



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 20 JUNE 2017

Time: 11.00 am

Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Christopher Hayward (Chairman)
Oliver Sells QC (Deputy Chairman)
Randall Anderson
Emma Edhem
Marianne Fredericks
Alderman Alison Gowman (Ex-Officio Member)
Deputy Clare James (Ex-Officio Member)
Alderman Gregory Jones QC
Paul Martinelli
Deputy Alastair Moss
Graham Packham
Jeremy Simons (Ex-Officio Member)

Enquiries: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1230PM
NB: Part of this meeting could be the subject of audio or video recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 16 May 2017.

For Decision
(Pages 1 - 10)
4. **OUTSTANDING REFERENCES**
Report of the Town Clerk.

For Information
(Pages 11 - 12)
5. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :- For Decision**
 - a) Crossrail Works Approval (Pages 13 - 20)
 - b) City Transportation Network Performance 2017/18 Work Programme (Pages 21 - 36)
6. **TUDOR STREET**
Verbal Update.

For Information
7. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
9. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

10. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on 13 June 2017.

For Decision
(Pages 37 - 40)

11. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE
SUB COMMITTEE**

12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND
WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST
THE PUBLIC ARE EXCLUDED**

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 16 May 2017

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Christopher Hayward (Chairman)	Deputy Clare James (Ex-Officio Member)
Oliver Sells QC (Deputy Chairman)	Alderman Gregory Jones QC
Randall Anderson	Paul Martinelli
Emma Edhem	Deputy Alastair Moss
Marianne Fredericks	Graham Packham
Alderman Alison Gowman (Ex-Officio Member)	Jeremy Simons (Ex-Officio Member)

Officers:

Amanda Thompson	-	Town Clerk's Department
Sam Cook	-	Remembrancer's Department
Simon Glynn	-	Department of the Built Environment
Matthew Pitt	-	Town Clerk's Department
Ian Hughes	-	Department of the Built Environment
Sam Lee	-	Department of the Built Environment
Olumayowa Obisesan	-	Chamberlain's Department
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Alan Rickwood	-	City of London Police
Sarah Smallwood	-	City of London Police

1. APOLOGIES FOR ABSENCE

There were no apologies for absence.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

Alderman Alison Gowman declared an interest in agenda item 15 – Beech Street Property Usage by virtue of being a resident of Beech Street.

Deputy Clare James declared an interest in agenda item 15 – Beech Street Property Usage as she was Chairman of the Board of Governors of the City of London Girls School.

Graham Packham declared an interest in agenda item 8a) – Tudor Street Area Mitigation Measures and advised that he would remain in the meeting but would not vote on the decision.

Jeremy Simons declared an interest in agenda Item 8(c) - New Street Square Section 106) by virtue of being a resident of Pemberton Row.

3. ELECTION OF CHAIRMAN

RESOLVED – That Christopher Hayward be elected Chairman in accordance with Standing Order 29 for the ensuing year.

On being elected, the Chairman expressed thanks to the Committee for its support.

4. ELECTION OF DEPUTY CHAIRMAN

RESOLVED – That Oliver Sells be elected Deputy Chairman in accordance with Standing Order 30 for the ensuing year.

On being elected the Deputy Chairman expressed thanks to the Committee for its support.

The Chairman thanked the immediate past Deputy Chairman for his contribution to the work of the Committee.

5. TERMS OF REFERENCE

RESOLVED – That the Sub-Committee terms of reference be noted.

A Member suggested that it would be helpful if consultation comments could be included in all future reports.

6. MINUTES

RESOLVED – That the minutes of the meeting held on 14 February be agreed subject to the inclusion of the following:

5.2 – 11-19 Monument Street

The proposed screen in option 2 displaying the view from the Monument would be vulnerable to vandalism. The inside of the proposed new Visitor Centre was a more sensible location and officers were asked to postpone the installation until the new building was available to house this.

Officers were asked to delay or re-plan phase 3 works on Monument Yard where the new Visitor Centre would be located to minimise unnecessary rework.

7. **OUTSTANDING REFERENCES**

RESOLVED – That the list of outstanding references be noted and updated as appropriate.

Parking for Motorcyclists

Members expressed concern regarding the period of time this issue was taking to address and asked that a clear and robust policy, including environmental issues, be brought to the Sub-Committee as soon as possible.

The Director of the Built Environment reported that the issue remained a priority however further staff resources were required to undertake what would be a very challenging programme and these were proving very difficult to recruit.

It was agreed that officers bring proposals for the programme to the Sub-Committee to enable priorities to be set, and to determine exactly what resources would be required to deliver it.

Swan Pier

The Chairman expressed frustration that there was no representative from the City Surveyor's department at the meeting and asked that Alderman Gowman, who had initially raised the issue, be written to directly and the rest of the Sub-Committee be copied into the response.

8. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

8.1 **Tudor Street Area Mitigation Measures - Statutory Public Consultation responses**

The Sub-Committee received a report concerning the outcomes of the consultation on measures to improve the circulation of traffic within the Tudor Street area undertaken in February 2007.

Members were advised that there were five responses received during the consultation objecting to the relocation of a length of motor cycle parking from Carmelite Street to Tallis Street. The report identified an alternative location for the motor cycle parking while the remainder of the proposed measures that drew no comment would be implemented to avoid delaying the benefits the measures will deliver to the traffic flow in the Tudor Street area.

Members raised a number of questions in relation to the numbers and types of people using the spaces, the availability and location of alternative free parking and how this could be highlighted to users, the likely displacement effect relocating would have, and whether or not further consultation on other options should be undertaken.

Arising from the discussion a vote was taken:

6 FOR
2 AGAINST
1 ABSTENTION

And the Sub-Committee RESOLVED to:

- 1) Agree not to relocate the motor cycle parking to the western section of Tallis Street as agreed previously by the Court of Common Council on 12 January 2017.
- 2) Agree that the objectors be informed of the decision accordingly.

8.2 **60 - 70 St Mary Axe**

The Sub-Committee received a report relating to the redevelopment of 60-70 St Mary Axe, and the associated changes that would be required as set out in the accompanying Section 106 agreement.

The Sub-Committee was advised that once options had been drafted a wider public consultation would be arranged to ensure that stakeholders in the wider area were given an opportunity to consider and comment on the proposals.

In response to a question concerning assurance that there would be built in resilience arrangements, officers advised that this would be a key focus of the traffic assessments and would also be funded by the Section 106 funding. A further paper on an electrical charging policy would also be coming to the Sub-Committee.

RESOLVED – To approve the Scheme Objectives as detailed in Appendix 1 of the report and authorise the progression of the project and the release of funds as set out in Table 2 – subject to the receipt of funds.

8.3 **City Transportation Major Projects Consolidated Report**

The Sub-Committee received a Gateway 7 outcome report consolidating three major city transportation projects - Winchester House Security, Monument Subway and New Street Square – all of which had delivered many enhancements across the City.

The Sub-Committee was advised that there was a budget underspend on the Monument Subway project and a proposal to ask the developer if the unspent funds could be put towards the Aldgate Highway Changes and Public Realm Improvement project was suggested.

The Sub-Committee noted that the Winchester House Security Project was not completed at the request of Deutsche Bank. A balance of £424,513.95 was currently being held by the City of London and a recommendation was proposed regarding these funds.

In response to a suggestion that the Monument Street Subway should not be closed and the roundells on the highway replaced, officers advised that they could look to working with TfL to achieve this and it was agreed that a report on costs be brought back to the next meeting.

Winchester House Security

RESOLVED - That

- 1) The final cost of the project be noted (Appendix 1);
- 2) The Chamberlain be authorised to return unspent Section 278 Payment of £293,530.75 to Deutsche Bank (plus interest);
- 3) The unspent Mitigation Payment of £120,000 (plus interest) be used to fund the Aldgate Highway Changes and Public Realm Improvement Project, subject to the agreement of the Resource Allocation Sub-Committee;
- 4) The project is closed

Monument Subway

RESOLVED - That

- 1) The final cost of the project be noted and the project is closed;
- 2) The developer be asked if the unspent funds of £58,334 could be put towards providing further signage. (Members noted that authority was previously delegated to the Director of the Department of the Built Environment at Gateway 5 to seek additional sources of funding, provided there were no negative impacts on the City Corporation's resources).

New Street Square

RESOLVED – That

- 1) The final cost of the project is noted; and
- 2) The lessons learnt be noted and the project is closed.

8.4 Congestion Review - Zebra Crossing Points

The Sub-Committee considered a report on detailing the findings of the zebra crossing review in order to identify which crossings caused significant traffic delay and assess the potential for reducing localised congestion. Members were advised that three of the four locations identified were either outside of the City's direct control or within other active plans to modify streets.

Members expressed support for the proposals concerning New Fetter Lane which was considered to be heavily congested, and it was further suggested that the installation of refuges all along the road were a low cost option to ease congestion without slowing traffic, although these might encourage jay-walkers.

Members also discussed the need to install a signal crossing suitable for people with disabilities, and parents with young children in push-chairs.

In response to a question concerning likely costs and timescales, officers advised that it was likely to be approximately two years, and more detailed costs would be refined at the next gateway. Consultation needed to be undertaken with TfL as well as the London Borough of Islington. Officers further advised that it would be sensible to undertake trials before committing large sums of money.

RESOLVED that a feasibility review of how to mitigate congestion at the New Fetter Lane pedestrian crossing, which will need to follow the corporate gateway process, be undertaken.

8.5 Road Danger Reduction

The Sub-Committee considered a report of the Director of the Department of the Built Environment and the Commissioner of the City of London Police in respect of the Road Danger Reduction Programme 2017/18.

The report advised that officers would be conducting a number of fact finding visits over the next few months including a number of visits to TfL and the highest performing Boroughs to see what lessons might be learnt to try and improve road safety.

Members noted that officers were proposing a wide range of measures aimed at reducing casualties further, including

- Physical Engineering Measures
- Closer working with City businesses to target messages to City workers
- A broad range of Education Training and Promotion (ETP) including schools but particularly focused towards City workers
- Targeted enforcement by the City of London Police (CoLP)

In response to questions the Director of the Built Environment advised that it was expected that all of these measures would contribute to reducing casualties on City Streets, however analysis of casualties over the last year had made it clear that one of the biggest issues to address was 'inattention' and it was proposed that 17/18 would see a particular focus on addressing inattention by all road users.

A Member made reference to the 'Active City Network' and whether or not commercial vehicle enforcement was part of this, and another Member suggested that it would be helpful to know how the Police would work with DBE staff to ensure consistent compliance data. Members also suggested that more could be done to reduce the number of 'visitor' incidents, perhaps by including more obvious signage and reminders to look left and right, as well as warning regarding 'danger zones'.

RESOLVED – to note the decisions taken by the Planning and Transportation Committee as follows:

- 1) The 2017/18 Road Danger Reduction Work Programme be approved;
- 2) City Mark be introduced as part of the Considerate Contractors Scheme (CCS);
- 3) Road Danger Requirements (as set out at Appendix 5 to the report) be included within corporate contracts (subject to the agreement of the Finance Committee, and
- 4) The Communications Strategy be approved.

9. **QUARTERLY SUMMARY OF CITY OF LONDON POLICE TARGETED ROADS POLICING ACTIVITY.**

The Sub-Committee received a report detailing recent and forthcoming planned criminal enforcement and educational activity carried out by the City of London Police Transport and Highways Operations Group (THOG) in support of the City of London Road Danger Reduction Plan, National Police enforcement campaigns, and public safety.

In relation to the Enforcement Activity data in the table of page 125 of the report, a Member commented that the CoL Police would need to prioritise these as there wasn't enough officers to undertake all of the activities all of the time.

RESOLVED – That the report be noted.

10. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

Tudor Street

A Member reported that he was aware that TfL had recently undertaken a survey outside Blackfrars station and asked for an update on the traffic re-organisation agreed with TfL in the Tudor Street area of the City as it was evident that some actions had delayed the traffic flow resulting in the opposite effect to the desired one.

Officers responded that they were aware that the system was not working efficiently and that TfL were compiling data to try and improve the traffic flow, however they had not shared this with the City of London Corporation and officers were currently seeking clarity on the issue and an urgent meeting with TfL.

The Chairman expressed concern that he had not been made aware of this, especially as he had given assurance to the Court of Common Council back in January that work was ongoing to develop a deliverable scheme.

Officers advised that they were continuing to work through the detailed technical aspects of the agreed option and there had been no material change to the situation. As expected the scheme was a complex one to deliver and work was ongoing with TfL to find a solution that both sides could both be confident would work.

The Chairman asked that an urgent meeting with TfL be arranged to include both the Deputy Chairman and himself.

Two-Way Cycle Routes – Consultation

A member asked whether any consultation had been undertaken with local residents prior to introducing two-way cycle routes in the Trinity Square area, and also suggested that railings were needed on Byward Street as people were spilling out of pubs & railings onto the road.

Officers advised that a vigorous design process had been undertaken and they would ensure that the public were consulted in the traffic order making process.

Citigen Roadworks

A Member asked that although the Citigen roadworks were being taken out of Aldersgate St, he understood they would be returning later in the year and given there had been a number of minor collisions on that junction during their time there, would lessons be learned to avoid the sort of accidents that have occurred?

Officers undertook to look into this.

London Wall Place

A member asked if all the necessary procedures had been put in place to promptly adopt the London Wall Place high walks and to ensure the lift that had been out of service functioned properly when these were reinstated?

Officers agreed that lessons had been learned and would be fed into the design of the future works.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
12. **EXCLUSION OF THE PUBLIC**
RESOLVED – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the Local Government Act.
13. **NON-PUBLIC MINUTES**
RESOLVED – That the non-public minutes of the meeting held on 14 February be agreed.
14. **ISLINGTON'S CONTROLLED PARKING ZONE CHANGE**
The Sub-Committee received a report concerning the impact of the London Borough of Islington's changes to its controlled parking zone.
15. **BEECH STREET - PROPERTY USAGE**
The Sub-Committee received a report in relation to Beech Street.
16. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no non-public questions.
17. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There was one item of non-public urgent business noted by the Sub-Committee.

The meeting closed at 1.00 pm

Chairman

Contact Officer: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

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Outstanding References - Streets and Walkways Sub Committee

<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
<p>25 July 2016 27 September 2016 8 November 2016 6 December 2016 14 February 2017 16 May 2017</p>	<p>Parking for Motorcyclists As part of the review of fees and charges for car parks, consideration be given to the implications on motorcycle parking. A further report to be submitted to the Sub Committee regarding the framework for charging, provision of more parking bays and theft of motorcycles. Consideration would be given to the timings for the project at a future meeting.</p>	<p>Director of the Built Environment Director of the Built Environment</p>	<p>2017</p>	<p>The matter is now included in the 2017/18 work programme and within the restructured City Transportation teams work plan.</p> <p>In response to Members asking that this piece of work be brought forward from 2017/18, officers reported that further advisement of timings would be considered at the January Streets and Walkways Sub-Committee meeting, but it will be a priority on the 2017/18 business plan for consideration at the February Planning and Transport Committee.</p> <p>Complete programme to be reported post elections</p> <p>Members expressed concern regarding the period of time this issue was taking to address and asked that a clear and robust policy, including environmental issues, be brought to the Sub-Committee as soon as possible.</p> <p>It was agreed that officers bring proposals for the programme to the Sub-Committee to enable priorities to be set, and to determine exactly what resources would be required to deliver it.</p>
<p>Ongoing Action 25 July 2016 27 September 2016</p>	<p>Swan Pier Swan Pier area is to be tidied up in conjunction with the delivery of the</p>	<p>Director of the Built Environment</p>	<p>Ongoing</p>	<p>The matter had now been referred to the City Surveyor. Officers to update.</p>

Outstanding References - Streets and Walkways Sub Committee

<p>8 November 2016 6 December 2016 14 February 2017 16 May 2017</p>	<p>Fishmongers Ramp project which is due for completion Summer 2016</p>			<p>The Chairman expressed frustration that there was no representative from the City Surveyor's department at the meeting and asked that Alderman Gowman, who had initially raised the issue, be written to directly and the rest of the Sub-Committee be copied into the response.</p>

Committees: Streets and Walkways Sub-Committee Policy & Resources Committee Projects Sub Committee	Dates: 20 June 2017 6 July 2017 18 July 2017
Subject: Issue Report: Crossrail Works Approval	Public
Report of: Director of the Built Environment	For Decision

Summary

- Dashboard:
 - Project Status: Green
 - Timeline: Gateway 5 reports for the individual projects will be submitted in mid / late 2017
 - Total Estimated Cost: £4.5m to £6m
 - Spend to date: £431k
 - Current approved budget: £787k
 - Overall project risk: Amber

- Last Gateway approved:
 - Gateway 4 (Stage 1) – Moorgate
 - Gateway 4 (Stage 1) – Liverpool St
 - Gateway 2 – Farringdon East

- Progress to date including resources expended:

The City has been working closely with Crossrail Ltd to develop proposals for the areas outside the respective stations to be reinstated following construction. Designs have been developed by Crossrail Ltd for three locations, namely Farringdon East, Moorgate/Moorfields and Liverpool Street, and in addition, outline designs have been developed by City for wider-area schemes at Moorgate/Moorfields and Liverpool Street (reported at Gateway 4 in December 2016).

Whilst the design of the reinstatement schemes surrounding the Crossrail station entrances has been paid for by Crossrail Ltd, the City has incurred costs associated with the wider schemes, and from advising on the design of the interfaces between the reinstatement proposals and the public highway. The City's expenditure to date on each of the three sites has been £15k on Farringdon East, £148k on Moorgate/Moorfields and £268k on Liverpool Street.

- Summary of issue:

The Crossrail stations at Farringdon and Liverpool St will be opened to the public

in December 2018.

Crossrail have the statutory authority to deliver the urban realm works around these stations (to a concept design already agreed with the City), but they accept the City is better placed in terms of resources, expertise and cost control to deliver these works than their own contractors. Crossrail will also cease to exist after the stations are opened at the end of 2018, but some of the urban realm works cannot be delivered until 2019 or 2020 due to the respective station over-site developments or adjacent third party building sites.

As a result, Crossrail have asked the City to take on the detailed design for Farringdon East, as well as the urban realm construction at Farringdon East (Lindsey St / Long Lane), Moorfields / Moorgate and Liverpool St / Blomfield St. This would be subject to a formal bespoke legal agreement setting out the governance of such an agreement.

The key benefit to the City is that we would be able to ensure the urban realm is delivered to the City's high quality standard, delivery should dovetail with the City's wider area ambitions around each station, and crucially it would resolve the issue that some of Crossrail's works cannot be delivered until at least 2020 due to adjacent or connected over site development. This agreement would allow the City to secure the necessary funding now, but deliver these elements as / when they become possible, irrespective of whether Crossrail as an organisation still exists.

The key risks are that certain elements must be completed in time for the station openings, and that the works will be to a fixed price. This value is still to be finalised, but is likely to be in the region of £4.5m-£6m in total. However, these factors can be mitigated by close co-operation between the Crossrail and City teams in developing the detailed design, uplifting costs to account for delivery in future years, and by accepting Crossrail's offer of an appropriate contingency factor.

Finally, Farringdon East, Moorgate / Moorfields and Liverpool St already exist as City Projects, albeit to different Gateways, with the City's wider urban realm ambitions at Moorgate & Liverpool St meaning they have progressed further (to Gateway 4) compared to Farringdon East (Gateway 2). Assuming Members agree to the general approach of the City undertaking these works for Crossrail, all three will now need to be advanced to Gateway 5.

- Proposed way forward :

It is proposed that the City agree to deliver these works for Crossrail, starting with the Farringdon East element, followed by Moorgate / Moorfields and Liverpool St in due course.

As the construction of the urban realm work at Farringdon East is expected to start in January 2018, a Gateway 3-5 report will be required under delegated authority (during recess) in time for placing orders by September 2017. Further Gateway 5 reports will be submitted in due course in relation to works at Liverpool St and Moorgate / Moorfields, where urban realm construction is not expected to start

until April 2018.

Recommendations

It is recommended that Members:

- Agree in principle that the City deliver the urban realm works at Farringdon and Liverpool St stations on behalf of Crossrail;
- Delegate Gateway 3-5 approval to commence works in relation to Farringdon East to the Director of the Built Environment, in conjunction with the Chairman & Deputy Chairman of your respective Committees;
- Authorise the Comptroller & City Solicitor to conclude the legal agreement between the City and Crossrail;
- Agree to receive subsequent Gateway 5 reports in relation to Liverpool St station in due course.

Main Report

1. Issue description	<p><u>Background</u></p> <p>Crossrail's station entrances at Liverpool St, Moorgate and Lindsey St (Farringdon East) all involve reinstating the highway and urban realm to a design agreed between Crossrail and the City.</p> <p>Initial estimates suggest the total value of these works to be between £4.5m and £6m, depending on finalising the detailed design, utility costs and contract uplifts.</p> <p>Crossrail have the authority to unilaterally deliver these works under their Crossrail Act powers, and they must complete certain key elements by December 2018 that are necessary to allow the stations to open.</p> <p>However, the presence of over-site development & adjacent building works will prevent large elements of these works being completed by December 2018 (including Moorgate and Blomfield St), after which Crossrail will cease to exist as a delivery arm of TfL. In addition, Crossrail agree with the City that most aspects of the work would be better delivered by the City's experienced highway construction team & term contractor, JB Riney.</p> <p>As a result, Crossrail & the City have discussed through a number of working groups how the City could undertake the majority of these works on Crossrail's behalf, excluding certain deep drainage and security measures more appropriately delivered by Crossrail's existing contractors.</p> <p>For Crossrail, there are several advantages to handing these works to the City, particularly:</p> <ul style="list-style-type: none">• Their focus is on delivering the railway rather than the urban realm;• Given Riney's term contract rates, the cost is likely to be significantly cheaper than the same works delivered under
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the Crossrail package;

- They appreciate the difficulties of undertaking such works in the City’s uniquely complex urban environment;
- Crossrail are not confident they can be completed without the risk of significant claims from their own contractor;
- There is no existing mechanism to allow Crossrail (or TfL) to complete whatever urban realm works are not completed by December 2018.

For the City, the key advantages are:

- We will be able to ensure the urban realm is delivered to the City’s high quality standard;
- Delivery should dovetail with the City’s wider area ambitions around each station
- The City will be in charge of the works and therefore be better placed to work with local stakeholders to minimise the impact;
- Funding would be secured now to deliver those elements that have to be wait until 2020 due to adjacent or connected over site development.

As further background, Crossrail have already concluded a similar agreement with Westminster City Council for WCC to deliver the urban realm works around Bond St station.

Finally, it is worth noting that the option for Crossrail to employ Riney direct was also discussed, but the risk to Riney of working under Crossrail’s contractual terms & conditions would have been significantly higher than working for the City. This would have been reflected in significantly higher rates from Riney for effectively the same works, which would not have represented best value to Crossrail.

It was been agreed between the City & Crossrail teams that any decision to offer these works to the City would have to be mutually beneficial and agreed by both parties, albeit an agreement on urban realm works beyond December 2018 would probably be needed regardless.

Crossrail gave their ‘in principle’ approval to proceed on this basis in April, and this Issues Report requests the same ‘in principle’ approval from Members.

Timeline

The programme to complete this process is:

Date	Action
April 2017	Crossrail gave ‘in principle’ agreement to this approach, subject to a finalised legal agreement to include key deliverables, scope of works, final designs, agreed

		costs and the interface between Crossrail & City works packages
	June / July 2017	City Corporation 'in principle' agreement to this approach
	Apr to Aug 2017	Detailed design & costing
	Aug 2017	Gateway 3-5 Approval for Farringdon East
	Sept 2017	Legal agreement finalised
	Sept to Dec 2017	Mobilisation, material procurement
	Oct to Dec 2017	Gateway 5 Approval for Moorfields & Liverpool St
	Jan 2018	Urban realm construction starts at Farringdon East
	April 2018	Urban realm construction starts at Moorfields & Liverpool St
	Nov / Dec 2018	Core area urban realm construction complete
	Dec 2018	Station opening
	Dec 2018	Crossrail closed as a delivery arm of TfL
	2019 to 2021	Final Crossrail-related urban realm works, plus wider City-led area enhancement works
2. Last approved limit	As it had previously been assumed that Crossrail Ltd would deliver the reinstatement schemes, it had not been necessary to agree any cost limits for delivery of the reinstatement works.	
3. Options	<p><u>Option 1: Crossrail deliver the urban realm works using their contractor & powers</u></p> <p><i>Benefits for the City:</i></p> <ul style="list-style-type: none"> • <u>Risk</u>: The City would be insulated from any financial or programme delivery risk; • <u>Complaints</u>: All public complaints & issues arising from the works would be attributable to Crossrail; • <u>Resources</u>: There would be no draw on the resources of JB Riney, ensuring gangs are available for other City 	

projects in that window;

- Powers: Crossrail will enjoy the full powers of the Crossrail Act to deliver all aspects of the works.

Disbenefits:

- Delivery mechanism: Some of the urban realm work will have to be delivered beyond 2018 (after Crossrail ceases to exist) due to adjacent over site development. No clear mechanism currently exists to do that if the City do not agree to take on this role;
- Lack of involvement: The City will have little influence on the quality of work, the impact on local stakeholders and the traffic & pedestrian disruption;
- Confidence & reputational risk: Crossrail's contractor is unused to working in the City's constrained and highly complex urban environment, and past Crossrail highway contractors have misjudged what is required. As a result, City officers are not confident the works would be delivered to the necessary standard, nor with the minimum of impact the City's stakeholders would expect;
- Maintenance legacy: Poor quality delivery would leave the City with future maintenance obligations unfunded by Crossrail;
- Precedent: Developers may see the City conceding this approach and press officers to deliver their own urban works in future, risking the City's current control mechanism for urban realm design, consent & construction. This is important because the current mechanism has delivered high quality, highly effective and cost efficient outcomes for the City, developers and the public. Any other approach puts this combination of outcomes in doubt.

Option 2: The City delivers the urban realm works using the City's term contractor to a fixed price, funded by Crossrail

Benefits for the City:

- Timing beyond 2018: This process creates a mechanism to deliver the works in 2019 or beyond;
- Control: Using Riney would ensure the City has full control on the quality of work, phasing and local impact, ensuring a seamless transfer from construction into maintenance responsibilities;
- Confidence: Riney have a proven record of delivering safe, high quality work, on budget (ie with no claims) and with the minimum of impact. This was recognised by the recent decision to extend Riney's current term contract by

a further five years, and despite the recent purchase of Riney's family shares by the Tarmac Group, using Riney would still ensure much greater confidence in the successful delivery of these key works;

- Communications: Riney have proven their ability to manage their works & communications to effectively resolve complaints before they escalate;
- Economies of scale: With the City expecting to deliver wider area enhancements beyond the extent of Crossrail's urban realm, combining works under one programme & contractor will likely deliver programme, cost and quality benefits, and ensure a safer works site;
- Scope of works: Delivery of the full agreed scope of works will be locked in as Crossrail or their contractor will not be able to unilaterally change the scope or design during construction.

Disbenefits:

- Programme: Crossrail require enough of the urban realm to be completed to allow the stations to open on time regardless of any construction difficulties, so an agreement beyond the City's usual 'best endeavours' commitment will be needed;
- Funding: Crossrail are offering a fixed lump sum for the works with a contingency amount. The City would have to underwrite any cost overrun, albeit using officers' experience to agree a buildable design, fixing the scope of works by the start of construction, and undertaking due diligence checks beforehand (such as trial holes for utilities) will considerably reduce this risk;
- Indexation: Cost increases beyond Riney's current base rates will need to be included in the lump sum estimate as works will extend beyond 2018;
- Mechanism: Without a s106 or s278 mechanism in place, a bespoke legal agreement will be needed between Crossrail & the City to govern this arrangement;
- Riney resources: Although Riney have given a commitment to meet both the City's and Crossrail's needs, this will obviously take significant precedent in terms of the wider works programme in 2018 and beyond.

Recommendation:

A key point of discussion has been Crossrail's need to deliver these works at a fixed price, as this locks in the benefits to them listed above. By implication, this would mean the City would have to underwrite any cost overrun of those works.

	<p>However, this risk can be managed through close co-operation between the Crossrail and City teams in developing the detailed design, uplifting costs to account for delivery in future years, and by accepting Crossrail's offer of an appropriate contingency factor. In addition, high risk items such as rising security bollards will still be delivered by Crossrail, and prior engagement with utilities will look to manage the risk that their requirements will inflate future costs.</p> <p>As a result, the approach outlined in this report appears to have significant mutual benefits for both the City and Crossrail, and with the outstanding risks appearing to be manageable, this approach is recommended for Members to agree.</p>
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Appendices

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Contact

Report Author	Ian Hughes, Assistant Director (Highways)
Email Address	ian.hughes@cityoflondon.gov.uk
Telephone Number	020 7332 1977

Committee(s)	Dated:
Streets and Walkways Sub (Planning and Transportation) committee – for comment	20 June 2017
Planning and transportation committee – for decision	4 July 2017
Subject: City Transportation Network Performance 2017/18 work programme	Public
Report of: Carolyn Dwyer, Director of the Department of the Built Environment	For Decision
Report author: Steve Presland, Director Transportation and Public Realm	

Summary

At the Streets and Walkways Sub-Committee in May, Members discussed workload pressures and requested that they be made aware of current workload issues and, given the pressure on staffing resources, be given the opportunity to agree work programme priorities.

This report therefore sets out at Appendix 1 those significant work items that either directly or indirectly impact the workload of the City Transportation’s ‘Network Performance’ team.

The proposed work plan at Appendix 1 is presented as a series of projects some of which relate to planned and agreed work plans, some relate to reactive work and some result from commitments given in previous years to report back in relation to previously delivered pieces of work. Each project listed in Appendix 1 has been given a proposed priority, for Member agreement. Staffing resource needs and indicative high level costs are also shown against each project to assist Members in making substitutions should they be so minded.

The ‘Network Performance’ team within the City Transportation section is experiencing significant service demands and a workload that even if staffed to current full establishment it would not be possible to meet. Therefore, when this is coupled with our ongoing difficulty in recruitment, officers are left with little alternative but to recommend a review of service priorities.

The tables 1 and 2 within Appendix 1 indicate the proposed projects which officers suggest should form the work programme for the year based on current staffing resources as well as a programme which could be delivered should the team be able to fill vacant posts. It should be noted the programmes within both table 1 and 2 are ambitious, with anticipated staffing resource needs being slightly higher than resource availability in both cases.

Table 3 proposes a reserve programme which could commence in 2018/19 or sooner if resources permit. Table 4 provides a list of projects which it is recommended will be deferred indefinitely but reviewed in quarter four 2017/18.

This report is the first phase of a wider piece of work to review workload/ project priorities across the Transportation and Public Realm Division. This report has been prioritised now, in advance of the remainder of the review, given that the workload pressures are particularly intense in the Network Performance service. Once agreed the work programme will provide a framework to assist in decision making in relation to future project commissioning by this Committee.

Recommendations

Members are asked to:

- Agree the proposed highest priority programme (Appendix 1: table 1) which based on current staffing resource can be progressed within 2017/18.
- Agree the proposed additional programme (Appendix 1: table 2) which could be progressed in 2017/18 if the network performance team is fully resourced.
- Agree the proposed reserve programme (Appendix 1: table 3) which could commence in 2018/19 or sooner if resources permit.
- Agree those projects proposed as 'low priorities' (Appendix 1: table 4) which it is proposed are indefinitely deferred but that this decision be reviewed in quarter four 2017/18.

Main Report

Background

1. The 'Network Performance' team sits within the City Transportation section. An organisational chart is shown at Appendix 2 to provide some context in relation to how the function fits within both the City Transportation section and the wider Transportation and Public Realm Division of the Built Environment Directorate.
2. The City Transportation section's establishment was restructured and expanded in 2016 to meet significant new demands being placed on the service such as the need to respond to a number of new initiatives including improved cyclist safety, a new Healthy Streets agenda, the recognised need for a new transport strategy to support the City's wider place making vision and the need to better regulate freight movement and tackle congestion. In the event the workload for the section and the network performance team has exceeded expectation and even fully staffed some project prioritisation would now be needed.

3. However the problem has been made significantly worse as the whole section has experienced significant recruitment difficulties given it has become a very competitive market to attract talented transport professionals. Vacancies have been in part filled by contractors or agency workers but again it has proved problematic in recruiting and then retaining high quality, competent and experienced staff. These difficulties have placed added pressure on the whole section but in particular on the service responsible for overseeing the performance of the highway network.
4. At the May Streets and Walkways Sub-Committee Members discussed the workload pressures and requested that they be made aware of current workload issues and, given the pressure on staffing resources, be given the opportunity to agree priorities.
5. This report is the first phase of a wider review of priorities across the Transportation and Public Realm Division. It is proposed that a further report, recommending priorities in relation to a wider review of transportation and public realm projects, be presented later this year.

Current Position

6. This report sets out in Appendix 1 a work plan covering those significant work items that either directly or indirectly impact the workload of the 'Network Performance' service. The work plan is presented as a series of projects some of which relate to planned and agreed work plans, some relate to reactive work and some result from commitments given previously to report back in relation to already delivered pieces of work.
7. Attracting and securing quality, experienced, competent staff either as employees / agency / contractor, to deliver the proposed prioritised work programme remains a priority. The Network Performance service has an approved establishment of six posts. There are currently two permanent staff and three contractors, one of whom starts later in June. There has been a high turnover of contractors and vacant posts have been advertised twice over the last 12 months but with no success. An application to apply a 'market factor supplement' to these posts has recently been submitted in anticipation that this might make the City of London's 'employment and benefits package' more attractive in London's competitive transport market. Following the outcome of this market supplement application, further efforts will be made to appoint to the vacant posts.
8. It is recognised that the network performance team's workload is significantly larger than had been anticipated and is not manageable even if fully staffed against the existing establishment let alone with current resources. Therefore each project listed in appendix 1 has been given a proposed priority, for Member agreement. Prioritisation has been based on a combination of:
 - impact on security

- road danger reduction on the highway network;
 - perceived broad political priority;
 - impact on current projects in progress and investment made to date;
 - time limited external funding.
9. Appendix 1 also shows the anticipated staffing resource required to deliver the projects and the works expected duration. Indicative costs ranges are shown as well as details of any projects which are externally funded with time limitations on spend.
 10. Table 1, within Appendix 1, shows the recommended programme which officers consider the very highest priority and which based on current staffing resource should be able to be progressed within 2017/18. It should be noted that this is an ambitious programme with the anticipated resource needs 8% higher than available resource.
 11. Table 2 within Appendix 1 shows the additional programme which could be progressed in 2017/18 if the network performance team is fully resourced. Again estimated resource needs would slightly exceed those available.
 12. Table 3 shows the reserve programme which could commence in 2018/19 or sooner if resources permit.
 13. Table 4 shows those projects proposed as 'low priorities' which it is proposed are indefinitely deferred but it is proposed this decision be reviewed in quarter four 2017/18.
 14. Should Members wish to amend the tables within Appendix 1 set out; the staffing resource requirement in particular will need to be reflected in any reprioritisation.
 15. A further report setting out the 2018/19 resource requirements and proposed prioritisation will be presented for Member consideration in the fourth quarter of 2017/18.

Corporate & Strategic Implications

16. Delivery of this work programme will help the Department achieve its strategic objectives; specifically:
 - Advancing a flexible infrastructure that adapts to increasing capacity and changing demands.
 - Creating an accessible city which is stimulating, safe and easy to move around in
 - Improving quality of life for workers, residents and visitors
17. These work programmes will also contribute towards the achievement of the Departmental ambitions to:
 - To provide the capacity for future resilience and sustainable growth.
 - To maximise connectivity

- To support urban well-being by providing a distinctive, secure and healthy place to work, visit or live.
- To shape a relevant physical infrastructure

Implications

18. Achievement of the timeframes within the work programme is dependent on the Division's ability to recruit and retain experienced, quality, competent staff. This has been a challenge for the Division in recent years and greatly influences the pace of programme delivery with projects often having to be placed 'on hold' as projects are re-prioritised until resourcing levels can be realised.

19. In addition, in order to deliver some elements of this work programme, non local risk funding, some of which will be quite substantial (in excess of £1.5M) is required with resources likely to be sought through Members for S106 / CIL as well as via partners such as Transport for London. Should these funds not be forthcoming or delayed, project timescales may slip or may not progress.

Conclusion

20. A detailed work programme is proposed for Member agreement.

Appendices

- Appendix 1 – City Transportation's Network Performance teams 2017/18 work programme
- Appendix 2 - Transportation and Public Realm Division structure chart

**Steve Presland,
Director Transportation and Public Realm,
Department of the Built Environment**

T: 020 7332 4990

E: Steve.presland@cityoflondon.gov.uk

Appendix 1 - Network Performance Team Direct or Indirect Projects / Work Activities – June 17 Onwards

Appendix 1: Table 1 – Proposed highest priority programme based on current resource to be progressed in 2017/18								
Project Activity Heading	Project/Activity	Priority	Indicative staff resource (FTE in 17/18)	Indicative cost to the City	2017/18 time limited external funding	Anticipated duration remaining	Anticipated next steps	Status
Core Business	Traffic Order & Land Charges service. Statutory functions.	VH	0.6	L		On-going	On-going	On-going
Core Business	Responsive & reactive activities e.g. Waiting, loading and parking, access restrictions or improvements, pedestrian crossings or improvements, noise/anti-social disturbances, safety, cycling & taxi measures. Facilitate projects & provide network performance/ “streets client” duties e.g. London Wall Place, ECC, A10 corridor study, 200 Bishopsgate working party, Safety Audits & compliance, St Bride street road danger reduction interventions.	VH	1.1	L		On-going	On-going	On-going
Security	Support Secure City – physical highway infrastructure (review of Ring of steel and its impact on traffic flow)	VH	0.2	VH		1 – 3 yrs	Clarify terms of reference / objectives. Gateway 1/2	Not yet commenced
Security	Corporate cross-cutting security (physical highway infrastructure) including at the Guildhall and the Old Bailey	H	0.5	M		1 year	Define ToR / Objectives. Gateway 1/2 Resources	Not yet commenced

Appendix 1: Table 1 – Proposed highest priority programme based on current resource to be progressed in 2017/18								
Project Activity Heading /	Project/Activity	Priority	Indicative staff resource (FTE in 17/18)	Indicative cost to the City	2017/18 time limited external funding	Anticipated duration remaining	Anticipated next steps	Status
							Allocation Sub	
Road danger reduction	Commence scheme investigations at Holborn viaduct / Snow Hill and report to committee - delivery in Q4.	VH	0.1	L	TfL funded, financial year dependent	9 months	Evaluate options. Delegated Gateway 4/5 report	In progress
Road danger reduction	Commence scheme investigations at junction of Cannon Street / New Change and Cheapside / Cannon Street – report and delivery in 2018/19 onwards.	VH	0.2	L	TfL funding, financial year dependent.	2 – 3 yrs	Evaluate options.	In progress
Road danger reduction	Commence investigations at other collision hotspots to identify potential measures to improve safety.	VH	0.2	L	TfL funding, financial year dependent.	On-going	Investigate collision hotspots	In progress
Road Danger Reduction	Newgate Street/Warwick Lane - Implementation measures.	VH	0.1	L	TfL funded, financial year dependent	9 months	Liaise with TfL to finalise traffic signal design. Works on site.	In progress
Road danger reduction	Bank junction traffic orders and associated Network Performance review. Experimental scheme launched 22 May.	VH	0.1	L		1 - 2 yrs	Contribute to the review / recommend or introduce further measures.	Trial on site.

Appendix 1: Table 1 – Proposed highest priority programme based on current resource to be progressed in 2017/18								
Project Activity Heading	Project/Activity	Priority	Indicative staff resource (FTE in 17/18)	Indicative cost to the City	2017/18 time limited external funding	Anticipated duration remaining	Anticipated next steps	Status
							Assess & report objections to Committee. Make the Traffic Orders permanent	
Traffic management & Road danger reduction	Puddle Dock - new footway Puddle Dock/Queen Victoria Street - junction alterations Report to Members in quarter three and delivery in 2018/19 - 2019/20.	VH	0.3	M	TfL funding, financial year dependent.	2 – 3 yrs	Design & evaluate options. Gateway 3/4/5	In progress
Traffic management	Temple Streets Area - streets network study to meet local needs	VH	0.5	H		1 – 3 yrs	Gateway 1/2 Resource Allocation Sub.	Not yet commenced
Traffic management	Cloth Fair – Assess outcome of the Experimental Traffic Order & report to committee (if appropriate).	V H	0.1	L		1 yr	Assess experimental scheme. Report to committee (if necessary)	Trial on site
Reducing congestion and improving air quality	Support Beech Street - Traffic assessment of options for full or partial closure including zero emissions vehicles – report to Members in 2019/20.	VH	0.2	VH	TfL LEN funding available for a limited period.	3 yrs	Gateway 1/2	Not yet commenced

Appendix 1: Table 1 – Proposed highest priority programme based on current resource to be progressed in 2017/18								
Project Activity Heading /	Project/Activity	Priority	Indicative staff resource (FTE in 17/18)	Indicative cost to the City	2017/18 time limited external funding	Anticipated duration remaining	Anticipated next steps	Status
Reducing traffic congestion in the City	Mayor's bus reliability & journey time improvements. First quick win measures implemented in March 2017. Further assessment and implementation of measures to follow.	VH	0.2	L	TfL funded & financial year dependent	2 - 4 yrs	Evaluate measures. Delegated report or Gateway 3/4/5	In progress
Mayor's Cycle Superhighway	Cycle Superhighway North South Phase 2 - Formalise City's position on Cycle Superhighway at West Smithfield & Stonecutter Street and subsequent officer engagement.	VH	0.2	L		1 - 2 yrs	Continue to liaise with TfL & Markets. Report to committee	In progress
Mayor's Cycle Superhighway – Legacy projects	Tudor Street/New Bridge Street – new junction layout to meet the needs of local occupiers.	VH	0.3	M		1 yr	Continue to liaise with TfL/evaluate proposals. Report to committee	In progress
Mayor's Cycle Superhighway – Legacy projects	Byward Street/Trinity Square – new junction layout. Supporting TfL delivery for CoL benefit.	H	0.1	L		1 - 2 yrs	Continue to liaise with TfL. Report to committee.	In progress
Mayor's Cycle Superhighway – Legacy projects	Upper Thames Street/Puddle Dock – new pedestrian crossing. Supporting TfL delivery for CoL benefit.	H	0.1	L		1 - 3 yrs	Continue to liaise/lobby with TfL. Report to committee	In progress

Appendix 1: Table 1 – Proposed highest priority programme based on current resource to be progressed in 2017/18								
Project Activity Heading /	Project/Activity	Priority	Indicative staff resource (FTE in 17/18)	Indicative cost to the City	2017/18 time limited external funding	Anticipated duration remaining	Anticipated next steps	Status
							where necessary.	
Mayor's Cycle Superhighway – Legacy projects	Tudor Street area mitigation measures to improve traffic circulation. TfL funded, not financial year dependent.	VH	Negligible	L		1 month	Close	On site
Mayor's Cycle Superhighway	Cycle Superhighways – snagging.	VH	Negligible	L		6 months	Continue to liaise with TfL to complete the outstanding works.	In progress
Parking	Actions and activities associated Islington's CPZ.	H	0.3	M		1 - 3 yrs	Continue to liaise with Islington. Report to committee. Potentially gateway 1/2 to follow.	In progress
TABLE 1- TOTAL INDICATIVE STAFF RESOURCE			5.4 FTE					

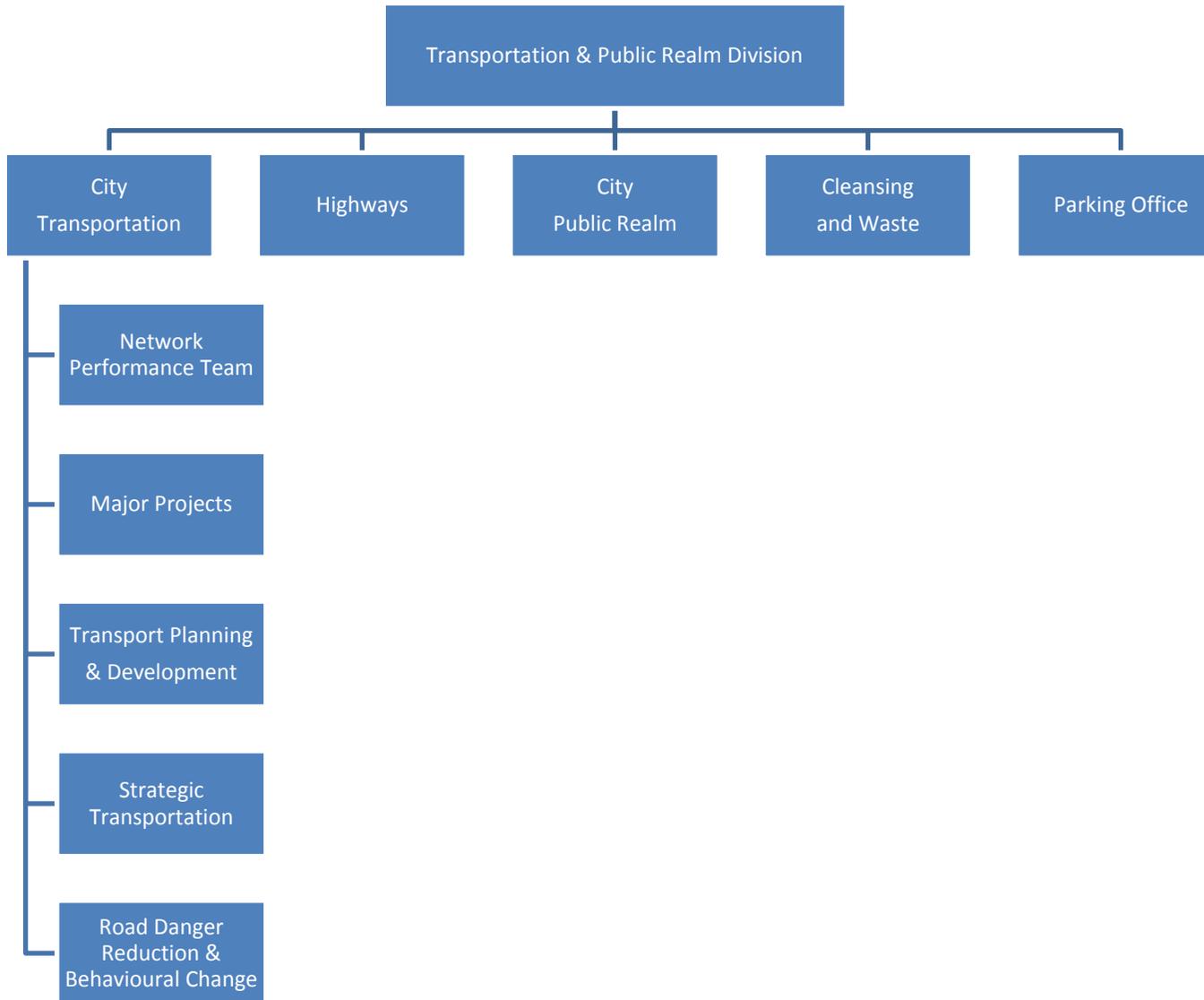
Appendix 1: Table 2 – Proposed additional programme which could be progressed in 2017/18 if fully resourced								
Project Activity Heading /	Project/Activity	Priority	Indicative staff resource (FTE in 17/18)	Indicative cost to the City ¹	2017/18 time limited external funding	Anticipated duration remaining	Anticipated next steps	Status
Road danger reduction	Design & implement low cost, low impact measures to improve safety at locations such as Fetter Lane/Fleet Street, Giltspur Street, etc.	H	0.2	L	TfL funded, financial year dependent.	9 months	Design & evaluate options. Delegated report.	In progress
Traffic management	Commence traffic study to support the Museum of London's proposed move to Smithfield Market.	H	1	VH		1 – 3 yrs	Define ToR / objectives	Not yet commenced
TABLE 2 - TOTAL INDICATIVE STAFF RESOURCE			1.2 FTE					

Appendix 1: Table 3 – Proposed reserve programme which could commence in 2018/19 or sooner if resources permit								
Project Activity Heading /	Project/Activity	Priority	Indicative staff resource (FTE in 17/18)	Indicative cost to the City ¹	2017/18 time limited external funding	Anticipated duration remaining	Anticipated next steps	Status
Cycling & Road Danger Reduction	Investigate & implement improvements to ASL's & cycle lanes following the Coroner's inquest into the death of a cyclist at Bank junction.	H	0.2	L		9 months	Evaluate options. Delegated report.	Not yet commenced
Reducing traffic congestion in the City	Zebra crossings review reported to Committee in May. Approval to investigate measures to reduce congestion at one site.	M	0.2	L	TfL funding to evaluate funding, financial year dependent.	2 - 3 yrs	Gateway 1/2	In progress
Reducing traffic congestion in the City	Commence review of loading restrictions associated with congestion hot spots & implement changes	H	0.2	L		1 year	Analyse congestion hotspots and assess implications of change. Report to committee	Not yet commenced
Traffic management	Support traffic study to support the Centre for Music's proposed move to London Wall.	H	0.1	VH		1 – 3 yrs	Define ToR / objectives	Not yet commenced
West Smithfield Market	Review of road markings and signage to ensure it is compliant with legislation & contributes to the corporate risk assessment associated with	H	0.2	L		6 months	Evaluate options, liaise with MCP and DfT. Report to	In progress

Appendix 1: Table 3 – Proposed reserve programme which could commence in 2018/19 or sooner if resources permit								
Project Activity Heading /	Project/Activity	Priority	Indicative staff resource (FTE in 17/18)	Indicative cost to the City ¹	2017/18 time limited external funding	Anticipated duration remaining	Anticipated next steps	Status
	the market operations.						committee	
Low emissions	Electric Vehicle Charging - Assess viability of 50kw rapid charging points for taxis (if policy is supported) to support legislative changes.	H	0.5	L		2 yrs	Await policy decision in September	Not yet commenced
Parking	Commence disabled car parking bay road marking compliance review to ensure legal compliance and investigate potential of parking bay sensors.	H	0.2	L		1 – 2 yrs	Commence investigations.	Not yet commenced
Cycling	Initiate & commence Mayor's cycle Quietway's phase 2 project.	M	0.4	L		2 – 3 yrs	Assess and evaluate options. Report to committee.	Not yet commenced
Accessibility Improvements	Commence investigations into drop kerbs and accessibility improvements identified by Access group and otherwise – delivery quarter four	M	0.1	L		9 months	Evaluate options. Delegated report	Not yet commenced
TABLE 3 - TOTAL INDICATIVE STAFF RESOURCE			2.1 FTE					

Appendix 1: Table 4 – Proposed projects to be indefinitely deferred but reviewed in Q4 2017/18								
Project Activity Heading /	Project/Activity	Priority	Indicative staff resource (FTE in 17/18)	Indicative cost to the City ¹	2017/18 time limited external funding	Anticipated duration remaining	Anticipated next steps	Status
Road danger reduction	Report 20mph – 2yr+ on review.	L	0.2	L		6 months	Review data and report to committee	On hold
Traffic management	Commence review of loading and physical measures at Wood Street to meet local needs to mitigate the potential impact from the new LW Place development	L	0.2	M		1 – 2 yrs	Commence investigations. Gateway 1/2	Not yet commenced
Traffic management	West Smithfield Area – traffic review to consider & deliver measures to facilitate market operations	L	0.3	M		1 – 2 yrs	Gateway 1/2 Resources Allocation Sub	Not yet commenced
Mayor's Cycle Superhighway – Legacy projects	Trinity Square area – traffic review	L	0.3	M		1 – 3 yrs	Evaluate options. Gateway 3/4/5	On hold
Cycling	Investigate & implement cycle parking.	L	0.1	L		On-going	Detailed design. Delegated report	In progress
Parking	Motorcycle parking policy & delivery	L	1	M		1 - 2 yrs	Evaluate policy options. Report to committee	Not yet commenced
TABLE 4 - TOTAL INDICATIVE STAFF RESOURCE			2.1 FTE					

Appendix 2: Transportation and Public Realm Division structure chart



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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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