



# Cabinet Member Report

<b>Decision Makers:</b>	Cabinet Member for City Management and Air Quality
<b>Date:</b>	25 January 2023
<b>Classification:</b>	Part Exempt (General Release apart from Appendix B)
<b>Title:</b>	Sackville Street & Vigo Street
<b>Wards Affected:</b>	West End
<b>Policy context:</b>	This decision contributes to Fairer Westminster in delivering cleaner and safer roads, increased access to green space, encouraging active travel, and supporting local communities.
<b>Key Decision:</b>	Yes due to significant expenditure.
<b>Financial Summary:</b>	<p>This report seeks approval for capital expenditure of £1,590,710.00 to cover costs associated with detailed design and implementation of the proposals identified in this report.</p> <p>The net expenditure is £1,758,265.00 and is fully contained within the council's approved capital programme for 2022/23.</p> <p>Funding of £1,798,000 is made up of a combination of £1,000,000 Westminster Capital funding and £798,000 3<sup>rd</sup> part contributions under a s278 agreement with Heart of London Business Alliance.</p>
<b>Report of:</b>	Sarah Hoare – Head of Public Realm, City Highways

## **1. Executive Summary**

- 1.1 This report seeks approval for the detailed design and implementation of the proposed highway improvement works for Sackville Street and Vigo Street following a public consultation held in October to November 2022.
- 1.2 Subject to approval of this report, works to proceed with implementation of these measures are scheduled to commence in June 2023.

## **2. Recommendation**

- 2.1 The Cabinet Member for City Management and Air Quality is recommended to approve;
- 2.2 Proceeding with detailed design and implementation of the proposed public realm improvements on Sackville Street and Vigo Street as set out in section 5 and shown in the Background papers of this report.
- 2.3 That approval is given to commit capital expenditure of £1,590,710.00 necessary to carry out the detailed design and implementation of the proposals for the Sackville Street and Vigo Street Public Realm Project. All costs are to be funded by the existing budgets allocated to the project, detailed in section 7.
- 2.4 That approval is given for the City Council to enter into a section 278 agreement with Heart of London Business Alliance (HOLBA) to fund the Sackville Street and Vigo Street project stages 3-6 (detailed design, mobilisation, implementation, project closure).
- 2.5 That approval is given to modify and make traffic regulation orders in accordance with the Road Traffic Regulations Act 1984, necessary to accommodate the new highways improvements for the scheme.
- 2.6 That delegated authority is given to the Acting Director of City Highways to approve minor modifications as necessary to the approved scheme, in consultation with the Cabinet Member for City Management and Air Quality.

## **3. Reasons for Decision**

- 3.1 To allow completion of public highway improvement works. The improvements will help to enhance the area, by improving provisions for walking and cycling, enhancing the public realm and facilitate better and safer movement of traffic.

## 4. Background including Policy Context

- 4.1 Sackville Street and Vigo Street are within the area of the East Mayfair Highways Programme of works. As of December 2022, the East Mayfair programme has completed public realm renewal projects in Cork Street, Cork Street Mews, Savile Row, Pollen Street, and Burlington Gardens, with Old Burlington Street currently on site to complete January 2023.
- 4.2 Ahead of the permanent works for Sackville/Vigo Streets, in February 2021, Vigo Street was closed to motor traffic at the junction with Savile Row under an Experimental Traffic Order (ETO), to test an east-west cycle and walking only route between the west side of Vigo Street and Savile Row/Burlington Gardens, including a reversal of Sackville Street to north-bound. The ETO review evidenced benefits for walking and cycling, improved local environmental conditions with reduced through traffic, increases in cycling and walking through the area, and minor impact on traffic reassignment to the wider network. In April 2022 the ETO was made permanent.

Additionally, a project funded by TfL was implemented in November 2022 to provide a westbound cycle link from Regent Street through Vigo Street east, providing a new westbound route for cyclists coming from Brewer Street/Glasshouse Street in the east and Regent Street from the south.

The permanent scheme at Sackville and Vigo Streets aims to formalise these two new cycling links and deliver a new permanent public realm for Sackville Street and build on the improvements for walking cycling and walking with a further cycle link along Sackville Street, plus footway widening and tree planting.

This project meets the following Fairer Westminster objectives under Fairer Environment:

- *To reduce residents' exposure to air pollution* through reduced motor vehicle movements, and the 8 new street trees will help mitigate effects of urban heat trap through shading.
- *Cleaner and safer streets* and the prioritisation of pedestrian safety at junctions through raised tables, and working with HOLBA to put in place a management plan for the cleaning and maintenance of the new paving.
- *Enabling and encouraging active travel* through the additional cycle links on Vigo Street and contra-flow cycling on Sackville Street, increased cycle parking, and wider pavements.

The following City Plan 2019-2040 objectives are met by this scheme:

- *Objective 5, to enhance connections by improving options for cycling, walking, whilst prioritising pedestrians and improving the interchange between transport modes.* Met through the new integrated cycling links provided by the scheme on Vigo Street and Sackville Street providing better cycling connections between Mayfair and Soho, Regent Street and Piccadilly.

- *Objective 7, to improve air quality and other polluting impacts* is met by the prioritisation of sustainable transport modes of walking and cycling and the environmental benefits that the 8 new trees will bring to Sackville Street.
- *Objective 3, to enhance the West End as a visitor destination*, met by the renewal of the public realm making it a more attractive place to visit and preparing it for future increased pedestrian and cycling demands.
- *Objective 8 to promote quality in public spaces*, with a high-quality urban design that is consistent with neighbouring streets and responds to the architectural heritage through use of natural stone materials.

## **5. Sackville Street and Vigo Street Public Realm design**

5.1 The success of the experimental closure of Vigo Street from Saville Street from February 2021 laid the groundwork for the £1,75 million permanent public realm proposals for Sackville and Vigo Streets. The scheme aims to build on the success of the changes to traffic access and improve the overall operation of these streets and spaces.

5.2 The scheme will improve the pedestrian and cycling environment, optimise kerbside activities and provide a key eastern gateway to the East Mayfair area from Regent Street. The proposals include:

- A 170 metre advisory contraflow cycle lane south-bound on Sackville Street.
- A 40 metre segregated cycling link on Vigo Street west to connect to Sackville Street and new west bound contra flow cycle lane on Vigo Street east.
- 4 additional cycle stands, providing a total 21 stands.
- Wider footways (2m to 3.3m) on Vigo Street west removing pedestrian pinch points, shorter crossing points at the north and south junctions, and 1 metre wide additional buildouts on the west side of Sackville Street for trees and cycling infrastructure.
- 8 new street trees
- Use of high-quality natural materials reflecting the heritage of the area throughout the scheme enhancing the public realm space and ensuring consistency with the other East Mayfair public realm schemes
- New lighting columns
- Improved management of loading, parking and servicing following a kerbside study and statutory consultation, that aims to better meet the demands of the area with 10 fewer visitor parking bays, 8 new loading bays and retention of car club, disabled and resident parking.

## **5. Consultation – 25<sup>th</sup> October to 16<sup>th</sup> November 2022**

5.1 A three-week consultation was launched on the proposals from 25th October to 16th November 2022.

- 5.2 The consultation took the form of a letter, including a scheme drawing, parking changes, and visualisations. The extent of the letter consultation included three Ward Councillors, three local residents' associations, 42 statutory bodies and 234 addresses within a radius of the scheme extents. Additionally, an on-line meeting was held with local stakeholders in September prior to the consultation where the scheme was presented for comment.
- 5.3 Following the publication / posting of press and street notices during October and November 2022 and consultation with frontages and other key parties on the proposed measures, six responses were received, as detailed in Background Paper A, of which two were objections to the scheme.
- 5.4 Objections centred around specific design considerations at individual locations, on the positioning of trees, cycle stands, and aggregate litter bins. The consultees have been advised that the positioning of the trees and infrastructure in question will be amended, if possible, in detailed design.
- 5.5 As well as public consultations, internal key stage review was undertaken in January 2022 with various teams within the council including Policy, Planning, Waste, Parking, Parks etc. The review provided an opportunity for the design to be discussed and reviewed and invited any comments from the various teams. All comments received during the review were carefully assessed and incorporated within the design where appropriate.

## **6. Financial Implications**

- 6.1 The full project costs is estimated at £1,758,265, including £320k of risk and contingency.
- 6.2 The full scheme budget of £1,798,000 is secured. Funding is made up of a Westminster Capital Allocation (allocated in 2021/22) of £1,000,000 and private sector allocations of £798,000 from Heart Of London Business Alliance (HOLBA). To date HOLBA have contributed £148k, the remainder of £650k will be formalised under a s278 agreement with HOLBA following approval of this report.
- 6.3 This scheme has been submitted as part of the capital budget process for 21/22 onwards, with the budget built into the 22/23 capital programme.

## **7. Legal Implications**

- 7.1 The Road Traffic Regulation Act 1984 provides the Council with powers to regulate or restrict traffic on roads within the Borough, in the interest of safety, including the making of Traffic Regulation Orders.
- 7.2 The proposed changes to parking locations and designation as part of this scheme will require a Traffic Order to be made under section 6 of the Road Traffic Regulation Act 1984. Any representations the City Council receives during the Traffic Order making process should be delegated for consideration to the Acting Director of City Highways (or such other authorised officer) in line with the current Traffic Order making process.
- 7.3 Legal Services (ref Heidi Titcombe) has reviewed this report and is satisfied that the proposed works and orders fall within the statutory powers as detailed in paragraphs 7.1 and 7.2 above.

## **8. Carbon Impact**

- 8.1 Wherever possible existing materials that are taken up will be recycled. New tree planting and improvement of the streetscape will not only add to the visually amenity of the streetscape, but will have a positive effect on urban heat trap and local air quality. Increased cycle parking provision will also encourage people to use a sustainable means of transport to access the local shopping parade and places of work.
- 8.2 Efforts to reduce the carbon impact of the scheme have included making the following changes to previous standards:
- Use of thinner natural stone slabs, agreed with WCC Highways Maintenance
  - The origin of materials from Europe, rather than China
  - Reusing most of the kerbs along the scheme, where they will be lifted, cleaned and put back if in good condition.

## **9. Equalities Implications**

- 9.1 The City Council has had regard to its Public Sector Equality Duty under Section 149 of the Equality Act 2010.
- 9.2 An equalities impact assessment has been undertaken on the design at Stage 1.
- 9.3 Specifically, the scheme will improve the accessibility of the streets for persons with mobility difficulties through the provision of more pedestrian footway and the installation of flush kerbs at pedestrian crossings.

9.4 The amendments to cycle stand locations undertaken after the EQIA does not have any significant impact in terms of the City Council's public sector equality duty.

## 10. Programme

10.1 Works to proceed with implementation of these measures are scheduled to commence in June 2023, following detailed design. The works programme will require two separate phases of construction owing to the ongoing construction works at Pegasus House at the junction of Sackville Street and Piccadilly. The 13 month hiatus between Phase 1 and 2 is to allow the completion of the building development at Pegasus House (estimated to be November 2024) before the highways Term Highways Contractor will return to complete the southern section of highways works on Sackville Street around the new development.

Phase	Dates
1	June to October 2023
2	November 2024 to Jan 2025

10.2 The City Council will implement the works using its service provider FM Conway Limited.

## 11. Consultation

11.1 For full details of the consultation process please see section 5 above.

11.2 West End Ward Members were also briefed separately ahead of the consultation on 25 October 2022.

**If you have any queries about this Report or wish to inspect any of the Background Papers please contact:**

Simon Morgan – Programme Assurance Manager – City Highways

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## **APPENDCIES**

Appendix A – Other Implications

Appendix B - Sackville Street & Vigo Street Consultation Report (Exempt from  
Publication)

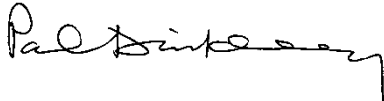
Appendix C - General Arrangement Drawing Outlining Scheme Proposals

Appendix D - Project Cost Summary Sackville Street & Vigo Street



For completion by the **Cabinet Member for City Management and Air Quality**

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

Signed:  Date: 25/01/2023

NAME: **Councillor Paul Dimoldenberg**

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 **Sackville Street & Vigo Street**

Signed  .....

**Councillor Paul Dimoldenberg**

Date .....25/01/2023.....

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, City Treasurer and, if there are staffing 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.