Kent Lane Rental Scheme

Consultation Seminar
Kent Lane Rental Scheme

Agenda

– Welcome and Housekeeping
– Why a Kent Lane Rental Scheme?
– The Kent Lane Rental Scheme
– Implementation of the Scheme
– Opportunities for Questions
Local Highway Authority

- The Council is responsible for maintaining over 5,000 miles of roads, 4,000 miles of pavements and 400 miles of cycle routes.

- There is a duty to manage the road network to “secure the expeditious movement of traffic on the authority's road network”.
Local Transport Plan

- To “Keep Kent Moving” is one of the 11 objectives in the Local Transport Plan.

- The Council manage and maintain the highway network to maximise the safe and efficient use of road space and to provide reliable journey times.
Kent Permit Scheme

- In effect from January 2010.

- Introduced a fundamental change from a notice to a permit regime.

- Provides powers to agree requests for works and to require conditions on those works.
Lane Rental Scheme

- To apply a daily charge to those carrying out works when they occupy the highway.

- To encourage those undertaking works to carry out their works in a less disruptive manner.

- To work in conjunction with and complement the powers of a Permit Scheme.
Kent Lane Rental Scheme

Roadworks and Enforcement Manager

David Latham
Kent Lane Rental Scheme

- **P**urpose
- **E**ngage
- **R**etrain
- **M**easure
- **I**nform
- **T**rust

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- Clear Objectives/outcomes
- Work Promoters/stakeholders
- Culture Change
- Know that you are achieving
- Managing Expectations
- Commitment to delivery
Kent Lane Rental Scheme

Permit Scheme year 1: 26% reduction in enquiries
Permit Scheme year 2: further 15% reduction in enquiries

Work Volume up 15%
Change in Emphasis

Tack Hammer

Sledge Hammer
Drive innovation in the most difficult locations
A Lane Rental Scheme

✓ Must be end result focused;
✓ Must be proportionate;
✓ Must be evidence based;
✓ Must be jointly developed;
✓ Must be developed to be workable, practical, fair and effective.
The objective of the Scheme is to encourage:

• reducing the length of time that sites are unoccupied, and hence total works durations;

• improvement of planning, coordination and working methods to maximise efficiency;

• carrying out more works outside of peak periods, reopening the highway to traffic at the busiest times and/or making greater use of evening or weekend working where the local environmental impact is acceptable;

• optimising the number of operatives on site to enable works to be completed as quickly as possible;

• completion of works to the required standard first time, reducing the need to return to the site to carry out further works.
Kent Lane Rental Scheme
Kent Lane Rental Scheme

<table>
<thead>
<tr>
<th>KLRS Charge Band</th>
<th>Full road closure</th>
<th>Lane closure</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>£2000</td>
<td>£800</td>
</tr>
<tr>
<td>2</td>
<td>£2000</td>
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<td>£600</td>
</tr>
<tr>
<td>4</td>
<td>£1600</td>
<td>£300</td>
</tr>
</tbody>
</table>
Kent Lane Rental Scheme

Maidstone

KLR 1
Kent Lane Rental Scheme

Thanet Area
Predominately
KLR 3

Map showing areas of the Thanet Area with different rental schemes.
Kent Lane Rental Scheme

Urgent and Emergency Work

- charges will apply on and from the third calendar day of occupation.
## Kent Lane Rental Scheme

### Changes in occupation of the highway during a project

- A permit variation must be submitted clearly indicating the change applied at the time the change is made. There will be no permit fee for such variations.

<table>
<thead>
<tr>
<th>Day One</th>
<th>Day Two</th>
<th>Day Three</th>
<th>Day Four</th>
<th>Day Five</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Lane Closure</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Part-Lane Closure</td>
</tr>
</tbody>
</table>

- Charges Applied as Per Permit Application and Notices Received
- Charges Applied as Per Permit Variation and Notices Received
Kent Lane Rental Scheme

Where will any revenues be used?

- to meet costs incurred for operating the KLRS.

Revenues in excess of costs will be used to reduce congestion and distributed between:

- Transportation;
- enabling infrastructure;
- industry practices and research & development.
Kent’s views on Lane Rental

• An additional tool to drive further improvement.
• Important to use sparingly.
• There must be genuine positive ways of avoiding or minimising charges.
• Parity essential for improvements to all works.
To participate in this consultation, please refer to the consultation documents below before submitting your comments. You can either complete the on-line form

Alternatively, comments on the scheme can be submitted to Kent County Council electronically via email or via written correspondence to Lane Rental, Roadworks Team, Highways Depot, Javelin Way, Henwood, Ashford, Kent, TN24 8AH.

- **Consultation Documents**
  - Kent Lane Rental Scheme
  - Brief overview of scheme
  - Cost benefit analysis
  - Schedule of roads Data version
  - Schedule of roads PDF version
  - Ashford Hythe & Folkestone Map
  - Canterbury Dover & Thanet Map
  - Dartford & Gravesend Map
  - Sevenoaks Maidstone Tonbridge & Tunbridge Wells Map
  - Sittingbourne Faversham & Sheppey Map
  - Equality Impact Assessment

www.kent.gov.uk/kentlane2012
Kent’s towns; a complicated blend of demands
Kent Lane Rental Scheme

Project Manager

Tobias Hemmings
KLRS Project

- To manage and control the effective delivery of the Scheme.

- To focus the KLRS design and business change on the objectives of the Scheme.

- To ensure efficiency and manage risk.

- Ensure day-to-day operation remains unaffected.
Kent Lane Rental Scheme

Implementation Timescales

- **October 2012**
  - Submit Application

- **Develop KLRS and Application**

- **Consultation**
  - 25 June to 17 September Consultation

- **December 2012**
  - Application Approved

- **KLRS Application**

- **Prepare to Operate the Scheme**

- **Notice Period**

- **May 2013**
  - KLRS in Legal Effect

- **Trial Operation**

**2012**

**2013**
KLRS Application

- Application to the Transport Secretary to operate a Scheme;
- To provide sound reasoning for the Scheme, including a robust cost-to-benefit analysis;
- To detail the operation of the Scheme and compliance to Regulation.
Notice Period

- Operate the Scheme without charge for 12 weeks;
- Test new ways of working and systems;
- Develop working practices;
- Resolve issues before the Scheme is in legal effect.
Engagement with Stakeholders

- National Joint Utilities Group and key works promoters involved with Scheme development;

- 12 week notice period;

- Proactive engagement and communication with key stakeholders

- Contact via kent.lanerentalscheme@kent.gov.uk

- Updates on www.kent.gov.uk/kentlane2012
Next Steps

- Review Consultation comments;
- KLRS development;
- Application development;
- Prepare for the Scheme operation;
- Submit an application.
Questions
Questions & Answers
Conclusion