Cabinet Member Report

Decision Maker: Cabinet Member for Built Environment

Date: 15 December 2015

Classification: For general release.

Title: West End Partnership: Bond Street, Hanover Square and Oxford Street West Public Realm proposals

Wards Affected: West End and Marylebone High Street

Key Decision: Yes

City For All Summary

These projects contribute to City for All in particular City of Heritage where we will protect and enhance Westminster’s unique heritage so that every neighbourhood remains a great place to live, work and visit both now and in the future.

Financial Summary:

The total for which approval is being requested through this report amounts to £1,939,000, as set out in the table in section 11.

The total cost of the current programme of investigative work relating to Oxford Street West is £633,000. Of this £360,000 will be funded from the Council’s approved Local Implementation Plan (LIP) allocation for 2014/15 and 2015/16, by Transport for London totalling £214,000, with the remaining £59,000 being met from the Council’s 2015/16 capital programme.

The total cost of Bond Street Stages 1 and 2 is £1,041,000. This will be funded from the Council’s approved Local Implementation Plan (LIP) allocation for 2015/16 and 2016/17 and by New West End Company.

That total cost of the VISSIM traffic model for Oxford Street, Wigmore Street and Mayfair totals £220,000. This will be funded from the Council’s approved Local Implementation Plan (LIP) allocation for 2015/16 (£50,000), the Council’s 2015/16 Capital Programme (£40,000) Transport for London (£80,000) and The Grosvenor Estate (£50,000).

A total of £45,000 from the Council’s 2015/16 Capital Programme will be allocated to reduce clutter and improve the pedestrian environment particularly focusing on Oxford Street.
1. **Executive Summary**

1.1 This report presents some of the principal West End Partnership (WEP) projects that will help to deliver the WEP vision the City Council and its partners are promoting. The projects are focussed around improving the public realm and the traffic management of these key West End streets. As these schemes are developed they will be individually consulted and reported upon.

1.2 This report seeks:

- approval of the concept design for New and Old Bond Street prior to public consultation;

- approval of the expenditure relating the feasibility and Initial Design stages relating to Bond Street public realm design;

- approval of the expenditure relating the investigative stages of the Oxford Street West project that is being undertaken by the Council with Transport for London;

- approval of the expenditure relating to the VISSM traffic modelling for Oxford Street, Mayfair and Marylebone; and,

- approval to undertake an initial feasibility to reduce clutter and improve the pedestrian environment particularly focusing on Oxford Street.

1.3 This report also requests that the Cabinet Member for the Built Environment notes the related progress on the Hanover Square project and other related projects in the West End.

2 **Recommendations**

i. That approval is given for the concept design for New and Old Bond Street. See Appendix B for details.

ii. That approval is given for the capital expenditure totalling £1,041,000 for Stages 1 and 2 (Feasibility and Initial Design) on the Bond Street scheme. The budget is being
predominately met by Transport for London with some additional support from New West End Company.

iii. That approval of capital expenditure totalling £633,000 for the Oxford Street West investigative project. This expenditure will be met from the Council’s approved Local Implementation Plan (LIP) allocation for 2014/15 and 2015/16 totalling £360,000, the Council’s 2015/16 Capital Programme totalling £59,000 and by direct financial support by Transport for London totalling £214,000.

iv. That approval is given for the capital expenditure totalling £220,000 for the extension VISSIM Model for projects relating to the West End Partnership Delivery Plan, including the Oxford Street, Wigmore Street and Mayfair. This will be met from the Council’s approved Local Implementation Plan (LIP) allocation for 2015/16 totalling £50,000, the Council’s 2015/16 Capital Programme totalling £40,000, Transport for London totalling £80,000 and the Grosvenor Estate totalling £50,000.

v. That approval of capital expenditure totalling £45,000 from the Council’s 2015/16 Capital Programme to undertake a review to reduce street clutter and improve the pedestrian environment particularly focusing on Oxford Street (entire length).

vi. These costs will be met from the Council’s 2015/16 Capital Programme totalling £45,000.

vii. Notes the progress of Oxford Street East Phase 2 scheme that was previously approved by the Cabinet Member for the Built Environment and the then Cabinet Members City Management and Community Protection, Premises Management and Parking.

viii. Notes the three CrossRail public realm schemes for:

- Davies Street/Marylebone Lane
- Hanover Square/Tenterden Street/Dering Street
- Dean Street

ix. Notes the two related London Underground schemes for:

- Marylebone Lane
- Tottenham Court Road

x. That delegated authority is given to the Head of Strategic Transport and Public Realm to approve minor modifications to the approved concept design for Bond Street, in
consultation with the Cabinet Member for Built Environment and the City Transport Advisor.

3 Reasons for Decision

3.1 Both Bond Street and Oxford Street West are key projects of the West End Partnership. The aims of both projects is to:

- Improve the environment of key West End streets and areas;
- Increase comfort levels for pedestrians and ease of movement;
- Enhancements to the public realm; and,
- Review the current traffic management arrangements along key West End streets and their side streets.

4. Background, including Policy Context

West End Partnership

4.1 Following the report of the West End Commission, the Partnership was formed and formally launched its Vision and Delivery Plan in June 2015.

4.2 The West End Partnership (WEP) delivery plan is a 15 year plan presented in two phases; up to 2018 and the completion of CrossRail 1 and, 2019 to 2030 the proposed completion date of CrossRail 2. The WEP Delivery Plan have been modelled around these two strategic infrastructure milestones as they will create a significant change and opportunities for the West End and help to drive investment. Please see Appendix A for the WEP area.

4.3 The Delivery Plan covers all types of projects from Employment, Enterprise, Public Realm, Development and Amenity. The Delivery Plan has divided these projects into three broad categories which each help deliver on the WEP visions.

   Place:
   - Easy to reach, with less congestion and better air quality
   - Renowned for the quality, interest and extent of its public spaces, helping to differentiate London from other world cities.
Prosperity:
- Vibrant, productive, resilient and creative
- Playing a pivotal role in London’s continued economic success
- More self-reliant

People:
- Providing new jobs and skills opportunities
- Safe and secure as well as open and relaxed
- Inspiring a sense of common purpose

4.4 Whilst each project has been allocated to one category there will often be crossover with projects contributing to a wider range of vision statements. The Place delivery plan deals with the public realm and transportation projects. The accountable organisations for majority of these types of projects are Westminster, TfL or the London Borough of Camden.

4.5 The WEP Delivery Plan is comprised of projects that were already happening, those under development and some new proposals. There is therefore a large crossover with the Council’s public realm programme.

4.6 The WEP Vision for Oxford Street is that it should be the “world’s best outdoor street shopping experience” and highlights the opportunity to integrate this ambition with a wider network of retailers, leisure and cultural attractions across the surrounding streets.

4.7 The stakeholders’ vision for Bond Street is to maintain its reputation as one of the world’s premier places to experience and enjoy luxury brands and art institutions, and improve the public realm and increase footfall to this internationally renowned destination.

4.8 The Oxford, Regent and Bond Street (ORB) Action Plan was adopted in 2008. The action plans identifies a number of physical and operational measures to be implemented, including an enhanced public realm to reflect the status of the West End as a major international retail destination. Some of the principal public realm schemes have been implemented such as Oxford Street Diagonals, the majority of Oxford Street East and some oases schemes such as Old Quebec Street.

4.9 The Council’s adopted City Plan sets the policy context for all these projects, which also reflects the West End Special Retail Policy Area (WESRPA) that was established to sustain and enhance this unique part of the city. It includes an International Shopping Centre, also listed in the in Mayors London Plan, sits at the top of London’s shopping hierarchy. Oxford, Regent and New and Old Bond streets are designated
Primary Shopping Frontages as they contain the most significant concentration of shop uses in the country. The WEP area also includes areas such as Soho that has its own distinct character and history for which a separate study has already been undertaken in 2014 with TfL.

City for All

4.10 These proposals contribute to the City for All, City of Heritage aim to “protect and enhance Westminster’s unique heritage so that every neighbourhood remains a great place to live, work and visit both now and in the future”. Specifically it delivers against the objective of “creating great local places where people enjoy living, working and visiting” and “We will work with our partners to keep the city moving in the lead up to the first phase of CrossRail 1 opening in December 2018 and plan for the opening of CrossRail 2 in 2030”.

5. Bond Street

5.1 The project covers the whole length of New and Old Bond Street from Piccadilly to Oxford Street and aims to deliver substantial improvement of the public realm that will maintain Bond Streets’ status as a world class destination of choice for the purchase of luxury goods. The estimated cost of the project is £9.915m. The scheme is being promoted by New West End Company (NWEC) which is the business improvement district for Oxford Street, Regent and New and Old Bond Streets. The project is listed in WEP delivery as a named major project.

5.2 A total of £2.3m of TfL funding has been secured for the project. The release of this funding is subject to the remaining funding being secured from NWEC and its businesses; the Council has indicated that Bond Street as a project is not included in its capital programme and it will not be financially supporting this project. Project delivery is targeted to coincide with the opening of CrossRail in late 2018. The Bond Street project is managed through a Project Board which includes officer representatives from WCC, NWEC and TfL.

5.3 The Stage 1 feasibility design stage of the Bond Street project commenced in early 2015 at a cost £689,000. The funding is split between approved LIP Major Project funding totalling £600,000 and a contribution of £89,000 from NWEC drawn from their Bond Street Occupiers BID Levy. NWEC have confirmed this contribution to Council to support the delivery of this stage of the project. The commencement of the Stage 1 design work has so far concentrated on the identification of a preferred concept design and scheme cost that best delivers the significant public realm improvements needed to satisfy stakeholder aspirations.
5.4 The preferred concept design (see Appendix B) is estimated to cost of £9.915m. Currently NWEC are determining whether a funding package can be identified involving the private sector, NWEC future revenues and grant funding.

5.5 The preferred concept design provides for significantly widened footways, raised tables at junctions, removal of the traffic signals at the Grosvenor Street/ Maddox Street junction, and shared use loading, drop off/pick up and taxi bays. There will be a new street lighting scheme that will aim to incorporate the existing historic McKenzie Moncour columns, and the use of high quality natural materials throughout.

5.6 The preferred concept design was presented at Bond Street Project Board on the 17th July 2015 and the NWEC Bond Street Strategic Board on the 29th July 2015. Both Boards are content with the design and will now start to socialise with other key stakeholders (i.e. retailers and landowners) who they see as possible funders.

5.7 This report seeks the approval of the proposed concept design by the Cabinet Member for the Built Environment to allow the completion of the Stage 1 design to be completed. It also seeks approval of the projects allocated budget of £689K (funded by TfL and NWEC) to allow the Feasibility (Stage 1) to be finalised.

5.8 The completion of the Stage 1 design work will provide more details including the final proposals for traffic movement, parking and loading arrangements; a more detailed and robust delivery programme; a refinement of the project costs, and an outline communications strategy for stakeholder engagement. By the New Year there should a greater understanding of the NWEC funding for the project. At this stage it is then intended to submit a further Cabinet Member Report, in early 2016, seeking Member approval of the completed feasibility design and for the start of formal consultation.

5.9 The Stage 2 Initial Design is due to commence in January 2016 and complete in early summer that year at a cost of £352K. TfL have informed the Council that in order to maintain the programme, they will provide additional LIP Major Projects during 2015/16 totalling £118,000 to allow the stage 2 design work to commence. This funding has been approved. TfL have also indicated that further funding will be made available in 2016/17 totalling £234,000 to allow the Stage 2 design work to be completed. Spending approval is therefore also sought to allow the Stage 2 design works to proceed within an allocated LIP budget of £352K. A Cabinet Member Report setting out further details on the scheme and the consultation proposals will be issued in the New Year.
6. **Oxford Street West (Marble Arch to Oxford Circus)**

6.1 Oxford Street is the UK’s premier shopping street and an internationally renowned tourist destination. It attracts over 3.5 million pedestrians a week making it the busiest street in Europe. The total value it generates in terms of annual spend is estimated at £7.6 billion. Globally, international visitor spending is increasing at a significantly faster rate than real GDP. Approximately half of Oxford Street’s visitors are Londoners, a quarter international visitors and the remainder UK nationals.

6.2 The publication of the West End Partnership Vision has supported the need for change, and the delivery plan includes Oxford Street as a priority project under ‘Place’. The WEP aspiration is to deliver “The world’s best outdoor street shopping experience”, though reducing traffic (buses, taxis, servicing), improvements to public realm, the prioritisation of pedestrians and creating modern retail spaces.

6.3 The programme for Oxford Street West that is being jointly led by the council and Transport for London will focus specifically on traffic management and public realm. Since January 2015, a series of investigative surveys have been commissioned to help inform the five possible options that were presented at the WEP Boards in June and September 2015.

6.4 Oxford Street is also a key London transport corridor; it forms part of the A40, and is a significant part of the public transport network of central London. Approximately 280,000 people exit from Marble Arch, Bond Street, Oxford Circus and Tottenham Court Road tube stations each day. Around 220,000 bus passengers travel along Oxford Street, with 80% of passengers boarding or alighting on Oxford Street itself. This results in very high pedestrian activity and the pedestrian comfort level surveys illustrate that large sections of Oxford Street pavement space is already at capacity. This is most acute at the entrances and exits from the existing London Underground stations, nearby interchanges, bus stops and side road crossings.

6.5 The arrival of CrossRail in December 2018 will radically transform the connectivity Oxford Street and provides the catalyst to improve the environment of Oxford Street and its neighbouring streets, thus helping to achieve the WEP Vision of creating the world’s best outdoor street shopping experience.

6.6 Once CrossRail is operating to capacity it will deliver additional capacity of 36,000 passengers per hour in each direction at peak times. The project will significantly increase the accessibility to Oxford Street from other parts of London and beyond. The enhanced availability that CrossRail provides the most significant opportunity for the West End and Oxford Street in particular has seen for decades, attracting additional spend over and above levels implied by the change in population and
tourism numbers alone. However the challenge CrossRail presents will place an unprecedented pressure on the pedestrian comfort levels along Oxford Street and some of its side streets.

6.7 The Council and TfL have developed an assessment framework for the project to help future decision making. This framework is linked to the WEP Vision and will be used to oversee the delivery of all stages of the programme by the Place Task Group and the WEP Board.

6.8 Since the January 2015, the Council and TfL have commissioned a range of comprehensive surveys for Oxford Street, Wigmore Street and Brook Street and some of their side streets. The principle focus of this work relates to changes in various transport modes and improvements to the public realm. These in-depth and detailed studies are required to understand the streets, their functions and how they are used by buses, taxis, servicing and pedestrians. They will help the project team better understand the feasibility of the five options and allow in-depth analysis of each to be undertaken and reported to the WEP Place Task Group, WEP Board and then wider key stakeholders in 2016 to enable consideration of the issues and opportunities to be addressed. These studies will form the basis of the next Cabinet Member report on WEP and Oxford Street West in particular in 2016 prior to any public consultation.

7. VISSIM Modelling for West End Partnership (WEP) Schemes

7.1 VISSIM (and LinSig) base models are developed to provide an accurate representation of the existing road network for all modes of traffic including cyclists and buses. VISSIM is a microscopic multi-modal traffic flow simulation software package that is used for traffic analysis and forecasting. LinSig is a software tool which allows traffic engineers to model traffic signals and their effect on traffic capacities and queuing. As well as modelling the effects of traffic signals LinSig also optimises signal timings to reduce delay or increase capacity at a junction or group of interlinked junctions. This software provides a tool for the development of future scheme proposals, a benchmark against which the impact and benefits of proposals can be assessed and a robust method of demonstrating the feasibility and acceptability of proposals to stakeholders. The outputs provided by VISSIM are essential to gain approval for major traffic schemes from Transport for London and to provide information required for the TfL business case.

7.2 The WEP schemes will require significant and detailed modelling to be undertaken to determine traffic changes and their effects and inform future decision making.
7.3 The VISSIM modelling for the Bond Street scheme covering an area which extends to Regent Street in the east, Davies St in the west, over Oxford Street to the north and to Piccadilly in the south is already in use and is included in the Bond Street scheme cost and the spending approvals already being sought in this Cabinet Member Report.

7.4 To satisfy the WEP needs in relation to the development, understanding and assessment of the Oxford Street West options, the Bond Street VISSIM model needs extending to cover west Mayfair and Marylebone.

7.5 In conjunction with the Council and TfL, Grosvenor Estate are preparing a series of studies including a traffic study as part of their contribution to the Mayfair Neighbourhood Forum’s plan and as a response to the TfL Roads Taskforce. These studies include traffic modelling at the principle east-west routes in Mayfair, Brook and Grosvenor Streets as well as the north-south routes for North Audley Street and Davies Street. The Council and TfL officers and consultants are coordinating this work with the necessary traffic studies for Oxford Street West, Bond Street and Hanover Square. The proposed expenditure mentioned in this report would provide a comprehensive coverage of the area to enable and understand the consequential effects from one scheme to another across the entire area.

7.6 TfL and The Grosvenor Estate have agreed to support the extension of this VISSIM model at a cost of £140K to cover the east Mayfair area between Park Lane and Oxford Street and including Brook Street. This cost will be met through approved 2015/16 LIP allocation totalling £50,000, through a direct financial support from TfL totalling £40,000 and, the remaining £50,000 will come from Grosvenor Estate. Both TfL and Grosvenor have confirmed this funding to the Council. The extension of the VISSIM model to cover Oxford Street and the area to the north including Wigmore Street is estimated to cost £80,000. It is proposed that this is split between the Council’s 2015/16 capital programme totalling £40,000, and the remaining £40,000 being funded by TfL in 2016/17. TfL have confirmed this funding will be made available. Spending Approval is therefore sought for the £220K VISSIM modelling work.

8. Oxford Street Public Realm

8.1 The various studies into the current condition and future level of pedestrian and traffic activity along Oxford Street and its side streets require a review of the location and function of all the structures on the public highway. This review will be supported by £45,000 from the Council’s approved capital programme for 2015/16 and will focus on these issues and future opportunities.
9. Other West End Schemes

Oxford Street East

9.1 In March 2011, the Cabinet Member for the Built Environment and the then Cabinet Member for Parking and Transportation approved the implementation of Phase 1 of Oxford Street East totalling £1,720,000. These works included the improvements to the footways and carriageway from the junction with Oxford Circus to Winsley Street. The scheme was implemented prior to the 2012 Olympics and has contributed to improving the layout and operation of the east end of Oxford Street, particularly in terms of traffic and pedestrian flows.

9.2 In November 2013, the Cabinet Member for Built Environment, and the then Cabinet Member for City Management and Community Protection, Premises Management and Parking approved the Oxford Street East Phase 2 transport and public realm improvements totalling £3,210,000. Phase 2 of the scheme includes the remaining section of Oxford Street East to Tottenham Court Road and St Giles Circus. The implementation of the scheme from the junction with Winsley Street to Rathbone Place/Soho Street was completed in 2014/15, apart from some footway works around development and CrossRail sites. These works will be undertaken as and when the developments near completion and when CrossRail works are complete.

9.3 The Council agreed to defer the implementation of the works east of Soho Street/Rathbone Place and connecting with Crossrail/LUL around Tottenham Court Road and St. Giles so that these can be coordinated with Camden’s proposals for Tottenham Court Road two-way project to 2017/18. The detailed design is completed for this section of the street, and funding for its implementation will be subject to a separate Cabinet Member report in 2016.

CrossRail Public Realm

9.4 Through the provision of the CrossRail Act, CrossRail and LUL have to submit their public realm schemes for the reinstatement and improvement for our approval. These are expected shortly and will be subject to reports to the Planning Committee through the Schedule 7 process. These are set out in Appendix C. In each case the other studies and projects described in this report are being coordinated as indicated above. They will be detailed further in subsequent reports.
**Baker Street Two Way**

9.5 The Council undertook a ten week public consultation in May 2015 regarding the proposed changes to Baker Street and Gloucester Place through the introduction of a two way traffic system. This would greatly increase accessibility for all road users including local traffic and would also provide an opportunity to improve facilities for pedestrians, cyclists and bus passengers. The completion of CrossRail is likely to generate a significant increase in pedestrian footfall throughout the area between Marylebone Road and Oxford Street, as well as the introduction of new rail services into Marylebone Station from 2016.

9.6 The main objectives of the scheme are summarised below:

- Provide a significant improvement to the quality of public realm on Baker Street and throughout the study area;
- Reduce the dominance of traffic throughout the study area by removing the one-way system in Baker Street and Gloucester Place introducing a two-way pedestrian friendly environment on Baker Street;
- reduce vehicle speeds and thereby improve safety;
- reduce vehicle trip length (and therefore noise pollution and emissions) by improving accessibility; and,
- Improve the environment for pedestrians by increasing available footway space, providing additional and improving pedestrian crossings facilities.

9.7 A report was presented to the Environment Policy and Scrutiny Committee on 9th November 2015 providing analysis of the consultation responses, officers’ response to key issues and informing of next steps. A subsequent Cabinet Member Report recommending next steps for the scheme following public consultation will be issued to the Cabinet Member for the Built Environment.

**Hanover Square**

9.8 GHS (GP) represented by Great Portland Estates has been developing proposals for the redevelopment of their Hanover Square Estate. See Appendix D. In the wake of the new CrossRail station, GPE were keen to capitalise on this unique opportunity and provide further benefits to the local area. Going beyond the remit of the baseline scheme being promoted by CrossRail, GPE’s Masterplan will include further public realm improvements to the rest of Hanover Square, Dering Street and improved permeability through the creation of new publicly accessible routes through the new development.
9.9 As a result, the character and function of Hanover Square will evolve over the next three years. A number of major infrastructure projects and private development schemes are planned and underway which have resulted in an area previously dominated by commercial office frontages and vehicles passing and parking, now characterised by major construction works and street hoardings.

9.10 A programme of public realm works will be delivered in partnership with the Council and key stakeholders to successfully tie-together planned new and replacement public realm works surrounding the new developments, including: the introduction of CrossRail’s new ticket hall in the north west corner of Hanover Square; Great Portland Estate associated mixed-use over-station development; proposed redevelopment of 22 Hanover Square to provide a new hotel and flats; The Crown Estate emerging proposals for Princes Street; and the Council’s proposed nearby projects in Bond Street and Oxford Street West, amongst others.

9.11 A project board has been set up, chaired by the Council, to consider the future public realm, highways layout and traffic management around the square and its entry streets. The Hanover Square Public Realm Improvement Project will deliver an improved public realm ahead of the opening of CrossRail towards the end of 2018, with wider pavements and space for pedestrians to orientate themselves outside the new station entrance. It will provide enhanced public spaces on all four sides of the Square, an enhanced green space in Hanover Square Gardens, and will address improvements to cycle, and taxi facilities.

9.12 The project is currently at concept stage, but is intended to be implemented before the opening of the Bond Street CrossRail station which is currently scheduled for opening in December 2018. To achieve this, the concept design needs to be agreed at this stage, with further design stages (feasibility to detailed design) to commence in January 2016 alongside traffic modelling and testing of proposals.

9.13 Programme costs for the delivery of these works are being considered, however considerable additional design work is required before the final costs can be confirmed and agreed. Whilst CrossRail have committed to funding the reinstatement of the public realm around its station entrance, further contributions towards wider public realm improvements have been agreed through private sector Section 106 funding and will be formally allocated to this project. Further contributions are being negotiated in relation to live development proposals and potential additional funding streams and promoters are also being sought. The funding for the project will be subject to a separate report.
Great Portland Estates is currently overseeing the design process as client for the central elements of the Hanover Square as shown in Appendix E. So far the vision and concept design stages have been developed by Publica, funded by Great Portland Estates, in consultation with Council and TfL, however the project is being handed over to the Council’s Project Board as project client. All key stakeholders are involved in the Project Board.

The public realm Masterplan is expected to be completed and consulted upon in 2016 for implementation by 2018.

**Marble Arch**

The Council has received funding from TfL together with the use of S106 funds intends to make highway improvements around the entrance to Marble Arch tube station on the north side of Oxford Street. Whilst this scheme is relatively small scheme, it will provide much needed improvements around the station entrance through the extension of the footway which is particularly narrow at this location. These improvements are scheduled to be implemented in 2016 and details will be subject to a separate report. TfL have indicated a more thorough review of Marble Arch will follow later this decade for possible consultation and then implementation later in the 2020’s.

**Old Quebec Street and Bird Street**

The Council undertook improvements to Old Quebec Street in 2009. The aspirations of the Portman Estate, the freeholder of the Cumberland Hotel and the New West End Company (NWEC) is to create a “high functioning” oasis space which was one of the aims of Council’s Oxford, Regent and Bond (ORB) Streets Action Plan. The ambition is to improve this gateway from Oxford Street to the Portman Estate through way finding, lighting and activation of dead frontage.

Both the principal freeholder for St Christopher’s Place and some of the freeholders of developments on and surrounding Bird Street are keen to see some major improvement progressed for this street. The key determinant to achieving this will be down to if and how the freeholders can activate the ground floor of their developments on Bird Street through the remodelling or, by using structures along the façade to provide new uses and much needed activity. Subject to funding and further discussions with adjacent property owners this is an ‘oasis’ scheme that NWEC would like to see prioritised.
### The Grosvenor Estate Mayfair Public Realm Masterplan

9.19 The Grosvenor Estate is currently developing a public realm programme for Mayfair. This is being developed with Council and TfL officers and seeks to build on the Grosvenor Estate’s success in relation to recent schemes of North Audley Street, Grosvenor Hill and Brown Hart Gardens. The first detailed scheme to be advanced is the north section of Berkeley Square at its junction with Davies and Mount Streets. A detailed report will be submitted early in 2016.

10. **Programme**

10.1 **Bond Street:** The programme for Stage 1 design will be completed in December 2015 and the Stage 2 design will commence in January 2016 and will take 6 months to complete. Subject to further funding works are expected to commence in early 2017.

10.2 **Oxford Street West:** The Investigative Report for Oxford Street West will be programmed to provide relevant inputs to all WEP Meetings (i.e. Board, Task Groups etc.). The key dates and outputs are detailed below, though may be subject to the change. Cabinet Member reports will follow throughout 2016.

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<thead>
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<th><strong>Milestone</strong></th>
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<tr>
<td>Completion of Investigative Report.</td>
<td>Mid-January 2016</td>
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<td>Presentation of five options to the West End Partnership Board for their consideration.</td>
<td>Quarter 1, 2016</td>
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<tr>
<td>Presentation of shortlisted options to the West End Partnership Board for their consideration.</td>
<td>Quarter 2, 2016</td>
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<tr>
<td>West End Partnership Board - final selection of option to be developed.</td>
<td>Quarter 3, 2016</td>
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<td>Wider consultation on the final option for Oxford Street West.</td>
<td>Quarter 4, 2016</td>
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<td>Funding Strategy for stages 1 to 6 (feasibility to implementation)</td>
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11. Financial Implications

11.1 The tables on page 16 lists the projects and their funding streams:

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<th>Project</th>
<th>WCC Capital 2015/16</th>
<th>WCC LIP 2014/15</th>
<th>WCC LIP 2015/16</th>
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11.2 Both Bond Street and Oxford Street East are listed in the Council’s approved LIP Capital Programme for 2015/16 and are being delivered with no capital funding from Council’s budget.

11.3 Underspend totalling £144,000 from the Council’s 2015/16 Capital Programme will be used to meet some of the costs relating to the Oxford Street West programme and street trading on Oxford Street. LIP and external funding secured in 2016/17 for the Oxford Street Programme could be used to offset this expenditure and potentially used by the Council to deliver other named public realm projects in 2016/17.
11.4 In relation to Bond Street, the Council’s Client and Project Management costs amounting to £296,000 are included in the £9,915,000 project cost. However, £75,000 of the Client and Project Management costs for Stage 1 have been deferred as TfL has not covered these in their LIP support and £50,000 of these costs for Stage 2 will need to be deferred as well for the same reasons. There will need to be a reconciliation of this situation at the Project Board as and when the project becomes fully funded.

11.5 In respect of Oxford Street West, a total of cost of £529,000 plus contingency. These fees will be managed out of a budget listed in the above table. The contingency budget totalling £105,711 will be managed separately and robustly with any funding needs coming from separate budget lines if required.

11.6 There are no immediate revenue implications arising from this report.

12. Legal Implications

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

12. Staff Implications

12.1 There are not staffing implications proposed by this report.

13. Consultation

13.1 Cabinet Members, Ward Councillors and the Place Project Board will all be consulted during the development of the five options for Oxford Street West and Bond Street. It will be for the WEP Board in 2016 to provide a steer on the preferred option(s) for Oxford Street West which will be developed later in 2016.

13.2 The consultation of the preferred option for Oxford Street West is likely to take place in autumn 2016. A comprehensive consultation and communication plan will be drafted and presented to the Place Task Group and WEP Board for their approval and subsequently to Cabinet Members.

13.3 In relation to Bond Street, the preferred concept design was presented at Bond Street Project Board on the 17th July 2015 and the NWEC Bond Street Strategic Board on the 29th July 2015. Both Boards are content with the design and will now start to socialise with other key stakeholders (i.e. retailers and landowners) who they see as possible funders.
13.4 A full public consultation, managed by the Council, will take place on all projects as they develop. In each case this will be preceded by stakeholder engagement with frontages and key organisations specific to the project.

14. Conclusions

14.1 That the Cabinet Member approves the concept design for Bond Street and notes the Investigative Report for Oxford Street West which is continuing in preparation for the West End Partnership Board in the first quarter of 2016.

14.2 All the expenditure listed in these report is externally funded, predominately through the approved LIP Neighbourhoods and Corridors Programme (2014/15 and 2015/16) and LIP Major Projects Programme (2015/16) but also from Transport for London and New West End Company.

If you have any queries about this Report or wish to inspect any of the Background Papers please contact: Roger Austin, Programme Manager - Growth, Planning and Housing on 020 7641 7061 or by email raustin@westminster.gov.uk

BACKGROUND PAPERS:

Cabinet Member Report for Oxford Street East Phase 1 – March 2011
Cabinet Member Report for Oxford Street East Phase 2 – November 2013
Cabinet Member Report for Baker Street Two Way - Initial Design – October 2014
Cabinet Member Report for Baker Street Two Way Consultation – March 2015
For completion by the **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: ___________________________

**Councillor Robert Davis MBE DL, Cabinet Member for Built Environment**

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 recommendation(s) in the report entitled **West End Partnership: Bond Street and Oxford Street Public Realm proposals** and reject any alternative options which are referred to but not recommended.

Signed ……………………………………………………………

**Councillor Robert Davis MBE DL, 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** ……………………………………………………………………………………………………………………………
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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, 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 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: West End Partnership Boundary
Appendix B: Bond Street Concept Design
Appendix C: CrossRail Public Realm Schemes

Bond Street
1) Davies Street/Weighhouse Street/St. Anselm’s Place
2) Marylebone Lane/Oxford Street/Stratford Place
3) Hanover Square/Tenterden Street

Tottenham Court Road
1) Dean Street/ Great Chapel Street/Fareham Street/Oxford Street
2) Charing Cross Road/Oxford Street/Goslett Yard/Sutton Row
Appendix D: Hanover Square Public Realm Project (plan)