



Surrey Lane Rental Scheme

Evaluation Plan



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1 Introduction

1.1. Background and scope

1.1.1. The **Surrey Lane Rental Scheme** is applied across the most congested sections of the road network in Surrey to provide a financial incentive for works to be undertaken outside of peak traffic-sensitive times.

1.1.2. Section 2 of the Surrey Lane Rental Scheme sets out the objectives of the scheme, which are:

- reduce the length of time that sites are unoccupied, hence reducing total works durations;
- improve planning, coordination and working methods to maximise efficiency;
- carry 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;
- optimise the number of operatives on site to enable works to be completed as quickly as possible; and
- complete works to the required standard first time, reducing the need to return to the site to carry out further works.

1.2. Purpose of the evaluation

1.2.1. Surrey County Council, referred to as the Council, is committed to operating a lane rental scheme that achieves the intended objectives, is operated both efficiently and effectively, and demonstrates parity in its application. The purpose of an evaluation is to demonstrate the operation is achieving these commitments whilst providing transparency on the governance of the scheme.

1.2.2. In addition to this commitment, Government Guidance also states the following expectation in relation to the lane rental scheme evaluation:

- *a clear and robust plan for evaluating whether the objectives of the scheme have been met and whether the overall benefits are sufficient to justify the costs involved. This should include an evaluation methodology, an evaluation programme setting out when the evaluation will be carried out, the baseline data against which scheme performance will be measured, and a formal statement that this evaluation will be fully resourced; and*
- *it is expected that evaluation plans will include provision for independent evaluation of scheme performance, including an assessment of the overall balance between costs and benefits arising from the scheme. In the interests of parity and transparency, representatives of both the highway authority and street works promoters will need to be actively involved in monitoring the evaluation process.*

1.2.3. The Council recognise that a framework does not exist for a lane rental scheme evaluation, therefore this document provides a framework as an Evaluation Plan.

2 Evaluating the Surrey Lane Rental Scheme

2.1. Approach to evaluation

- 2.1.1. The approach to evaluating the lane rental scheme will consider three key questions:
- i. how efficiently is the scheme being operated by the Council?
 - ii. how effective is the scheme in achieving the stated objectives?
 - iii. how well is the scheme governed, including the application of lane rental charges and surplus revenues?
- 2.1.2. The evaluation will be undertaken by an independent organisation for the Council, using open data available from the Department for Transport's national Street Manager system.
- 2.1.3. The evaluation will be applied with parity for all Promoters, and where relevant performance indicators will be disaggregated by Promoter type.
- 2.1.4. Where possible this evaluation plan will align to the Council's strategic transport objectives as set out with the Surrey Transport Plan and associated strategies.

2.2. Performance indicators

- 2.2.1. The evaluation plan will be based around a set of performance indicators, refer to Section 3 Lane Rental Performance Indicators below, which will relate to the objectives of the Surrey Lane Rental Scheme and the key questions (listed above).
- 2.2.2. The Performance Indicators will include a target measure, which for the initial year of operation will be based on the estimates produced for the feasibility exercise undertaken to support the submission to the Secretary of State. Once the Scheme is operational, these targets can be reassessed using observed behaviour changes and quantitative data.
- 2.2.3. The Council recognise potential limitations in the data and information recorded for these works, and the potential need to draw conclusions through assumptions. Any limitations or assumptions applied will be clearly identified within the evaluation report.

2.3. Results of the evaluation

- 2.3.1. The Council will undertake an annual evaluation of the Surrey Lane Rental Scheme, with an evaluation report published within 6 months of the anniversary of an operational year.
- 2.3.2. The format and content of the evaluation report may vary according to the need and development of the evaluation; however, 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 and the use of the surplus revenues; and
 - A revision of the cost-benefit analysis using operational data.

3 Lane Rental Performance Indicators

ID	Objective	Performance Indicator (PI)	Target (Year 1)
LR-PI-001	Increased number of works undertaken outside of peak periods	The proportion of works carried out outside of lane rental periods, delineated by the period works were carried out (where possible).	An increase of works carried outside of peak times by 25%.
LR-PI-002	Works completed to the required standard first time, reducing the need to return to the site to carry out further works.	The volume of remedial works undertaken to repair defects.	50% reduction in the volume of remedial works undertaken in the period where the original works were undertaken.
LR-PI-003	Reduction in occupation of the highway through collaborative works.	The volume days saved through collaborative works. The application of a discount for collaboration between Promoters.	100 days of works undertaken using collaboration between Promoters.
LR-PI-004	Decrease in works duration.	Observed changes in duration that can be directly attributed to the application of a lane rental scheme. This PI would also include data from PI-003.	A decrease in overall duration by 9% of total duration.
LR-PI-005	Improvements in congestion levels as a result of works on the lane rental network.	The instances of congestion and delay as a result of works, measured in vehicle time and cost to the road user.	No target set for Year 1. This PI is aligned to the Councils strategic transport target CON1 and CON2 for Congestion.

ID	Objective	Performance Indicator (PI)	Target (Year 1)
LR-PI-006	Reduction in carbon emissions caused through works.	Estimated reduction in carbon emissions through a reduction in peak time works and associated congestion impact.	<p>No target set for Year 1.</p> <p>The carbon emissions will be estimated from the analysis of works using models from the QUEues And Delays and ROADworks (QUADRO) program.</p> <p>This PI is aligned to the Councils strategic transport target CC1 for Climate Change.</p>