

Bournemouth, Christchurch & Poole Lane Rental Scheme Consultation

8 December 2025

Introduction & Contents

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- GeoPlace & GK-TC commissioned to prepare a lane rental scheme proposal for consultation
 - GK-TC & GeoPlace extensive experience in the implementation and review of permit schemes.

Permit Scheme

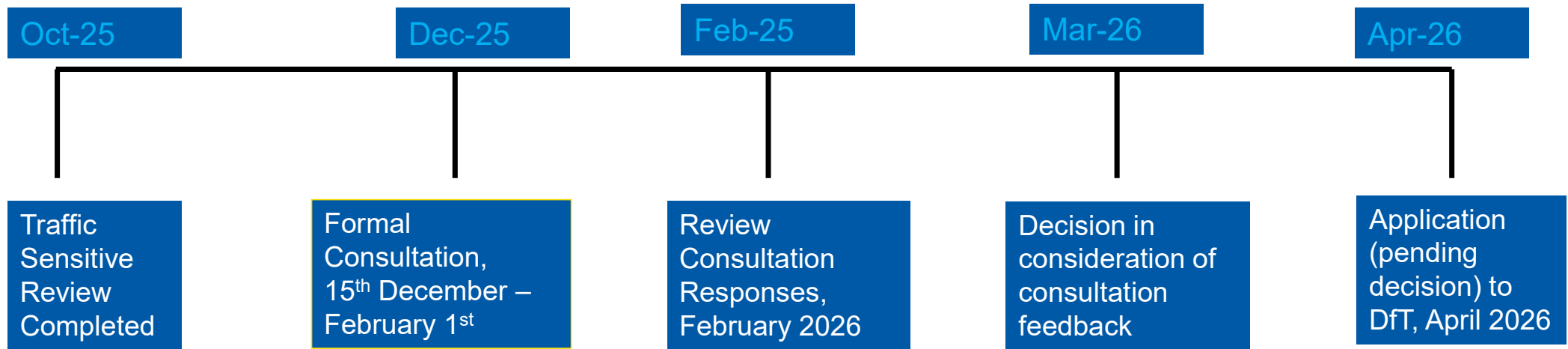
- Implemented in June 2020
- Annual reports completed – <https://www.bcpCouncil.gov.uk/roads-and-travel/street-works-and-working-on-the-highway/permit-scheme-for-street-works-and-roadworks>
- Meeting objectives, delivering:
 - a reduction in disruption to road users caused by road and street works
 - an improvement in the quality, completeness and availability of road and street works information for stakeholders
 - a reduction in carbon emissions from highway maintenance and highway-related activities
 - an advancement in digital connectivity for communities as part of the UK government's Levelling Up agenda
 - innovation using transport data to improve the quality of services; and
 - improved access to travel for people with disabilities.

Traffic Sensitive Review

- Reviewed and consulted earlier this year
- New network submitted during October 2025



Timeline



Why BCP is consulting on a Lane Rental Scheme

It has been identified that a BCPLRS could limit the amount of disruption to roads by encouraging improved working practices, collaboration and incentivising innovation for the efficient and early completion of street works.

The objectives of a BCPLRS would be to:

- Apply a scheme to all work Promoters on a consistent basis.
- Promote behaviour change to minimise the duration of occupation of the highway at the busiest locations at the most Traffic-Sensitive times.
- Minimise the impact of works taking place during the most Traffic-Sensitive times; and
- Contribute to reducing disruption to all road users.

When Charges would apply

Lane Rental charges would only apply for

- Road Closure
- Remedial Works
- Lane Closure*

*Lane Closure refers to any of the following:

- Any form of traffic control is deployed on the carriageway or,
- Any traffic management reduces the number of lanes of a carriageway which can be safely used or,
- There is any impact which reduces the traffic flow capacity or operation of a junction.

When charges would not apply

Charges would **not** be payable in the following circumstances:

- Charges would not apply if the activities take place outside of the Traffic-Sensitive Streets specified times;
- Charges would be waived for a period of 48 hours from the start of immediate works beginning; after which time the normal lane rental rules for the location will apply.
- Charges would be waived for activities which are confined to a verge or footway, footpath, bridleway, or byway.
- Charges would be waived if works which do not reduce the number of lanes, or prescribed width, available to traffic or if normal traffic flows can be maintained.

Discounts

- BCP would retain the option to waive or reduce lane rental charges at its discretion for the following:
 - longer term major works provided measures are taken to reduce disruption
 - Good performing organisations
 - major works that deliver significant highway infrastructure improvements
- Collaborative Working
- Innovative or improved working practices to reduce time on site

Proposed Lane Rental Charges

Identified Lane Rental Charge Streets (Bands)	Full Day Charge
Band 1 (Road Closure or Single Carriageway Road Occupancy)	£2,500
Band 2 (All Carriageway Remedial Works)	£2,500
Band 3 (Single Lane Occupancy of Multi Lane or Dual Carriageway)	£2,000
Band 4 (Cycle Track)	£1,500

The proposed Lane Rental network

	Full Network		Publicly Maintainable Network		Proposed Lane Rental Network					
	No. of USRNs	Length (km)	No. of USRNs	Length (km)	No. of USRNs	Length (km)	% of Full Network		% of Publicly Maintainable Network	
							USRNs	Length	USRNs	Length
Overall	6,430	1,749.07	3,859	1,387.97	139	137.41	2.162%	7.856%	3.602%	9.900%

Data Inputs

- DfT Traffic Counts
- Local Traffic Counts
- Critical signalised junctions, gyratory & roundabouts (LSG)
- DfT Congestion Data
- DfT Bus Open Data Service (BODS)
- Street Manager Roadworks Data
- Reinstatement Categories
- Proximity to important sites

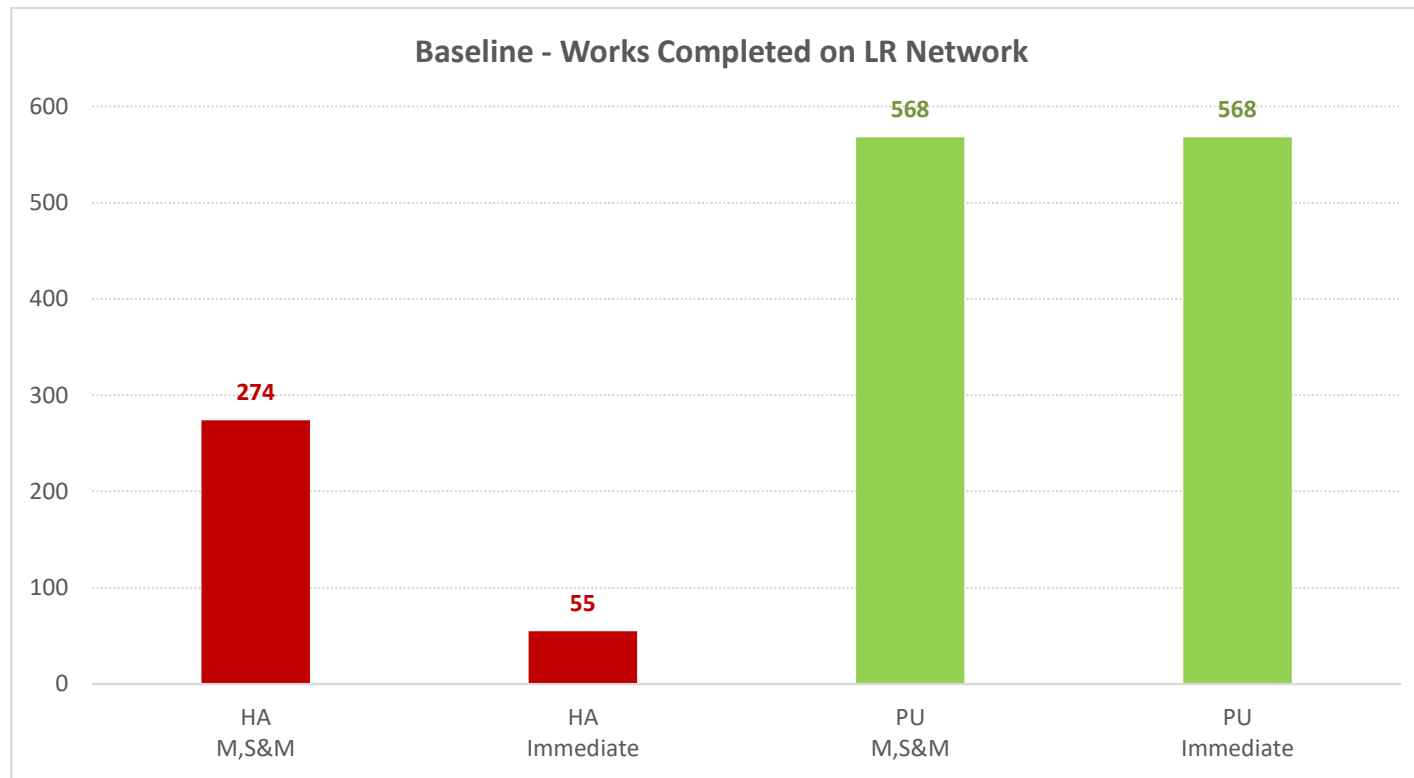
[Webmap](#)
[Spreadsheet](#)

Cost Benefit Analysis (CBA)

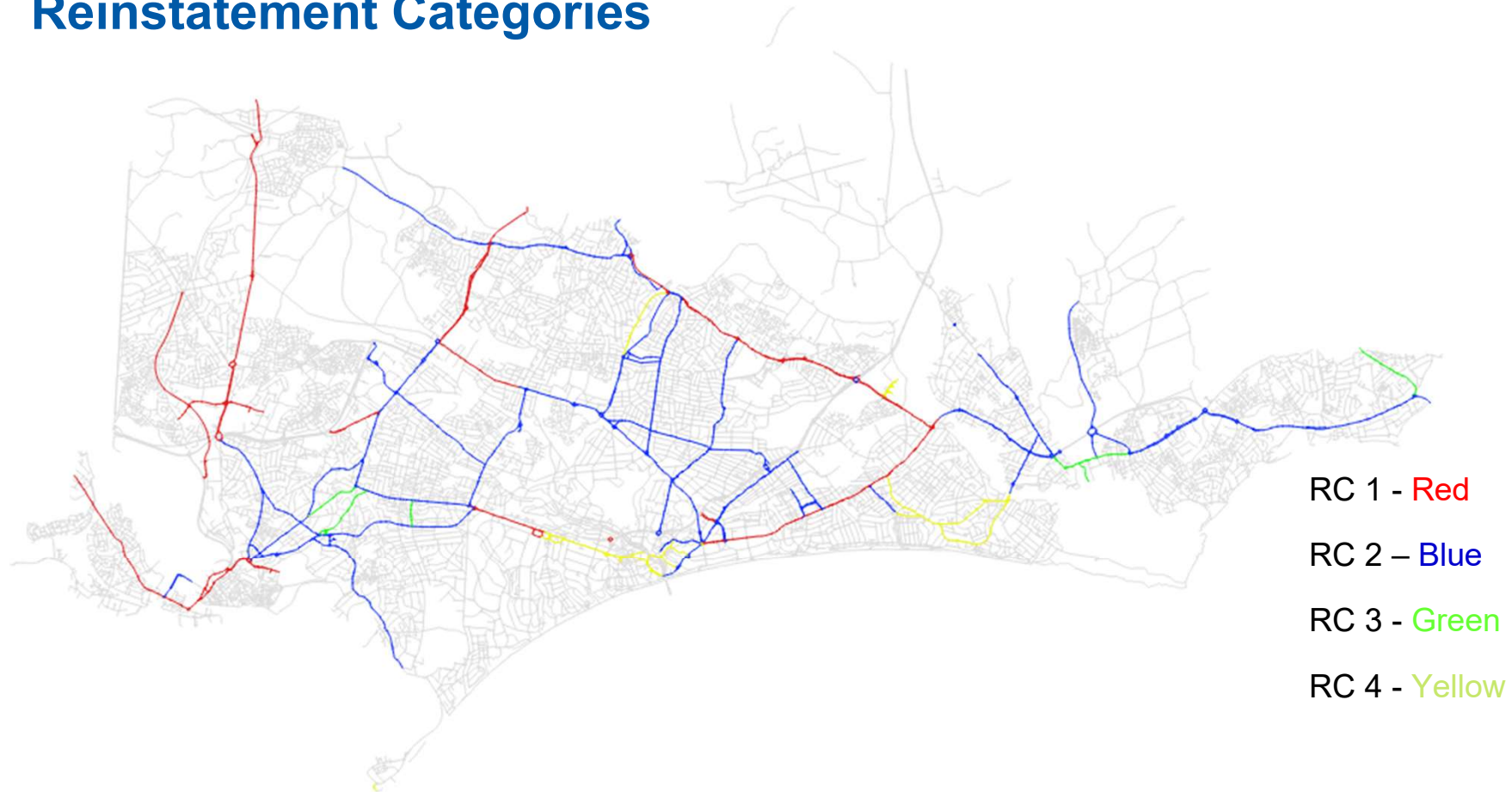
CBA evaluates the impact of current works on the cost of delays and congestion across the Lane Rental (LR) network:

- Street Manager records interrogated for 4-year period – 2021 to 2024;
- Volume of Private Utilities (PU) works reducing year on year from a peak in 2021 – related to an increase in telecoms works associated with broadband fibre rollout
- 2024 records lowest volume of PU works, selected as representative of Highway Authority (HA) and PU activity over the evaluation period;
- Three scenarios considered in evaluation;
 - Baseline position (no behavioural change)
 - Interim position (works duration halved in all cases – the Do Minimum situation)
 - LR scheme target (works adjust time of day and day of week to reduce exposure to LR charges – Do Maximum)

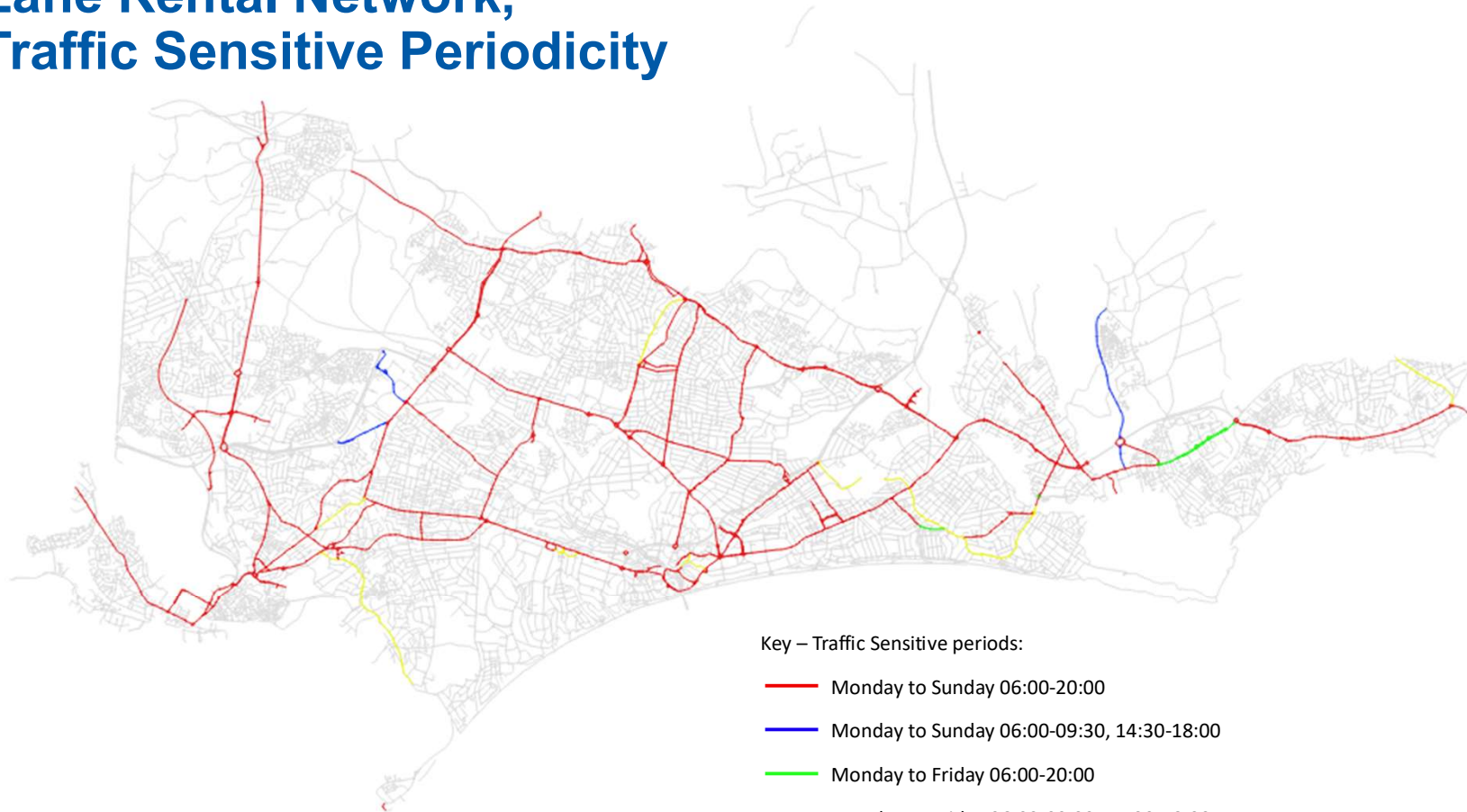
Baseline Situation



Lane Rental Network, Reinstatement Categories

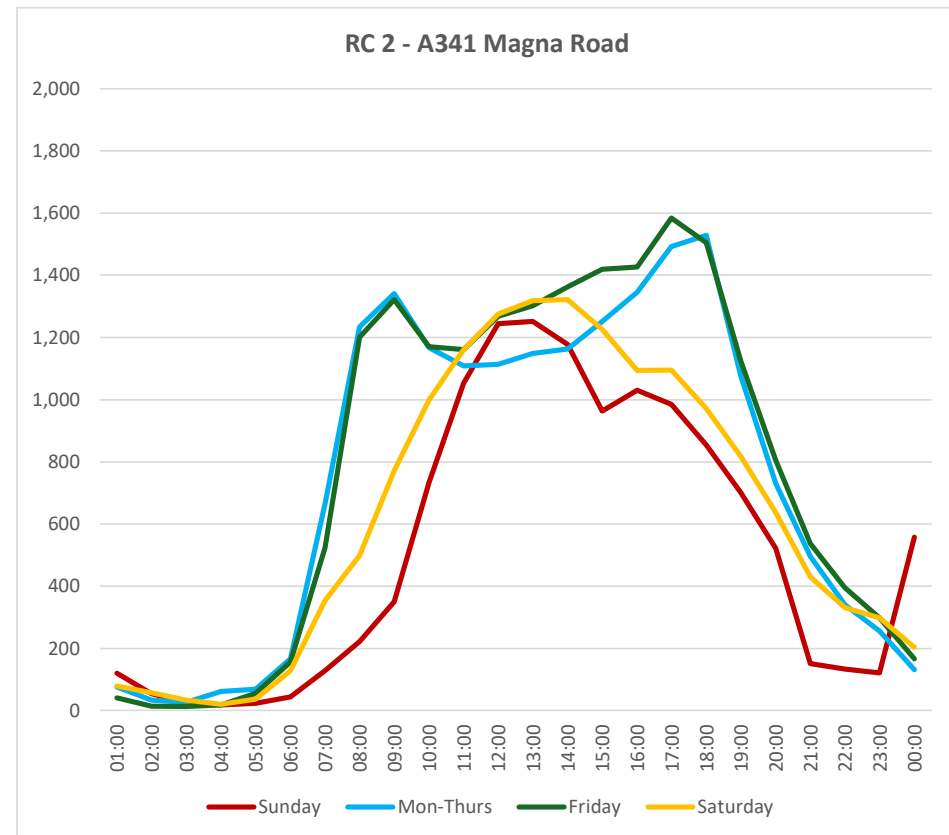


Lane Rental Network, Traffic Sensitive Periodicity

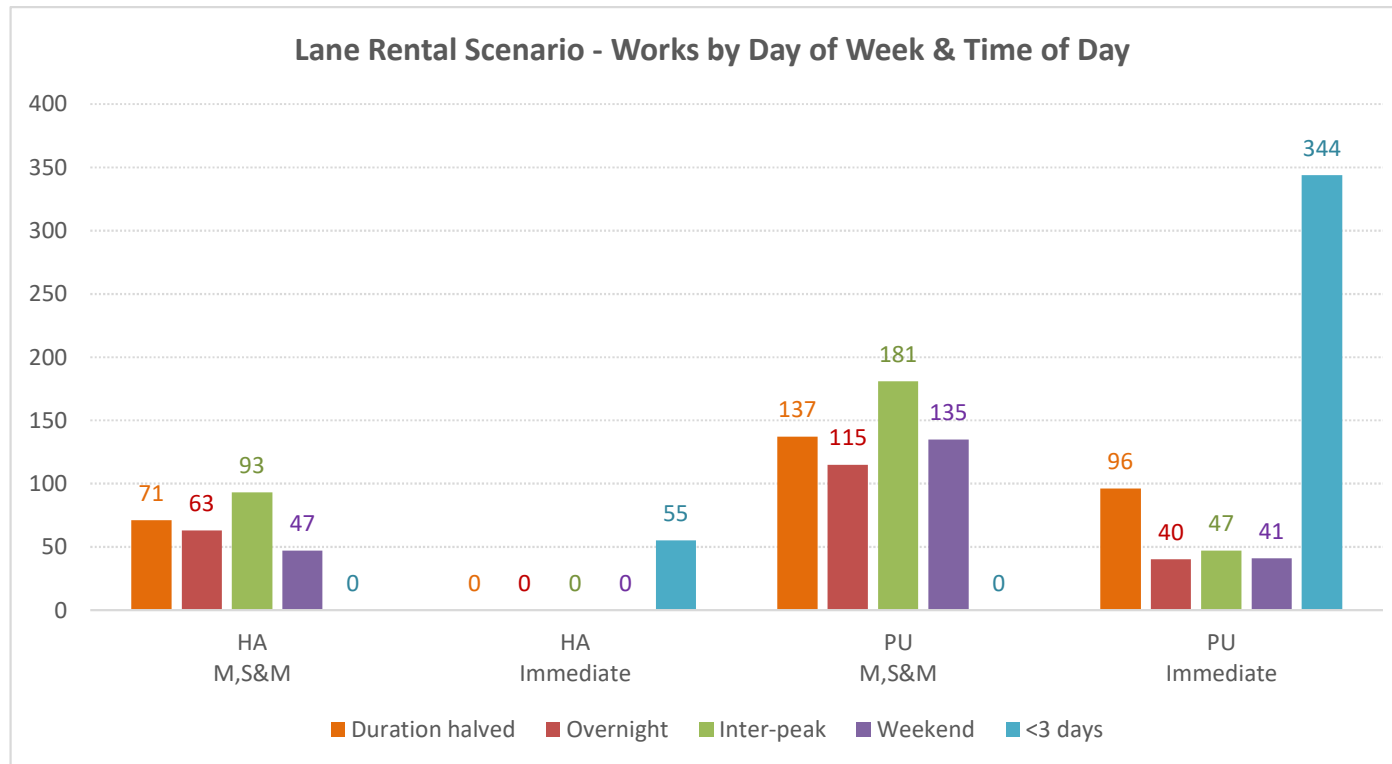


Hourly Traffic Volumes

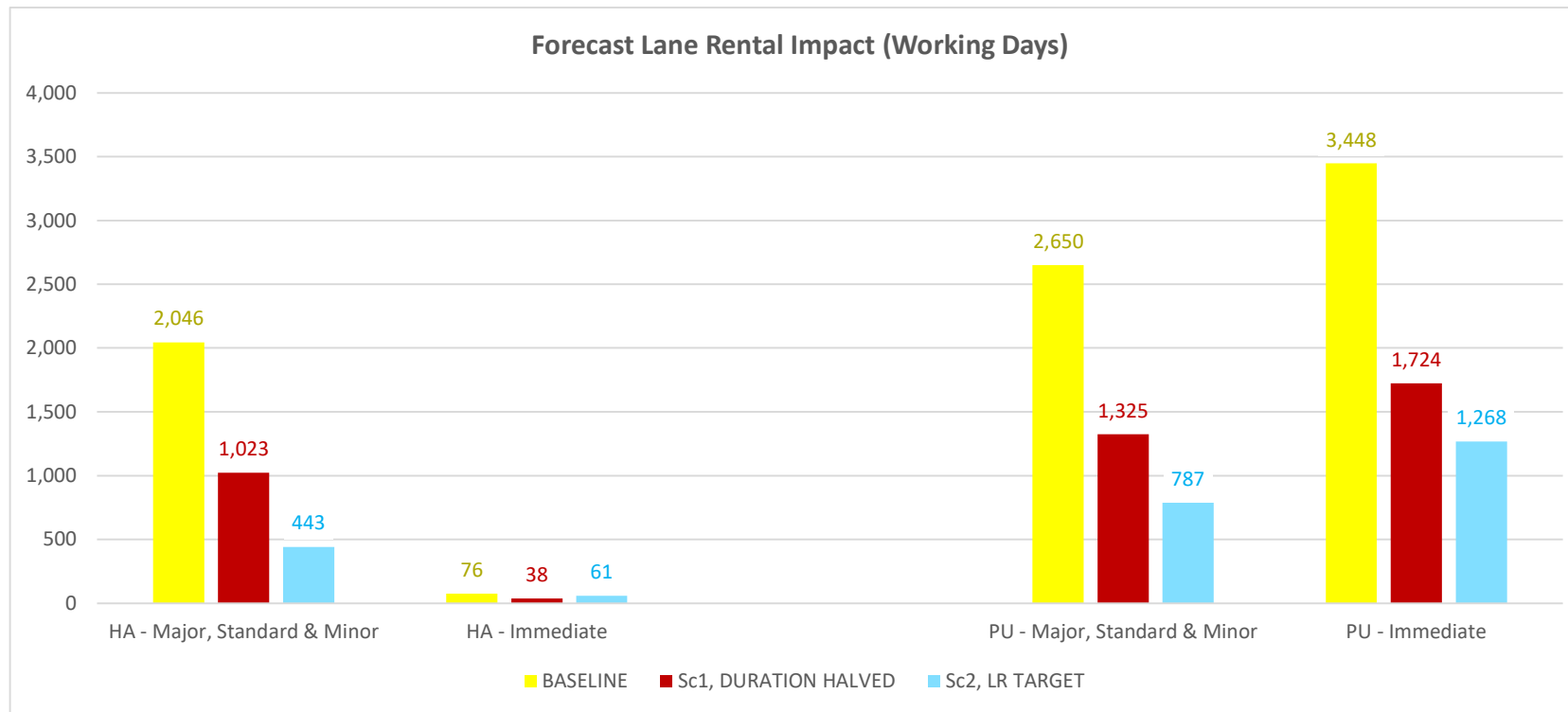
- Automatic traffic count data supplied for locations on LR network
- Provides average two-way volumes by hour of day and day of week
- Helps identify periods where disruption can be minimised within the Traffic Sensitive (TS) active periods



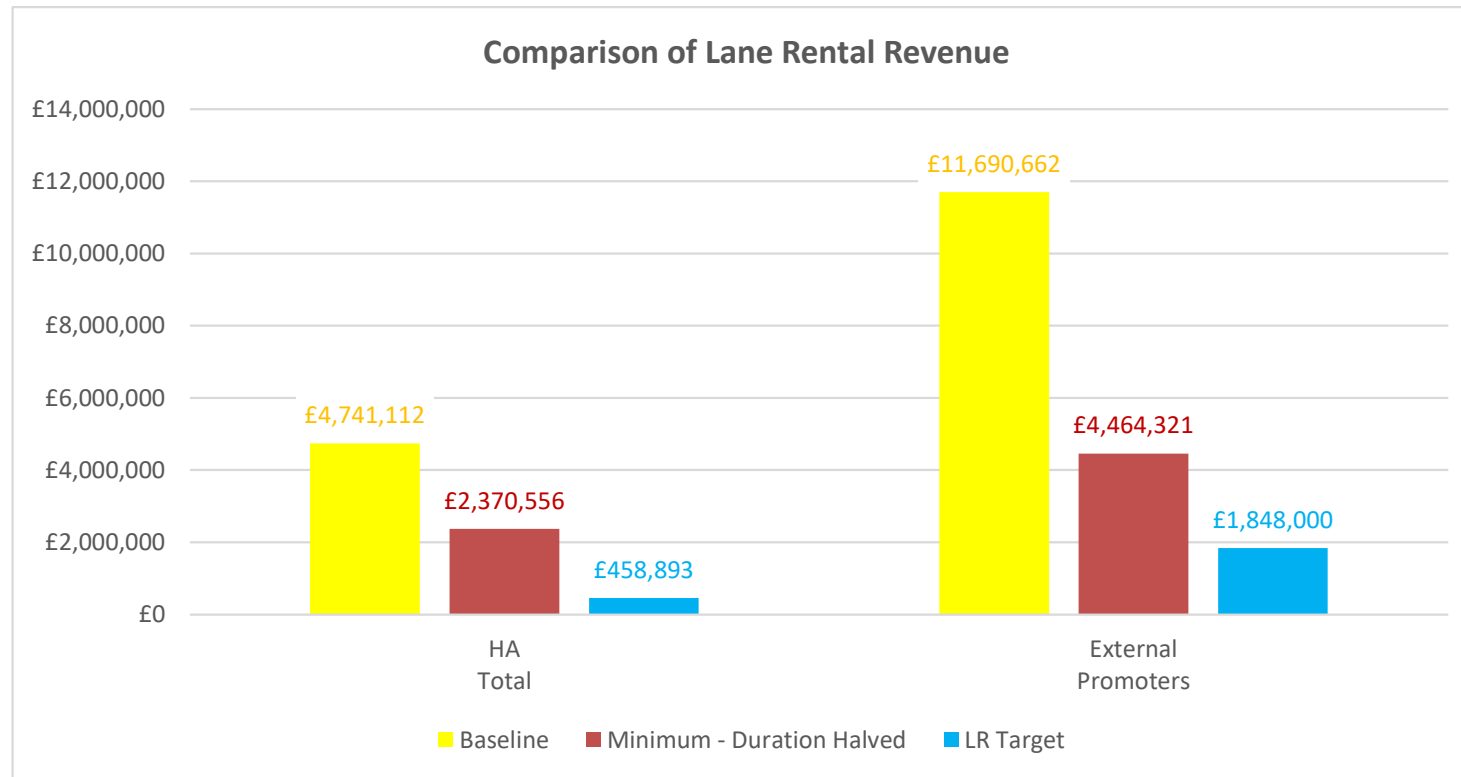
LR Scheme Forecast Position



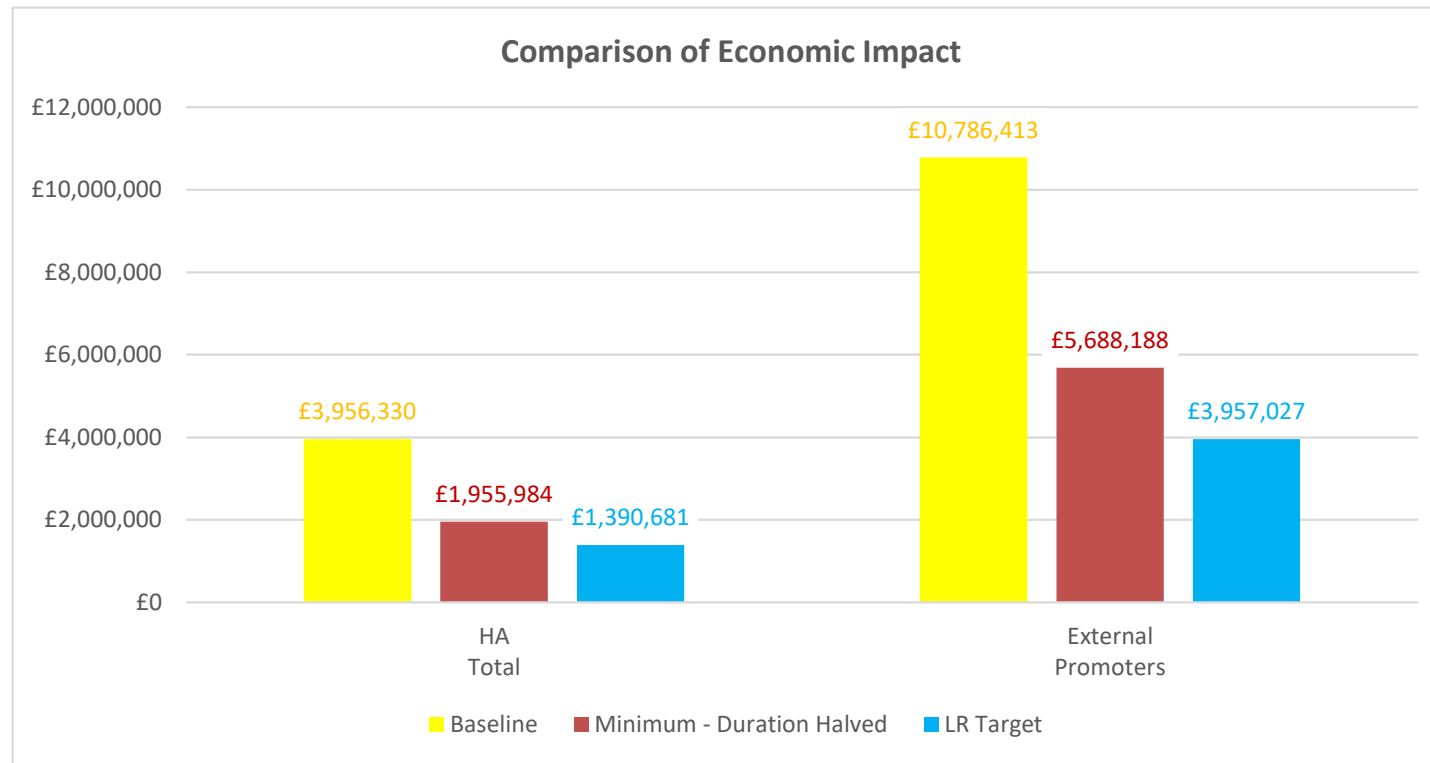
CBA Scenarios – Number of Working Days



Potential Lane Rental Charges



Economic Impact of Works (Congestion & Delays)



Cost Benefit Analysis

CBA would be submitted to DfT with application pack for review:

- Would present impacts of each scenario considered;
- Would demonstrate the scale of behavioural change required to reach the minimum value for money threshold;
- Would report the economic benefit achieved for each scenario
- In addition to modelled benefits, the assessment would include;
 - Staffing and operating costs to run the LR scheme
 - The additional cost of changing working procedures to avoid/reduce LR charges (tm costs)
 - Costs to regularly review the operation of the scheme and report benefits achieved
 - Other costs (e.g. supervisory board appointed to monitor performance and administer allocation of surplus revenue to schemes)

Next Steps

- Formal Consultation – 15 December 2025 to 1 February 2026
- All invitees of this briefing to be sent link to the consultation page.

Any Questions?