



Cabinet Member Report

Decision Makers: Cllr Davis, MBE, DL, Deputy Leader and Cabinet Member for Business, Culture and Heritage
Cllr Mitchell, Cabinet Member for Finance, Property and Corporate Services
Cllr Chalkley, Cabinet Member for City Highways

Date: 30 March 2017

Classification: Part exempt

Title: Bond Street Public Realm Improvement Scheme: Results of Consultation and approval for Implementation

Wards Affected: West End

City for All Summary: The Bond Street Public Realm Improvement Scheme and its enhancement of the Council's infrastructure, its improvement to pedestrian accessibility through widened footways and modern street lighting will contribute to the City for All vision.

Key Decision: Yes

Financial Summary: The total cost for the project is £9.85m which will be funded by contributions from the New West End Company, Transport for London, the private sector and the City Council through a GLA loan.

Report of: Executive Director, City Management and Communities.

Author: Mark Allan

1. Executive Summary

- 1.1 The Bond Street Public Realm Improvement Project aims to deliver substantial improvement of the public realm to ensure that Bond Street is prepared for the increased footfall expected to be triggered by the opening of the Elizabeth Line (Crossrail) and the nearby Bond Street Station, whilst maintaining & improving Bond Street's status as a world class, high quality retail destination.

Previous reports –

- 1.1 There have been two earlier Reports to Cabinet Members on the Bond Street Public Realm Improvement Project:
- To Cabinet In June 2016 dealing with project funding and to obtain approval to commence Initial stakeholder consultations on design, and
 - To Cabinet Members in October 2016 reporting on the results of the initial stakeholder consultations on design and to obtain approval to consult on the new parking and loading arrangements and advertise the associated Traffic Management Orders.

This report –

- 1.2 provides feedback on the Bond Street Public Realm Improvement Project consultations on the new kerbside controls carried out in October 2016 and on the advertisement of the Traffic Management Orders carried out in January 2017. The report summarises the results of comments and objections that have been received on the consultation and on the advertisement of the kerbside controls and proposes amendments as a result.
- 1.3 seeks Cabinet Member approval for the final designs of the proposals as shown in the general arrangement drawings contained in **Appendix B** and the traffic management drawings contained in **Appendix F**.
- 1.4 seeks Cabinet Member approval for the implementation of the Bond Street Public Realm Improvement Project and confirms the implementation programme which has a proposed start of works on 18th of April 2017 with a substantial completion of works in autumn 2018 and before the opening of the Elizabeth Line.
- 1.5 seeks an expenditure approval for the full £9.85m of project costs as set out in **Appendix H**.
- 1.6 confirms the status of the legal agreements that relate to the funding arrangements, including confirmation of the £2m loan that has been secured from the Growing Place Fund through the GLA.

2. Recommendations

- 2.1 That approval be given for the final designs for the Bond Street Public Realm Improvement Project as shown on the Final Design General Arrangement drawings numbered 70009316-03-FD-01 to 07 (Rev A) shown in **Appendix B**

- 2.2 That Traffic Management Orders be made to introduce the revised parking and loading controls as shown on the Traffic Management Order drawings numbered 70009316-03-TMO-01 to 07 (Rev A4) shown in **Appendix F**.
- 2.3 That approval be given to implement the proposals in line with the Proposed Project Delivery Programme for the Bond Street Public Realm Improvement Project as set out in Section 8 of this report.
- 2.4 That approval of expenditure is given equal to the total project value of £9.85m, set out in **Appendix H**.
- 2.5 That approval is given to the funding package set out in **Appendix H** and the Council's commitments within it which are to:
- (a) **provide a budget of £9.85m** for the entire project within the capital programme, receiving funds from the project partners of £7.8m and entering into contracts to deliver the scheme
 - (b) to enter into a loan agreement with the GLA for £2m, guaranteed and repaid by the Council over a three year period post completion if separate funding is not secured via a business rates mechanism or similar for investment in the West End.
 - (c) to provide £0.05m Section 106 funding.
 - (d) to cash flow the project from 2018/19 to 2020/21, as the full allocation of external funding is not received until 2020/21. The maximum cash flow requirement expected is £1m and this would be repaid within two years.
 - (e) to note that if the NVEC ballot is not successful in December 2017, £1.63m of funding will not be secured. The Council will have a number of options including ceasing the project, providing its own funding to complete the scheme or securing further private sector funding.
- 2.6 That the Bond Street Project Board involving Westminster City Council, NVEC and TfL is delegated to have overall oversight over the project subject to reserved matters on the delivery and costs being referred back to the City Council for approval, as set out in the legal agreement with NVEC.
- 2.7 That approval is given to complete the drafting of the legal agreements between the Council and NVEC so that their elements of the funding package can be secured and to agree terms with the GLA for accepting the loan from the Growing Places Fund. That the agreements are completed before any formal construction contracts are let or works commence.
- 2.8 That the Cabinet Member for Business Culture and Heritage, the Cabinet Member for Finance, Property and Corporate Services and the Cabinet Member for City Highways agree recommendations 2.1 to 2.7 to the extent that the matters fall within their respective Terms of Reference.

- 2.9 That Appendix H be treated as exempt from publication by virtue of paragraph 3 of schedule 12a of the Local Government Act 1972, as amended, as it contains information relating to the business affairs of the authority
- 2.10 That the Executive Director of City Management and Communities be given delegated authority to make any additional minor changes to the Traffic Management Orders needed for the project and to make any necessary changes to the Bond Street Public Realm Improvement Project designs as presented in this report, in consultation with the Cabinet Member for Business, Culture and Heritage and the Cabinet Member for City Highways and on condition that these changes do not exceed the overall approved capital expenditure of £9.85m.

3. Reasons for Decision

- 3.1 The proposed highway modifications identified in this report will improve the streetscape for pedestrians and provide a safe environment for cyclists. They will deliver substantial improvement of the public realm and maintain Bond Streets' status as a global centre for luxury retail and the international art market.
- 3.2 The initial stakeholder engagements in summer of 2016 indicated a strong support for the project. This support has continued through the consultations on the proposed changes to the parking and loading arrangements on Bond Street required for the successful implementation of the proposed public realm improvements and on the formal advertisement of the proposed Traffic Management Orders between the 6th and 27th January 2017.
- 3.3 The project and its delivery programme is crucial to meet the pedestrian demands resulting from the opening of the Elizabeth Line in December 2018. The project programme is therefore set to ensure completion prior to the Elizabeth Line's opening. This report is in line with the programme and content set out in the June report to Cabinet that will meet these expectations.
- 3.4 This project will support the delivery of the adjacent Brook and Davies Street Two Way Project by virtue of the new right turn into Brook Street that the Bond Street Project will introduce which will allow traffic on Bond Street, taking advantage of the proposed two way traffic operation on Brook Street, to use an alternative route into the Mayfair area. The Bond Street Public Realm Improvement Project will also add to the benefits of other projects and schemes nearby such as Hanover Square and the developing Berkeley Square project.
- 3.5 The Cabinet Member report in June 2016 outlined the expected funding for the scheme, subject to confirmation in a future Cabinet Member report. The funding as originally envisaged remains unchanged, and there has now been confirmation of receipt of the GLA loan, with the three year repayment term post completion.

4. Background, including Policy Context

- 4.1 A Cabinet Member Report was approved on the 21st December 2016 which gave approval for the consultation and advertisement of the Traffic Management Orders necessary to introduce the project.

4.2 Initial stakeholder engagement took place towards end of October 2016. This included the distribution of leaflets describing the project to almost 2,400 residential and commercial properties in the area around Bond Street, setting up a consultation page on the Council's website to allow engagement and inquiry, and 3 exhibitions in mid-October 2016 held at the Westbury. The exhibition was attended by business representatives, stakeholder organisations and residents.

4.3 **Section 6** of this report describes:

- the results of the consultation on the proposed kerbside controls and the good support received and discusses issues that were raised and responses.
- the responses received following the statutory advertisement on the proposed changes to parking, loading and kerbside controls. The 21-day formal statutory consultation required for the Traffic Management Orders commenced on 6th January 2017 and closed on 27th January 2017.
- amendments that are proposed to the advertised parking, loading and kerbside controls resulting from comments and objections received during consultation.
- that the design for the Bond Street Public Realm Improvement Project remains compliant with WCC highway standards and Westminster Way, and will support the Council's City for All vision.

4.4 Other implications for the project which are relevant to the Council are set out in **Appendix A**.

4.5 The estimated cost of the scheme is £9.85m for design, works, third party costs including utilities and an allowance for risk, contingency allowances and project management and has remained unchanged from the Cabinet Member report approved in June 2016. Against this, funding of £7.8m will be provided by TfL, NWECC Property Owner and Occupier BID levy income and private sector contributions. NWECC have undertaken a considerable amount of Stakeholder engagement to obtain funding from businesses and property owners. The Funding and Delivery agreement with NWECC is expected to be signed by the end of February. The Council has contributed £0.05m from Section 106 funds. As per the June report there was a funding gap of £2m, the report approved an application to the GLA for a loan, which has now been confirmed (subject to final sign off of the loan agreements).

5. Scheme Design Proposals

5.1 The aim of the scheme is to improve the public realm throughout Bond Street and provide a safe and secure environment for pedestrians. Wider pavements will improve accessibility, while the use of natural materials in a high quality design will emphasise the importance of Bond Street as a destination.

5.2 The approach to design and the use of materials are in line with Council policy and guidance.

5.6 The project covers the whole of New and Old Bond Street from Piccadilly to Oxford Street. It aims to deliver substantial improvement of the public realm that will maintain Bond Street's status as a world class destination for luxury retail. The scheme is being promoted by NWECC and is incorporated into the WEP delivery programme as a named major project.

5.7 The extent of the scheme is as follows:

- New Bond Street between Oxford Street and Burlington Gardens;
- Old Bond Street between Burlington Gardens and Piccadilly; and
- The junctions at the following side streets: Blenheim Street, Brook Street, Grosvenor Street, Maddox Street, Bruton Street, Conduit Street, Clifford Street, Grafton Street, Burlington Gardens and Stafford Street.

5.8 The final design is now complete and includes:

- Repaving of the entire footway along Bond Street between the gateways to Oxford Street and Piccadilly, using York Stone with feature use of York Stone setts;
- Repaving of footways along some adjacent side roads in York Stone;
- Installation of raised carriageway tables at junctions using coloured asphalt;
- Resurfacing of all of the carriageway along Bond Street and on some side roads in asphalt;
- Improving the central pedestrian area (which is closed to traffic) through the provision of high quality feature granite surfaces, the repositioning and removal of some trees and the relocation of cycle racks. The famous 'Allies' bench will remain in its current position. The flower kiosk will also remain in place but there is an aspiration that this will be enhanced substantially using additional private sector funding from local businesses;
- The installation of special paved areas at the arcades along Bond Street;
- Repaving the whole of the highway at the junction between New and Old Bond Streets and Burlington Gardens using a colour mix of granite materials to create a 'townscape' feature;
- Enhancements at the Bond Street entries at Oxford Street and Piccadilly to create new Bond Street "Gateways";
- Installation of recessed covers along the extent of the works;
- Installation of new granite kerbs along the extent of the works;

- Upgrading of street lighting, with a new scheme that will aim to incorporate the existing McKenzie-Moncur columns between Oxford Street and Clifford Street and wall mounted lighting between Clifford Street and Piccadilly;
- Improving surface water drainage;
- Modifications to the method of control at the remaining traffic signal controlled junctions, and the use of modern and more reliable and the incorporation of Countdown;
- Installation of a new zebra crossing near the junction of Blenheim Street;
- Introduction of a Restricted Parking Zone (RPZ) to reduce the amount of yellow lines required and allow loading/ parking only in designated bays or on loading pads;
- General de-cluttering of the street;
- The use of feature granite kerbs to create the loading and parking pads which will provide additional footway space at certain times of the day; and
- Use of granite to provide a feature channel line in the Carriageway.

5.9 The final designs for the Bond Street Public Realm Improvement Project are shown on the General Arrangement drawings numbered 70009316-03-FD-01 to 07 (rev A) shown in **Appendix B**.

5.10 The design changes, to the initial design drawings that were presented to Members in the report in , and that are now incorporated into the final design drawings are ;

- Fenwicks Corner – small module green and white granite paving is now proposed at this key Bond Street corner. This overcomes the engineering issues associated with utility covers at this location. Fenwicks are incorporating features of the pavement design into the developing proposals for enhancing their building facades.
- Traffic signal control at the Maddox Street / Grosvenor Street junction is now proposed rather than zebra crossings. This is considered to provide a greater degree of network resilience and reflects the position set out by Grosvenor Estate in their comments made during consultation and the Traffic Management Order Consultation and supports their developing proposals on Grosvenor St and in Mayfair. The project will deliver the underground infrastructure necessary to allow a future conversion to a zebra crossing if network operational changes take place nearby in the future.
- An enhanced pedestrian crossing arrangement at the Avery Row, Lancaster Court, South Molton Street and Molton Street crossing point on Brook Street to resolve concerns that were made at the stakeholder exhibition and in response to the Traffic Management Order advertisement and to provide for increasing levels of pedestrian movement once Crossrail becomes operational.

- Kerb line alterations are proposed on Brook Street (east side) to better suit revised parking and loading arrangements (described in **paragraphs 6.17 to 6.19** of this report) and to provide a more cohesive link between the Bond street project and the developing Hanover Square Project.

- 5.11 The final design proposals remain fully in line with the concept design developed in the latter part of 2015, the feasibility design that was presented to Cabinet in the report in June 2016 and the report on the initial design that was presented to Cabinet Members in late 2016.
- 5.12 A proposal to permit two way traffic movements on Brook Street (west side) and Davies Street is being developed separately. This provides the opportunity to introduce a new right turn from Bond Street into Brook Street and then towards Grosvenor Square.
- 5.13 The traffic management arrangements and the kerbside parking, loading and waiting restrictions which were subject to consultation and the on-site advertisement of the Traffic Management Orders are shown in Traffic Management Order Drawings No's. Drawing Numbered 70009316-03-TMO (sheets 1 to 7) Rev B and are attached at **Appendix C**.
- 5.14 Consultation on the proposals took place at an exhibition on site and through the statutory advertisement of the Traffic Management Orders on street. The results of the stakeholder consultation and the Traffic Management Order advertisement and the response to comments and objections made, are set out in **Section 6** of this report and in **Appendix E**.
- 5.15 There are proposals for amendments to the advertised kerbside parking, loading and waiting restrictions as a result of the consultation which are set out in **paragraphs 6.17 to 6.19** of this report.

6. Results of the Stakeholder Consultation on the Proposed Parking and Loading Arrangements and Traffic Management Order Advertisement and Proposed Amendments

Stakeholder Consultation

- 6.1 Following previous stakeholder engagement in July 2016 to inform residents and businesses about the designs for the proposed scheme, WCC undertook another stage of stakeholder engagement in mid-October 2016 to provide further detail about the proposed parking and loading arrangements prior to commencing the statutory Traffic Management Order process.
- 6.2 This stakeholder engagement involved several different channels of communication in addition to three exhibitions that were held.
- 6.3 The different channels of communication and their reach are summarised in Table 1.

Table 1 – Summary of Communications Channels used for Stakeholder Engagement

Channel	Audience & Reach
Flyer	Distributed by post to over 4,500 properties and emailed to over 200 contacts
WCC Bond Street webpage comprising exhibition material and feedback from video flythrough	Key contacts and stakeholders, local residents & businesses, wider public
Door-to-door visits	All businesses open during regular hours
Exhibitions (x3)	Interested groups, local residents & businesses – 45 attendees
Facebook advert	Wider public

The TMO Exhibitions

- 6.4 The three exhibitions were held at the Westbury Hotel, Mayfair, London on:
- Tuesday 11th October 2016, 18:00 – 20:00
 - Tuesday 18th October 2016, 12:00 – 14:00
 - Thursday 20th October 2016, 10:00 – 12:00
- 6.5 The purpose of the exhibitions was for businesses, residents and stakeholders to find out more about the Traffic Management Order proposals and to ask questions of the project team to gather the information they required in order to make a judgement of the proposals.
- 6.6 Each of the exhibitions was staffed by a team of around 4-5 project members. Various materials were on display including a short video showing a flythrough of the proposed scheme.
- 6.7 The exhibition materials and engagement questionnaire were made available online and project email address was set up for people to use to provide additional feedback on the proposals. Every effort was made to contact local residents and businesses and the venue was located within the project area at a high-profile venue. Attendees were encourage to complete a questionnaire form which gathered feedback on the changes to parking and loading arrangements not captured during the event itself, with the feedback form also available on the web page.
- 6.8 The three exhibitions had varying levels of attendance, as shown in Table 2.

Table 2 – Attendance at Exhibitions

Date	Number of Attendees
Tuesday 11 th October 2016, 18:00-20:00	5 businesses/stakeholders & 3 residents
Tuesday 18 th October 2016, 12:00-14:00	25 businesses/stakeholders & 3 residents
Thursday 20 th October 2016, 10:00-12:00	9 businesses/stakeholders & 0 residents
Total	39 businesses/stakeholders & 6 residents

Exhibition Feedback

- 6.9 Attendees at the exhibitions were given the opportunity to discuss any queries with the project team in person, and as a result just 15 feedback forms and 2 emails providing further comments were received. All queries attendees voiced at the events were captured even if responses were provided at the time, and these are summarised in the Traffic Management Order Engagement Report at **Appendix D**.
- 6.10 The overall low level of responses to the feedback form indicates the majority of those who were given the opportunity to comment further on the proposals chose not to. Many attendees mentioned they were well-informed about the general proposals for the scheme following WCC and NVEC's previous engagement activities. The low level of responses suggests that as attendees were given the opportunity to discuss parking and loading arrangements and raise queries with a project team member, they did not feel it necessary to also complete the feedback form.
- 6.11 The feedback form was completed by just 15 respondents, comprising 5 local residents, 4 local employees, 1 business manager, 2 stakeholder organisation representatives and 4 visitors (one respondent was both an employee and stakeholder organisation representative). It is important to note that 6 out of 15 of the respondents had *not* attended any of the three exhibitions, which would have provided them the opportunity to discuss and possibly allay their concerns with a member of the project team.
- 6.12 Of the 15 responses to the feedback form, over half (8 out of 15) expressed support for the parking and loading proposals, with 3 'strongly in favour' and 5 'in favour'. A fifth of respondents (3 of 15) were opposed to the proposals, with 1 'opposed' and 2 'strongly opposed'. Of the remaining 4, 3 were 'neutral' whilst 1 answered 'don't know'.
- 6.13 The 15 respondents were also invited to express support for the overall public realm improvements. 9 out of 15 did so, with 4 'strongly in favour' and 5 'in favour'. Again, 3 out of 15 expressed opposition, with 2 'opposed' and 1 'strongly opposed' to the scheme. The other 3 respondents expressed a neutral opinion.
- 6.14 The reasons for supporting or opposing the overall scheme and/or parking and loading arrangements are included in the Traffic Management Order Engagement Report in **Appendix D**

Traffic Management Order Consultation

- 6.14 On 6th January 2017, press and street notices were published and posted online and placed in the New and Old Bond Street areas and on adjacent side roads. Thirteen responses were received within the consultation period which lasted from 6th January to the 27th January 2017.
- 6.15 Of these thirteen responses:
- One was a request for clarification
 - Four responses were to do with dispensations for high value goods

- Two were duplicate objections from taxi trade representatives
- Two were duplicate objections from a business and their legal representative
- four were from other objectors

The comments and objections made during the advertisement of the Traffic Management Orders and responses on these are shown in detail in the table in **Appendix E**.

6.16 As a result of consultation and the advertisement of the Traffic Management Orders and the comments and responses received, amendment of the consulted and advertised parking, waiting and loading controls are proposed and these are out in **paragraphs 6.17 to 6.19** below.

Amendments Proposed as a Result of Stakeholder Consultation and Traffic Management Order Advertisement

6.17 As a result of the comments received during stakeholder consultations and the comments and objections received during the advertisement of the Traffic Management Orders, it is proposed that amendments are made to the advertised parking and loading arrangements associated with the Bond Street Public Realm Improvement Project.

6.18 These are that:

- The loading bay advertised on the southern side of Maddox Street is relocated to the southern side of Grosvenor Street;
- The disabled parking bay that was advertised on the northern side of Grosvenor Street is relocated on to the southern side of Maddox Street where the loading bay was previously;
- The new 6 place taxi rank on Brook Street (east side) is split in two, with one part targeted at Bond Street and the other part remaining where advertised to predominantly service passengers leaving / going to the new Crossrail station. The car parking and loading spaces have been rearranged as a consequence although the overall numbers and type of parking remain unchanged to those as advertised;
- Enhanced pedestrian crossing arrangements are proposed on Brook Street at South Molton Lane / Street and Avery Row / Lancashire Court that were requested during consultations require pavement build outs and revisions to the loading and parking arrangements in this area. The consequence of delivering the enhanced pedestrian crossing arrangements and of maintaining adequate loading space to serve businesses on Brook Street and on South Molton Lane / Street, Avery Row and for Lancashire Court is that three pay by phone bays will be lost to provide the necessary loading provision. The 3 pay by phone parking bays cannot be re-located anywhere nearby to the project, but it is proposed that relocations are looked for elsewhere in the vicinity of Brook Street and/or Bond Street and as the Crossrail works start to complete, with costs of any provision being re-charged to the Bond Street Project (see section 8.6);

- The extent of the Restricted Parking Zone (RPZ) control on Dering St is moved to the Bond Street junction so that the loading and parking and access arrangements on Dering Street and on the Tenteden Street link towards Oxford Street remain as they are now and any changes needed are addressed by the developing proposals for Hanover Square and Oxford Street; and
- The extent of the RPZ on Brook Street (west) that previously terminated at a position between Lancaster Court and Avery Row is extended to the west to include the build outs at the enhanced crossing arrangements on Brook Street at South Molton Lane / Street and Avery Row / Lancashire Court and to better locate the RPZ signs.

6.19 The amended parking and loading arrangements are shown on the drawings nos 70009316-03-TMO-01 to 07 (Rev A4) contained in **Appendix F**.

7. Programme

7.1 The final design for the Bond Street Public Realm Improvement Project is now complete and construction drawings are now being prepared by the Council's service provider FM Conway's Ltd.

7.2 The Bond Street programme proposes that main works will commence on 18th April 2017 and will achieve substantial completion in autumn 2018 in advance of the opening of the Elizabeth Line in December 2018 and ready for the increase in pedestrian demand expected.

7.3 The programme for works implementation is broken down into specific workstream phases that will ensure delivery is sensitive to business needs and allows a comprehensive communications programme to be developed in line with the agreed Coms plan for Bond Street that is supported by the Council's Communication Team and NVEC. The works phasing and dates are shown on the programme and the drawing in **Appendix G**.

8. Outstanding Issues

8.1 The Bond Street Public Realm Improvement Project aspires to deliver a high quality public realm that will emphasise the importance of Bond Street as a destination. The delivery of this aspiration is greatly supported by the design, the identification and proposed use of RPZ controls so that the quality of the new public realm and Bond Street's investment in natural materials for footways and carriageways is not compromised by the use of road markings at the kerbside.

8.2 However, RPZ's are unusual and it is important that the new controls are understood, are used properly by the motorist and deliverers and can be enforced when this is necessary. There has been discussion within the delivery partnership, and there is acceptance that it is vital that the Bond Street project receives adequate enforcement in its early stages of operation so that driver education and understanding can go hand in hand with a dedicated enforcement presence to achieve the operational success that is expected. There will also need to a review at 9 to 12 months so that it can be shown that the operational requirements are, indeed, being achieved.

- 8.3 There will be a cost of delivery of the additional enforcement requirements, discussions with NWECC have taken place and there is a commitment from NWECC that funds will be made available.
- 8.4 Council Officers are now working with NWECC:
- To identify the a comprehensive investment package of enforcement activity that is most likely to deliver the operational success that the Bond Street Project requires, and
 - So that it can be costed and agreed with NWECC, the funding partners and the Council and can be made ready for the operational start of the project.
- 8.5 In addition the Bond Street Delivery Team is working with the Council's Parking Team to see if the Council's current arrangements relating to dispensations can be enhanced to better deal with the management and security aspects of the delivery of high value goods as has been requested by some of the Bond Street Jewellers, Galleries and Auction Houses during consultation. This will be incorporated into the work taking place and mentioned in the earlier **paragraphs 8.1 to 8.4** above.
- 8.6 The new kerb build outs that facilitate the improved pedestrian crossing arrangements across Brook Street (west) at Avery Row / South Molton Lane / Street and Lancashire Court require 3 pay by phone bays to be relocated and this has proven impossible to do within the Bond Street Project extents. The Bond Street Project team is working with Grosvenor to identify new locations in the vicinity of Brook Street and / or Bond Street to replace these bays, particularly as and when the Crossrail works start to complete.
- 8.7 The Bond Street project is adjacent to the public realm improvements that are being designed for Hanover Square and the opening of the new station entrance in the north western corner. There is also a large over site development at the new station. A change to the Cross Rail works programme means that the temporary sub-station on Bond Street to the north of the Brook Street Junction is unlikely to be removed until early 2019. Whilst the Bond Street project is programmed to achieve substantial completion in autumn 2018 there will be a section of Bond Street at and adjacent to the sub-station that will need to be delayed until such time as the sub-station is removed. Discussions with Cross Rail continue on this issue.

9. Financial Implications

Capital costs

- 9.1 The total expected capital cost for the Bond Street Public Realm Improvement Project is £9.85m. Cost estimates are in line with the Bill of Quantities and have been reviewed by the project manager for reasonableness. As the project will be delivered through the Council, the entire cost of the Bond Street project is included in the 2017/18 5 year capital programme, to be approved by Council in March.

Capital funding

- 9.3 Funding arrangements remain unchanged since the June paper. There is expected funding of £7.8m from TFL, NVEC property owner and occupier BID levy and private contributions. The required legal and funding agreements in respect of the above are progressing. £0.05m S106 contribution has been allocated to the scheme from the Council. The GLA has now agreed to a £2.0m loan to Westminster City Council, with a three year repayment term post completion.
- 9.5 The Council is in discussion with HM Treasury regarding a Tax Increment Financing arrangement, if this can be secured, the GLA would be repaid its loan through the Council's increased retention of business rates income. However, if an increase in business rates or equivalent funding is not secured, the Council would be required to repay the £2.0m loan to the GLA. There is an allocation included in the capital programme to cover this.
- 9.6 The funding arrangements for the £9.85m Bond Street Public Realm Improvement Project remain unchanged from those reported in the June 2016 report and are shown in **Appendix H**. As NVEC is going to ballot in December 2017 there is a risk that an element of the funding (£1.63m) cannot be secured if the ballot is unsuccessful. Further detail is at Appendix H.
- 9.7 The cost plan for the Bond Street Public Realm Improvement Project is shown in **Appendix H**.

10. Legal Implications

- 11.1 The legal implications associated with the funding, governance and the delivery of the Bond Street project, and the Council's risk and the management and mitigation of this, were set out in detail in the June Cabinet report.
- 11.2 The Funding and Delivery Agreement with NVEC is expected to be signed at the end of February. This sets out NVEC's and the Council's funding contributions towards the project. If the project needed to be abandoned because of insufficient funds or cost increases then the project would pay out any outstanding amounts plus any make good costs – any unspent allocation would then be redistributed between the partners on a pro-rated basis.
- 11.3 A project board has been established with representatives from the Council, NVEC and TfL. The Council chairs the project board. The project board's role will be to oversee the works being undertaken and to ensure the works are progressing in accordance with an agreed delivery and payments schedule. To ensure the Council retains control, a number of decisions in relation to the project will be reserved to the Council and will not be made by the project board (the 'reserved matters'). These will be set out in the Legal agreement. Reserved matters include changes to the overall budget, material changes to the designs, and compliance with the terms of the call off contract with F M Conway Limited etc.

11.4 To secure the GLA funding, the Council will be required to enter in a loan agreement with the GLA. The Submission of the loan application has been made. The terms of the standard GLA loan and funding agreements are well known to the Council and its content and satisfaction is considered a low risk to the Council.

11. BACKGROUND PAPERS

11.1 None.

If you have any queries about this Report or wish to inspect any of the Background Papers please contact:

Mark Allan Tel: 020 7641 1154
mallan@westminster.gov.uk

For completion by the **Deputy Leader and Cabinet Member for Business, Culture and Heritage**

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed: _____ Date: _____

NAME: **Councillor Robert Davis MBE, DL, Deputy Leader and Cabinet Member for Business, Culture and Heritage**

State nature of interest if any

.....
(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled **Bond Street Public Realm Improvement Scheme: Results of Consultation and Approval for Implementation**

Signed

Councillor Robert Davies MBE, DL, Deputy Leader and Cabinet Member for Business, Culture and Heritage

Date

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:
.....
.....

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Director of Law, Strategic Director Finance and Performance and, if there are resources implications, the Strategic Director of Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

For completion by the **Cabinet Member for Finance, Property and Corporate Services**

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed: _____ Date: _____

NAME: **Councillor Tim Mitchell, Cabinet Member for Finance, Property and Corporate Services**

State nature of interest if any

.....
(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled **Bond Street Public Realm Improvement Scheme: Results of Consultation and Approval for Implementation**

Signed

Councillor Tim Mitchell, Cabinet Member for Finance, Property and Corporate Services

Date

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

Additional comment:
.....
.....

If you do not wish to approve the recommendations, or wish to make an alternative decision, it is important that you consult the report author, the Director of Law, Strategic Director Finance and Performance and, if there are resources implications, the Strategic Director of Resources (or their representatives) so that (1) you can be made aware of any further relevant considerations that you should take into account before making the decision and (2) your reasons for the decision can be properly identified and recorded, as required by law.

Note to Cabinet Member: Your decision will now be published and copied to the Members of the relevant Policy & Scrutiny Committee. If the decision falls within the criteria for call-in, it will not be implemented until five working days have elapsed from publication to allow the Policy and Scrutiny Committee to decide whether it wishes to call the matter in.

For completion by the **Cabinet Member for City Highways**

Declaration of Interest

I have <no interest to declare / to declare an interest> in respect of this report

Signed: _____ Date: _____

NAME: **Councillor Danny Chalkley, Cabinet Member for City Highways**

State nature of interest if any

.....
(N.B: If you have an interest you should seek advice as to whether it is appropriate to make a decision in relation to this matter)

For the reasons set out above, I agree the recommendation(s) in the report entitled
Bond Street Public Realm Improvement Scheme: Results of Consultation and Approval for Implementation

Signed

Councillor Danny Chalkley, Cabinet Member for City Highways

Date

If you have any additional comment which you would want actioned in connection with your decision you should discuss this with the report author and then set out your comment below before the report and this pro-forma is returned to the Secretariat for processing.

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.....
.....

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Appendix A

OTHER IMPLICATIONS

1.1. Resources Implications

- 1.2. A WCC Project Director is in place to support delivery of the project and is included within the project cost.

2. Business Plan Implications

- 2.1. None

3. Risk Management Implications

- 3.1. The Bond Street Project operates within a formalised governance structure. The Partner Project Board and the WCC Steering Group will monitor and consider risk management issues at regular meetings and remedial action will be directed as appropriate.

4. Health and Wellbeing Impact Assessment including Health and Safety Implications

- 4.1. There are no issues relating to co-operation with health authorities arising from this report.
- 4.2. All works undertaken will be closely monitored and carried out to the requirements of the Health and Safety at Work Act 1974 and the Construction (Design and Management) Regulations 2007

5. Crime and Disorder Implications

- 5.1. There are no crime and disorder issues arising from this report.

6. Impact on the Environment

- 6.1. There are no environmental issues arising from this report.

7. Equalities Implications

- 7.1. There are no equalities impacts arising from this report

8. Staffing Implications

- 8.1. There are no other staffing implications arising from this report

9. Human Rights Implications

- 9.1. The measures in this report are not expected to have any implications under the Human Rights Act 1998.

10. Energy Measure Implications

10.1. There are no Energy Measure implications as a result of this report

11. Communications Implications

11.1. Communication implications are dealt with in the body of this report

Appendix B

**Bond Street Public Realm Improvement Project -
Final Design General Arrangement Drawings 70009316-03-FD-01 to 07 (Rev A)**

Appendix C

**Bond Street Public Realm Improvement Project:
Traffic Management Arrangements as Advertised,
Drawing No's. 70009316-02-TMO (sheets 1 to 7) Rev B.**

Appendix D

Bond Street Public Realm Improvement Project – Stakeholder Engagement Report

Bond Street Public Realm Improvement Project – Comments and Responses following Traffic Management Order consultation

NAME and ADDRESS	REF.	OBJECTIONS / COMMENTS / SUPPORT	OFFICERS' COMMENTS
<p>Irene Gomez Transport UK & Ireland on behalf of Zara 333 Oxford Street Mayfair London W1C 2HY irengom@uk.inditex.com</p> <p>Email received: 12/01/2017</p>	001	Queried whether Zara would still be able to load/unload during the night	It was confirmed loading would still be possible outside Zara on Oxford Street between 8pm and 8am and on Blenheim Street
<p>Rachel Rauchwerger Art Logistics Ltd 5/7 Park Royal Road London W3 6XA</p> <p>mail@artlogistics.co.uk</p>	002	Queried whether parking dispensations (between 11.30am and 6.30pm) have to be arranged in advance or are a given. Concerned about deliveries to galleries between 133-148 New Bond Street	The proposed loading dispensation scheme is required to provide the luxury retail and international art galleries the ability to make infrequent deliveries in a safe and secure way. Westminster City Council and our project partners have engaged with many of these businesses to understand the complex issue. Discussions with the Parking Team have progressed and a workshop has been arranged to finalise the details. This will enable the dispensation regime can be implemented in a way that ensures a good balance between the need to provide this important function and protect the public realm improvements.

NAME and ADDRESS	REF.	OBJECTIONS / COMMENTS / SUPPORT	OFFICERS' COMMENTS
Letter dated: 13/01/2017			
<p>David Juda Annely Juda Fine Art 23 Dering Street London W1S 1AW</p> <p>aifa@annelyjudafineart.co.uk</p> <p>Letter received: 16/01/2017</p>	003	Sought clarification that there would be no changes to parking restrictions in Dering Street (as they were promised at exhibition)	The gateway to the Bond Street RPZ has been moved to the junction of Bond Street to ensure that the loading activities on Dering Street would be unaffected
<p>Simon Gillespie Simon Gillespie Studio 104 New Bond Street London W1S 1SU</p> <p>info@simongillespie.com</p> <p>Letter dated: 19/01/2017</p>	004	Concerned at the lack of a loading bay near the entrance to offices at 104 New Bond Street - received and dispatch large and valuable packages frequently and need somewhere where customers can drop off packages	The proposed loading dispensation scheme is required to provide the luxury retail and international art galleries the ability to make infrequent deliveries in a safe and secure way. Westminster City Council and our project partners have engaged with many of these businesses to understand the complex issue. Discussions with the Parking Team have progressed and a workshop has been arranged to finalise the details. This will enable the dispensation regime can be implemented in a way that ensures a good balance between the need to provide this important function and protect the public realm improvements.
<p>Catriona Grant Benjamin Proust Fine Art 43-44 New Bond Street London W1S 2SA</p>	005	Concerned that when they are packing high value items into trucks that 20mins may not be long enough for the truck to be stopped	43 New Bond Street is located near to the bays which allow loading in the morning and unrestricted parking in the evening; with the space being made available for pedestrians during the busier shopping period. Loading for more than 20 minutes can take place

NAME and ADDRESS	REF.	OBJECTIONS / COMMENTS / SUPPORT	OFFICERS' COMMENTS
<p>gallery@benjaminproust.com</p> <p>Email received: 23/01/2017</p>			<p>between 8.30 and 11.30 in the morning.</p> <p>Infrequent deliveries which must be made during the middle of the day may also be possible with the proposed dispensation scheme.</p>
<p>Dominika Mazurek on behalf of Giuseppe Eskenazi Eskenazi Ltd. 10 Clifford Street London W1S 2LJ</p> <p>dominika@eskenazi.co.uk</p> <p>Email received: 24/01/2017</p>	006	<p>Concerned that installing a car club bay next to the permanent parking bay will have a disastrous effect on business - will block their large display window and make it difficult for customers who arrive by taxi and private hire vehicles</p> <p>Also questioned whether there would be any electric car charging points in the area</p>	<p>There is an existing car club space which is being relocated only a short distance. There should therefore be no affect on how customers arrive.</p> <p>The scheme also provides a new Taxi bay at this location, making journeys by taxi easier.</p> <p>There has been provision made for future electric charging points as part of the Hanover Square project.</p>
<p>Guy Sawers Richard Green Galleries 147 New Bond Street London W1S 2TS</p> <p>guysawers@richardgreen.com</p> <p>Email received: 25/01/2017</p>	007	<p>Requested further clarification on the special dispensation for deliveries outside of prescribed period</p> <p>Need somewhere for clients to bring in art for valuation and appraisal</p> <p>Don't want delivery men having to transport artworks long distances - concerned about</p>	<p>Number 147 New Bond Street is located near to the bays which allow loading in the morning and unrestricted parking in the evening; with the space being made available for pedestrians during the busier shopping period. Loading can take place between 8.30 and 11.30 in the morning.</p> <p>Infrequent deliveries which must be made during the middle of the day may also be possible with the proposed dispensation scheme.</p> <p>The proposed loading dispensation scheme is required to provide the luxury retail and international art galleries the ability to make</p>

NAME and ADDRESS	REF.	OBJECTIONS / COMMENTS / SUPPORT	OFFICERS' COMMENTS
		insurance	infrequent deliveries in a safe and secure way. Westminster City Council and our project partners have engaged with many of these businesses to understand the complex issue. Discussions with the Parking Team have progressed and a workshop has been arranged to finalise the details. This will enable the dispensation regime can be implemented in a way that ensures a good balance between the need to provide this important function and protect the public realm improvements.
<p>Richard Massett Licensed Taxi Drivers Association Taxi House 11 Woodfield Road London W9 2BA</p> <p>Richard@ltda.co.uk</p> <p>Email received: 26/01/2017</p>	008	<p>Objection to taxi rank provision - although noted that these are currently in discussions with WCC and TFL</p> <p>Objected no left turn from Conduit Street into New Bond Street</p>	<p>The project provides a careful balance between all users of Bond Street, including pedestrians, cyclists, taxis, deliveries and general vehicles.</p> <p>The LTDA objection was considered by the Bond Street Project Board at their meeting on 27.01.2017 and determined that the taxi rank proposals in the Bond Street design provided a far better balance of taxi ranking provision along the length of Bond Street and at locations that suited existing and future demands and ones that better suited the considerable investment in the improved public realm.</p> <p>The Taxi provision is increased compared to current levels and provided more evenly throughout New and Old Bond Street. The relocation of the taxi stand from near to Burlington Gardens enables this area to be transformed.</p> <p>The restriction of left turns into New Bond Street from Conduit Street is necessary to provide an enhanced pedestrian experience. There are a small number of vehicles that currently make this manoeuvre.</p>

NAME and ADDRESS	REF.	OBJECTIONS / COMMENTS / SUPPORT	OFFICERS' COMMENTS
			<p>The proposed alteration will therefore require a certain level of re-routing. There is a relatively simply local route which provides access to Bond Street utilising St George Street and Maddox Street.</p>
<p>Neil Marshall i-Transport LLP on behalf of Eskenazi Ltd. 10 Clifford Street London W1S 2LJ</p> <p>Neil.marshall@i-transport.co.uk</p> <p>Email received: 27/01/2017</p>	<p>009</p>	<p>Letter on behalf of Eskenazi Ltd proposing an alternative solution to parking and loading on Clifford Street. The alternative is claimed to be less disruptive to property owners on Clifford Street, more cost effective and would ensure vehicles are not parked or loading in locations where such activity does not currently occur.</p> <p>Their alternative proposal included:</p> <ul style="list-style-type: none"> • Moving 14 cycle spaces from the east end of the dock to the western end; • Making the loading bay 16.2m compared to the proposed 15.0m; • Not altering the kerb lines on either side of the carriageway; • Moving the car club and pay by phone spaces closer to Bond Street; • Having a carriageway width of 4.6m when loading bay is occupied as opposed to 3.2m; and • Relocating the car club and parking bay to in front of no. 16 and 17 instead of 8 and 10 to ensure frontages are still viable. 	<p>The reduced carriageway is required to widen the footway and provide the Public Realm aspirations of the project. This has led to keeping the kerbside activity to one side of the street is required with the reduced carriageway width.</p> <p>The associated Brook Street / Davies Street two way scheme leads to more route choice and there is expected to be less traffic through this section of Clifford Street.</p> <p>The loading is located as close as possible to the Bond Street businesses following swept path analysis,</p> <p>Alternate locations for the car club bay will be examined to maintain views of the Eskenazi shopfront.</p>

NAME and ADDRESS	REF.	OBJECTIONS / COMMENTS / SUPPORT	OFFICERS' COMMENTS
<p>James Kon Asserson Law Offices on behalf of Eskenazi Ltd. 10 Clifford Street London W1S 2LJ</p> <p>James.kon@asserson.co.uk</p> <p>Email received: 27/01/2017</p>	010	<p>Letter on behalf of Eskenazi Ltd, also proposing the same alternative options as i-Transport.</p> <p>Also expressed concern about having cars and cycles parked on both sides of the carriageway, which will impede traffic, especially when couriers stop in the proposed loading bays</p> <p>Also expressed concern about the proposed car club bay directly outside of Eskenazi- the company depend on their window display and having a vehicle obscuring their window will hinder their business</p> <p>The letter does, however, express support for making the Bond Street streetscene more attractive and accessible</p>	<p>Cycle hire bikes will be located within the footway side an will not impede traffic flow. Additionally, swept path analysis has been undertaken to ensure even larger vehicles are able to pass when loading and parking is fully utilised</p> <p>Alternate locations for the car club bay may need to be examined to maintain views of the Eskenazi shopfront</p>
<p>Darren Crowson TfL – Taxi and Private Hire</p> <p>3rd Floor 230 Blackfriars Road London SE1 8NW</p> <p>Darren.crowson@tfl.gov.uk</p>	011	<p>The email states that until a number of outstanding issues and concerns about the scheme and current taxi proposals are resolved, they are not able to support the current scheme proposals.</p>	<p>The project provides a careful balance between all users of Bond Street, including pedestrians, cyclists, taxis, deliveries and general vehicles.</p> <p>The Taxi provision is increased compared to current levels and provided more evenly throughout New and Old Bond Street. The relocation of the taxi stand from near to Burlington Gardens enables this area to be transformed.</p> <p>Discussions with the taxi trade, TfL and Westminster City Council taxi representatives have taken place and the suggestions of the</p>

NAME and ADDRESS	REF.	OBJECTIONS / COMMENTS / SUPPORT	OFFICERS' COMMENTS
<p>Email received: 27/01/2017</p>			<p>trade have been implemented where possible.</p> <p>The taxi ranking provision in the Bond Street Project was reconsidered considered by the Bond Street Project Board at their meeting on 27.01.2017. The Project Board confirmed that the taxi rank proposals in the Bond Street design provided a far better balance of taxi ranking provision along the length of Bond Street and at locations that suited existing and future demands and ones that better suited the considerable investment in the improved public realm.</p>
<p>Scott Marshall Grosvenor Britain & Ireland 70 Grosvenor Street London W1K 3JP</p> <p>Scott.marshall@grosvenor.com</p> <p>Letter received: 27/01/2017</p>	<p>012</p>	<p>Reinforced previous objection to two-way traffic on Brook Street and Davies Street due to the negative impact on pedestrians, especially at Avery Row</p> <p>Also objected to relocation of disabled parking from Bond Street to Grosvenor Street as those with impaired mobility are being displaced further away from key retailers on Bond Street, also the disabled bay is being located in the narrow section of Grosvenor Street where there are no parking bays currently, on carriageway that is not wide enough to accommodate disabled parking and loading activity.</p> <p>The letter does, however, express continued support for the general scheme, expressed encouragement at confirmation of TfL/GLA funding, and express pleasure at the</p>	<p>Further engagements with Grosvenor Estates have taken place and the officers are finalising changes to the Avery Row crossing area. A new build out will facilitate an improved pedestrian experience.</p> <p>In order to retain the necessary loading, three pay by phone paces will need to be removed from the area without being replaced as part of this project. Once construction for Cross Rail has been completed, opportunities will be sought to create additional pay by phone spaces.</p> <p>The proposed design of the kerbside controls are proposed to be amended in line with these comments:</p> <ul style="list-style-type: none"> ○ the disabled parking has been relocated to Maddox Street, and ○ the loading bay moved to Grosvenor Street. <p>Discussions are also on-going about the Grosvenor Street/ Maddox Street junction. With options to provide a solution which fits with Bond Street and provides a gateway onto Grosvenor Street is</p>

NAME and ADDRESS	REF.	OBJECTIONS / COMMENTS / SUPPORT	OFFICERS' COMMENTS
		reversion to traffic signals at the Grosvenor Street/Maddox Street junction	being refined. This would include the provision of traffic signals rather than zebra crossings at this location as requested by Grosvenor.
<p>Paul Dimond DAKS Simpson Group 10 Old Bond Street London W1S 4PL</p> <p>Shirla.poole@daks.com</p> <p>Letter dated: 30/01/2017</p>	013	<p>The letter expresses support for the proposed changes to the parking arrangements on Old Bond Street, and states how DAKS hope the new arrangements will give more structured to parking of commercial vehicles, which is currently haphazard and inefficient and not conducive to shoppers</p> <p>DAKS also request the new arrangements be strictly policed to ensure the presence of commercial vehicles is in fact limited, to ensure the prestige of the area is maintained</p>	<p>An enforcement strategy is being developed which will be in place as the restricted parking zone is implemented. This will ensure as far as practicable, that the proposed kerbside controls successfully protect the area.</p>

Appendix F

**Bond Street Public Realm Improvement Project:
Traffic Management Arrangements as Amended,
Drawing No's. 70009316-03-TMO-01 to 07 (Rev A4)**

Bond Street Public Realm Improvement Project – Work stream Phases and Programme Dates

Appendix H (– Not for general release)

Bond Street Public Realm Improvement Project – Financial and Funding implications