



# London Borough Lane Rental Scheme

## Operational Guidance

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Reducing Disruption on the Borough Network.

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# The London Borough Lane Rental Scheme

## Scheme Objectives:

- To apply the scheme to all Promoters on a consistent basis.
- To promote behaviour change, to minimise the duration of occupation of the street at the busiest locations at the most sensitive times on the network.
- To minimise the number of works taking place during the most sensitive times.
- To contribute to reducing disruption to all road users.



## Introduction

This Operational Guidance document provides supplementary detail applicable to all approved London Borough Lane Rental Schemes.

This document does not supersede the scope of each London Borough Lane Rental Scheme (LBLRS) and is intended to provide further guidance on the operation of the LBLRS to aid Work Promoters who are subject to the LBLRS.

The LBLRS seeks to limit the amount of disruption to 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. A Charge will not apply if works wholly take place outside of the specified days and times.

# Where do Charges Apply?

The Scheme applies to all works that require a permit under the NRSWA, including works that are executed under a Section 50 license and those executed under an agreement pursuant to section 278 of the Highways Act 1980.

The Scheme will apply at the specified footway and carriageway locations that are designated as a Lane Rental record within the current version of the Additional Street Data (ASD) file, which is published on the National Street Gazetteer hub.

Footway works will only be chargeable where they involve breaking up the street, tunnelling, or boring under it.

The Scheme will not apply to works that are carried out in a verge that does not involve any occupation of a carriageway or a footway. Such occupation includes use by any associated plant, vehicles, or materials, or for any temporary arrangements for providing a walkway for pedestrians, because of or as part of the works.

**Lane Rental charges apply to traffic management** of a registerable activity, as defined by the London Permit Scheme, that is in situ on part of a chargeable Lane Rental street during Lane Rental chargeable hours, irrespective of when the actual site works are undertaken.

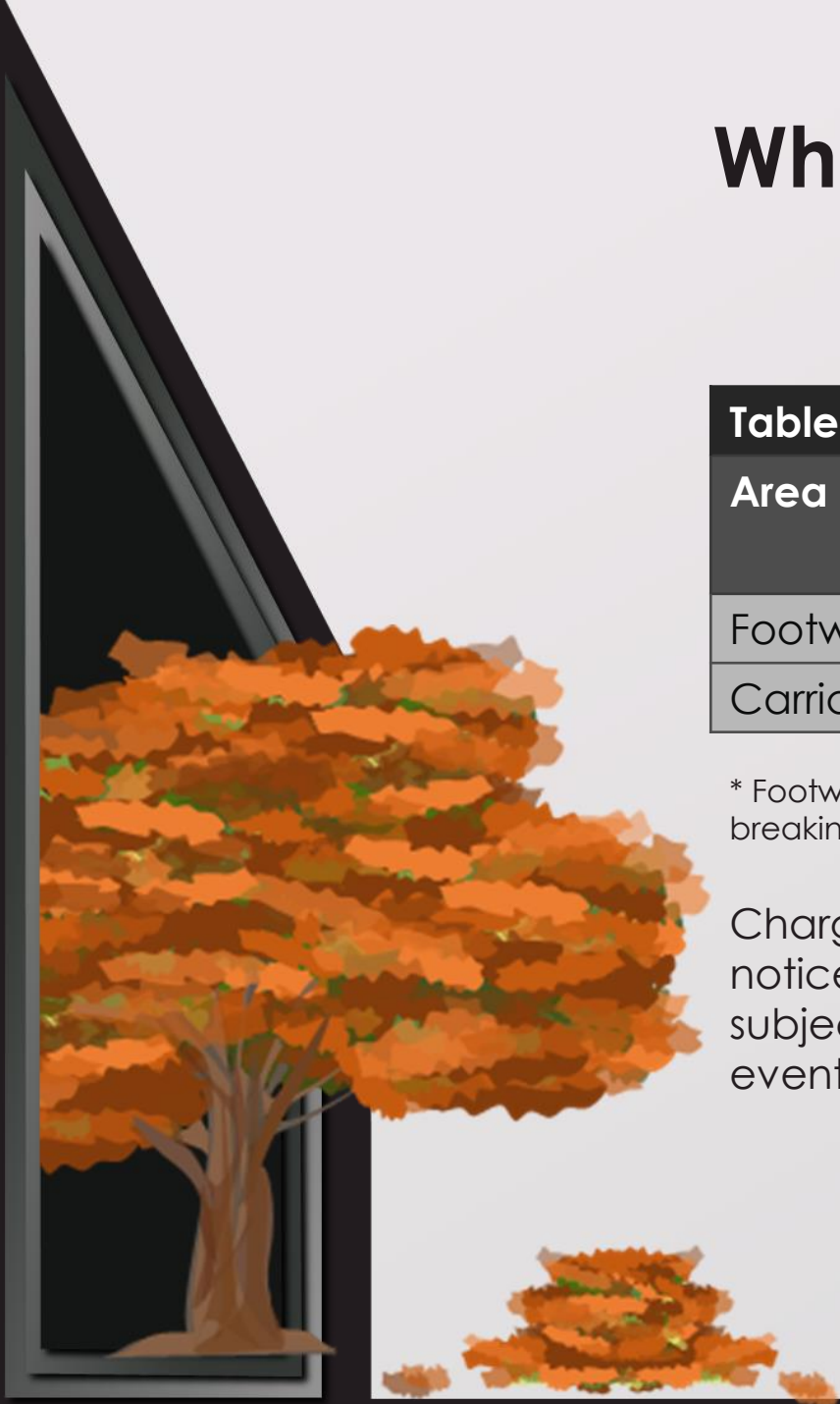


# What are the Daily Charges?

Table of Charges				
Area of Occupation	Daily Charge			
	Single	Low	Medium	High
Footway *	£350	-	-	-
Carriageway		£1,000	£1,500	£2,500

\* Footway charges on traffic-sensitive streets shall only be applied to footways if the works involve breaking up the street, or tunnelling or boring under it.

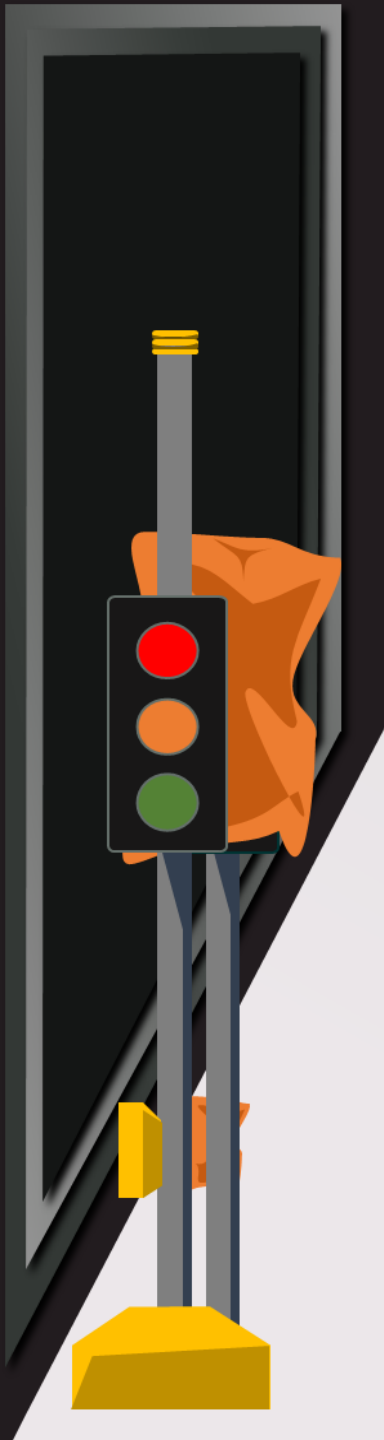
Charges will be calculated using the information provided in the relevant valid notices and permit applications and as set out in the Lane Rental Regulations, subject to correction where information is misleading, mistaken or overtaken by events.



# When does Lane Rental Apply?

Lane Rental charges apply 7 days a week. Each Lane Rental street is allocated a specific time range when charges apply. These can be found on the street works gazetteer. The chargeable timings for each road will fall within the below categories:

Area of Occupation	Days of Applicability	Footway Charge Band	Low Charge Band	Medium Charge Band	High Charge Band
Footway	Weekdays, Saturdays or all weekend	07:00 – 10:00 15:00 – 19:00	-	-	-
Cycle Track / Lane and/or Carriageway	Weekdays	-	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00	07:00 – 19:00
-	Saturdays or all weekend	-	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00	07:00 – 10:00 15:00 – 19:00

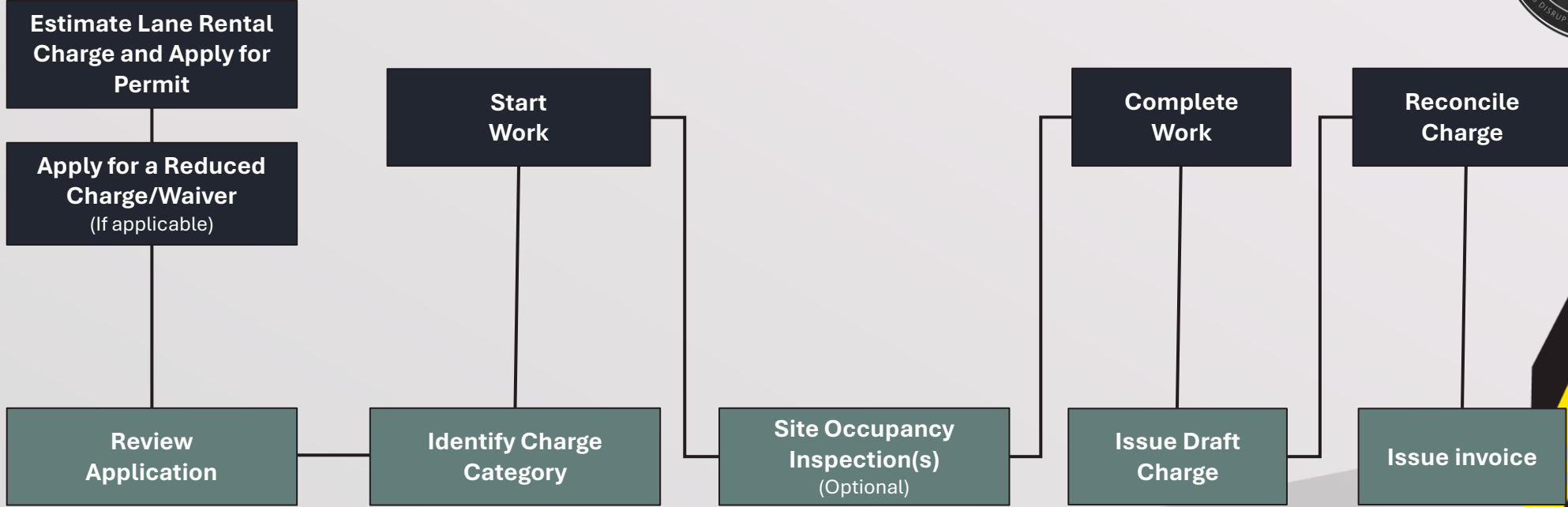


# Operational Process Overview



Promoter

Council



# Information Sharing

The following information will be made available to stakeholders on each London Boroughs Lane Rental web page:

Statutory Instrument	Scheme Document	Lane Rental Maps: Interactive, GIS Files & Static
Schedule of Locations	Operational Guidance	Surplus Governance Arrangements
	Annual Evaluation Reports	

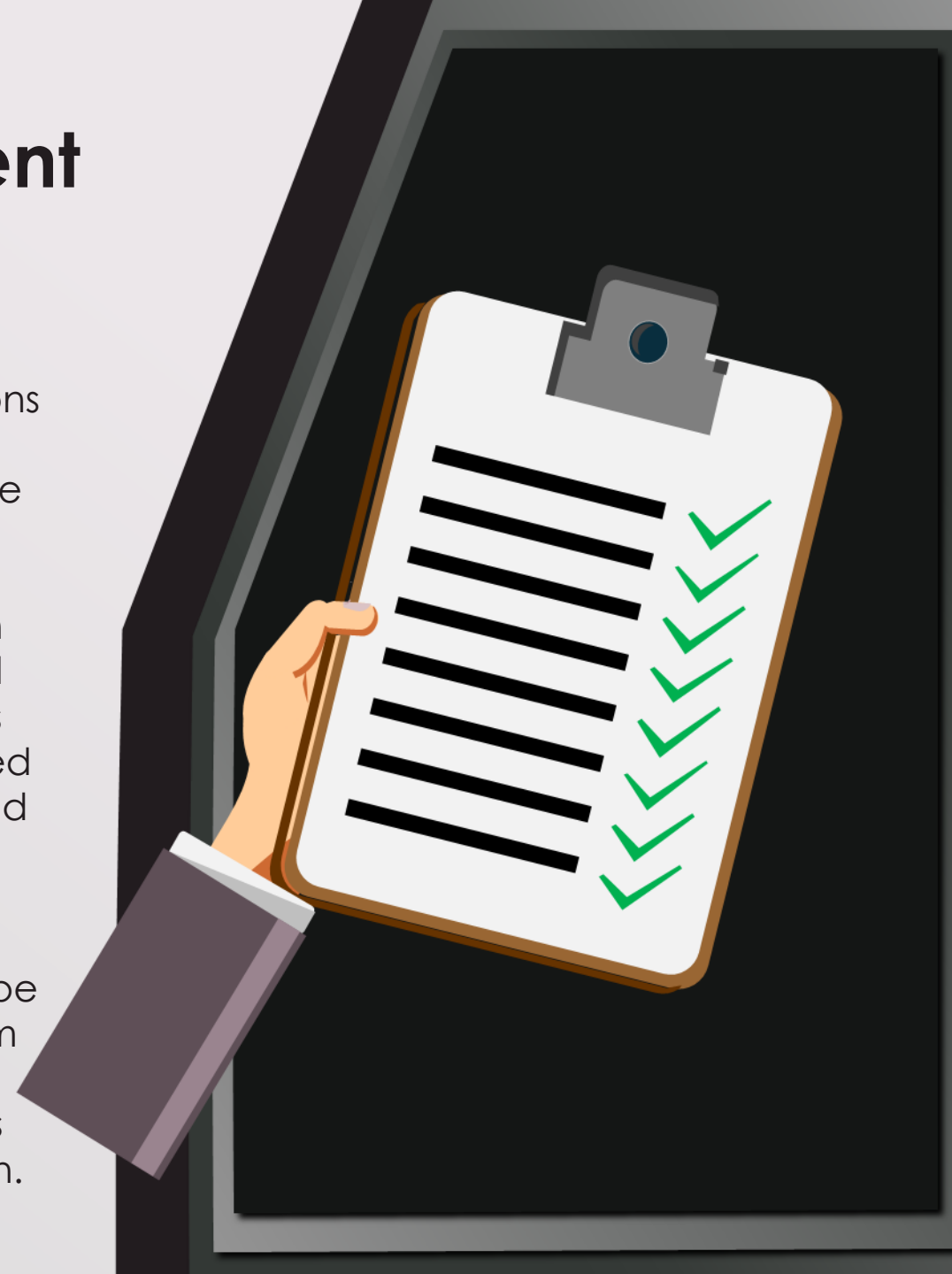


# Works Monitoring and Enforcement

Work on the Borough's network shall be inspected on a regular basis, and where (because of such inspections or otherwise) evidence shows that Promoters have worked at Specified Locations during the specified days and times, but this information has not been provided in valid notices or on a permit application, then the relevant charges will be applied.

The Borough will seek to ensure that the dates and times on which charges are applied are accurate, along with the works type and category of road. Where there is evidence that the dates or times given in section 74 notices are incorrect, the notice will be deemed invalid, and the charges will be based on the evidence of the road space occupation.

In the event of a Promoter being found to have falsely claimed a Charge exemption or a reduction in charges, the full Charge will be payable. Deliberately making a false claim in order to benefit from an exemption or reduction in charges is likely to constitute fraud, and in such circumstances the Borough may take action it deems appropriate to the circumstances, which may include prosecution.



# Reduced Charges & Waivers

- General
- How to Apply
- Reviewing Applications
- **Scenarios:**
  - Genuine Immediate Emergencies
  - Major Infrastructure Improvements
  - Collaborative Working
  - Works Spanning Multiple Streets
  - Abortive Days
  - Innovative Technology
  - Redefined Road Space
  - Filter Lanes
  - Temporary Footways
  - Road Plates & Footway Boards
  - Works Confined to a Hatched Area
  - Bays
  - Replicating Permanent Signals
  - Other



# Reduced Charges & Waivers

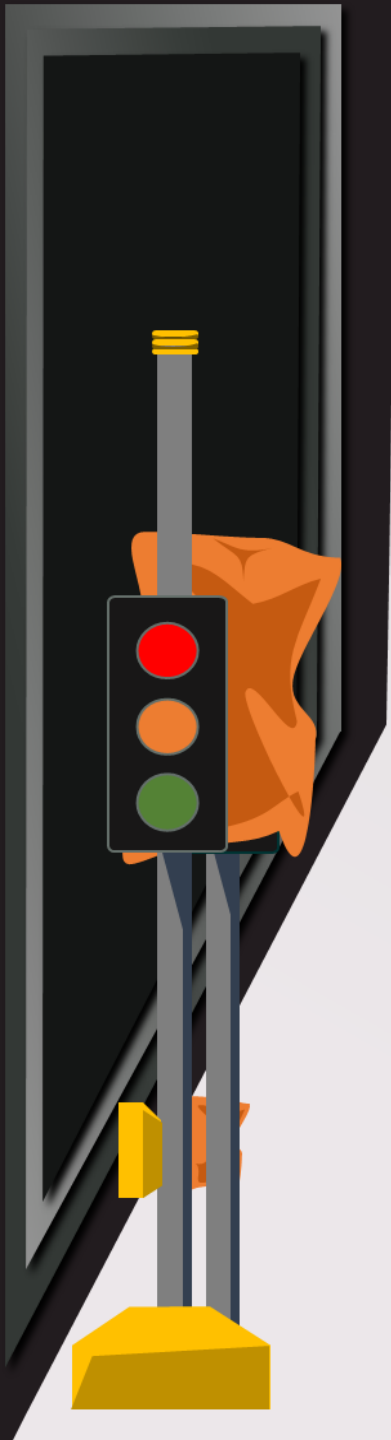
## General

The following section provides work promoters with guidance on candidates where consideration will be given to reduce or waive Lane Rental charges and should be read in conjunction with the relevant authorities published scheme document.

All waiver applications will be assessed on a case-by-case basis.

**Note:** The safety of road users and operatives must not be compromised when developing traffic management proposals designed to either avoid Lane Rental charges or qualify for a reduction. Lane Rental waivers and discounts are therefore approved on condition that work sites are compliant with the statutory Code of Practice for Safety at Street Works and Road works.

Lane Rental waivers and discounts may be withdrawn for the duration of non-compliance.



# Reduced Charges & Waivers

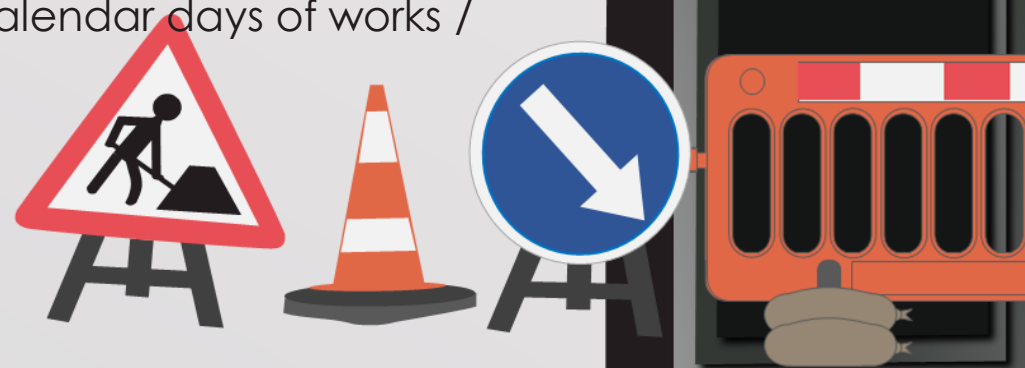
## How to Apply

To qualify for a reduced charge or waiver you must make an application as specified by the relevant borough, providing the permit reference, traffic management drawing(s), and the applicable reduced charge or waiver reference, e.g. LBLRS-RCW7.2.

**Note:** The waivers, reductions and exemptions contained within this document are at the authority's discretion and are subject to promoters using this guidance within the spirit of which it is intended.

Waivers, reductions and exemptions will not be provided for retrospective applications for planned works and will only be applied if requested in advance of the works starting and once agreement has been reached with the relevant Lane Rental Officer.

For unplanned works (Immediate), retrospective applications to waive charges will only be considered if an application is submitted within 2 calendar days of works / scenario starting.



# Reduced Charges & Waivers

## Reviewing Applications

Authorities will endeavour to review applications on a weekly basis. Further information may be requested in order to determine the outcome of each application.

Applications are expected to be determined within 10 working days, however depending on complexity or type of application, it may take longer.

In the event of a dispute, it is for the applicant(s) to evidence their adherence to the operational guidance and scheme.



# Reduced Charges & Waivers



## Genuine Immediate Emergency Works (LBLRS-RCW7.1)

Genuine immediate emergency works that must be carried out during the charging period to avoid significant danger to public safety or significant damage to property will be provided with a 24-hour Charge free period to enable the immediate emergency to be dealt with.

To minimise disputes, Promoters claiming this waiver must, when requested, provide documentary evidence of the nature of the emergency before the waiver will be granted. This evidence will need to be sufficient to demonstrate the works categorisation as immediate emergency.

Emergency works will be inspected by the Borough, where practicable, to verify the works categorisation. Where this is not practical the Promoter may be required to provide documentary supporting evidence of the nature of the works.

# Reduced Charges & Waivers

## Collaborative Works (LBLRS-RCW7.2)

### Works by two or more promoters

Collaborative works that are carried out concurrently by two or more works promoters at the same location can apply to have **charges waived in full**, subject to full compliance, for the period of collaboration. In all cases the collaborative works must be agreed by the Lane Rental Team and all collaborating work promoters must ensure the collaborative work field in their permit or permit variation application is set to 'yes'. In the event of a dispute, it is for the promoters involved to provide evidence to justify that collaborative works took place.

### Works by the same promoter

For collaborative works undertaken by the same promoter, consideration will be given to waive or reduce charges in exceptional circumstances where they take place within the same footprint and works originate from two distinctively different operational divisions.



# Reduced Charges & Waivers

## Major Infrastructure Improvements (LBLRS-RCW7.3)

Promoters may apply to have charges reduced for major works that deliver significant infrastructure improvements, substantially extend, or renew the longevity of an asset, or future proof a highway to protect it from being excavated again. The amount of reduced charge is likely to range from 25 to 100 per cent, however the actual discount will be determined by each operating borough on a case by-case-basis depending on several factors, including, but not limited to:

- The type of works to be undertaken
- The impact of the works on the road network

The definition of Major Infrastructure Improvements works is based on substantial road works and substantial street works which is set out in the Code of Practice for Co-ordination of Street and Road Works (the Co-ordination Code).

Applicants that demonstrate they satisfy the requirements shall be considered for a reduced Lane Rental charge. These works should be discussed with the relevant Lane Rental team 3 months prior to commencement to qualify for reduced charges.



# Works Spanning Multiple Streets

(LBLRS-RCW7.4)

USRN refers to a Unique Street Reference Number which is how a road is identified. It can also be referred to as a National Street Gazetteer (NSG) Reference.

Under the London Permit Scheme, when works are required on multiple roads, a permit is required for each.

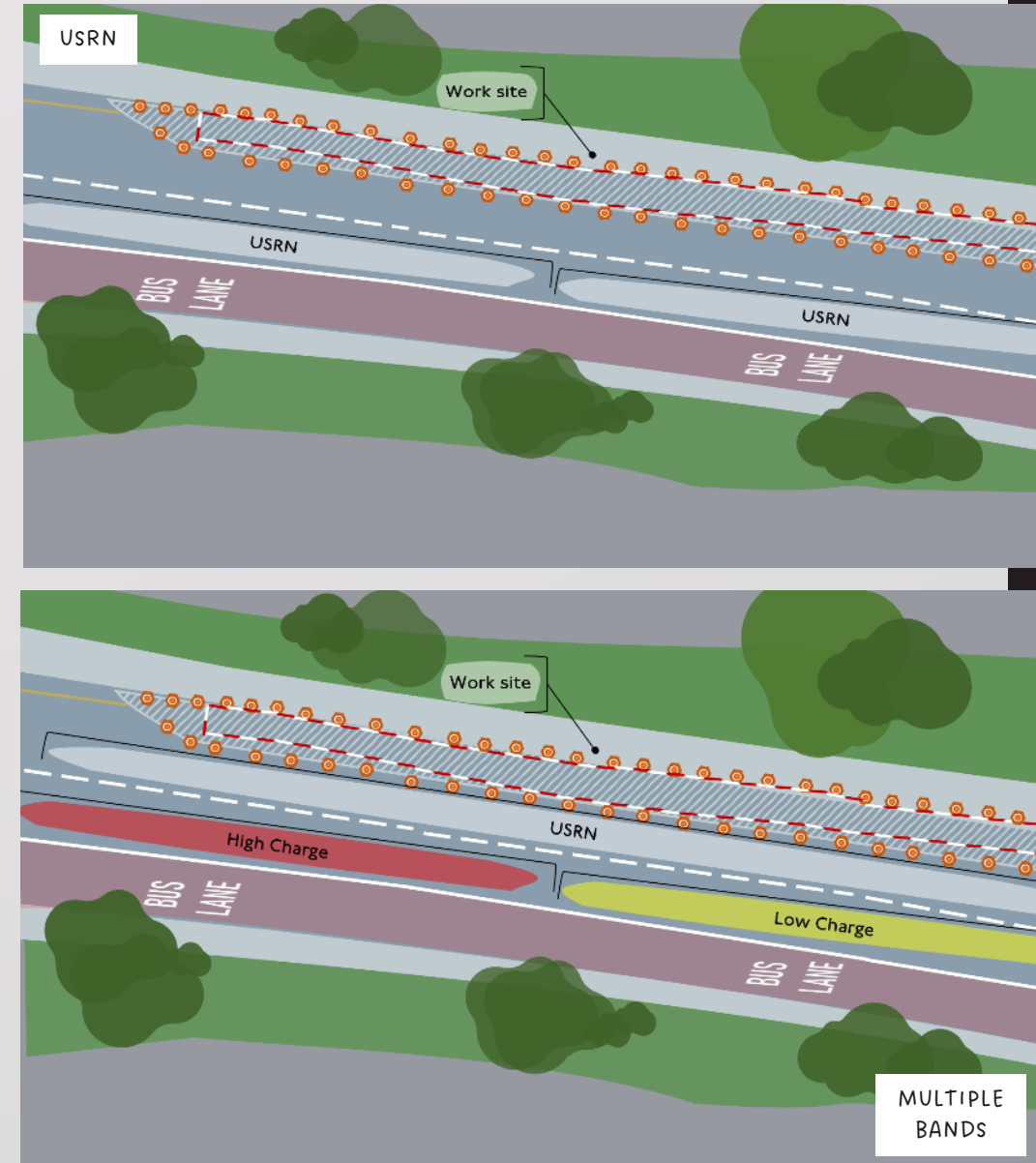
Consideration will therefore be given to reduce or waive charges where requests are made for **a single charge (the highest) to be applied to works which span more than one USRN** affecting traffic flow in the same direction, i.e. East to West, or around a roundabout/gyratory.

## Multiple charge bands

Where works span multiple charge bands, this should be notified through permit variations. The initial permit should contain as much information as possible, e.g. “day 1 and 2 works during lane rental times, day 3 and 4 no carriageway impact”. A permit variation should be sent as soon as the works change from one category to another, but only the location description should be varied.



# Reduced Charges & Waivers



# Reduced Charges & Waivers

## **Abortive Days** (LBLRS-RCW7.5)

Consideration to waive charges may be given where sites are required to stop work in order to facilitate other activities or events that subsequently restrict the progress of works.

Waivers will only apply if the request to stop work is made by the authority and is through no fault of the undertaker.



**ROAD  
AHEAD  
CLOSED**

# Reduced Charges & Waivers

## Innovative Technology (LBLRS-RCW7.6)

Innovation is critical for the continuous improvement of road and street works.

In some instances, innovative technologies need to be trialled in a 'real world' setting after offsite trials have been undertaken and the principle proven. It's also important to scale-up the use of these improved initiatives for a further period of time after the concept is proven to increase awareness, demand, and enable the improvement to be embedded within 'business- as-usual' activities, which theoretically should also reduce supply costs.

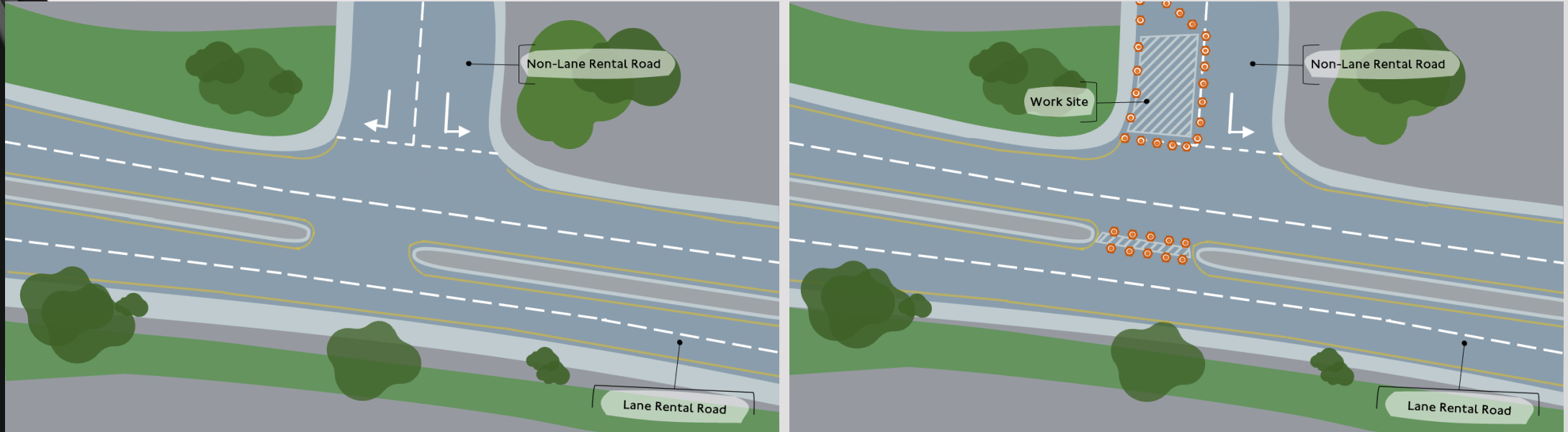
To support the use of innovative technology, where it is proposed to be trialled or used as part of works in the growth period (to be determined on a case-by-case basis) after the principle is proven, then that section and duration of works would be considered for charges to be reduced or waived.



# Reduced Charges & Waivers

## Redefined Road Space – Dead Space (LBLRS-RCW7.7)

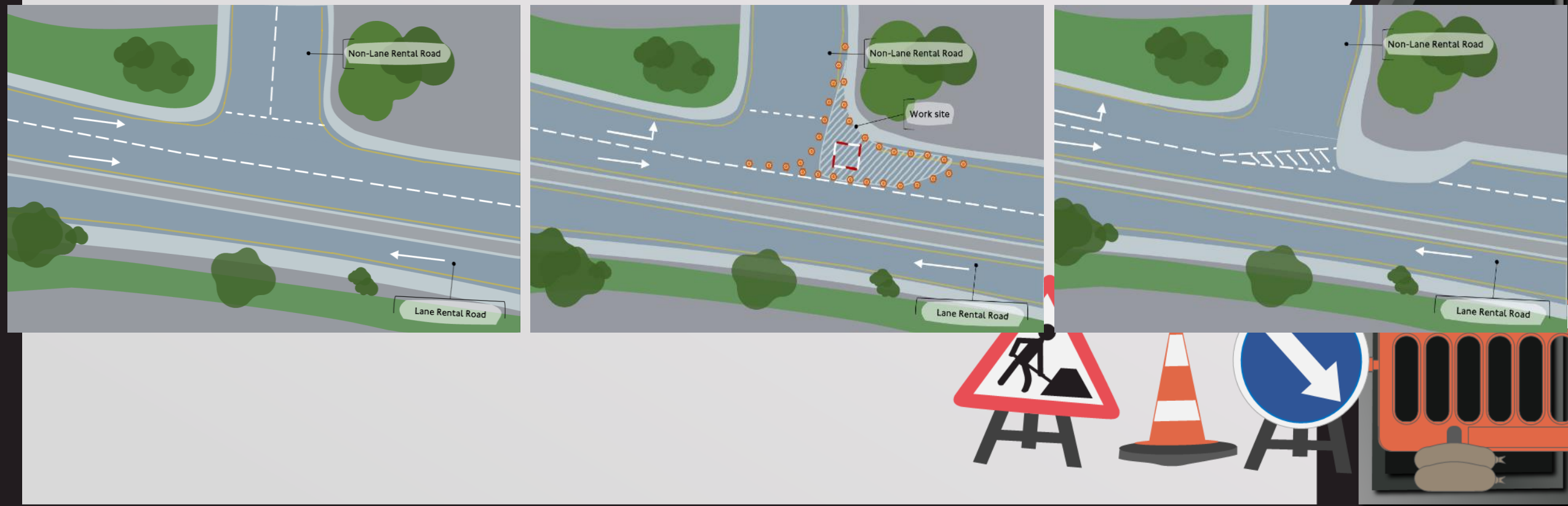
Consideration will be given to reduce or waive charges where the traffic management used to undertake the works inadvertently creates another area of road space that cannot safely be temporarily trafficked and thereby forming an area of dead space.



# Reduced Charges & Waivers

## Redefined Road Space – Final Layout (LBLRS-RCW7.8)

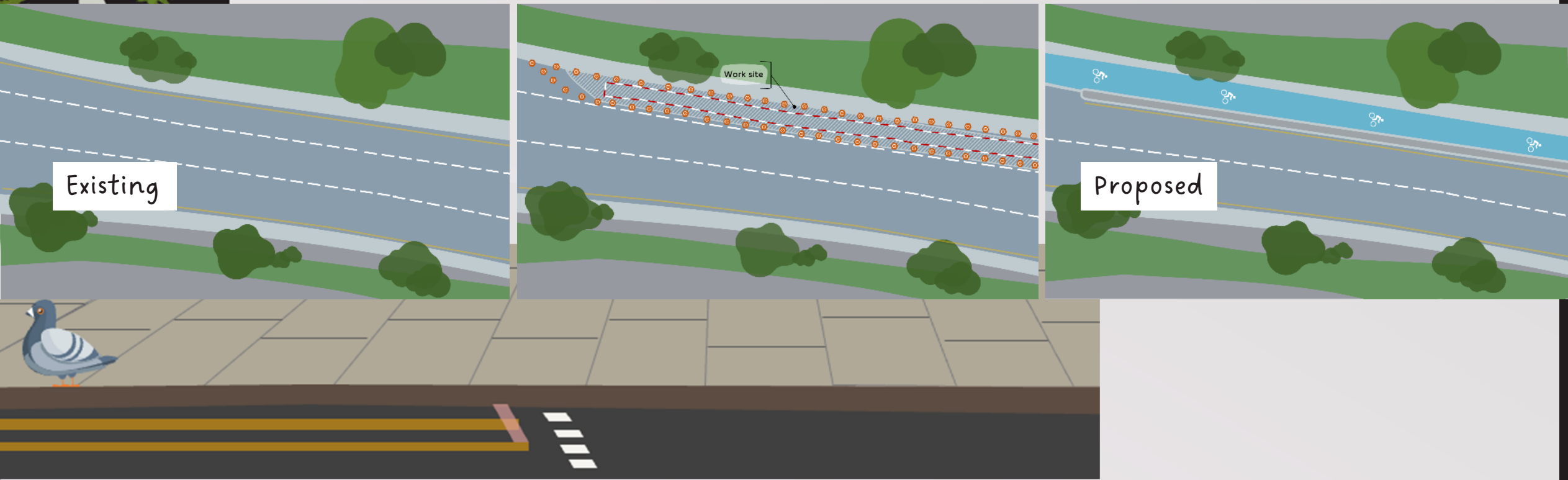
Consideration will be given to reduce or waive charges for works once the new road layout has been implemented, e.g. once a new or a suitable temporary kerb line has been provided to demarcate the new road layout. Traffic management must not extend beyond the new kerb line and impact the carriageway.



# Reduced Charges & Waivers

## Redefined Road Space – Change in Use (LBLRS-RCW7.9)

Consideration will be given to reduce or waive charges where the existing road asset that would ordinarily be chargeable is permanently removed or subject to a future change of use during construction, provided that the temporary traffic management used to install the scheme has no more impact than the permanent change to the highway layout.

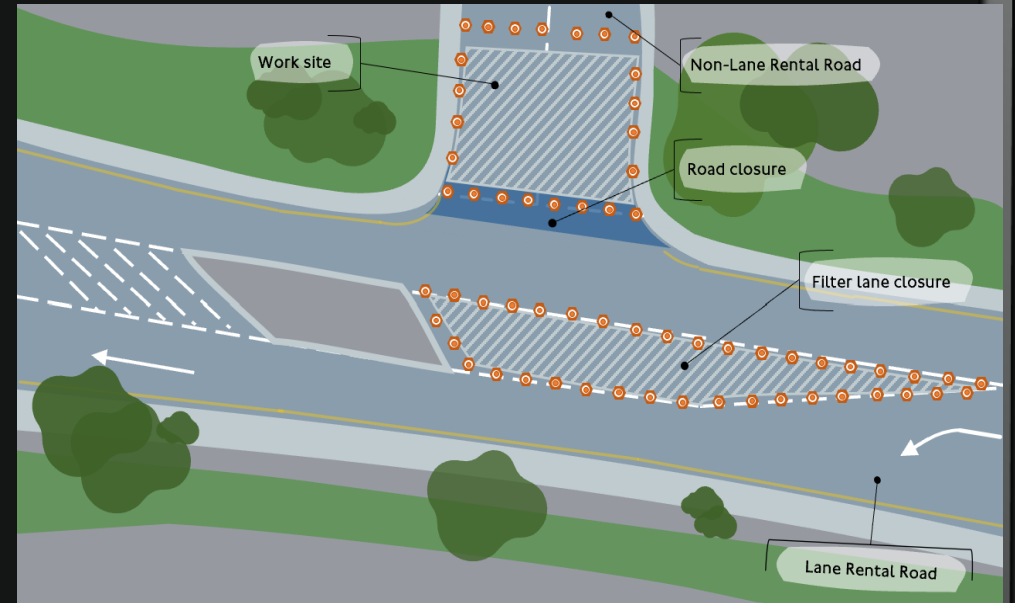
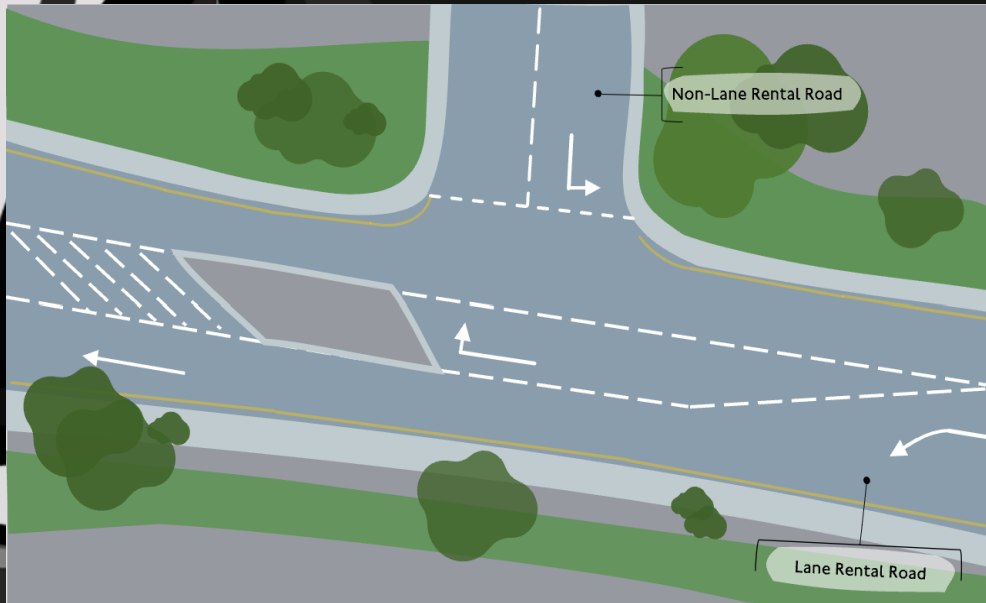




# Reduced Charges & Waivers

## Filter Lanes (LBLRS-RCW7.11)

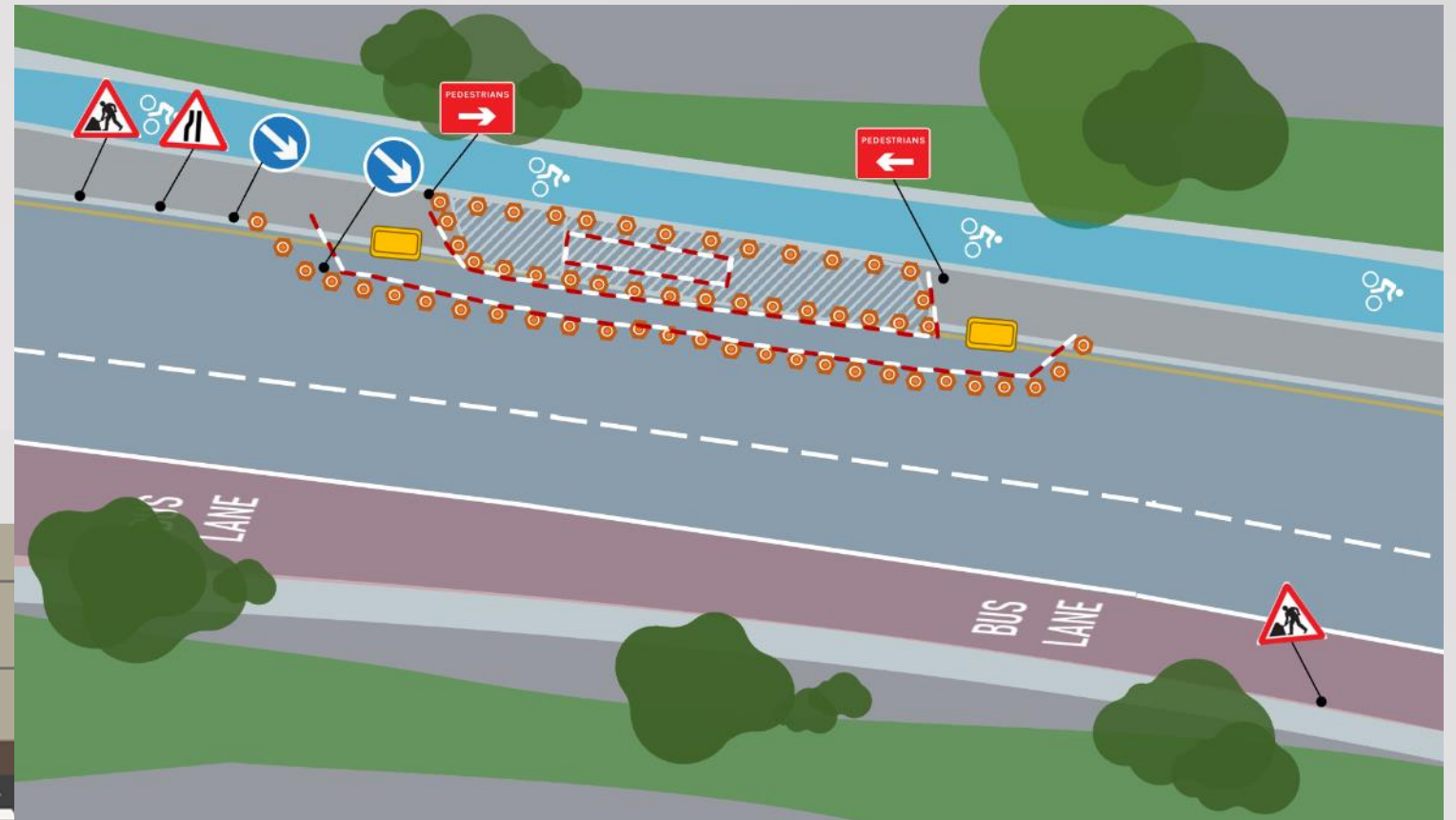
If the filter lane is provided solely for the purpose of turning into a legally closed side road and does not continue beyond the junction of the side road in the same direction of travel, then consideration will be given to reduce or waive charges for traffic management confined to the filter lane.



# Reduced Charges & Waivers

## Temporary Footway (LBLRS-RCW7.12)

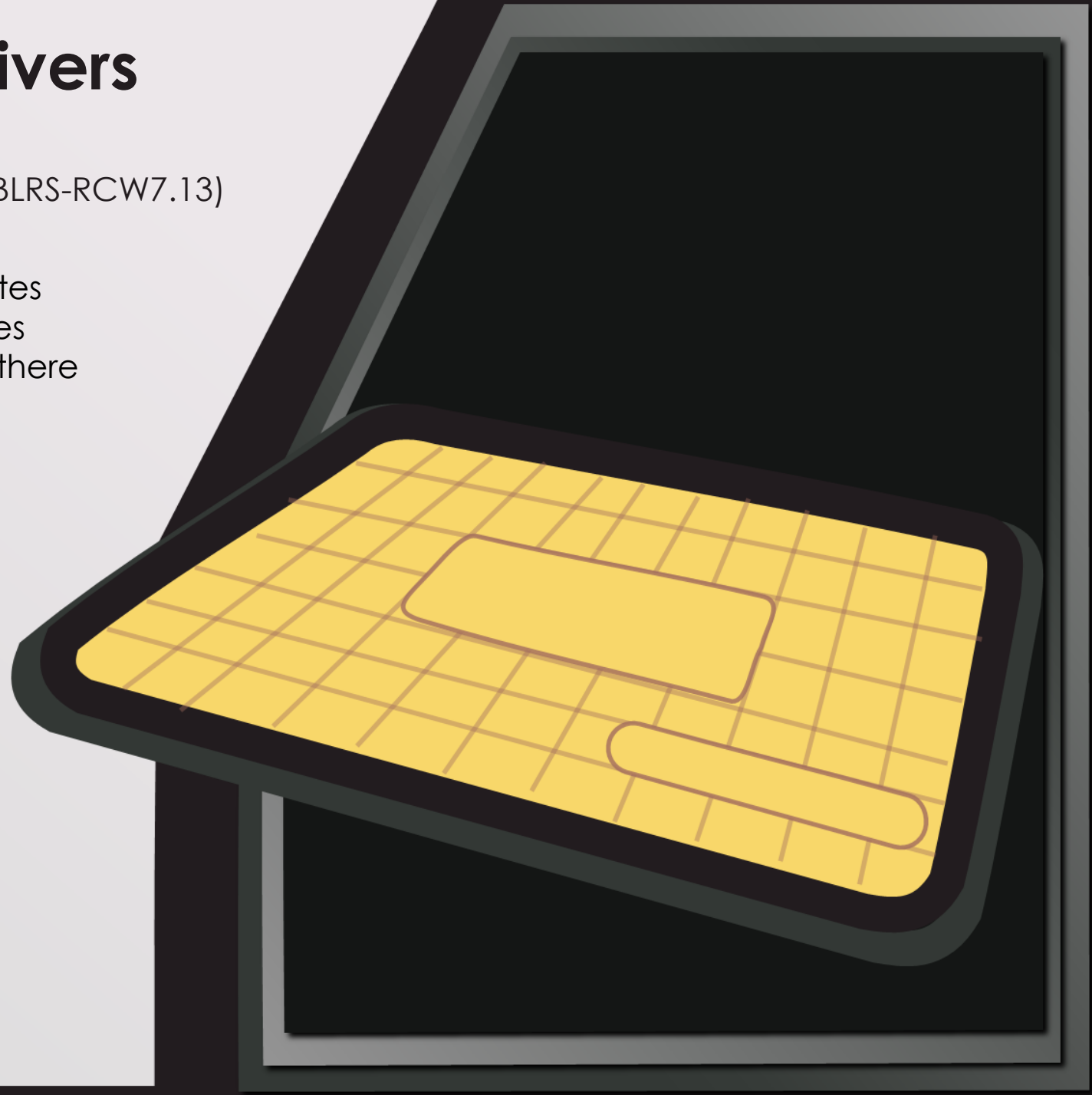
Consideration will be given to reduce or waive charges where excavations/openings are confined to a footway that is not subject to Lane Rental but requires a temporary walkway in the adjacent carriageway or cycle track. The placement of the temporary walkway must not adversely impact the capability ordinarily afforded to other transport modes at the works location.



# Reduced Charges & Waivers

## Road Plates & Footway Boards (LBLRS-RCW7.13)

Consideration will be given to reduce or waive charges where footway boards and/or road plates have been used to facilitate movement of modes during Lane Rental operational hours, providing there is no other intervention causing disruption.

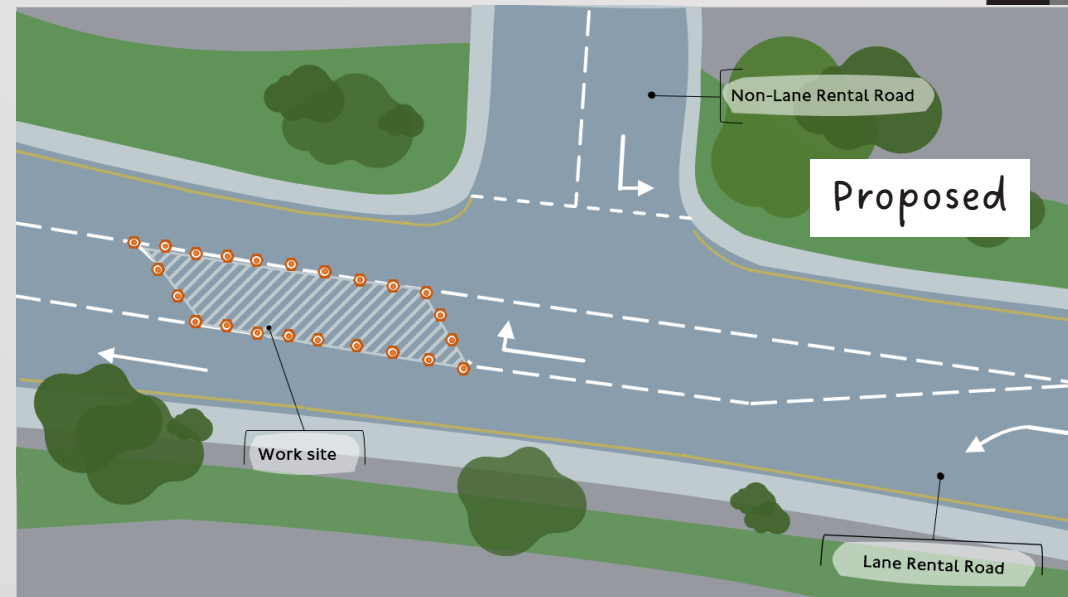
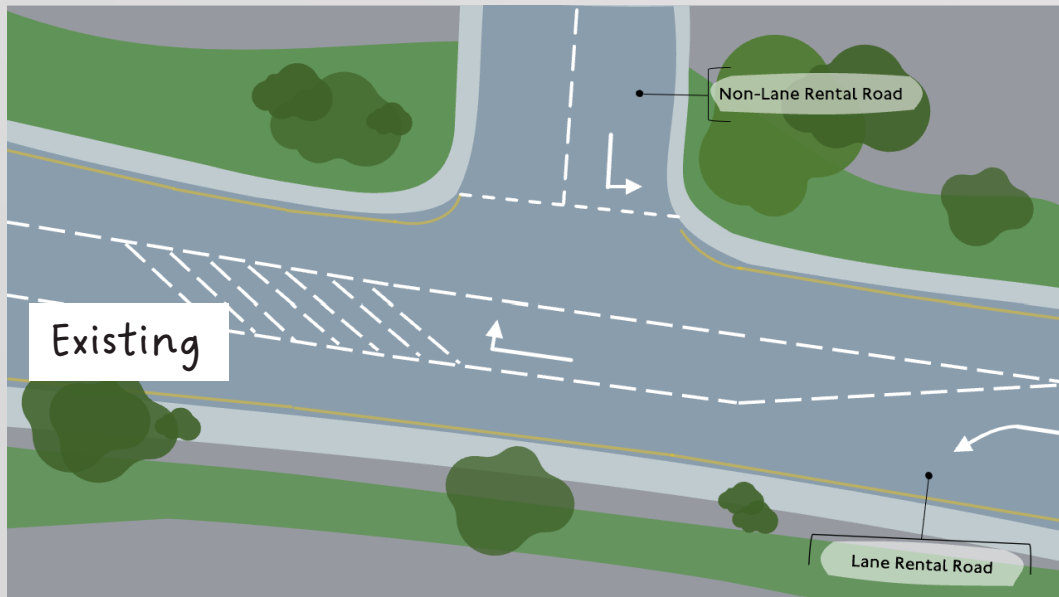


# Reduced Charges & Waivers

## Works Confined to a White Hatched Area (LBLRS-RCW7.14)

Consideration to reduce or waive Lane Rental charges will be given to works which are wholly contained within a white hatched area with no encroachment onto the carriageway running lane.

Consideration will also be given to works/TM contained to a hard shoulder.



# Reduced Charges & Waivers

## Bays (LBLRS-RCW7.15)

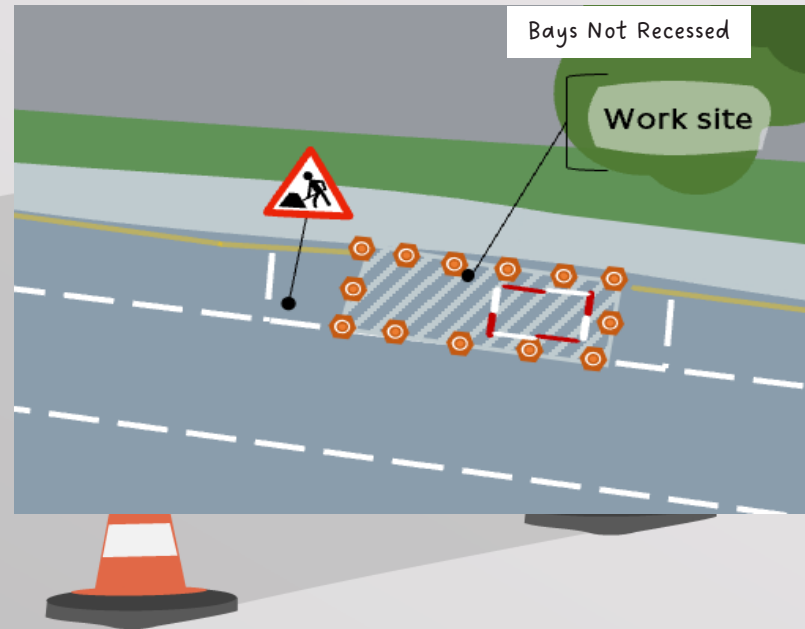
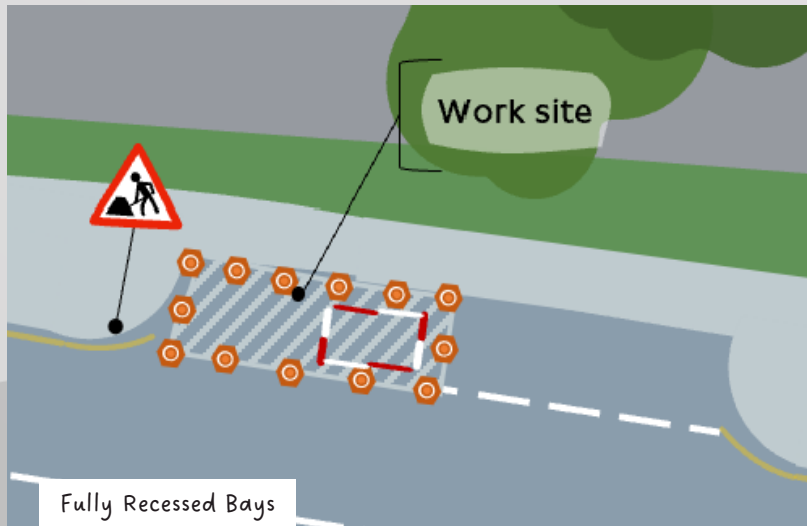
### Fully recessed bays

Where bays are recessed from the main carriageway consideration will be given to waive charges providing the works and all associated plant and materials are confined to the recessed area

### Bays not recessed, including semi-recessed and floating bays

Consideration shall be given to reduce or waive charges for works carried out in bays which are not recessed if undertaken during Lane Rental operational times.

Note: Charges will not apply where this type of road space is located within service/access roads.



# Reduced Charges & Waivers

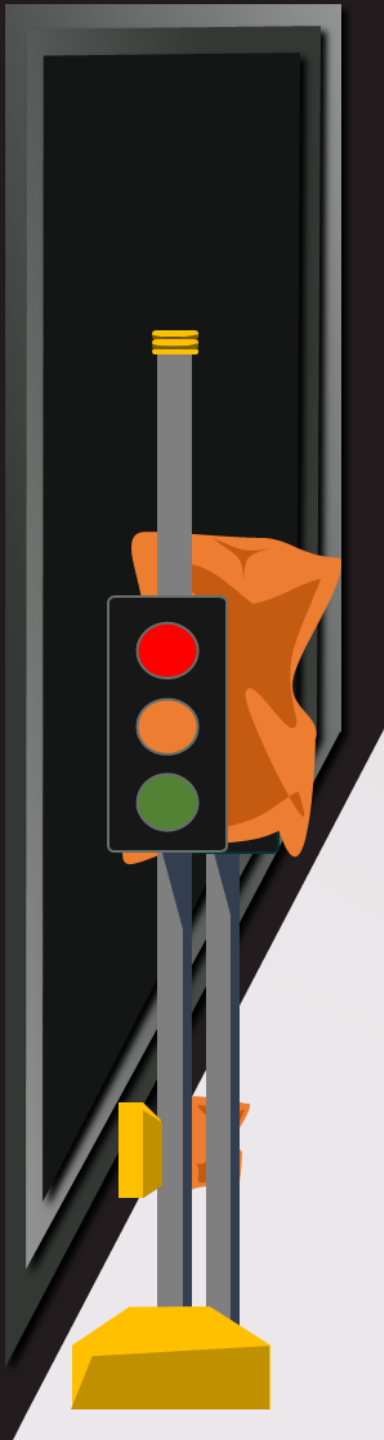
## Replicating Permanent Signals (LBLRS-RCW7.16)

Where temporary traffic signals replicate all aspects of the permanent signals then this is not considered to be a form of temporary traffic control as set out in section 4.2.1 (c) of the London Permit Scheme (LoPS) and therefore charges will not apply.

**Note:** However, if on a chargeable part of a Lane Rental street, the traffic management protecting the temporary traffic signal equipment requires a reduction in that part of a street during Lane Rental operational hours, the works would be registrable under section 4.1.2 of LoPS and therefore would be chargeable.

## Temporary signals

Temporary traffic signals, if part of a registerable activity and placed in the chargeable part of a street during Lane Rental operational hours shall be chargeable under the scheme.



# Reduced Charges & Waivers

## **Other**(LBLRS-RW7.17)

Consideration to reduce or waive charges may be given for other circumstances not covered by the scenarios provided above.

The applicant must clearly demonstrate how their proposal justifies a reduced or waived charge. For example, where the work promoter has planned their works traffic management in such a way that avoids adversely impacting the capability ordinarily afforded to all transport modes at the works location.



**ROAD  
AHEAD  
CLOSED**

# Supplementary Information

- Works Vehicles
- Traffic Management Left On Site
- Charge Exemptions
- Diversionary Works
- Remedial Works
- Damage by Third Parties
- Highways Act 1980 Licenced Activities
- Legal Orders Disapplying Lane Rental



# Supplementary Information



## Works Vehicles

### Location of vehicles

#### **Vehicle on carriageway within traffic management for worksite**

Where works take place on a footway with vehicle/s parked on the carriageway within the traffic management of the site, this scenario will be subject to Lane Rental charges.

#### **Vehicle on the carriageway for the convenience of operatives or supervision of works**

Where the works take place on a footway with vehicle/s parked on the carriageway for the operatives/supervisors of the worksite, it becomes part of the worksite and therefore subject to Lane Rental charges.

#### **Vehicle legally parked and clearly not forming part of the worksite**

Where works take place on a footway with vehicle/s parked on the carriageway and legally parked in a relevant parking bay: this would not be subject to Lane Rental charges.

However, it should be noted that if a bay has been suspended for the operation of the works site, it would become part of the work site and therefore subject to Lane Rental charges

For more information relating to bays and the associated Lane Rental, please see the bays section of this document.

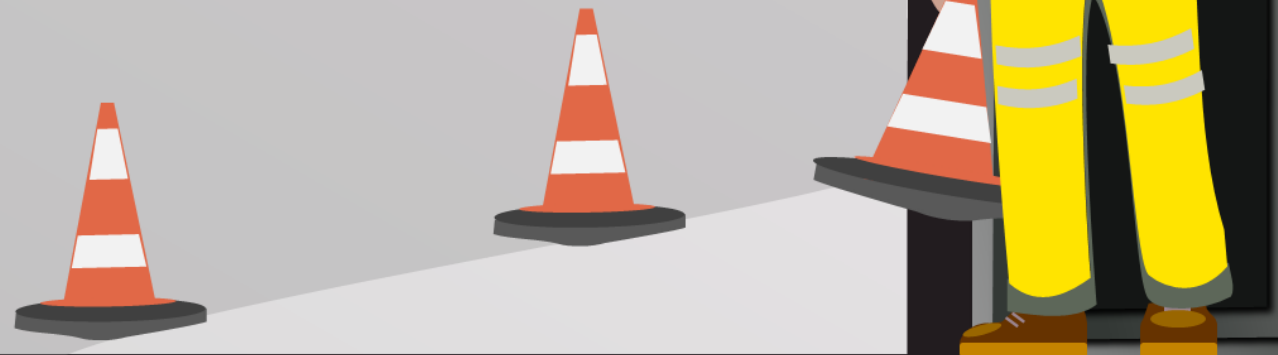
# Supplementary Information

## Traffic Management Left On Site

The Borough will apply a one-off Lane Rental charge of £100, in place of the full daily Lane Rental Charge, where no more than five items of signing, lighting or guarding have inadvertently been left behind on site and have not been removed by the end of the day following the day on which the Borough informed the undertaker and asked them to remove the items.

This reduced Lane Rental charge would apply only in cases where the responsible party had made all reasonable efforts to clear the site but had inadvertently left no more than five items behind. Full daily Lane Rental charges will continue to apply where such efforts have not been made.

It should be noted that section 74 Overrunning Works charges will also apply in addition to Lane Rental Charges.



# Supplementary Information

## Charge Exemptions

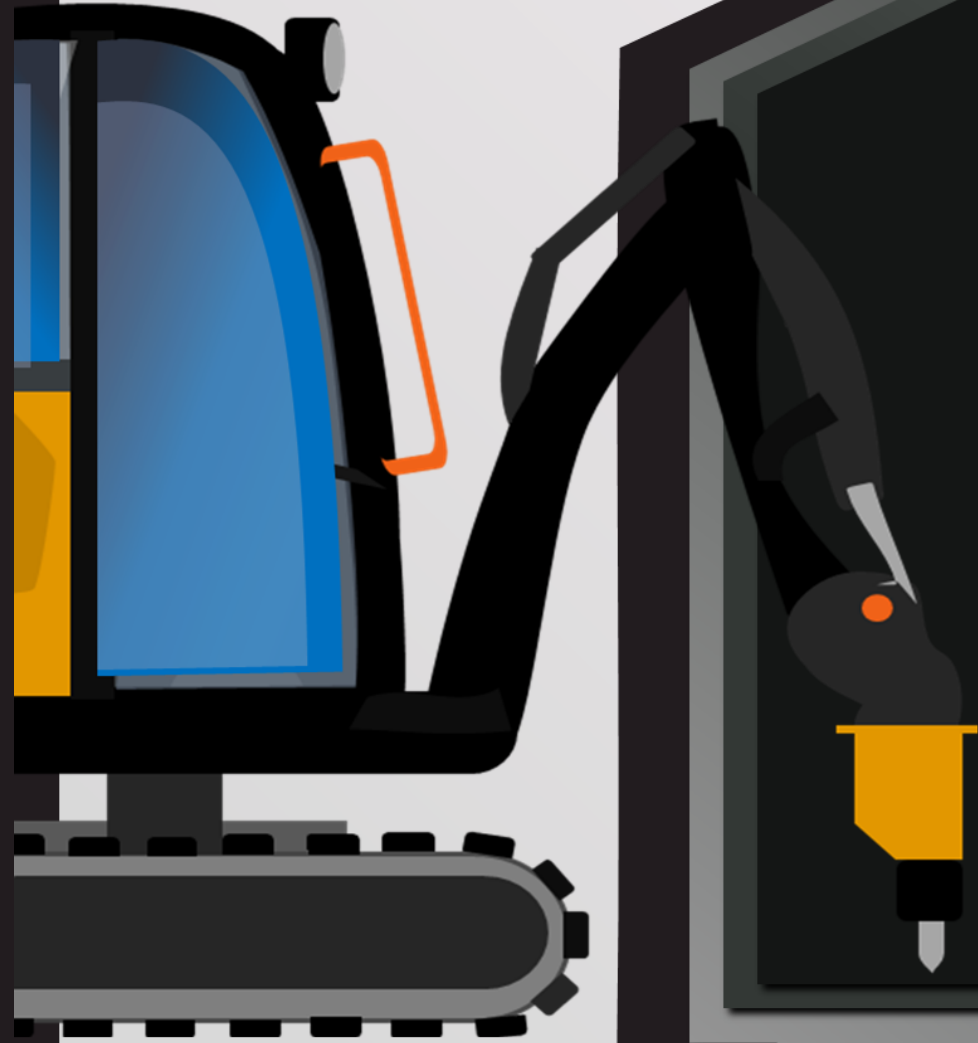
Certain types of works are exempt from charges under the scheme:

- Works which are confined to a verge with no impact on the carriageway, cycle track or footway at a specified location,
- Works in the footway of a traffic-sensitive street at a traffic-sensitive time,
- provided the works do not involve breaking up the street, tunnelling, or boring under it,
- Works in a Specified Location, other than at a specified time,
- Diversionary works,
- Replacing poles, lamp columns or signs in the same location provided that it does not require a reduction in the width of the existing carriageway or cycle track.

If one of the above applies, the Promoter must record the appropriate Charge exemption in the permit application and valid works stop / works closed notices.



# Supplementary Information



## **Diversionsary Works**

Lane Rental charges are exempt when undertaking diversionsary works, as defined in Regulation 2(2) of The Street Works (Sharing of Cost of Works) (England) Regulations 2000 and further outlined in the code of practice “Measures Necessary Where Apparatus Is Affected by Major Works (Diversionsary Works) 1992”. To ensure that charges are not applied, please clearly state within the permit that the works are diversionsary.

## **Enabling diversionsary works**

Where diversionsary works are required to be undertaken within the same traffic management as that of the main works requiring the diversion, consideration will be given to either reduce or waive charges for facilitating diversionsary works (in a similar manner as collaborative works).

# Supplementary Information

## Remedial Works

Remedial works undertaken during the specified days and times to rectify defective reinstatements on the carriageway, cycle track, footway, or on a verge where traffic management encroaches onto the carriageway or footway, will be charged at the maximum daily rate allowable under regulations (£2,500), except where the works are in the footway and do not involve breaking up, tunnelling, or boring under the street, in accordance with Regulation 4(5)(c) of The Street Works (Charges for Occupation of the Highway) (England) Regulations 2012.



# Supplementary Information

## Damage by Third Parties

There are two scenarios for applying Lane Rental charges for 3rd party damage:

**1.** Promoter A has left site and promoter B has to excavate to repair plant. Charges would be applied against the permit for promoter B in the expectation that promoter B would pass charges / costs onto promoter A who caused the damage.

**2.** Promoter A is still on site and promoter B undertakes repair works in their excavation. Charges would be applied against the permit for promoter A already in place.



# Supplementary Information

## Highways Act 1980 Licenced Activities

Consideration to waive Lane Rental charges will be given where works are undertaken wholly within the footprint of a Highways Act activity, e.g. building works. This would include crane operations. For instance, if the registerable activity takes place wholly within the closure for a crane operation and wholly within the required dates.

**This does not apply to works undertaken in a pit lane.** Pit lanes need to allow vehicles for the development to pass through the lane and exit. Placing works here removes that ability, therefore preventing it to be used for the intended purpose and subsequently making the works chargeable.



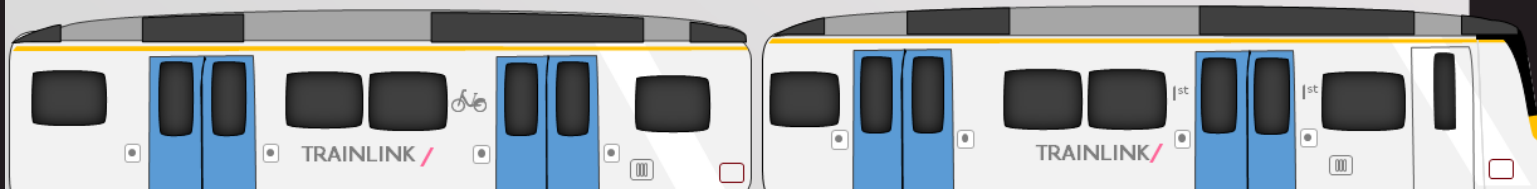
# Supplementary Information

## Legal Orders Disapplying s74A of NRSWA

Works undertaken within the footprint of a project with its own legal instrument that disappplies s74 of NRSWA are not chargeable if works are wholly carried out within the footprint and timescales of the project.

Examples of such projects with specific legal orders include those subject to the Rail Act, Crossrail, Thames Tideway, HS2, and the Old Oak and Park Royal Development Corporation.

The relevant Order must apply to a specified street to qualify as non-chargeable.





v1.2 – March 2026

# Reducing Disruption on the Borough Network

**Note:** This is a live document and is subject to change. Please ensure you are referencing the latest version from either the relevant boroughs website ([click on borough logo](#)), or [TfL's website](#).

