



# Business, Planning and Transport Policy and Scrutiny Committee Briefing

**Date:** Thursday 12<sup>th</sup> April 2018

**Portfolio:** Cabinet Member for City Highways

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## 1. Transport

- 1.1 All 20mph trial zones continue to receive broad support and we have received additional requests for other areas to be included. The trials will be reviewed in September 2018.
- 1.2 Officers are working on the development of a three-year programme for the next Local Implementation Plan submission to Transport for London (TfL) due on 10 October 2019. This will include the delivery of pedestrian, cycling and other road safety projects.

## 2. Highways

### Reactive Works

- 2.1 The table below shows the performance for reactive highway works on the carriageway and footway. 99.4% of all reactive highways jobs were achieved within the time target. 8 of 1354 jobs raised were not achieved within the time target due to job volumes being above those estimated.

	Dec 17 Performance		Jan 18 Performance		Completed with Time target. (Jan 18)	Target from 1 April '14
Priority 1 (2 hour)	96%		96%		121 of 125	98%
Priority 2 (24 hour)	97%		99%		291 of 295	98%
Priority 3 (10 day)	100%		100%		196 of 196	98%
Priority 4 (28 day)	100%		100%		746 of 746	98%

### Planned Preventative Maintenance Footway – 2017/18

- 2.2 The Elizabeth Street and Praed Street footway schemes are currently onsite. All the other schemes have been completed. This year's Planned Preventative Maintenance PPM footway programme is 93% completed.

## **Planned Preventative Maintenance Carriageway – 2017/18**

- 2.3 Curzon Street, Buckingham Gate and King Charles Street schemes have been completed since my last update to this committee. Schemes are programmed in March on Piccadilly, and anti-skid surfacing will be applied at Rochester Row, Queensway, Westbourne Terrace Bridge and Great Western Road.
- 2.4 As of 14 March, this year's PPM carriageway programme is 89% completed.

## **Public Realm Schemes**

- 2.5 The major public realm schemes at New Bond Street and Baker Street Two Way are progressing on time and on budget.

## **3. Parking**

### **Sustainable Travel**

- 3.1 Since the introduction of the diesel surcharge on pay-to-park tariffs in the Low Emissions Neighbourhood (LEN), there has been an over 14% reduction in pre-2015 diesel vehicles paying to park in the area.
- 3.2 There are currently 162 Electric Vehicle (EV) on-street charging points in Westminster. 97 of these are in dedicated EV-only bays, 44 in dedicated car club bays, and a further 27 retrofitted into lamp columns. Funding has been secured to deliver up to a further 80 points this financial year, including 30 further lamp column charging points in the first quarter of 2018/19.
- 3.3 Parking Services are in the process of procuring a new car sharing service to supersede the current car club provision. The procurement is in two parts, covering 'fixed' and 'floating' provision, with the latter being a new concept for the Council. Tender evaluation is completed and the next step is for recommendations for award to be presented to the Procurement Assurance Board, followed by the submission of a Cabinet Member Report seeking contract award approval for each lot. The new contracts will come into effect from 1 June 2018.
- 3.4 From January 2018, all new taxis must now be zero-emission capable (ZEC). Officers are continuing to work with TfL both to identify possible rapid charging unit locations, and obtain Department for Transport approval to enable the creation of the first ZEC taxi rank in the LEN.

### **Contract Extensions**

- 3.5 Parking Services are progressing extensions to the Business Processing & Technology and People & Resources contracts. I expect to receive a Cabinet Member Report on this matter shortly. Both contracts have two-year extension provision built, which would be effective from November 2018. The extensions are expected to save the Council over £1m per year, in line with the Medium Term Plan.

## Estate Parking













- 3.6 City West Homes have obtained Counsel advice regarding how best to install traffic orders on housing estate land and have appointed Project Centre to project manage the programme. Parking Services are continuing to act in an advisory capacity at this time. A Cabinet Member report seeking approval for the proposed approach from both the Cabinet Members for Housing and me, will be produced soon.

## New Suspension Booking Tool

- 3.7 The development of an online suspensions application tool, in conjunction with the London Borough of Camden, has been completed. The tool will allow customers to self-serve suspension bookings. Beta testing of the module by the back office is due to commence in April, with a full release anticipated shortly afterwards. Camden released their beta system in February and lessons learnt from their experience thus far are being incorporated into our plans in Westminster.

## 4. Lighting

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




	Dec Performance		Jan Performance		Feb Performance		Target from 1 April 14
Priority 1 (2 hour)	98%		98%		100%		98%
Priority 2 (24 hour)	100%		100%		100%		98%
Priority 3 (48 hour)	100%		98%		99%		98%
Priority 4 (7 day)	98%		100%		100%		98%

- 4.2 As of 20 March, 8070 maintenance jobs had been completed, of which 59% related to local power supply failures. The average time taken to fix lighting faults is approximately 18 hours.

- 4.3 An evaluation of Central Management System control, along with options for the future including accelerating the LED installations, is underway. 1624 photocells have been installed in 2017/18 to correctly control lights with previous signalling issues.

## 5. Road Management

- 5.1 The table below shows the number of Fixed Penalty Notices (FPNs) issued to work promoters for failure to apply correctly for permits to work. 'Work promoters' include both the utilities and our own contractors. The number of FPNs issued fluctuates based on the errors within promoters' work.

	Dec Performance		Jan Performance		Feb Performance		Target
FPNs	24		8		6		60

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

	Dec Volume	Jan Volume	Feb Volume	Previous three months' average
Utility Works	776	753	739	819
Crane Licences	53	63	106	74
Temporary Structures	110	199	208	172
Road Closures	85	125	137	115

## 6. Surface Water Management

- 6.1 There were no operational issues in Quarter 4. Access issues continue to affect service efficiency, especially within the West End and St James's Wards. Our future programme for 2018/19 will address many of these ongoing access issues.
- 6.2 The pilot CCTV programme was extended through to the end of financial year. During this programme officers have surveyed significant numbers of assets, collecting new information and identifying several areas in need of attention. In response a range of preventative works have been undertaken and planned. We have also begun a targeted approach of the West End. We have cleaned and surveyed the high-profile locations of Kingly Street and Carnaby Street.

## 7. Cycling

- 7.1 The 12 month cycle hangars trial in Ilbert Street trial is due to finish in May, when we will then assess the success of the hangars before making recommendations concerning extension to other parts of the city. Any future installations of cycle hangars on Westminster's highways will not require planning permission.
- 7.2 Cycle Superhighway 11 (CS11) is still being discussed with The Royal Parks and the Crown Estate Paving Commission, who are the decision makers regarding the gate closures in Regent's Park. We objected to the previous scheme, which included the closure of four gates, supporting residents' concerns about traffic impacts during the busiest times of the day. We have not been presented with updated proposals along with the modelling results. These are required to review the CS11 scheme and its impact, before making an informed decision.

- 7.3 Quietway Bloomsbury to Southbank has recently been completed and Quietway Bayswater to Edgware Road is currently under construction. We aspire to establish Quietway Edgware Road to Fitzrovia and Quietway Fitzrovia to Pimlico.

## **8. Public Protection**

### **Prepare - Emergency Planning**

- 8.1 Following the four major incidents that took place in 2017, the way in which major incidents are managed was reviewed. This included reviewing our major incident plan, recovery plan and business continuity plan in conjunction with partners and staff. In addition, staff have been working with London Resilience on a pan-London review.
- 8.2 A two-day London-wide exercise, Safer City, took place in March, testing our response to a terrorist incident. All London boroughs participated and the teams were involved in setting up a reception centre, monitoring and managing community tensions and responding to radicalisation risks that emerged through the exercise. In addition, we facilitated a table top exercise with Northbank Business District, to support businesses improve their capability to respond.

### **Safer Westminster Partnership**

- 8.3 The statutory Safer Westminster Partnership met in February where the partnership priorities were refreshed, following the findings from the annual Strategic Assessment. The priorities will remain the same with the addition of hate crime. This has been added as a new priority due to the volume of incidents in Westminster and the increases that have been experienced in the last year. Officers are working with the police to analyse levels of repeat victimisation, the correlation with terrorist related activity and identify Westminster victims, in order to create a tailored action plan.

### **MOPAC London Crime Prevention Fund**

- 8.4 MOPAC have confirmed the first four projects that will be delivered through the new co-commissioning fund. Of the four, three will have a direct benefit to Westminster:
- Taith, which tackles harmful sexual behaviours in young people by applying an approach that has been in place in Wales for several years, this project will be led by Barnardos
  - Minerva, which puts in place support for female offenders
  - Response & Rescue, which is a pan-London project aimed at addressing so-called *County Lines* exploitation of young people to sell drugs
- 8.5 Two other projects have been invited to resubmit bids. The second tranche of the co-commissioning fund is being redesigned following feedback from tranche 1 and we expect this to be launched in the summer.

## **Healthy Workplace Charter**

- 8.6 Funding has been secured through Section106 to sustain the Healthy Workplace Charter for a further two years. The team can now continue to deliver the Charter to our businesses and contribute to the overall Public Health agenda on improving the health and wellbeing of Westminster's working population.
- 8.7 The London Healthy Workplace Charter (LHWC) is a self-assessment framework and accreditation scheme that provides a series of standards to guide employers in creating a supportive and productive environment where employees can flourish.

## **Enforcement Policy**

- 8.8 A review of the Council's umbrella enforcement policy is underway to bring it into line with current codes of practice. This policy will provide an overview of the principles of good enforcement council-wide, under which all more detailed service specific policies and codes of practice will sit.
- 8.9 This policy crosses a number of Cabinet Member portfolios therefore requires approval by Cabinet in July.

## **Integrated Street Engagement Unit**

- 8.10 An Integrated Street Engagement (ISE) Unit, commissioned by the Leader, has been created, modelled on the Integrated Gangs Unit, and was launched in March. A team of officers have been appointed to this unit and are working with outreach teams and police to provide a coordinated and dedicated support for Westminster's daytime street population.

## **Effective Neighbourhood Working Programme**

- 8.11 The formal 45-day staff consultation for changes to Public Protection and Licensing and City Highways structures ended on 7 March 2018. This feedback has informed the proposed final structure, which will be presented for a key decision in due course.