



Business, Planning and Transport Policy and Scrutiny Committee Briefing

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Portfolio: Cabinet Member for City Highways

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1 Transport

- 1.1 38 schools are included in the 20mph trial. Two wider 20mph limit areas are also proposed for the Shirland Road, Elgin Avenue and the Greater Bryanston areas. Plans for implementation have advanced well and I can report that the supporting Experimental Traffic Management Order (ETO) has been issued. At the time of writing, the implementation of the on-street signs is progressing well, with completion anticipated for early September.

2 Highways

- 2.1 The table below shows the performance for reactive highway works on the carriageway and footway.

	June Performance		July Performance		Target from 1 April '14	Previous Contract Target
Priority 1 (2 hour)	100%		99%		98%	98%
Priority 2 (24 hour)	98%		100%		98%	95%
Priority 3 (10 day)	72%		100%		98%	90%
Priority 4 (28 day)	87%		86%		98%	83%

Performance levels were achieved for 24 hour and 10 day jobs, but below the Service Level Agreement (SLA) target for 2 hour and 28 day jobs. This was primarily due to the service experiencing an increase in the volume of jobs at these Priority levels.

3 Preventative Maintenance – 17/18

3.1 Planned Preventative Maintenance Footway – 2017/18

The following footway reconstruction schemes are either completed or currently on site:

Street	Start date	Expected completion/ completion date	Status
Seymour Place	10 April	16 June	Completed
Harley Street	10 April	21 July	Completed
Wimpole Street	10 April	9 June	Completed
Shirland Road	10 April	5 May	Completed
Craven Road	8 May	28 July	On site
Great Titchfield Street	15 May	2 June	Completed
Drummond Gate	25 May	16 June	Completed
Great Portland Street	26 June	8 September	On site
Chepstow Road	3 July	18 August	On Site
Welbeck Street	3 July	8 September	On Site
Elizabeth Street	31 July	9 September	On Site

3.2 Planned Preventative Maintenance Carriageway – 2017/18 : 25 carriageway resurfacing schemes have been completed, whilst the Clipstone Mews scheme is currently on site.

4 Parking

- 4.1 The diesel surcharge on pay-to-park tariffs in the Low Emission Neighbourhood (LEN) came into effect on 26th June.
- 4.2 Electric and Plug-in Hybrid Electric Vehicle drivers are now required to pay for a 10-minute pay-to-park session which enables the vehicle to park up to the bay's maximum stay. This is indicated on the bay signage yet Marshals are issuing an advisory flyer to inform drivers of such vehicles.
- 4.3 To aid the Council's 'Connect Westminster' project, a concessionary suspension policy was introduced on 1st June for broadband providers. Where bay suspensions are being booked for a programme of broadband installations, cost-covering charges of £9 per bay per day/£45 per week can apply from day 22 for the duration of the works, or up to a maximum of 3 months.





- 4.4 A new parking-related debt management service is in the process of being procured. The new contract, which will commence on 1st October 2017, will include the additional provision of an abandoned and untaxed vehicle service. Parking Services has also just embarked on procuring a car sharing service to supersede the current car club provision, as well as beginning the process to extend its People & Resources and Business Processing & Technology contracts.
- 4.5 A number of technology-related parking trials are ongoing. An optical sensor trial through Cleverciti is taking place in certain taxi ranks throughout the City. A 'one click' pay-to-park trial through AppyParking has also begun, involving a number of delivery companies.
- 4.6 There are now 111 Electric Vehicle (EV) on-street charging points. 90 of these points are in dedicated EV-only bays, however a new initiative has seen points retrofitted into lamp columns. These can mainly be found in the Low Emission Neighbourhood of Marylebone, although funding has been secured to deliver up to a further 100 points this year.

Responsibility for the charging points rests with the respective operators through concession agreements. Consequently, the providers can introduce charges for membership, pay-as-you-go bay use, and electricity. For the user this will mean greater choice, reliability and availability as charge points are expanded, upgraded and replaced. The points in Westminster are operated by Chargemaster/Electromotive, POD Point, Source London and Ubitricity. More information, on charging points can be found at <https://www.westminster.gov.uk/electric-vehicles>.

Officers are currently in discussions with TfL and operators regarding rapid charging and how this can be accommodated in Westminster.

5 Lighting

5.1 The table below shows the current performance for reactive responses for lighting.




	June Performance		July Performance		Target from 1 April 14	Previous Contract Target
Priority 1 (2 hour)	100%		98%		98%	98%
Priority 3 (48 hour)	94%		99%		98%	90%

5.2 Outages: The year-to-date percentage of outages as of the end of July 2017 is recorded as 2.8% against our target of 3%. This has remained stable from the previous period.

5.3 Long-Term Faults: At the end of July, there were 18 jobs more than 40 days old, a decrease on the previous report. 15 of these required work by UK Power Network. There has been an increase in the number of reported day burning lights. An evaluation of the City Management Services control, along with options for the future, is currently underway and photo-electric cells are now being implemented to correctly control lights where signalling issues are experienced.

6. Road Management

6.1 The table below shows the number of Fixed Penalty Notices issued to work promoters for failure to correctly apply for Permits to work. This includes both the utilities and our own contractors.

	May Performance		June Performance		July Performance		Target
FPNs	78		79		68		60

6.2 The table below shows the volume of activities on the highway:

	May Volume	June Volume	July Volume	Previous three months' average
Utility Works	777	822	798	733
Crane Licences	106	92	106	83
Temporary Structures	206	193	205	201
Road Closures	147	146	145	107

7. Surface Water Management

7.1 July saw the successful transition of service providers from Kier Group to FM Conway. Minimal disruptions were caused from these changes and the Routine and Reactive programme for July was completed as instructed, and a revised routine programme commenced on 1st August to increase efficiency. We will be looking to continuously improve and adjust the routine programme.

7.2 Of the 14,000 gullies in Westminster, there have been 1491 visits and 1192 successful cleans. Parked cars continue to be the majority cause of unsuccessful gully cleans. FM Conway, in partnership with the Council's Parking Services, trialled a car lifter at the end of August around the Westbourne Park Road area to complete failed attempts of gully cleans.

7.3 The integration of the surface water management programme to consolidate the drainage improvements at known locations with significant problems is continuing. This work will integrate with the studies being undertaken as part of the Council's responsibilities as a Lead Local Flood Authority and a number of identified surface water flooding 'hotspots'. A workshop has been held and an action plan developed not only to further the integration issue but also to enhance the drainage service and develop a drainage strategy which meets Westminster requirements in terms of maintaining the gully network as efficiently and effectively as possible. A series of monthly progress meetings will be held to ensure the agreed actions are delivered.