

Committee(s):	Date(s):
Streets and Walkways Sub-Committee	15/10/2019
Subject: Progress update on the Bank on Safety interim scheme improvements programme	Public
Report of: Director of the Built Environment	For Information
Summary	
<p>It was requested at the Planning and Transportation Committee on 10 September 2019 that a progress report on the programme for the interim work at Bank junction be reported to the next Street and Walkways Sub-committee.</p> <p>The 22 July 2019 Streets and Walkways Sub Committee approved the progression of Option 1A, a footway widening scheme that improved the whole of the main Bank Junction, including wider pedestrian crossings, shorter pedestrian crossing distances and traffic lane rationalisation.</p> <p>In addition, if the budget allowed, coloured surface treatments of the enforcement points and pedestrian crossing areas, and a possible brickwork pattern bordering the pedestrian crossing points to give a clear demarcation to oncoming traffic that it is a pedestrian crossing area, was also approved.</p> <p>Bartholomew Lane at the junction with Threadneedle Street also received approval for a raised table and kerb work to improve pedestrian crossing movements; although the funding for this element was coming from a local risk source.</p> <p>The below report sets out progress made on all of these elements and an indicative timeline for construction. Work at the main junction is being targeted to start the weekend of the Lord Mayor's show, however this is not yet confirmed. An alternative programme starting in mid-January 2020 is also presented if the first timeline is not viable.</p>	
Recommendation(s)	
Members are asked to note the report.	

Main Report

Background

1. As set out in the 22 July Streets and Walkways report, following the approvals the project team would:
 - Commission Transport for London's (TfL) Traffic Signal Infrastructure team to commence work on their detailed signals design. This was

estimated to take approximately three months, and the scheme and works TMAN approval would then be sought;

- Stakeholder engagement work would begin in August 2019, letting local occupiers know what the changes are and when work is due to start; and that
 - The delivery of the approved scheme would commence as soon after the Lord Mayor's Show in November 2019 as possible.
2. In addition, three new disabled parking bays have been identified in the area and are just awaiting their sensors to be installed. The sensors will enable drivers to view the occupancy of the bays in real time. These bays are in Pancras Lane and King George Yard (2 spaces).
 3. In terms of signage, there are opportunities to make some of the enforcement signs larger with the new footway and island widths at the main junction. This will be undertaken as part of the proposals below.
 4. Work is also being undertaken to improve directional signage away from the junction. Firstly, with the ending of the Cannon Street diversion through Bank there is an opportunity to remind drivers of the Bank restrictions. This will involve the placement of temporary signs, reiterating that the restrictions at Bank are now fully operational again. These will be displayed at the key decision points before the junction approaches. Secondly a further commission is being let for an independent assessment of the directional signage and potential road markings that could be used in the surrounding area as a permanent measure. Results of this review will identify if there are any opportunities that the project team can follow up that either meet the current guidelines, or that perhaps require authorisation from the Department for Transport for use.

Current Position on the main junction work

5. TfL traffic signal designs were commissioned in mid-August once purchase orders were able to be raised. TfL are working towards the remaining elements of the approvals needed in order for the City to submit its final TMAN application. This will need to be approved prior to construction work starting.
6. TfL are going through further restructuring, and the process for commissioning traffic signal design has changed since the July report. This has caused some delay on the progress of this strand of work. However, the City's project team have modified the design to make the TfL signal design work for cabling as simple as possible. We are currently unable to confirm dates with the traffic signal team and their contractor. This impacts our ability to commit to a start date. We hope to be able to confirm a start date shortly.
7. The planning of the phasing of the main junction work has to balance many aspects including:

- a. the planned closure of other routes in the vicinity which may impact diversion routes; (particularly Bus routes) when we require weekend road closures and temporary signals;
 - b. Scheduling of third-party contractors for the traffic light removals; and
 - c. Scheduling of London Underground supervisors for when there is digging over the underground structure.
8. Therefore, the programme information below and in Appendix 1 for the main junction work is indicative. The project team are constantly working towards firming the programme start date and continue to progress ideas to shorten the overall construction programme.

Current Position on Bartholomew Lane work

9. The work at Bartholomew Lane with its junction at Threadneedle Street does have a confirmed programme and will be starting building work the weekend after the Lord Mayor's show on 16 November 2019. This work will be completed by 8 December 2019. Collaboration with Reach Active is taking place to ensure that their future planned work in that area does not need to disturb the newly laid raised table.

Options for the programme at the main junction

Option 1

10. The project team are targeting starting construction at the main body of the Bank junction the weekend of the Lord Mayor's show, during the clean-up operation. The junction will already be closed, and a TfL signal team have been booked to replace the signals that are taken out for the Lord Mayor's Show. However, starting the work on this weekend is complicated and there is a potential risk of delays to the opening of the junction.
11. For this to be achievable we would require an extension of the closure (or at least in part) and a further day of the traffic signal gang. Booking of the extra day for the signal gang cannot be done until TfL have undertaken their design work to establish exactly what is needed. Also, there is a need for temporary traffic signals whilst work is undertaken on the junction to relocate the traffic lights at the south end of Princes Street.
12. The risk is regarding giving sufficient time for the temporary signals to be erected and providing enough time for the signal gang to do what they need to do before the junction reopens on the Monday morning. At this stage it is looking unlikely that this is achievable. We only have a short amount of time left before materials and temporary traffic signals need to be ordered to achieve this date as well as getting full commitment from the TfL traffic signals team and their contractor. The project team continues to establish whether this is a viable option. If we are able to start this weekend then work should fully complete by the end of June 2020 with the current phasing arrangement.

Option 2

13. If option 1 is not viable, then a second timeline is presented which would start in mid-January 2020 after the Christmas break

14. The indicative timelines of the programme in appendix 1 presents both the options of starting after the Lord Mayor's show and if this is not viable the alternative of starting in the New Year. Reducing the overall indicative programme length is a priority and will be easier once conversations with TfL around their contractor's availability have been had.

Current Proposal for the main junction

15. Timelines shown in Appendix 1 currently assumes each phase is undertaken in sequence at the main body of the junction. There may be opportunities to work with the traffic signals design team at TfL to overlap phases or run phases in parallel. This will be confirmed once we can meet with their construction team. At this point in time, the timelines in Appendix 1 are our best indication of the construction timeline and work will either be completed by the end of June or July 2020 depending upon the start date.

Appendices

- Appendix 1 – Indicative timeline for construction
- Appendix 2 – visual phasing plan of work at the junction

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