



Members Report

Decision Maker:	Cllr Davis, MBE, DL, Deputy Leader and Cabinet Member for Built Environment; Cllr Caplan, Cabinet Member for City Management and Customer Services; Cllr Heather Acton, Cabinet Member for Sustainability and Parking.
Date:	14 December 2016
Classification:	For general release
Title:	Bond Street Public Realm Improvement Scheme
Wards Affected:	West End
City for all Summary:	The Bond Street Public Realm Improvement Scheme and its enhancement of the Council's infrastructure, its improvement to pedestrian accessibility through widened footways and modern street lighting will contribute to the City for All vision.
Key Decision:	Yes
Financial Summary:	The estimated total cost for the project is £9.85m which will be funded by contributions from New West End Company, Transport for London, the private sector and the City Council.
Report of:	Executive Directors for City Management and Communities and Growth, Planning and Housing.
Report Author:	Mark Allan

1. Executive Summary

- 1.1 The City Council's 2007 ORB Action Plan proposed a review of Bond Street and more recent discussions between NVEC and key stakeholders in Bond Street has led to a scheme being promoted by NVEC. In mid-2015 the Council, in conjunction with NVEC and TfL, identified a concept design for Bond Street. This aimed to deliver substantial improvement of the public realm to ensure that Bond Street was prepared for the increased footfall expected to be triggered by the opening of the Elizabeth Line (Crossrail) and the nearby Bond Street Station, whilst maintaining & improving Bond Street's status as a world class, high quality retail destination.
- 1.2 In June 2016 Cabinet approved the Feasibility Design and agreed the funding arrangements of £9.85m for the project. At that time, Members also approved the recommendation to commence the Council's initial stakeholder engagement on the Bond Street project. Section 4 of this report deals with the Cabinet approvals in more detail.
- 1.3 Prior to the consideration of the report in June 2016, 0NVEC and Council Officers briefed Cabinet Members and Ward Members on the scheme details.
- 1.4 The first part of this report summarises the results of the Council's initial stakeholder engagement which took place at three exhibitions held during July 2016 which were attended by representatives of local businesses, residents and local organisations. The consultation events have been well attended and outcomes show a strong support for the project with the greater majority of attendees recognising the need for improvements and being in favour of the scheme.
- 1.5 The Council's initial stakeholder engagements follow a significant amount of consultation by NVEC on the Bond Street project that took place through the latter part of 2015 and early in 2016.
- 1.6 This report proposes amendments to the feasibility design that members approved in June 2016 to address comments that were made during the stakeholder engagements. These are:
 - the repositioning of the zebra crossings at the Bond Street and Maddox Street junction, and
 - the provision of a small kerb build out on the northern side of Grosvenor St to improve pedestrian crossing opportunity.
- 1.7 The resulting amendments are minor, with the project design being fundamentally the same as that approved in June 2016 and remaining fully in line with the original concept design. New Initial design drawings, incorporating these minor amendments, are included in this report for member approval.
- 1.8 The second part of this report sets out in detail the proposed parking and loading arrangements that are an inherent part of the Initial design. The proposed parking and loading arrangements provide a greater management of kerbside activity and better pedestrian space through the provision of time-controlled shared loading and parking pads provided on the footways that provide pedestrian space for part of the day.
- 1.9 Traffic Management Orders are now required in order to progress designs further and to prepare for the proposed works implementation planned to commence in early 2017 and

complete in late 2018 ready for the Elizabeth Line opening. This report seeks approval to formally advertise the Traffic Management Orders and sets out the proposals for further consultation to ensure that all residents and businesses have an opportunity to understand the changes and comment if need be.

- 1.10 This report proposes that there will be a further report to Members late in 2016 which will detail the responses made during the advertisement and consultation of the Traffic Management Orders. Subject to the consultation responses and Members' views, it is intended that this further report will seek Members' approval to the final funding arrangements, as required by the Cabinet decision in June, and to implement the Bond Street project to an approved delivery phasing plan commencing in early 2017 and that leads to the completion of works in late 2018.

2. Recommendations

- 2.1 That Members note the initial stakeholder engagements which took place in July 2016 and the amendments that are proposed to the feasibility design in order to address stakeholder comments. These amendments are shown on the proposed initial design drawings for the Bond Street Public Realm Improvement Scheme as shown on general arrangement drawings Nos. 70009316-01-GA (sheets 1 to 6) in **Appendix B** which are submitted to Members for approval.
- 2.2 That Members approve the proposed parking and loading arrangements for Bond Street as shown on the General Arrangement drawings and as proposed on the associated Traffic Management drawings Nos. 70009316-01-TMO (sheets 1 to 8) as shown in **Appendix E**.
- 2.3 That approval is given to commence the advertisement of the Street Notices and the Traffic Management Orders associated with the proposed parking and loading arrangements for Bond Street.
- 2.4 That approval is given to carry out a programme of stakeholder consultation on the proposed parking and loading proposals in association with the formal advertisement of the Street Notices. This aims to ensure that residents and businesses fully understand the proposed changes and are given the opportunity to comment.
- 2.5 That there will be a further report to Members late in 2016 which will detail the responses made during the advertisement and consultation of 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 funding arrangements, as required by the Cabinet decision in June, and to implement the Bond Street project to an approved delivery phasing plan commencing in early 2017 and that leads to the completion of works in late 2018.

3. Reasons for Decision

- 3.1 The proposed highway modifications identified in this report will improve the streetscape for pedestrians and provide a safe environment for cyclists. They will deliver substantial improvement of the public realm and maintain Bond Streets' status as a global centre for luxury retail and the international art market.

- 3.2 The initial stakeholder engagement period indicates that beneficial minor amendments can be made to the currently approved feasibility design which will address stakeholder comments without detrimental effect on the original concept design.
- 3.3 Changes are required to the parking and loading arrangements on Bond Street to ensure successful implementation of the proposed public realm improvements. These require a formal, on-street advertisement and it is proposed that there is additional consultation with residents and businesses to ensure that there is a full understanding amongst these key stakeholders of the measures being proposed.
- 3.4 The project is crucial to meet the pedestrian demands resulting from the opening of the Elizabeth Line in December 2018. The project programme is therefore set to ensure completion prior to the Elizabeth Line's opening. This report is in line with the programme and content set out in the June report to Cabinet that will meet these expectations.

4. Background, including Policy Context

- 4.1 A report was submitted to Cabinet in June 2016 and Cabinet approved:
- A budget of £9.85m to be included within the capital programme with £7.8m funding from TfL, NWEK property and owner levies and private sector contributions. A GLA Growing Fund loan application to then be made for the £2m funding gap. If by December 2016 the GLA has not approved the loan of £2m or the Treasury has not approved the business rates TIF for the West End Partnership to fund the loan repayments, officers will report back to members on the issues and risk of the Council providing this additional £2m funding from its Capital Programme.
 - The Bond Street Stage 1 feasibility design shown on General Arrangement drawings contained in the report.
 - A programme of initial stakeholder consultation on the design of the scheme and the operational principles that have been incorporated into the design. The formal statutory consultation required for the Traffic Management Orders (TMO) would follow at a later date and as a consequence of a further report to Members.
 - £2.0m budget arrangements, to allow design to continue to programme through Design Stages 1 to 3 (at a cost of £1.557m) with a sum of £0.243m to allow for surveys and engagements with utilities and £0.2m for contingency.
- 4.2 The initial stakeholder engagement agreed within the June Cabinet Report took place in July 2016.
- 4.3 Section 6 of this report describes the results of the initial stakeholder engagements and the good support received, discusses issues that were raised, how it is proposed that they are addressed and shows that only minor changes are needed to the project design which have been incorporated into the initial design drawings attached to this report and now submitted to Members for approval .
- 4.4 Section 7 of this report describes the proposed parking and loading changes that are associated with the project and the initial design and which will need to be introduced using TMO's.

- 4.5 The initial design is compliant with WCC highway standards and Westminster Way and supports the Council's City for All vision.
- 4.6 Other implications for the scheme which are relevant to the Council are set out in **Appendix A**.

5. The Bond Street Scheme

- 5.1 The aim of the scheme is to improve the public realm throughout Bond Street and provide a safe and secure environment for pedestrians. Wider pavements will improve accessibility, while the use of natural materials in a high quality design will emphasise the importance of Bond Street as a destination.
- 5.2 The approach to design and the use of materials are in line with Council policy and guidance.
- 5.3 The project covers the whole of New and Old Bond Street from Piccadilly to Oxford Street. It aims to deliver substantial improvement of the public realm that will maintain Bond Street's status as a world class destination for luxury retail. The scheme is being promoted by NVEC and is incorporated into the WEP delivery programme as a named major project.
- 5.4 The extent of the scheme is as follows:
- a) New Bond Street between Oxford Street and Burlington Gardens;
 - b) Old Bond Street between Burlington Gardens and Piccadilly; and
 - c) The junctions at the following side streets: Blenheim Street, Dering Street, Brook Street, Grosvenor Street, Maddox Street, Bruton Street, Conduit Street, Clifford Street, Grafton Street, Burlington Gardens and Stafford Street.
- 5.5 The Scheme has now progressed from a Stage 1 Feasibility Design to a Stage 2 Initial Design. The Initial Design is detailed on the General Arrangement **Drawing Nos. 70009316-01-GA (sheets 1 to 6)** included in **Appendix B**, which show:
- Repaving of the entire footway along Bond Street between the gateways to Oxford Street and Piccadilly, using York Stone with feature use of York Stone setts;
 - Repaving of footways along some side roads in York Stone;
 - Installation of raised carriageway tables using granite setts or coloured asphalt throughout the scheme;
 - Resurfacing of all of the carriageway along Bond Street and on some side roads in asphalt;
 - Improving the central pedestrian area (which is closed to traffic) through the provision of high quality feature granite surfaces, the repositioning and removal of some trees and the relocation of cycle racks. The famous 'Allies' bench will remain in its current position. The flower kiosk will also remain in place but there is an aspiration that this will be enhanced substantially using additional private sector funding from local businesses;
 - The installation of special paved areas at the arcades along Bond Street;

- Repaving the whole of the highway at the junction between Bond Street and Burlington Gardens using a colour mix of granite materials to create a 'townscape' feature;
 - Enhancements at the Bond Street entries at Oxford Street and Piccadilly to create new Bond Street "Gateways"
 - Installation of recessed covers along the extent of the works;
 - Installation of new granite kerbs along the extent of the works;
 - Upgrading of street lighting, with a new scheme that will aim to incorporate the existing McKenzie-Moncur columns between Oxford Street and Clifford Street and wall mounted lighting between Clifford Street and Piccadilly;
 - Improving surface water drainage;
 - Removal of traffic signals at the Grosvenor Street/ Maddox Street junction and replacing with zebra crossings;
 - Modifications to the method of control at the remaining traffic signal controlled junctions, and the use of modern and more reliable and the incorporation of Countdown;
 - Installation of a new zebra crossing near the junction of Blenheim Street;
 - Introduction of a Restricted Parking Zone (RPZ) to reduce the amount of yellow lines required and allow loading/ parking only in designated bays or on loading pads;
 - General de-cluttering of the street; and
 - The use of granite kerbs to create the loading and parking pads which will provide additional footway space at certain times of the day and which will also be used to provide a feature channel line.
- 5.6 A proposal to permit two way traffic movements on Brook Street and Davies Street is being developed separately. This provides the opportunity to introduce a new right turn from Bond Street into Brook Street and then towards Grosvenor Square.
- 5.7 The Initial design proposals are fully in line with the concept design developed in the latter part of 2015 and the feasibility design that was presented to Cabinet Members in the June report.

6. Consultation

- 6.1. The Council's initial stakeholder engagements on the Bond Street Feasibility Design took place in July 2016 with three exhibitions attended by 44 business representatives, residents and stakeholder organisations. The Council's initial stakeholder engagements followed an extensive set of engagements on the Bond St early designs with business representatives, residents and stakeholder organisations by NVEC through the latter part of 2015 and earlier in 2016 which were supported by Council Officers. NVEC also presented to Council Members and the Mayor.

6.2. The extensive NWEK engagements appear to have had some effect on the interest in the Council's own engagements with many prospective consultees indicating that they are well informed about the project and views have already been expressed. For this reason this section of the report includes details and responses made to the NWEK engagements as well as the details of the Council's own engagements to provide a fuller picture of the responses that have been made across a wider number of stakeholders.

6.3. NWEK Consultation

As the BID and more latterly as a Property Owner BID, NWEK has consulted on the Bond Street Public Realm Improvement Project through the latter part of 2015 and continuing into 2016 with businesses and residents in Bond Street. This took place during the Council's development of the feasibility design for the Bond Street project. Officers have supported the NWEK engagements on scheme details.

6.4 The NWEK Consultation has been extensive and their summary report is provided in **Appendix C**. It included 12 presentations to different groups and organisations including some Council Members, a three-day exhibition in January 2016 and the issue of two newsletters. In addition, NWEK have visited the managers of 74 stores and retailers along the street to discuss the scheme proposals

6.5 The presentations have had a reach of approximately 100 individuals including residents, businesses representatives and property owners and are set out in detail at the end of their report provided in **Appendix C**. The exhibitions were well attended with (84 attendees and a further 60 attendees at a separate reception). Newsletters were also circulated to over 3,300 properties.

6.6 NWEK's summary of their consultations indicates that consultees support the need for significant investment in New and Old Bond Street. Many of those who reside on Bond Street or who work in the area recognise that the pavements are cracked, the streetscape is ageing and outdated, the roads are cluttered, and there is poor signage linking surrounding cultural and restaurant quarters of Mayfair.

6.7 NWEK's summary view is that the responses to their consultation indicates that there is strong support for the proposed renewal of Bond Street's public realm, particularly the introduction of high quality materials, improving the setting of the retail and commercial premises, creating a more pedestrian friendly environment and improving the management of traffic.

6.8 The issues mentioned by consultees in the NWEK report can be summarised as follows:

- The vast majority of consultees welcomed the new design, particularly the choice of materials, the widened pavements and the general de-cluttering of the street.
- Many business owners believe the improved design of the public realm will add visual interest, improve the setting of the street and that the scheme would be ready for Crossrail and increased passengers / customers.
- The majority of attendees supported the principle of reintegrating Bond Street into the surrounding Mayfair area. Crucial to this success is felt to be the introduction of more wayfinding signage.

- Businesses and property owners along the street are particularly supportive of the proposal to better manage traffic on Bond Street as they feel it will make it more attractive to visitors and shoppers; and in turn enhance their businesses.
- The majority of consultees agreed that the consistent material palette being proposed and used throughout the street would enhance connectivity and give both Old and New Bond Street more of an identity.
- There were concerns over the proposed layout at the junction of at Burlington Gardens and Old Bond Street. Concern concentrated on possible road safety issues and the need for clear communication to drivers about the changes here.
- There were also reservations expressed about traffic increases on Brook Street and Davies Street and how surrounding streets and residents were to benefit from the proposals.
- Some businesses expressed concern that the new parking and loading arrangements would need to ensure a balance between business needs for deliveries and the benefits that the scheme brings to pedestrians. Galleries in particular raised the issue of out of hours deliveries and the need for a permit system for this. This matter will be addressed at the next stage of the project.

6.9 In separate visits to businesses in early 2016, NWECC found that 100% of responses were positive in the support of the scheme. However, comments were made about the care needed to ensure that parking and loading needs could be accommodated as well as the need to manage disruption caused by the building works. Stakeholders were informed that the Council's Traffic Management Order consultations and the planned pre-works consultations will address these concerns.

The Council's Initial Stakeholder Consultation

- 6.10 A leaflet was mailed to over 4,500 properties in the area surrounding Bond Street in early July inviting recipients to attend one of four briefing events/ exhibitions. Information was provided about the proposed scheme by email to over 200 key contacts. A Facebook advertisement, targeted at those living or working close to Bond Street, was used to raise further awareness of the exhibitions. NWECC also sent communications out to its members and contacts informing them of the Council's exhibitions.
- 6.11 The exhibition display material and leaflet were also uploaded online (to both the Bond Street webpage and the consultation pages of the Council's website).
- 6.12 A full report on the Council's initial stakeholder engagement activity is contained in **Appendix D(i)**.
- 6.13 The exhibitions were well attended by 44 representatives from businesses representatives, residents and stakeholder organisations. These are detailed in section 2.3.4 of the Report contained in **Appendix D(i)**. Attendees at WCC's briefing events / exhibitions were also encouraged to complete a questionnaire to gather feedback on the proposed design. This generated just 14 responses which are summarised in Figure 4.2 in Appendix D(i). The indication is, as was the case in the NWECC consultations, that there was good support for the scheme.

6.14 The Council's stakeholder engagements suggests that there has been a degree of consultation fatigue as many of those who attended the Council's exhibitions mentioned that they were well-informed about the proposals and had already fed into the process (as a result of NVEC's previous engagement activities).

6.15 The Council's engagement has found that:

- there is a good level of support for the public realm improvements that are proposed in the Bond Street project;
- most stakeholders welcome the opportunity to create a more pleasant and attractive local environment befitting of Bond Street's status as a luxury destination.
- Better traffic management and better provision for those who do not travel by car are also considered to be important benefits of the proposed scheme.

6.16 Areas of concern can be grouped into the following themes:

- How the new parking and loading/delivery arrangements will work;
- Operation of the town scape area near the Burlington Gardens junction (including parking and loading and user safety);
- the new zebra crossings at the junction with Grosvenor Street;
- Designs of footways and cycle facilities;
- Traffic flow and accessibility;
- Street furniture and trees;
- Anticipated disruption during construction.

6.17 These concerns and responses to them are shown in **Appendix D(ii)**.

6.18 The Cabinet Member Report of June 6th gave the approval to proceed with engaging stakeholders to gain feedback on the physical design of the proposed scheme. The intention at that time was that there would be a second round of consultation (the more formal / statutory consultation) on the parking and loading arrangements later in the year. This Cabinet Member Report seeks approval to proceed with the consultation on the parking and loading arrangements when the intention will be that any concerns relating to the parking and loading arrangements will be addressed.

Stakeholder Engagement Conclusions

6.19 The combined efforts of the NVEC and WCC stakeholder engagement activities demonstrate that there is a good level of support for the Bond Street proposals. Local stakeholders have been involved at a formative stage and therefore have been able to directly influence the designs as the proposals have progressed.

6.20 As a result of the July initial stakeholder engagements, minor amendments to the scheme are proposed concerns. These are:

- The repositioning of the proposed zebra crossings at the Bond St. and Maddox St. junction slightly nearer to the junction to better suit pedestrian desire lines; and
 - A small kerb build out on the northern side of Grosvenor St. to improve pedestrian crossing opportunity.
- 6.21 Other concerns raised during the engagements were more associated with the new parking and loading arrangements and will be addressed through additional information that will be supplied during the Traffic Management Order consultation (subject to member approval of this next stage of consultation as proposed in this report to Members).
- 6.22 The next step in the process is to gain Cabinet Member approval to proceed with the TMOs and the associated consultation this autumn. The consultation will clearly demonstrate how feedback from the July consultation has been used to further shape the design. The exercise will also provide further technical information where it has been requested (e.g. traffic modelling, parking and loading arrangements).
- 6.23 Ward councillors were briefed on the feasibility design in June 2016 prior to the scheme being presented to Cabinet for approval. Following stakeholder engagement this report proposes minor amendment to the feasibility design. As the changes are minor and in-keeping with the overall concept it is not deemed necessary to consult ward councillors on these proposals.

7. Parking and Loading

- 7.1 The following section of this report (Section 7 and its Appendix) sets out the new arrangements for parking and loading that are an inherent element of the design for the Bond Street public realm improvements showing how these will work and that provision in the design will satisfy the surveyed existing demands.

The Proposals

- 7.2 The proposed parking and loading provision has been reviewed by The City of Westminster's Parking Services department. Their comments and recommendations have been incorporated into the design. The current kerbside restriction proposals are shown on drawing 70009316-02-TMO sheets 01-08 in **Appendix E** and supported by the Parking and Loading Technical Note in **Appendix F**.
- 7.3 The design proposes the creation of a Restricted Parking Zone throughout the scheme signed as "No waiting & no loading at any time except in signed bays". This restriction enables yellow lining to be removed while allowing continued enforcement.
- 7.4 Bays are proposed throughout the scheme in three different formats:
- Bays on the carriageway marked in white road paint;
 - Bays on the carriageway marked by the use of granite setts; and
 - Shared pads to be located on the footway marked using granite material.
- 7.5 Adequate loading and servicing for all businesses and properties on and adjacent to New Bond Street and Old Bond Street is provided.

7.6 A number of different restriction types are proposed throughout the scheme:

Table 7-1: Proposed restrictions

Restriction type	Restrictions	Operation times	Not in operation
24 hour loading bay	Loading only, Max Stay 20 mins	24 hrs	N/A
Shared Bay	See “clock” below		
Pay-by-phone	Pay-by-phone or loading	8.30am - 6.30pm	General parking
Residents permit	Residents only	24 hrs	N/A
Residents & Pay	Pay-by-phone or residents	8.30am - 6.30pm	General parking
Taxi rank/ stands	No waiting except taxis	24 hrs	N/A
Disabled Bay	Badge Holders Only	24 Hrs	N/A

7.7 Shared Bays are provided in the central section of the scheme. These will be available for loading in the morning, for pedestrians during the day and for parking in the evening. This creates a wide footway when high numbers of shoppers are expected while fully utilising this space for appropriate loading and parking activity for the rest of the time.

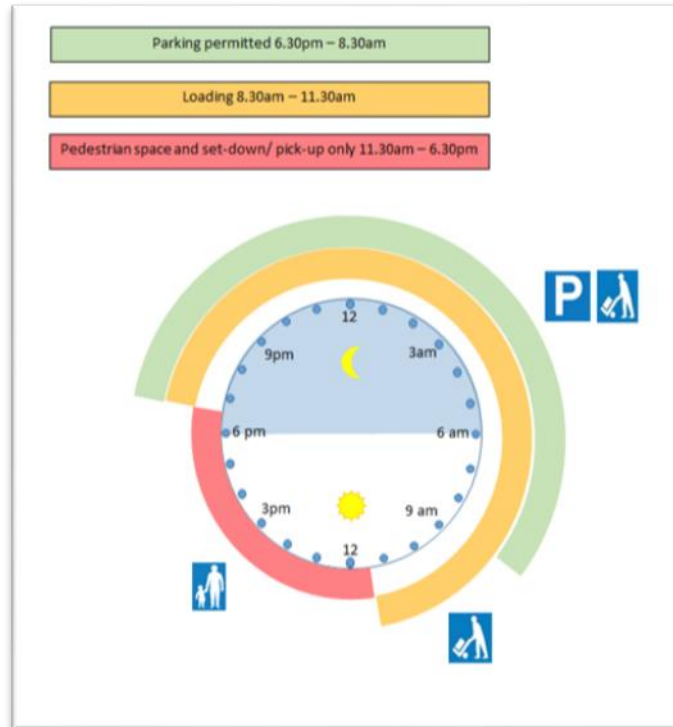


Figure 7.1 – Parking, Loading and Pedestrian Activity Diagram

Parking Analysis

- 7.8 An analysis of the current parking saturation has been undertaken (and summarised in **Appendix F**) and indicates that:
- During the time period 8:30am - 11:30am the proposed scheme will provide sufficient capacity for almost all the current kerbside demand.
 - During the 11.30am - 6.30pm time period, the available capacity for parking activity (Pay by phone and residents) will be approximately ten vehicles less than is necessary to meet the current peak demand. As a result, ten vehicles will have to park at alternative locations. There are other locations nearby that are under capacity.
 - During the time period 11.30am - 6.30pm, there will be insufficient loading capacity compared to the current peak demand. It is assumed that loading activity will reallocate to the morning 8.30am - 11.30am time slot where there is capacity available.
- 7.9 The proposed parking and loading arrangements for Bond Street have been presented to WCC Parking Services on 5th February, 24th March and 18th August 2016 and were discussed in detail. The Parking Team has indicated their support for the proposed parking and loading arrangements.

Flexibilities within the Design of the Proposed Parking and Loading Arrangements

- 7.10 The new shared bays currently propose that loading activities take place from 8.30am until 11.30am. The engagement with local businesses has indicated that this is expected to be sufficient for businesses to be serviced, which generally happens by 10.00am before shops open and customers start to arrive.
- 7.11 Shoppers wishing to be dropped off or picked up within Bond Street will still be able to do so legally anywhere within the restricted parking zone as long as this does not cause an obstruction. This includes taxis and limousines.
- 7.12 In light of operational experience there will be the opportunity to adjust the times in the loading and parking pads to ensure that there is the achievement of an appropriate balance that satisfies business and servicing demands and those of the pedestrians who will be using the widened footway areas at busy pedestrian times.

Permits

- 7.13 The WCC permit system allows for exceptional loading activities when expected delivery times can be defined specifically or within a range of expectation. During the stakeholder engagement sessions undertaken by NVEC and WCC, certain businesses – the Galleries and Auction Houses - identified an issue with exceptional high value loading activities that their businesses deal with, many of which are internationally moved with little control as to how they arrive from airports.
- 7.14 These particular stakeholders have requested that WCC consider if a more flexible system could be introduced. Discussions with WCC Parking Services are underway to see if the particular “pad” design features proposed in the Bond Street designs – where the permit

issue is more about sharing space between pedestrians and an exceptional servicing need (rather than between stationary and moving traffic) – offer such opportunities and ones that could be presented to Members for consideration.

Proposed Consultation Arrangements on the New Parking and Loading Arrangements

- 7.15 During the Stakeholder Engagement exercises, it was clear that many of the stakeholders were content with the design but wanted to start to discuss the new parking and loading arrangements and particularly their method of operation and how business needs and the improved pedestrian movements were to be balanced on the shared use pads. Whilst some general operational information was available and was provided at the time of the exhibitions there was an acceptance that the proposed changes to the parking and loading arrangements would be addressed in a far greater degree of detail in a second consultation exercise leading up to the formal advertisement of the Traffic Management Orders by the Street Notices.
- 7.16 Although ongoing discussions with individual businesses and residents have been undertaken to ensure that the scheme being promoted is suitable for all users, there is still a need to provide further information and to engage with residents and businesses to ensure that the scheme is fully understood.
- 7.17 It is proposed that three exhibitions on the new parking and loading arrangements are held in a venue close to Bond Street in advance of the formal advertisement of the Traffic Management Orders by Street Notices.
- 7.18 The three events will be held on different days and at different times allowing people the flexibility needed to be able to come to the events. The intention is that these will be held at the Westbury Hotel as it is local to Bond Street in the late October.
- 7.19 The information discussed in this section of the report will be presented at these events and will include:
- Details of the new parking and loading arrangements that are proposed within the Bond Street public realm proposals, their locations and their times of operation and the signs that are proposed ;
 - Information on types of parking and net changes in parking from the current situation.
 - Information that shows that business delivery needs can be met by the new arrangements.
 - A video showing the VISSIM modelling at key locations through the scheme
 - Information on the changes in traffic flows and journey speeds on Bond Street and nearby roads.
 - A video from the 3D visualisation of the Maddox Street / Grosvenor Street.

(most of the information above has already been prepared for use at earlier stages of project development)

8. Project Programme

- 8.1 Stage 2 Initial Design is almost complete. Some key parts of Stage 3 Detailed Design have commenced – on the pedestrian area which is intended to be a first phase delivery - in parallel with Stage 2. Stage 3 Detailed Design is scheduled to finish completely in March 2017
- 8.2 The Stage 3 Design of the works in the pedestrian area have been accelerated. This is scheduled to finish in December 2016 to allow construction of that section of the scheme to begin in early 2017 as an early and advanced delivery.
- 8.3 The Bond Street programme proposes that main works will commence in spring 2017 and will finish in November 2017 and in advance of the opening of the Elizabeth Line in December 2018 and ready for the increase in pedestrian demand expected. However, the works phasing programme under development will ensure that the parts of the Bond Street scheme to the north which support the opening of the Elizabeth Line are those that will be phased early and as a priority in the programme.
- 8.4 More details of the works phasing, and the stakeholder engagement activities that will commence prior to and during the works, will be included in the next report to Members later in 2017.

9. Outstanding Issues

- 9.3 The completion of the Agreements relating to the funding package and the securing of the private sector contributions.
- 9.4 The completion of the Agreement dealing with the GLA Loan and finalisation of the funding arrangements for the Bond Street project.
- 9.5 The Bond Street project aspires to deliver a high quality public realm that will emphasise the importance of Bond Street as a destination. The delivery of this aspiration is greatly supported by the design, the identification and proposed use of RPZ controls so that the quality of the new public realm and Bond Street's investment in natural materials for footways and carriageways is not compromised by the use of road markings at the kerbside.
- 9.6 However, RPZ's are unusual and it is important that the new controls are understood, are used properly by the motorist and deliverers and can be enforced when this is necessary. There has been discussion within the delivery partnership, and there is acceptance that it is vital that the Bond Street project receives adequate enforcement in its early stages of operation so that driver education and understanding can go hand in hand with a dedicated enforcement presence to achieve the operational success that is expected. There will also need to a review at 9 to 12 months so that it can be shown that the operational requirements are, indeed, being achieved.
- 9.7 There will be a cost of delivery the additional enforcement requirements and discussions with NWECC have taken place and there is a commitment from NWECC that these funds will be made available. Council Officers will now work with NWECC to:
 - identify the a comprehensive package of investment that is most likely to deliver the enforcement, amongst other duties in the area, that will ensure the operational success that the Bond Street Project requires,

- so that this can be costed and agreed with NVEC and the funding partners, and
- so that this can be submitted to Cabinet Members for approval and can be made ready for the operational start of the project.

Details will be reported to Cabinet Members in the report planned at the end of 2016.

- 9.8 The Bond Street project is adjacent to the public realm improvements that are being designed for Hanover Square and the opening of the new station entrance in the north western corner. Both schemes will impact positively together and design is being coordinated carefully to ensure that this is so particularly on the eastern part of Brook Street which is the main link between the two schemes.
- 9.9 In addition, a project is in development to introduce two way traffic movement on Brook St (between Bond Street and Grosvenor Square) and Davies St (between Brook Street and Berkeley Square). This proposal will improve accessibility in the Mayfair area and is supportive of the Bond Street project, particularly during construction, but is a separate project to Bond Street.

10. Financial Implications

Capital costs

- 10.1 The total expected capital cost for the scheme is £9.85m. As the project will be delivered through the Council, the entire cost of the Bond Street project will be reflected in the Council's capital programme.
- 10.2 Spending approval of £2.0m was been approved, to allow design to continue the programme through design stage 3 (at a cost of £1.557m) with a sum of £0.243m to allow for surveys and engagements with utilities and £0.2m for contingency. Progress has been made implementing the approvals that were made at the June Cabinet meeting.

Capital funding

- 10.3 Funding arrangements remain unchanged since the June paper. There is expected funding of £7.8m from TFL, NVEC property owner and occupier BID levy and private contributions. The required legal and funding agreements in respect of the above are progressing. £0.05m S106 contribution has been allocated to the scheme from the Council. This leaves a £2.0m funding gap.
- 10.4 Having consulted the LEP in October 2015, the GLA agreed in principle to a £2.0m loan on condition that Westminster City Council apply directly for this loan and act as a guarantor to repay it under a contract with the GLA. An application has been made, the GLA are now reviewing the submission and a decision is expected shortly.
- 10.5 The Council is in discussion with HM Treasury regarding a Tax Increment Financing arrangement, if this can be secured, the GLA would be repaid its loan through the Council's increased retention of business rates income. However, if an increase in business rates is not secured, the Council would be required to repay the £2.0m loan to the GLA. Similarly, if the GLA were not to approve its loan, in order to progress the project, the Council would be required to meet the £2.0m gap. A further report will be

submitted, at the end of 2016, this will cover the legal agreements and finalise the funding arrangements.

11. Legal Implications

- 11.1 The legal implications associated with the funding, governance and the delivery of the Bond Street project, and the Council's risk and the management and mitigation of this, were set out in detail in the June Cabinet report.
- 11.2 The Legal Agreements that are fundamental to the funding and delivery of the Bond Street Public Realm Improvement Scheme and for the Management of the Council's risks are progressing to the programme agreed in the June Cabinet report. The expectation is that the Agreements with NVEC will be signed by the end of October as required by the Council. The Agreements between NVEC and the private sector funders are well advanced with letters of intent being signed in all cases and some agreements now signed as well. Again the expectation is that all the agreements will be in place by the end of October.
- 11.3 A project board has been established with representatives from the Council, NVEC and TfL. The Council chairs the project board. The project board's role will be to oversee the works being undertaken and to ensure the works are progressing in accordance with an agreed delivery and payments schedule. To ensure the Council retains control, a number of decisions in relation to the project will be reserved to the Council and will not be made by the project board (the 'reserved matters'). These will be set out in the Legal agreement. Reserved matters include changes to the overall budget, material changes to the designs, and compliance with the terms of the call off contract with F M Conway Limited etc.
- 11.4 To secure the GLA funding, the Council will be required to enter in a loan agreement with the GLA. The Submission of the loan application has been made. The terms of the standard GLA loan and funding agreements are well known to the Council and its content and satisfaction is considered a low risk to the Council.
- 11.5 Subject to the approval of this report, the intention is that a further report is to be presented to Members at the end of 2016. This further Report will present the results of the consultations on the proposed parking and loading arrangements for Bond Street and on the Traffic Management Order advertisement under the provisions of sections 6, 9 and 45 of the Road Traffic Regulation Act 1984. This further Report will also inform Members of the status of the legal agreements and if there are any issues that remain in securing the funding for the Bond Street project and in relation to the proposed start of works in January 2017.

If you have any queries about this Report please contact:

**Mark Allan on 020 7641 2920,
email mallan@westminster.gov.uk.**

Background Papers: None

For completion by the **Deputy Leader and Cabinet Member for Built Environment**

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 Built Environment**

State nature of interest if any

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

For the reasons set out above, I agree the recommendation(s) in the report entitled **Bond Street Public Realm Improvement Scheme.**

Signed

Councillor Robert Davies MBE, DL, Deputy Leader and Cabinet Member for Built Environment

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, Director of Finance and, if there are staffing implications, the Strategic 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.

For completion by the **Cabinet Member for Sustainability and Parking**
Declaration of Interest

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

Signed: _____ Date: _____

NAME: **Councillor Heather Acton, Cabinet Member for Sustainability and Parking**

State nature of interest if any

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

For the reasons set out above, I agree the recommendation(s) in the report entitled **Bond Street Public Realm Improvement Scheme.**

Signed

Councillor Heather Acton, Cabinet Member for Sustainability and Parking

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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For completion by the **Cabinet Member for City Management and Customer Services**

Declaration of Interest

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

Signed: _____ Date: _____

Councillor Melvyn Caplan, Cabinet Member for City Management and Customer Services

NAME: _____

State nature of interest if any

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

For the reasons set out above, I agree the recommendation(s) in the report entitled **Bond Street Public Realm Improvement Scheme**

Signed

Councillor Melvyn Caplan, Cabinet Member for City Management and Customer 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.

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Bond Street Public Realm Improvement Scheme: Other Implications

1. Resources Implications

No implications

2. Business Plan Implications

No implications.

3. Risk Management Implications

No implications.

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

The 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.

5. Crime and Disorder Implications

The measures in this report are not expected to have any implications under the Crime and Disorder Act 1998.

6. Impact on the Environment

Wherever possible existing materials that are taken up will be recycled.

7. Equalities Implications

The scheme will improve the accessibility of the streets for persons with mobility difficulties through the installation of flush kerbs at pedestrian crossings.

8. Staffing Implications

No implications.

9. Human Rights Implications

No implications.

10. Energy Measure Implications

No implications.

11. Communications Implication

Residents and business will be notified of the works through a letter drop in advance of the works. Contact details will be displayed on site notice boards and scheme details and progress available on the City Council's website.

**Bond Street Public Realm Improvement Scheme:
Proposed General Arrangements: Drawing No. 70009316-02-GA (sheets 1 to 6).**

**Bond Street Public Realm Improvement Scheme:
NWECC Stakeholder Engagement Report**

**Bond Street Public Realm Improvement Scheme:
WCC Initial Stakeholder Engagement Summary**

**Bond Street Public Realm Improvement Scheme:
WCC Initial Stakeholder Engagement Response**

(This section sets out how the issues raised during WCC's July consultation have been addressed).

**Bond Street Public Realm Improvement Scheme:
Proposed Traffic Management Order drawings: Drawing No. 70009316-02-TMO (sheets 1 to 8).**

**Bond Street Public Realm Improvement Scheme:
Parking and Loading Technical Note**