



City of Westminster Cabinet Member Report

Decision Makers:	Councillor Daniel Astaire, Cabinet Member for Planning and Public Realm; 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.
Date:	18 th April 2018
Classification:	General Release
Title:	Hanover Square Public Realm Improvement Scheme
Wards Affected:	West End
Reason for the Report	<p>This report provides an update on the development of the comprehensive public realm scheme for Hanover Square following Cabinet Member approval in January 2018 to: complete the detailed design; and advertise and carry out consultation on the associated traffic management orders (TMO).</p> <p>It provides a summary of feedback received in response to the TMO consultation, an update on the delivery programme, and seeks formal approval to implement the scheme based on the funding package identified in this report.</p> <p>This is the 3rd and proposed final Cabinet Member report related to this scheme. Approval is required to enable implementation of this scheme on site from 25th June 2018, to fit in with Crossrail's station opening in the corner of the square in December 2018 and subsequent over station development works.</p>
City for All Summary	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.

Key Decision:

Yes

Financial Summary:

Implementation of this project is currently estimated to cost £12.55m. Funding of £10.9m has been identified to date, of which £9.4m is secured and £1.5m unsecured. This is from a combination of sources including S106, CIL, Crossrail and TfL. Further funding is also being sought via private sector contributions.

As previously reported, subject to Cabinet Member approval this project will be implemented in line with the funding that has been secured and according to the programme as set out in this report. The phased delivery programme will enable those parts of this project that are already funded to be delivered. No expenditure will be incurred on any unfunded elements due to the phased delivery of the project.

Report of:

Executive Director of Growth Planning and Housing,
Executive Director of City Management and Communities,
and the 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 – Property & Major Projects, City Treasurer's Department

1. Executive Summary

- 1.1 The Concept Design for public realm improvements in Hanover Square was approved by the Cabinet Member for Built Environment in September 2016, with a vision to enhance the public spaces, improve traffic management, and increase the pedestrian capacity of the square to cope with the anticipated 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.
- 1.2 Approval to complete the detailed design (Stage 3) of this project was granted in January 2018 through a 2nd Cabinet Member Report, and the design work has now been completed. The 2nd report also approved the advertisement and consultation of the associated proposed traffic management orders, and contained details about the proposed public realm scheme.
- 1.3 This current, 3rd and final Cabinet Member Report for Hanover Square includes a summary of responses received to the proposed traffic changes, alongside the completed detailed design for implementation. This final report is seeking approval to implement the scheme in line with the funding available.
- 1.4 The project is proposed to be delivered in phases as per the programme and funding strategy attached and set out below.
- 1.5 Subject to Members' approval to proceed, works are now planned to start on-site in Hanover Square from mid-2018, as soon as access to the square becomes available, following completion of the Crossrail works there. This will enable the priority public realm works required to facilitate Crossrail's station opening, to be delivered ahead of station opening.

2. Recommendations

- 2.1 That the Cabinet Member for Planning and Public Realm agrees that the final scheme set out in Appendix C now be implemented;
- 2.2 That the Cabinet Member for Planning and Public Realm approves the phased implementation programme for these works as set out in section 9 of this report and in Appendix F;
- 2.3 That the Cabinet Member for City Highways notes the outcome of the TMO consultation in Appendix E and approves the making of the necessary traffic orders as set out in Appendix D;
- 2.4 That the Cabinet Member for Finance, Property and Corporate Services gives authorisation to spend the remaining project costs – up to £12.55m, subject to the project being fully funded.
- 2.5 That the Cabinet Member for Finance, Property and Corporate Services notes the updated funding strategy as set out in section 10 below;
- 2.6 That delegated authority be given to the Executive Director for City Management and Communities in consultation with the relevant Cabinet Members for minor modifications to the approved scheme;
- 2.7 That delegated authority be given to the Executive Director for City Management and Communities in consultation with the relevant Cabinet Members to amend the implementation programme for this scheme should the need arise, and in response to the identified funding becoming available through the delivery process;
- 2.8 That delegated authority be given to the Executive Director of City Management and Communities in consultation with the relevant Cabinet Members for minor modifications to the approved Traffic Management Orders;

3. Reasons for Decisions

- 3.1 Final approval is now being sought to implement the Hanover Square scheme this summer, with some initial enabling works starting on site this Spring. Approval now will enable materials to be ordered and works to be carried out on the ground ahead of the Crossrail station opening towards the end of the year.
- 3.2 Without approval being granted for these works, it will not be possible for the City Council's appointed contractors to deliver a safe and accessible public realm to enable station opening.
- 3.3 Delegated authority is being sought to enable minor alterations to the scheme, traffic orders, and delivery programme to be made, should the need arise, during the construction process.

4. Background

- 4.1 The concept design for public realm improvements in Hanover Square was approved by the Cabinet Member for Built Environment in September 2016. Public consultation was subsequently carried out on the initial design in November 2016 and again in April 2017. Support was received for the proposed pedestrianisation of the west side of the square and for public realm improvements around the rest of the square. Further details about the scheme are set out in the previous Cabinet Member Reports relating to this scheme dated September 2016 and December 2017.
- 4.2 Consultation on the proposed traffic management changes was carried out in January 2018. Feedback of which is set out in Section 8 below.
- 4.3 Detailed design work of hard landscaping has since been undertaken, and significant funds have been identified to implement the scheme – starting in 2018, subject to the recommendations of this report being approved by Cabinet Members.
- 4.4 The programme for delivery of the City Council's public realm works ahead of Crossrail's station opening in Hanover Square in December 2018 remains tight and access to the site limited. A phased programme has been developed to enable works to begin on site as soon as access to the site becomes available this summer.
- 4.5 Funds to deliver the initial phases of this scheme have already been collected, and further funding has been identified and secured for delivery of subsequent phases. The New West End Company (NWEC) is now seeking additional funding from private sector interests to fill the remaining funding gap of circa £1.65m for delivery of the Core Hanover Square scheme by June 2018. They are also seeking additional funding, to deliver further works to adjacent/connected streets. However these works are currently beyond the scope of the Hanover Square project and would be additional to the works highlighted in this report.
- 4.6 This 3rd and final Cabinet Member Report seeks approval to implement the Hanover Square public realm scheme. Any further amendments to the scheme are proposed to be dealt with

through use of delegated authority powers.

5. Policy Framework

- 5.1 Implementation of this scheme will help to deliver objectives of the West End Partnership and the City Council to create high quality public spaces, to create a convenient, attractive and safe pedestrian environment, with particular emphasis in areas with high pedestrian volumes or peaks. The scheme is policy compliant. Further details are set out in the previous cabinet member reports.

6. Design

- 6.1 Appendix C sets out the final public realm scheme which is proposed to be implemented in Hanover Square. This reflects the design most recently consulted upon and reported to members at the end of last year. The scheme has not changed significantly since then.
- 6.2 The scheme proposes the pedestrianisation of the western side of Hanover Square, with high quality materials laid throughout the square, new street furniture and upgraded street lighting installed, and a revised parking and loading regime implemented. Further details are set out in the previous Cabinet Member Reports (*September 2016 and December 2017*) relating to this project.
- 6.3 Officers have been working closely with Crossrail to develop the detailed design for Hanover Square to meet their station security requirements, and are working with specialist heritage consultants, including on the relocation of the listed cabmen's shelter to the south side of Hanover Square.
- 6.4 Officers have also been working with specialist landscape architects to develop permanent designs for the gardens, with consideration being given to providing access routes through the gardens during the period after the station has opened, and before the western terrace of Hanover Square is opened to the public and the permanent gardens scheme implemented. Delivery of the full gardens scheme is dependent on additional funding being secured.

7. Proposed Traffic Arrangements:

- 7.1 In January 2018 the City Council consulted on the proposed Traffic Management arrangements as attached in Appendix D of this report. The draft orders set out the proposed kerbside parking and loading arrangements and include the following:
- The west-side of Hanover Square to remain closed to all traffic and become a pedestrian zone whilst the east side will be opened to 2-way traffic;
 - Tenterden Street to be closed to all through traffic at its junction with Dering Street, with loading allowed only between 10am-12noon and 9pm-7am with vehicles entering and exiting Tenterden Street from its eastern end;
 - Taxi ranks to be in operation 24 hours a day.
- 7.2 The proposals for Hanover Square have been developed to be capable of implementation with or without any changes to adjacent Oxford Street. Subject to later decisions on Oxford Street West (where pedestrianisation is currently being considered), any impacts in relation to traffic, including access, will be reviewed further. The Hanover Square scheme remains capable of implementation under any of the scenarios considered in the recent Oxford Street West consultation.

8. Consultation

- 8.1 The Initial Design for Hanover Square was developed through local stakeholder engagement, including public briefing sessions at the end of November 2016 and the end of April 2017 and was approved by the Cabinet Member for Business, Culture and Heritage in January 2018. The Leader of the Council on behalf of the Cabinet Member for City Highways approved the advertisement of the Street Notices and consultation on the Traffic Management Orders associated with the proposed parking and loading arrangements at that time.
- 8.2 The City Council subsequently advertised and consulted upon the associated draft traffic management orders in January 2018. A report setting out the comments received and officer's responses to them is attached in Appendix E. The following paragraphs provide a summary of officers' responses.
- 8.3 No changes are proposed to the scheme or traffic orders as a result of the TMO consultation.
- 8.4 The Hanover Square scheme has been designed to be future-proofed to tie-in with future and neighbouring public realm and highways schemes. Provision has been made on the east-side of Hanover Square for the running of buses on diversion should the need arise.
- 8.5 The Hanover Square scheme seeks to re-provide an appropriate level of parking and servicing around the square, including in St. George's Street. Additional motorcycle parking is included

within the design for Hanover Square and the provision of motorcycle parking security “hoops” in the ground is being considered in due course.

- 8.6 The Hanover Square scheme seeks to minimise the potential for pedestrian and vehicle conflict outside the new Crossrail Station entrance. Taxi facilities are proposed to be provided on the south side of the square. Officers are liaising with the Cabmen’s Shelter Fund, Historic England and other specialist organisations in relation to the relocation of the Cabmen’s Shelter.
- 8.7 Tenterden Street will be closed to through-traffic at all times and taxis will not be able to access Tenterden Street at any time.
- 8.8 Similarly, cyclists will not be allowed to ride into Tenterden Street. Cycle facilities will be provided on the east side of Hanover Square.
- 8.9 Dedicated coach parking is not proposed to be reinstated within Hanover Square.
- 8.10 All comments received in response to the TMO consultation have been considered by the project design team. No changes are proposed to the advertised TMOs as a result of the public consultation. The orders are now proposed to be implemented as attached in Appendix D. Delegated authority will be used should any changes be required to the orders.

9. Programme

- 9.1 A phased programme of delivery for the Hanover Square public realm scheme has been developed taking account of the major development works currently being undertaken to: the Crossrail station on the north west side of the Square; the Great Portland Estate’s development above and around the station on the west side of the square and on Tenterden Street; the full redevelopment of the site at number 22 Hanover Square in its south-west corner; and tie-ins to neighbouring public realm schemes in Bond Street (currently under construction) and Oxford Street west (scheme currently under consideration).
- 9.2 The phased implementation programme for Hanover Square is set out in Appendix F. In summary, the scheme is proposed to be delivered in phases as site access and funding become available, with priority given to delivering a safe and accessible public realm outside the station entrance in the north-west corner of the square.

10. Financial Implications

Capital Costs

- 10.1 This project is included in the Council’s Capital Programme as approved by Full Council in March 2018, highlighting the City Council’s commitment to delivering this scheme. The total cost of delivering works within the core Hanover Square project area is currently estimated at £12.55m.

- 10.2 This total includes design and survey fees, purchase of materials, and delivery of works within the Core Hanover Square project area – Hanover Square itself, Tenterden Street and crossings at the junctions with the side/connecting streets. This also includes costs for: delivery of revised parking arrangements and lighting in St. George Street; improved lighting and loading arrangements in Harewood Place, Dering Street and Hanover Street; and future works to the gardens.
- 10.3 This total figure is slightly higher than previously reported in the January Cabinet Member Report, but still within budget. This reflects the phased approach to delivery of this scheme, which will include temporary resurfacing works in Tenterden Street to enable it to remain in use for the duration of the neighbouring construction works whilst protecting the final finish from these construction works. The permanent materials will be installed here once the building construction works have been completed.

Capital Funding

- 10.4 A significant proportion - £10.9m, of the required total funding for this public realm scheme has already been identified. This includes contributions from a range of sources including s106 public realm contributions (£4.1m), a significant Crossrail urban realm contribution (£3m – increased from Crossrail's initial offer of £1.2m), Community Infrastructure (CIL) funding (£2m for hard landscaping), and a smaller contribution from Transport for London under their Local Implementation Plan (LIP) Corridors and Neighbourhoods plan £145k. An application has been made for a further £145k LIP funding and an additional £1m of CIL funding is being sought.
- 10.5 In December 2017 the boundary of the New West End Company (NVEC) Business Improvement District (BID) was extended to cover Hanover Square. A further £500k has now been pledged to the scheme by NVEC (£250k) and Great Portland Estates (£250k).
- 10.6 A summary of the funding identified to date is outlined below:

Funding Source	Total Amount £000	Status
Section 106 (S106)	4,118	Secured
Crossrail Urban Realm Contribution	3,000	Secured
Community Infrastructure Levy (CIL) Contribution	2,000	Secured
Local Implementation Plan (LIP) TfL Funding	145	Secured
Further LIP Funding	145	Secured
Total Secured Funding	9,408	
Great Portland Estate and New West End Company (NVEC) Contribution	500	Unsecured
Potential Future CIL Allocation	1,000	Unsecured
Total Unsecured Funding	1,500	
Total Funding Identified	10,908	

10.7 As per the table above, £9.4m of funding has been secured, leaving a funding gap of £3.15m of which £1.5m has been identified but not secured. Officers are currently in discussions with NVEC to fund this through private sector investment towards meeting the £12.55m project cost to deliver the Core Hanover Square scheme.

Authorisation to Spend

- 10.8 The January Cabinet Member Report gave authorisation to spend of £1.464m to take this project to stage 3.
- 10.9 Cabinet Member approval is now required for authorisation to spend for the remaining project costs – up to £12.55m to implement the core Hanover Square public realm improvement scheme.
- 10.10 If funding does not become available from external sources for the remaining £3.15m as per paragraph 10.7 then this will be reported back to members.

Further Extension of the Project

- 10.11 As highlighted in paragraph 4.5, the Hanover Square Advisory Board is being used to determine what other stakeholders' ambitions and funding commitments are within Hanover Square and its side/connecting streets. In February 2018 the Advisory Board, chaired by the Deputy Leader of the Council, recommended that the Hanover Square scheme be taken forward in its entirety, with *additional* works delivered in connecting streets (outside the scope of the current Hanover Square project). Whilst any works to the connecting streets will be reported to Members separately, NVEC is arranging a series of meetings to discuss funding opportunities with all of the owners and interested parties who front the square and adjacent streets.

10.12 Costs for delivery of improvements within the side streets (the streets are highlighted in Appendix B) will be additional to those listed above as part of the core scheme and further external funding will be required to take these elements of the wider Hanover Square project forward. Further information on this extended scheme will be reported to members as and when funding is identified.

11. Legal Implications

11.1 The Director of Law has considered this report and does not have any additional comments.

12. Conclusion

12.1 This report seeks: formal approval of the detailed design for Hanover Square as set out; approval of the proposed traffic management orders, the funding strategy and programme. This will enable the scheme to be implemented in phases from mid-2018, with the priority works delivered ahead of, and to enable, station opening and development in line with the major adjoining sites.

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 020 7641 2531 or Mark Allan, Project Director, City Management and Communities mallan@westminster.gov.uk 020 7641 1154.

APPENDICES:

A: Resources and Other Implications

B: Public Realm Scheme Extent

C: Detailed Design proposed for Implementation

D: TMO Consultation Plans

E: TMO Consultation Feedback

F: Phased Delivery Plan

BACKGROUND PAPERS:

- WCC Cabinet Member Report: Hanover Square (1) September 2016:
<http://committees.westminster.gov.uk/documents/s19412/Hanover%20Sq%20CMR.pdf>
- WCC Cabinet Member Report: Hanover Square (2) December 2017:
<http://committees.westminster.gov.uk/documents/s25319/Hanover%20Square.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
- Westminster City Plan: Strategic Policies November 2016:
<https://www.westminster.gov.uk/westminsters-city-plan-strategic-policies>

Hanover Square consultation leaflets from November 2016, April 2017 and January 2018 are included within the scheme's web page here:

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

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

For completion by the **Cabinet Member for Planning and Public Realm**

Declaration of Interest

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

Signed:

Date:

NAME: Councillor Daniel Astaire, Cabinet Member for Planning and Public Realm

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 Daniel Astaire, Cabinet Member for Planning and Public Realm

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.

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

Declaration of Interest

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

Signed:

Date:

NAME:

Councillor Danny Chalkley, Cabinet Member for City Highways

State nature of interest if any

.....

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

For the reasons set out above, I agree the recommendation(s) in the report entitled

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

Signed

Councillor Danny Chalkley, Cabinet Member for City Highways

Date

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

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.

For completion by the **Cabinet Member for Environment, Sports and Community**

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.

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

Declaration of Interest

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

Signed:

Date:

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

State nature of interest if any

.....

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

For the reasons set out above, I agree the recommendation(s) in the report entitled 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.

Hanover Square Public Realm Improvement Scheme

Appendix A: Resources and Other Implications

1. Resources Implications

The financial implications are set out in section xx 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 has allocated 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 being finalised 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 March 2018.

Traffic orders are to be made under Sections 6, 9 and 45 of the Road Traffic Regulation Act 1984.

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. The phased delivery programme has been 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 has been designed 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 has been 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 were notified of the proposed traffic management changes through a letter drop and site signs following standard WCC procedure.

Hanover Square Public Realm Improvement Scheme

Appendix B: Public Realm Scheme Extent

Plan produced by Publica.

Red shaded area includes current Crossrail work site boundary.

Boundaries of adjacent schemes currently under review.

Hanover Square Public Realm Improvement Scheme

Appendix C: Detailed Design

Drawing numbers:

Ci: 70017403-03-GA-01

Cii: 70017403-03-GA-03

Ciii: 70017403-03-KEY-01

Hanover Square Public Realm Improvement Scheme

Appendix D: Advertised Traffic Management Arrangements

Drawing Numbers

Di: 6464/OS/015 Waiting and Loading Restrictions

Dii: 70017403-03-TMO-02 Traffic Arrangement

Hanover Square Public Realm Improvement Scheme

Appendix E: Traffic Order Responses and Comments

Hanover Square Public Realm Improvement Scheme

Appendix F: Phased Implementation Programme

Fi: Plan

Fii: Summary

Hanover Square Public Realm Improvement Scheme

Appendix Fii Phased Implementation Programme Summary

- 12.2 The programme prioritises delivery of hard-landscaping to link the station entrance to the north side of Hanover Square to provide a safe route for pedestrians into and out of the station upon its opening in December 2018.
- 12.3 Public briefing sessions are planned to update interested parties on the proposed construction dates for each phase of delivery. These will be advertised through the project website. Vehicular access is proposed to be maintained around the east side of the square, with minimal road closures throughout the works.
- 12.4 BT/utility diversion works are planned to be undertaken in the south-east corner of the square in late spring/early summer 2018, ahead of full works commencing. If possible, vehicular access will be maintained to the east side of the square during this time.
- 12.5 The shared ambition ahead of station opening, is to provide upgraded pedestrian routes to and from the station along the north side of Hanover Square - into Harewood Place and Princes Street and along the north side of Tenterden Street into Dering Street by December 2018. These works will be permanent and form part of the final public realm scheme.
- 12.6 Crossrail have set out minimum route width requirements for pedestrian access into the station upon its opening (they have advised that this route can be realigned as necessary to enable delivery of public realm works), however works to provide these routes and the main delivery of the pre-December 2018 phases cannot commence until the Crossrail hoarding is taken down at the end of June.
- 12.7 Crossrail have agreed to hand their current worksite back to the City Council in late June 2018 to enable commencement of the WCC public realm works outside their station entrance from then until November 2018.
- 12.8 Delivery of the Hanover Square scheme will focus in the first instance, on works required to facilitate the opening of the Crossrail Station.
- 12.9 Additional works are proposed outside this core area in Harewood Place (new loading bay to be provided outside of the core Hanover Square project delivery programme), to again facilitate the safe flow of pedestrians to and from the Crossrail station from December 2018.
- 12.10 Throughout this year both Crossrail and contractors working on behalf of the Great Portland Estate (GPE), will require worksites and construction vehicle access within Hanover Square.

- 12.11 Tenterden Street (highway and southern pavement) and the west-side of the square will still be in use as GPE worksites at that time, as such pedestrian access here will not be possible.
- 12.12 High quality materials are proposed throughout the square under the permanent / final Hanover Square scheme, however in some locations, such as Tenterden Street carriageway, black-top will be laid as a temporary measure in summer/autumn 2018, whilst construction works are undertaken to neighbouring sites.
- 12.13 Subsequent works will follow station opening once sites around the square become available.
- 12.14 A programme for delivery of works to the gardens will be developed to accommodate planting seasons. These works are not being prioritised as they are not essential for station opening, and the gardens will not be fully accessible until the Crossrail, GPE and WCC works have been completed around the square.
- 12.15 Lighting works are included as an independent phase (not shown on the plan). Works to extend the lighting and taxi refreshment rank into St. George Street, with other minor alterations planned in Hanover Street (parking and loading alterations) will take place after the station opens.
- 12.16 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.
- 12.17 All proposals and works in and around Hanover Square and the surrounding area are being kept under review in terms of consultation and on site-security respectively.
- 12.18 GPE's building works above and around the station will continue with their occupation of the western side of the Square and south side of Tenterden Street through 2018-2020. The programme for delivery of the WCC public realm scheme reflects this.

