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Lane Rental Scheme Evaluation Report Data

April 2024 – March 2025



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WSLRS KPIs and data

This section provides information on the activities undertaken on the Lane Rental Network before lane rental was introduced up to December 2022, evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Table 1 provides information on the activities completed on the Lane Rental Network before lane rental was introduced up to December 2022, evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Works Completed by Activity	Apr 21-Nov 22			Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC	Total	Utility	WSCC
Immediate (Urgent)	1665	1552	113	1778	1686	92	1588	1486	102
Immediate (Emergency)	503	442	61	613	480	133	399	306	93
Minor	5949	3533	2416	4242	2439	1803	2934	1295	1639
Standard	1110	900	210	667	451	216	449	287	162
Major (< 10 days duration)	557	135	422	401	107	294	391	99	292
Major (> 10 days duration)	262	141	121	189	84	105	187	56	131
Total	10046	6703	3343	7890	5247	2643	5948	3529	2419

Table 2 provides information on the Traffic Management type (TM) deployed before lane rental was introduced up to December 2022, evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Works Completed by TM Type	Apr 21-Nov 22			Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC	Total	Utility	WSCC
No C/W Incursion	1431	1311	120	1310	1242	68	981	839	142
Some C/W Incursion	2138	2005	133	1552	1371	181	961	786	175
Give & Take	230	200	30	137	122	15	86	64	22
Priority Working	61	56	5	52	35	17	17	15	2
Lane Closure	1100	292	808	986	247	739	894	211	683
Stop/Go Boards	116	41	75	89	24	65	43	11	32
Two-Way Signals	2488	1488	1000	1880	1170	710	1474	925	549
Multi-Way Signals	1784	1059	725	1236	790	446	827	436	391
Road Closure	691	246	445	635	240	395	624	222	402
Contra-flow	7	5	2	7	5	2	11	7	4
Convoy Working	-	-	-	1	-	1	-	-	-
Temp Obstruction 15M Delay	-	-	-	5	1	4	30	13	17
Total	10046	6703	3343	7890	5247	2643	5948	3529	2419

Table 3 provides information on the volume of works on traffic-sensitive streets so potentially chargeable before lane rental was introduced up to December 2022, evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Potentially Chargeable Works by Activity Type	Apr 21-Nov 22			Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC	Total	Utility	WSCC
Immediate (Urgent)	531	422	109	584	504	80	546	469	77
Immediate (Emergency)	298	245	53	355	251	104	251	181	70
Minor	2531	848	1683	1691	617	1074	1203	386	817
Standard	555	417	138	283	202	81	199	121	78
Major (< 10 days duration)	342	38	304	271	40	231	267	35	232
Major (> 10 days duration)	200	107	93	117	55	62	120	35	85
Total	4457	2077	2380	3301	1669	1632	2586	1227	1359

Table 4 provides information on the volume of works on the lane rental network so potentially chargeable by TM type deployed before lane rental was introduced up to December 2022, evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Potentially Chargeable Works by TM Type	Apr 21-Nov 22			Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC	Total	Utility	WSCC
No C/W Incursion	-	-	-	-	-	-	-	-	-
Some C/W Incursion	-	-	-	-	-	-	-	-	-
Give & Take	196	166	30	120	110	10	78	57	21
Priority Working	51	47	4	33	20	13	14	12	2
Lane Closure	674	196	478	526	167	359	453	128	325
Stop/Go Boards	66	28	38	49	15	34	19	9	10
Two-Way Signals	1747	902	845	1329	757	572	1012	603	409
Multi-Way Signals	1203	592	611	787	460	327	549	287	262
Road Closure	514	142	372	453	137	316	450	123	327
Contra-flow	6	4	2	3	3	-	5	5	-
Convoy Working	-	-	-	-	-	-	-	-	-
Temp Obstruction 15M Delay	-	-	-	1	-	1	6	3	3
Total	4457	2077	2380	3301	1669	1632	2586	1227	1359

Table 5 provides information on the volume of works on the lane rental network charged by activity type during evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Works Charged by Activity	Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC
Immediate (Urgent)	189	189	-	139	139	-
Immediate (Emergency)	131	131	-	90	90	-
Minor	201	201	-	175	175	-
Standard	116	116	-	91	91	-
Major (< 10 days duration)	21	21	-	13	13	-
Major (> 10 days duration)	15	15	-	18	18	-
Total	673	673	-	526	526	-

Table 6 provides information on the volume of works on the lane rental network charged by TM type during evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Works Charged By TM	Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC
No C/W Incursion	-	-	-	1	1	-
Some C/W Incursion	-	-	-	7	7	-
Give & Take	43	43	-	24	24	-
Priority Working	9	9	-	7	7	-
Lane Closure	64	64	-	48	48	-
Stop/Go Boards	2	2	-	1	1	-
Two-Way Signals	317	317	-	247	247	-
Multi-Way Signals	175	175	-	136	136	-
Road Closure	63	63	-	55	55	-
Contra-flow	-	-	-	-	-	-
Convoy Working	-	-	-	-	-	-
Temp Obstruction 15M Delay	-	-	-	-	-	-
Total	673	673	-	526	526	-

Table 7 provides information on the percentage of works on the lane rental network charged by promoter type during evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

"All activities" refers to the total number of activities that took place on traffic sensitive streets, including those not chargeable.

% Works Charged	Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC
All Activities	8.53%	12.83%	-	8.84%	14.91%	-
Potentially Chargeable Activities	20.39%	40.32%	-	20.34%	42.87%	-

Table 8 provides information on the average duration of works on the lane rental network by promoter type before lane rental was introduced up to December 2022, evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Average Duration by Works Type	Apr 21-Nov 22			Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC	Total	Utility	WSCC
Immediate (Urgent)	3.67	3.78	2.20	3.66	3.76	1.80	3.69	3.68	3.88
Immediate (Emergency)	7.52	7.51	7.59	7.82	7.04	10.65	7.75	6.58	11.57
Minor	1.87	2.23	1.34	1.70	2.02	1.28	1.77	2.19	1.44
Standard	8.05	8.20	7.40	7.40	7.45	7.30	8.52	7.55	10.24
Major (< 10 days duration)	2.85	2.99	2.81	2.77	2.50	2.87	2.97	2.26	3.21
Major (> 10 days duration)	45.15	42.52	48.22	43.60	39.85	46.60	33.63	36.14	32.56

Table 9 provides information on the total days saved on the lane rental network by works type during evaluation period 1 and during evaluation year 2 April 2024 – March 2025.

Totals are volume-weighted averages.

These figures equate to 3.6 years' worth of days saved in period one of the lane rental scheme.

These figures equate to 5.7 years' worth of days saved in period one of the lane rental scheme.

Total Days Saved by Works	Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC
Immediate (Urgent)	29.22	37.73	36.73	-22.93	157.42	-171.24
Immediate (Emergency)	-187.14	224.26	-406.51	-91.76	282.08	-370.11
Minor	714.36	522.92	119.92	291.68	56.13	-163.29
Standard	432.45	338.70	21.37	-212.16	186.72	-460.97
Major (< 10 days duration)	32.53	52.41	-18.13	-45.97	71.53	-116.74
Major (> 10 days duration)	293.85	224.49	170.43	2154.55	356.99	2052.23
Total	1315.26	1400.51	-76.19	2073.42	1110.87	769.88

Table 10 provides information on the average duration of works on the lane rental network by works type that were potentially chargeable compared to before lane rental was introduced up to December 2022, evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.[1]

Totals are volume-weighted averages.

Notably, significant closures resulting from events such as flooding, or fires are incorporated within these figures.

Immediate urgent work durations have reduced from pre WSLRS levels. This equates to 37% in period 1 and 15% in year 2

6.15 average Utility all immediate works duration prior to the WSLRS

4.85 average Utility all immediate works duration period 1 of WSLRS

5.23 average Utility all immediate works duration in year 2 of the WSLRS

Average Duration of Potentially Chargeable Works by Works Type	Apr 21-Nov 22			Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC	Total	Utility	WSCC
Immediate (Urgent)	4.35	4.90	2.24	2.74	2.92	1.60	3.83	3.68	4.69
Immediate (Emergency)	7.60	7.40	8.57	8.57	6.78	12.89	8.34	6.78	12.37
Minor	1.54	2.32	1.14	1.27	1.46	1.16	1.78	2.92	1.24
Standard	8.19	8.32	7.81	7.19	7.11	7.40	8.34	6.88	10.59
Major (< 10 days duration)	3.29	5.39	3.03	2.86	2.78	2.87	3.35	2.69	3.45
Major (> 10 days duration)	36.74	58.75	44.26	45.73	39.67	51.10	35.63	34.26	36.20

[1] It is essential to highlight that the WSCC data concerning volumes and durations of work encompasses closures of all natures, not solely limited to activities as in the utilities data.

Table 11 provides information on the total days saved by works promoter type on the lane rental network by works type that were potentially chargeable during evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Total Days Saved by Potentially Chargeable Works	Dec 22-Mar 24		Apr 24-Mar 25	
	Utility	WSCC	Utility	WSCC
Immediate (Urgent)	993.45	51.08	568.10	-188.63
Immediate (Emergency)	155.38	-450.13	110.66	-266.38
Minor	534.09	-20.29	-230.82	-78.55
Standard	244.43	33.74	173.59	-216.70
Major (< 10 days duration)	104.79	35.08	94.82	-98.89
Major (> 10 days duration)	1049.00	-424.00	857.09	684.94
Total	3081.13	-774.52	1573.44	-164.22

Table 12 provides information on the start days of works on the lane rental network by promoter type compared to the period before lane rental was introduced up to December 2022, evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Count of Potentially Chargeable Immediate Works Start Date	Apr 21-Nov 22			Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC	Total	Utility	WSCC
Monday	147	107	40	193	145	48	200	166	34
Tuesday	178	148	30	168	149	19	184	153	31
Wednesday	152	124	28	195	155	40	177	164	13
Thursday	160	126	34	180	140	40	182	164	18
Friday	120	99	21	129	100	29	110	96	14
Saturday	31	25	6	38	34	4	41	35	6
Sunday	41	38	3	36	32	4	36	36	0

Table 13 provides information on the start days percentages on the lane rental network by promoter type compared to the period before lane rental was introduced up to December 2022, evaluation period 1 April 2024 and during evaluation year 2 April 2024 – March 2025.

Count of Potentially Chargeable Immediate Works Start Date	Apr 21-Nov 22			Dec 22-Mar 24			Apr 24-Mar 25		
	Total	Utility	WSCC	Total	Utility	WSCC	Total	Utility	WSCC
Monday	17.73%	16.04%	24.69%	20.55%	19.21%	26.09%	25.09%	25.54%	23.13%
Tuesday	21.47%	22.19%	18.52%	17.89%	19.74%	10.33%	23.09%	23.54%	21.09%
Wednesday	18.34%	18.59%	17.28%	20.77%	20.53%	21.74%	22.21%	25.23%	8.84%
Thursday	19.30%	18.89%	20.99%	19.17%	18.54%	21.74%	22.84%	25.23%	12.24%
Friday	14.48%	14.84%	12.96%	13.74%	13.25%	15.76%	13.80%	14.77%	9.52%
Saturday	3.74%	3.75%	3.70%	4.05%	4.50%	2.17%	5.14%	5.38%	4.08%
Sunday	4.95%	5.70%	1.85%	3.83%	4.24%	2.17%	4.52%	5.54%	0.00%

Table 14 provides information on works on the lane rental network charged by Utility industry during evaluation year 2 April 2024 – March 2025.

Works Charged by Activity (Industry)	Water	Gas	Electricity	Telecoms
Immediate (Urgent)	1037	44	200	183
Immediate (Emergency)	62	160	4	80
Minor	233	30	99	875
Standard	38	57	74	103
Major (< 10 days duration)	20	6	16	27
Major (> 10 days duration)	6	29	13	7
Total	1396	326	406	1275

Table 15 provides information on the percentage of works on the lane rental network by Utility industry during evaluation Year 2 April 2024 – March 2025.

"All activities" refers to the total number of activities that took place on traffic sensitive streets, including those not chargeable.

% Works Charged (Industry)	Water	Gas	Electricity	Telecoms
All Activities Period 1	18.98%	36.81%	21.92%	13.02%
All Activities Year 2	15.06%	33.52%	14.78%	6.93%
Potentially Chargeable Activities Period 1	48.53%	67.04%	21.92%	46.63%
Potentially Chargeable Activities Year 2	43.30%	69.36%	42.18%	24.81%

Table 16 provides information on the volume of works charged on the lane rental network by Utility industry sector during evaluation year 2 April 2024 – March 2025.

Works Charged by Activity (Industry)	Water	Gas	Electricity	Telecoms
Immediate (Urgent)	133	3	39	7
Immediate (Emergency)	10	96	0	14
Minor	74	3	18	100
Standard	32	14	27	39
Major (< 10 days duration)	14	2	3	2
Major (> 10 days duration)	2	2	2	4
Total	265	120	89	166

Table 17 provides information on the volume of works potentially chargeable on the lane rental network by Utility industry sector during evaluation period 1 and Year 2 April 2024 – March 2025.

Potentially Chargeable Works by Activity (Industry)	Water	Gas	Electricity	Telecoms
Immediate (Urgent) Period 1	362	13	200	34
Immediate (Urgent) Year 2	338	5	84	76
Immediate (Emergency) Period 1	26	95	4	59
Immediate (Emergency) Year 2	55	128	1	66
Minor Period 1	118	14	99	216
Minor Year 2	152	3	46	415
Standard Period 1	22	32	74	37
Standard Year 2	36	15	51	99
Major (< 10 days duration) Period 1	15	4	16	8
Major (< 10 days duration) Year 2	24	3	7	6
Major (> 10 days duration) Period 1	3	21	13	2
Major (> 10 days duration) Year 2	7	19	22	7
Totals Period 1	546	179	406	356
Totals Year 2	612	173	211	669

Data Analysis

Aims of the Scheme:

- Reduce the length of time that sites are unoccupied
- Improve planning, coordination and working methods to maximise efficiency
- Incentivise planned activated to take place at less disruptive times
- Enable work to be completed as quickly as possible and to the required standard time

Objectives of the Scheme:

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

Improvements Expected:

- Behavioural changes that minimise the duration of occupation of the highway at the busiest locations at traffic sensitive times on the network
- Reductions in the proportional number of activities taking place during traffic sensitive times
- Contributions to maintaining or improving journey time reliability on the highway network

Previous Highlights:

- 8.4 years of highway occupation has been saved.
- Highways network users in West Sussex have saved £53,274,904 from the introduction of Lane Rental.
- >91% of activities were not charged due to behavioural change being delivered.
- Environmental health impacts are being considered for out of hours working.
- Only 6 customer complaints have been received against an increase in out of hours working.
- Original modelled behavioural changes have been achieved.
- Busy period activities durations have reduced.
- Immediate work durations have reduced.
- Outside busy period working has increased.
- Collaborative working has increased.
- Working relationships with all promoters has improved.
- Promoters have sought to change their operations wherever possible.

Table 1:

Synopsis: Fewer Works on the Network, Reduction on low priority but highly disruptive works, consistent application across the scheme all of which show better planning on all parts, more efficient working and less disruption as a result of reactive working.

Overall, works activity is on the Lane Rental Network is decreasing, with the most significant reduction being seen with Minor works. Often, Minor works can be seen as lower priority than other works on the network but ultimately can have significant disruption. With over a 50% drop in the last period it is a positive sign to see Minor works being programmed for non-traffic times leading to fewer delays and improved journeys for road users.

Immediate works have remained consistent over the latest period, with Emergency works seeing a reduction. This shows a clear behaviour changes across the board with Immediate works being completed quicker and better planning to reduce the need for the immediate works in the first place. Emergency works are the most disruptive to the network, so seeing these numbers stabilising, and in some areas decreasing this will have a continued positive impact on the network.

There are significant reductions across both Standard and Major works, both shorter and long duration. Having fewer long duration works during traffic sensitive times shows effective planning and communication between the Works Promoters and the Highway Network Management Team. n

Whilst the number of works on the Lane Rental Networks continues to be dominated by Utility works, the reduction in both WSCC own works and Utility works on the network show how the scheme is being adopted into the planning processes and encouraging all parties to look for different opportunities, whether that be working times or collaboration, to reduce occupation at the most disruptive times. This consistent application of the Scheme is crucial to ensure the maximum benefit of the scheme.

Table 2:

Synopsis: There are overall fewer numbers of roadworks taking place on the Lane Rental Network at traffic sensitive times, and the types of that are being carried out at the busiest times are becoming less disruptive. All of this leads to the clear evidence of behavioural changes and progress towards full adoption of the scheme and therefore greater benefit to the road user.

Significant reduction in the most disruptive traffic management types; Multi-way Signals, Two-way Signals and Road Closures. Traffic Signals and road closures are the biggest contributors to major disruption and congestion on the network due to their inability or slow way of keeping traffic moving.

In addition to the more disruptive traffic management set ups being reduced, more passive measures are also seeing a reduction. This would suggest that the less urgent and lower priority works are now actively being undertaken at non traffic sensitive times and there is also the possibility that more and more of these types of works are being undertaken as part of collaboration or part of bigger works programmes to limit the amount of days on the network and the number of instances in which traffic management is being deployed during peak times.

There has been an increase the use of Temporary Obstruction which could indicate a shift towards shorter periods of disruption whilst still completing the necessary works. Although Temporary Obstruction would not be the preferred traffic management type, over something such as Stop/Go or Road Closure, it is usually quicker to install and remove and lets the road user knows the maximum amount of time they can expect to experience disruption. It also allows the works promoter to carry out some reactive works, like cutting back a problem branch or laying down and erecting a new pole, without the need to install a full road closure unnecessarily.

Table 8:

Synopsis: Short duration work means less disruption on the major roads across the county, more consistent time frames for reactive works allows for better network planning and better predictability for travel times, lower durations for planned works indicates better planning from works promoters which then translates to less wasted time on site and better road space utilisation and working being completed faster on strategic routes shows focus is shifting to putting more efforts into high impact areas on all sides.

Longer duration works, Majors over 10 days, have shown the greatest reductions with nearly 10 days being shaved off the average. The biggest improvement can be seen in relation to WSCC Own works with over 14 days of occupation being given back on average. This really goes to show all the efforts works promoters are putting in to minimise the amount of time that sites are unoccupied. Long duration works have the biggest impact on not only congestion and delays but also negative public perception. Reducing the long-term impacts will have a positive effect on both network performance but also public satisfaction.

Further to this, many shorter-term works are staying consistent, with even major works in this category falling below a 3-day average. This goes to show that even reactive, urgent works are receiving more consideration and in turn are resulting in improved planning, better coordination and more effective working methods.

24-25 Key Highlights:

- Significant reduction in works on the Lane Rental Network at Traffic Sensitive times (40%)
- The most disruptive traffic management is being used less (Multi-way Lights, Two-way Lights and Road Closure)
- Longer term works are getting shorter on average (Majors >10 days 45 days to 33 days)
- 5.6 years of network occupation saved, 5.9 years of network occupation saved on majors over 10 days
- Reduction on % of works charged across all industries