



Buckinghamshire Highways

Directorate for Communities

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05 December 2024

Dear Consultee,

Formal consultation on the proposal by Buckinghamshire Council to operate a Lane Rental Scheme on their highway network in accordance with the New Roads and Street Works Act (1991) as amended.

Introduction

In accordance with the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the "Lane Rental Regulations") and Section 74 of New Roads and Street Works Act 1991, I am pleased to invite your views relating to the proposed Buckinghamshire Lane Rental Scheme (BLRS).

Background

Section 74A of NRSWA enables Highway Authorities, with the approval of the Secretary of State, to charge street works undertakers a daily charge for each day during which their works occupy the highway – commonly referred to as a "Lane Rental Scheme".

The proposed Buckinghamshire Lane Rental Scheme applies charges determined by reference to the times and durations of works, is based on the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the "Lane Rental Regulations") made under Section 74A, and is designed to operate in conjunction with Section 74 of New Roads and Street Works Act 1991, and the Buckinghamshire Permit Scheme ("BPS"), subject to certain exemptions on charges and fees contained within the Scheme documents.

The New Roads and Street Works Act 1991 (NRSWA) contains provision for two forms of charge for works:

1. Section 74 – Charge for occupation of the highway where works unreasonably prolonged; and
2. Section 74A – Charge determined by reference to duration of works.

Why Introduce a Lane Rental Scheme in Buckinghamshire?

The New Roads and Street Works Act 1991 ("NRSWA") and the Traffic Management Act 2004 ("TMA") place duties on Highway Authorities to co-ordinate street and highway works, and more generally to facilitate the expeditious movement of traffic within their areas, called the "Network Management Duty".

It is the Highway Authority's responsibility to ensure that it makes appropriate use of the powers at their disposal, recognising that different tools may be appropriate in different situations.

Roadworks are inevitable in a growing and prospering County like Buckinghamshire. Utility services and the highway infrastructure needs maintaining and modernising and new housing and commercial developments need connections. Record investments are also being made in infrastructure to transform the highway network to make it more resilient and to make streets easier and safer to walk and cycle on.

The resulting works inevitably cause disruption to the highway network, delays to bus passengers and inconvenience to people walking and cycling. The Buckinghamshire Lane Rental Scheme is one of the tools that Buckinghamshire Council is proposing to use to manage the impact of these works.

Developing the Proposals

These proposals have been developed by an extensive team who formed the 'Buckinghamshire Lane Rental Joint Development Group' made up of Officers of Buckinghamshire Council, Environmental Health officers from the local Authority, local Utility representatives who are members of the Joint Utilities Group (JUG) and consultants and support staff employed by Buckinghamshire Council and its partners.

Charges

The proposed Lane Rental charges are targeted at the most critical parts of the Buckinghamshire highway network. These are streets where evidence shows that works in the highway cause the highest levels of disruption. The streets selected for Lane Rental charges are those where the Lane Rental charge will, by encouraging behaviour change, have the greatest impact in reducing disruption.

The Scheme has been designed to ensure that charges are only applied when works promoters occupy the highway at traffic sensitive times and to allow exemptions or reduced charges at other times to encourage promoters to adopt less disruptive working practices.

The Lane Rental Scheme applies to works that require a Permit under the Buckinghamshire Permit Scheme ("BPS"), are executed under a NRSWA Section 50 licence, or are executed under an agreement pursuant to section 278 of the Highways Act 1980.

The Lane Rental Scheme does not apply to works that are carried out in a verge or footway of a lane rental chargeable street that does not involve any occupation of a carriageway or cycle track. Such occupation includes use by any associated plant, vehicles, or materials, or for any temporary arrangements for providing a walkway for pedestrians, as a result of or as part of the works.

Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the agreed reasonable period, in addition to the Lane Rental charges.

For further details about the scheme and to request the full set of consultation documents, please contact LaneRental@buckinghamshire.gov.uk.

How to Respond

This consultation runs for a period of 12 weeks. Responses are requested to be sent by **5pm on Monday 03rd 2025** by email to LaneRental@buckinghamshire.gov.uk. If it is not possible to email responses, then they should be marked "Lane Rental Scheme Consultation" and be sent to: Streetworks Team, Buckinghamshire Council, Walton Street, Aylesbury, HP20 1UA.

The deadline for the receipt of responses is no later than **5pm Monday 03rd 2025**. We cannot guarantee that responses received after this date will be considered.

All responses received by **5pm on Monday 03rd 2025** will be taken into consideration and if Buckinghamshire Council considers it to be appropriate, amendments will be made to the draft Lane Rental Scheme documents.

Information provided in response to this consultation (including personal information) may be subject to publication or disclosure under the access to information regimes (e.g. the Freedom of Information Act 2000 or Environmental Information Regulations 2004). If you would like your response to be treated confidentially, please indicate the reasons for this in your response.

Thank you for your time considering this.

Yours sincerely,



Kevin Goad
Service Director, Highways and Technical Services

Buckinghamshire Council

Communities Directorate

The Buckinghamshire Lane Rental Scheme

CONSULTATION VERSION

August 2024

Document Control Sheet

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INTRODUCTION

The Buckinghamshire Lane Rental Scheme (BLRS) has been introduced to enable Buckinghamshire Council (BCC) to support their duty to co-ordinate and manage all street and road works, also known as activities, on the highway, in order to minimise disruption.

The BLRS will also support Buckinghamshire's Local Transport Plan 4 March 2016 -2036.

Transport is a big part of all of our lives. It affects us all: in good ways and bad ways. As Buckinghamshire's economy and population grow, good transport will become even more important.

Local Transport Plan 4 aims to make Buckinghamshire a great place to live and work, maintaining and enhancing its special environment, helping its people and businesses thrive and grow to give us one of the strongest and most productive economies in the country.

There is specific alignment to these 5 policies in the Buckinghamshire's Local Transport Plan 4.

Policy 7: Reliable road travel

We will work with partners to find ways to improve the reliability and connectivity of Buckinghamshire roads. We will work to give Buckinghamshire's people and businesses the certainty of journey times they need.

Policy 9: The role of freight transport

Freight transport should help to keep Buckinghamshire thriving and attractive. Freight should move around the county as efficiently as possible, without imposing inappropriate costs on business, consumers, residents, or our unique environment. A dedicated Freight Strategy will help make freight work for Buckinghamshire.

Policy 13: Encouraging cycling

We will look to develop the cycling network through a combination of new infrastructure, maintenance and guidance. This will help cycling to become one of the most convenient and well used forms of transport for short journeys.

Policy 16: Total Transport: the bus network Buckinghamshire needs

We will work with partners to ensure public transport services best meet the county's needs – now and in the future.

Policy 17: Road safety

We will work with partners to support road safety and reduce the risk of death or injury on the county's highways through infrastructure improvements, road user training, promotion and education. We will work to ensure that new developments provide safe and suitable access. We will promote a mix of engineering, education and enforcement activity focused on casualty reduction and prevention. We will use data to inform targeted education, training and promotional road safety initiatives, along with supporting national casualty reduction campaigns.

The BLRS is expected to become operational in mid 2025.

OBJECTIVES & PRINCIPLES

The BLRS seeks to limit the amount of disruption to Buckinghamshire roads by encouraging the undertaking of activities at the least disruptive time for road users, and for the early completion of works.

The BLRS is designed to limit the carrying out of activities at specified locations by applying a daily charge for any part(s) of the day that the highway is occupied by the activities during chargeable hours.

The daily charge will not apply if the activities take place outside of the specified Traffic-Sensitive times.

The BLRS therefore provides a mechanism for providing all activities' Promoters with an incentive to change behaviour and minimise their occupation of Lane Rental Streets at the most Traffic-Sensitive times which are the most critical parts of Buckinghamshire's highway network.

The BLRS applies the following guiding principles:

- The cost of disruption from activities on the highway network must be recognised.
- Inconvenience to all people using a street must be minimised, but especially for people with particular accessibility requirements, and also other vulnerable road users such as people walking or cycling.

The objectives of the BLRS are to:

- Apply the 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 number of works taking place during the most Traffic-Sensitive times; and
- Contribute to reducing disruption to all road users.

Buckinghamshire Council will measure these objectives and evaluate whether they are being met.

The means by which that will be achieved are set out in the Evaluation and Governance section of the BLRS below.

NATIONAL INFRASTRUCTURE

The BLRS will support, wherever possible, UK national infrastructure projects including:

- Airport expansion.
- High speed rail.
- Nationwide full fibre broadband by 2033.
- Half of the UK's power provided by renewables by 2030.
- Three quarters of plastic packaging recycled by 2030.

- Preparing for 100 per cent electric vehicle sales by 2030.
- Ensuring resilience to extreme drought; and
- A national standard of flood resilience for all communities by 2050.

IMPROVEMENTS EXPECTED

The expected improvements from the BLRS are:

- Behavioural changes that minimise the duration of occupation of the highway at the busiest locations at Traffic-Sensitive times.
- Reductions in the number of works taking place during Traffic-Sensitive times; and
- Contributions towards maintaining or improving journey time reliability on the highway network.

REGULATORY COMPLIANCE

The New Roads & Street Works Act 1991 (NRSWA), as amended by the Transport Act 2000 and the Traffic Management Act 2004 (TMA), contains provision for Highway Authorities to operate lane rental schemes that involve charging Promoters for the time their street or road works occupy the highway.

The BLRS, which applies charges determined by reference to the duration of works, is based on the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the “Lane Rental Regulations”) made under Section 74A, and is designed to operate in conjunction with Section 74 of NRSWA, and the Traffic management (Buckinghamshire Council) Permit Scheme Order 2020 (“BPS”), subject to certain exemptions on charges and fees contained within the Scheme.

The Regulations are the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (“the Regulations”) made under Section 74A of NRSWA.

NRSWA contains provision for two forms of charge for works:

- Section 74 – Charge for occupation of the highway where works unreasonably prolonged; and
- Section 74A – Charge determined by reference to duration of works.

The power for Local Authorities to implement lane rental schemes in England is subject to the approval of the Secretary of State.

The Prescribed Charge in the Regulations is the charge multiplied by the number of days, including part days, comprising the duration of the works.

Section 59 of NRSWA places a duty on Highway Authorities to co-ordinate works of all kinds on the highway.

Equally important is the parallel duty on works Promoters to co-operate in this process under Section 60 of NRSWA.

As well as the duty to co-ordinate under Section 59 of NRSWA, Buckinghamshire

Council has a duty under Section 16 of the TMA to manage its road network (the Network Management Duty) with a view to achieving, so far as may be reasonably practicable, having regard to its other obligations, policies and objectives, the following overriding objectives:

- Securing the expeditious movement of traffic on the Authority's road network; and
- Facilitating the expeditious movement of traffic on road networks for which another Authority is the Traffic Authority.

In preparing the BLRS, Buckinghamshire Council has had regard to the requirements of the Public Sector Equality Duty under section 149 of the Equality Act 2010.

In accordance with the DfT's Guidance for Lane Rental Schemes, BC has consulted with all relevant stakeholders during the development of the BLRS.

SCOPE OF THE SCHEME

The BLRS has been designed to ensure that charges are only applied when works Promoters occupy the highway at Traffic-Sensitive times and to allow exemptions or reduced charges to encourage Promoters to adopt less disruptive working practices.

PROMOTERS

The BLRS and the associated charging regime applies to all Promoters.

SPECIFIED WORKS

The BLRS applies to all works, as defined in the Glossary, that require a permit under the relevant section of the OPS, are executed under a NRSWA Section 50 licence, or are executed under an agreement pursuant to Section 278 of the Highways Act 1980 or are executed under an agreement pursuant to Section 106 of the Town and Country Planning Act 1990.

In addition, unless covered by an exemption, any works would be liable to lane rental charges. Exemptions are shown below.

The BLRS applies to works in a carriageway or a cycle track, or where works in a verge or on a footway encroach on a carriageway or a cycle track.

The BLRS does not apply to works that are carried out in a verge or on a footway of a lane rental chargeable street that does not involve any occupation of a carriageway, a cycle track, (such occupation includes use by any associated plant, vehicles, or materials, or for any temporary arrangements for providing a walkway for pedestrians, as a result of, or as part of the works).

SPECIFIED LOCATIONS

Under the DfT's Lane Rental Guidance Document, Lane Rental charges are to be targeted at the most critical parts of an Authority's highway network, which are streets where evidence shows that works in the highway cause the highest levels of disruption and thus

require the greatest efforts to manage the impact the works may have on pedestrians, cyclists, buses, freight or other general motor vehicles.

The streets selected on the Buckinghamshire Highway Network are those where the Lane Rental charge will, by encouraging behaviour change, have the most effect in reducing disruption and the cost of disruption.

The BLRS will apply at the specified locations that are designated as a Lane Rental record within the current version of Buckinghamshire's Additional Street Data (ASD) file. This is published on the National Street Gazetteer hub (as defined in the Glossary).

The Lane Rental designation record will identify:

- If it applies to the whole street or part street.
- If it applies to the carriageway or cycle track.
- If it is a tidal record, it will identify the direction affected and the Lane Rental operational times, for example eastbound from 06:30 to 09:30.
- The days and times when Lane Rental will apply.
- The applicable charge.

Buckinghamshire Council will also publish a standard data set derived from the ASD file that spatially defines the specified locations that can be uploaded into industry or corporate geographical information systems.

SPECIFIED DAYS AND TIMES

Lane Rental charges under the BLRS will apply to specified locations at specified days and times detailed in the 'BLRS List of Lane Rental Streets'.

No charges will apply on Christmas Day or Boxing Day.

Buckinghamshire Council will confirm future charging arrangements for any ad-hoc or new Public or Bank Holidays designated over the life of the BLRS.

At the very widest extent charges can apply from 06:30 to 22:00 in some locations, with reduced charging hours in other locations.

WORKS BY BUCKINGHAMSHIRE CITY COUNCIL OR THIRD-PARTY DEVELOPERS

Works carried out by or on behalf of Buckinghamshire Council, including those by third party developers pursuant to an agreement under Section 278 of the Highways Act 1980, fall outside of the scope of 74A of NRSWA.

However, since it is Buckinghamshire Council's intention to minimise all disruptive occupation of the critical parts of the Buckinghamshire Highway Network, as part of the BLRS, Buckinghamshire Council will apply the same Lane Rental charge to its own works and works carried out under a Section 278 Highways Act agreement, as it does to statutory undertaker works.

IMMEDIATE WORKS

Immediate works (which can include immediate emergency & immediate urgent 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 'Lane Rental Charge Free Period' to enable the immediate works to be dealt with.

The Lane Rental charge free period shall begin from the start of the immediate works and shall apply for a period of 48 hours after which time the normal lane rental rules for the location will apply.

In order to minimise disputes, works Promoters claiming this waiver must, when requested by Buckinghamshire Council, provide documentary evidence of the nature of the immediate before the waiver will be granted.

This evidence will need to be sufficient to demonstrate the works categorisation as immediate works.

PERMIT SCHEME

Under the existing Buckinghamshire Permit Scheme (BPS), anyone intending to carry out activities on the highway must apply for permission from BC in advance of the activities.

Buckinghamshire has operated the BPS on its highway entire network since May 2020 and all provisions of that scheme and those set out under Section 50 of NRSWA apply to the BLRS.

The BLRS is designed to work in conjunction with the BPS to complement the powers provided within the BPS.

The operation of the BLRS will complement the Buckinghamshire Permit Scheme. The information provided in a permit application and relevant notices, subject to any agreed correction, will be used to determine any daily lane rental charges.

PERMIT APPLICATION ON A LANE RENTAL STREET

As the content of the permit application will determine whether the planned or immediate works is within the scope of the BLRS it is imperative for the Promoter to include accurate details for location and duration, including times.

For all permits where the BLRS applies, the Permit Authority will assume the activity is subject to the BLRS. If the Promoter intends to work under a waived or reduce lane rental charge within the BLRS, they must include relevant text in their permit application.

PERMIT VARIATIONS

The BPS allows for a Promoter to vary a permit in instances where unforeseen circumstances prevent the completion of an activity within the agreed times and where the activity may extend beyond the reasonable period.

If the variation will result in the activity taking place in a different Lane Rental charging band to that of the original activity, then this must be clearly indicated on the permit variation application.

Promoters should also indicate any instances where the revised activity will result in work being carried out in a Lane Rental chargeable area for any part of the activity duration.

HIGHWAY AUTHORITY IMPOSED CHANGES

In any instances where the Permit Authority issues a Highway Authority Imposed Change to a Promoter which results in an activity becoming subject to the scope of the BLRS, or an increased rate of BLRS charge, no new charge or any increase in charges will be applied as a result of the Permit Authority's instruction.

PERMIT FEES

A permit fee will not be charged where an activity is liable to a BLRS charge.

The BPS related process and procedures as defined in the Buckinghamshire Permit Scheme are integral to the BLRS.

Where an activity is not liable for a BLRS charge, then the relevant permit fee will apply.

Where a permit fee has been applied but it is discovered, without a Promoter variation, that the activity carried out by the Promoter should have been subject to a BLRS charge, then all permit related fees will be returned and BLRS charges applied.

LANE RENTAL CHARGES

In accordance with the Regulations and the Scope of the BLRS, BCC will apply a daily rate of charge for the duration of the specified works carried out by the undertaker of the activities for the Promoter of the activities at the specified location during the specified times and days.

CALCULATING THE CHARGE

To calculate the daily rate of charge, other than for immediate works, the duration of the activities shall begin on the date specified in the actual start of works notice and end on the date specified in the works stop notice, the date activities ended.

For all types of immediate works, the charges will apply on and from the third calendar day of occupation – taking the works start as stated within the relevant permit application and ending on the date stated on the relevant Section 74 works clear, works closed or works stop notice.

Promoters are strongly encouraged to consider the carrying-out of immediate works outside of specified times or days wherever possible.

When calculating the actual work start and finish dates for all activities, the Permit Authority or the Promoter may provide additional information to prove a variation to the duration of the works and/or activity type, if different to any submitted application or notice.

In all circumstances any BLRS charge will be applied according to the actual occupation and activity.

Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the agreed reasonable period, in addition to the BLRS charges.

CHARGE CATEGORIES

The Regulations allow for a prescribed daily rate of charge, which may be waived or reduced in particular cases.

In accordance with the Regulations and with consideration to the objectives of the BLRS, there are a range of charge categories depending on the traffic control type, works type, location, times and days of work.

The 'BLRS List of Lane Rental Streets' and 'BLRS Charges Policy and Table' sets out the traffic control type, works type, location, times and days of work and any applicable charge.

If an activity spans more than one traffic control type at any time during the duration of the activities, then the daily rate of charge will apply for the days the different traffic control type is in place.

In instances where the works have fully moved to a lower traffic control type, thereby changing the charging to be applied, the Promoter must submit a timely permit variation. If the permit variation is solely for the purpose of notifying that the works have transferred from one traffic control type to another then this permit variation would not be subject to a permit fee.

For the calculation of charges in such instances the Permit Authority will determine the timings for such changes based on the receipt of the associated permit variation.

EXEMPTIONS

No charges will apply on Christmas Day or Boxing Day.

Charges will be waived for a period of 48 hours for immediate works after which time the normal lane rental rules for the location will apply.

Certain types of works are exempt from Lane Rental charges under the BLRS as follows:

- Works which are confined to a verge or footway with no impact on the carriageway or cycle track at a specified location.
- Works in a specified location, other than at a specified time.

If one of the above applies, the activities Promoter must record the appropriate Lane Rental charge waiver or exemption in the permit application and, if possible, works clear, works closed or works stop notices.

Failure to do so will result in appropriate action being taken.

LANE WIDTHS

The minimum acceptable Lane Widths allowable under the BLRS will be as defined in ‘Safety at Street Works and Road Works a Code of Practice’ or otherwise in any superseding code of practice as that suitable for “Normal traffic including buses and HGV”;

Lane rental charges will not be applied to works which do not reduce the number of lanes, or prescribed width, available to traffic or if normal traffic flows can be maintained.

VARIATIONS TO LANES AVAILABLE WITHIN AN ACTIVITY

In such instances where the reduction of lane width changes during an activity, the Promoter must submit a permit variation to the Permit Authority clearly indicating the change applied at the relevant time the change is made. There will be no permit fee for such variations.

For the calculation of changes in such instances the Permit Authority will determine the timings for such changes based on the receipt of the associated permit variation.

WORKS SPANNING MULTIPLE STREETS

Consideration will be given to applying a single charge at the highest applicable daily charge, where a set of works span multiple streets, but only on condition that the works only impact traffic travelling in the same direction when passing the works. For example, traffic travelling from west to east along the same length of road.

HIGHWAY OCCUPATION

Without exception, works will be defined as complete when the Promoter has completed any required reinstatement and:

- Removed all signing, lighting and guarding in respect of the works; and
- Removed all remaining spoil, unused materials and other plant in respect of works; and
- Returned the highway fully to public use (normal traffic capacity).

REMEDIAL WORKS

Remedial works carried out at Traffic-Sensitive times at specified locations to rectify defective reinstatements on the carriageway or on the footway or verge which impacts on the carriageway will be subject to the maximum daily charge for the applicable band.

REDUCED CHARGES

In accordance with the Lane Rental Regulations, Buckinghamshire Council may waive or reduce Lane Rental charges as it deems appropriate.

Details of when charges may be waived or reduced can be found in Buckinghamshire Council’s currently published ‘BLRS Charges Policy and Table’.

An application to waive or reduce charges must be made and agreed in advance of the works commencing by submitting a ‘Waiver / Charge Reduction Request’ electronically or via a form available from Buckinghamshire Council.

COLLABORATIVE WORKS

Any opportunity for two or more Promoters to collaborate their activities to reduce the occupation of the highways is strongly encouraged.

Collaborative works that are carried out concurrently and/or consecutively by two or more works Promoters at the same location can apply to have charges reduced for the period of collaboration.

In such circumstances, where works are carried out at the same location by two or more Promoters concurrently, the daily charge rate will be split between the associated Promoters following confirmation and acceptance in writing by all parties.

This equates to a minimum of a 50% charge reduction for collaborative working for each Promoter.

In some instances, charges may be reduced for collaboration where the works originate from two distinctively different operational divisions of the same organisation.

MAJOR INFRASTRUCTURE IMPROVEMENTS

Consideration will be given to reducing charges for major works that deliver significant highway infrastructure improvements, substantially extend/renew the longevity of an asset, or future proof a highway to protect it from being excavated again.

Please see the Buckinghamshire Council's currently published BLRS Charges Policy and Table.

MONITORING ACTIVITY

The calculation of the daily rate of charge, in most circumstances, is based on the dates specified in the relevant Section 74 notices.

If during the monitoring of activities on the highway, the Permit Authority obtains evidence that the actual activity carried out by the Promoter varied from the notices received and as a result became subject to a daily rate of charge, then all relevant BLRS charges or permit fees will apply.

The Permit Authority recognises the effect that unforeseeable circumstances can have on the carrying out of activities and will always consider fairness and any impact when taking appropriate action.

In such circumstances the Promoter is advised to contact the Permit Authority at the earliest opportunity to inform them of the reasons for change and to discuss mitigating action being taken to prevent any unnecessary disruption to the highway.

In all circumstances of monitoring activity, if the Permit Authority considered that an offence has been committed by the Promoter they may consider applying any relevant sanction or pursuing a prosecution.

PAYMENT AND RECONCILIATION

For the collection of lane rental charges from the Promoter, the Permit Authority will comply with the Regulations.

TRANSITIONAL ARRANGEMENTS

The BC will provide Promoters with no less than 12 weeks formal notice for the coming into effect of the BLRS.

The basic rules of transition will apply to all works which could be covered by the scope of the BLRS:

- I. The BLRS will apply to all activities first notified to the BPS, or in respect of which an application for a Permit or Provisional Advanced Authorisation (PAA) is made, after the BLRS come-into-effect date.
- II. Major schemes with a valid forward planning notice submitted on the permit system with a start date within twenty-four months of the BLRS come-into-effect date will not be subject to charge.
- III. Works, that are executed under a NRSWA Section 50 licence, or an agreement pursuant to Section 278 of the Highways Act 1980 that actually start within the three months of the BLRS come-into-effect date will not be subject to charge.
- IV. Major activities with a permit prior to the BLRS coming into effect that actually start within the three months of the BLRS come-into-effect date will not be subject to charge.
- V. Standard, Minor and immediate works with a permit prior to the BLRS coming into effect that actually start within the one month of the BLRS coming into effect date will not be subject to charge; and
- VI. If any activities covered by (iv) and (v) are varied by duration or methodology once the BLRS is in effect, they will become subject to a charge.

In advance of the BLRS coming into effect and during the period of notice, the Permit Authority will operate a shadow-running of the BLRS for a period of 4 weeks.

This period will provide opportunity for the Promoter and Permit Authority to embed new ways of working, including operating processes and IT system usage.

If during this period and prior to a BLRS coming into effect any Promoter considers that they have a planned activity that may affect their compliance to the BLRS, they must contact the Permit Authority at the earliest opportunity to discuss a practical resolution.

During the transition and formal notice period, prior to a BLRS coming into effect, no BLRS charges will apply.

There are no dis-applied or modified sections from NRSWA as a result of the BLRS coming into effect.

Timeline Overview	Month 1	Month 2	Month3	Month 4	Month 5
SoS Approval					
Notice Given to promoters					
Statutory Instrument Process					
Shadow Running + No Charges					
BLRS Commences + Charges					

DISPUTE RESOLUTION

Buckinghamshire Council is committed to delivering its Network Management Duty through the use of all tools available.

Buckinghamshire Council is committed to maintaining a positive working relationship with all stakeholders and particularly those that carrying-out road and street works on the Buckinghamshire Highway Network.

Please see the Code of Practice for Co-ordination of Street Works and Road Works and Related Matters, HAUC (England) Edition, Chapter 13 Dispute Resolution, or the equivalent relevant documents.

DISPUTE REVIEW

If agreement cannot be reached locally on any matter arising in relation to the BLRS, the dispute will be referred for review on the following basis:

Straightforward issues. Where Buckinghamshire Council and the Promoter(s) consider that the issues involved in the dispute are relatively straightforward, the matter will be referred to impartial members of YHAUC for review.

That review should take place within the timescales set-out in the HAUC dispute process, from the date of referral. Both parties will accept the result as binding.

Complex Issues. If Buckinghamshire Council and the Promoter(s) involved in the dispute think the issues are particularly complex, HAUC(England) will be asked to set up a review panel of four members - two Utilities and two Highway Authorities. One of the four persons will be appointed as Chair of the panel by the HAUC(England) joint chairs.

Each party must make all relevant financial, technical and other information available to the review panel.

The review would normally take place within the timescales set-out in the HAUC(England) dispute process, from the date on which the issue is referred to HAUC(England). The conclusions of the review panel will be binding on all parties.

Adjudication. If agreement cannot be reached by the procedure above, the dispute can be referred to independent adjudication. Adjudication within the BLRS will only be used if

Buckinghamshire Council and the Promoter(s) agree in relation to the matter under dispute, that;

- The decision of the adjudicator is deemed to be final; and
- The costs of adjudication will be borne equally unless the adjudicator considers that one party has presented a frivolous case, in which case costs may be awarded against them.

Where the adjudication route is followed, Buckinghamshire Council and the Promoter(s) will apply to the joint chairs of HAUC (UK), who will select and appoint the independent adjudicator from a suitable recognised professional body.

Arbitration. Disputes relating to matters covered by the following sections of NRSWA may be settled by arbitration, as provided for in Section 99 of NRSWA:

- Section 74 (2) - charges for occupation of the highway where works are unreasonably prolonged;
- Section 74A (12) - charges determined by reference to duration of works;

SANCTIONS

Regulations 21 to 28 of the Traffic Management Act Permit Scheme (England) Regulations 2007 (and Schedules 1 & 2) authorise BC as a Permit Authority to issue Fixed Penalty Notices in respect of criminal offences.

OFFENCES

Fixed Penalty Notices offer the offender an opportunity to discharge liability for an offence by paying a penalty amount.

These powers and any subsequently amended powers will continue to apply to all roads within the roads managed by BC.

Similarly, any offences under NRSWA continue to be offences and BC as a Permit Authority maintains the right to take such action, as is appropriate, including prosecution where such offences have been committed.

SECTION 74 OF NRSWA

Buckinghamshire Council will continue to apply its powers under Section 74 of NRSWA.

Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the agreed reasonable period, in addition to the BLRS charges. The charge will consist of a single payment of £100 in the circumstances set out in paragraph (8) of the Regulations.

IT SYSTEMS AND STREET GAZETTEER

IT SYSTEMS

As defined with the Buckinghamshire Permit Scheme, all permit applications must comply with the definitive format and content of electronic permit applications.

NATIONAL STREET GAZETTEER

The National Street Gazetteer (NSG) and associated additional street data (ASD) will contain the related information for the BLRS specified locations.

This data will be kept up to date by the Permit Authority, as NSG Custodian, and no variations to the BLRS will come into effect without the relevant updates to the NSG and/or ASD, as required.

SCHEME VARIATIONS

Demands on the Buckinghamshire highway network are always subject to change and therefore BC will always seek to change the BLRS in order to help manage that demand.

It is therefore expected that the BLRS and scope may vary in order to ensure it is providing the necessary powers and tools required by the Permit Authority to meet their statutory duty. There may be a requirement to amend the waivers and/or charge reductions to ensure the incentives from the BLRS charges are achieving the desired objectives.

In circumstances where BC wants to change the BLRS, subject to Regulation, any such changes will be formally consulted on including via YHAUC. Where applicable, for example, in the amendment to locations or charge bands, associated evidence will be provided to justify the changes requested.

Any changes will not vary the total road length or number of streets or alter the overall ratio of charge bands covered by the BLRS from the current number by more than +/- 3% (three per cent).

For more substantial changes to the BLRS such as the scope and structure of the scheme, these cannot be made without the consent of the Secretary of State, in which case a new application and legal Order may be required. In this case a Lane Rental Scheme Joint Development Group will be established which will Consider, review and comment on documentation prepared to support formal consultation with stakeholders by Buckinghamshire Council for proposed changes to the BLRS.

The Joint Lane Rental Development Group will be made up of Officers of the Council, Environmental Health officer(s), local Utility representatives who are members of the Joint Utilities Group (JUG), any consultants or support staff employed by the Council, National Highways, and neighbouring Local Authorities as appropriate.

Formal consultation will follow the most recent published DfT Guidance available at the time the consultation is undertaken.

EVALUATION AND GOVERNANCE

PARITY OBLIGATION

BLRS will apply to Buckinghamshire own works in the same way as it applies to all Promoters activities.

The principles applied to the application of the surplus revenues will be applied equally, without any consideration to the source of the revenue and in consistency to the parity treatment for all Promoters within the BLRS.

LANE RENTAL SCHEME EVALUATION

Buckinghamshire Council recognises the need to evaluate the operational performance of the BLRS, both in terms of its efficiency and the effectiveness at meeting its objectives.

The BLRS will be evaluated on an annual basis. The first evaluation report will cover a full year from the commencement date specified in the Statutory Instrument / Lane Rental Scheme Order.

See the Buckinghamshire Lane Rental Scheme Evaluation Plan for further details.

Prior to the BLRS coming into effect BC will prepare a full cost-benefit analysis to demonstrate that the overall benefits are sufficient to justify the full costs involved in running the BLRS.

The Permit Authority will collect data, prior to the BLRS coming into effect, in order to provide a clear evaluation of the benefits achieved from operating the BLRS.

SURPLUS REVENUE POLICY

In accordance with the Regulations, the Buckinghamshire Council will retain revenues obtained from charges to meet the costs incurred for operating the BLRS, including any subsequent costs required for BLRS evaluation.

Any surplus revenues will be applied towards initiatives that are associated to the objectives of the BLRS, within the areas shown below.

- Innovation – Techniques, research, and systems, including.
 - Innovation in responses to the Climate Emergency. Developing new disruption saving products, services, or techniques. Improvements in noise, pollution, or safety. Research and development.
- Disruption - Congestion Mitigation including.
 - Deploying new disruption saving products, services, or techniques. Measures to mitigate congestion and disruption caused by activities, particularly major projects.
- Transport - Transportation Development, including.
 - Sustainable Transport in response to the Climate Emergency. Transportation initiatives. Enabling infrastructure. Active Travel. Accessibility.
- Infrastructure – Infrastructure and Apparatus, including.
 - Projects in responses to the Climate Emergency. Installing infrastructure to enable apparatus to be accessed without disruption. Measures to improve systems and records. Schemes.

Surplus funds may be used for either capital or revenue projects.

To determine the use of any surplus revenue; the Buckinghamshire Council or its agent will establish a BLRS Board. This Board will comprise of representatives of:

- Representatives from the regional Joint Utilities Group (comprising water, gas, electricity and communications).
- Representatives from BC.
- An independent Board Chair.
- Representatives from the team or body administering the process that evaluates opportunities or requests for funding and monitors and reports on the results.

Requests will be submitted with a business case setting out estimated costs, benefits; expected outcomes; and time scales.

If the person or organisation submitting the request for funding does not have the skills or resources to prepare business case, a request can be made to the team or body that administers the process for support. Details of relevant forms will be provided on the Buckinghamshire Council web site and are available upon request from Buckinghamshire Council.

The results of the initiatives undertaken will be published and an objective measurement will be recorded and also published to in order to identify the end benefit towards the network management and road users in Buckinghamshire.

The management of the revenues from the BLRS will be separate from other BC revenues.

Buckinghamshire Council or its agent will keep an account of the revenues and costs associated to the BLRS, including a record of the application of surplus revenues. These accounts will be published on an annual basis.

GLOSSARY

TERM	EXPLANATION
Activity	Means street works as in Part 3 of NRSWA and works by licences under Section 50 of NRSWA and works for road purposes as defined by Section 86 of NRSWA.
Additional street data ("ASD")	Additional Street Data ("ASD") refers to other information about streets held on the National Street Gazetteer (NSG) hub alongside the NSG adjudication.
Adjudication	See the Dispute Review section of the BLRS.
Apparatus	As defined in Section 105(1) of NRSWA "apparatus includes any structure for the lodging therein of apparatus or for gaining access to apparatus".
Appeal	Where there is an unresolved disagreement between the works promoter and the Permit Authority about a Permit Authority's decision or actions the promoter may appeal against the Permit Authority's decision to either their regional HAUC or HAUC England.
Arbitration	As defined in Section 99 of NRSWA, "any matter which under this Part is to be settled by arbitration shall be referred to a single arbitrator appointed by agreement between the parties concerned or, in default of agreement, by the President of the Institution of Civil Engineers".
Bank holiday	As defined in Section 98(3) of NRSWA, "bank holiday means a day which is a bank holiday under the Banking and Financial Dealings Act 1971 in the locality in which the street in question is situated".
Carriageway	As defined in Section 329 of the Highways Act 1980 "means a way constituting or comprised in a highway, being a way (other than a cycle track) over which the public have a right of way for the passage of vehicles.
Cycle Track	As defined in Section 329(1) of the Highways Act 1980, "cycle track means a way constituting or comprised in a highway, being a way over which the public have the following, but not other, rights of way, that is to say, a right of way on pedal cycles with or without a right of way on foot".
Day	In the context of the duration of activities, a day refers to a working day, unless explicitly stated otherwise.
DfT	Department for Transport.

Diversiory	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 (Diversiory Works) 1992".
Immediate Works also known as Emergency Works	As defined in Section 52 of NRSWA, "emergency works means works whose execution at the time when they are executed is required in order to put an end to, or to prevent the occurrence of, circumstances then existing or imminent (or which the person responsible for the works believes on reasonable grounds to be existing or imminent) which are likely to cause danger to persons or property".
Fixed Penalty Notice (FPN)	As defined in schedule 4B to NRSWA, "fixed penalty notice means a notice offering a person the opportunity of discharging any liability to conviction for a fixed penalty offence by payment of a penalty".
Footway	As defined in Section 329 of the Highways Act 1980, "footway means a way comprised in a highway which also comprises a carriageway, being a way over which the public have a right of way on foot only".
HAUC(England)	The Highway Authorities and Utilities Committee for England.
Highway	As defined in Section 328 of the Highways Act 1980, "highway means the whole or part of a highway other than a ferry or waterway".
Highway Authority	As defined in Sections 1 and 329 of the Highways Act 1980.
Highway works	"works for road purposes" or "major highway works".
In	As defined in Section 105(1) of NRSWA, "'in', in a context referring to works or activities, apparatus or other property in a street or other place includes a reference to works or activities, apparatus or other property under, over, along or upon it".
Lane Rental Regulations	The Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (as amended)
Maintenance	As defined in Section 329 of Highways Act 1980, "maintenance includes repair, and "maintain" and "maintainable" are to be construed accordingly".

Major highway works	As defined in Section 86(3) of NRSWA, "major highway works means works of any of the following descriptions executed by the Highway Authority in relation to a highway which consists of or includes a carriageway – (a) a reconstruction or widening of the highway; (b) works carried out in exercise of the powers conferred by Section 64 of the Highways Act 1980 (dual carriageways and roundabouts); ((c) substantial alteration of the level of the highway; (d) provision, alteration of the position or width, or substantial alteration in the level of a carriageway, footway or cycle track in the highway; (e) the construction or removal of a road hump within the meaning of Section 90F of the Highways Act 1980; (f) works
Major Infrastructure	Deliver significant infrastructure improvements or upgrades that substantially extend the longevity of, improve, or renew an asset. Are recognised to be nationally significant infrastructure projects; or Install infrastructure specifically to minimise detrimental impact of future works.
National Street Gazetteer (NSG) – also referred to as Nationally Consistent Street Gazetteer	A database defined as "an index of streets and their geographical locations created and maintained by the local Highway Authorities" based on the BS7666 standard.
Network Management Duty	As stated in Part 2 of TMA.
NRSWA	New Roads and Street Works Act 1991.
NSG Custodian	The body appointed to manage the NSG on behalf of the local Highway Authorities.
Permit	The approval of a Permit Authority for an activity Promoter to carry out activity in the highway subject to conditions.
Permit application	See the Buckinghamshire Permit Scheme. The application that is made by a Promoter to the Authority to carry out an activity in the highway. It is equivalent to the notice of proposed start of works (Section 55 of NRSWA) given under the Co-ordination regime.
Permit Authority	A Local Authority or other "Highway Authority" which has been given approval by the Secretary of State to operate a permit scheme on all or some of its road network
Permit Scheme	A scheme approved by the Secretary of State or Local Order under which permits for highways activities are sought and given.

Promoter	Any organisation carrying out works in the highway regardless of whether they are working directly for, or on behalf of an authority or an undertaker. See also “Undertaker” or “Works Promoter”. This definition also includes Section 50 licence holders.
Prescribed	As defined in Section 104 of NRSWA, "prescribed means prescribed by the Secretary of State by regulations, which may (unless the context otherwise requires) make different provision for different cases".
Reasonable period	As defined in Section 74(2) of NRSWA, "a reasonable period means such period as is agreed by the Authority and the undertaker to be reasonable or, in default of such agreement, is determined by arbitration to be reasonable, for completion of the works in question".
Registerable	As stated in NRSWA, registerable activities correspond to specified works in the regulations and codes of practice.
Reinstatement	As defined in Section 105(1) of NRSWA, "reinstatement includes making good".
Remedial work	Remedial works are those required to put right defective reinstatements identified in accordance with the provisions of the Code of Practice for Inspections and regulations.
Road	"highway".
Road category	This means one of the road categories specified in paragraph 1.3.1 of Chapter S.1 of the code of practice entitled “Specification for the Reinstatement of Openings in Highways” dated June 2002 and approved by the Secretary of State for Transport on 30th June 2002, as revised or re-issued from time to time.
Road works	Works for road purposes. See below.
Seasonal	The period between 01 April to 30 September inclusive.
SEHAUC	South East regional group of the Highway Authorities and Utilities Committee.
Section 74 Regulations	The Regulations made under Section 74 current at the time of issue of the Scheme, namely the Street Works (Charges for Unreasonably Prolonged Occupation of the Highway) (England) Regulations 2009
Specified Locations	Are the locations designated in a Lane Rental record within the current version of TfL’s Additional Street Data (ASD) file, which is published on the National Street Gazetteer hub.
Specified Times	Are the operational times designated in a Lane Rental record within the current version of the Additional Street Data (ASD) file, which is published on the National Street Gazetteer hub.

Specified Days	Are the operational days designated in a Lane Rental record within the current version of the Additional Street Data (ASD) file, which is published on the National Street Gazetteer hub.
Statutory right	As defined in Section 105(1) of NRSWA, "statutory right means a right (whether expressed as a right, a power or otherwise) conferred by an enactment (whenever passed or made), other than a right exercisable by virtue of a street works licence".
Street	As defined in Section 48(1) of NRSWA, "street means the whole or any part of any of the following, irrespective of whether it is a thoroughfare (a) any highway, road, lane, footway, alley or passage; (b) any square or court; (c) any land laid out as a way whether it is for the time being formed as a way or not".
Street Authority	As defined in Section 49(1) of NRSWA, "the Street Authority in relation to a street means, subject to the following provisions (a) if the street is a maintainable highway, the Highway Authority, and (b) if the street is not a maintainable highway, the street managers".
Street works	As defined in Section 48(3) of NRSWA, "street works means works of any of the following kinds (other than works for road purposes) executed in a street in pursuance of a statutory right or a street works licence: (a) placing apparatus; or (b) inspecting, maintaining, adjusting, repairing, altering or renewing apparatus, changing the position of apparatus or removing it, or works required for or incidental to any such works (including, in particular, breaking up or opening the street, or any sewer, drain or tunnel under it, or tunnelling or boring under the street".
Street works licence	As stated in Section 50(1) of NRSWA, "the Street Authority may grant a licence (a "street works licence") permitting a person (a) to place, or to retain, apparatus in the street, and (b) thereafter to inspect, maintain, adjust, repair, alter or renew the apparatus, change its position or remove it, and to execute for those purposes any works required for or incidental to such works (including, in particular, breaking up or opening the street, or any sewer, drain or tunnel under it, or tunnelling or boring under the street).
TMA	The Traffic Management Act 2004.
Traffic	As defined in Section 105(1) of NRSWA, "traffic includes pedestrians and animals".
Traffic control	Any of the five methods of controlling traffic detailed in the Code of Practice "Safety at Street Works and Road Works".

Traffic flow	The number of vehicles using the particular street at specified times of the day and year, measured in accordance with DfT guidelines.
Traffic Regulation Order (or Traffic Order)	This means an Order made under Section 1, 6, 9 or 14 of the Road Traffic Regulation Act 1984.
Traffic-Sensitive Street	This means a street designated by a Street Authority as Traffic-Sensitive pursuant to Section 64 of NRSWA and in a case where a limited designation is made pursuant to Section 64(3) any reference to works in a Traffic-Sensitive street shall be construed as a reference to works to be executed at the times and dates specified in such designation.
Transportation	Transport or transportation is the movement of humans, animals, and goods from one location to another. In other words, the action of transport is defined as a particular movement of an organism or thing from a point A to a Point B. Modes of transport include air, land (rail and road), water, cable, pipeline, and space. The field can be divided into infrastructure, vehicles, and operations. Transport enables trade between people, which is essential for the development of civilization.
Undertaker	As defined in Section 48(4) of NRSWA, "undertaker in relation to street works means the person by whom the relevant statutory right is exercisable (in the capacity in which it is exercisable by him) or the licensee under the relevant street works licence, as the case may be".
Working day	As defined in Section 98(2) of NRSWA, "for the purposes of this Part a working day means a day other than a Saturday, Sunday, Christmas Day, Good Friday or a bank holiday; and a notice given after 4.30 p.m. on a working day shall be treated as given on the next working day".
Works	"Specified works" as defined in The Traffic Management Permit Scheme (England) Regulations 2007; Works executed under Section 50 of NRSWA; and Works executed pursuant to an agreement under section 278 of the Highways Act 1980
Works clear	A works clear notice is used following interim reinstatement.
Works stop	A works stop notice notifies that works are no longer occupying the highway.
Works closed	A works closed notice is used following permanent reinstatement.

Works for road purposes	As defined in Section 86(2) of NRSWA, "works for road purposes means works of any of the following descriptions executed in relation to a highway: (a) works for the maintenance of the highway; (b) any works under powers conferred by Part V of the Highways Act 1980 (improvement); (c) the erection, maintenance, alteration, or removal of traffic signs on or near the highway; or (d) the construction of a crossing for vehicles across a footway or grass verge or the strengthening or adaptation of a footway for use as a crossing for vehicles".
Works Promoter	Means a person entitled by virtue of a statutory right to carry out street works or works for road purposes.

APPENDIX A – LANE RENTAL SCHEME DATA PREPARATION

Lane Rental can only be applied to streets that are already Traffic-Sensitive.

BC will review Traffic Sensitivity regularly, between every one (1) to three (3) years, to ensure it is accurate and up to date.

The National Street Gazetteer (NSG) and Associated Street Data (ASD) contain the relevant data for all BLRS specified locations.

Prior to implementing the BLRS, BC will ensure the quality and accuracy of the ASD.

BC will contact the National Street Gazetteer (NSG) concessionaire before going live with the BLRS to ensure that the data is submitted, published, and communicated in a timely manner.

END OF DOCUMENT

Buckinghamshire Lane Rental Scheme

Cost Benefit Analysis Summary – November 2024

Costs

The costs associated with the scheme include the following capital, operating and revenue expenditure in 2010 prices in accordance with the Department for Transport's WebTAG.

- Total Capital Expenditure **£150,000**
- Year 1 Operating Expenditure **£527,694**
- Year 2 Operating Expenditure **£509,224**
- Year 1 Revenue Expenditure **£2,869,935**
- Year 2 Revenue Expenditure **£2,769,487**

Buckinghamshire County Council will incur the capital and operating expenditure with the capital cost for the first year only. Revenue is derived from the Lane Rental charges to Utility companies.

Business Case

The development of a detailed Cost Benefit Analysis (CBA) is a requirement for making a Lane Rental Scheme Local Order.

The analysis assesses the impact of Lane Rental charges over the full range of required social and economic variables that have been specifically agreed in consultation with the UK Department for Transport (DfT).

An effective CBA is a mechanism to assess the benefits and costs of an investment both in terms of its overall viability and in relation to other options.

The legislative guidance used for the study is contained within:

- Guidance. Lane rental schemes: guidance for English highway authorities, Updated 17 March 2024
- Lane Rental Schemes Guidance for English Local Highway Authorities DfT July 2021
- WebTAG user and provider impacts (TAG Unit A1-3 May 2022).
- Department of Transport's (DfT) Halcrow study "Assessing the Extent of Streetworks and Monitoring Effectiveness of Section 74 in Reducing Disruption Volume 3 – Estimation of Cost of the Delay from Utilities' Street Works, June 2004"
- Chapter 8 of the Traffic Signs Manual DfT 2009
- Quadro User Manual July 2021
- Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 ("the Regulations") made under Section 74A of NRSWA

QUADRO software is able to appraise individual works that are planned in the future on different types of road by modelling the delay experienced by road users, quantify the delay and estimate the cost of the delay.

The software is able to calculate and convert delays into monetary figures as detailed in WebTAG Unit 3.5.6. with assumptions in regard to valuation of time, operating costs and accidents.

Users are required to input base link specific details including network classification, traffic flows, road type characteristics and any diversion routes. Street work details including site length, works type such as lane closures and shuttle working. The latest version QUADRO 2021 version 4 release July 2021 has been be used for this CBA.

The key general economic assumptions included with the CBA are as follows:

- The scheme is anticipated to open in **September 2025**
- A **25** year appraisal length is assumed in accordance with DfT guidance
- A Discount Rate of **3.5%**, Optimism Bias Factor **30%** has been applied to the Operational Costs

Summary of Appraisal

The CBA determined the following key impacts of the Buckinghamshire Lane Rental Scheme:

- The total number of works impacted by the scheme amounted to **2,710** of various length and duration.
- The annual delay cost for Road works impacted by the scheme undertaken in Buckinghamshire was **£36,138,002** including a **20%** uplift in time reliability costs for urban roads.
- The number of Major, Standard and Immediate works moving to off peak times is assumed as **50%**.
- The Lane Rental scheme benefit is **£523,175,720** with costs of **£55,152,416** and a Net Present Value (NPV) of **£468,023,304** giving a Benefit:Cost Ratio of **9.49:1**. A breakdown of benefits is shown on Table 1 below.
- A summary of the CBA consistent with WebTAG is shown on Table 2 below.

Table 1 Benefits Summary Values over 25 Years

Benefits	Value	Percentage of Total Benefit
Consumer Travel Time	£257,550,112	49%
Consumer Vehicle Operating Costs	£19,729,330	4%
Business Travel Time	£160,012,369	31%
Business Vehicle Operating Costs	£15,716,273	3%
Private Sector Provider Operating Costs	£22,735,184	4%
Reduction in Fuel Revenue	£3,749,537	1%
Greenhouse Gases	£51,201,843	10%
Accidents	-£19,854	0%
Net Present Value of Benefits	£523,175,720	

Table 2: Summary of CBA

Analysis of Monetised Costs and Benefits 25 Years

Noise	-	-12
Local Air Quality	-	-13
Greenhouse Gases	51,201,843	-14
Journey Quality	-	-15
Physical Activity	-	-16
Accidents	-19,854	-17
Economic Efficiency: Consumer Users (Commuting)	277,279,442	(1a)
Economic Efficiency: Consumer Users (Other)	-	(1b)
Economic Efficiency: Business Users and Providers	198,463,825	-5
Wider Public Finances (Indirect Taxation Revenues)	3,749,537	- (11) - sign changed from PA table, as PA table represents costs, not benefits
Present Value of Benefits (see notes) (PVB)	523,175,720	(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)
Broad Transport Budget	55,152,416	-10
Present Value of Costs (see notes) (PVC)	55,152,416	(PVC) = (10)
OVERALL IMPACTS		
Net Present Value (NPV)	468,023,304	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	9.49	BCR=PVB/PVC

Buckinghamshire Lane Rental Scheme Charges Policy and Table – CONSULTATION VERSION

LANE RENTAL CHARGES

The New Roads & Street Works Act 1991 (NRSWA), as amended by the Transport Act 2000 and the Traffic Management Act 2004 (TMA), contains provision for highway authorities to operate lane rental schemes that involve charging Promoters for the time their works occupy the highway.

The regulations are the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 ("the Regulations") made under Section 74A of NRSWA.

In accordance with the Scope of the Buckinghamshire Lane Rental Scheme (BLRS), Buckinghamshire Council (BC) will apply a daily rate of charge for the duration of the specified activities carried out by the undertaker of the activities for the Promoter of the activities at the specified location during the specified times and days.

Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the agreed reasonable period, in addition to the BLRS charges. The charge will consist of a single payment of £100 in the circumstances set out in paragraph (8) of the Regulations.

To calculate the daily rate of charge, other than for immediate works, the duration of the activities shall begin on the date specified in the actual start of works notice and end on the date specified in the works clear, works closed or works stop notice, the date activities ended.

For all types of immediate works, the charges will apply after 48 hours of occupation – taking the works start as stated within the relevant permit application and ending on the date stated on the relevant Section 74 works stop notice.

LANE RENTAL CHARGES POLICY

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

- i. Charges will not apply if the activities take place outside of the Traffic-Sensitive Streets specified times;
- ii. Charges will 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.
- iii. Charges will be waived for activities undertaken on Christmas Day or Boxing Day.
- iv. Charges will be waived for activities which are confined to a verge or footway, footpath, bridleway, or byway.
- v. Charges will 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.

If one of the above applies, the activity Promoter must record the circumstances along with the permit application and, if possible, works stop notice. Failure to do so may result in appropriate action being taken.

OPTIONS TO WAIVE OR REDUCE CHARGES

Buckinghamshire Council retains the option to waive or reduce lane rental charges at its discretion.

Consideration will be given to reducing charges for works that deliver significant highway infrastructure improvements, substantially extend/renew the longevity of the highway asset, or future proof a highway to protect it from being excavated again.

COLLABORATIVE WORKING

Any opportunity for two or more Promoters to collaborate their activities to reduce the occupation of the highway is strongly encouraged.

Collaborative works that are carried out concurrently and/or consecutively by two or more works Promoters at the same location can apply to have charges reduced for the period of collaboration.

Buckinghamshire Lane Rental Scheme Charges Policy and Table – CONSULTATION VERSION

In such circumstances, where works are carried out at the same location by two or more Promoters concurrently, the daily charge rate will be split between the associated Promoters following confirmation and acceptance in writing by all parties.

This equates to a minimum of a 50% charge reduction for collaborative working for each Promoter.

In some instances, charges may be reduced for collaboration where the works originate from two distinctively different operational divisions of the same organisation.

REVIEW OF CHARGES

The BLRS will be evaluated on an annual basis. The first evaluation report will cover a full year from the commencement date specified in the Statutory Instrument / Lane Rental Scheme Order.

Part of the assessment of the BLRS is a review of the BLRS lane rental streets list.

It is anticipated that, depending on the extent of changes and developments to the Buckinghamshire Highway Network, the list of streets will be reviewed every, one (1) to three (3) years.

This is to ensure that the list is always appropriate and take account of changes to the highway network such as a bypass changing a congested high street into a quiet shopping area.

The methodology used to initially identify the list of lane rental streets will be repeated.

The BLRS lane rental streets list review methodology is detailed in and part of the BLRS Evaluation Plan even though it may not be undertaken every year.

The charges will not exceed the maximum charges as set by the DfT.

LANE RENTAL CHARGE TABLE

Identified Lane Rental Charge Streets (Bands)	Lane Rental Charge Discount Applied	Full Day Charge
Band 1 (Road Closure or Single Carriageway Road Occupancy)	0%	£2,500
Band 2 (All Carriageway Remedial Works)	0%	£2,500
Band 3 (Single Lane Occupancy of Multi Lane or Dual Carriageway)	20%	£2,000
Band 4 (Cycle Track)	40%	£1,500

If an activity footprint spans more than one Traffic Control Type at any time during the duration of the activities, then the higher daily rate of charge will apply for the days the activity footprint includes that Traffic Control Type.

END

Buckinghamshire Council

Communities Directorate

**The Buckinghamshire
Lane Rental Scheme
Evaluation Plan**

CONSULTATION VERSION

AUGUST 2024

Document Control Sheet

Document prepared by: JSS

Record of Issue

Title:	Buckinghamshire Lane Rental Scheme (BLRS) Evaluation Plan
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Issue	Status	Author	Date	Recipients
V1	1 st Draft	JSS	26/03/2024	Project Steering Group
V2	CONSULTATION VERSION	JSS	19/08/2024	CONSULTEES

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INTRODUCTION

The New Roads & Street Works Act 1991 (NRSWA), as amended by the Transport Act 2000 and the Traffic Management Act 2004 (TMA), contains provision for Highway Authorities to operate Lane Rental Schemes that involve charging Promoters for the time their activities (road and street works) occupy the highway during Traffic-Sensitive times.

The Buckinghamshire Lane Rental Scheme (BLRS) has been introduced to enable Buckinghamshire Council (BC) to support their duty to co-ordinate and manage all activities on the highway in order to minimise disruption.

The BLRS will be evaluated on an annual basis. The first evaluation report will cover a full year from the commencement date specified in the Statutory Instrument / Lane Rental Scheme Order.

The BLRS Evaluation Report will be based on the original assumptions made within the BLRS Cost Benefit Analysis (CBA), data collected by the Buckinghamshire Permit Scheme and various BLRS data and monitoring reports.

The BLRS Evaluation Report will be circulated for review as part of the joint working arrangements before being published on the Buckinghamshire Council Highways webpage.

This document provides details on the evaluation methodology, and the baseline data to be used for assessment and comparison purposes.

In the interests of parity and transparency, representatives of both BCC and Promoters will be actively involved in monitoring and the evaluation process.

The Regulations permit a portion of Lane Rental revenues to be applied for the purposes of Lane Rental Scheme evaluation.

The evaluation plan includes provision for independent evaluation of the BLRS performance, including an assessment of the overall balance between costs and benefits arising from the BLRS.

JOINT WORKING ARRANGEMENTS

The joint working arrangements for the BLRS will be a group made up of Officers of Buckinghamshire Council, Environmental Health officer(s) from the local Authority or Council(s), local Utility representatives who are members of the Joint Utilities Group (JUG) and any consultants or support staff employed by Buckinghamshire Council.

The Chair will be the Lead Officer from Buckinghamshire Council.

BUCKINGHAMSHIRE LANE RENTAL SCHEME SCOPE

The BLRS has been designed to ensure that charges are only applied when Promoters occupy Lane Rental Streets at Traffic-Sensitive times and to allow waivers or reduced charges at other times or for different ways of working to encourage Promoters to adopt less disruptive working practices.

BACKGROUND

The Government's expectation is that a robust evaluation plan will be built into any proposed Lane Rental Scheme that is submitted for Secretary of State approval.

As the evaluation plan is an integral part of the BLRS, there is a need to adhere to the plan in order to comply with the terms of any Secretary of State approval.

The BLRS Evaluation Report will inform Central Government's overall assessment of the effectiveness of Lane Rental Schemes nationally.

The BLRS Evaluation Plan is based on the principle that the original BLRS Cost Benefit Analysis output is repeated using actual data produced over the initial and following years of operation.

Actual impacts and benefits are therefore calculated in a manner consistent with the original assumptions.

BUCKINGHAMSHIRE LANE RENTAL SCHEME EVALUATION PLAN OBJECTIVES

The principal objective of the BLRS Evaluation Plan is to assess the extent to which the BLRS objectives are being met and the ongoing appropriateness of key parameters, such as the list of Lane Rental streets and charge levels.

The BLRS seeks to limit the amount of disruption to Buckinghamshire's roads by encouraging the undertaking of activities at the least disruptive time for road users, and for the early completion of activities.

The BLRS is designed to limit the carrying out of activities at specified locations at specified times by applying a daily charge for any part(s) of the day that the highway is occupied by the activities during chargeable hours.

The daily charge will not apply if the activities take place outside of the specified times.

The BLRS therefore provides a mechanism for providing all activity Promoters with an incentive to change behaviour and minimise their occupation of Lane Rental Streets at Traffic-Sensitive times which are the most critical parts of the Buckinghamshire Highway Network.

The BLRS applies the following guiding principles:

- The cost of disruption from activities on the highway network must be recognised.
- Inconvenience to all people using a street must be minimised, but particularly to people with accessibility requirements, and other vulnerable road users such as people walking or cycling.

The objectives of the BLRS are to:

- Apply the scheme to all work Promoters on a consistent basis.

- Promote behavioural change to minimise the duration of occupation of the highway at the busiest locations at Traffic-Sensitive times.
- Minimise the number of activities taking place during the most Traffic-Sensitive times.
- Contribute towards reducing disruption to all road users.

Buckinghamshire Council will measure against these objectives and evaluate whether they are being met.

The means by which that will be achieved are set out in the Evaluation and Governance section of the Buckinghamshire Lane Rental Scheme Document, and this BLRS Evaluation Plan.

IMPROVEMENTS EXPECTED

The expected improvements from the BLRS are:

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

EVALUATION PLAN ASSESSMENT PARAMETERS

The BLRS Evaluation Plan sets out the evidence and data that will be collected to enable a proper evaluation to take place, and the pre-Lane Rental benchmarks against which the before and after comparison will be made. Therefore, the BLRS Evaluation Plan defines;

- The success criteria by which it will be measured.
- The information used for monitoring and assessment.
- Surplus Revenue Allocation.
- Base Innovation and Disruption Saving Assumptions.
- Customer Satisfaction Monitoring.
- Updating the Lane Rental Streets List.

SUCCESS CRITERIA

The principal success criteria of the BLRS is delivery of benefits arising from the BLRS, which are defined as:

- Reductions in disruption and congestion delay for road users where activities are carried out in a less disruptive way, benefiting both business users and private individuals.
- Improved journey time reliability for road users where activities are carried out in a less disruptive way, benefiting both business users and private individuals.
- Revenue generated by BLRS. The regulations require the revenue generated from lane rental to be applied to measures that will help to reduce the disruption caused by future activities. Such measures would be expected to deliver further benefits to Promoters, activities undertakers and road users.
- Environmental benefits. By reducing the congestion arising at activity sites, the BLRS has the potential to reduce road transport-related emissions – particularly local air quality pollution that is exacerbated by stationary or slow, stop-start traffic.

TABLE 1 - SUMMARY MONITORING AND ASSESSMENT TABLE

Baseline Costs and Benefits Parameters	Year 1	Year 2 +	Net Present Value
COSTS			
Lane Rental Scheme charges paid by Promoters	£	£	£
Costs of any behavioural change incurred by undertakers	£	£	£
BLRS administration costs	£	£	£
TOTAL COSTS	£	£	£
BENEFITS			£
Reduction in delay costs seen by society (CBA Assessment)	£	£	£
BLRS surplus revenue allocation	£	£	£
TOTAL BENEFITS	£	£	£
NET BENEFITS TO SOCIETY	£	£	£

SURPLUS REVENUE ALLOCATION

An important element to the BLRS Evaluation Plan is an assessment of the allocation and subsequent impacts of any surplus revenues generated.

Surplus revenues will be applied towards initiatives that are associated with, and aligned to, the objectives of the BLRS, within the areas shown below;

- Innovation – Techniques, research, and systems, including.
 - Innovation in responses to the Climate Emergency. Developing new disruption saving products, services, or techniques. Improvements in noise, pollution, or safety. Research and development.
- Disruption - Congestion Mitigation including.
 - Deploying new disruption saving products, services, or techniques. Measures to mitigate congestion and disruption caused by activities, particularly major projects.
- Transport - Transportation Development, including.
 - Sustainable Transport in response to the Climate Emergency. Transportation initiatives. Enabling infrastructure. Active Travel. Accessibility.
- Infrastructure – Infrastructure and Apparatus, including.
 - Projects in responses to the Climate Emergency. Installing infrastructure to enable apparatus to be accessed without disruption. Measures to improve systems and records. Schemes.

BASE INNOVATION AND DISRUPTION SAVING ASSUMPTIONS

It is assumed that;

- Significant progress will be made in developing and applying new, less-disruptive techniques by the third year of the BLRS.
- There will be increased scope to work in less disruptive ways in years three (3) to five (5) onwards, therefore; in following years Promoters and undertakers are able to reduce their exposure to lane rental charges by increasing their expenditure on, and use of, less disruptive working practices.
- Lane rental charges will also provide an incentive for Promoters and undertakers to further invest in the development of less-disruptive techniques.
- There will be an increased use of innovative traffic management.
- There will be an increased use of innovative techniques.

CUSTOMER SATISFACTION MONITORING

Another important element to the BLRS Evaluation Plan is an assessment of changes to the public perception regarding activities on the highway network.

Wherever possible, monitoring of customer satisfaction, public perception and stakeholder communication will be undertaken and reported on.

Examples of surveys and monitoring could include;

- Frustrations associated with activities carried out at busy times.
- Frustrations associated with repeated activities on the same stretch of road.
- Streets partially closed, but no-one working on site.
- Future activities communicated effectively.
- Acknowledgement that the cost of activities to society are being recognised.
- Understanding that the cost of activities to society are being repaid through network and operational improvements.

UPDATING THE LANE RENTAL STREETS LIST

Part of the assessment of the BLRS is a review of the Lane Rental Streets Lists.

It is anticipated that, depending on the extent of changes and developments to the Buckinghamshire Highway Network, the list of streets will be reviewed every, one (1) to three (3) years.

This is to ensure that the list is always appropriate and takes account of changes to the highway network such as a bypass changing a congested high street into a quiet shopping area.

LANE RENTAL CHARGES

In accordance with the Regulations and the Scope of the BLRS, BC will apply a daily rate of charge for the duration of the specified activities carried out by the promoter at the specified location during the specified times and days.

CALCULATING THE CHARGE

To calculate the daily rate of charge, other than for immediate works, the duration of the activities shall begin on the date specified in the actual start of works notice and end on the date specified in the works stop notice, the date of works ended.

For all types of immediate works, charges will be waived for a period of 48 hours after which time the normal lane rental rules for the location will apply – taking the works start as stated within the relevant permit application and ending on the date stated on the relevant Section 74 works clear or works stop notice.

Promoters are strongly encouraged to consider the carrying out of immediate works outside of specified days and times wherever possible.

When calculating the actual work start and finish dates for all activities, the Permit Authority or the promoter may provide additional information to prove a variation to the duration and activity type, if different to any submitted notice. In all circumstances any charge will be applied according to the actual occupation and activity.

Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the agreed reasonable period, in addition to the BLRS charges.

IDENTIFYING LANE RENTAL CHARGE PERIODS

Within the CBA, a traffic model is used with an assumption being that activities are done outside Traffic-Sensitive times and / or with a shorter duration.

A comparison with normal behaviour is then possible, and this is done by simulation with normal activities creating reduced traffic flows using a traffic profile run in a Quadro model.

Lane Rental Schemes Guidance for English Authorities states:

‘An application must demonstrate how the scheme will deliver the benefits and it must also justify the details of the scheme, including which roads which are included in the scheme, the charging structure etc. The application must include a full cost benefit analysis of the scheme with all the underlying data used to create the assumptions in that analysis.

Benefits attributed to lane rental should not include those benefits that could reasonably be expected to arise in the absence of lane rental under other mechanisms already in place within the area of the proposed scheme.’

To support promoters in identifying the times Lane Rental Charges apply to Lane Rental Streets, the journey time profile (as set out in the Cost-Benefit Analysis) has been aligned to the Traffic-Sensitive Streets times so Lane Rental Charges apply during Traffic-Sensitive times on the identified streets.

LANE RENTAL CHARGE CATEGORIES

The Regulations allow for a prescribed daily rate of charge, which may be waived or reduced in particular cases.

In accordance with the Regulations and with consideration to the objectives of the BLRS, there are a range of charge categories depending on the traffic control type, works type, location, times and days of work.

The BLRS ‘Buckinghamshire Lane Rental Scheme Charges Policy and Table’ sets out the traffic control type, works type, location, times and days of work and any applicable charge.

If an activity spans more than one traffic control type at any time during duration of the activities, then the daily rate of charge will apply for the days the different traffic control type is in place.

In instances where the activities have fully moved to a lower traffic control type, thereby changing the charging to be applied, the promoter must submit a timely permit variation. If the permit variation is solely for the purpose of notifying that the activities have transferred from one traffic control type to another then this permit variation would not be subject to a permit fee.

For the calculation of charges in such instances the Permit Authority will determine the timings for such changes based on the receipt of the associated permit variation.

In accordance with the Regulations 4(4) the Permit Authority reserves the right in exceptional and unavoidable circumstances, to apply a discretionary discount to the lane rental charge.

REFERENCE TO PREVIOUS LANE RENTAL TRIALS (TfL and Kent) COST BENEFIT ANALYSIS

Prior to the introduction of the lane rental scheme a cost benefit analysis was carried out. This was based on a QUADRO programme.

A range of activities scenarios were modelled at selected locations across the network to establish representative values for the costs of the roadwork.

For each site, tests were carried out for lane closure and for full road closure, with and without the lane rental scheme in place, and for activities outside the time sensitive periods.

The QUADRO output was collated to determine average values for each charge band and network type.

These average values were used for the original cost benefit analysis and have been adopted for the post scheme monitoring of the trial schemes.

The cost benefit analysis, prior to the introduction of trial lane rental schemes, was based on the average values per activity and on assumptions about the potential behaviour change by Promoters.

AVERAGE COST OF ACTIVITIES ON THE HIGHWAY

The average costs of activities on the highway established for the trial cost benefit analysis were based on outputs from the QUADRO program.

The costs per day of activities include vehicle delay, diversion, consumer and business impacts, accident costs, fuel carbon emissions, fuel tax revenue etc.

In order to maintain a consistent approach, these average representative costs have been used for the original BLRS Cost Benefit Analysis and any BLRS Evaluation Reports unless more accurate data is identified.

EVALUATION PRINCIPLES

In the BLRS CBA a traffic model is used with an assumption based on those activities being moved to outside Traffic-Sensitive times and a comparison made of the different impacts.

This is done by simulation with reduced traffic flows using a traffic profile run in a Quadro model.

These Lane Rental Charge periods can also be shown for weekday and weekend days.

The assumption is that a % of activities move to times outside Traffic-Sensitive Times, this was initially 10%.

This is shown as the total workdays that move from peak to off peak times.

Another factor considered is improved efficiency of work during peak hours or Lane Rental Charge Periods.

Analysis of whether activities are completed quicker will be evidence based and collected throughout the year.

The BLRS Evaluation Plan is an examination of actual data regarding the behavioural change from introducing BLRS with comparison to the original assumptions made in the pre-scheme Cost Benefit Analysis.

END OF DOCUMENT

USRN	Street	Town	length
7300011	THE BROADWAY	Amersham	294.571499
7300018	CHESHAM ROAD	Amersham	801.612595
7300021	CHESTNUT LANE	Amersham	918.764889
7300022	CHILTERN AVENUE	Amersham	615.222075
7300024	CHURCH STREET	Amersham	191.429023
7300038	GORE HILL	Amersham	1693.69027
7300039	GRIMSDHELLS LANE	Amersham	506.171436
7300044	HIGH STREET	Amersham	1479.86937
7300049	HILL AVENUE	Amersham	325.708474
7300054	KING GEORGE V ROAD	Amersham	690.331296
7300063	LONDON ROAD EAST	Amersham	2403.6063
7300064	LONDON ROAD WEST	Amersham	993.345328
7300065	LONGFIELD DRIVE	Amersham	533.92912
7300067	MARKET SQUARE	Amersham	117.61977
7300072	MITCHELL WALK	Amersham	377.530042
7300076	ORCHARD END AVENUE	Amersham	311.618913
7300084	PINEAPPLE ROAD	Amersham	262.94653
7300085	PLANTATION ROAD	Amersham	824.24923
7300093	RAANS ROAD	Amersham	803.533916
7300094	RECTORY HILL	Amersham	1038.62773
7300096	RICKMANSWORTH ROAD	Amersham	314.08338
7300100	SCHOOL LANE	Amersham	1089.31199
7300105	STANLEY HILL	Amersham	1381.21078
7300107	STATION ROAD	Amersham	1306.62718
7300129	WHIELDEN LANE	Amersham	1933.53081
7300130	WHIELDEN STREET	Amersham	1023.64418
7300134	WOODSIDE ROAD	Amersham	1157.28369
7300622	COPPERKINS LANE	Amersham	1960.80646
7301042	AMERSHAM BYPASS	Amersham	3656.12875
7301058	STATION APPROACH	Amersham	176.462217
7301065	SYCAMORE ROAD	Amersham	437.863466
7302165	SYCAMORE ROAD (U200)	Amersham	302.892834
7302215	WHITE LION ROAD	Amersham	978.138628
7300136	CHESHAM ROAD	Ashley Green	2472.79548
45503633	AYLESBURY ROAD	Askett	1088.83362
1400007	AYLESBURY ROAD	Aston Clinton	1462.88997
1400019	LONDON ROAD	Aston Clinton	2754.4813
1400458	TWITCHELL LANE	Aston Clinton	227.043416
1405177	ASTON CLINTON BYPASS	Aston Clinton	13455.8931
1402411	RISBOROUGH ROAD	Aston Sandford	3314.15265
1400010	BICESTER ROAD	Aylesbury	3413.78763
1400014	EXCHANGE STREET	Aylesbury	721.283079
1400015	FRIARAGE ROAD	Aylesbury	1718.39264
1400016	GATEHOUSE ROAD	Aylesbury	864.804529
1400017	HIGH STREET	Aylesbury	1035.66444
1400021	TRING ROAD	Aylesbury	2680.77202
1400024	BUCKINGHAM ROAD	Aylesbury	2450.80708

1400035 WALTON STREET	Aylesbury	1468.70652
1400036 WENDOVER ROAD	Aylesbury	2939.85183
1400045 OXFORD ROAD	Aylesbury	2452.77517
1400046 WALTON ROAD	Aylesbury	636.834213
1400047 DOUGLAS ROAD	Aylesbury	793.836185
1400048 ELMHURST ROAD	Aylesbury	1527.07356
1400049 OAKFIELD ROAD	Aylesbury	690.563618
1400050 WEEDON ROAD	Aylesbury	903.929948
1400056 BIERTON ROAD	Aylesbury	1240.00136
1400058 NEW STREET	Aylesbury	553.022755
1400062 PARK STREET (A418)	Aylesbury	255.85947
1400093 MANDEVILLE ROAD	Aylesbury	1208.21851
1400094 STOKE ROAD	Aylesbury	366.946903
1400150 GREAT WESTERN STREET	Aylesbury	328.310827
1400151 MARKET SQUARE	Aylesbury	188.742605
1400152 BRITANNIA STREET	Aylesbury	134.938772
1400153 UPPER HUNDREDS WAY	Aylesbury	675.874698
1400169 ELLEN ROAD	Aylesbury	2419.42266
1400170 CAMBRIDGE STREET	Aylesbury	719.896289
1400171 PARK STREET	Aylesbury	549.824188
1400181 BUCKINGHAM STREET	Aylesbury	470.44251
1400348 STOCKLAKE	Aylesbury	1820.48999
1400828 ANCHOR LANE	Aylesbury	60.3673535
1400863 BEDGROVE	Aylesbury	841.690443
1400877 BOURBON STREET	Aylesbury	115.791866
1400887 BRUNEL ROAD	Aylesbury	543.370834
1400923 DARK LANTERN PASSAGE	Aylesbury	35.9787326
1400949 CHESTNUT CRESCENT	Aylesbury	133.641837
1400956 CHURCHILL AVENUE	Aylesbury	3163.31374
1400997 COVENTON ROAD	Aylesbury	591.375488
1401037 DUNSHAM LANE	Aylesbury	748.014206
1401076 FOWLER ROAD	Aylesbury	1371.13235
1401108 GRIFFIN LANE	Aylesbury	771.486802
1401113 HALE STREET	Aylesbury	118.014643
1401133 HAYDON ROAD	Aylesbury	101.85571
1401150 HOLMAN STREET	Aylesbury	272.496286
1401174 KING EDWARD AVENUE	Aylesbury	681.546854
1401219 MARKET STREET	Aylesbury	35.3553391
1401225 MEADOWCROFT	Aylesbury	1552.03123
1401268 OLD STOKE ROAD	Aylesbury	671.590593
1401302 PREBENDAL AVENUE	Aylesbury	1209.09971
1401354 SILVER STREET	Aylesbury	55.3562845
1401367 ST ANTHONYS CLOSE	Aylesbury	168.660339
1401378 STATION WAY WEST	Aylesbury	332.705163
1401384 STONEHAVEN ROAD	Aylesbury	236.413487
1401396 TEMPLE STREET	Aylesbury	84.0622766
1401417 TURNFURLONG	Aylesbury	656.038523
1401418 TURNFURLONG LANE	Aylesbury	824.980603

1401445 WENDOVER WAY	Aylesbury	456.059211
1401481 CAMBORNE AVENUE	Aylesbury	791.700563
1402312 VALE PARK DRIVE	Aylesbury	819.02383
1402511 OXFORD ROAD (A4156)	Aylesbury	853.716587
1404854 RABANS LANE	Aylesbury	1087.48007
1405294 COLONEL GRANTHAM AVENUE	Aylesbury	477.574743
1405301 PRINCE RUPERT DRIVE	Aylesbury	1714.29714
1405418 STATION BOULEVARD	Aylesbury	173.881599
1405652 PARADISE ORCHARD	Aylesbury	1919.70073
1406260 MARTIN DALBY WAY	Aylesbury	2290.34827
35200003 AYLESBURY END	Beaconsfield	415.233996
35200026 CANDLEMAS LANE	Beaconsfield	577.357744
35200060 LEDBOROUGH LANE	Beaconsfield	1287.00667
35200062 LONDON END	Beaconsfield	707.481087
35200063 LONDON ROAD	Beaconsfield	2510.35095
35200080 PENN ROAD	Beaconsfield	773.481335
35200092 SLOUGH ROAD	Beaconsfield	1937.46305
35200095 STATION ROAD	Beaconsfield	1146.68884
35200115 WYCOMBE END	Beaconsfield	2764.38177
35200508 MAXWELL ROAD	Beaconsfield	1519.69281
35200797 OXFORD ROAD	Beaconsfield	753.1349
35201362 WHITE HILL	Beaconsfield	429.531591
35201478 WINDSOR ROAD	Beaconsfield	1149.82367
35201614 BOWL BARROW WAY	Beaconsfield	1288.24483
1405281 SILVERSTONE ROAD	Biddlesden	3731.59296
1400051 AYLESBURY ROAD	Bierton	2284.44261
1402451 ARNCOTT ROAD	Boarstall	1764.19355
45500267 CORES END ROAD	Bourne End	1008.2171
45500352 FERRY LANE	Bourne End	973.310223
45500387 FURLONG ROAD	Bourne End	543.865254
45500467 HEDSOR ROAD	Bourne End	480.61559
45500638 MARLOW ROAD	Bourne End	1185.06457
45500941 STATION ROAD	Bourne End	377.022467
45500999 THE PARADE	Bourne End	361.599255
1400032 MORETON ROAD	Buckingham	1444.89654
1400067 BRACKLEY ROAD	Buckingham	940.415371
1400069 HIGH STREET	Buckingham	288.23813
1400070 STRATFORD ROAD	Buckingham	1420.77836
1400071 WEST STREET	Buckingham	383.669143
1400156 BRIDGE STREET	Buckingham	326.54663
1400157 CASTLE STREET	Buckingham	176.393868
1400158 LONDON ROAD	Buckingham	2892.02599
1400159 NELSON STREET	Buckingham	306.035369
1400160 TINGEWICK ROAD	Buckingham	1205.24645
1400161 CHANDOS ROAD	Buckingham	511.062645
1400162 STATION ROAD	Buckingham	192.476111
1400208 GAWCOTT ROAD	Buckingham	1256.88733
1400212 HUNTER STREET	Buckingham	377.261123

1400216 MITRE STREET	Buckingham	154.485238
1401518 BATH LANE	Buckingham	362.210433
1401524 BOURTON ROAD	Buckingham	1475.15656
1401527 BRISTLE HILL	Buckingham	99.6482575
1401594 MARKET HILL	Buckingham	291.03721
1401628 SCHOOL LANE	Buckingham	165.294198
1402227 MARKET SQUARE	Buckingham	158.936819
1402295 BLETCHLEY ROAD	Buckingham	1570.52507
1402298 BUCKINGHAM RING ROAD	Buckingham	5179.46011
1402372 BUCKINGHAM RING ROAD EAST	Buckingham	1339.96204
1400020 TRING HILL	Buckland	528.954895
1404303 UPPER ICKNIELD WAY	Buckland	328.426488
35200125 BATH ROAD	Burnham	1219.11122
35200135 BRITWELL ROAD	Burnham	1122.57499
35200154 GORE ROAD	Burnham	677.922871
35200167 HOGFAIR LANE	Burnham	563.700939
35200172 LENT RISE ROAD	Burnham	1699.20635
7300215 NARCOT LANE	Chalfont St Giles	1780.98172
7300236 THREE HOUSEHOLDS	Chalfont St Giles	721.722931
7300240 TWITCHELLS LANE	Chalfont St Giles	1181.94833
7302224 CHESHAM LANE	Chalfont St Giles	794.385081
7300170 RICKMANSWORTH LANE	Chalfont St Peter	2298.91557
7300245 AMERSHAM ROAD	Chalfont St Peter	1500.66922
7300248 AUSTENWOOD LANE	Chalfont St Peter	401.216954
7300250 BOUNDARY ROAD	Chalfont St Peter	176.198995
7300251 BULL LANE	Chalfont St Peter	1063.4642
7300254 CHESHAM LANE	Chalfont St Peter	1084.89639
7300259 CHURCH LANE	Chalfont St Peter	225.305477
7300270 DENHAM LANE	Chalfont St Peter	2351.48295
7300276 FIELD WAY	Chalfont St Peter	422.794083
7300287 GOLD HILL WEST	Chalfont St Peter	432.90122
7300291 GRAVEL HILL	Chalfont St Peter	1346.39518
7300295 GROVE LANE	Chalfont St Peter	500.243307
7300299 HIGH STREET	Chalfont St Peter	339.760537
7300313 KINGSWAY	Chalfont St Peter	843.33448
7300325 LOVEL END	Chalfont St Peter	276.315768
7300329 MALTMANS LANE	Chalfont St Peter	666.997858
7300346 OVAL WAY	Chalfont St Peter	302.456075
7300347 PENN ROAD	Chalfont St Peter	99.7741229
7300353 PRIORY ROAD	Chalfont St Peter	220.284622
7300371 TUNMERS END	Chalfont St Peter	247.370314
7301093 CHALFONT ST PETER BYPASS	Chalfont St Peter	4110.01452
7302230 NARCOT LANE	Chalfont St Peter	718.57068
7302470 PACKHORSE ROAD	Chalfont St Peter	234.474453
7302567 AUSTENWOOD COMMON	Chalfont St Peter	501.670904
7300387 COGDELLS LANE	Chartridge	183.614261
7301124 CHARTRIDGE LANE	Chartridge	3919.07718
7301128 CLAYPITS LANE	Chenies	446.017837

7301129 VILLAGE GREEN	Chenies	87.8758532
7301130 VILLAGE ROAD	Chenies	1410.22046
7302235 AMERSHAM ROAD	Chenies	1951.58936
7300400 ASHERIDGE ROAD	Chesham	1567.78176
7300402 ASHLEY GREEN ROAD	Chesham	1240.0076
7300407 BELLINGDON ROAD	Chesham	984.852132
7300413 BERKHAMPSTEAD ROAD	Chesham	561.899277
7300419 BOTLEY ROAD	Chesham	2280.32898
7300422 BROAD STREET	Chesham	591.945454
7300425 BROCKHURST ROAD	Chesham	454.787938
7300426 BRUSHWOOD ROAD	Chesham	160.362041
7300428 CAMERON ROAD	Chesham	667.833308
7300440 CHILTON ROAD	Chesham	381.545046
7300441 CHURCH STREET	Chesham	393.655081
7300458 ESKDALE AVENUE	Chesham	708.505831
7300471 FULLERS HILL	Chesham	165.163091
7300474 GERMAIN STREET	Chesham	243.640287
7300482 GREENWAY	Chesham	722.317044
7300493 HIVINGS HILL	Chesham	957.786586
7300515 LYE GREEN ROAD	Chesham	1651.69717
7300528 MOOR ROAD	Chesham	849.421206
7300530 NALDERS ROAD	Chesham	887.766988
7300531 NASHLEIGH HILL	Chesham	792.34748
7300535 PARK ROAD	Chesham	177.485545
7300552 RED LION STREET	Chesham	358.80345
7300566 ST MARYS WAY	Chesham	935.201278
7300579 TOWNSEND ROAD	Chesham	226.216685
7300584 UPPER BELMONT ROAD	Chesham	554.563903
7300588 VALE ROAD	Chesham	1454.29521
7300594 WATERSIDE	Chesham	1332.24831
7300598 WEY LANE	Chesham	173.212107
7300599 WHITE HILL	Chesham	1229.41894
7300614 BOIS MOOR ROAD	Chesham	1069.754
7301132 AMERSHAM ROAD	Chesham	896.632785
7301134 CHARTRIDGE LANE	Chesham	2349.33902
7300607 AMERSHAM ROAD	Chesham Bois	1609.41768
7300613 BOIS LANE	Chesham Bois	1086.02049
7300618 CHILTERN ROAD	Chesham Bois	600.874729
7300640 OAKWAY	Chesham Bois	198.185291
45500282 CRYERS HILL ROAD	Cryers Hill	1986.59326
1400178 SILVERSTONE ROAD	Dadford	1205.44496
1400044 MAIN ROAD SOUTH	Dagnall	1263.01197
35200236 CHEAPSIDE LANE	Denham	586.930154
35200238 DENHAM AVENUE	Denham	1259.37336
35200253 OXFORD ROAD	Denham	5973.01638
35200263 DENHAM GREEN LANE	Denham	812.785821
35200268 NIGHTINGALE WAY	Denham	469.919963
35200269 NORTH ORBITAL ROAD	Denham	3608.31082

35200495 LOWER ROAD	Denham	733.784402
35200496 OLD RECTORY LANE	Denham	874.778839
35200632 OXFORD ROAD	Denham	1345.98627
35200798 AMERSHAM ROAD	Denham	2195.67739
1400301 FORD ROAD	Dinton	588.591384
1400970 SCHOOL LANE	Dinton	707.775132
1405211 TRING HILL	Drayton Beauchamp	276.384245
1402354 MOOR END	Edlesborough	135.401757
1404720 COLDHARBOUR WAY	Fairford Leys	2396.17068
35200300 BEACONSFIELD ROAD	Farnham Common	1668.67309
35200763 FARNHAM ROAD	Farnham Royal	412.837357
35201254 BEACONSFIELD ROAD	Farnham Royal	1240.4787
45503665 MARLOW ROAD	Fawley	1159.76848
1404925 BICESTER ROAD	Fleet Marston	2196.08517
1400066 TINGEWICK ROAD	Gawcott	501.667649
1400204 MAIN STREET	Gawcott	484.036327
1400206 BUCKINGHAM ROAD	Gawcott	752.047194
1401538 CHURCH STREET	Gawcott	205.16072
1406439 PRESTON ROAD	Gawcott	659.061017
1400095 DUNSTABLE ROAD	Gdagnall	1151.0945
35200404 AMERSHAM ROAD	Gerrards Cross	4030.23616
35200408 BULL LANE	Gerrards Cross	479.380453
35200422 EAST COMMON	Gerrards Cross	915.041702
35200446 MILL LANE	Gerrards Cross	969.751182
35200447 MORELAND DRIVE	Gerrards Cross	732.697334
35200459 SOUTH PARK DRIVE	Gerrards Cross	374.996325
35200741 PACKHORSE ROAD	Gerrards Cross	1499.02139
35200803 OXFORD ROAD	Gerrards Cross	5337.50675
1402492 FENNY STRATFORD BYPASS	Great Brickhill	1776.6422
45503632 RISBOROUGH ROAD	Great Kimble	1228.46308
45500667 MISSENDEN ROAD	Great Kingshill	1511.7627
7300687 FRITH HILL	Great Missenden	440.189213
7300690 HIGH STREET	Great Missenden	730.511024
7300691 HOBBSHILL ROAD	Great Missenden	198.313188
7300693 LINK ROAD	Great Missenden	328.101049
7300695 LONDON ROAD	Great Missenden	1519.27931
7300698 MARTINSEND LANE	Great Missenden	1336.687
7300699 MISBOURNE DRIVE	Great Missenden	235.458748
7300703 STATION APPROACH	Great Missenden	156.806227
7300709 WHITEFIELD LANE	Great Missenden	333.5912
7301172 MISSENDEN BYPASS	Great Missenden	3175.7011
7302152 AYLESBURY ROAD	Great Missenden	1938.54349
15100144 LEIGHTON BUZZARD BYPASS RO	Grove	625.565626
1400063 SCOTSGROVE HILL	Haddenham	556.867719
1400316 STANBRIDGE ROAD	Haddenham	1949.57813
1400323 BANKS ROAD	Haddenham	146.0095
1400326 TACKS LANE	Haddenham	107.134454
1400327 THAME ROAD	Haddenham	2765.38274

1400328 WOODWAYS	Haddenham	393.037551
1400649 CHURCHWAY	Haddenham	2133.86846
1402119 ASTON ROAD	Haddenham	889.025971
1402325 FORT END	Haddenham	216.66234
1402338 CHURCH END	Haddenham	166.026907
1400003 UPPER ICKNIELD WAY	Halton	1679.20092
1400300 CHESTNUT AVENUE	Halton	636.908384
1402397 HALTON VILLAGE	Halton	486.579525
45503664 HENLEY ROAD	Hambledon	2559.1807
7302254 CHOLESBURY LANE	Hawridge	202.772742
7302256 THE VALE	Hawridge	1362.89518
7302485 HAWRIDGE HILL	Hawridge	740.891302
7302488 HAWRIDGE COMMON	Hawridge	1857.65798
45500010 AMERSHAM ROAD	Hazlemere	2660.22659
45500174 CEDAR AVENUE	Hazlemere	931.342372
45500505 HOLMER GREEN ROAD	Hazlemere	818.170229
45500761 PENN ROAD	Hazlemere	1356.91096
45500856 SAWPIT HILL	Hazlemere	422.342351
45501078 WESTERN DENE	Hazlemere	511.156016
45503480 WATCHET LANE	Hazlemere	54.760022
15100110 FRANCES DOVE WAY	High Wycombe	1018.74339
15100158 LANCASTER ROAD	High Wycombe	359.766894
15100196 ACCESS ROAD TO EDEN SHOPPII	High Wycombe	95.4299964
15100245 WYCOMBE ROAD	High Wycombe	896.284475
45501150 ABBEY WAY	High Wycombe	891.513117
45501161 AMERSHAM HILL	High Wycombe	547.596345
45501164 AMERSHAM ROAD	High Wycombe	1708.779
45501236 CASTLE STREET	High Wycombe	314.243544
45501238 CHADWICK STREET	High Wycombe	243.366805
45501240 CRESSEX LINK	High Wycombe	423.742552
45501242 CHAPEL LANE	High Wycombe	900.405607
45501252 CHURCH STREET	High Wycombe	138.601805
45501271 CORONATION ROAD	High Wycombe	935.752344
45501272 CORPORATION STREET	High Wycombe	135.2862
45501276 CRESSEX ROAD	High Wycombe	2493.36633
45501277 CREST ROAD	High Wycombe	812.772217
45501282 CROWN LANE	High Wycombe	62.5236481
45501286 DASHWOOD AVENUE	High Wycombe	975.913149
45501288 DAWS HILL LANE	High Wycombe	1532.65155
45501297 DESBOROUGH AVENUE	High Wycombe	1955.3845
45501298 DESBOROUGH ROAD	High Wycombe	885.130564
45501301 DESBOROUGH PARK ROAD	High Wycombe	508.456215
45501310 EASTON STREET	High Wycombe	434.411833
45501362 GREEN ROAD	High Wycombe	553.908217
45501363 GREEN STREET	High Wycombe	285.170566
45501366 GUINIONS ROAD	High Wycombe	487.888616
45501371 HAMILTON ROAD	High Wycombe	1099.47269
45501377 HATTERS LANE	High Wycombe	1508.33334

45501389	GLENISTERS ROAD	High Wycombe	543.224081
45501408	HOLMERS FARM WAY	High Wycombe	1171.31935
45501413	HUGHENDEN AVENUE	High Wycombe	1252.07364
45501414	HUGHENDEN ROAD	High Wycombe	1512.9231
45501420	JOHN HALL WAY	High Wycombe	1374.13514
45501442	LANCASTER ROAD	High Wycombe	116.467619
45501452	LILYS WALK	High Wycombe	298.780644
45501460	OXFORD STREET	High Wycombe	191.318714
45501466	LONDON ROAD	High Wycombe	3452.91054
45501479	MARLOW HILL	High Wycombe	4382.08343
45501480	MARLOW ROAD	High Wycombe	928.439602
45501496	MILL END ROAD	High Wycombe	863.731317
45501506	NEW ROAD	High Wycombe	1932.51162
45501515	OAKRIDGE ROAD	High Wycombe	630.781152
45501521	OXFORD ROAD	High Wycombe	780.625446
45501527	PAULS ROW	High Wycombe	132.851284
45501544	PLOMER HILL	High Wycombe	876.851066
45501549	PRIORY ROAD	High Wycombe	596.097424
45501553	QUEEN ALEXANDRA ROAD	High Wycombe	333.315725
45501554	QUEEN VICTORIA ROAD	High Wycombe	231.253033
45501567	RIDGE WAY	High Wycombe	293.152561
45501620	SUFFIELD ROAD	High Wycombe	579.3461
45501658	TOTTERIDGE AVENUE	High Wycombe	324.148221
45501660	TOTTERIDGE LANE	High Wycombe	1990.03801
45501661	TOTTERIDGE ROAD	High Wycombe	1844.76968
45501695	WEST WYCOMBE ROAD	High Wycombe	3319.92308
45501703	WHITE HART STREET	High Wycombe	175.28209
45501725	ST MARY STREET	High Wycombe	290.423599
45501728	CRENDON STREET	High Wycombe	238.027802
45501815	ABBNEY WAY	High Wycombe	515.566416
45503353	ARCH WAY	High Wycombe	478.844959
45503359	HIGH STREET	High Wycombe	238.763876
45504161	SUFFIELD HILL	High Wycombe	153.48888
7300713	BEECH TREE ROAD	Holmer Green	646.916413
7300760	THE COMMON	Holmer Green	574.515569
7300771	WYCOMBE ROAD	Holmer Green	320.745909
7302258	WATCHET LANE	Holmer Green	1167.04023
45500262	COOMBE LANE	Hughenden Valley	288.240644
45501041	VALLEY ROAD	Hughenden Valley	2774.13239
45503689	SPEEN ROAD	Hughenden Valley	849.365891
7300780	HYDE HEATH ROAD	Hyde Heath	1502.95173
7300787	WEEDON HILL	Hyde Heath	1607.09227
35200605	UXBRIDGE ROAD	Iver	1180.65506
35200772	SLOUGH ROAD	Iver	2813.29343
7300206	JORDANS LANE	Jordans	796.323409
7302264	LONG BOTTOM LANE	Jordans	641.604223
1400022	THAME ROAD	Kingsey	984.442476
1404811	RISBOROUGH ROAD	Kingsey	2414.56662

1400011 BICESTER ROAD	Kingswood	173.717686
7301194 PENN ROAD	Knotty Green	1391.22346
7302268 WITHERIDGE LANE	Knotty Green	465.254299
7300834 OXFORD STREET	Lee Common	656.178748
7302234 CHARTRIDGE LANE	Lee Common	344.557262
7302269 LEE CLUMP ROAD	Lee Common	532.110593
7302574 THE GREEN	Ley Hill	315.143889
7300841 AMERSHAM ROAD	Little Chalfont	1091.56076
7300842 AMERSHAM WAY	Little Chalfont	456.440811
7300859 CHURCH GROVE	Little Chalfont	409.863082
7300879 OAKINGTON AVENUE	Little Chalfont	769.463309
7300893 WHITE LION ROAD	Little Chalfont	1019.54021
7301210 BELL LANE	Little Chalfont	1342.49848
7301211 CHALFONT STATION ROAD	Little Chalfont	498.412028
7301214 COKES LANE	Little Chalfont	1071.95807
45500031 RISBOROUGH ROAD	Little Kimble	962.915499
45503674 STATION ROAD	Little Kimble	687.733829
7302320 LONDON ROAD	Little Kingshill	1174.23774
45503294 MARLOW ROAD	Little Marlow	3011.26725
1400074 BICESTER ROAD	Long Crendon	2341.66016
1400078 THAME ROAD	Long Crendon	2175.08949
1400278 CHEARSLEY ROAD	Long Crendon	2359.96247
1400304 CHILTON ROAD	Long Crendon	1703.92747
45500971 THAME ROAD	Longwick	2646.59523
45503671 LONGWICK ROAD	Longwick	780.101319
45500151 BOUNDARY ROAD	Loudwater	938.62365
45500562 KNAVES BEECH WAY	Loudwater	419.768133
45500603 LONDON ROAD	Loudwater	2140.48945
45501790 KNAVES BEECH	Loudwater	265.036585
1405158 BICESTER ROAD	Ludgershall	4757.25177
1405106 DUCK LAKE	Maids Moreton	406.527271
1405131 STRATFORD ROAD	Maids Moreton	1701.91852
45500189 CHAPEL STREET	Marlow	277.120014
45500295 DEAN STREET	Marlow	411.108699
45500474 HIGH STREET	Marlow	642.263693
45500595 LITTLE MARLOW ROAD	Marlow	1623.16903
45500697 NEWTOWN ROAD	Marlow	531.057274
45500739 OXFORD ROAD	Marlow	474.824447
45500911 SPITTAL STREET	Marlow	166.332733
45501077 WEST STREET	Marlow	688.955945
45503291 MARKET SQUARE	Marlow	47.521882
45503634 AYLESBURY ROAD	Monks Risborough	793.489297
45500624 MAIN ROAD	Naphill	1800.74904
45503616 COOMBE LANE	Naphill	798.004997
7300556 RUSHMERE LANE	Orchard Leigh	1744.12228
7302286 TWO DELLS LANE	Orchard Leigh	236.391751
7300915 HAZLEMERE ROAD	Penn	884.325554
7300927 CHEQUERS LANE	Prestwood	494.945126

7300944 HIGH STREET	Prestwood	1019.75844
7300946 HONOR END LANE	Prestwood	1181.54061
7300955 LODGE LANE	Prestwood	736.331183
7300961 MOAT LANE	Prestwood	834.676156
7300963 NAIRDWOOD LANE	Prestwood	1426.20543
7300985 WYCOMBE ROAD	Prestwood	1932.41081
45500027 AYLESBURY ROAD	Princes Risborough	640.64135
45500071 BELL STREET	Princes Risborough	206.660748
45500475 HIGH STREET	Princes Risborough	233.53729
45500517 HORNS LANE	Princes Risborough	93.0387145
45500783 POPPY ROAD	Princes Risborough	299.58369
45500943 STATION ROAD	Princes Risborough	496.993761
45500955 SUMMERLEYS ROAD	Princes Risborough	2293.43931
45503253 WYCOMBE ROAD	Princes Risborough	1649.35398
45503285 LONGWICK ROAD	Princes Risborough	940.900824
45503303 NEW ROAD	Princes Risborough	1067.27664
1404926 BICESTER ROAD	Quarrendon	1385.25446
1400055 AYLESBURY ROAD	Scotsgrove	632.392746
7300987 BAYNE HILL	Seer Green	351.097812
7301009 LONG BOTTOM LANE	Seer Green	998.7574
7301020 SCHOOL LANE	Seer Green	376.152901
1400001 RISBOROUGH ROAD	Stoke Mandeville	1698.02211
1400002 STATION ROAD	Stoke Mandeville	987.806035
1400037 WENDOVER ROAD	Stoke Mandeville	2579.7829
1400092 LOWER ROAD	Stoke Mandeville	2129.78684
45500740 OXFORD ROAD	Stokenchurch	1961.10835
45501137 WYCOMBE ROAD	Stokenchurch	2308.8422
1400061 OXFORD ROAD	Stone	3588.15135
45503364 WYCOMBE ROAD	Studley Green	1101.72976
1400082 MURSLEY ROAD	Swanbourne	1134.12873
1402313 WINSLOW ROAD	Swanbourne	1974.73835
35200713 STATION ROAD	Taplow	641.109303
35200740 BATH ROAD	Taplow	1961.34161
45500029 RISBOROUGH ROAD	Terrick	1912.20794
45500682 NASH LEE ROAD	Terrick	1196.40766
1400065 MAIN STREET	Tingewick	1390.5174
1402303 SANDPIT HILL	Tingewick	1470.42754
1405273 GAWCOTT ROAD	Tingewick	898.14093
15100043 BUCKINGHAM ROAD (A4421)	Tingewick	233.251996
1405098 BRACKLEY ROAD	Turweston	1462.52874
1400008 AYLESBURY ROAD	Waddesdon	2731.1071
1400009 BICESTER ROAD	Waddesdon	712.966056
1400018 HIGH STREET	Waddesdon	1250.7968
45503615 MAIN ROAD	Walters Ash	815.829771
1400004 TRING ROAD	Wendover	2355.23755
1400005 UPPER ICKNIELD WAY	Wendover	1923.61545
1400023 AYLESBURY ROAD	Wendover	2467.62682
1400027 HIGH STREET	Wendover	326.748566

1400072 NASH LEE ROAD	Wendover	447.513456
1400146 POUND STREET	Wendover	172.344909
1400515 CHURCH LANE	Wendover	566.486237
1400537 MANOR CRESCENT	Wendover	382.800995
1400538 MANOR ROAD	Wendover	302.074152
1400556 WHARF ROAD	Wendover	233.411383
1402502 WENDOVER BYPASS	Wendover	4276.44682
45501390 HIGH STREET	West Wycombe	318.664098
1400006 ASTON CLINTON ROAD	Weston Turville	1840.34567
1400038 WENDOVER ROAD	Weston Turville	1300.72618
1400099 MARROWAY	Weston Turville	903.596008
35200760 UXBRIDGE ROAD	Wexham	5374.93769
1405101 BLETCHLEY ROAD	Whaddon	2153.68168
1400028 HIGH STREET	Whitchurch	714.975255
1400253 Oving Road	Whitchurch	1091.66617
1402319 NORTH MARSTON LANE	Whitchurch	481.732774
1402421 BUCKINGHAM ROAD	Whitchurch	1446.22359
45500124 BRIMMERS HILL	Widmer End	829.821661
45500336 ESTCOURT DRIVE	Widmer End	99.3984257
45501115 WINDMILL LANE	Widmer End	1328.26913
1400054 AYLESBURY ROAD	Wing	3346.2641
1400057 LEIGHTON ROAD	Wing	2046.04196
1400339 HIGH STREET	Wing	400.291695
1400350 STEWKLEY ROAD	Wing	3340.54193
1402067 CHURCH STREET	Wing	428.856058
1400025 BUCKINGHAM ROAD	Winslow	947.666224
1400029 HIGH STREET	Winslow	628.470885
1400033 SHEEP STREET	Winslow	429.375837
1400244 VERNEY ROAD	Winslow	941.716267
1400245 VICARAGE ROAD	Winslow	324.720407
1400262 STATION ROAD	Winslow	388.826508
1401759 FURZE LANE	Winslow	847.379669
1402224 LOWNDES WAY	Winslow	658.153942
1402294 AYLESBURY ROAD	Winslow	1324.54151
1402305 SWANBOURNE ROAD	Winslow	1467.69463
45500130 BROOKBANK	Wooburn	364.874253
45501019 TOWN LANE	Wooburn	1144.99984
45500103 BOUNDARY ROAD	Wooburn Green	667.375521
45501033 THE GREEN	Wooburn Green	526.646037
45501135 WYCOMBE LANE	Wooburn Green	918.349346
45501089 WHITE HILL	Wooburn Moor	647.364051
45503695 LONDON ROAD	Wooburn Moor	490.922418
1400287 ICKFORD ROAD	Worminghall	448.721024
1400288 MENMARSH ROAD	Worminghall	3116.28024
Total Length		566742.774