Royal Borough of Kensington & Chelsea Lane Rental Scheme

Evaluation Plan

London Borough Lane Rental Scheme. Reducing disruption on the borough road network

THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

London Borough Lane Rental Scheme.
Reducing Disruption on the Borough Road Network

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1.   Introduction

1.1   This Evaluation Plan provides details of the measures that will be used in order to evaluate the performance of the Lane Rental Scheme.

1.2   The Royal Borough of Kensington & Chelsea Lane Rental Scheme ('The Scheme'), which applies Charges determined by reference to the duration of works and is based on the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the Lane Rental Regulations) made under Section 74A of the New Roads and Street Works Act.

1.3   The Scheme seeks to limit the amount of disruption to the most sensitive parts of the Borough Road network by encouraging the undertaking of works at the least disruptive time for road users, and the early completion of works. The Scheme is designed to limit the carrying out of works at specified locations by applying a daily charge, referred to as a Charge, for any part(s) of the day that the street is occupied by the works during specified days and times.

1.4   The objectives of the Lane Rental Scheme are to:

- Apply the scheme to all Promoters on a consistent basis.
- Promote behavior change to minimise the duration of occupation of the street at the busiest locations at the most sensitive times on the network.
- Minimise the number of works taking place during the most sensitive times.
- Contribute to reducing disruption to all road users.

1.5   The Royal Borough of Kensington & Chelsea is committed to operating a lane rental scheme that achieves the intended objectives, is operated efficiently and effectively, and demonstrates parity in its application. The purpose of the annual valuation reports that will be published is to demonstrate the Scheme is achieving these commitments and provide transparency on governance arrangements.

2.   Approach to Evaluation

2.1   In keeping with Government guidance, the Council will undertake an annual evaluation of the Scheme. The Evaluation Report will address the following key questions:

- How effectively is the scheme being operated
- Is the Scheme achieving its objectives
- How well is the scheme governed, including the application of lane rental charges and surplus revenues?

2.2   The evaluation will be undertaken using data available from the Department for Transport's national Street Manager system.

3. Performance Indicators

2.3 The annual Evaluation Report will be based around a set of performance indicators, which will relate to the objectives of the Scheme and the key questions listed above.

2.4 The performance indicators will include a target measure, which for the initial year of operation will be based on the estimates produced to support the submission to the Secretary of State. Once the Scheme is operational, these targets can be reassessed using observed behaviour changes and source data.

2.5 The Council recognise potential limitations in the data and information recorded for work within Street Manger, and the potential need to draw conclusions through assumptions. Any limitations or assumptions applied will be clearly identified within the Evaluation Report.

2.6 The following key performance indicators will be used when evaluating the Scheme:

Table 1: Key Performance Indicators

KEY PERFORMANCE INDICATORS	
KPI Number	**Details**
1	The number of works that have taken place on the LR network
2	The volume of days saved through collaborative works
3	The volume of works that have avoided LR charges
4	The volume of remedial works undertaken to repair defects
5	The volume of days saved
6	The volume and number of waivers and reductions applied
7	The proportion of work with a lane rental charge, including mitigated charges (discounts) applied
8	Estimated reduction in carbon emissions through a reduction in peak time works and associated congestion impact

4. Results of the Evaluation

2.7   An evaluation report will be published on the council website within 6 months of the anniversary of each operational year.

2.8   The format and content of the annual Evaluation Report may vary. The key content will include:

- A review of the operational year(s) to date.
- Results of the performance indicators; including base data for context, comparison with baseline figures and previous operational years (as appropriate).
- A summary of the lane rental charges received.
- The application of the surplus revenues.

5. Baseline Data

2.9   As the evaluation seeks to demonstrate the efficiency and effectiveness of the Scheme, compared to the Council not operating a Scheme, baseline data will be collected prior to the Scheme coming into effect wherever possible. It is expected that this data may include, but is not limited to:

- Work data from the DfT's digital service, Street Manager.
- Traffic data from local and DfT traffic counts.

2.10   It is accepted that there may be limitations on the availability of data. This may limit or prevent evaluation of a specific timeframe to meet the timescale set out above, should this be the case it will be made clear in the Evaluation Report.

The Royal Borough of Kensington & Chelsea is committed to reducing its environmental impact and carbon footprint, and to working with residents and partners to make the borough greener, cleaner and fairer.