

OPEN

## Highways and Transport Committee

4 April 2024

### Finalising development of a Lane Rental Scheme

---

**Report of: Tom Moody, Director of Highways and Infrastructure**

**Report Reference No: HTC/03/24-25**

**Ward(s) Affected: All Wards**

#### Purpose of Report

- 1 A lane rental scheme allows a local highway authority to charge those working on the highway (“street works promoters”) for the time that their works occupy the highway. A scheme charges street works promoters, focusing on strategic and traffic-sensitive streets at the busiest times of day. Its purpose is primarily to encourage working on busy streets to be planned at the least busy times, thereby reducing congestion.
- 2 This report describes the process to finalise the development and implement a lane rental scheme for Cheshire East Council (CEC). It seeks approvals to proceed with development of a scheme and consultation upon the scheme under delegation to officers, with the proposed scheme (as developed following consultation) to be brought to this Committee for approval prior to applying to the Secretary of State.
- 3 Development and implementation of a lane rental scheme supports the Green Corporate Plan objective, by contributing to reducing congestion and pollution and making Cheshire East a great place to live and work.

## Executive Summary

- 4 This report outlines the legislative background and basis that will enable CEC to develop its Lane Rental Scheme (LRS). Subject to approval of the recommendations:
- (a) The scheme potential will be evaluated and it will be developed in line with government guidance.
  - (b) It will then be consulted upon before bringing the final scheme proposal to this Committee for approval. Government guidance specifies a list of stakeholders to be consulted, who are predominantly statutory undertakers.
  - (c) Subject to this final approval, an application will then be made to the Secretary of State.
- 5 An LRS is considered a positive step that aligns with the council's strategic objectives. It is expected to have a positive effect on managing traffic and reducing the causes of climate change.
- 6 With Committee approval, the LRS will be developed and consulted upon as soon as possible. It is anticipated that it can practically be implemented early in the 2025-6 financial year. This remains subject to receiving the necessary approvals. The proposed timescale is as follows:
- (a) The financial assessment and proposal for consultation will be prepared by the end of May 2024.
  - (b) Consultation will run during June and July 2024.
  - (c) Following consultation the results will be collated and amendments considered.
  - (d) The final proposal will be submitted to the November 2024 Highways and Transport Committee.
  - (e) Assuming approval is given, the application to the Secretary of State will be made as soon as possible following this.

### RECOMMENDATIONS

The Highways and Transport Committee is recommended to delegate to the Director of Highways and Infrastructure to:

1. Finalise development of a Lane Rental Scheme proposal;
2. Conduct consultation upon the proposed scheme; and
3. Present the proposed scheme (as developed following consultation) to this Committee for approval prior to applying to the Secretary of State.

## Background

- 7 The New Roads and Street Works Act 1991 (NRSWA), as amended by the Transport Act 2000 and the Traffic Management Act 2004 (TMA), contains provision for Highway Authorities to operate Lane Rental Schemes. Although this legislation is now over 20 years old, the guidance and regulations for Highways Authorities to develop schemes have only emerged from 2017 to 2023.
- 8 Lane rental sits alongside street works permitting, which Cheshire East implemented in November 2014 as part of the West and Shires Permit Scheme (WaSP). Under permitting, street works promoters apply to the council (as Street Works Authority) for a permit to carry out street works.
- 9 Prior to developing an LRS, it is expected that an authority's permit scheme has achieved its objectives to:
  - (a) Co-ordinate and complete works on the network, alongside the utilisation of appropriate traffic management and conditions; and
  - (b) Proactively reduce the duration of works and works being completed at traffic sensitive times.
- 10 CEC is proven to have a well-run street works permit scheme that delivers multiple objectives in an effective manner. However, under the scheme there are (i) no costs associated with the length of the works and (ii) no financial or commercial incentives for works promoters to complete works in a shorter duration or outside of traffic sensitive times.
- 11 Department for Transport (DfT) trials have demonstrated that impact on works duration and operating at traffic-sensitive times are correlated to charging. Maximum impact was achieved when the maximum charges are applied. Trials indicated that the duration of works could potentially reduce by up to 50%.
- 12 Government guidance for developing Lane Rental Schemes states that proposals must "*focus specifically on those critical parts of the highway network where the costs of disruption caused by works are greatest*" and limits LRSs to 5% of a Highway Authority's network. In CEC's case, this would apply to no more than circa 135km of roads.

## Developing an LRS

- 13 Progressing with the development of an LRS is a positive step that aligns with the council's strategic objectives for both managing traffic on its highway network and reducing the causes of climate change. It is therefore recommended to proceed with this as soon as practicable. CEC has already expressed interest in developing an LRS to DfT.
- 14 The legal process for applying for an LRS is described in paragraphs 23 to 25 under *Legal Implications* below. The consultation process is described in paragraphs 18 to 20 below under *Consultation and Engagement*.

- 15 Developing a proposal requires the following stages, which this report seeks approval from the Committee to proceed with under delegation to officers:
- (a) Determining the parts of the CEC highway network to which the LRS applies.
  - (b) Assess the likelihood and numbers of works on that network and understand the financial implications of operating the LRS.
  - (c) Develop a proposed scheme, based upon this information. Appendix 2 contains details that the proposed scheme will contain.
  - (d) Consult upon the proposed scheme.
- 16 Following consultation, responses will be reviewed and changes to the proposed scheme will be considered. The proposed scheme will then be brought back to this Committee to seek approval to apply to the Secretary of State.
- 17 Due to the anticipated benefits, we will seek to implement the LRS as soon as possible. A working timescale for taking these actions is reasonably anticipated to be implemented early in the 2025-6 financial year.

## **Consultation and Engagement**

- 18 A Highway Authority applying for an LRS must have carried out a full consultation to a variety of affected stakeholders (such as all works promoters and statutory undertakers) working within the affected network area.
- 19 A proposal will be developed as soon as practicable to contain the details in Appendix 2.
- 20 Consultation will then take place with a range of statutory undertakers and street works promoters as the principal parties affected by the proposed LRS as well as several other specified parties. Paragraph 73 of the Government guidance (listed on page 9 as a Background Paper) lists the minimum consultees and this will be adhered to.

## **Reasons for Recommendations**

- 21 The recommendations are to enable a scheme to be developed and consulted upon and realise the benefits outlined in paragraph 13 above.

## Other Options Considered

- 22 The alternative to developing an LRS is to not do so. Not doing so would fail to achieve the objectives and benefits described in paragraph 13 above. This is the default position should the Committee not approve this report.

Option	Impact	Risk
Do nothing – not develop a Lane Rental Scheme	The benefits outlined in paragraph 13 above will not be realised.	The risk of this is considered very unlikely due to the alignment with CEC's objectives.

## Implications and Comments

### *Monitoring Officer/Legal*

- 23 The New Roads and Street Works Act 1991 (NRSWA), as amended by the Transport Act 2000 and the Traffic Management Act 2004 (TMA), contains provision for Highway Authorities to operate Lane Rental Schemes. The relevant regulations are the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 ("the Regulations") made under Section 74A of NRSWA.
- 24 Section 74A of NRSWA enables highway authorities, with the approval of the Secretary of State, to charge street works undertakers a daily charge for each day during which their works occupy the highway – commonly referred to as "lane rental".
- 25 The power for the Local Authority to introduce a Lane Rental Scheme in England is subject to the final approval from the Secretary of State:
- (a) A Highway Authority applying for an LRS must have carried out a full consultation to a variety of affected stakeholders (such as all works promoters and statutory undertakers) working within the affected network area.
  - (b) The Secretary of State can approve a LRS, request modifications, or reject it.
  - (c) DfT is expected to review and assess all applications with a decision communicated within 30 days of receipt of the application.
  - (d) Once an application is successful, it takes a minimum of three months to produce and complete the necessary Order, which will become a statutory instrument.
- 26 The Regulations prevent the application of lane rental charges on streets that have not been designated as traffic-sensitive or protected by the highway authority.

- 27 The Regulations also exempt street works:
- (a) whose impact is confined solely to the verge of a highway;
  - (b) in a traffic-sensitive street, other than at a traffic-sensitive time; or
  - (c) in the footway of a traffic-sensitive street, at a traffic-sensitive time, so long as the works do not involve breaking up the street or tunnelling or boring under it.

*Section 151 Officer/Finance*

- 28 While an LRS provides an opportunity for CEC to charge for lane rental, the scheme requires careful appraisal of the revenue implications and costs to the council. It should be borne in mind that the purpose of an LRS is to improve traffic, congestion and pollution.
- 29 Costs of developing the proposal and LRS, including consultation, will be funded in-year by the Highways service from existing staff budgets and recovered as a part of future charges under the scheme.
- 30 Part of CEC's preparation of a proposal will include an analysis of the impact on income. This may include areas where combined income from Street Works Permitting, and lane rental may decrease. For example:
- (a) An LRS will involve discounts and reduced charges to drive improved behavioural change. This allows the works promoters to have choices to avoid cost wherever possible.
  - (b) Charging is expected to increase the prospect for multiple statutory undertakers to co-ordinate their activities and thus reduce the occupation of the highway, as a reduced charge will be applied for the highway occupation.
- 31 Works carried out by Cheshire East Highways (CEH) on behalf of CEC will also be subject to lane rental charges. For some instances it will be possible to mitigate this by planning works at specified times. However, it is expected that there will be an additional cost with scheme delivery, which will be factored into the financial assessment of the LRS.
- 32 Like Street Works Permitting, while the LRS will allow CEC to charge for lane rental, the revenue can only be used for prescribed purposes. These purposes are set out in the guidance and can be summarised as:
- (a) Reasonable costs to the Authority of developing, operating and evaluating the scheme.

- (b) Surplus revenue may be used for capital or revenue schemes to reduce the disruption or other adverse effects arising as a result of street works. This may include:
    - (i) investment in innovation and developing new products or disruption-saving techniques;
    - (ii) trials of new techniques and products;
    - (iii) installing ducting to enable apparatus to be accessed more easily and without causing disruption to traffic;
    - (iv) measures to improve the information about the location of underground pipes, wires, and other apparatus;
    - (v) measures to help abate noise, pollution or safety hazards arising from street works;
    - (vi) repairing defects caused by utility street works; and / or
    - (vii) implementing measures to mitigate congestion caused by street works.
- 33 CEC will be required to demonstrate how it will spend revenue from the LRS as part of its application. Once operational, it will be required to collate and publish records of how revenue collected from an LRS has been spent.
- 34 The potential financial benefit for CEC from entering into an LRS should therefore be considered cautiously and from the perspective that any additional revenue will be utilised to fund specific capital and revenue works as described above. Such programmes will be developed in line with CEC’s highway asset management strategy and to support the delivery of its statutory duties.

*Policy*

- 35 Developing an LRS contributes to delivery of the priorities in the [Corporate Plan](#) as follows:

<b>An open and enabling organisation</b>	<b>A council which empowers and cares about people</b>	<b>A thriving and sustainable place</b>
Support a sustainable financial future for the council, through service development, improvement and transformation	Reduce health inequalities across the borough (secondary impacts)	A great place for people to live, work and visit  Reduce impact on the environment

### *Equality, Diversity and Inclusion*

- 36 An Equality Impact Assessment has been completed for this decision and is shown in 0. There are no adverse impacts on equalities, diversity or inclusion as a result of this decision.

### *Human Resources*

- 37 Developing the proposal will be undertaken by officers within the Highways Service and our delivery partner, Cheshire East Highways (CEH). Expert resource and advice will be obtained as required through the partnership arrangements under CEC's Highways Service Contract. This will be funded within existing resources with costs recouped through the final scheme.
- 38 Operating an LRS will require additional staff, which will be recruited by CEH. The cost of these staff will be funded by the LRS. Staff levels will be determined by the financial assessment of the scheme.

### *Risk Management*

- 39 Developing an LRS carries the following risks:
- (a) The Secretary of State may not approve the application for Cheshire East to introduce a Lane Rental Scheme. This places a risk on CEC of not recovering the costs of developing the scheme. However, this is mitigated by the fact that as CEC already operates a successful street works permit scheme, it is likely to ultimately obtain approval.
  - (b) There is a risk that the Secretary of State will be delayed in approving an LRS application. This will result in loss of opportunity to implement the scheme and the revenue from that. The 'cost' will be a loss of opportunity to conduct works that otherwise would not have been possible.
  - (c) The level of anticipated behavioural change is difficult to define therefore the actual revenue and total associated management costs cannot be precisely defined. This is mitigated by:
    - (i) The financial appraisal that will be conducted in developing the scheme;
    - (ii) The ability to vary costs once a scheme is in operation; and
    - (iii) The 'cost' will be a loss of opportunity to conduct works that otherwise would not have been possible.
  - (d) If Committee reject the proposal following consultation, there will be significant lost officer time from the production of the scheme.



### *Rural Communities*

- 40 Where areas of CEC's highway network in rural communities are traffic-sensitive, there is likely to be a positive impact on managing street works. There are no adverse impacts on rural communities as a result of this decision.

### *Children and Young People including Cared for Children, care leavers and Children with special educational needs and disabilities (SEND)*

- 41 There are no adverse impacts on children or young people as a result of this decision.

### *Public Health*

- 42 Implementing an LRS is likely to have a secondary benefit of improving the health and wellbeing of Cheshire East residents as a result of decreased congestion and pollution. Since street works are likely to be carried out at less traffic-sensitive times, this is likely to have positive health benefits from stress related to congestion and travel. There are no adverse impacts on public health as a result of this decision.

### *Climate Change*

- 43 A LRS will have a number of positive impacts on climate change:
- (a) Improved management of road and street works reduces congestion and queueing times, directly reducing pollution and CO<sub>2</sub>.
  - (b) Reducing the duration of street works at peak times reduces disruption for road users. It is also likely to distribute works across the day, which will reduce the CO<sub>2</sub> impact of traffic.
  - (c) Giving incentive to street works promoters to minimise their occupation of the network should reasonably be expected to encourage them to innovate in how they carry out works. This may lead to increased use of non-excavation technologies.

<b>Access to Information</b>	
Contact Officer:	Domenic de Bechi, Head of Highways <a href="mailto:Domenic.deBechi@cheshireeast.gov.uk">Domenic.deBechi@cheshireeast.gov.uk</a>
Appendices:	Appendix 1: Equality Impact Assessment (EIA) Appendix 2: Details of the proposed Cheshire East Lane Rental Scheme
Background Papers:	<a href="#">Lane Rental Schemes: Guidance for English Authorities</a> (Department for Transport, June 2021)

### OPEN

## Equality Impact Assessment (EIA)

### *Engagement and our equality duty*

Whilst [the Gunning Principles](#) set out the rules for consulting 'everyone', additional requirements are in place to avoid discrimination and inequality.

Cheshire East Council is required to comply with the Equality Act 2010 and the Public Sector Equality Duty. The Equality Act 2010 simplified previous anti-discrimination laws with a single piece of legislation. Within the Act, the Public Sector Equality Duty (Section 149) has three aims. It requires public bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act, by consciously thinking about equality when making decisions (such as in developing policy, delivering services and commissioning from others)
- advance equality of opportunity between people who share a protected characteristic and people who do not share it, by removing disadvantages, meeting their specific needs, and encouraging their participation in public life
- foster good relations between people who share a protected characteristic and people who do not.

The Equality Duty helps public bodies to deliver their overall objectives for public services, and as such should be approached as a positive opportunity to support good decision-making.

It encourages public bodies to understand how different people will be affected by their activities so that policies and services are appropriate and accessible to all and meet different people's needs. By understanding the effect of their activities on different people, and how inclusive public services can support and open up people's opportunities, public bodies are better placed to deliver policies and services that are efficient and effective.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve providing a service in a way which is appropriate for people who share a protected characteristic, such as providing computer training to all people to help them access information and services.

The Equality Act identifies nine 'protected characteristics' and makes it a legal requirement to make sure that people with these characteristics are protected from discrimination:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnerships
- Pregnancy and maternity
- Race
- Religion or belief
- Sex
- Sexual orientation

### **Applying the equality duty to engagement**

If you are developing a new policy, strategy or programme you may need to carry out an Equality Impact Assessment. You may be able to ascertain the impact of your proposal on different characteristics through desk-based research and learning from similar programmes, but you also need to carry out some primary research and engagement. People with protected characteristics are often described as 'hard to reach' but you will find everyone can be reached – you just need to tailor your approach, so it is accessible for them.

Contacting the [Equality and Diversity mailbox](#) will help you to understand how you can gain insight as to the impacts of your proposals and will ensure that you help the Council to comply with the Equality Act 2010 and the Public Sector Equality Duty.

## Details of the service, service change, decommissioning of the service, strategy, function or procedure

<b>Proposal Title</b>	Application for a Lane Rental Scheme
<b>Date of Assessment</b>	9 February 2024
<b>Assessment Lead Officer Name</b>	Domenic de Bechi
<b>Directorate/Service</b>	Highways and Infrastructure
<b>Details of the service, service change, decommissioning of the service, strategy, function or procedure.</b>	<p>CEC currently operates a street works permit scheme. It is proposed to extend this to develop a lane rental scheme in line with government guidance.</p> <p>A lane rental scheme will allow CEC to manage traffic on the busiest roads on its network at the busiest times. It will encourage, through a charging and incentive mechanism, street works promoters to carry out works at less busy times.</p> <p>This proposal is to develop a scheme for consultation, prior to application to the Secretary of State.</p>
<b>Who is Affected?</b>	<p>The highway asset in Cheshire East is the most visible, financially valuable asset owned by the Council. Users of the busiest streets on the council's highway network will be affected by this proposal.</p> <p>The impact of this proposal will affect street works promoters. It will not have direct impacts on how street works are managed to avoid adverse consequences for highway users, which will remain the same.</p>

<p><b>Links and impact on other services, strategies, functions or procedures.</b></p>	<p>The change will affect anyone planning or proposing street works on CEC's busiest streets, which will form the lane rental network. Using streets at the busiest times will be subject to a charge. There will be incentives to conduct street works at less busy times.</p>
<p><b>How does the service, service change, strategy, function or procedure help the Council meet the requirements of the <a href="#">Public Sector Equality Duty</a>?</b></p>	<p>CEC's management of street works is the primary means through which the impact of those works is managed to meet the Public Sector Equality Duty. A lane rental scheme does not fundamentally affect how street works are managed in respect of equality, diversity and inclusion.</p>

### Information – What do you know?

<p><b>What do you know?</b></p>	<p><b>What information (qualitative and quantitative) and/or research have you used to commission/change/decommission the service, strategy, function, or procedure?</b></p>
<p><b>Information you used</b></p>	<p>The work undertaken by the Highways service has a positive effect on local people and communities generally, but particularly older and younger people, pregnant women, people with children and people with disabilities.</p> <p>The service area has a number of data sources which can help inform the impact of street works upon people with protected characteristics. This includes third party claim data, formal correspondence and latest industry guidance.</p>
<p><b>Gaps in your Information</b></p>	<p>The service area doesn't have usage figures for the entire network and thus it isn't possible to fully understand exactly where specific user groups are using the network. Work is being considered to address this gap.</p>

## What did people tell you?

<b>What did people tell you</b>	<b>What consultation and engagement activities have you already undertaken and what did people tell you? Is there any feedback from other local and/or external regional/national consultations that could be included in your assessment?</b>
<b>Details and dates of the consultation/s and/or engagement activities</b>	Consultation will be undertaken as part of the process for developing the lane rental scheme. Demonstrating that CEC has consulted will be required as part of any application to the Secretary of State to implement a scheme. This decision is required to develop the scheme and consult.
<b>Gaps in consultation and engagement feedback</b>	Consultation is yet to be undertaken.

## Review of information, consultation feedback and equality analysis

<b>Protected characteristics</b>  <b>groups from the <a href="#">Equality Act 2010</a></b>	<b>What do you know?</b>  <b>Summary of information used to inform the proposal</b>	<b>What did people tell you?</b>  <b>Summary of customer and/or staff feedback</b>	<b>What does this mean?</b>  <b>Impacts identified from the information and feedback (actual and potential). These can be either positive, negative or have no impact.</b>
<b>Age</b>	N/A	N/A	N/A
<b>Disability</b>	N/A	N/A	N/A
<b>Gender reassignment</b>	N/A	N/A	N/A
<b>Pregnancy and maternity</b>	N/A	N/A	N/A
<b>Race/ethnicity</b>	N/A	N/A	N/A
<b>Religion or belief</b>	N/A	N/A	N/A
<b>Sex</b>	N/A	N/A	N/A
<b>Sexual orientation</b>	N/A	N/A	N/A
<b>Marriage and civil partnership</b>	N/A	N/A	N/A

## Justification, Mitigation and Actions

<p><b>Mitigation</b></p>	<p><b>What can you do?</b></p> <p><b>Actions to mitigate any negative impacts or further enhance positive impacts</b></p>
<p>Please provide justification for the proposal if negative impacts have been identified?</p> <p>Are there any actions that could be undertaken to mitigate, reduce or remove negative impacts?</p> <p>Have all available options been explored? Please include details of alternative options and why they couldn't be considered?</p> <p>Please include details of how positive impacts could be further enhanced, if possible?</p>	<p>This will be reviewed following consultation, which will identify potential impacts.</p>

## Monitoring and Review -

<p><b>Monitoring and review</b></p>	<p><b>How will the impact of the service, service change, decommissioning of the service, strategy, function or procedure be monitored? How will actions to mitigate negative impacts be monitored? Date for review of the EIA</b></p>
<p><b>Details of monitoring activities</b></p>	<p>Once implemented, minor changes can be made to the lane rental scheme following annual evaluations.</p>
<p><b>Date and responsible officer for the review of the EIA</b></p>	<p>Head of Highways</p>



## Sign Off

When you have completed your EIA, it should be sent to the [Equality, Diversity and Inclusion Mailbox](#) for review. If your EIA is approved, it must then be signed off by a senior manager within your Department (Head of Service or above).

Once the EIA has been signed off, please forward a copy to the Equality, Diversity and Inclusion Officer to be published on the website. For Transparency, we are committed to publishing all Equality Impact Assessments relating to public engagement.

Name	Domenic de Bechi, Head of Highways
Signature	
Date	9 February 2024

### OPEN

#### Details of the proposed Cheshire East Lane Rental Scheme

44 The Cheshire East Lane Rental Scheme (CELRs) will be developed to meet the following requirements, which have been extracted from government guidance.

#### Streets where charges may be applied

45 The CELRS will define a network of streets where lane rental charges shall apply (the "Lane Rental Network"). This network will be based on evidence from the evaluation of the CEC's street works permit scheme, demonstrating that:

- (a) Highway works in those streets cause the highest levels of disruption; and
- (b) Are where a lane rental charge will have the most effect in reducing disruption.

46 Methods for demonstrating the reduction in disruption will be put in place to inform the evaluation of the scheme.

47 In selecting this network, consideration will be given to works that affect both carriageway and footway. Footpaths and bridleways will not be subject to lane rental as they are explicitly excluded by law.

#### Types of works

48 Any street or highway works on the Lane Rental Network will be subject to charges unless:

- (a) The charging regime specifically waives those charges;
- (b) Works are solely confined to the verge;
- (c) Works are in a traffic sensitive street other than at a traffic-sensitive time;
- (d) Works are in the footway of a traffic sensitive street at a traffic-sensitive time but do not affect the carriageway; or
- (e) Works are diversionary works.

49 Emergency works that must be carried out during the charging period for public safety or damage to property will provide a charge-free period to deal with the emergency. Street works promoters will be required to evidence the emergency.

## **Charges**

- 50 The CELRS will set out a scheme of charges to apply. The maximum daily lane rental charge is £2,500 by law and CEC will set out the basis on which it proposes to justify charges. Where the maximum charge applies, discounts available to undertakers will be specified.
- 51 CEC will demonstrate that the proposed charges can reasonably be expected to provide an effective financial incentive for works promoters to adopt less disruptive working practices. It will also demonstrate that they are no higher than is necessary to achieve this.
- 52 Daily charges will be the same for all types of work. The use of higher charges for remedial work will be considered to give incentive to avoid the need for remediation.
- 53 Charges will apply at the times of day and days of week where disruption is highest. There will be opportunities to provide incentives to works promoters to carry out works in less disruptive ways. CEC's Environmental Health team will be consulted on charges that may incentivise works that cause noise pollution.
- 54 The CELRS will consider how to offer promoters incentives to combine works with other promoters (including CEH and other CEC services) to minimise disruption.
- 55 Lane rental charges will be in addition to s74 NRSWA charges for over-run of street works. Inspections of works on the Lane Rental Network will be undertaken by CEH's street works inspectors and charges will be applied for items of signing, lighting and guarding equipment left on site in a similar way to under the permit scheme.

## **Application of revenues**

- 56 It is anticipated that additional staff will be required by CEH as follows:
- (a) A Lane Rental Team Leader, to manage the team;
  - (b) Senior Network Inspectors, to monitor works taking place on the network to ensure safety compliance and adherence to the scheme;
  - (c) Permit Technicians, to co-ordinate works and events on the lane rental network and work with permit scheme technicians to co-ordinate the wider network; and
  - (d) Permit Compliance Technicians, to administer the LRS.
- 57 In addition to staff costs, there will be further operating costs covering training, equipment, professional services and software development.
- 58 Any surplus income generated by the scheme will be re-invested back into highway improvement works that will benefit the network users within Cheshire East. Such works will reduce disruption or counter the adverse

effects arising from street works reinstatements. Examples of the types of works are shown in paragraph 32(b) of the main report.

- 59 The application to the Secretary of State will demonstrate the process for understanding the surplus income and developing programmes of such works. An annual account will be kept of revenues and how they are spent.

### **Systems**

- 60 The principal system for managing the CELRS will be Street Manager. This is currently used for the street works permit scheme. CELRS will be integrated with street works permit management.
- 61 Detailed and accurate information will be provided to works promoters on where lane rental charges apply. This will be done via the National Street Gazetteer. Opportunities will be sought to provide data to works promoters in formats compatible with their works management systems.

### **Dispute resolution**

- 62 Consideration will be given to the process for handling disputes under CELRS.

### **Transition and implementation**

- 63 The proposed scheme will include an implementation plan. This will seek to develop a period of shadow / trial running prior to the operational period.
- 64 Transition plans will also cover how works that have already been permitted when the LRS comes into effect will be handled.

### **Evaluation**

- 65 A plan will be provided for how the CELRS will be evaluated and the costs justified. This will also indicate how CEC will review the operation of the scheme and make minor amendments to it as a result of operational feedback.
- 66 The costs of evaluation will be met from the scheme.

