



# City of Westminster Cabinet Member Report

<b>Decision Makers:</b>	Councillor Robert Davis MBE DL, Deputy Leader and Cabinet Member for Business, Culture and Heritage Councillor Nickie Aiken; Leader of the Council on behalf of Councillor Danny Chalkley, Cabinet Member for City Highways; Councillor David Harvey, Cabinet Member for Environment, Sports and Community; and Councillor Tim Mitchell, Cabinet Member for Finance, Property and Corporate Services.
<b>Date:</b>	18 <sup>th</sup> December 2017
<b>Classification:</b>	For General Release
<b>Title:</b>	Hanover Square Public Realm Improvement Scheme
<b>Wards Affected:</b>	West End
<b>Reason for the Report</b>	<p>This report provides an update on the development of the comprehensive public realm scheme for Hanover Square and its gardens following Cabinet Member approval of the concept design and initial stakeholder consultation carried out in 2016/17.</p> <p>It provides details of the stakeholder consultation and the public briefing events, sets out subsequent design revisions, and seeks formal approval to proceed with the detailed design stage of this project, including formal consultation on proposed traffic and highways changes.</p>
<b>City for All Summary</b>	The subject of this report and its recommendations respond to the City Council's commitments to: creating places and opportunities for everybody in the city to be physically active and play a role in their community; to creating great local places where people enjoy living, working and visiting; and taking pride in our role as custodian of this great city, protecting our heritage by managing places and spaces that can be enjoyed now and in the future.
<b>Key Decision:</b>	Yes

**Financial Summary:**

This report deals with the outcome of the Initial Design (Stage 2 of this project) and seeks agreement to complete Detailed Design Stage 3. The estimated cost for stage 3 of this project is £577k. This is proposed to be funded through existing Section 106 public realm contributions.

A further Cabinet Member Report will be submitted seeking agreement to proceed with Stages 4 and 5 of this project (mobilisation and implementation).

The estimated cost for the whole project, is approximately £12.3m. This is based on the end of Stage 2 estimates.

This project will be implemented in line with the funding that can be secured, when it is available. A phased programme for the delivery of this project is being developed to enable development of those parts of this project that are already funded to be undertaken.

**Report of:**

Executive Directors of Growth Planning and Housing, City Management and Communities, and City Treasurer

**Report Authors:**

Hilary Skinner, Place Shaping Coordinator Growth Planning and Housing and Mark Allan, Service Development Manager City Management and Communities  
Rikin Tailor, Strategic Finance Manager – Projects/WEP

# 1. Executive Summary

- 1.1 The Hanover Square public realm scheme is a key project included in the West End Partnership's Delivery Plan 2015-2030 and is a specific listed project within the Cabinet Member for Business, Culture and Heritage's portfolio.
- 1.2 The Concept Design for public realm improvements for Hanover Square was approved by Cabinet Members in September 2016, with a vision to enhance the public spaces and improve traffic management, and increase the pedestrian capacity of the square to cope with the influx of passengers arriving, from December 2018, at Crossrail's Bond Street Station's Eastern Ticket Hall in the north-west corner of Hanover Square.
- 1.3 Design Stages 1 and 2 of the Hanover Square project have now been completed and the outcome of the design work and the consultation on it are the primary subjects of this Cabinet Member Report.
- 1.4 The Stage 2 Initial Design for Hanover Square is included in Appendices Ci and Cii. This design develops the layout of the concept design approved in September 2016 and includes revisions made following public consultation as highlighted in the main body of this report.
- 1.5 The proposed scheme includes:
  - The pedestrianisation of the west side of Hanover Square and associated highways alterations;
  - Repaving with high quality materials throughout the square including to create an accessible route around the square;
  - New and improved pedestrian crossing facilities reflecting pedestrian desire lines taking into account the forthcoming Crossrail station opening and emerging proposals for Oxford Street;
  - Provision of new parking and loading spaces with controlled traffic access into parts of the site which are expected to be heavily used by pedestrians in front of the new station;
  - Further improvements to the gardens and associated heritage features.
- 1.6 Following stakeholder and further public consultation the scheme now proposes additional motorcycle parking and the relocation of the cabmen's shelter to a more prominent, central location on the south side of Hanover Square.
- 1.7 A significant level of opposition was voiced in response to proposed loss of 4 trees within Hanover Square Gardens under the previous proposals consulted on earlier this year.

Proposals for the gardens are addressed in section 10 of this report. The project continues to protect all existing fully mature trees and provide more trees than currently exist onsite.

- 1.8 Improvements to connecting streets in the wider area are also being considered to better link Hanover Square to nearby Oxford, Bond and Regent streets and the wider East Mayfair area.
- 1.9 There remains a considerable funding gap for delivery of the Hanover Square scheme, and delivery of the public realm works is considerably constrained by the current Crossrail and other neighbouring development works which are currently underway and/or planned within Hanover Square, work on which will continue at least through 2018 into 2019. The overall works programme for Hanover Square is being developed with Crossrail and other key local stakeholders / developers.
- 1.10 This report seeks agreement to progress with the Detailed Design stage of this project and to carry out formal advertisement and consultation on the necessary highways changes and formal Traffic Management Orders. The outcome of this work will be reported back to Members in early 2018 seeking agreement to implement a scheme, together with details of the funding arrangements and proposed phased implementation programme.

## **2. Recommendations**

- 2.1 That formal approval is given by the Cabinet Member for Business, Culture and Heritage for the Initial Design for this scheme as shown in the General Arrangement drawing attached as Appendices Ci and Cii to this report, including the relocation of the cabmen's shelter to a central position on the south side of Hanover Square;
- 2.2 That formal approval is given by the Cabinet Member for Business, Culture and Heritage to complete the Stage 3 Detailed Design of this project;
- 2.3 That the Cabinet Member for Business, Culture and Heritage agrees the outline project delivery programme set out in section 11 of this report;
- 2.4 That the Leader of the Council on behalf of the Cabinet Member for City Highways approves the proposed kerbside parking and loading and Traffic Management Plans as shown in Appendices G and H;
- 2.5 That the Leader of the Council on behalf of the Cabinet Member for City Highways approves the advertisement of the Street Notices and consultation on the Traffic Management Orders associated with the proposed parking and loading arrangements for Hanover Square;
- 2.6 That the Cabinet Member for Finance, Property and Corporate Services approves the expenditure of £577k from existing Section 106 public realm contributions already allocated to the Hanover Square project to fund the Stage 3 Detailed Design development and the advertisement of the Street Notices and consultation on the Traffic Management Orders;
- 2.7 That the Cabinet Member for Environment, Sports and Community agrees the current gardens proposals as set out in section 10 and Appendices Di and Dii of this report.
- 2.8 That delegated authority be given to the Executive Directors for Growth Planning and Housing and City Management and Communities in consultation with the relevant Cabinet Members for minor modifications to the approved Initial Design and Traffic Management Orders;
- 2.9 That Cabinet Members note that there will be a further report to Members in early 2018 which will detail the responses made during the advertisement of and consultation on the Traffic Management Orders. Subject to the consultation responses and Members' views on these, it is intended that this further report will seek Members' approval to the final design and the funding arrangements for this project, and to implement the Hanover Square public realm scheme to an approved delivery phasing plan commencing in mid-2018, with phased delivery of works through 2018-2020 – subject to Crossrail providing access to the site in 2018 – they are currently indicating that this will be at the end of June 2018.

### **3. Reasons for Decisions**

- 3.1 The Initial Design set out in Appendices Ci and Cii of this report has been produced in collaboration with key stakeholders and in consultation with the local business and residential community. Approval of this design is required to enable this project to progress into the next, detailed design stage.
- 3.2 The programme for development of the detailed design and for subsequent (with further Cabinet Member approval) implementation of this scheme is tight as it is related to Crossrail Line 1, the Elizabeth Line, opening in December 2018 and related construction activity in the area. Delivery of the proposed scheme for Hanover Square is needed to provide a safe public realm to accommodate the increased numbers of pedestrians expected in Hanover Square following the opening of the new rail service there.
- 3.3 The proposed public realm works necessitate associated improvements to the highways layout and parking and loading arrangements around Hanover Square. These have been designed to maximise efficient use of the kerb sides and re-provide and where possible increase the amount of parking and loading provided.
- 3.4 Approval of the proposed parking and loading arrangements is required to enable this project to move through detailed design Stage 3, and for formal consultation to be carried out on the proposed traffic management arrangements. A decision is needed to enable consultation on the associated TMO's to be carried out early in the new year, to allow for implementation of the scheme in line with the outline project programme.
- 3.5 The proposed highway modifications identified in this report will improve the streetscape in Hanover Square and provide a safe environment for pedestrians and other users of this space. They will deliver substantial improvement to the public realm here, creating a world-class environment which enhances the unique heritage of the Square and its gardens.
- 3.6 Delegated authority is sought to make minor alterations to the proposals should the need arise. These will be managed through a Project Board, representing funders, and an Advisory Board representing funders and other local interests, with amendments being made by relevant executive directors in consultation with Cabinet Members. Resources and other implications are set out in Appendix A attached.
- 3.7 A funding package has been identified and is being further developed for Hanover Square, with Section 106 public realm contributions collected specifically for spend on this project. A number of these contributions could not legally be spent elsewhere. Agreement is sought at this stage to continue to use these contributions to fund the Hanover Square scheme through Detailed Design Stage 3. Further contributions have been identified and are being actively sought. These are detailed in section 12 below and include a contribution from Crossrail for delivery of works outside their station entrance.
- 3.8 This is the 2<sup>nd</sup> of 3 Cabinet Member Reports relating specifically to proposals for public realm works in Hanover Square. The first (2<sup>nd</sup> September 2016) sought agreement to proceed through design stages 1 and 2 (feasibility and initial design) of this project. This work has

subsequently been completed. This report seeks approval to complete Stage 3 detailed design work and to carry out formal consultation on the proposed highways changes.

- 3.9 A further Cabinet Member Report will be presented to Cabinet Members in early 2018 reporting on the findings of the traffic order advertisement and consultation and will seek agreement to implement the Hanover Square scheme. At this stage a full funding package will be presented to Members for their approval, together with details of the proposed phased implementation programme.

## **4. Background**

- 4.1 Hanover Square has historically been dominated by traffic, low quality pedestrian space, a general lack of a coherent public realm, and since 2009 a Crossrail worksite. Numerous private developments, both planned and underway and the arrival of Crossrail into the Square in December 2018 will see an influx of additional visitors to the Square. Crossrail alone is expected to bring over 10,000 pedestrians to Hanover Square in the morning peak (7-10am).
- 4.2 A concept design of the public realm improvements for Hanover Square was developed in 2015 by Publica public realm consultants working for the Great Portland Estate (GPE). A joint working Hanover Square Project Board was subsequently set up by the City Council in late 2015 to review the concept design with key local development partners and stakeholders. The Concept Design was the subject of Cabinet Member Report in September 2016 and subsequently approved by Cabinet Member in September 2016. The Concept Design was attached as Appendix E to the September report.
- 4.3 Hanover Square lies within an area of significant infrastructure delivery, increasing development activity and is linked to a number of other public realm improvement schemes in Mayfair, central London. See Appendix Bii.
- 4.4 Crossrail's Bond Street Station's Eastern Ticket Hall will be open to passengers in the north-west corner of Hanover Square at its junction with Tenterden Street in December 2018.
- 4.5 The City Council's public realm improvement scheme, the subject of this report, is being developed in parallel to a number of other schemes both planned and underway including the Bond Street public realm scheme, the Brook Street/Davies Street two-way scheme and development sites around Hanover Square and adjacent streets, including future proposals for Oxford Street, in order to take account of any future changes arising from other local interventions.
- 4.6 The Bond Street scheme to the west of Hanover Square is connected to Hanover Square via Dering Street and Brook Street. The Bond Street project commenced in April 2017 and will be

completed in late summer 2018. The Hanover Square scheme is currently planned to commence on site in Spring/Summer 2018 – subject to Crossrail providing access.

## **5. Policy Framework**

- 5.1 Implementation of the Hanover Square scheme will help to deliver The West End Partnership<sup>1</sup>'s (WEP) objectives to create a West End which:
- is easy to reach, with less congestion and better air quality;
  - is renowned for the quality, interest and extent of its public spaces, helping to differentiate London from other world cities;
  - and which plays a pivotal role in London's continued economic success.
- 5.2 Hanover Square is a key project included in the West End Partnership's Delivery Plan 2015-2030. The scheme will help to deliver a significant positive change in the West End and help to drive investment.
- 5.3 The proposed public realm improvement scheme responds to the City Council's commitments to:
- creating places and opportunities for everybody in the city to be physically active and play a role in their community;
  - to creating great local places where people enjoy living, working and visiting;
  - and taking pride in our role as custodian of this great city, protecting our heritage by managing places and spaces that can be enjoyed now and in the future.
- 5.4 Development of this scheme further responds to the Council's commitment to work with our partners to keep the city moving in the lead up to the first phase of Crossrail line 1 opening in December 2018.
- 5.5 The scheme is being designed to meet the objectives of the Council's adopted City Plan November 2016, Policy S41 Pedestrian Movement and Sustainable Transport, to create a convenient, attractive and safe pedestrian environment, with particular emphasis in areas with high pedestrian volumes or peaks.

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<sup>1</sup> <https://westendpartnership.london/>



## **6. The Scheme**

6.1 This report seeks approval of the Stage 2 Initial Design, included in Appendices Ci and Cii of this report.

6.2 The scheme has not substantially changed from the concept design reported to Members in September 2016.

6.3 The proposed Hanover Square Public Realm Improvement Scheme is intended to transform Hanover Square and its gardens into an internationally significant public space through:

- delivery of enhanced highway and traffic management arrangements including new pedestrian crossings and taxi facilities;
- delivery of better physical and visual connections between the square and its surrounding environment.

6.4 Specific proposals include:

- the pedestrianisation of the western side of Hanover Square with space for pedestrians to orientate themselves outside the new station entrance. This site is currently closed to all traffic and pedestrians as it is being used as a Crossrail work site;
- the use of quality natural materials throughout the Square;
- the introduction of complimentary street lighting;
- the necessary relocation of the cabman's shelter from the north to the south side of Hanover Square which is required to enable it to remain in active use for its original and current purpose;
- controlled service vehicle access to Tenterden Street to help minimise pedestrian and traffic conflict (as set out in section 8 below);
- improved highways layout around the Square including at its junctions with connecting streets;
- and new parking arrangements.

## **7. Materials and Street Furniture**

7.1 Use of high quality materials is proposed throughout the Hanover Square scheme, generally in line with the standard now being installed in Bond Street. Specifically the Hanover Square scheme proposes:

- Repaving of the entire footway around Hanover Square, using Yorkstone paving to create an attractive and accessible border against the property frontages, with a mix of hard-wearing granite and sandstone setts used to add interest to the new pedestrian areas;

- Installation of raised carriageway tables using granite setts to provide level crossing points for pedestrians;
- Resurfacing of the carriageway on the east side of Hanover Square in asphalt;
- Creation of a new pedestrian area on the west side of the Square paved with a mix of granite and sandstone materials to create a 'townscape' feature here;
- Installation of recessed service access covers along the extent of the works;
- Installation of new granite kerbs and feature kerbs around the Square;
- Installation of bespoke feature street furniture in high quality materials, including stone benches outside the station entrance;
- New and upgraded street lighting around the Square with new heritage style lamp columns and wall mounted lighting wherever possible;
- General de-cluttering of the street;
- In certain locations, the use of granite parking and loading pads to create spaces which will provide additional footway space at certain times of the day<sup>2</sup>.

7.2 Further works are proposed to reinstate the historical orbital path in Hanover Square Gardens. Details are set out in Section 10 below.

7.3 The overall concept for Hanover Square remains unchanged from previous consultation, and since September, additional design work has been undertaken alongside 2 rounds of public consultation which have recorded considerable support for the vision and overall proposals for Hanover Square. Proposals for the hard-landscaping and pedestrianisation of the west side of Hanover Square have been particularly welcomed.

## **8. Proposed Traffic Arrangements:**

8.1 Approval is being sought for the proposed kerbside parking and loading and Traffic Management Plans shown in Appendices G and H, and for the advertisement of the Street

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<sup>2</sup> These may fall outside of the core scheme area

Notices and consultation on the Traffic Management Orders associated with these proposed parking and loading arrangements for Hanover Square.

- 8.2 Delegated authority is also being sought to make minor amendments to these should the need arise, to better coordinate the traffic restrictions with similar controls that may arise from nearby developing projects.

### **Highways Arrangements**

- 8.3 The following highway changes are proposed to facilitate delivery of the Hanover Square public realm scheme:
- 8.4 The western side of Hanover Square is proposed to be permanently closed to traffic to provide new public circulation space outside the station entrance under the proposed public realm scheme for Hanover Square - no vehicular access will be provided on the west side of the Square aside from emergency access should it be required to the station or associated development scheme. There has been no vehicular access aside from construction traffic here since the Crossrail worksite was erected in 2009.
- 8.5 Crossrail have their own hostile vehicle mitigation (HVM) measures – a line of security bollards surrounding their station entrance, already approved. These will be installed ahead of station opening next year. We have a need to maintain emergency access on the western terrace and there will be other occasional demands for vehicle access and achieving this within a security bollard context would be difficult. Further HVM measures are being considered through the design process.

### **Proposed Traffic Controls**

- 8.6 The east side of Hanover Square is proposed to become 2-way allowing access and egress from Princes Street and Tenterden Street.
- 8.7 Under the Hanover Square scheme, Harewood Place will remain open for general traffic travelling south-north. It may be that changes to Oxford Street arising from the joint WCC/TfL scheme there will lead to changes to Harewood Place in the future. This is currently beyond the scope of the Hanover Square project, however the Hanover Square scheme design has been future-proofed as far as possible to accommodate changes arising from the Oxford Street project without major re-working.
- 8.8 Tenterden Street will be closed to through traffic at all times to help minimise the potential for vehicular and pedestrian conflict at times of heavy pedestrian flows, in particular in the morning and afternoon/early evening rush hour peaks. It is proposed to be opened from its eastern end to enable access and servicing only, between the hours of 10am – 12 noon and 9pm – 7am daily.
- 8.9 It is proposed that traffic will access the proposed new layby outside number 22 Hanover Square on the south west side of the square from its western end and move through in an anti-

clockwise direction. Planters may be installed to prevent overrun of vehicles into the pedestrian spaces here.

### **Restricted Parking Zone (RPZ)**

- 8.10 The Hanover Square project aspires to deliver a high quality public realm that will emphasise the importance of Hanover Square as a destination. The delivery of this aspiration is greatly supported by the proposed use of Restricted Parking Zone (RPZ) controls so that the quality of the new public realm and investment in natural materials for footways and carriageways is not compromised by the use of road markings at the kerbside. The extent of the proposed Restricted Parking Zone is shown in Appendix H.
- 8.11 The extents of the RPZ within Hanover Square are proposed to be from the top end of St. George's Street, the western end of Hanover Street, the western end of Princes Street, the northern end of Harewood Place at the junction with Oxford Street and where Tenterden Street meets Dering Street. Entry and exit signs will be required at appropriate locations, however no repeaters will be required within the zone.
- 8.12 The introduction of an RPZ removes the need for yellow lines and allows loading/ parking only in designated bays or on loading pads. This will enhance the appearance of the highway.
- 8.13 The existing RPZ for Bond Street is proposed to be extended to cover Hanover Square, with parking operating under the same standard hours as used in both Bond Street and Brook Street. Therefore no additional signage will be required on Brook Street between the Bond Street and Hanover Square restricted parking zones.
- 8.14 Details about the proposed parking arrangements are set out in Appendices G and H of this report. Overall, and including motorcycle and taxi parking, the scheme proposes no net loss of parking within Hanover Square. Proposed changes to parking levels are set out in Table 1, Appendix G.

### **Pavements, Crossings and Traffic Signals**

- 8.15 Current proposed crossing points are shown in Appendices Ci and Cii. Signal controlled crossings are currently proposed at the east end of Brook Street and the south end of Harewood Place where these streets join Hanover Square.
- 8.16 Transport for London has agreed in principle the signal control proposals associated with this scheme. The location of the associated signal control boxes remains under review and will be confirmed through the detailed design process.
- 8.17 New Zebra crossings are proposed to be installed at the junction with Hanover Street, across the St George Street junction and at the southern end of the east side of Hanover Square.
- 8.18 Pavements will be widened throughout the core project area wherever possible and a new accessible pedestrian route will be created against the building frontages. This, together with

proposed raised crossing points throughout the core scheme area will provide improved access for all pedestrians around the square.

### **Loading Bays**

- 8.19 Improved loading bays are proposed to be provided throughout the core scheme area. These are shown in Appendix H, and are included in the Initial Design General Arrangement drawings in Appendices Ci and Cii.
- 8.20 A Parking and Servicing Survey was carried out as part of the initial consultation on this scheme in 2016 to identify local demands. This survey highlighted that the majority of loading activity to properties in Tenterden Street (including those with frontages onto Oxford Street and close to the Crossrail station entrance) was carried out either overnight or in the morning.
- 8.21 The public realm scheme for Hanover Square seeks to allow access to loading bays for deliveries in the early morning, late morning and overnight. Access will otherwise be controlled here to help minimise the potential for pedestrian and vehicle conflict as set out in Appendix H attached. This will be further reviewed in the light of any decisions taken in respect of Oxford Street and other initiatives that might affect the area.
- 8.22 Tenterden Street will be reinstated to allow 2-way traffic (as operated before the Crossrail closures). It may be necessary to enforce restrictions on the size/ weight of vehicles using loading bays on Tenterden Street due to the limited turning space available within the carriageway and to prevent vehicles over-running on footways while turning. Vehicles accessing Tenterden Street may need to be restricted to 18t (12m long), however responses from retailers and occupiers have advised that the maximum size of vehicle currently servicing and delivering to properties on Tenterden Street is 18t, and so formal restriction and enforcement may not be necessary here.

### **Cycling**

- 8.23 Cycle parking is proposed to be provided on the east side of Hanover Square close to the garden railings.
- 8.24 The Hanover Square scheme is being managed and designed to future proof against whatever comes out of the emerging Oxford Street consultation which is planned to close on 17<sup>th</sup> December 2017, including in terms of future cycle facility provision with the potential for a cycle contra-flow on the east side of Harewood Place.

### **Buses**

- 8.25 The east side of Hanover Square has been designed to accommodate buses should they still need to pass northbound through Hanover Square either as part of the current service

provision or when on diversion from Regent Street. The overall ambition however is for buses to be removed from Hanover Square by 2018 if possible.

### **Outside the Core Hanover Square Project Area**

- 8.26 Transport for London (TfL) and the City Council has recently agreed that the bus stands currently located on the west side of Harewood Place could be relocated by the end of 2018 as part of the package of Oxford Street proposals. This is predicated on the provision of alternative bus stand locations and alterations to bus routes delivered under either the Oxford Street scheme, as an extension to the Hanover Square project or as a separate new project for Harewood Place. A new loading/ shared use bay is currently proposed to be provided in place of the existing bus stand in Harewood Place.
- 8.27 The outcome of TfL's consultation on buses will inform the detailed design development of the Hanover Square scheme and subsequently any future scheme for Harewood Place.
- 8.28 It is intended that public realm improvements to Dering Street and Harewood Place will be delivered in coordination with the wider improvement schemes for Bond Street and Oxford Street respectively, possibly as: an extension to the Hanover Square scheme (and therefore outside the scope of the project being reported here); as part of the Oxford Street project; or as a standalone project to link both schemes together.
- 8.29 Princes Street<sup>3</sup> is largely outside the scope of the core Hanover Square scheme and it is assumed that it will remain open to 2-way traffic at its western end and closed to through traffic at its eastern end. Discussions with the Crown Estate on their adjacent property interests are continuing. Initial discussions indicate that the schemes could be complimentary.
- 8.30 Hanover Street again falls outside the core project area and will remain largely unchanged under the current Hanover Square proposals, aside from minor parking bay alterations. Hanover Street will remain one-way with vehicular traffic travelling in an east-west direction with the cycle contraflow remaining on its north side;
- 8.31 Significant changes to the parking arrangements in St. George Street are proposed from the existing situation on-site to facilitate the core Hanover Square scheme referred to in this report.
- 8.32 The cabmen's shelter is proposed to be relocated to the south side of Hanover Square in a central location at the top end of St. George's Street to enable it to remain in operation serving

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<sup>3</sup> Discussions with the Crown Estate and others may bring forward related proposals.

refreshments to the taxi trade. The taxi refreshment rank is proposed to be co-located with the shelter in St. George's Street – see paragraphs 9.19-9.30 below.

- 8.33 Parking bays will be re-provided in St. George's Street to accommodate this move. No changes south of Maddox Street are proposed as part of the Hanover Square scheme. St. George Street itself will remain 2-way under these proposals;
- 8.34 Taxi pick-up ranks will be provided in Brook Street east – at its eastern end visible and with level pedestrian access from the Crossrail station entrance, and on the south side of Brook Street outside Fenwick's department store. The section of Brook Street leading in to Hanover Square will remain one-way – west to east for vehicular traffic.
- 8.35 The lighting proposals for the core Hanover Square area are proposed to continue into Dering Street, Harewood Place, Hanover Street and St George Street, for consistency.

## **9. Consultation**

### **Stakeholders Engagement**

- 9.1 The Initial Design for Hanover Square has been developed through local stakeholder engagement, including through a series of public briefing sessions at the end of November 2016 and the end of April 2017. Two reports explaining the consultation process and detailing the findings of these sessions are attached as Appendices E and F to this report. Findings of these sessions are summarised below, along with a summary of changes made to the Concept Design following comments received through this process.
- 9.2 Local West End Ward Members were provided with an update on the proposed scheme in April 2017 and were invited to attend the public consultation events. City Council officers also provided an update and provided consultation leaflets to the Crossrail Bond Street Community Liaison Panel<sup>4</sup> meeting on the 20<sup>th</sup> April 2017, chaired by Councillor Glanz.

### **Summary of Responses Received:**

- 9.3 A good level of support for the public realm proposals was recorded in November 2016. Attendees welcomed the proposals to significantly improve the public realm, particularly in terms of making better use of the available space and providing for the increased pedestrian flows through the area associated with Crossrail.
- 9.4 This preliminary engagement activity provided useful feedback on the design of the Hanover Square public realm scheme and raised awareness of the project. A summary of the information provided at this stage is included in the Consultation Report in Appendix E to this

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<sup>4</sup> This meeting is chaired by West End Ward Councillor Jonathan Glanz and attended by representatives from the local development, business and residential community, including Crossrail, Great Portland Estates, and the Residents' Society of Mayfair & St. James's.

report and in the leaflets linked to from the consultation website:

[http://westminstertransportationservices.co.uk/projects/project\\_details.php?id=447](http://westminstertransportationservices.co.uk/projects/project_details.php?id=447).

- 9.5 During the 2<sup>nd</sup> stage of public consultation in April 2017, details of the proposed parking and loading arrangements were made available alongside plans for Hanover Square Gardens. A 3D visualisation of the scheme was shown on a large screen at the end of introductory presentations by members of the project team. Ward Councillors were invited to attend these sessions.
- 9.6 West End Ward Member Councillor Jonathan Glanz attended one of the drop-in sessions. Cllr. Glanz was supportive of the scheme's proposals and overall aim to create an enhanced public space and was keen to assist in sharing the proposals with local residents and businesses.
- 9.7 Again there was a good level of support for the public realm improvement proposals for Hanover Square amongst those who provided feedback to the April 2017 consultation. As per the first consultation attendees again welcomed the opportunity to significantly improve the public realm, particularly in terms of making better use of the available space and enabling the safe dispersal of the increased numbers of pedestrians through the area associated with Crossrail and other local development schemes.
- 9.8 A concern of some respondents attending the 2<sup>nd</sup> set of briefing sessions was how busy Hanover Square will become with the additional Crossrail passengers. There were also concerns raised regarding traffic volumes, and the routing of London buses through the Square, which stakeholders recommended should be limited where possible.
- 9.9 A considerable number of concerns were raised after the briefing sessions (and by 1 resident group representative during the briefing sessions) specifically regarding the proposed loss of trees in Hanover Square Gardens under the Council's proposed public realm scheme. These concerns are addressed in the attached Consultation Feedback Report in Appendix F and in section 10.15-10.26 below.
- 9.10 Local residents subsequently advised West End Ward Member Councillor Glenys Roberts of their concerns regarding the proposed loss of trees here and she attended a meeting with Councillor Robert Davis DL to discuss this. Officers are reviewing the specific proposals for the Gardens and its trees as set out in section 10 below.
- 9.11 Both of the consultation events were considered useful by those who attended.
- 9.12 Overall the local resident and business community voiced considerable support for the proposals to pedestrianise the west side of Hanover Square, for the improved pedestrian crossing points and the use of high quality materials throughout the scheme.
- 9.13 A separate visitor survey, undertaken in July 2016 by Publica on behalf of the City Council of 100 people on-street in and around Hanover Square, recorded a similar level of support for the overall scheme. This survey highlighted: users' concerns regarding access to the Square; the high level of traffic experienced at that time; the associated high levels of noise and poor air quality also experienced at that time; that the gardens had become run-down and that the



diagonal paths there did not make much sense. Similar concerns were raised by representatives from the local church.

### **Changes Incorporated into the design:**

- 9.14 The specific issues raised through the consultation process have subsequently been addressed through the design development process. Changes incorporated into the Initial Design (Appendices Ci and Cii) as a result of feedback received are summarised below:
- 9.15 **Parking and Loading**  
Concerns were raised in November and April about the level of motorcycle parking provided as part of this scheme. The scheme is designed to be parking neutral, re-providing the current level of parking within the Square as far as possible. In response to feedback received during the consultation process, additional motorcycle parking spaces are proposed to be provided to accommodate need. Similarly an increased provision of on-street servicing bays and taxi pick-up rank and taxi refreshment rank bays are also proposed.
- 9.16 **Vehicular Access to Tenterden Street**  
Concerns were raised during the consultation process about both the need for access for *service* and other vehicles into Tenterden Street on the north side of the Square, and the potential impact that allowing vehicular access here would have in terms of potential vehicular/pedestrian conflict in particular outside the station entrance.
- 9.17 Vehicular access to Tenterden Street is proposed to be controlled, limiting access to servicing and loading vehicles only between the hours of 10am – 12 noon and 9pm – 7am (Monday-Sunday). Access for emergency services and permitted/authorised vehicles (maintenance, street cleansing etc.) will be allowed at all times from the east end of Tenterden Street. Bollards (removable in an emergency) are currently proposed at the western end of Tenterden Street on its north side, to prevent through flow of traffic passing into Dering Street and vice versa.
- 9.18 A permit scheme is being considered for specific occupiers on the north side of Tenterden Street to enable them to access their underground car park there. Physical access to this street is currently under review and will be further considered through the detailed design process.
- 9.19 **The Cabmen's Shelter**  
Concerns were raised during the November 2016 and April 2017 public consultation exercises regarding the previously proposed location of the cabmen's shelter on the south east side of Hanover Square adjacent to Vogue House.
- 9.20 The shelter is currently located on the north side of Hanover Square, outside but parallel to the garden railings and is surrounded on 3 sides by the Crossrail hoardings.
- 9.21 It would not be possible to keep the shelter in operation as a taxi driver refreshment facility in its current location with the opening of the new station. The refreshment rank which was previously located on the north-west side of the square has been closed throughout the duration of the Crossrail works and could not be re-provided outside the station entrance as

this part of the highway is not proposed to be opened to general traffic (including taxis) and in any case the relocation of a refreshment rank anywhere close to the station entrance would cause confusion for customers seeking to find a taxi for hire. This is something that the taxi trade is anxious to avoid.

- 9.22 A considerable amount of work has gone into assessing various relocation options for the shelter and its associated refreshment rank and officers are confident that the new proposal for the co-relocation of both to the south side of Hanover Square provides the best solution. Further details about the other sites considered are set out in the attached Cabmen's Shelter Relocation Report attached as Appendix I to this report.
- 9.23 The Cabmen's Shelter Trust have advised that the shelter requires 10 rank spaces to be co-located with the shelter to support its function to provide refreshment to the taxi trade. The taxi trade support this co-location and the proposed location identified in this report for the shelter would offer the potential for both the shelter and associated rank to be located side-by-side.
- 9.24 Representatives from the local Church (St. George Hanover Square) have voiced support for the shelter remaining in Hanover Square in close proximity to the Church as they run a coupon system which enables those in need to get food from the shelter and the Cabmen's Shelter Trust have raised concerns that the Shelter should not be located away from Hanover Square.
- 9.25 Local business representatives have raised concerns that the shelter should not obstruct views to their property and new shop front nor be located too close to their building entrance as they have concerns about food smells from the shelter.
- 9.26 The shelter is therefore proposed to be relocated to the south side of the square, to the site currently occupied by the temporary Crossrail welfare facilities. This site already has a power and water supply linked to the welfare unit that could potentially be used subsequently by the shelter. Investigations are underway. The plan shown in Appendix I and also Appendices Ci and Cii show the shelter in this newly proposed location.
- 9.27 Historic England officers are amenable to the shelter, which is Grade II Listed, being relocated to an alternative site in Hanover Square. They have voiced support for the proposed relocation to this more prominent location here to make the shelter more visible and therefore to increase its profile.
- 9.28 The Cabinet Member for Business, Culture and Heritage is asked to approve the proposed relocation of the Cabmen's Shelter to the south side of Hanover Square, in a central position

at the top end of St. George's Street. This location would enable the shelter to remain in active use adjacent to its associated taxi refreshment rank.

- 9.29 2x electric taxi charging points are proposed to be installed in the taxi refreshment rank to support rapid charging of taxis using this rank, with 2x further sockets proposed to be installed, to accommodate for future demand.
- 9.30 The above changes requested through the consultation exercises are now included in the design shown in Appendices Ci and Cii which Cabinet Members are being asked to approve through this report.
- 9.31 **Trees**  
Residents raised serious concerns about the proposed loss of trees in Hanover Square Gardens. These concerns are detailed in Appendix F. 4 trees were proposed to be removed as part of the Hanover Square scheme, specifically 2 maple trees, a sycamore tree and 1 plane tree, believed to have been planted circa 15 years ago. Overall the project proposes to increase the number of trees in and around Hanover Square Gardens by 15<sup>5</sup>. Proposals for the gardens are considered in more detail in paragraphs 10.15-10.26 below. This is in line with the Council's policy and guidance.

## 10. Hanover Square Gardens

- 10.1 Hanover Square and its gardens have enormous historical significance in the layout of the grid system in London, with work starting on its layout in the early 1700s. The co-ordinated formal layout of Hanover Square with its strong north-south link to Cavendish Square broke new ground and became the hub of the great urban estates and set the precedence for civic improvements throughout central London for almost 300 years.
- 10.2 Hanover Square still plays an important townscape role. This physical connection between the squares across Oxford Street via Harewood Place and Holles Street remains to this day however its design rationale was partially lost in the 20<sup>th</sup> Century and has been further diluted by bus movements. There is now an opportunity and need to prevent further erosion.
- 10.3 The proposed Gardens layout is attached as Appendix Di.
- 10.4 The design for Hanover Square Gardens was subject to public consultation in April 2017 alongside the parking and loading proposals. During the consultation exercises, a number of people specifically recognised the danger of the Gardens losing their character after Crossrail opens.
- 10.5 Originally laid out with a central open area, the gardens have been carved up by diagonal cross-paths, believed to represent the formalisation of the trampled paths across the gardens that were formed by people cutting through the gardens before the railings were installed.

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<sup>5</sup> Details will be developed through the Stage 3 detailed design work

Support for the removal of this diagonal arrangement has been voiced by the local community and Historic England.

- 10.6 Re-providing the lost orbital path within the Gardens – proposed to be reinstated to a 19th century design, will give the benefit of creating a large and usable amount of green public open space within the garden railings and preventing the gardens from being trampled (and paths further widened) by increasing number of visitors should the diagonal path remain and be used as a cut-through.
- 10.7 Historic England welcomes this proposal, which should make the space in the centre of the gardens more pleasurable for public use.
- 10.8 A central lawn with greenery around the edge is proposed to be reinstated - designed to replicate the layout of the Gardens from the mid-1700s, subsequently reinstated in the early and late 1800s and provide an oasis of space protected from traffic and other disturbance within this otherwise busy area.
- 10.9 Whilst the railings remain a dominant feature of this space, the current ones are post WWII replacement railings and are of inferior quality to the originals laid out in the 1770s. Their sensitive replacement is currently proposed as part of the Hanover Square Gardens scheme, subject to funding being secured for this work. Works to reinstate the garden railings, with new heritage lighting around the railings and new lighting to enhance the Listed William Pitt the Younger statue are being considered with further landscaping and planting works proposed within the gardens themselves. As part of this project we will be looking to see if we can re-use the railings – either in situ with new gate-lines cut, or on another site.
- 10.10 The William Pitt the Younger statue is Grade II listed and will be retained in its original location on the south side of the gardens and in the centre of the historic North-South vista. A new paved space to the south of the gardens is proposed to better offer views of the statue from the South.
- 10.11 Two new access points are currently proposed at the north and south of the Gardens whilst a new access point and gate is proposed on the western side of the Square to encourage people arriving from the new Crossrail Elizabeth Line station to access the Gardens from the proposed pedestrian space outside the station, enhancing its connectivity to the surrounding street-scape. A gate has not been proposed on the East side of the Garden so to deter people from using the Gardens as a cut through route across the new green area to and from the new Station.
- 10.12 Landscaping and heritage repair works to Hanover Square Gardens are proposed to deliver significant improvements to the public open space and a reinstated garden layout reflecting

the rich heritage of the Gardens and their setting, opening views through the Gardens to reveal the historical link between Hanover and Cavendish squares.

10.13 Subject to funding, these works would provide succession planting, including a tree strategy to provide a range of trees to enhance the public open space and provide appropriate levels of shade and aid way-finding.

10.14 The proposals for the Gardens are being treated as a separate phase of the wider Hanover Square scheme. They will be taken forward only once access to the site and funding becomes available for these works. An update on this will be reported to Members in Cabinet Member Report 3.

#### 10.15 **Trees**

10.16 The Hanover Square Scheme (as consulted in April 2017 – see Appendix F) indicated that 4x trees would be removed from Hanover Square Gardens under the Council's proposed public realm scheme.

10.17 Following the significant number of concerns regarding the proposed loss of 4 trees in Hanover Square the City Council has decided to revisit proposals for Hanover Square Gardens and to separate these proposals from the works proposed outside the Gardens.

10.18 The Council is seeking to protect all healthy trees within the Gardens and to plant new trees both within the Gardens and surrounding square to provide an overall increase in the number of trees resulting from our public realm scheme.

10.19 The trees previously highlighted for removal have been inspected to ascertain their current condition and the contribution that they make to the landscape of the square and the effects that their removal may have. A summary of their status as provided by the City Council's specialist arboriculturalist is set out below. The trees referred to here are also highlighted in Appendix Dii of this report.

a) The 1x plane tree initially identified for removal at the northern end of the Gardens (marked as (A) in Appendix Dii) is a young specimen planted some fifteen years ago. It is a tree of good shape but its canopy is beginning to coalesce with the branches of the adjacent much older and larger plane tree. There is space to the east that is large enough to accommodate a replacement plane and for it to grow to maturity. The removal of this tree would help open up views to the plane trees in Cavendish Square.

b) The 2x Norwegian maple trees planted either side of the statue (marked as (B) in Appendix Dii) are both much smaller. The easternmost tree also has a structurally unsound fork union that could fail. When viewed from inside the Gardens the canopies of the maple trees are carried at a height whereby they provide no effective screening function. When viewed from outside the Gardens they clearly make little contribution to the overall greening as they are backed by the much larger plane trees.

c) The 1x sycamore at the southern end of the garden (marked as (C) in Appendix Dii) is a large specimen over 20m in height, but the crown is relatively narrow occupying the space

between the two mature plane trees either side. The trunk divides into two similar sized stems at approximately 3m above ground level. The union between the two stems is inherently weak and there is a risk that either or both stems could fail. Westminster's specialist tree officer has recommended that the retention of this tree for the longer term is not prudent.

- 10.20 The proposal for Hanover Square Gardens incorporates a new central lawn which would benefit greatly from the reduced shade which could be achieved from the removal of the sycamore and Norway maple trees.
- 10.21 The loss of the 4 trees listed above would be more than compensated for by the planting of 15<sup>6</sup> additional trees both within the garden and outside in the streets surrounding the square. The proposed locations of the new trees are shown in Appendix Dii.
- 10.22 None of the mature / original plane trees are proposed to be removed under this scheme. No existing street trees are proposed to be removed under the Hanover Square public realm / gardens schemes.
- 10.23 It is the opinion of the City Council's trees specialist that the Hanover Square scheme presents a great opportunity to replace what is currently a rather tired space with a high quality well-designed public garden square that should not be compromised by the retention of three rather poor quality trees of limited life (the sycamore and two maples) and one tree (plane) that can be replaced in a more suitable location.
- 10.24 There *may* however be potential to maintain *all* of the existing trees as part of an interim proposal for the garden however this may impact upon: accessibility within the garden; public safety in relation to a number of the existing trees highlighted for removal (as specified above); visibility through the gardens; and sunlight levels within the proposed central lawn area. This will be considered through the detailed design stage of this project.
- 10.25 Officers' recommendation on these will be reported back to Members through Cabinet Member Report 3 in January 2018.
- 10.26 New trees are proposed to be planted outside the Garden railings under the wider public realm scheme ahead of the Gardens works in any case. Again, these are shown in Appendix Dii attached and are included in the Initial Designs for Hanover Square in Appendices Ci and Cii.

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<sup>6</sup> This number is subject to live review

## 11. Programme

- 11.1 The indicative proposed delivery phases of the Hanover Square scheme are set out in Appendix J attached. These are subject to live review, the outcome of which will be reported back to Members in the New Year.
- 11.2 The project is crucial to meet the pedestrian demands resulting from the operation of the Elizabeth Line from December 2018. The project programme is therefore set to ensure delivery of a safe pedestrian environment in the north-west corner of the Square (highlighted in red as 'Phase 1A' in Appendix J) prior to the Elizabeth Line's opening – subject to Crossrail providing clear site access.
- 11.3 The programme for delivery of this project has been subject to review following changes to the programmes for neighbouring development schemes, including Crossrail, and subject to the timing of funding becoming available for spend on the Hanover Square Public Realm works.
- 11.4 Whilst delivering a comprehensive public realm scheme for the whole of Hanover Square and its connecting streets is the ultimate aim of this project, financial and indeed time and site-access constraints require that the scheme is flexible in that it can be delivered in phases.
- 11.5 The phased approach to project implementation is proposed, to enable works to be completed on-site as both site access and funding become available. The priority areas for works to be completed fall outside the Crossrail station and their associated area of works, to enable the safe flow of pedestrians into and out of the station once it comes into operation in December next year. The initial phasing plan is attached in Appendix J and is currently under review. Phase 1A is proposed to be the first to be implemented.
- 11.6 A significant proportion of the existing highway here is currently hoarded up and being used as a Crossrail worksite and will, regardless of the wider aspirations for Hanover Square, require reinstatement post Crossrail construction works.
- 11.7 Officers continue to liaise with Crossrail and the Great Portland Estate<sup>7</sup>, to maximise the amount of time that the City Council will have access to its own highway in Hanover Square in order to deliver the public realm scheme subject of this report.
- 11.8 The current/live programme for this project proposes:

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<sup>7</sup> Who are currently redeveloping their major site on the west side of Hanover Square, above and around the Crossrail station

- formal consultation on the proposed Traffic Management Orders (TMOs) being undertaken in January 2018;
- detailed design work to be completed by March 2018;
- mobilisation of the City Council's appointed contractors is currently proposed for March 2018;
- and, subject to the outcome of the above, scheme delivery to commence on-site in July 2018<sup>8</sup>;
- with Phase 1A (as shown in Appendix J) programmed for completion prior to December 2018.
- Works will continue around the GPE over-station development works and into 2020.

- 11.9 Whilst the City Council is aiming to commence work in the northwest corner of the Square in July 2018, this will be subject to Crossrail providing adequate site access at that time. Delays with Crossrail's programme will directly impact on the programme for Hanover Square public realm delivery. Later phases of delivery will coordinate with the delivery of adjacent developments, taking place after the Elizabeth line opens, subject to the funding availability.
- 11.10 Approval of the recommendations set out in this 2<sup>nd</sup> Cabinet Member Report is being sought in December 2017, to enable advertisement and consultation of the traffic management orders to be carried out in January 2018. The outcomes of this consultation can then be reported back to Members in the New Year, alongside details of the proposed funding package for delivery of this scheme, and the developed delivery programme.
- 11.11 A more detailed phasing programme is in development and will be reported back to Members in Cabinet Member Report 3 in early 2018.
- 11.12 It has become apparent that the impact of delays on the Crossrail programme which then have negatively impacted on GPE's Over-station development scheme means that some elements of the Hanover Square and Bond Street works will not be able to be commenced until after January 2019. This is being kept under review and will be covered in the next Cabinet Member Report.
- 11.13 The impact of emerging proposals for Oxford Street are being reviewed at the same time and a decision due on that project early in early 2018 will allow a more coordinated decision to be made on which works can be most effectively, in physical and financial terms, be carried out when and by whom.

## **12. Financial Implications**

- 12.1 This report seeks authorisation to spend of £577k to take this project through to the completion of the Detailed Design, Stage 3. This is to be fully funded via S106 receipts and will take total authorisation to spend on the project to £1.464m, following previous approval in September 2016 of £887k (for stages 1 and 2).
- 12.2 The WSP cost estimate for the project is £12.27m. This includes costs for traffic modelling, public consultation and estimated costs for the detailed design work and project

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<sup>8</sup> Subject to Crossrail providing site access



implementation, including landscaping works around and within the gardens.

- 12.3 Further information on the financial implications will be set out in Cabinet Member Report 3, when approval will be sought for stages 4 and 5 (mobilisation and implementation).

## **Conclusion**

- 13.1 This report seeks: formal approval of the initial design for Hanover Square; approval to complete the Detailed Design for Hanover Square; and approval to advertise and consult upon the proposed highways changes, all funded through existing s106 public realm contributions collected and allocated specifically for this project. This will enable the final design stage of the project to proceed through into the New Year and for the contract team to be ready to implement the scheme, subject to further cabinet Member approval as soon as site access can be secured next year.
- 13.2 The full funding package for delivery and detailed works programme for implementation will be reported back to Members in early 2018 alongside the outcome of the traffic management consultation and detailed design work.

**If you have any queries about this Report or wish to inspect any of the Background Papers please contact: Hilary Skinner, Place Shaping Coordinator, Growth Planning and Housing [hskinner@westminster.gov.uk](mailto:hskinner@westminster.gov.uk) 020 7641 2531 or Mark Allan, Project Director, City Management and Communities [mallan@westminster.gov.uk](mailto:mallan@westminster.gov.uk) 020 7641 1154.**

## **APPENDICES:**

**A: Resources and Other Implications**

**B: Public Realm Scheme Extent**

**Ci: Initial Design: General Arrangement Plan – Hanover Square**

**Cii: Initial Design: General Arrangement Plan – Tenterten Street and St. George's Street**

**Ciii: General Arrangement Plan – Legend (for both of the above plans)**

**Di: Hanover Square Gardens – Proposed Layout Plan**

**Dii: Hanover Square – Trees Strategy**

**E: Consultation Report 1**

**F: Consultation Report 2**

**G: Proposed Parking Details and Restrictions**

**H: Parking and Loading Plan**

**I: Cabmen's Shelter Relocation Note**

**J: Indicative Phasing Plan**

## BACKGROUND PAPERS:

- WCC Cabinet Member Report: Hanover Square (1) September 2016:  
<http://committees.westminster.gov.uk/documents/s19412/Hanover%20Sq%20CMR.pdf>
- West End Partnership Delivery Plan 2015-2030:  
[http://transact.westminster.gov.uk/docstores/publications\\_store/3.20\\_wcc\\_west\\_end\\_partnership\\_delivery%20programme\\_aw\\_web.pdf](http://transact.westminster.gov.uk/docstores/publications_store/3.20_wcc_west_end_partnership_delivery%20programme_aw_web.pdf)
- Westminster City Plan: Strategic Policies November 2016:  
<https://www.westminster.gov.uk/westminsters-city-plan-strategic-policies>

Consultation Leaflets from November 2016 and April 2017 are included within the scheme's web page here:

[http://westminstertransportationservices.co.uk/projects/project\\_details.php?id=447](http://westminstertransportationservices.co.uk/projects/project_details.php?id=447)

Link to 3D Visualisation of the proposed Hanover Square Scheme as at April 2017 (please note the proposals shown have since been updated as set out in the text above):

<http://westminstertransportationservices.co.uk/projects/pdfs/combined-videos.mp4>

Bond Street Public Realm Scheme Link:

[http://westminstertransportationservices.co.uk/projects/project\\_details.php?id=434](http://westminstertransportationservices.co.uk/projects/project_details.php?id=434)

Oxford Street Consultation Web Page: <https://consultations.tfl.gov.uk/roads/oxford-street/>

**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

Hanover Square Public Realm Improvement Scheme and reject any alternative options which are referred to but not recommended.

Signed .....

**Councillor Robert Davis 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, Chief Operating Officer and, if there are resources implications, the Director of Human 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.

**Declaration of Interest**

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

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

NAME: **Councillor Nickie Aiken, Leader of the Council on behalf of**  
**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  
  
Hanover Square Public Realm Improvement Scheme and reject any alternative options which are referred to but not recommended.

Signed .....

**Councillor Nickie Aiken, Leader of the Council on behalf of 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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**Declaration of Interest**

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

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

NAME: **Councillor David Harvey, Cabinet Member for Environment, Sports and Community**

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  
  
Hanover Square Public Realm Improvement Scheme and reject any alternative options which are referred to but not recommended.

Signed .....  
**Councillor David Harvey, Cabinet Member for Environment, Sports and Community**  
  
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, Chief Operating Officer and, if there are resources implications, the Director of Human 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.

**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  
  
Hanover Square Public Realm Improvement Scheme and reject any alternative options which are referred to but not recommended.

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, Chief Operating Officer and, if there are resources implications, the Director of Human 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 Members: Your decisions 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.



# **Appendix A: Resources and Other Implications**

## **1. Resources Implications**

The financial implications are set out in section 12 in the main body of this Cabinet Member Report.

### **Legal Implications**

Section 106 of the Town and Country Planning Act 1990 enables a Local Planning Authority to enter into an agreement with a person with an interest in land which is the subject of a planning application to regulate the use of the land, including amelioration or development impacts.

Planning benefits, including financial contributions, can be secured under the provisions of a section 106 agreement. The Council is seeking to use section 106 public realm contributions – already collected and secured for public realm works in the vicinity of Hanover Square - to be used for the public realm improvement works in Hanover Square which are the subject of this report.

In addition to the above, a legal agreement between the Council and Crossrail is currently being negotiated to secure funds allocated for delivery of Crossrail's Schedule 7 Urban Realm works to be used for development and delivery of the comprehensive public realm scheme for Hanover Square, which is the subject of this report. The legal agreement will also incorporate Crossrail's proposed public realm works into this wider scheme. This is expected to be completed at the end of December 2017. Finalisation of the terms of this Agreement remains subject to consideration and approval by the Director of Law.

Traffic orders are to be made under Sections 6, 9 and 45 of the Road Traffic Regulation Act 1984. Details of the required traffic orders will be reported back to Members in early 2018.

The Council retains the right to suspend or indeed cancel this project or, if appropriate, reduce its scope so it can be delivered using any reduced level of funding. Any liability connected with the physical delivery of the works will be governed by the agreement in place between the Council and FM Conway Limited.

## **2. Business Plan Implications**

No implications.

## **3. Risk Management Implications**

A risk register has been created and is regularly updated for this project. Key risks include a shortfall of funding, a tight timeframe with a limited window to deliver works on site in alignment and avoiding works to both the Crossrail station ticket hall and nearby development schemes. The project team is working closely with developers working in this area to develop a feasible programme of project delivery.

Should funding not be secured in a timely manner then there is a risk that delivery of this project will not be possible within the tight time-frame imposed by Crossrail, and that the public realm improvement scheme will not be deliverable in its entirety. A phase delivery programme is being developed to enable works to be delivered within budget, with later phases delivered as additional funding becomes available.

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

The proposed scheme will have a beneficial impact on health and well-being over the current layout. Disruption during works will be carefully managed to minimise negative impacts such as dust and noise. The resulting scheme will create an environment which encourages walking. Changes to the highway layout are likely to reduce the overall traffic levels in Hanover Square and have a positive impact on local air quality.

#### **5. Crime and Disorder Implications**

The measures in this report are not expected to have any implications under the Crime and Disorder Act 1998. The proposals seek to create safe and accessible public spaces.

#### **6. Impact on the Environment**

This scheme is seeking to provide a safe pedestrian environment, with an overall reduction in vehicular movement and increased tree planting leading to an improved air quality.

#### **7. Equalities Implications**

The scheme is being designed to improve the accessibility of the streets for persons with visual and mobility difficulties through the installation of flush kerbs at pedestrian crossings and an accessible route adjacent to the building line around the Square.

#### **8. Staffing Implications**

No implications.

#### **9. Human Rights Implications**

No implications.

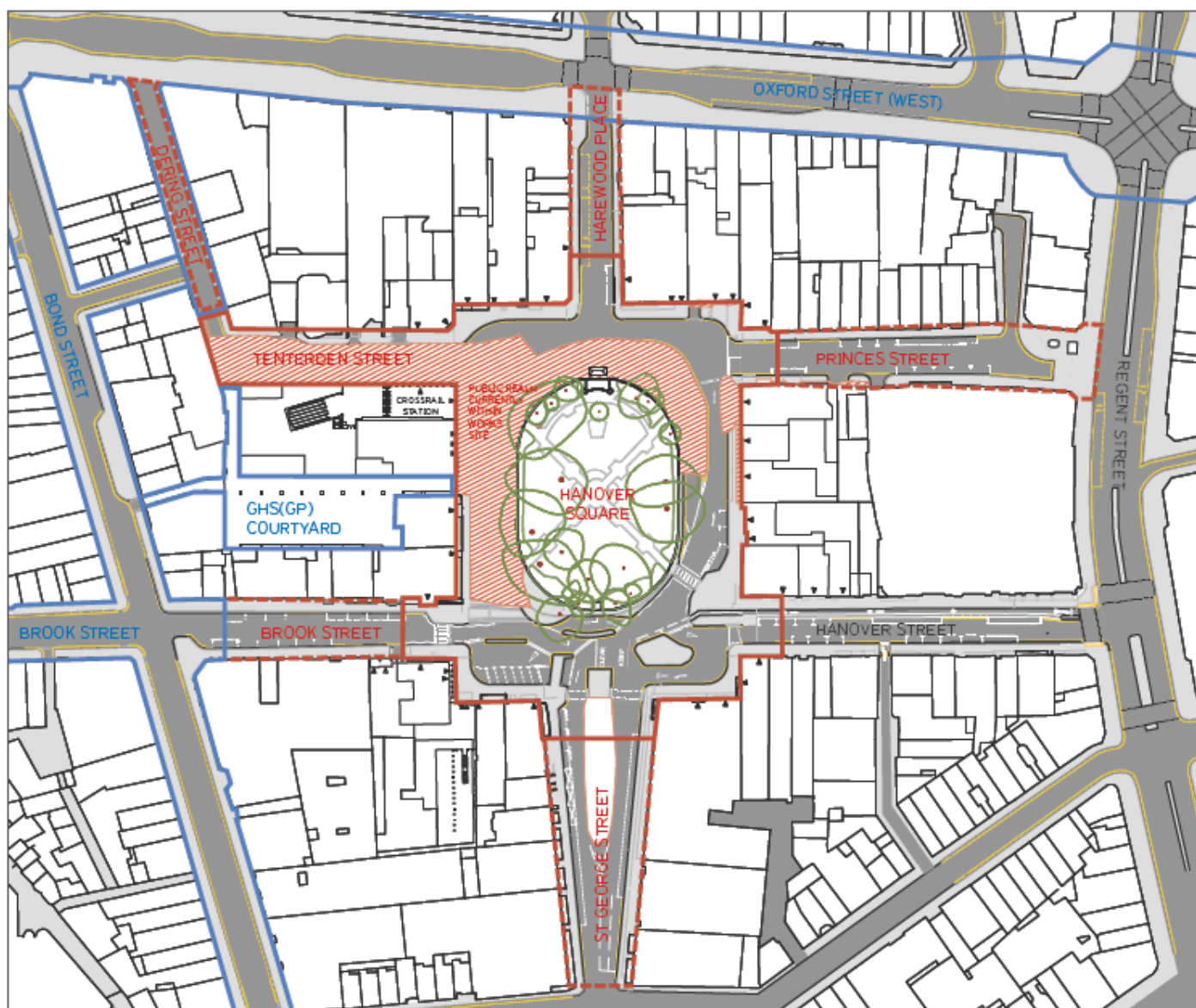
#### **10. Energy Measure Implications**

No implications.

#### **11. Communications Implication**

Residents and businesses will be notified of the proposed traffic management changes through a letter drop and site signs following standard WCC procedure.

## Appendix B: Public Realm Scheme Extent



Plan of Hanover Square project extents

### Area of Hanover Square project

Extent of proposed physical works to the square, gardens and setting of Bond Street Crossrail station eastern ticket hall; as well as tying into connecting streets

### Connecting streets

Spaces within the scope of the Hanover Square Project Board where some works may be necessary to enable improvements within the square; and where extended public realm projects may be implemented, dependent on funding and agreement by the Board

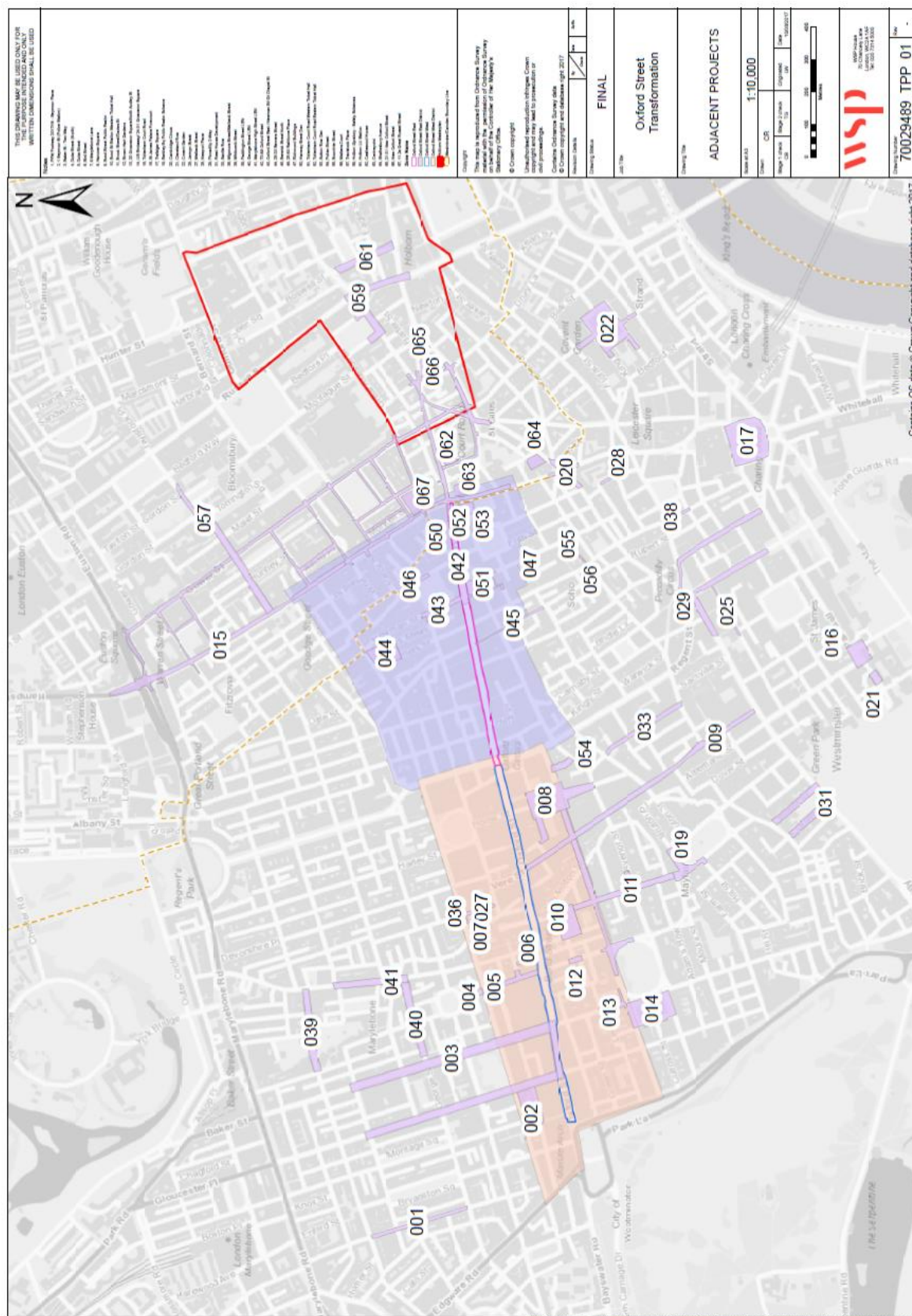
### Neighbouring projects

Possible extents of proposed public realm projects adjoining the area covered by the Hanover Square Project Board

Boundaries of adjacent schemes currently under review. Plan produced by Publica.

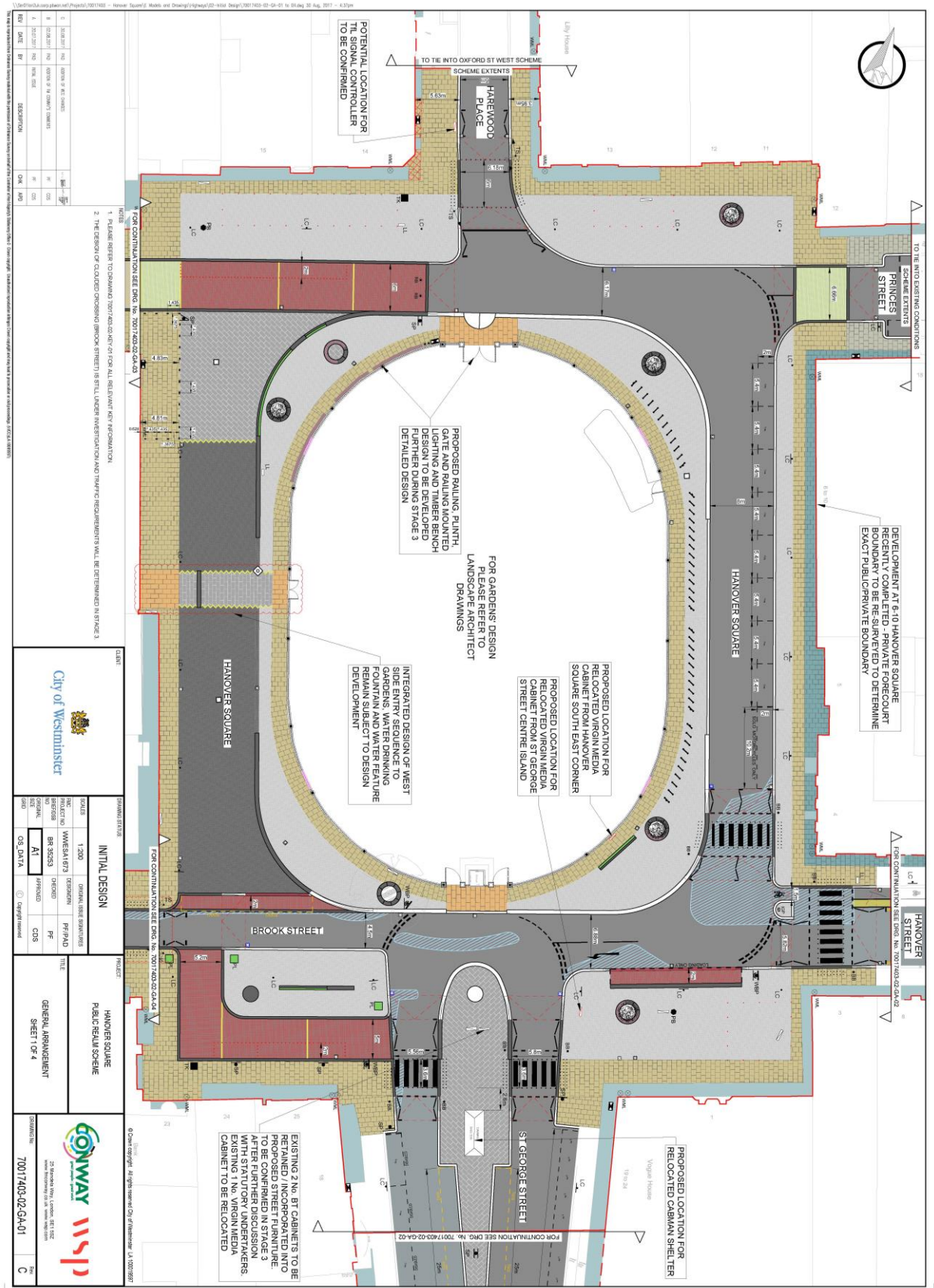
Image produced by Publica. Red shaded area shows current Crossrail work site boundary.

## Appendix Bii: Plan of Surrounding Schemes [plan being updated]

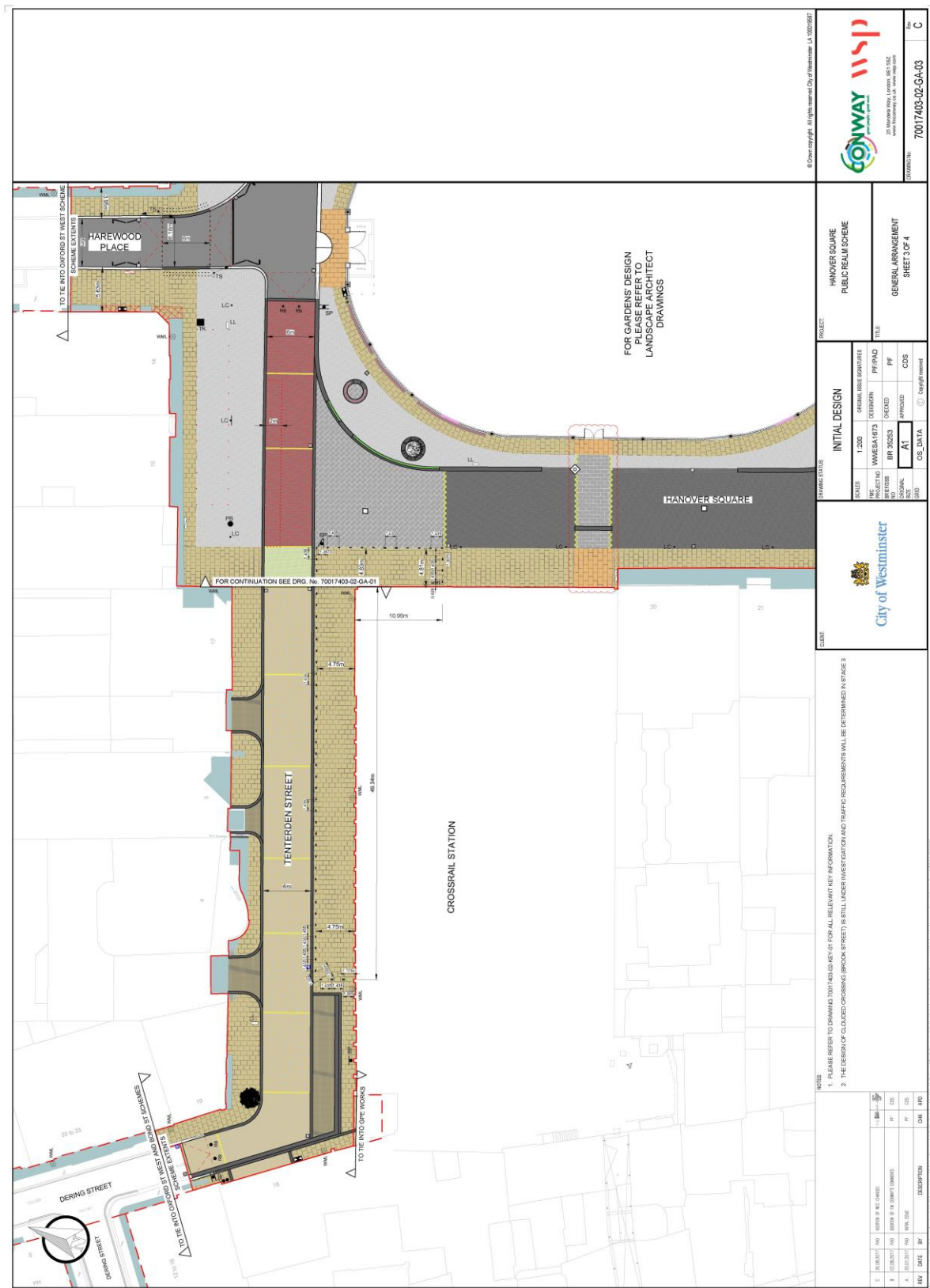




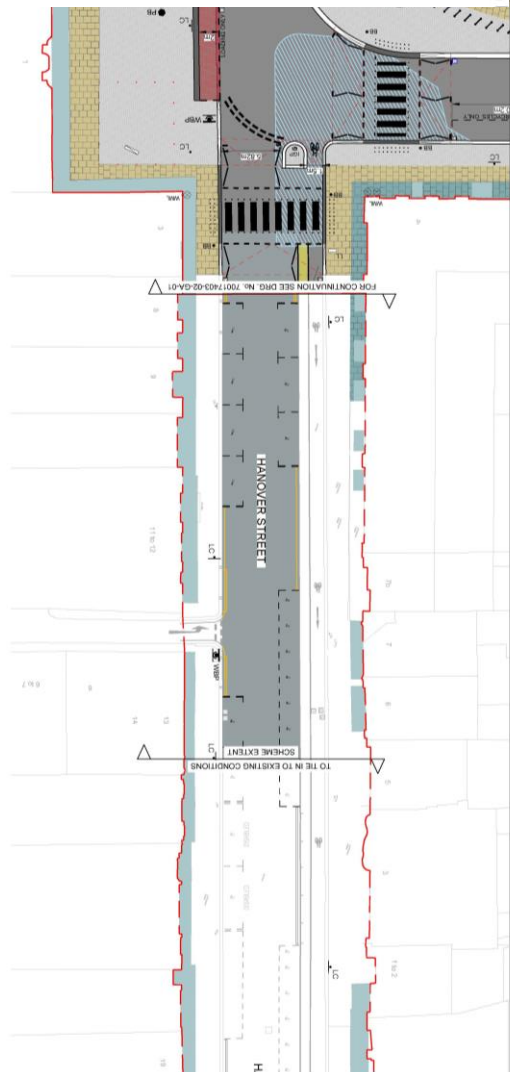
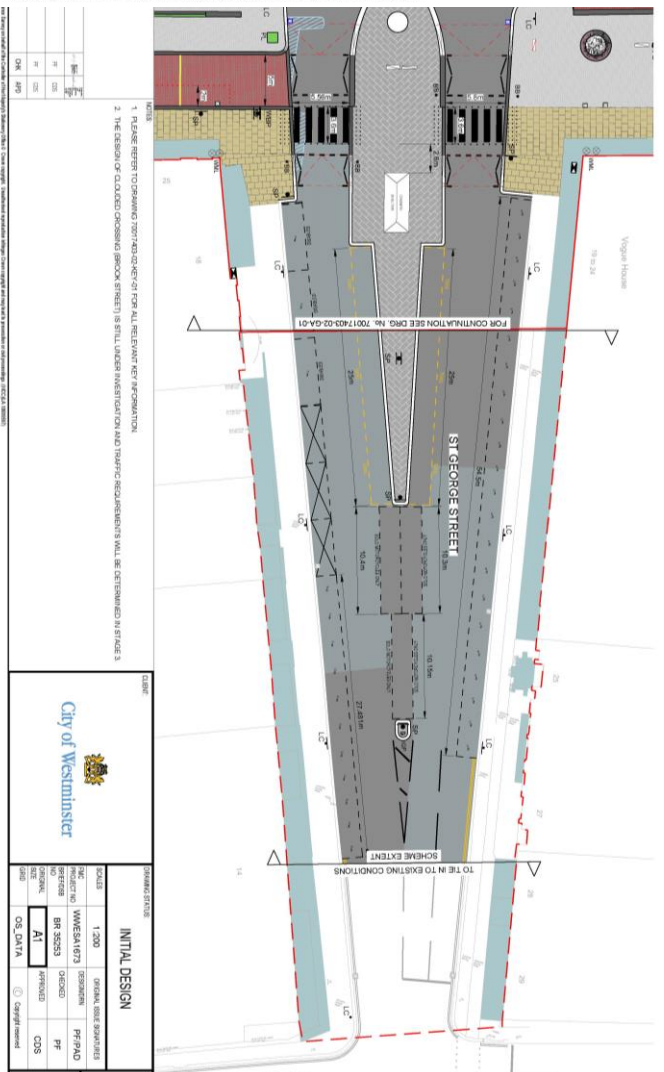
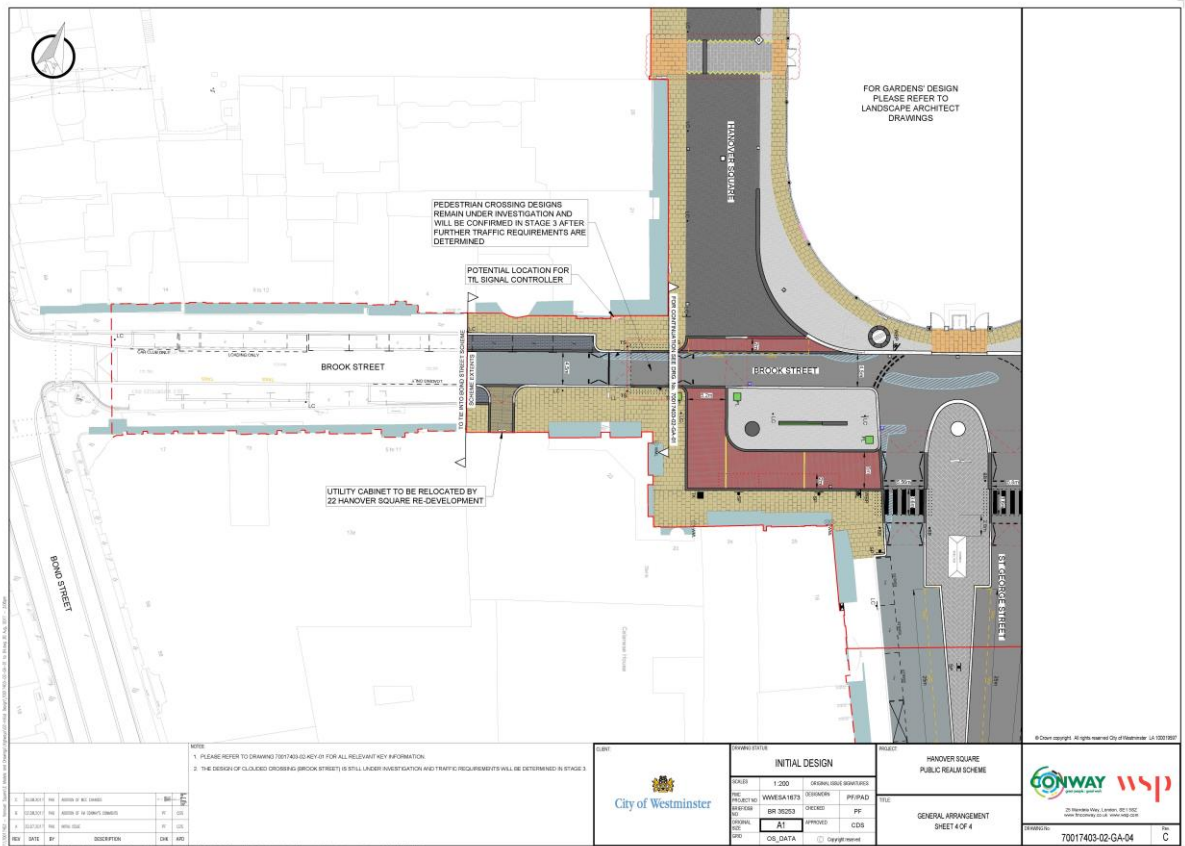
Appendix Ci: General Arrangement Plan – Hanover Square



**Appendix Cii: General Arrangement Plan – Tenterten Street (below) and overleaf St. George’s Street and the junctions of Brook Street and Hanover Street.**





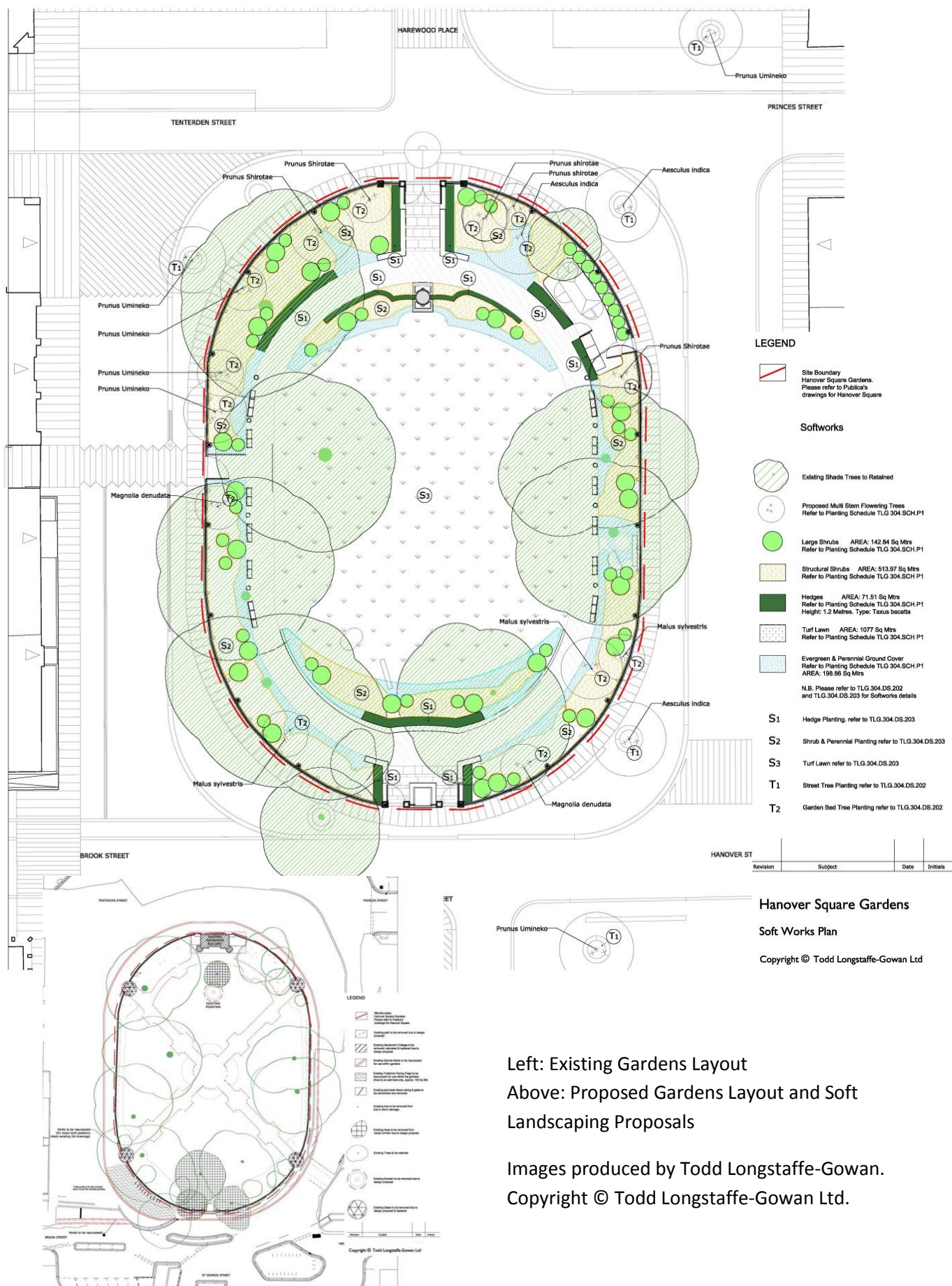


## Appendix Ciii: General Arrangement Plan – Legend

[illegible]



# Appendix Di: Hanover Square Gardens – Proposed Layout Plan



Left: Existing Gardens Layout  
Above: Proposed Gardens Layout and Soft Landscaping Proposals

Images produced by Todd Longstaffe-Gowan.  
Copyright © Todd Longstaffe-Gowan Ltd.

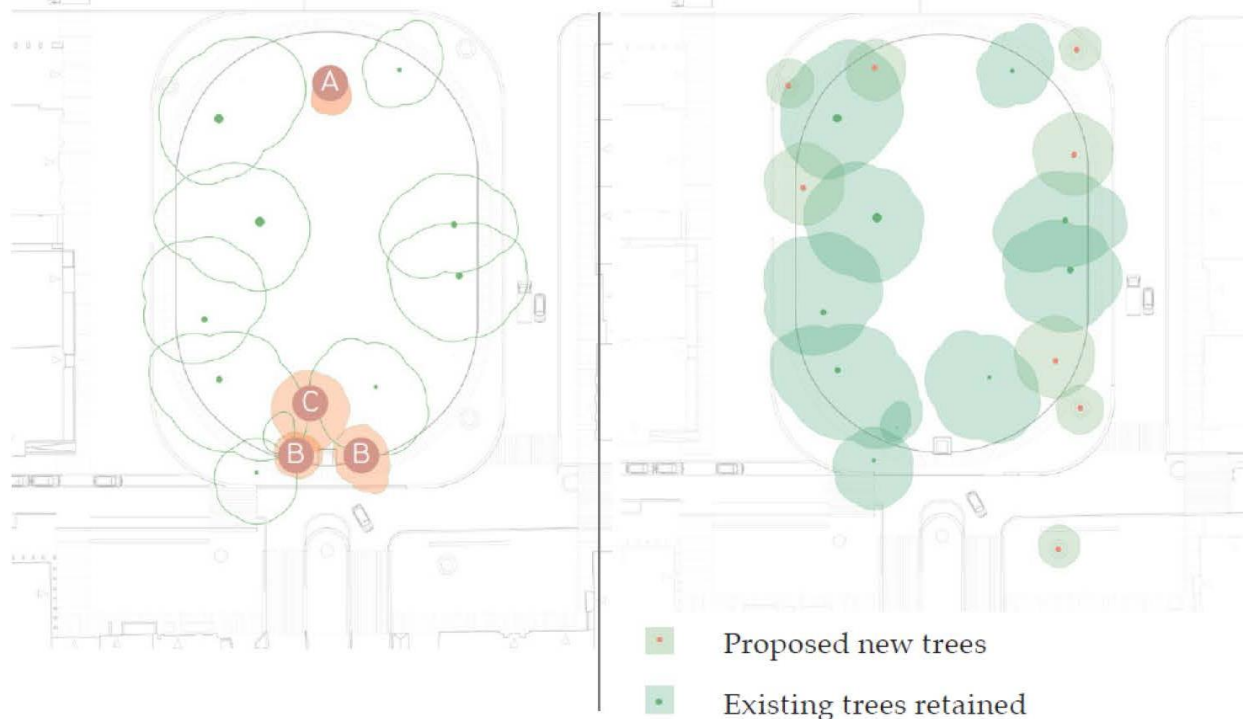
## Appendix Dii: Hanover Square – Trees Strategy

A number of concerns have been raised through the recent consultation process about the proposed loss of trees in Hanover Square.

Whilst 4 self-seeded trees are proposed to be removed as part of this scheme: 1 mid-sized London plane tree currently in the centre of the historic view corridor, 1 mid-sized Sycamore tree, and 2 Norwegian Maple trees which are currently crowding the William Pitt statue, significantly more new trees are proposed to be planted in and around the Square and in the Gardens to replace them.

All mature London plane trees are proposed to be retained within the Hanover Square public realm scheme and the proposed reinstated historical orbital path has been arranged with respect to their positions.

Plans and photographs produced and provided by Publica



Trees proposed to be removed:



A Younger London Plane tree



B Norwegian Maple tree



C Self-seeded Sycamore tree

The above is currently under review.

**Appendix E: Consultation Report 1 – to be added separately**

**Appendix F: Consultation Report 2 – to be added separately**

## Appendix G: Proposed Parking Details and Restrictions

### Parking Provision

This scheme seeks to deliver an appropriate level of parking to meet demand and to re-provide the parking bays that currently exist on site, albeit that some will be relocated. Additional motorcycle parking is proposed to be provided to meet demand highlighted through consultation with the local business and residential community.

- Pay by phone parking will be provided on the east side of Hanover Square, with shared use bays proposed in St. George Street.
- The 3x existing disabled bays are proposed to be re-provided.
- The 3x diplomatic parking bays which currently exist outside the Mexican Embassy in St. George Street are proposed to be re-provided in their current location.
- Overall the number of taxi bays in Hanover Square and St. George Street north is proposed to increase on the current numbers from 0-13.
- The parking bays on the east side of Hanover Square are proposed to increase in size from 1.8-2m.
- 2x electric vehicle charging points are proposed to be installed on the east side of Hanover Square (eastern footway) at its southern end (north of its junction with Hanover Street).
- A number of different restriction types are proposed throughout the scheme as follows:

**Table 1: Proposed Parking Restrictions**

Summary of Parking Provision within the Scheme Boundary			
Bay Type	Existing Parking	Proposed Parking	Difference
<i>Car Club</i>	0	0	0
<i>Diplomatic</i>	3	3	0
<i>Disabled</i>	3	3	0
<i>Loading</i>	9	16	7
<i>Motorcycle</i>	33	48	15
<i>Pay by phone</i>	8	8	0
<i>Shared use</i>	17	15	-2
<i>Taxi</i>	0	13	13
<i>Residents</i>	0	0	0



Parking, Loading and Pedestrian Activity Diagram – applicable to the proposed Tenterden Street arrangements:

## Timing dial

Loading 10am – 12noon and 9pm – 7am

Pedestrian space 7am – 10am and 12noon – 9pm

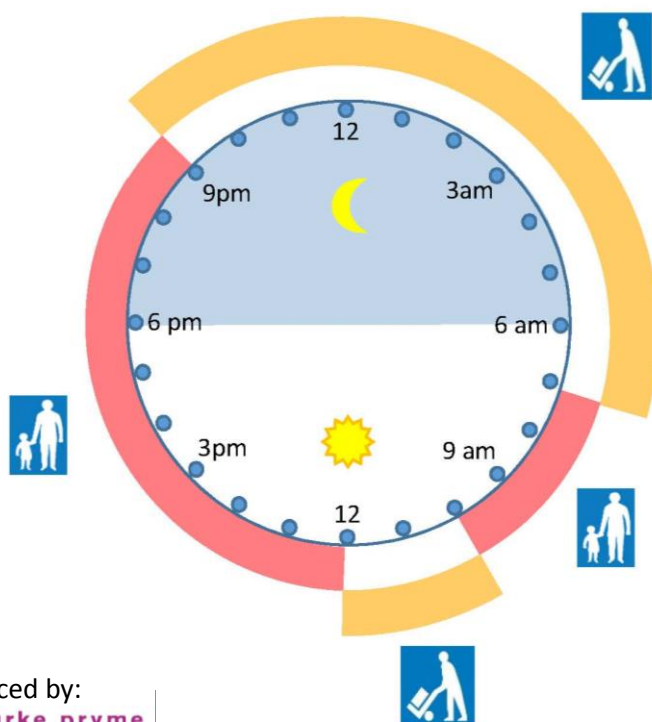
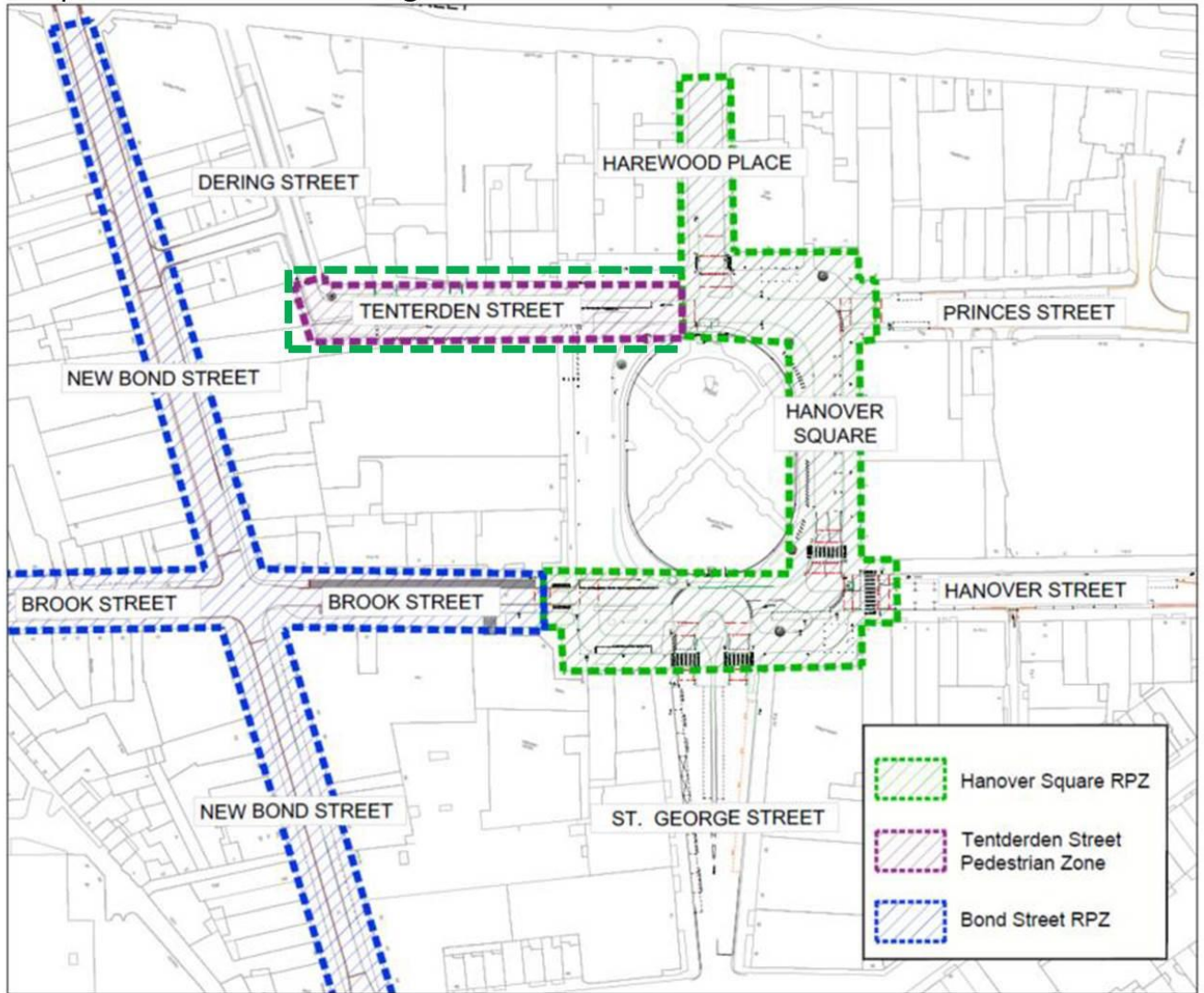


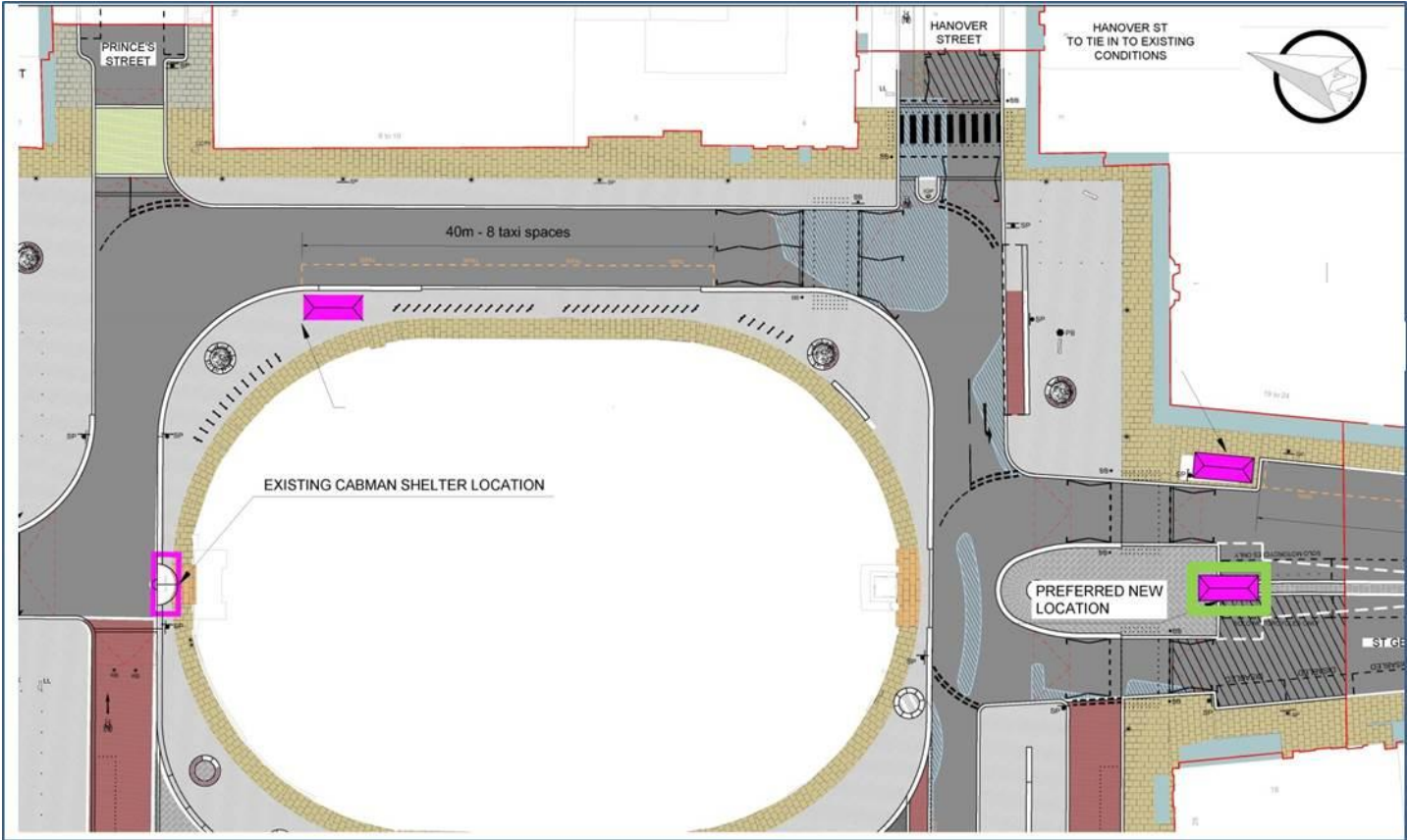
Image produced by:  
**norman rourke pryme**  
traffic and transportation


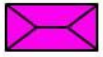

## Appendix H: Proposed RPZ and Parking and Loading Plans

### Proposed Restricted Parking Zone

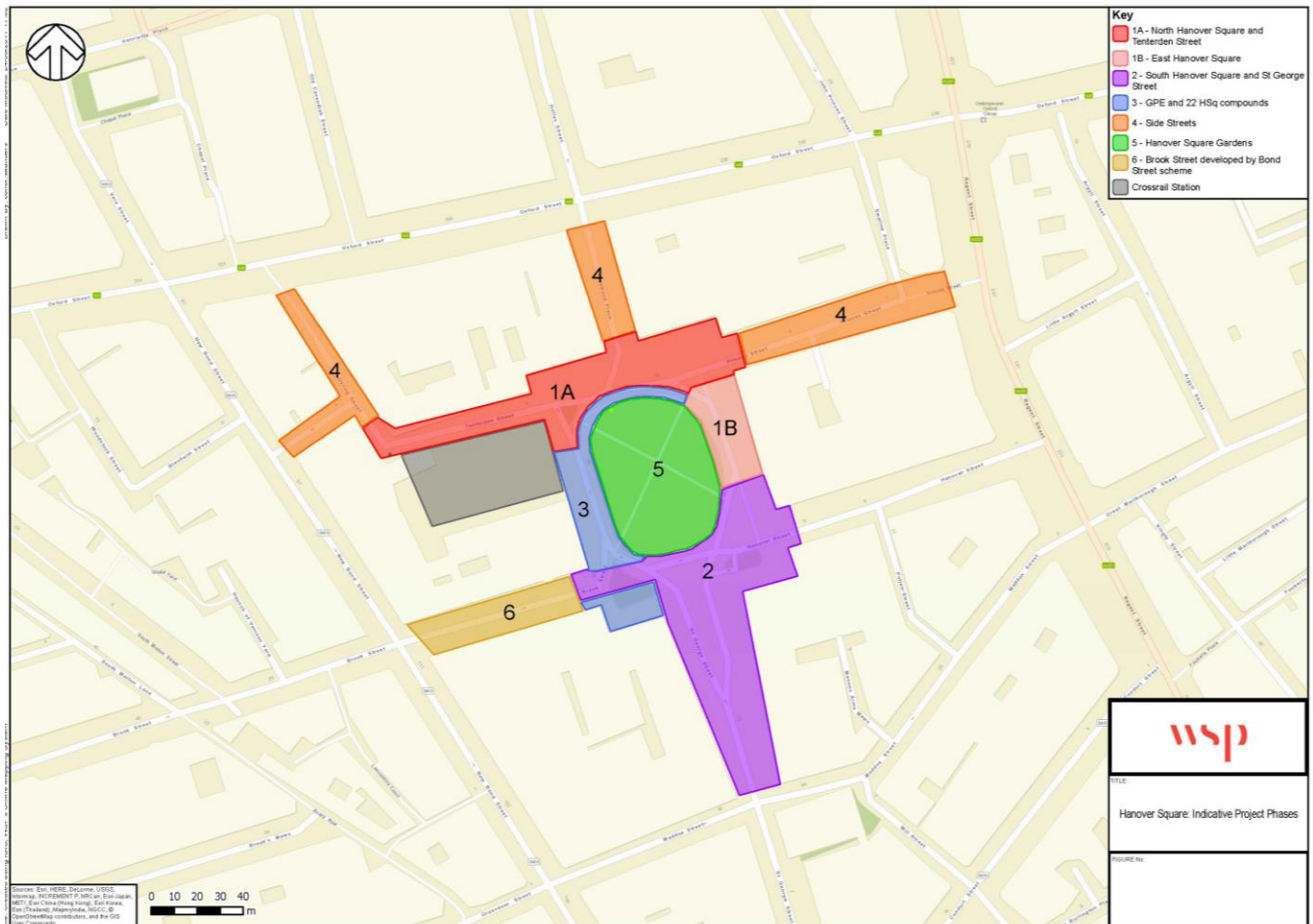


Appendix I: Cabmen’s Shelter Relocation Note – to be added separately



-  Existing Location
-  Main / Alternative Locations Considered
-  Proposed / Preferred Relocation Site

## Appendix J: Indicative Phasing Plan – October 2017 – subject to live review



The above indicative phasing plan is currently being revised to take account of site access and neighbouring development schemes' works programmes

Blue shading highlights indicative GPE worksite boundary