

Cabinet Member Report



City of Westminster

Decision Makers:	Cabinet Member for Business, Licensing and Planning
Date:	15 December 2021
Classification:	General Release
Title:	Oxford Street District – Manchester Square Public Realm Scheme
Ward Affected:	Marylebone High Street
City for All:	<p>Key commitments - Thriving economy: Leverage our significant investment into the Oxford Street District to transform the heart of the West End and Westminster’s retail, cultural and hospitality economy and to test low carbon economic growth and development</p> <p>Key commitments Smart City – bring world-leading solutions to the iconic Oxford Street District, making it a leading demonstrator of smart city and low carbon approach. We will drive outcomes-oriented innovations and demonstrate the council’s commitment to cleaner air, more efficient freight.</p>
Key Decision:	Yes
Financial Summary:	The current indicative design and construction costs for the Manchester Square Public realm scheme are £2.981m and contained within the £150m investment in the Oxford Street District approved by full council in March 2021. £2.1m of the forecasted costs will be funded through external partnerships, CIL and S106 contributions, with the remaining £0.9m being funded by WCC.
Report of:	Debbie Jackson, Director of Growth, Planning and Housing

1. Executive Summary

- 1.1. Following a public consultation exercise, Cabinet approved the Oxford Street District (OSD) Place Strategy and Delivery Plan on 25th February 2019. The Place Strategy promotes 15 overarching place-based principles and 96 projects to help deliver the ambition for the District. These place-based projects are specifically aimed at improving and enhancing the whole district, including its residential neighbourhoods, while securing its future as a global destination, with an unrivalled experience and visitor offer.
- 1.2. A business case was approved by Cabinet in April 2019 setting out the justification for the Council's investment. The case for change is compelling. The creation of the Elizabeth Line will bring additional people which will intensify the existing issues in the district including inadequate public realm, significant levels of pedestrian congestion and road safety issues and poor air quality. To ensure the district remains globally competitive investment is required.
- 1.3. Subsequently, the OSD Framework was launched in February 2021, building on the 2019 Place Strategy and Delivery Plan, to set out the Council's vision on how the challenges faced by the District, exacerbated by the pandemic, will be addressed. The Framework lays out the vision for 'Reinventing the Nation's High Street' and delivering a 'Greener, Smarter, Future, Together'.
- 1.4. The Manchester Square Public Realm project is a priority work package to be delivered as part of the OSD programme, as highlighted in the OSD Framework Document. The public realm vision for Manchester Square is to provide publicly accessible open space and amenity for residents, office workers and visitors to the Square. This will be achieved through the creation of a new pedestrianised section north of the square, addressing existing pedestrian and vehicular conflicts, and thereby enhancing the setting for a celebrated national art institution - The Wallace Collection. The project aims to improve active travel, by creating an east-west connection for cyclists in the Square. This connection is part of the wider cycling network within the District and links into existing and planned networks in the Borough. These proposals aim to address long-standing issues in the Square including security, safety, and anti-social behaviour and have been developed in partnership with The Portman Estate and Baker Street Quarter Partnership (BSQP).
- 1.5. Four key tests to determine the viability of proposed projects delivered in the District have been applied to the Manchester Square Public Realm project, including a clearly articulated case for change, meaningful engagement of stakeholders, complete clarity on the impact for residents and robust costing.
- 1.6. Traffic changes are proposed to better manage vehicular access in the area. These interventions do not include any changes to traffic signals and will not have an impact on neighbouring roads. This project is not reliant on the completion of the District wide modelling that has been undertaken for the other changes proposed in the Place Strategy and Delivery Plan therefore it can go ahead independently of the other projects.
- 1.7. Approval to progress the design for the scheme was secured by Cabinet in April 2019 (report for the Business Case for OSD justifying the £150m investment of the Council), and progress was subsequently reported to Cabinet Member for OSD via briefing note

in July 2021 and October 2021, including the making of necessary Traffic Management Orders (TMOs).

- 1.8. This report seeks Cabinet Member approval to finalise the design for Manchester Square and implement the project.

2. Recommendations

- 2.1. That the Cabinet Member notes the initial design (Stage 2) for Manchester Square Public Realm Scheme as shown on the General Arrangement drawings in Appendix A.
- 2.2. That approval is given for the construction of the Manchester Square Public Realm Scheme as per General Arrangement drawing in Appendix A.
- 2.3. That spending approval of £2.981m is given for the delivery of the Manchester Square Public realm scheme as detailed in Section 9 of this report. £2.1m of this will be funded through external partnerships, CIL and S106 contributions.

3. Reasons for Decision

- 3.1. The proposed highway modifications seek to deliver a high-quality public realm scheme in Manchester Square, as part of the OSD programme, which will benefit place making whilst providing improvements to pedestrian comfort and safety.
- 3.2. The detailed design can be undertaken taking into consideration the responses from the TMO consultation.
- 3.3. Consultation with local and other key stakeholders indicate that the project is considered beneficial.

4. Background

- 4.1. The Portman Estate and Baker Street Quarter Partnership (BSQP) have developed public realm design proposals for Manchester Square, in consultation with The Wallace Collection. The OSD team has been involved from the inception of the project to ensure that the design aspirations align with the OSD Place Shaping and Delivery Plan objectives and the aims of the new City for All.
- 4.2. The public realm vision for Manchester Square seeks to provide publicly accessible green space and amenity for residents, office workers and visitors to Manchester Square. This will be achieved through the creation of a new pedestrianised section north of the square, addressing existing pedestrian and vehicular conflicts, and thereby enhancing the setting for a celebrated national art institution (The Wallace Collection). This links to one of the key principles of the Place Strategy and Framework to promote culture in the District. The project aims to improve active travel, by creating an east-west connection for cyclists in the Square, which will connect to wider strategic cross District and borough cycling network. These proposals aim to address long-standing issues in the square including security, safety, and anti-social behaviour. A plan of the Manchester Square proposals can be seen in **Appendix A**.
- 4.3. Following feedback from Ward Members in May 2021 and approval of the feasibility design (Stage 1) through the Key Stage Review process (WCC internal), a Briefing Note was issued to the Cabinet Member for Oxford Street District to provide an update on project.

- 4.4. The case for investing in the Oxford Street area is even stronger following the pandemic and the Council is focused on doing everything it can to deliver on this pledge alongside its partners. To this end, four key tests must be met to determine the viability of proposed projects delivered in the District - a clearly articulated case for change, meaningful engagement of stakeholders, complete clarity on the impact for residents and robust costing. This has been applied to the Manchester Square Public Realm Scheme and outlined below.
- 4.5. **A Clear Case for Change** - Manchester Square is currently subject to several underlying challenges, which the design proposal for the area is aiming to tackle. There is a lack of publicly accessible open space in the area, to enrich the district and offer respite from the hustle and bustle of the district, and Manchester Square Gardens itself is not open to the public. There is also a clear lack of connection from Oxford Street onto Manchester Square, and interconnection of open spaces in the District. Currently, the poor pedestrian environment detracts from the environment surrounding The Wallace Collection, a notable cultural venue in the District. This is further compounded by the traffic arrangement in the area which poses a pedestrian safety risk. Uplifting the area with improved lighting and management will also seek to address levels of anti-social behaviour that is experienced locally.
- 4.6. **Meaningful Engagement and Partnership** - A robust communications and engagement strategy has been developed, in partnership with The Portman Estate and BSQP. As a part of the design development in 2020 and 2021, regular localised consultation has taken place with key stakeholders, including local businesses, schools, residents' groups, landowners and ward councillors to determine access requirements, share information on traffic changes and gather feedback on the proposed public realm vision. Key partners have also been engaged in discussion on the management regime for the area. The type of engagement has included meetings, site visits, drop-in sessions, emails, e-bulletins, as well as social media and website updates, which offers a variety of options to local stakeholders to share their feedback. A joint letter from the Leader of the Council and the project's partners (The Portman Estate and BSQP) has also been handed out to all residential units in the project area.
- 4.7. **Clarity on Impact for Residents** - The proposed interventions on Manchester Square will improve safety and attractiveness of the area and provide a new valuable public space to be enjoyed by residents and visitors alike. To facilitate the creation of the new public space, it will be necessary to remove a proportion of the existing parking in the square. The impact of removing parking has been considered in detail and analysis has been undertaken of the usage of parking within the square and the availability of parking across the local area and across the District as a whole. While there is no net loss of residential parking bays proposed through the scheme, the location of residential parking bays will be adjusted to continue to meet the demand within the Square, whilst also addressing demand on neighbouring streets. Traffic reassignment analysis has also been finalised and the scheme is expected to have negligible impact on immediate local area.
- 4.8. **Robust Costing and Investment Perspective** - A private sector contribution has been secured for the design and construction of the scheme from The Portman Estate and BSQP. This will be supplemented by CIL funding secured in June 2019, as well as a S106 contribution and OSD programme funding. The estimated cost for the design and implementation of the project is outlined in Section 9. This estimate has been

determined by OSD contractor J Murphy & Sons and the Carey Group Joint Venture (MCJV) at the end of Stage 2 initial design stage and confirmed by the OSD commercial team.

5. Proposals

- 5.1. The Manchester Square Public Realm project is a priority work packages to be delivered as part of the OSD programme, as highlighted in the OSD Framework document. The project proposes the improvement of the public realm including better conditions for pedestrians and cyclists through a reduction in through traffic and improved highways surfaces, street furniture and lighting. At the core of the project is the aspiration to create a world class public realm, to reinterpret the identity of the area and provide a place that people will want to walk through and explore. This is to be achieved through the creation of a new public space, additional greenery to improve the biodiversity and create valuable habitats for wildlife.
- 5.2. Based on consultation with local stakeholders, a feasibility and initial design has been developed for the proposed Manchester Square scheme. This design is shown in the General Arrangement drawing (refer to **Appendix A**) and is outlined below, street by street:

Manchester Square

- creation of a new pedestrianised section north of the Square, with additional greenery and street furniture.
- wide cycle lane for cyclists (eastbound) north of the Square. Cyclists traveling westbound will go with the general traffic, south of the Square. This connection is part of the wider cycling network within the District and links to existing or planned network in the Borough.
- rationalisation of parking and loading arrangements, with half of the bays lost with the creation of the public space being relocated in the area.
- additional cycle stands and cycling provision.
- improvement of lighting levels.

Manchester Street and Spanish Place:

- footway widening at crossing points and raised carriageway sections to footway level to moderate motor traffic speed and improve the connections for pedestrians at the entrance with Manchester Street and Spanish Place.
- improvement of lighting levels

Fitzhardinge Street and Hinde Street:

- footway widening at junctions and raised carriageway sections to footway level to reduce motor traffic speed and improve the connections for pedestrians and cyclists at the junctions with Fitzhardinge Street and Hinde Street.
- improvement of lighting levels, specifically at the junctions.

- 5.3. The traffic management arrangements, kerbside parking and loading restrictions will be subject to a TMO, which is preceded by the required consultation. Please refer to **Appendix B** for more details on the kerbside changes.
- 5.4. A feasibility design (WCC design Stage 1) has been developed by external consultants in collaboration with the Portman Estate and the BSQP. The scheme was then handed over MCJV, to oversee its delivery from Stage 2 onwards, including finalising the TMO

consultation and orders, with the aspiration to commence the construction in Spring 2022.

- 5.5. A private sector contribution of £1,095,000 has been secured for the design and construction of the scheme (The Portman Estate and BSQP, formalised by an Agreement pursuant to Section 278 Highways Act 1980) and will be supplemented by £900,000 of WCC Strategic Community Infrastructure Levy (CIL) secured in June 2019. An extra £104,281 S106 funding has also been secured from 6 - 14 Mandeville Place to be utilised on Public Realm improvements. The remaining £881,265 will be council funded from the OSD programme budget.
- 5.6. The design for the Manchester Square Public Realm Scheme embodies the principles of the OSD Place Strategy and Delivery Plan, OSD Framework Document and is compliant with WCC Highway Standards, Westminster Way and supports the Council's City for All vision.
- 5.7. The proposed design for Manchester Square Public Realm Scheme also aligns with the ambition for the wider cycling network within the District linking to existing and planned networks in the Borough, and the Greenways Programme highlighted in the OSD Framework Document, which will deliver a plethora of street improvements to provide a safe and comfortable cycling environment together with streetscape improvements for walking.
- 5.8. The scheme has also been evaluated against the council's sustainability ambitions and the proposals performs well across a range of health, wellbeing and sustainability measures, much due to the introduction of new greening and seating in the new public space and the encouragement of sustainable transport such as walking and cycling by providing new cycle stands and a new safe cycling route.
- 5.9. The scheme has been assessed against the 10 principles of the One Planet Action plan, developed by Bioregional, to incorporate measures for sustainable design, construction and operation for the project. These will include the use of responsibly sourced products with certification and low impact materials, and construction methods will use best practice procedures to reduce emissions and waste creation. The operational element of the scheme has also been futureproofed by providing access to electricity and water for future events or management of the space (reducing the reliance on diesel generator) and by installing new paving which is hard wearing and require less long-term maintenance.

6. Parking and Traffic Impact

- 6.1. Currently the public realm in Manchester Square is constrained by the presence of 78 parking bays. To enable the proposed creation of a new public space on the northern side of the square it is necessary to consider the removal of a proportion of the parking in the Square. The impact of removing parking has been considered in detail including analysis of the kerbside use within the Square, the availability of parking across the local area and across the District. The parking loss associated with the closure of the northern section of the Square to provide realisation of the proposed new public space is 25 bays (Pay by Phone bays).
- 6.2. However, it has been demonstrated that a significant number of additional parking bays can be provided in nearby locations such as Wigmore Street and Seymour Mews (where there is a high level of demand for resident parking), bringing the net loss to 18

Pay by Phone bays (less than half of the existing Pay by Phone offer in the area). The scheme has no impact on the residents' bays. Please find **Appendix B** for more details on the kerbside changes.

- 6.3. Traffic reassignment analysis has been conducted which established that during peak hours, approximately 100 vehicles (under two vehicles per minute) would be displaced as a result of closing the north side of the square. It is not expected that all of these vehicles would reroute locally via Manchester Street, George Street and Spanish Place. Instead, a large proportion would choose another route at an earlier point in their journey and avoid the area altogether. Therefore, removing the eastbound route through Manchester Square is expected to lead to a reduction in traffic within the immediate local area.

7. Stakeholder Engagement and Consultation

Internal Consultation

- 7.1. One-to-one meetings have been conducted with relevant council officers to determine the viability and impact of the scheme and used as a basis to review the initial design where necessary. The project has been presented to the Design and Scheme Operations Review (DOSR) group for comments. Formal internal consultation has also taken place on the project through the Key Stage Review (KSR) process and concluded at the end of July 2021 (Stage 1) and end of October 2021 (Stage 2).

External Engagement

- 7.2. Localised consultation took place with key stakeholders in and around the square during design development in 2020 and 2021, including local businesses, schools, residents' groups, landowners and Ward Councillors to determine access requirements and gather feedback on the proposed public realm vision.
- 7.3. A formal local consultation took place for five weeks at the end of the Stage 2 design, from 28th October until 3rd December 2021. The consultation exercise included various means of engaging, for local stakeholders to share their feedback, including:
 - a) Section 6 letters issued to statutory stakeholders, including emergency services, outlining the proposal.
 - b) Emails issued to all key stakeholders at the beginning of the consultation, which included an outline of the proposal and links to the detailed brochure and the osd.london website. Follow up emails have been sent to all consultees to provide feedback on the consultation.
 - c) Further meetings and site walks were offered to all key stakeholders during the consultation period.
 - d) The scheme was presented to the Marylebone Association group and local businesses.
 - e) Door to door consultation was undertaken with all residential units in the area, and a co-signed letter by The Leader and The Portman Estate was distributed to residential block's lobbies (circa 600 residential units in those blocks).
 - f) An in-person presence at the Food Market at 55 Baker Street (11th and 25th November 2021) and at the Marylebone Winter Garden at Portman Square (1st to 3rd December 2021).

- g) Regular social media posts, with a link to the consultation website.
- h) Website presence with digital brochure on the scheme, e-bulletins and social media posts from all project partners (WCC, BSQP and The Portman Estate).

Consultation Responses

- 7.4. There were a total of 91 written responses to the consultation. 83% of overall respondents stating they supported the Manchester Square proposals.
- 7.5. A clear majority of the stakeholders have been supportive of the proposals and feel the changes proposed will provide benefits for both residents and visitors to the area with the addition of much needed public space. This new public space will be seen as a real asset to the area and will allow residents and visitors to enjoy one of the historic public squares.
- 7.6. Of those who were not supportive, the biggest concern was anti-social behaviour and the attractiveness of a new public space to groups and rough sleepers. To allay some of these concerns a detailed management plan for the area going forward is currently being developed, which will include improved lighting, enhanced CCTV surveillance and management regime, which will be actively supported by the BSQP, The Portman Estate, and WCC.
- 7.7. Ward Councillors for Marylebone High Street Ward have been consulted on the scheme. Ward Councillors support the proposals but noted the need to monitor potential anti-social behaviours, parking changes and traffic reassignment, after the delivery of the scheme.

Changes to the Design in Response to the Consultation

- 7.8. The consultation provided respondents with the opportunity to share additional information to support their response. The open responses have been reviewed by the Council and have helped to inform the changes to the proposals for Manchester Square. The design has been strengthened through the consultation process.
- 7.9. One of the key concerns following the consultation was regarding anti-social behaviour. As mentioned above, a detailed multi agency management plan is currently being developed with BSQP and The Portman Estate.
- 7.10. Feedback provided also highlighted that some respondents were keen for additional road safety measures in the wider area to be investigated. The OSD team will be looking at improvements at the Spanish Place/George Street junction and bringing forward measures at Duke Street to improve pedestrian and cycling safety.
- 7.11. Traffic reassignment analysis has been conducted for the proposals which shows that changes to traffic flows will be moderated organically through the established network. However, given the feedback from stakeholders in the area, changes to the traffic and parking will be monitored on neighbouring roads, after the scheme is in place. Some respondents were also keen to see alternative routes for local users being explored, and the OSD team will be looking into bringing forward some of the wider District improvements, including potential right turns onto Wigmore Street from either Portman Street or Orchard Street.

- 7.12. Minor additional changes have also been incorporated into the design. These include change of the bollard type to a more heritage friendly bollard in keeping with the square design and history, as well as amendment of the bench design to prevent the risk of skateboarding and misuse.

8. Programme

- 8.1. Subject to Cabinet Member approval, the detailed design will be finalised by the OSD team and MCJV. As a priority package of the OSD, works are planned to commence in Spring 2022.
- 8.2. Given the stone sett works featured in the respite areas, which will take longer to lay and for the bedding to cure, a minimum 6 to 8 month construction programme is expected and will be further defined in due course.
- 8.3. The phasing of the works is essential in determining how vehicular and pedestrian access will be impacted during construction. The phasing will be finalised in collaboration with the contractor and a corresponding communications strategy developed to ensure that local stakeholders are informed of any restrictions to parking and loading access in a proactive manner.

9. Financial Implications

Capital Costs & Funding

- 9.1. The estimated cost (determined by external contractors at the end of Stage 2 initial design stage) for the design and implementation of project is outlined in the Table 1 below.

Table 1: cost estimate for Manchester Square project

	Cost estimates (in £)
Feasibility design - Stage 1	93,279
Initial Design – Stage 2	139,568
Detailed design – Stage 3	175,386
Implementation – Stage 4 to 9	1,756,875
Utilities allowance	245,655
Risk and Contingency (25%)	569,781
TOTAL	2,980,544

- 9.2. The development of the scheme design has been funded by The Portman Estate and the BSQP so far. A private sector contribution of £1,095,000 has been secured for the design and construction of the scheme (by The Portman Estate and BSQP and has been formalised by an Agreement pursuant to Section 278 Highways Act 1980), and will be supplemented by £900,000 of WCC Strategic Community Infrastructure Levy (CIL) secured in June 2019. An extra £104,280 S106 funding has also been secured from 6 - 14 Mandeville Place to be utilised on Public Realm improvements. The remaining £881,265 will be council funded from the OSD programme budget.

Table 2: Funding Sources

Contributor	Contribution (in £)
The Portman Estate contribution	1,000,000
Baker Street Quarter Partnership contribution	95,000
Strategic CIL funding – approved in 2019	900,000

S106 - 6 - 14 Mandeville Place	104,280
OSD Programme funded	881,265
TOTAL	2,980,544

- 9.3. In April 2019, Cabinet approved the Business Case for OSD which justified the £150m investment by the Council. £21m of expenditure was approved focused on the design, surveys and other feasibility related work for the programme and included a contingency element. However, it was agreed any future approval on projects to enter the delivery phase would be agreed via Cabinet Member report and signed off by the relevant Members.

Revenue Implications

- 9.4. A detailed management plan for the area going forward is currently being developed, which will involve collaboration over ongoing maintenance and management costs. WCC, BSQP and The Portman Estate are key players in this Joint Management Group. The Council will fund baseline activities from existing resources as far as possible and work with partners to ensure additional costs are borne by the most appropriate party.
- 9.5. The Cabinet Member for Business, Licensing and Planning, as well as the Director of Finance and Resources will be updated on progress on this at the end of Stage 3 – detailed design.
- 9.6. Commuted sum payments will also be set aside to ensure assets such as benches and bollards can be replaced if damaged or broken beyond repair.
- 9.7. The scheme will result in the loss of 18 paid for parking bays, but the overall occupancy rates of those bays mean the impact on revenue will be negligible. Demand for bays is expected to be managed across the number available in the wider area.

10. Legal Implications

- 10.1. A traffic regulation order (TRO) regulates, restricts or prohibits the use of a road or any part of a road by vehicular traffic or pedestrians (part 1, Road Traffic Regulation Act 1984 ('RTRA 1984')).
- 10.2. The changes to parking and loading arrangements as shown in **Appendix B** will require a TRO to be made under section 6 of the RTRA 1984.
- 10.3. It is noted that the TRO making process can be delegated to the Director of City Highways in line with the current Traffic Order making process.
- 10.4. The Director of Law has considered the contents of this report and, save for above, does not have any further comments to add.

11. Key Risks

- 11.1. Programme – The project team is aiming to start the construction on site by Spring 2022. This is an ambitious programme given that the design is currently at initial design stage. This has been mitigated by working on Stage 2 and 3 tasks in parallel but further reduction of the programme will be investigated during the detailed design stage.

- 11.2. TMO feedback – potential negative feedback on the project will delay the programme. Localised consultation has already taken place with key stakeholders in and around the Square, to determine access requirements and gather feedback on the proposed public realm vision. No concerns were raised at this stage.
- 11.3. Construction – the site at 15-20 Manchester Square will be undergoing significant works (refurbishment) and construction coordination will need to be undertaken. The northwest section of Manchester Square will need to be closed during the duration of the building works to motor traffic vehicles.
- 11.4. Material lead times and supply interruption – lead time for materials internationally and in the UK has increased compared to previous years. This is due to various factors including the coronavirus pandemic, Brexit, reduced offer due to quarries having to close down and shortage of HGV drivers in the UK. At present our contractor’s supply chain is managing this situation well, although no guarantee can be given as to when or if the situation will alter.

12. Equalities Implications

- 12.1. Under the Equalities Act 2010 the Council has a “public sector equality duty”. This means that in taking decisions and carrying out its functions it must have due regard to the need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the 2010 Act:
 - to advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it; and
 - to foster good relations between persons who share a relevant protected characteristic and those who do not share it.
- 12.2. The Council is also required to have due regard to the need to take steps to take account of disabled persons’ disabilities even where that involves more favourable treatment; to promote more positive attitudes toward disabled persons; and to encourage participation by disabled persons in public life. The 2010 Act states that “having due regard” to the need to promote equality of opportunity involves in particular having regard to:
 - the need to remove or minimise disadvantages suffered by persons sharing a protected characteristic.
 - take steps to meet the needs of persons sharing a protected characteristic that are connected with it.
 - take steps to meet the needs of persons who share a protected characteristic that are different from those who do not; and
 - encourage persons with a protected characteristic to participate in public life or any other activity in which participation by such persons is disproportionately low.
- 12.3. The courts have held that “due regard” in this context requires an analysis of the issue under consideration with the specific requirements set out above in mind. It does not require that considerations raised in the analysis should be decisive; it is for the

decision-maker to decide what weight should be given to the equalities implications of the decision.

12.4. Diversity and Inclusion, in all respects, have been critical to the success of the Oxford Street District and will continue to be in the future.

- All projects delivered within the OSD programme embed Diversity and Inclusion principles from early stages of the design and up to delivery.
- All OSD procurement related activities seek to maximise opportunities for social value and promoting D&I through the procurement activity. Social value criteria are included within the tender process for any consultant appointed to work on the project.
- Social value monitoring is undertaken for all schemes being implemented as part of the programme, and will be the case for Manchester Square when we move to construction with our Contractor MCJV.
- Appointed OSD contractor MCJV are finalising their social value implementation plan which will be reflected throughout the design and construction of the project.
- The OSD team is working with a wide range of groups (access groups, youth groups, residents, etc) to develop designs that will not disadvantage any protected group from enjoying Oxford Street District proposals. The proposals for Manchester have been shared with the statutory access group as part of the Section 6 consultation.
- The proposals for Manchester Square have been designed in accordance with the accessibility and inclusivity design guidance.
- An Equality impact assessment has been developed for Manchester Square Scheme.

If you have any queries about this Report or wish to inspect any of the Background Papers, please contact Maxime Tomas – mtomas@westminster.gov.uk

For completion by the **Cabinet Member Cabinet Member for Business, Licensing and Planning**

Declaration of Interest

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

Signed: _____ Date: _____

NAME: **Councillor Matthew Green, Cabinet Member Cabinet Member for Business, Licensing and Planning**

State nature of interest if any

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(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 recommendations in the report entitled Oxford Street District – Zero Carbon Demonstrator.

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Signed

Councillor Matthew Green, Cabinet Member Cabinet Member for Business, Licensing and Planning

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.

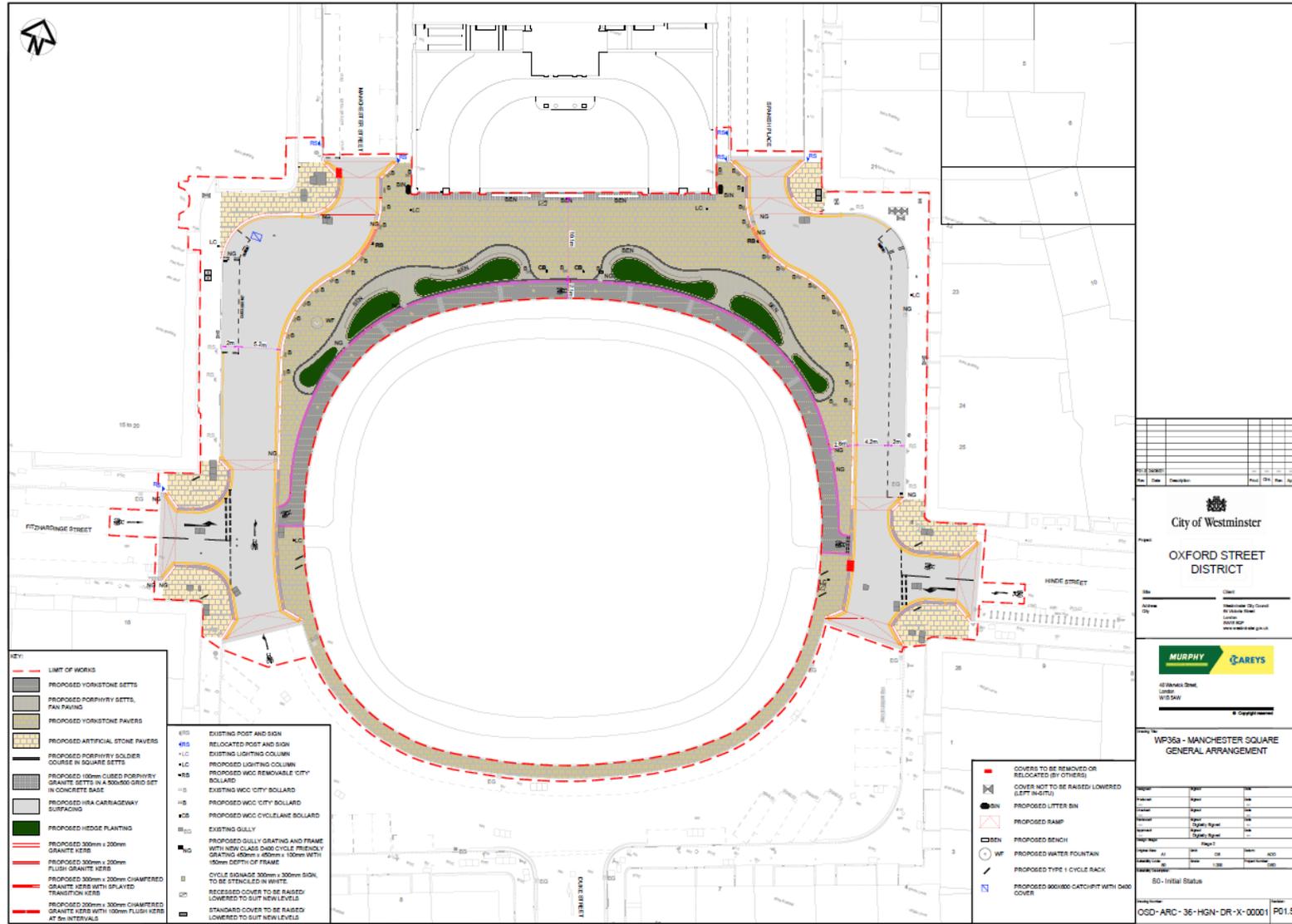
Additional comment:

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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, the City Treasurer and, if there are resources implications, the Director of People Services (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.

Appendix A – Manchester Square Public Realm Scheme General Arrangement



Appendix B – Manchester Square – traffic management and kerbside changes

