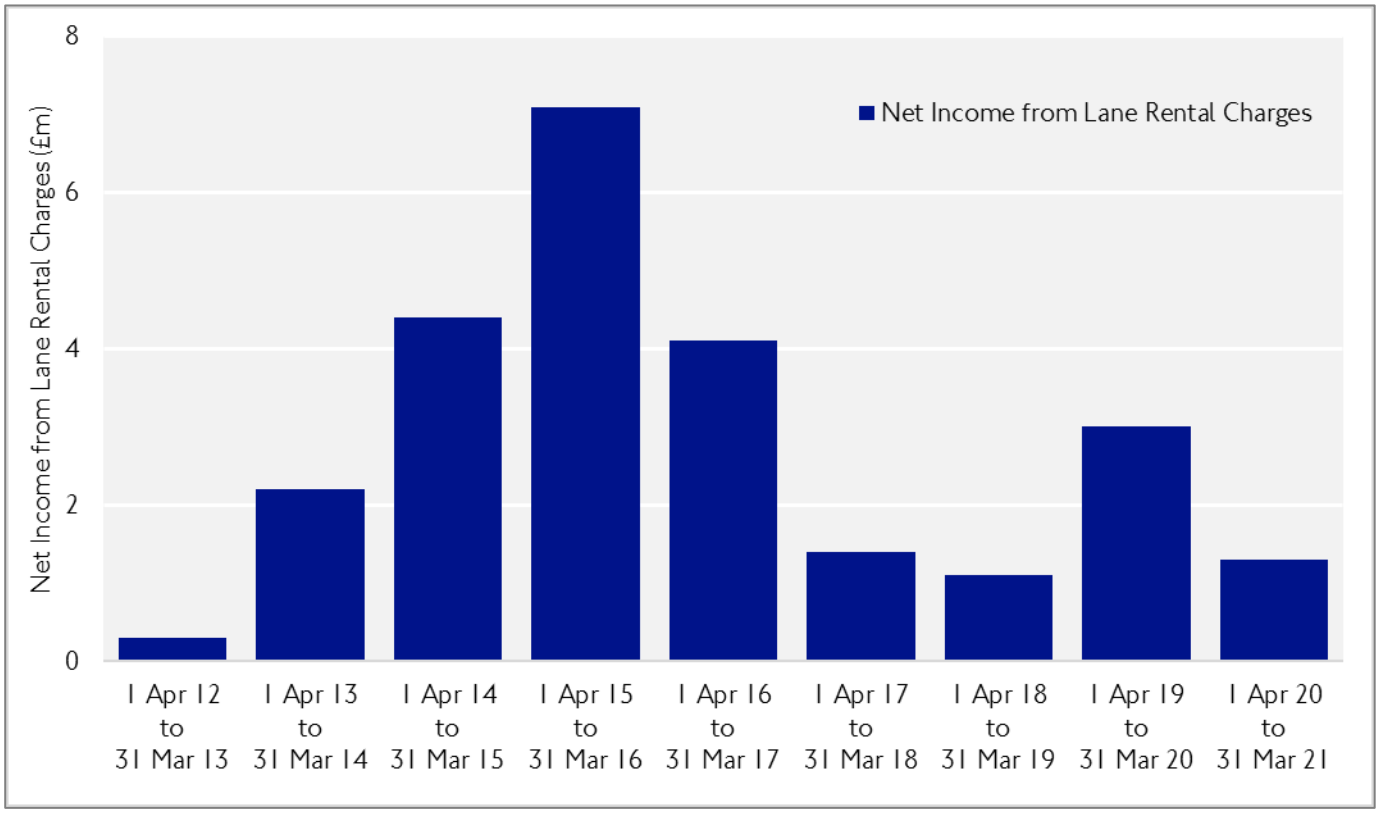
Overall, the analysis of the TLRS for 2020/21 has been significantly impacted by the COVID-19 pandemic and associated restrictions. However, there are benefits which include increased works overnight and customer satisfaction with aspects that the TLRS was designed to address has increased significantly indicating that the TLRS is having a positive impact on London residents.

Appendix 1: Financial Summary

Table 12: Financial Summary

£m	Income	Scheme Development, Running Cost and Lane Rental Governance Funding Approved Bids	Net Income from Lane Rental Charges
1 Apr 12 to 31 Mar 13	1.9	-1.6	0.3
1 Apr 13 to 31 Mar 14	3.6	-1.4	2.2
1 Apr 14 to 31 Mar 15	6.3	-1.9	4.4
1 Apr 15 to 31 Mar 16	12.0	-4.9	7.1
1 Apr 16 to 31 Mar 17	8.1	-4.0	4.1
1 Apr 17 to 31 Mar 18	6.1	-4.7	1.4
1 Apr 18 to 31 Mar 19	7.8	-6.7	1.1
1 Apr 19 to 31 Mar 20	9.1	-6.1	3.0
1 Apr 20 to 31 Mar 21	8.7	-7.4	1.3

Figure 13: Net Income from Lane Rental Charges



Contact

Transport for London Lane Rental Scheme

Network Performance | Transport for London | Palestra |

197 Blackfriars Road | London | SE1 8NJ

www.tfl.gov.uk/lanerental

EVERY JOURNEY MATTERS