

LONDON BOROUGH OF ENFIELD



London Borough of Enfield Lane Rental Scheme

Trial Period Evaluation Report 16 March 2026 to 19 April 2026

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1 Executive Summary

The Lane Rental Scheme is a statutory scheme designed to minimise road works during the busiest times of the day. The London Borough of Enfield Lane Rental Scheme covers 8.6% of the borough's roads and applies 7 days a week.

Our scheme intends to drive 2 key elements:

- Behaviour change among those working on our road network.
- Reducing occupation of our busiest roads at the busiest times

This will be achieved by applying a daily charge to works that impact our carriageways. These charges will encourage work promoters to complete their works outside peak travel times or in a more efficient way. We expect to see positive benefits through:

- shorter durations
- more effective traffic management
- higher levels of site activity

The London Borough of Enfield began a trial period on 16 March 2026. The trial will continue until Sunday 19 April 2026. The scheme will operate from 27 April 2026 and charges will be applied from 25 May 2026

2 Introduction

The London Borough of Enfield Lane Rental Scheme for Road Works and Street Works is made pursuant to Section 74A of the New Roads and Street Works Act (NRSWA).

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, is designed to operate in conjunction with Section 74 and the London Permit Scheme for Road Works and Street Works, subject to certain exemptions on charges and fees

This Trial Period Evaluation provides details of the findings of the trial period and a summary of the occupation of the Lane Rental Network (LRN) during this period.

3 Objectives of the London Lane Rental Scheme

The objectives of LBELRS are in accordance with were laid out in Section 2 of the Scheme document and these are to:

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

4 Volume of proposed works on LRN

During the Trial Period all permit applications for works either taking place during it or applications submitted for works taking place after the start of that period were assessed for their Lane Rental Charge applicability. These assessments were recorded in the Street Manager system giving an indication of whether works were considered likely to incur charges, the number of chargeable days and the applicable charging band.

This initial charge assessment is based upon the information submitted in the permit application as regards to the works occupation of the carriageway. A further charge assessment is then completed for all works that take place and registered as completed so that any changes to site circumstances and carriageway occupation can be considered and charges amended accordingly.

It is anticipated that this process will enable work promoters to understand and quantify their potential Lane Rental charge exposure, consider how best to minimise this, which will by virtue of the scheme design, reduce disruption on the LRN.

To identify any early indication of behaviour change, the data analysis in this section is separated into two periods. The first being the 16th - 31st March 2026 and the second being the 1st - 17th April 2026.

Table 1

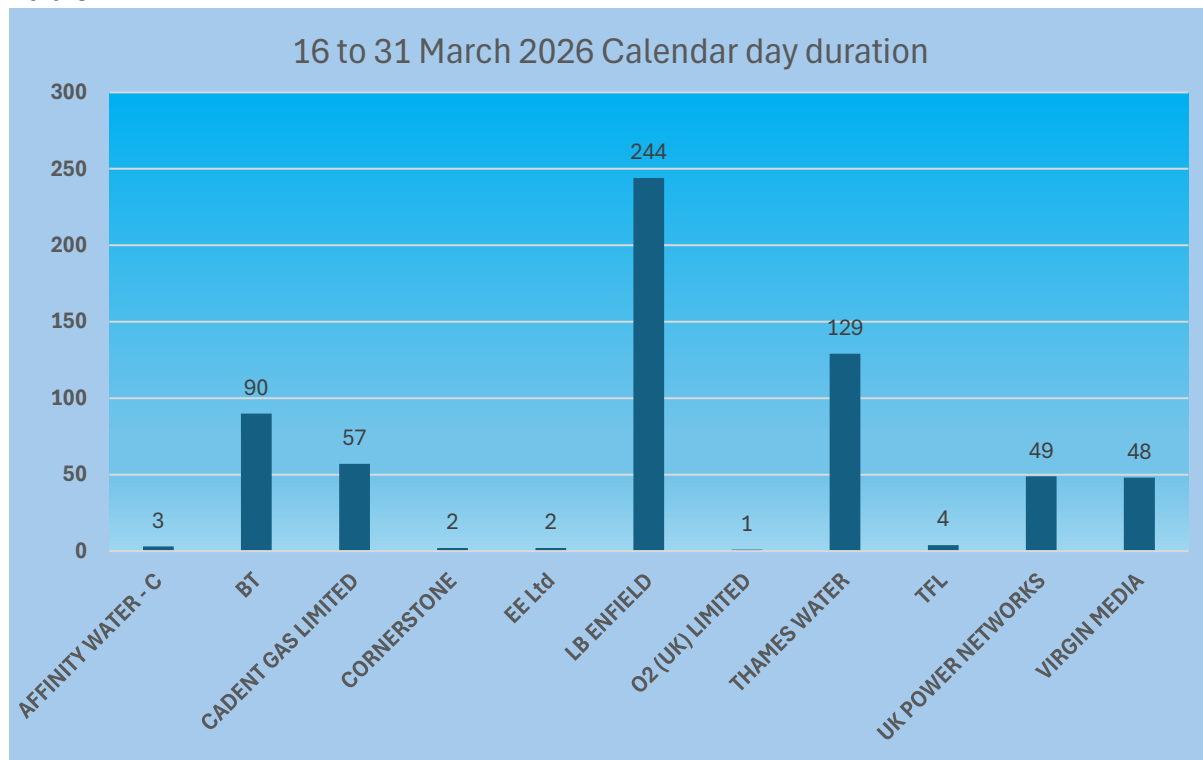


Table 1 shows the total number of permit applications received between the 16th and 31st March for works to take place on the LRN (at any time) broken down by works promoter.

This table shows a high volume of works proposed by the London Borough of Enfield with 244 calendar days) with the next highest volume being Thames Water with 129 calendar days.

Table 2

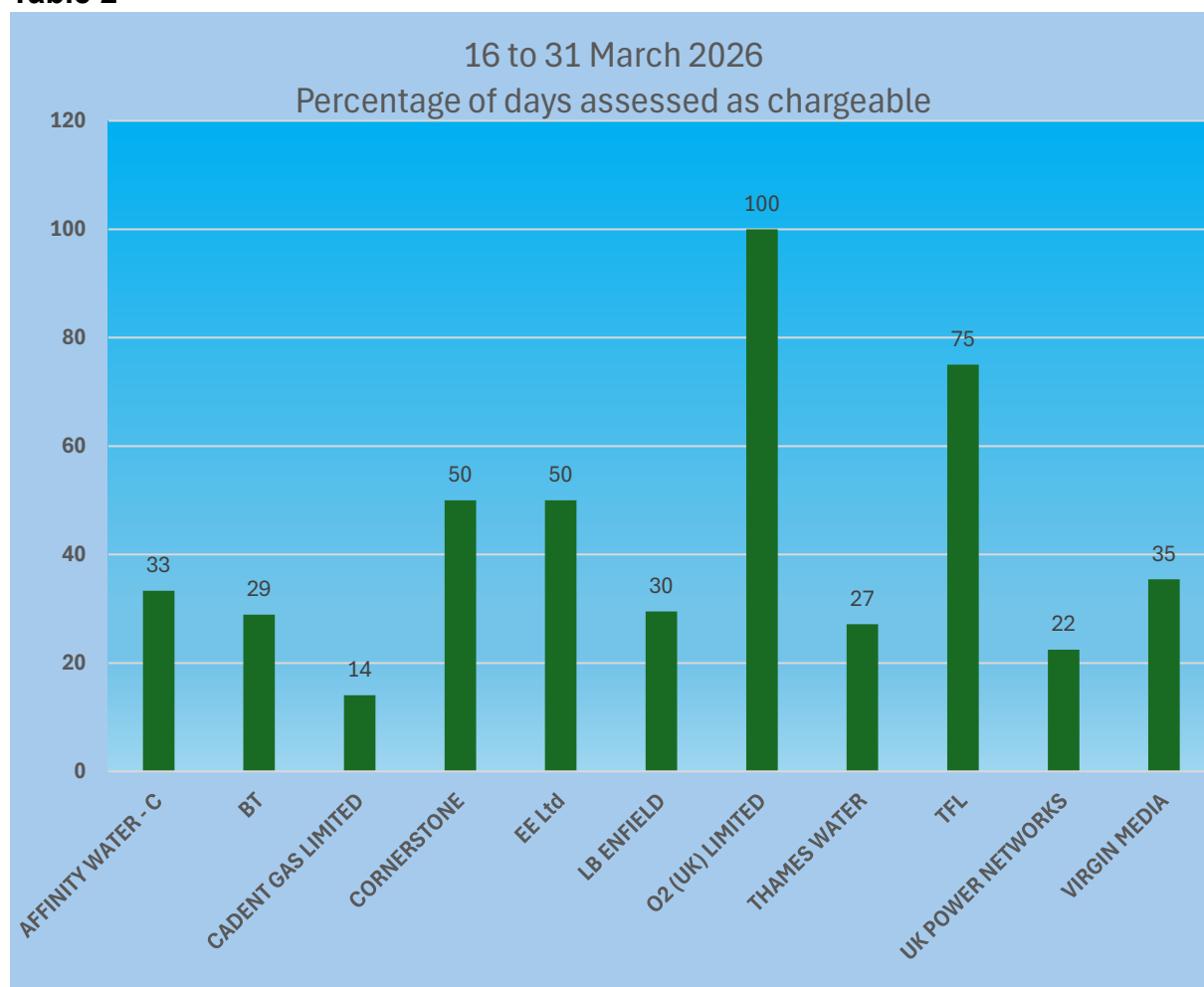
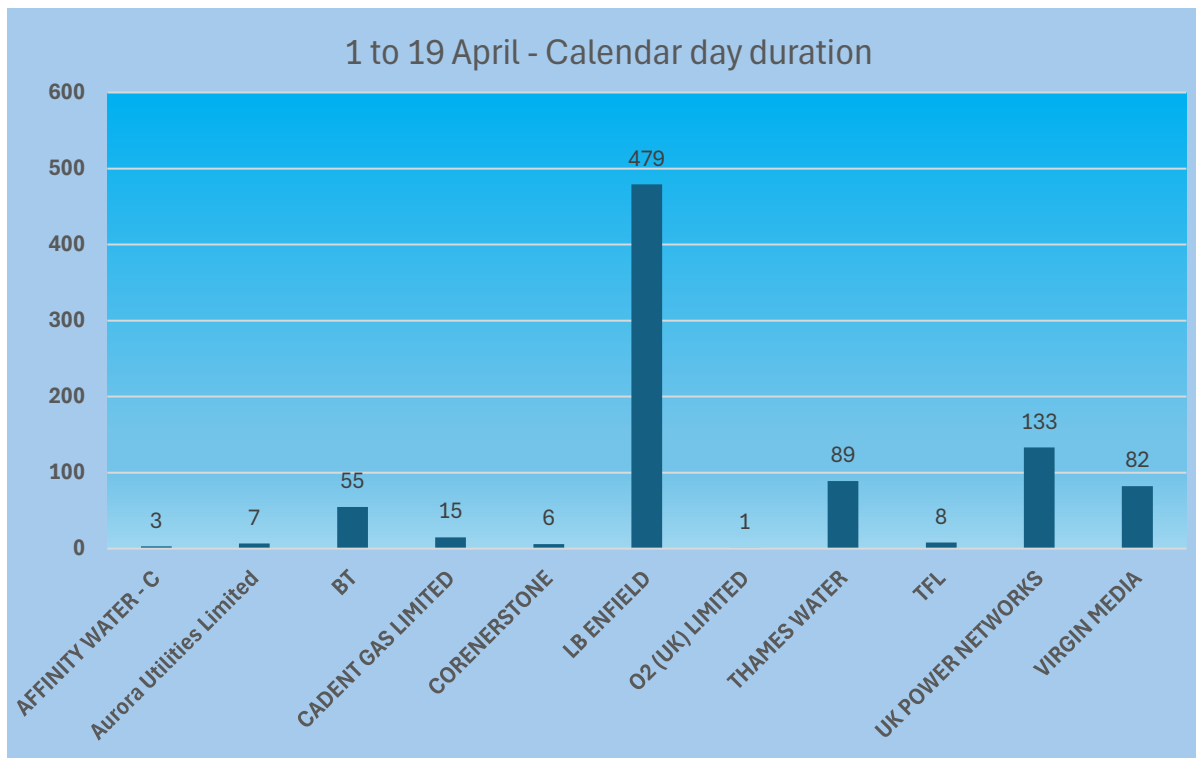


Table 2 shows the percentage of permit applications received between 16th and 31st March for works to take place on the LRN at any time that were initially assessed as being chargeable.

While in some instances works promoters with a small volume of permit applications may show a high percentage of works being chargeable, those with higher volumes such as LB Enfield, Thames Water and UK Power Networks, show the percentage of chargeable works between 22% and 35%. This demonstrates that on many occasions, works taking place on the LRN are not incurring charges and there are opportunities for works promoters to execute their work on the LRN without incurring charges.

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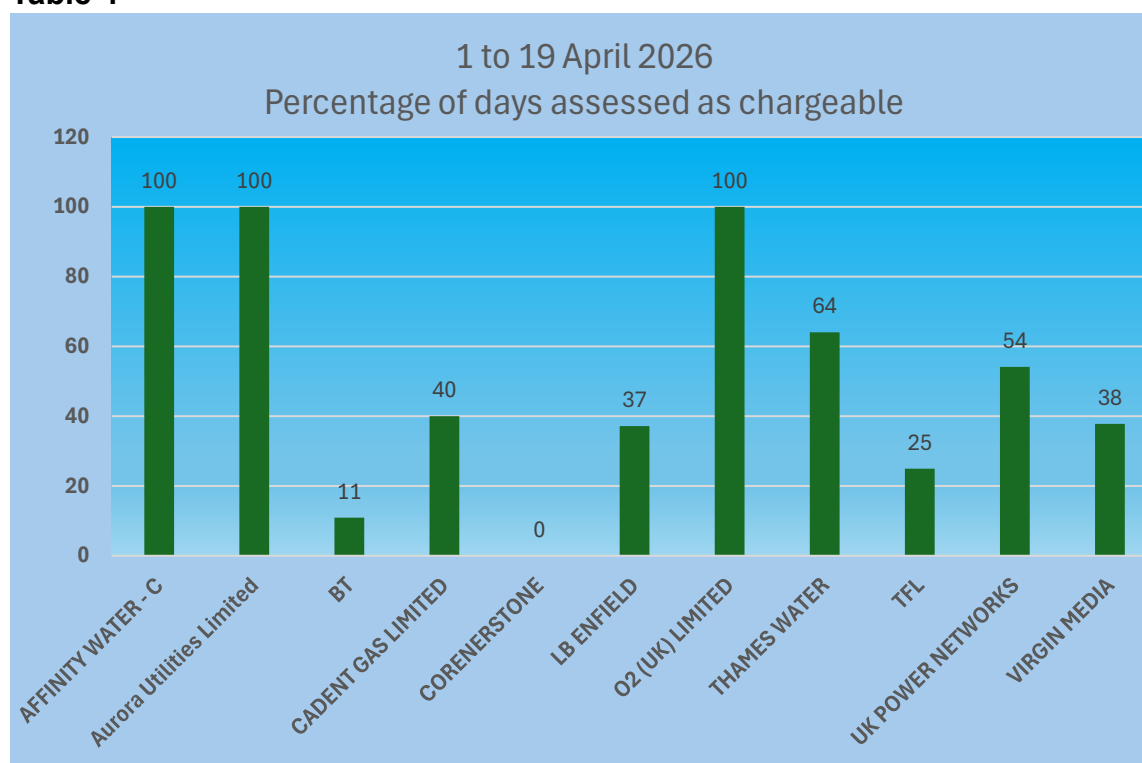
Table 3



The data in table 3 shows the total number of permit applications received between the 1st and 19th April for works to take place on the LRN broken down by works promoter.

This table shows a very high volume of works being carried out by the London Borough of Enfield with 479 calendar days which is due to a long running highway improvement project taking place, with the next highest volume being UK Power Networks with 133 calendar days.

Table 4



The data in table 4 shows the percentage of days that were assessed as being potentially liable to Lane Rental charges.

Again, this shows for works promoters with low volumes there are instances of all days being assessed as being chargeable. For works promoters with larger volumes, the percentage of days assessed as chargeable range between 11% and 64%. Anecdotally and from the data, it does appear that there has been some behaviour change by works promoters. The data shows the percentage of works by BT assessed as chargeable has decreased to 11% from 29% during the period 16 to 31 March.

The initial assessments are entirely based upon the data in the permit applications. If a permit application indicated a traffic management type of some carriageway incursion or higher with no further clarification on the nature of the carriageway occupation, by means of conditions limiting carriageway occupation, they were assessed as being chargeable for their entire duration.

The scheme document indicates that if works are not occupying the carriageway during chargeable times appropriate conditions (NCT02a) should be used to detail this such as; NCT02a cway occupation limited to 10:00 to 15:00 or other variants such as; NCT02a cway occupation limited to day 1 and 2 of permit duration and at all other times works in footway only.

5 - Volumes of completed works on the Lane Rental Network (LRN)

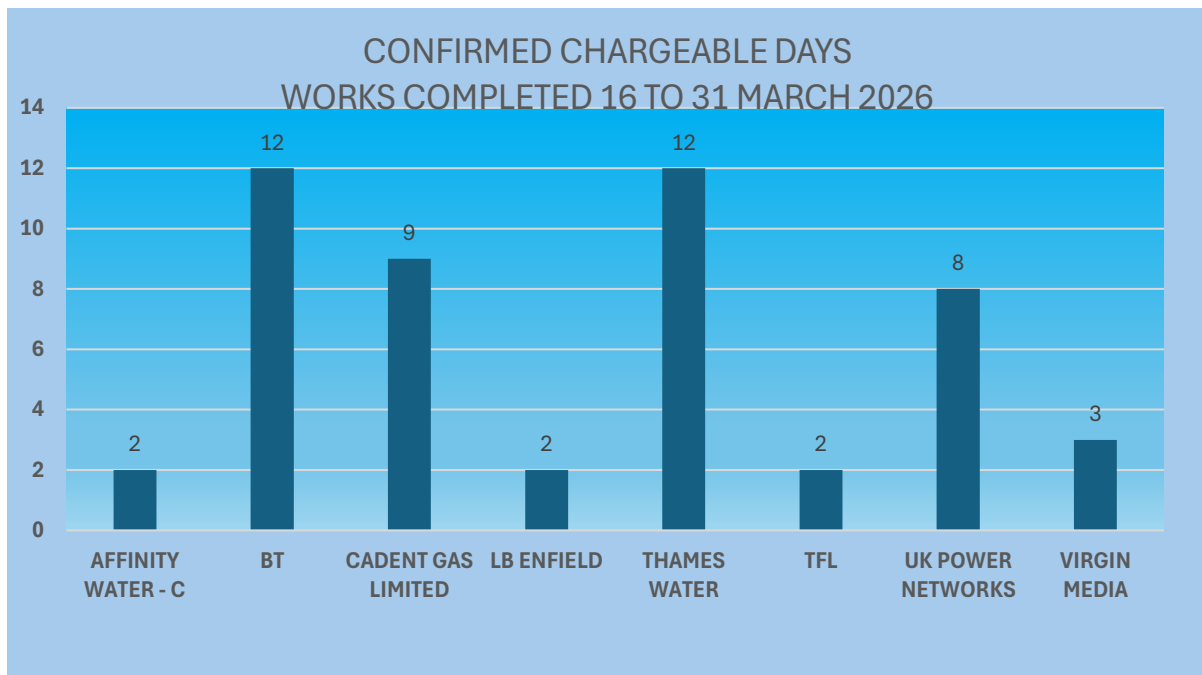
Assessments of works that were completed on the LRN during the trial period were also undertaken so that any changes arising from site conditions could be accounted for before a final assessment of charge liability was completed.

This process will be replicated when the scheme is live to ensure charges accurately reflect site activities as it is appreciated that circumstances on site can change due to the many variables involved in executing works on the highway.

The London Permit Scheme (LoPS) contains mechanisms for works promoters to record changes in highway occupation throughout the life span of a permit by means of 'change requests' so that the actual occupation can be accurately recorded.

It is considered that basing charges on information submitted by works promoters throughout the life cycle of a permit enables charges to accurately reflect the variations between expected and actual carriageway occupation. Therefore a final charge assessment is made only when works or phases of work are completed.

Table 5



The data in table 5 shows the total number of days of work completed on the LRN between 16 March and 31 March 2016 that the final assessment considered as chargeable.

Table 6

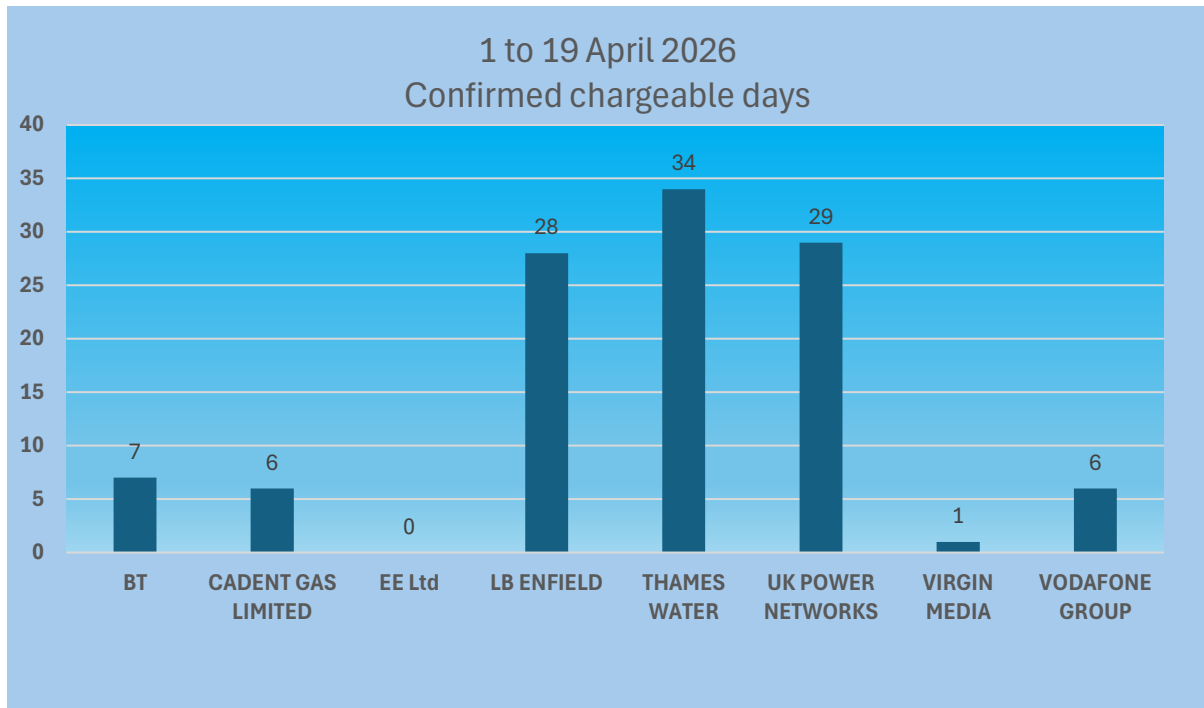


Table 6 shows the number of confirmed chargeable days of works on the LRN after final assessment.

Table 7

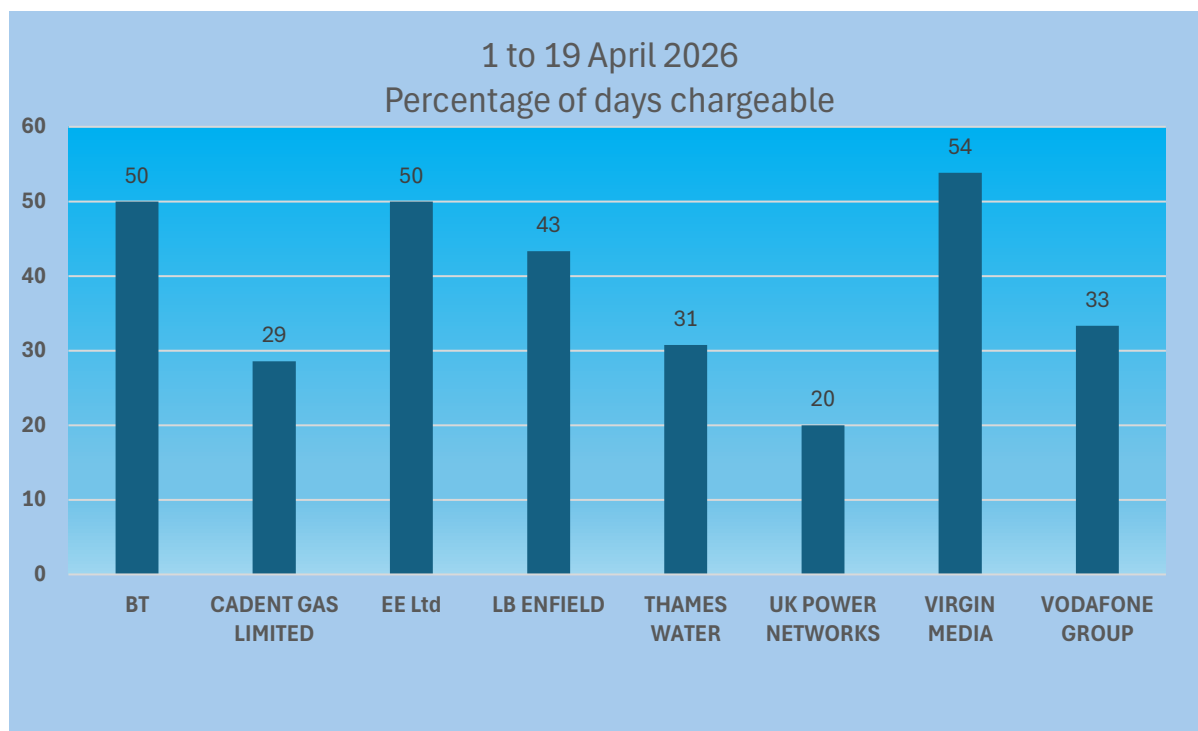


Table 7 shows the percentage of chargeable days of work on the LRN after the final assessment had been carried out. This data is most meaningful for the works promoters with higher volumes of works and shows percentages varying between 43% for LB Enfield and 20% for UK Power Networks.

6 Waivers, Reductions & Exemptions

Unfortunately, we did not receive any applications for waivers, reductions or exemptions throughout the trial period. Due to this, we have not been able to test our procedures for assessing these applications in any 'real world' scenarios.

With that being said, we have undertaken test applications internally within our Street Works team and we are confident that the current process is fit for purpose and will work well for us as an authority and work promoters.

7 Shadow Charging

At the outset of our trial, the intention was to send two different sets of shadow charges, bi-weekly, to each work promotor that showed an interest in participating.

The reason for these shadow charges was to ensure that the information being provided to works promotors was sufficient for them to assess the validity of each charge to enable a smooth process for agreements and disputes.

We have issued shadow charges to three promotors and gained constructive feedback from one.

The main point that was raised is that the data included in the draft charge was adequate, but it would be better if it was supported by photographic evidence of carriageway occupation. This has been considered and we have concluded that the Scheme is clear in the fact that charges are based on the information provided by work promotors in their works closed notices.

Although it is accepted that the nature of work sites can change throughout the duration of works, the London Permit Scheme provides sufficient transactional methods, i.e. change requests, to ensure up-to-date and accurate information is available. It is felt that work promotors have adequate time to ensure their permit applications are accurate and reflect the reality of the carriageway occupation prior to charges being drafted.

8 Analysis

While there is some evidence of behaviour change this is only likely to increase over time as works promoters become more familiar with the scheme and the streets in Enfield to which it applies.

As many works promoters will have experience of working on the TfL Lane Rental Network and the Enfield Scheme is broadly similar, it is expected that they have a good understanding of the changes in behaviour necessary to reduce their exposure to charges and therefore also minimise disruption.

The data does show that in many instances, work can be carried out on the LRN without charges being incurred. This report intentionally does not include financial values as given that the charges are at the moment only notional the focus is on understanding volumes of works, days of carriageway occupation, embedding processes and enabling all parties to familiarise themselves with the scheme.

There has been helpful engagement with Thames Water and Cadent Gas, and it is hoped that this will continue in the future.

We would welcome further engagement from any works promoters and are confident that we are in a position to operate an effective scheme that delivers its stated objectives while also ensuring that essential works can be carried out to deliver the services our society relies upon.