

## **Appendix 1**

### **Network Management Duty**

The City's statutory Network Management Duty includes a responsibility to minimise disruption to its road network, needing officers to work closely with major project sponsors, utility companies, developers, our own contractors and key Members to co-ordinate activities and minimise the impact of works on our streets.

In discharging that responsibility, the City continues to focus on:

- balancing the need to keep projects on track with the need to minimise congestion and road danger risk to traffic and pedestrians (especially vulnerable road users);
- ensuring the needs of City businesses, residents and visitors are also considered;
- maximising the opportunity to combine works together to minimise their overall impact;
- identifying & promoting safe and effective ways to reduce work durations;
- working with Transport for London and our neighbouring authorities to ensure the needs of the wider transport network are considered.

Key to that effort remains:

- the close level of contact between officers, utilities, developments and projects;
- the ability to find, influence and negotiate innovative solutions to construction problems and programmes with contractors;
- understanding, programming and managing the City's own long-term programme of projects;
- continuing the development of the City's various communication channels through which upcoming activities are publicised.

### **Limitations to the Consent Process**

The City exercises its authority to control activity on-street through the issue of scaffold & hoarding licences, permits to dig up the street, traffic orders to allow roads to be closed, approval of Construction Logistics Plans for developments and the granting of parking dispensations & bay suspensions for lorries to deliver.

However, the City has to act reasonably in exercising these powers, and its ability to control the pace and detail behind major works has a number of limitations. That means the City must rely on its knowledge & influence to co-ordinate and manage that activity, rather than relying on its limited regulatory authority. For example:

- Utilities retain wide-ranging statutory powers to excavate the highway, particularly in emergencies.

- Developers can decide when to trigger their planning application and start work.
- We are obliged by the Highways Act 1980 to issue scaffold licences on request (albeit we can impose conditions), and there is no effective legislative mechanism to fine or penalise building sites that overrun.
- As Strategic Transport Authority, TfL have the authority to implement wider Mayoral transport policy initiatives such as Cycle Super Highway that affect our network, and their management of traffic signals across London also means they can significantly influence the ability of that network to absorb temporary traffic disruption.
- Crossrail, the Bank Station Capacity upgrade and Thames Tideway projects come with bespoke powers enabled by Acts of Parliament that assume primacy of their works over other projects. They have disappplied many of the City's normal controls and have deliberately limited the ability of local authorities to change, prevent or delay those works.

### Political Oversight

Given the volume & technical complexity involved in managing these activities, Members have previously agreed a series of delegations to enable DBE to effectively deliver this function on a day-to-day basis.

However, in response to Member concerns regarding effective political oversight, a more structured political engagement process was implemented to ensure appropriate and proportionate oversight of DBE's delegated authority for the most significant activities.

The vast majority of applications continue to be managed by 'Business as Usual' protocols under DBE's existing delegations, but regular briefings now take place for the Chairmen and Deputy Chairmen of the Streets & Walkways and Planning & Transportation Committees in advance of major activities being agreed.

This ensures a greater degree of political oversight for those activities judged to have the greatest likelihood of impacting City stakeholders, with officers held to account for ensuring that all reasonable steps have been taken to minimise the disruption, reduce the duration and publicise such works.