

Lane Rental Charges: Waiver, Reduction and Exemption Requests

Supplementary Guidance



• Overview	Page 3
• How to apply (Where does LR apply, when does LR apply, what is the daily charge)	4
• Map guide	8
• Major infrastructure improvements	9
• Collaborative works	10
• Extraordinary measures	11
• Use of innovative technology	12
• Redefined road space (Change in use, Final layout, Dead space & no net loss)	13
• Side road closures/filter lanes	19
• Diversionary works	21
• Continuous USRN	22
• Bays	23
• Road plates/footway boards	24
• Temporary pedestrian footways	25
• Works wholly confined to white hatched areas	26
• Replicating permanent traffic signals	27
• Within footprint of Highways Act.1980 licence (excl. pit lanes)	28
• Legal order disapplying s.74A NRSWA (i.e. TWA 1992)	29
• Abortive Days	30
• General information (Deliveries, Damage by third parties, High performance & location of vehicles)	31
• Feedback Form	33



Overview

This document provides work promoters with guidance on scenarios where consideration will be given to reduce, waive or exempt Lane Rental charges, and should be read in conjunction with published scheme documents on [TfL.gov.uk/LaneRental](https://tfl.gov.uk/LaneRental)

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. And adhere to the guidance provided in the [Temporary Traffic Management Handbook](#).

Lane Rental waivers and discounts may be withdrawn for the duration of non-compliance.

Optimising customer journeys by delivering safe, inclusive and sustainable road works



How to apply

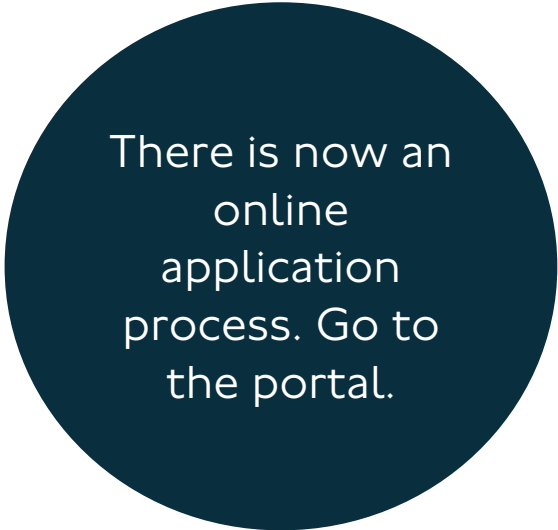
To qualify for a waiver, you must make an application via the [online portal](#), providing the permit reference and traffic management drawing. For requests covering scenarios other than those stated in this document, please select other and provide justification, noting that it must be in line with the spirit of the scheme.

Important: The waivers, reductions and exemptions contained within this document are at TfL'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 applied retrospectively for planned works and will only be applied if requested in advance of the works starting and once agreement has been reached with the Lane Rental Management Team (LRMT). For unplanned works, or in the event that a scenario where a potential request may be applicable to WRE Lane Rental charges is put in place on site, retrospective applications to waive charges will only be considered if an application is submitted within 2 calendar days of works/scenario starting or in the case of collaborative works, within 2 calendar days of collaborative working period commencing.

The Lane Rental Management Team meet weekly to review applications and as such further information may be requested. Applications are ordinarily 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 supplementary guidance and scheme. For further information or advice, please email LaneRentalQueries@TfL.gov.uk



There is now an
online
application
process. Go to
the portal.

Go to
map

Where does Lane Rental apply?



Carriageways including bus lanes and bays



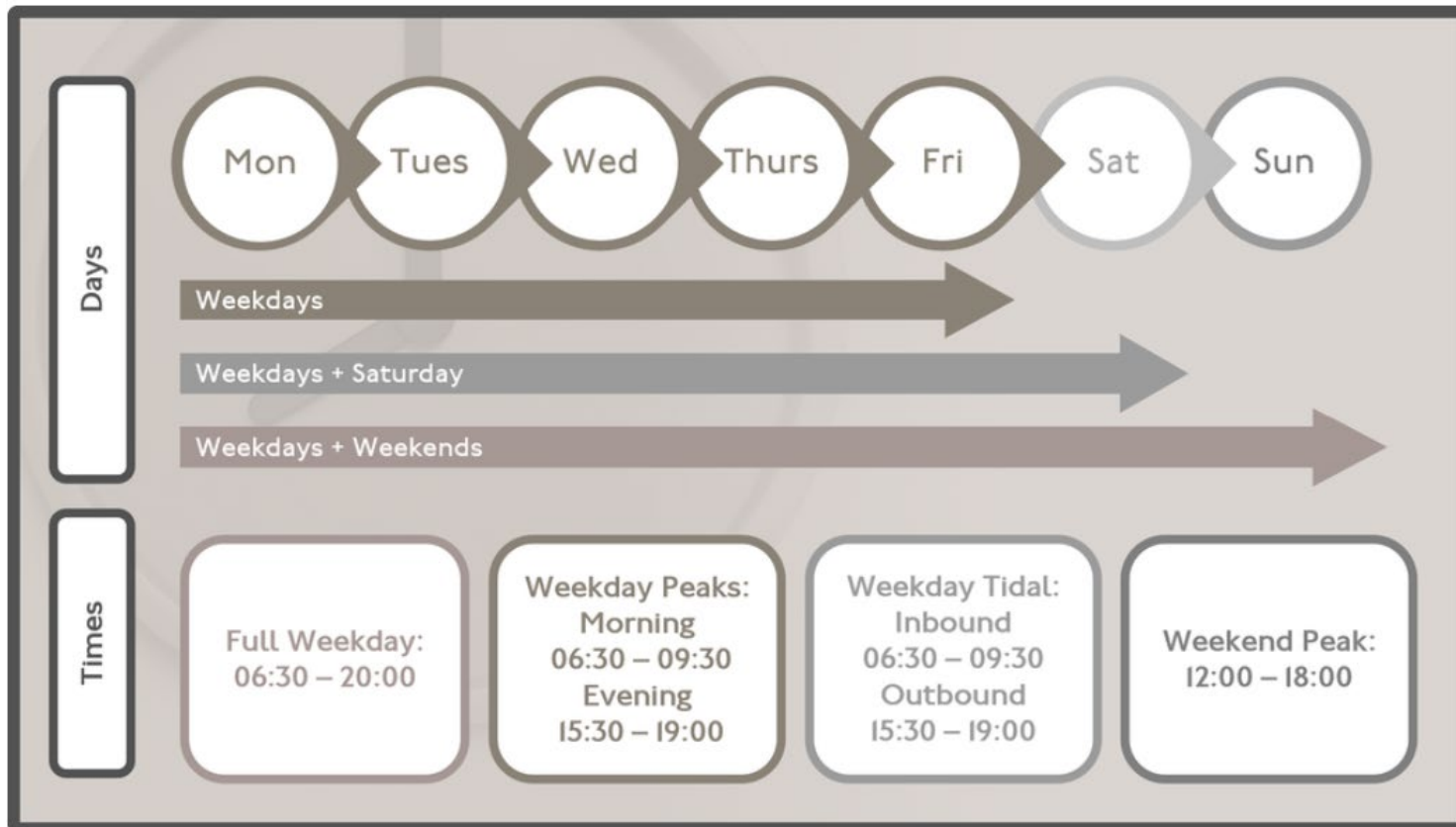
Cycle tracks on the Lane Rental Network



20 Footway locations mainly around transport hubs

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.

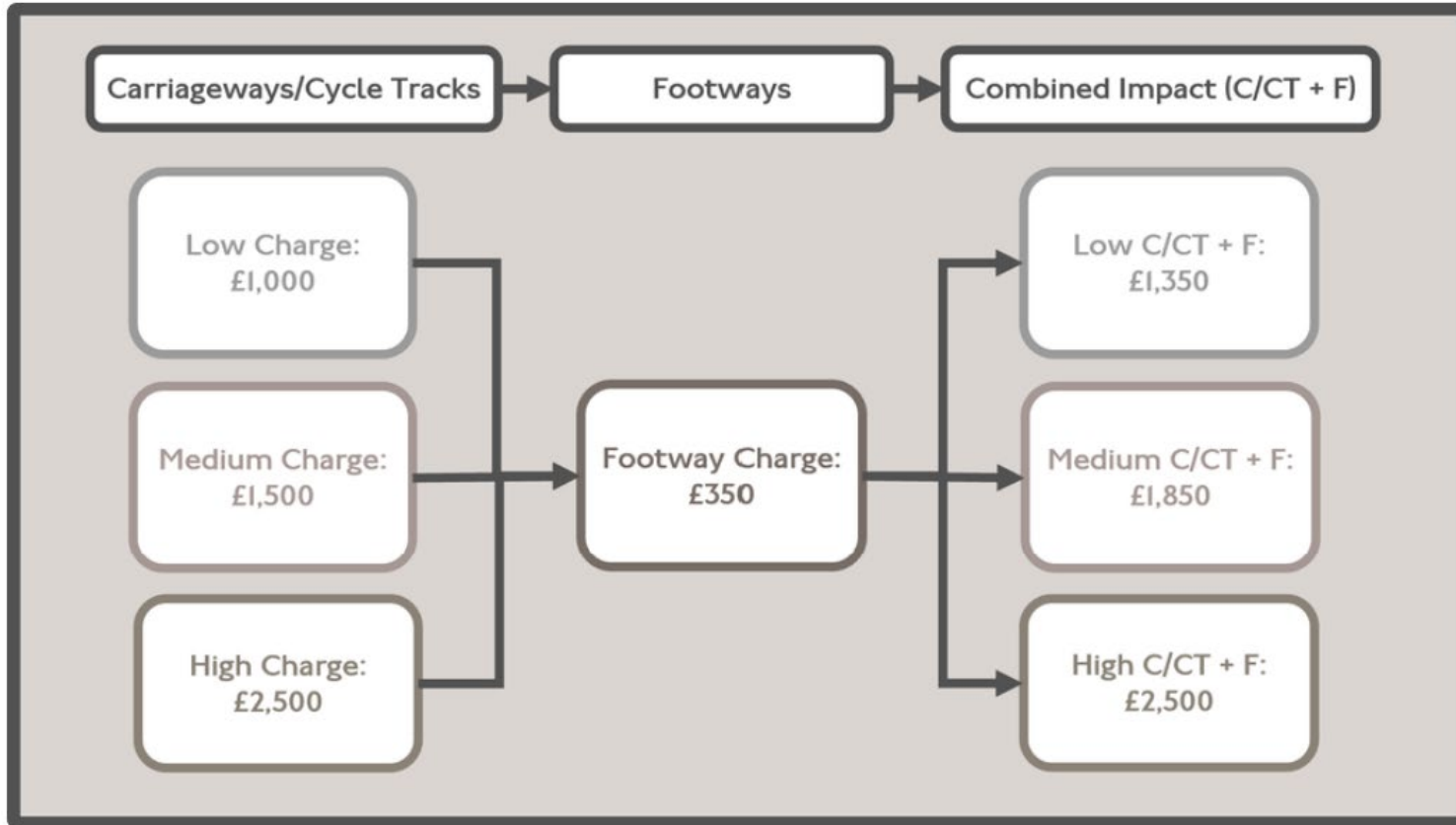
When does Lane Rental apply?



Lane Rental charges apply on weekdays and can sometimes apply across a weekend or on a Saturday only. Each Lane Rental street is also allocated a specific time range when charges apply.

Tidal refers to a directional charging regime which applies on some streets in the morning peak (usually when travelling towards London's city centre), and in the afternoon/evening peak (when heading away from the city centre).

What is the daily charge?



Applied to each registerable works permit, per road (Unique Street Reference Number (USRN))

Where the works footprint covers any part of a Carriageway and Cycle Track (C/CT) a single charge is applied.

Where the works footprint bridges any part of a chargeable Carriageway and/or Cycle Track (C/CT) and, also a chargeable Footway (F), both chargeable elements are aggregated up to a maximum of £2,500

Map guide

Go to map

Street View
It is now possible to navigate to Google StreetView from the Lane Rental map. This function is also visible in the layers List.

Tidal Directional Arrows
This shows which side of the carriageway Lane Rental is applicable in the AM or PM on either the inbound or outbound lane (towards or away from London)

06:30-09:30 & 15:30-19:00 weekdays
06:30-09:30 & 15:30-19:00 weekdays + 12:00-18:00 Saturday
06:30-09:30 & 15:30-19:00 weekdays + 12:00-18:00 Saturday & Sunday
Inbound 06:30-09:30 Outbound 15:30-19:00 weekdays
Inbound 06:30-09:30 Outbound 15:30-19:00 weekdays + 12:00-18:00 Saturday

Lane Rental times
There are a variety of times so this layer should be selected in isolation to see times

Carriageway/Cycle Track Charge Bands
This shows the daily charge bands for the carriageways/cycle tracks. There is also a footway charge which applies to specific areas. The charge is £350 per day.

Footway Charge
You need to make sure you're zoomed in enough to highlight the footway locations which are highlighted in green.

TfL Boundary
This layer can be used in isolation to check if the road is on the TfL Network rather than Lane Rental



It is recommended that you familiarise yourself with the functionality of the Lane Rental map to ensure that you are looking at the correct information.



Major infrastructure improvements

Section 7.2 of the TLRs makes provision for TfL to reduce charges where promoters are undertaking major works that deliver significant highway infrastructure improvements or where they substantially extend/renew the longevity of an asset.

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 the Co-ordination of Street Works and Works for Road Purposes and Related Matters (the Co-ordination Code).

Applicants that demonstrate they fully satisfy the following requirements shall be considered for a reduced Lane Rental charge, up to a maximum of 50 per cent.

- a. Provide a works reference to evidence that a **Forward Plan notice** has been recorded in Street Manager at the very earliest opportunity before submitting an application for the Provision Advance Authorisation (PAA) or permit application (further guidance can be found on [DfT's YouTube channel](#)) **(Please ensure the formal TMAN or SNMS application reference is included on the PAA)**
- b. **Submit a PAA or the relevant permit application** in accordance with the minimum advance notice periods specified within the Co-ordination Code.
- c. PAA/permit application must also include a comment to request the creation of a proposed substantial works restriction (**s58/s58A**) where the advance timescales for these restrictions allow (3 months for roadworks and 20 days for street works)

Submit an application via tfl.startraqdom.com 10 working days in advance of the proposed start date, which must including a description of the major infrastructure improvement works being proposed and a statement to qualify how the works specifically comply with the relevant substantial works definition in the Co-ordination Code.

Collaborative works

Works by two or more promoters

Section 7.1 of the TLRS advises collaborative works that are carried out concurrently by two or more works promoters at the same location can apply to have charges reduced for the period of collaboration. To further encourage collaborative works all charges shall be waived for the overlapping period of collaboration where the works share the same traffic management footprint.

In all cases the collaborative works must be agreed by the Lane Rental Management 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, such as waste and clean water; or London Underground and Highway Projects.



Extraordinary measures

Where measures are proposed to be implemented as part of works which reduce disruption, maintains active travel and sustainable modes; and are over and above normal practices, consideration will be given to either reduce or waive charges.

This is a suite of measures, as agreed as part of site meetings when evaluating the impact of proposed traffic management and construction methodology and could include:

- removal of islands
- narrow lanes
- maintaining bus only access
- bus shuttle service
- reduced speed limits
- temporary vehicle restraint system
- environmental provisions
- digitised variable message signs
- portable light signals to facilitate safer pedestrian movements that are independent/do not replicate, existing crossing facilities

In the image to the right, the segregation island has been removed to facilitate cyclist movement around the works without impacting any other mode.

Note: Separate funding shall also be considered where a package of substantive extraordinary measures are implemented.
Visit: [TfL.gov.uk/LaneRental](https://tfl.gov.uk/LaneRental) for more details.





Innovative technology

If everything were to stay the same, then nothing different could be achieved. That's why innovation is so 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 off site 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 either reduced or waived.



Have an idea for improving how road and street works are carried out in London? Why not submit a request for funding. Download a funding request application by visiting, [TfL.gov.uk/LaneRental](https://www.tfl.gov.uk/LaneRental)

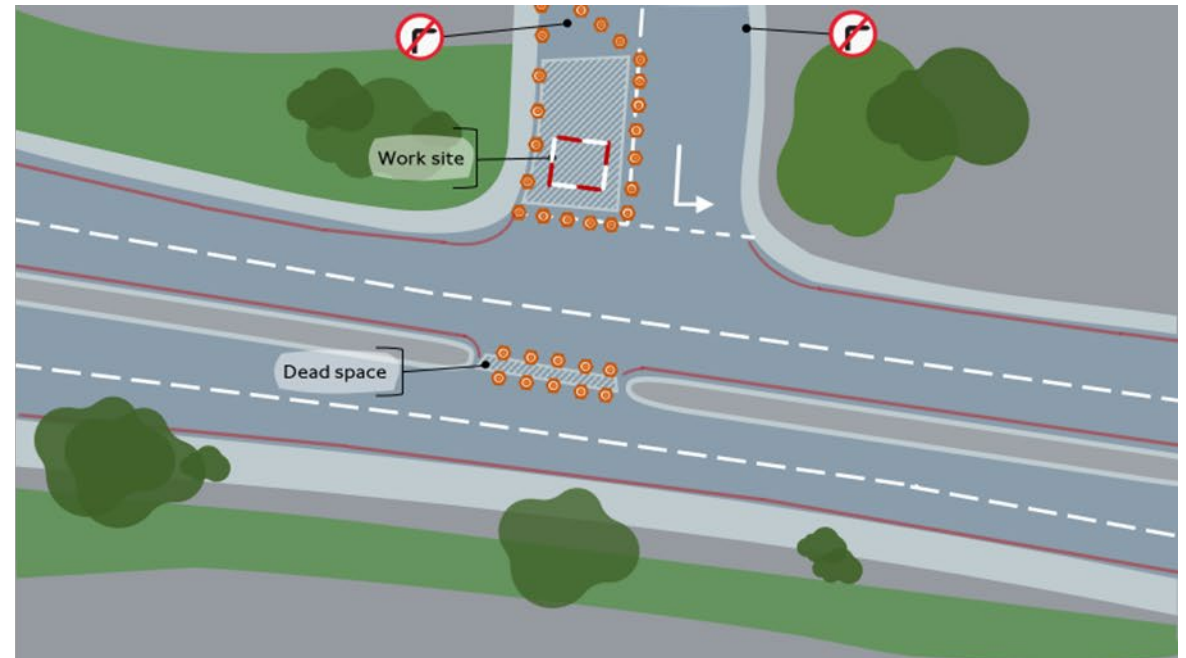
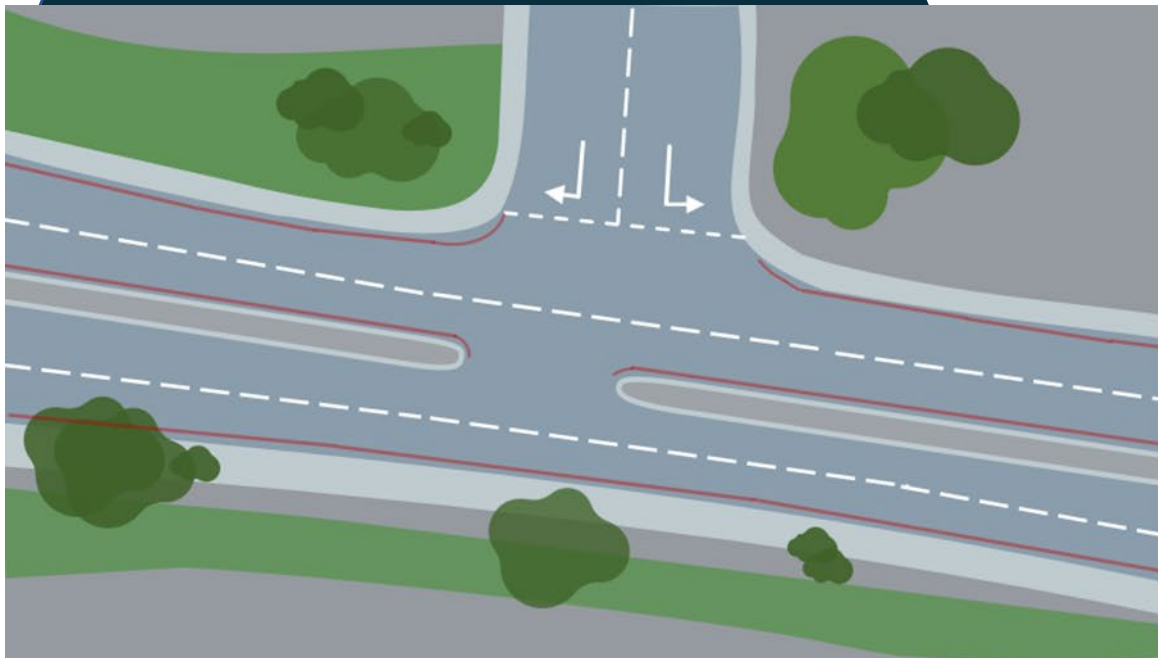
Redefined road space

- Dead space
- Final layout
- Change in use
- No net loss

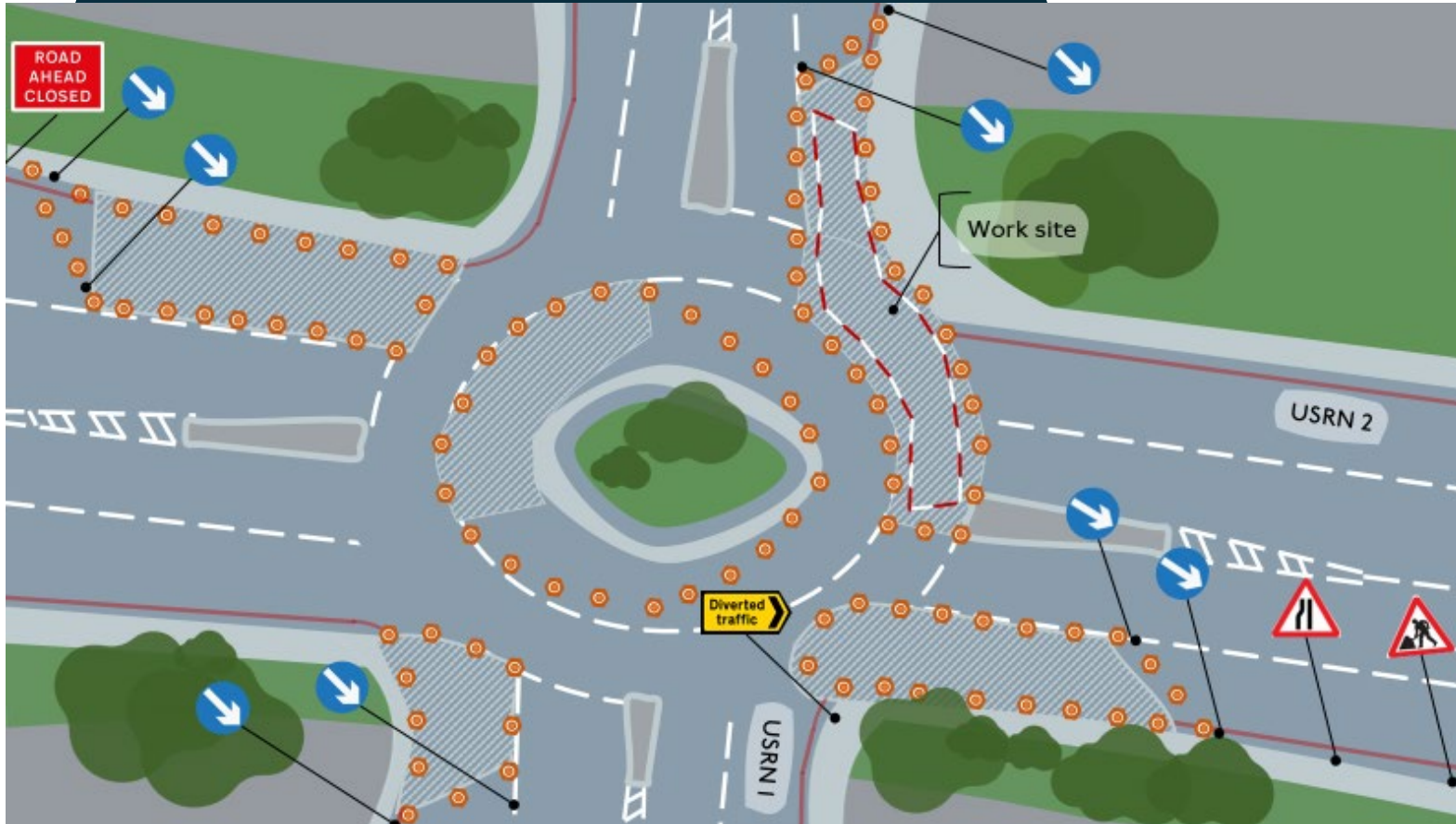


Dead space

Consideration will be given to 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.

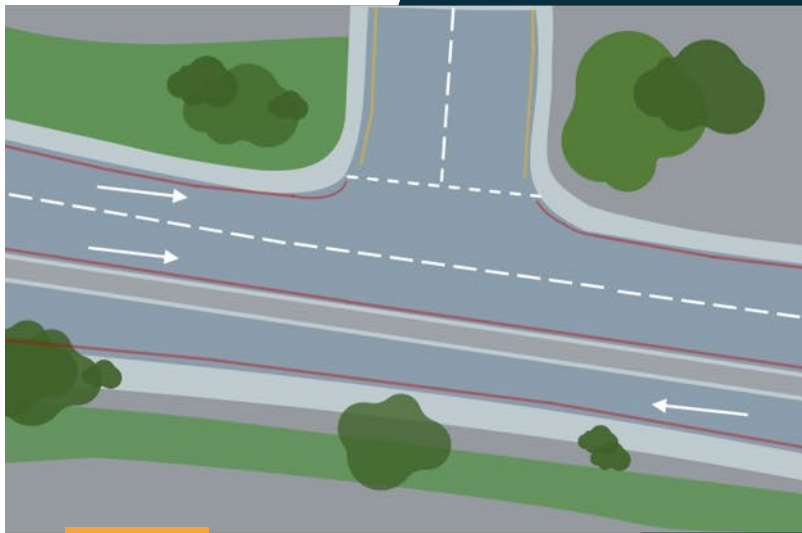


Dead space (roundabouts)

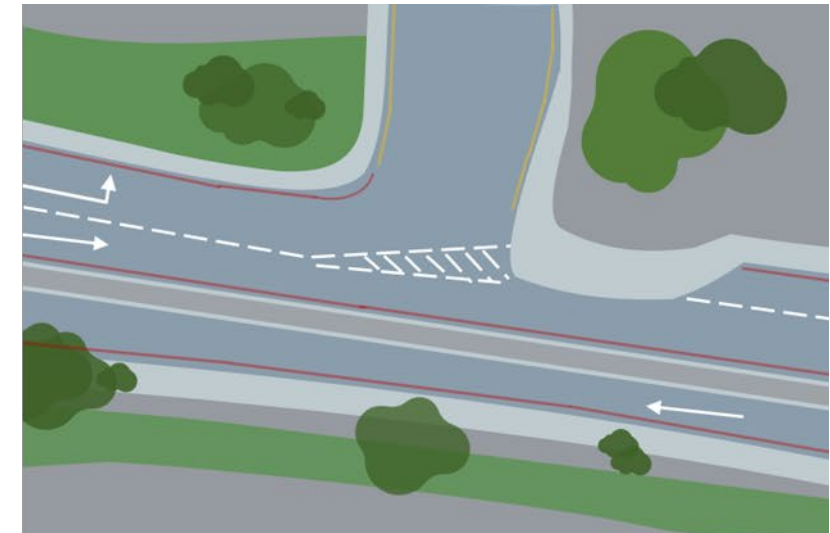
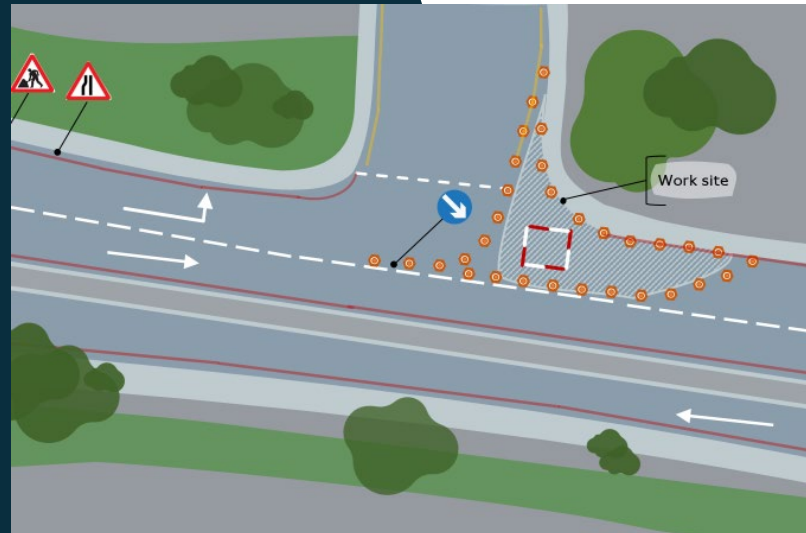


This example shows part of a roundabout and exit which have been closed as part of works, thereby resulting in one lane of the entries onto the roundabout requiring temporary traffic management to facilitate traffic around the works site.

Final layout



Existing

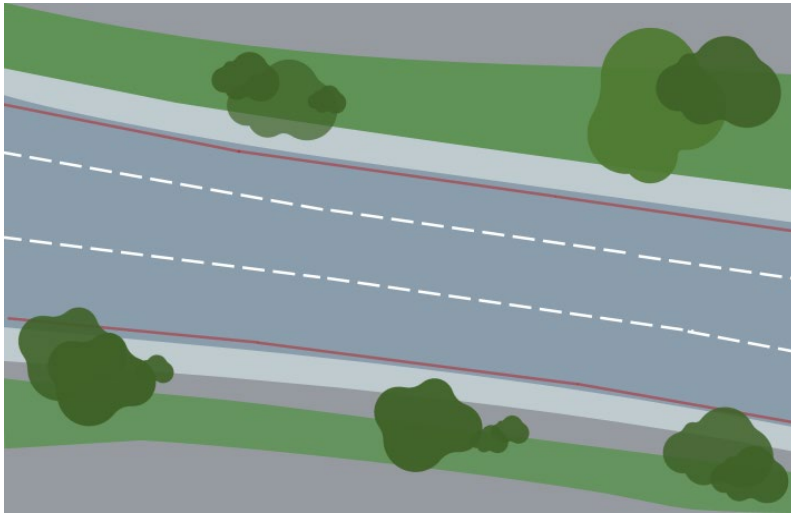


Proposed

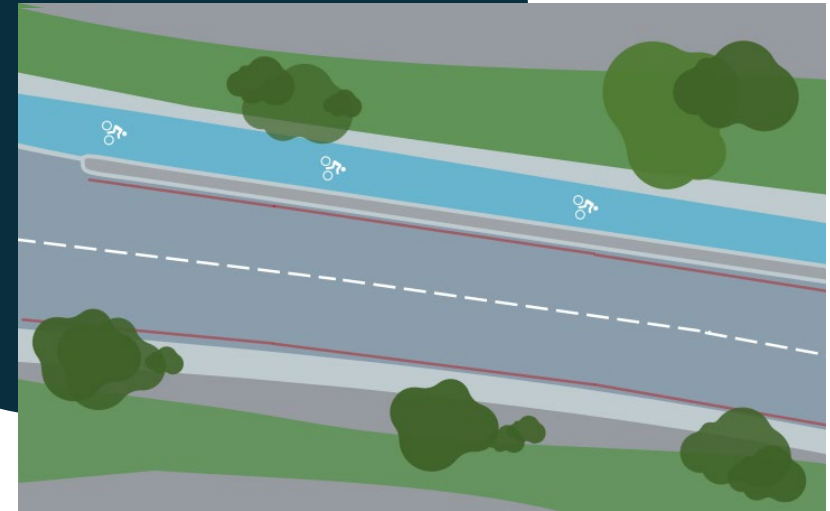
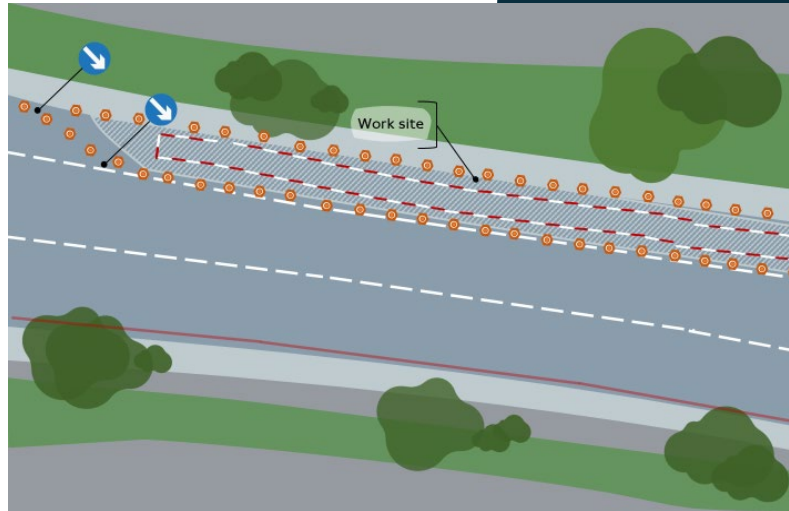
Consideration will be given to reduce or waive charges for works once the new road layout has been implemented, e.g. once a new or a suitable temporary kerb line has been provided to demarcate the new road layout. Traffic management must not extend beyond the new kerb line and impact the carriageway.

Consideration will be given to 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.

Change in use

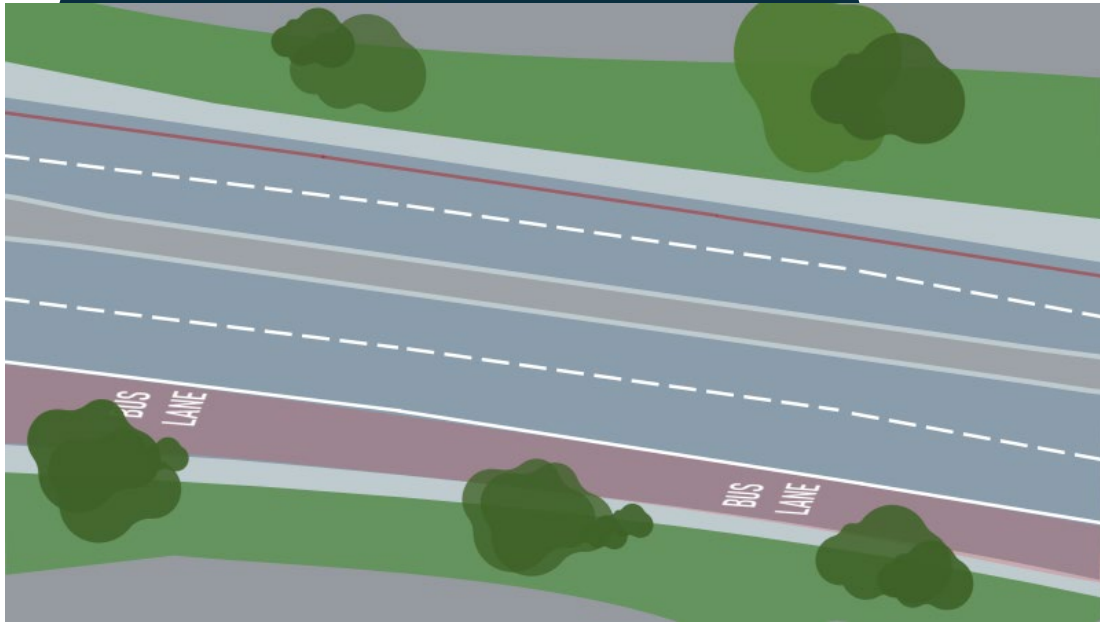


Existing

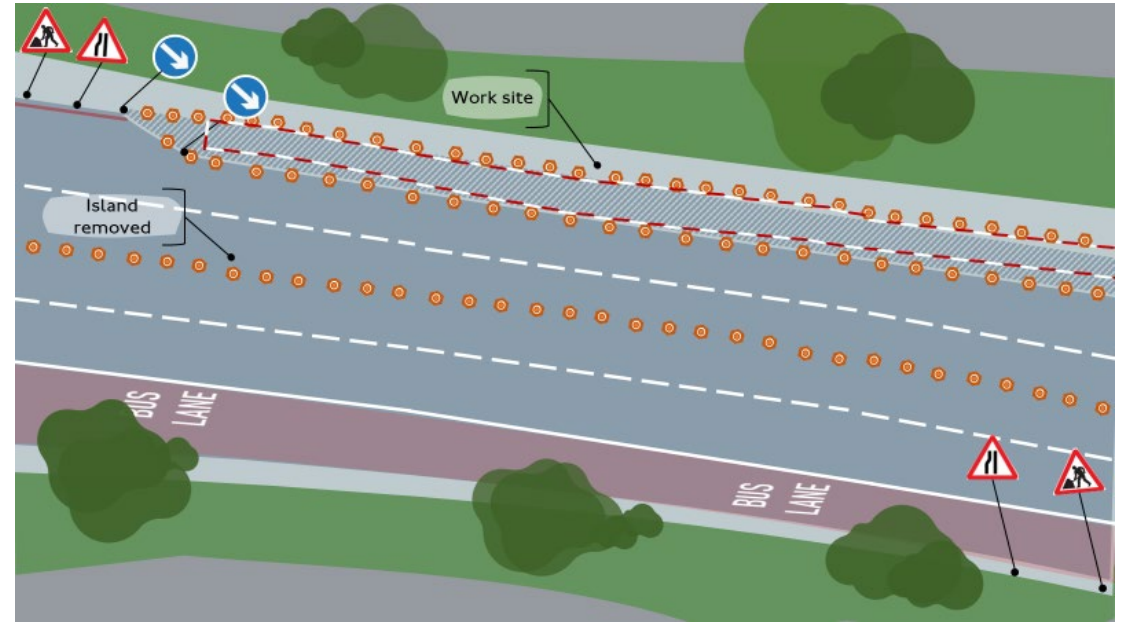


Proposed

No net loss



Existing

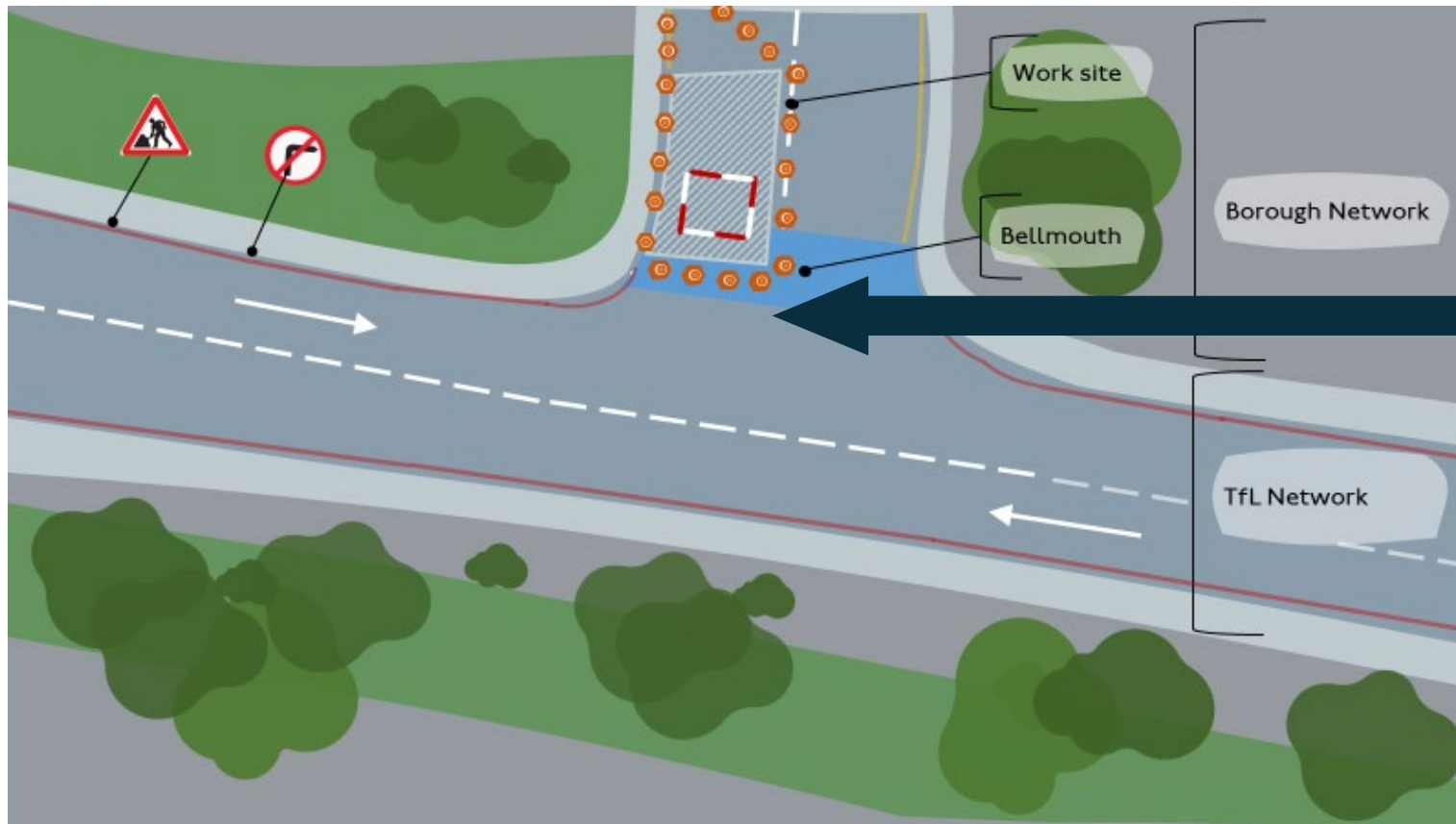


Proposed

Consideration will be given to reduce or waive charges where there is NO net loss of carriageway space created by the works e.g., where an existing island has been removed in order to create an adequate temporary working space which retains the previous or proposed carriageway width and therefore does NOT result in a net loss.

Side road closures

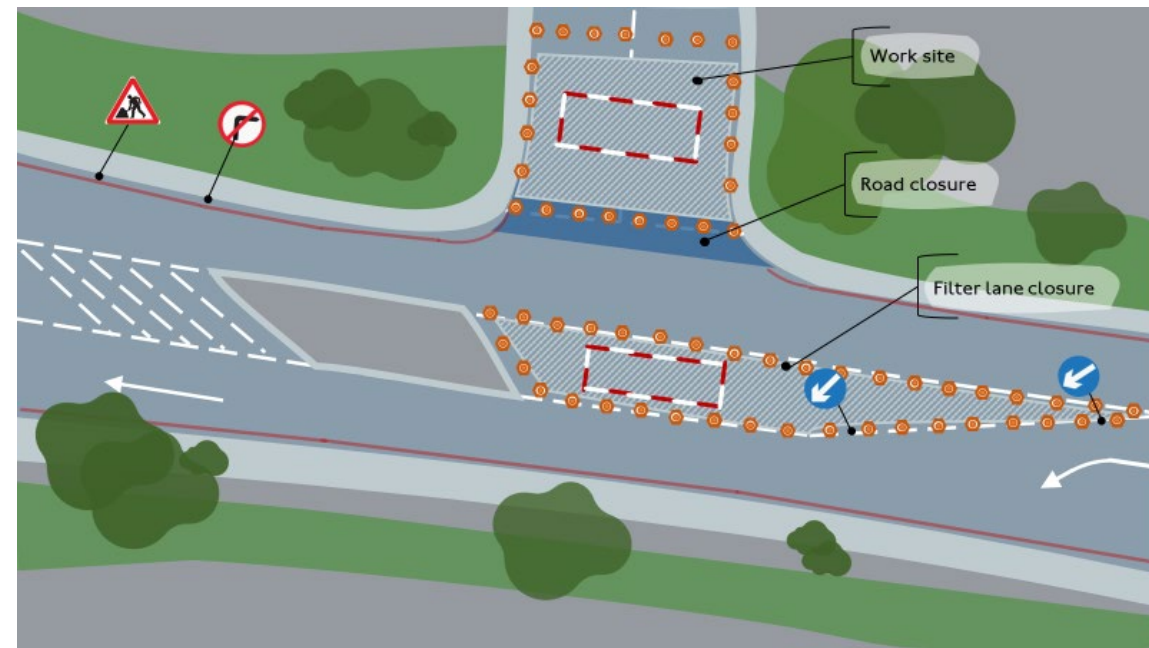
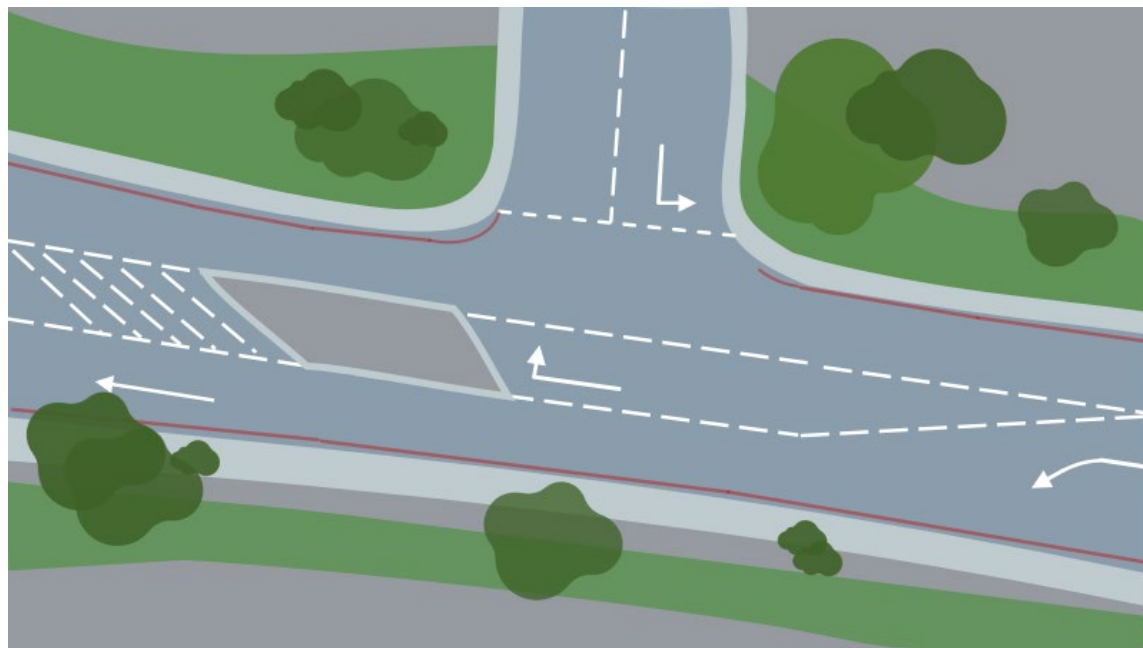
Consideration will be given to waive charges where works are in the bell mouth of a side road that is not Lane Rental chargeable and is legally closed to traffic, providing movements are correctly prohibited and all TM does not extend beyond the line shown below.



TM/work does not extend beyond here and into the TLRN

Filter lanes

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 waive charges for traffic management confined to the filter lane.





Diversionsary works

Lane Rental charges are exempt when undertaking diversionary 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 diversionary.

Enabling diversionary works

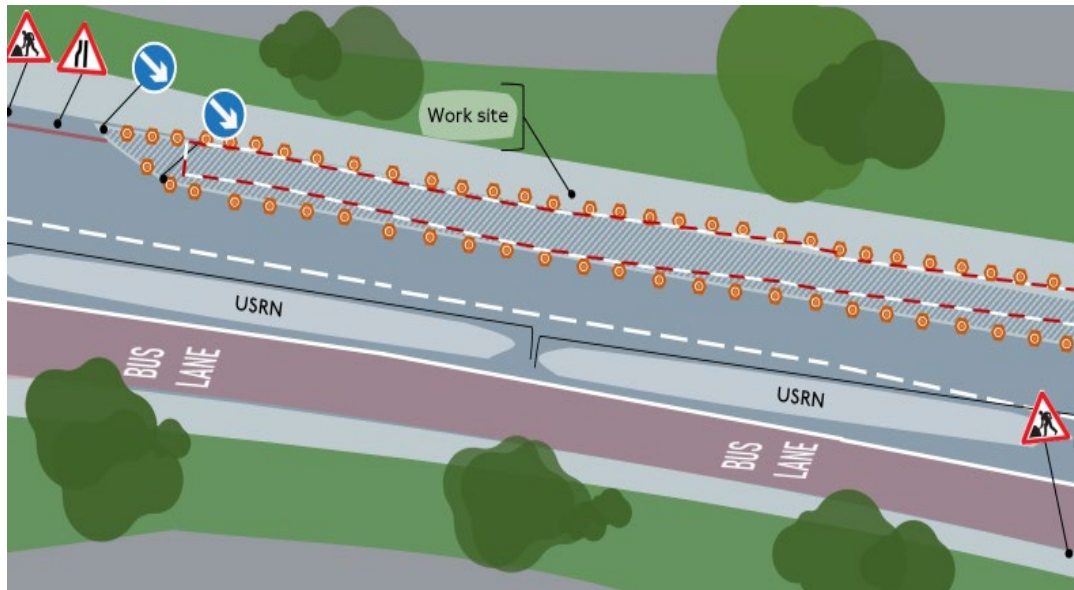
Where diversionary works are required to be undertaken within the same traffic management as that of the main works requiring the diversion, consideration will be given to either reduce or waive charges for facilitating diversionary works (in a similar manner as collaborative works).

Continuous USRN

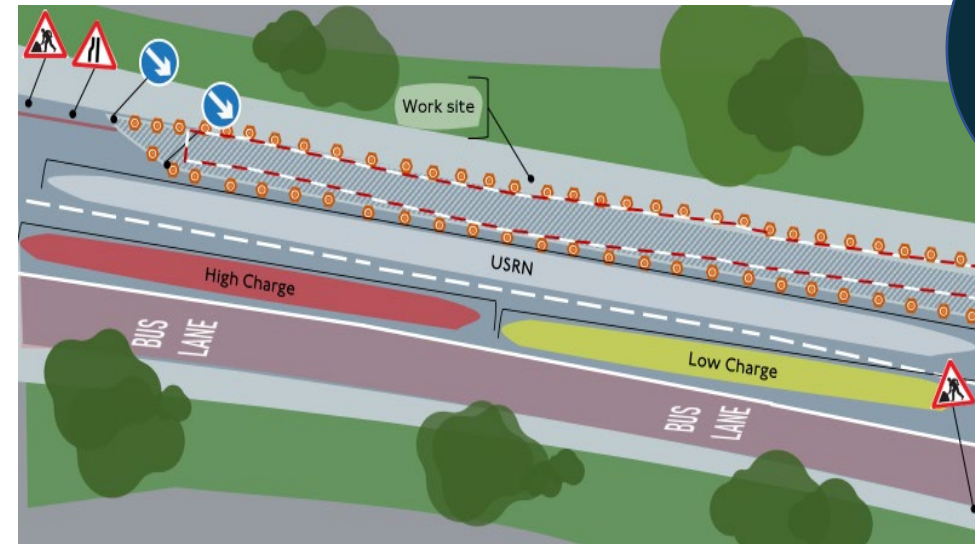
USRN refers to a Unique Street Reference Number which is how a road is identified. It can also be referred to as a National Street Gazetteer (NSG) Reference.

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. North to South, or around a roundabout/gyratory.



Continuous USRN affecting traffic flow in the same direction



Multiple charge bands

Multiple charge bands

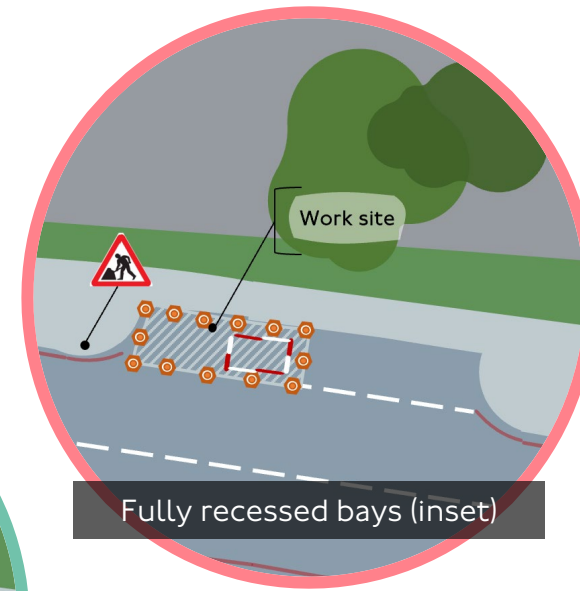
Where works span multiple charge bands, this should be notified through permit variations. The initial permit should contain as much information as possible, e.g. “day 1 and 2 works during lane rental times, day 3 and 4 no carriageway impact”. A permit variation should be sent as soon as the works change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

Not sure?

Check the map

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

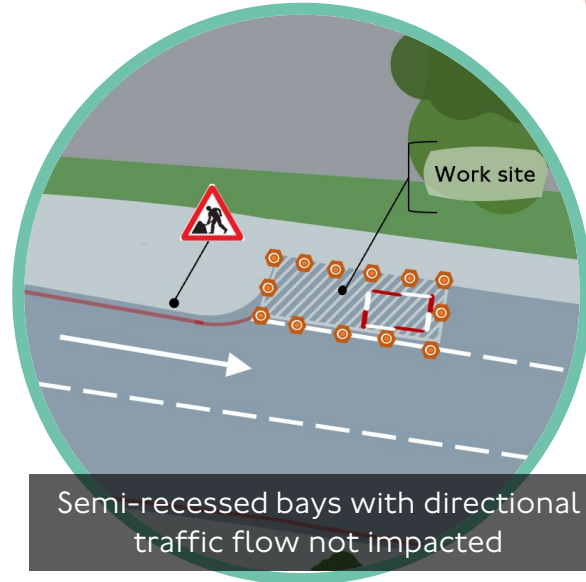


Fully recessed bays (inset)

Some footways are Lane Rental. Check the map.

Semi-recessed bays

Consideration shall be given to waive charges where works are undertaken in partial/semi-recessed bays if directional traffic flow is not affected.

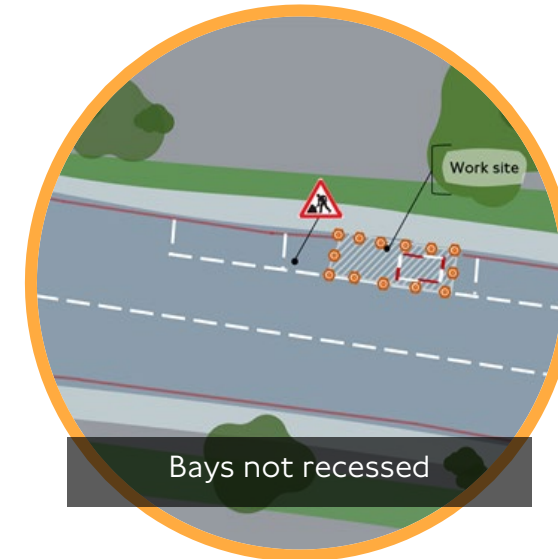


Semi-recessed bays with directional traffic flow not impacted

Bays not recessed

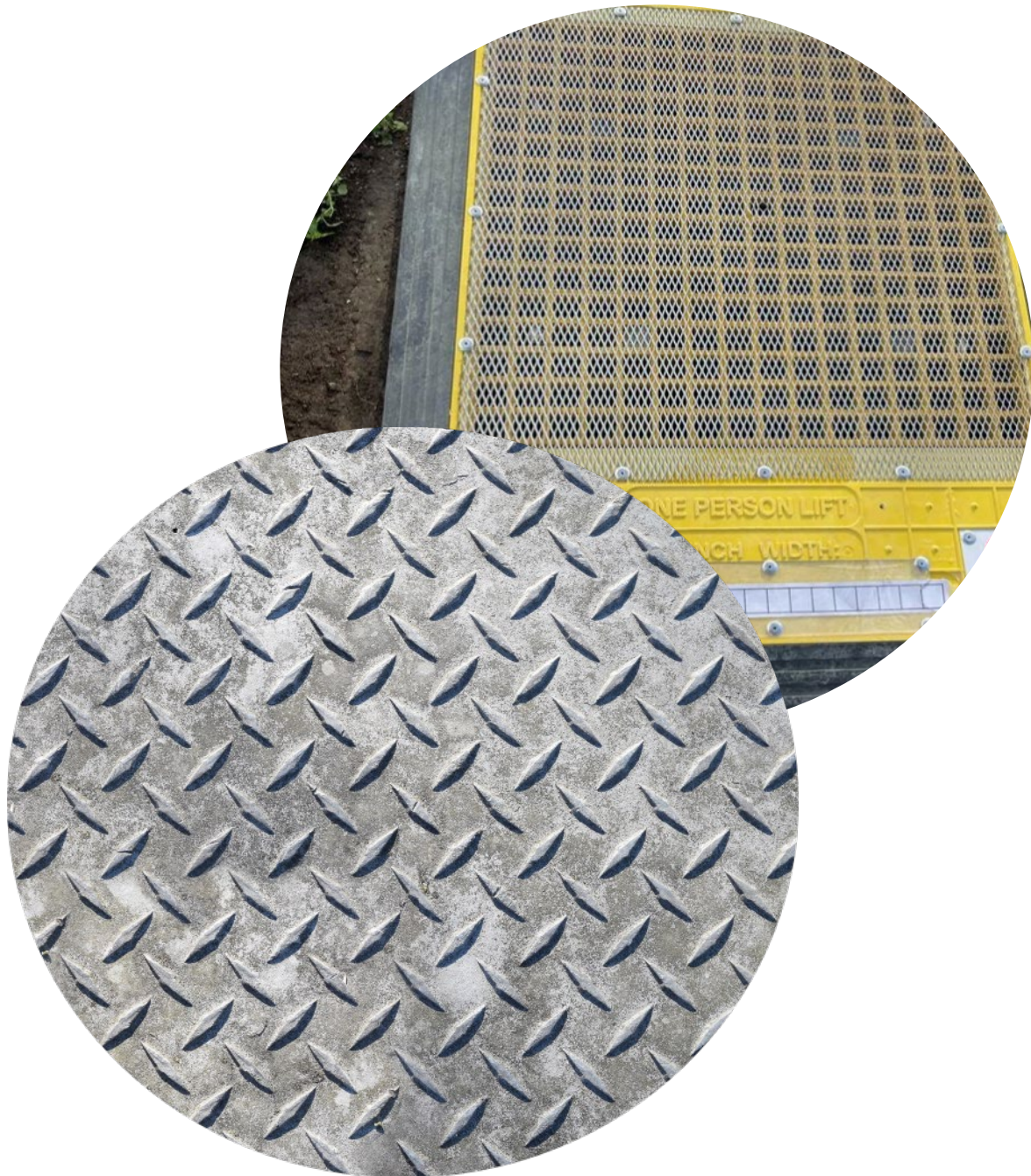
Charges will apply for works carried out in bays which are not recessed if undertaken during Lane Rental operational times.

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



Bays not recessed

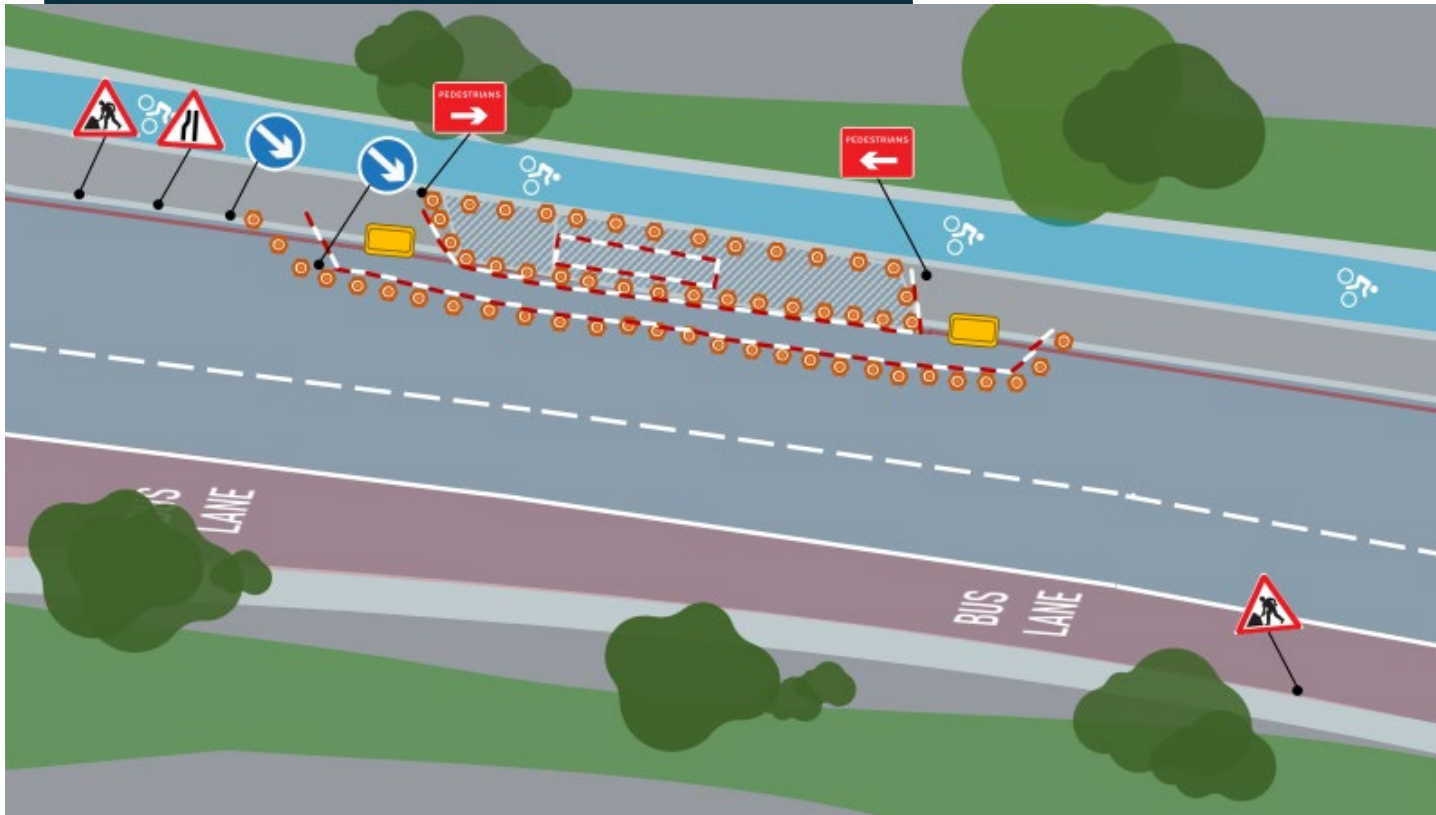
For more information relating to the location of works vehicles, bay suspensions and the associated Lane Rental, please see the [general information](#) section of this document



Road plates & footway boards

Consideration will be given to 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.

Temporary Footways

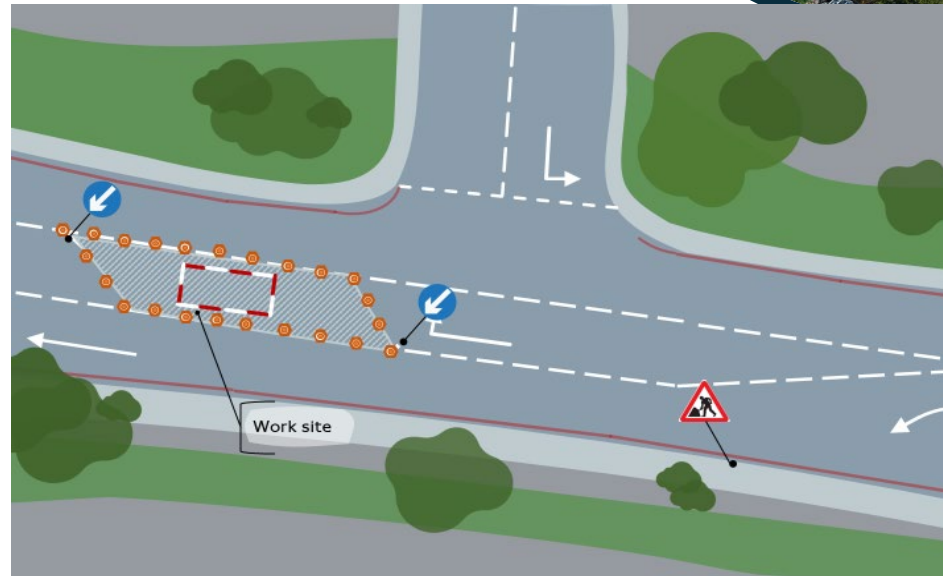
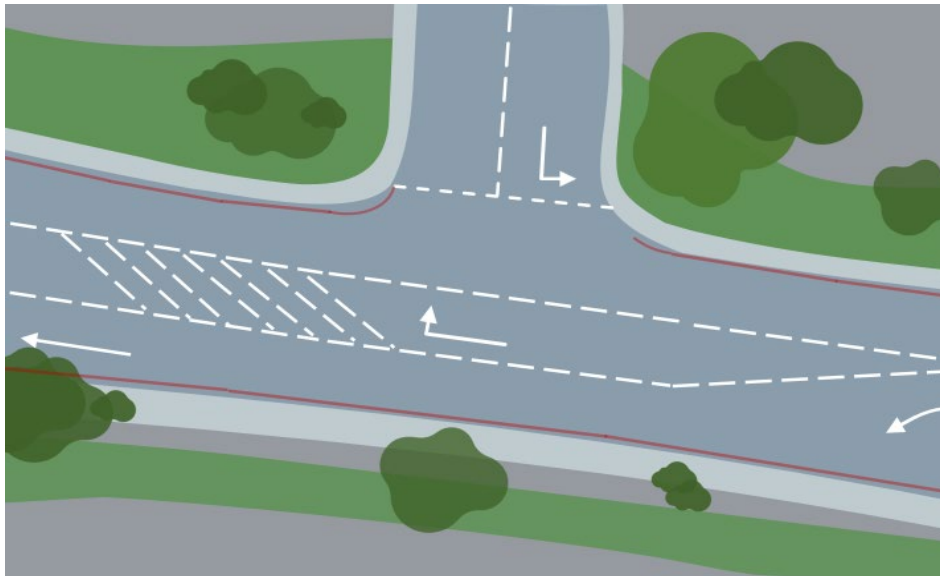


Consideration will be given to reduce or waive charges where excavations/openings are confined to a footway that is not subject to Lane Rental but requires a temporary walkway in the adjacent carriageway or cycle track to provide optimum desire lines for pedestrians to safely navigate around the works.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

Works confined to a white hatched area

Consideration to 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 the hard shoulder.



Replicating permanent signals

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 registerable under section 4.1.2 of LoPS and therefore would be chargeable.

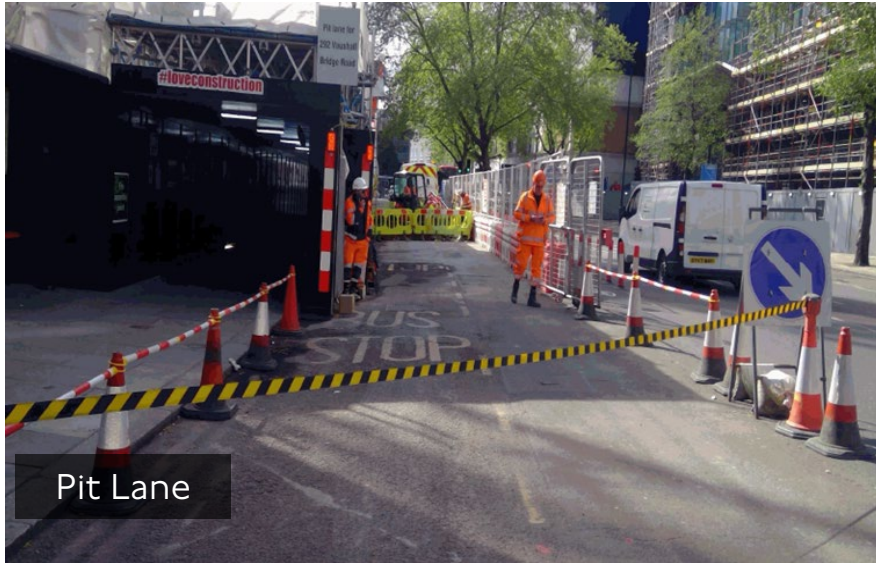
Temporary signals

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.



Within footprint of a Highways Act 1980 licence (excl. pit lanes)

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 (image above) removes that ability, therefore preventing it to be used for the intended purpose and subsequently making the works chargeable.

Legal order disapplying s.74A NRSWA (i.e. TWA 1992) and works within the footprint of Rail Act works

Works undertaken within the footprint of Rail Act works are not chargeable if works are wholly within the footprint and timescales of the Rail Act works and the Rail Act works are not subject to section 74a of the New Roads and Street Works Act (NRSWA 1991) due to it being dis-applied within the Legal document (i.e. TWA 1992 / HS2).

Works are in relation to Rail Act works where section 74a of NRSWA has been disapplied and are being undertaken within the roads documented with the Rail Act Order, would not be subject to Lane Rental charges.



Transport and Works
Act 1992



Abortive days

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.



General information

Deliveries

If there is no other impact on the carriageway loading/unloading will be permitted for a maximum of 20 minutes between the hours of 10am and 3pm as long as this is stated on the works permit, e.g. the permit conditions must state “loading and unloading to take place between the hours of 10am and 3pm for a maximum of 20 minutes”. Only one visit is permitted per day and the 20 minutes cannot be split into multiple visits of shorter duration. In exceptional circumstances, it may be possible to have two 20 minute visits per day, however sound justification must be provided and agreed in advance via Street Manager. Deliveries outside the hours of 10am and 3pm will be subject to Lane Rental charges.

Damage by third parties

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

- a. Promoter A has left site and promoter B has to excavate to repair plant. Charged 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.
- b. 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.

High Performance Discounts

For further details please see the [guidance document](#)



General information continued

Location of vehicles

There are three scenarios:

- **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**

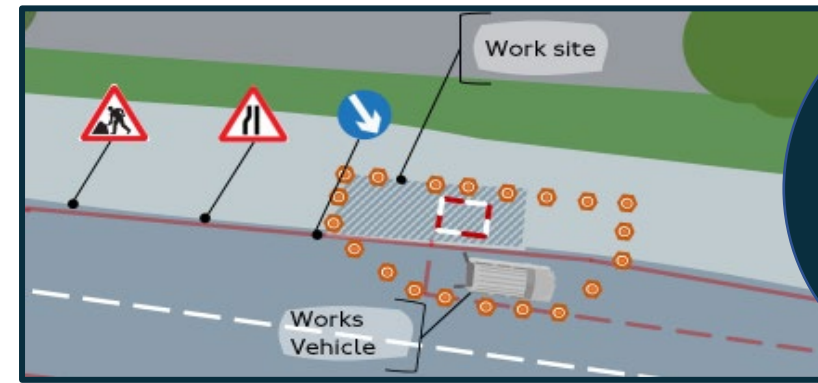
Where the works take place on a footway with vehicle/s parked on the carriageway for the operatives/supervisors of the worksite, it becomes part of the worksite and therefore subject to Lane Rental charges.

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

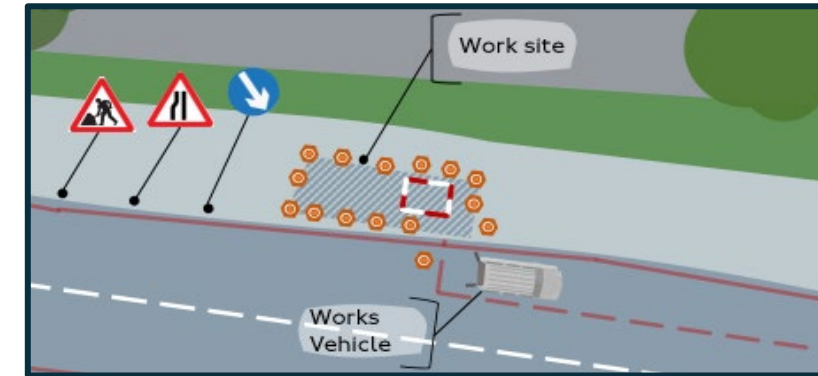
Where works take place on a footway with vehicle/s parked on the carriageway and legally parked in a relevant parking bay: this would not be subject to Lane Rental charges.

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

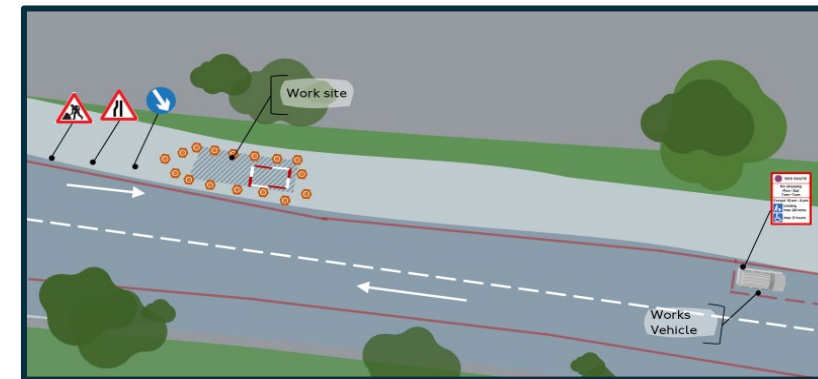
For more information relating to bays and the associated Lane Rental, please see the [bays](#) section of this document



Vehicle on carriageway within traffic management for worksite
(Chargeable)



Vehicle on the carriageway for the convenience of operatives or
supervision of works with or without the use of a suspension
(Chargeable)



Vehicle legally parked and clearly not forming part of the worksite without
the use of a suspension (Not Chargeable)

Some
footways are
Lane Rental.
Check the
map.

Have feedback or think something should be added?

Let us know by scanning the QR code:



Email: LaneRentalQueries@TfL.gov.uk

Web: www.tfl.gov.uk/lanerental

EVERY JOURNEY MATTERS