

TO: **POLICY AND RESOURCES COMMITTEE**

Thursday, 10 December  
2015

FROM: **PROJECTS SUB-COMMITTEE**

Tuesday, 1 December 2015

## 5. **BANK JUNCTION IMPROVEMENTS - GATEWAY 3**

The Sub-Committee considered a Gateway 3 report of the Director of the Built Environment which set out the Options for changes to Bank Junction to improve the safety, air quality and sense of place, while also addressing the functioning and efficiency of the junction and surrounding road network. This report had been considered and approved by the Streets and Walkways Sub (Planning and Transportation) Committee the previous day. The Sub-Committee noted that the ultimate decision as to whether to proceed with this Project would lie with the Policy and Resources Committee, due to the strategic nature of the issue.

The Chairman noted that the report only brought forward one interim proposal for progression, closing the junction between 7am and 7pm on weekdays to all road users except buses, pedal cycle and on foot. The Chairman explained that the report referred to other potential options, and suggested that further consideration should be given to these options, as long as it did not delay the Corporation in taking action to improve the Junction.

Members discussed this and agreed that it was important that the Corporation made the correct decision to improve the Junction, as this was a Project which had significant public safety implications. Members were particularly concerned that any further consideration of options did not delay action. The Director of Built Environment confirmed that while conducting further work on the alternative options would have a cost implication, it should not have any time implication.

The Chairman of the Streets and Walkways Sub (Planning and Transportation) Committee explained that there had been a very significant amount of work on the interim proposal for the Junction, and she believed that this remained the best option for the Junction in the short term. She also informed the Sub-Committee that a further Members' Briefing on this Project had been arranged prior to the meeting of Court of Common Council on Thursday, 3 December 2015.

After discussing the matter, the Sub-Committee agreed that the Service Committee (Planning and Transportation) should be requested to agree that the alternative interim proposals be further developed, to ensure that the best interim proposal was pursued. The Sub-Committee suggested that, to avoid any delay to the project, this could be progressed under urgency procedures.

**RESOLVED** – That the Sub-Committee:

- a) Agrees the progression of Options 1 (full closure), 2 (no north south), 4 (one east west route removed) and 5 (50% capacity reduction on each arm) to be carried forward into detailed options appraisal, Gateway 4.

- b) Notes the increase of the potential top end expenditure for the total project to £18m
- c) Approves the inclusion of the remaining £20,000 S106 from the Cheapside stage 4 underspend into the Bank Junction Project.
- d) Agrees the inclusion of £150,909 into the Capital programme for continuation of the overall project to Gateway 4.
- e) ***Requests that the Planning and Transportation Committee direct Officers to further develop all potential interim options for the Bank Junction Improvements Project (under urgency procedures if required);***
- f) ***Subject to e) above***, approves the development of the interim safety scheme as part of the programme for the Bank Junction Improvements Project, alongside the ***other options referred to at (e) above***. This element will be reported back to both committees for approval at the authority to start works stage as a separate Gateway 5 report, subject to confirmation of funding.
- g) Approve the Inclusion of £120,000 into the Capital Programme for the Interim Safety scheme.
- h) Delegates authority to the Director of the Built Environment and Head of Finance to adjust the budget between the fees, staff costs and surveys/works (as indicated above for both the long term and short term projects) once more robust estimates have been established, providing it remains within the approved budgets.