

Project Coversheet

[1] Ownership

Unique Project Identifier: 11599 **Report Date:** 22/08/18
Core Project Name: Bank Junction Interim Safety Scheme (Bank on Safety)
Programme Affiliation: Bank Junction Improvements Project (All Change at Bank)
Project Manager: Gillian Howard
Next Gateway to be passed: Outcome report (G6)

[2] Project Brief

Project Mission statement: To improve safety and reduce casualties at Bank Junction ahead of the original longer-term project delivery (which was scheduled for completion by 2021).

Definition of need: Heightened Member and public concerns regarding how dangerous the junction was following a fatality in 2015. It was not acceptable to wait to deliver a safety improvement as part of the overall holistic project which was not planned to deliver change until 2021.

Key measures of success:

- 1) A significant safety improvement at Bank (minimum 25%)
- 2) Maintain access for deliveries
- 3) Improve Air Quality at Bank – and not make the wider monitoring area worse
- 4) Not unreasonably impact on traffic flow, whilst preferably improving bus journey times.

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: 1,404,207

Contingency Approved (unadjusted) [£]:33,000

Total potential project liability (cost + contingency) [£]:1,437,207

Contingency used [£]:19,322

Total anticipated on-going commitment post-delivery [£]: Annual cost for enforcement cameras which will be met out of the On-Street Parking account (if scheme approved)

Programme Affiliation [£]: (up to) £19.5 million combined

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£1,401,207	£36,000 <i>(requested in previous report, not yet approved)</i>	1,437,207
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
£1,437,207	£1,437,207	£0.00
[G] Spend to Date	[H] Anticipated future budget requests	
£1,323,320	Future budget requests will be made depending on the outcome of the feasibility work to improve the compliance	

	and behaviour of the junction. The value of which cannot be accurately estimated at this point in time.
--	---

**Contingency when realised and used is expected to be included here*

Headline Financial changes:

Since 'Project Proposal' (G2) report:

◀▶ £120,000 was approved of an estimated £500,000 project in December 2015.

Increased approved budget to £387,100 approved in Sept 16.

Since 'Options Appraisal and Design' (G3-4) report:

▲◀▶▼ No G3 report

Since 'Authority to start Work' (G5) report:

▲ a G4/5 approved December 2016 – Approved budget £1,179,100

Further increase requested to £1,368,207 in September 2017 to cover additional staff costs

An additional £33,000 was agreed from the Project Sub contingency in February 2018 to complete an additional piece of work. This giving a total current approved budget of 1,401,207

Project Status:

Overall RAG rating: Green

Previous RAG rating: Green

[4] Member Decisions and Delegated Authority

Outstanding decision to be made at Court of Common Council on 13th September as to whether the Bank on Safety experimental scheme is to be made permanent

[5] Narrative and change

Date and type of last report:

03 July 2018 Issues report (Streets and Walkways Sub Committee followed by Planning and Transportation and Projects Sub Committee. To be heard by Policy and Resources and Court of Common Council)

Key headline updates and change since last report.

Last report still going through process so no changes to the last report.

Headline Scope/Design changes, reasons why, impact of change:

Since 'Project Proposal' (G2) report:

n/a

Since 'Options Appraisal and Design' (G3-4 report):

n/a

Since 'Authority to Start Work' (G5) report:

No significant design change since G4/5 report in December 2016

Timetable and Milestones:

Expected timeframe for the project delivery: November 2018 (experiment ends)

Milestones:

- 1) Court of Common Council Decision September 2018
- 2) Outline improvements to the Bank on Safety scheme, if approved, to improve behaviour and compliance in January/February 2019

3) Implementation of the improvements approved in 2), summer – autumn 2019

Are we on track for this stage of the project against the plan/major milestones? Y

Are we on track for completing the project against the expected timeframe for project delivery? Y

Risks and Issues

Top 3 risks:

<i>Risk description</i>	<i>A small, but potentially influential, number of stakeholders want to re-look at including taxis into the mix of traffic through Bank. Risk that this will distract from progressing the long-term scheme and its focus on pedestrians who still have not got the space that they need in a growing City.</i>
-------------------------	---

Top 3 issues realised

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Pick and drop off activity on Poultry and servicing is causing a potential safety issue. Vehicles are U-turning with poor visibility close to the traffic signals	Network performance team are reviewing Poultry outside the hotel and whether anything can be done to assist with the issue of pick up and drop off by changing the current layout at all, (outside of the project – as the project didn't change the ability to pick up and drop off in this location). U-Turn as the causation factor has not shown up in the provisional collision reports during restriction hours to date. Continuing to monitor.	
Need to reduce the number of PCN's issued, as despite high compliance the number of notices per day is still high.	business case for alternative signage is being undertaken for submission to DFT subject to the experimental scheme being made permanent. Focus is on the cues and clues work and making the gateway points more noticeable by physically building out the footways around them to narrow the traffic lanes (where possible). (subject of the attached report)	

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

The Bank on Safety scheme has generated a reasonable amount of media, both positive and negative, locally and nationally. The most popular piece focuses on the generation of Penalty Charge Notices at the Junction. This money is ring fenced for Transport Improvements under the terms of the On-Street Parking Reserve. Most media cover the PCN story with the reasons for the scheme; largely they are quite balanced pieces.

There has also been a lot of public interest which is largely positive and encourages the City to go further. Conversely there is some public response regarding the restrictions on taxis across the junction and that this should be relaxed. Its is likely that press activity will increase around the Court of Common decision.