

<p>Committees: Streets and Walkways Sub – For Decision</p> <p>Projects & Procurement Sub Committee - For Information</p>	<p>Dates: 19 November 2024 9 December 2024</p>
<p>Subject:</p> <p>Lloyds Avenue Improvements (Cool Streets and Greening programme and City Cluster Programme)</p> <p>Cool Streets and Greening Phase 4: 12267</p>	<p>Gateway 4:</p> <p>Detailed Design (Regular)</p>
<p>Report of: Executive Director Environment</p> <p>Report Author: Maria Herrera – Transport and Public Realm Projects, City Operations</p>	<p>For Information</p>
<h1>PUBLIC</h1>	

<p>1. Status update</p>	<p>Project Description:</p> <p>The project objectives focus on the addition of greening and the incorporation of sustainable drainage, whilst providing more seating in the public realm.</p> <p>The project includes the following elements:</p> <ul style="list-style-type: none"> • The introduction of a series of rain gardens at the north and south ends of Lloyds Avenue, with associated pavement widening. • The introduction of seating adjacent to the new planting to provide space for people to rest. • Relocation of payment parking bays, e-scooter & cycle hire bay and motorcycle bay to provide space to enable the introduction of the scheme. <p>This project is part of the Cool Streets and Greening programme from the Climate Action Strategy. The primary focus of the programme is the piloting of climate resilience interventions within the public realm. Due to its location, the project also forms part of the City Cluster programme of projects.</p>
--------------------------------	--

	<p>RAG Status: Green</p> <p>Risk Status: medium.</p> <p>Total Estimated Cost of Projects (excluding risk): £500k - £670K (detailed design and construction)</p> <p>Change in Total Estimated Cost (excluding risk): No change.</p> <p>Spend to Date: £205,824 Expenditure to date to develop the feasibility has been under the development of the overall programme which involves several projects under the Cool Streets and Greening Phase 4.</p> <p>Funding source: Cool Streets and Greening programme (OSPR), and the City Cluster Programme Section 106 contributions and CIL.</p> <p>Costed Risk Provision Utilised: NA</p> <p>Slippage: NA</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 5 – March 2025 (delegated to Chief Officer for decision)</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Further engagement with stakeholders and occupiers to be undertaken. • Organise trial holes as required to confirm the accuracy of the radar survey. • Draft traffic management orders and commence statutory public consultation. • Complete detailed design following completion of statutory consultation on traffic orders. <p>Requested Decisions:</p> <ol style="list-style-type: none"> I. Approve the development of the design of the project as described in this report to reach the next gateway. II. Approve the budget of £60,000 (staff costs and fees) for the project to reach the next gateway, funded from the Section 106 agreement for the 40 Leadenhall Street development and the Cool Streets and Greening Programme (OSPR). III. Note the total estimated total cost of the project at £500K-670K (excluding risk). IV. Approve the Risk Register in Appendix 5; and delegate approval of any future costed risk provision and its drawdown to the Director of City Operations should this be required at Gateway 5. V. Agree to undertake the process to prepare the traffic orders to relocate payment, motorcycle, e-scooters, and

cycle hire parking in the area in advance of Gateway 5 stage.

VI. Note that the making of the necessary traffic orders, subject to no objections, or the resolution and consideration of any objections arising from the statutory processes, is delegated to the Director of City Operations under the Scheme of Delegation.

3. Resource requirements to reach next Gateway

Table 1: Spend to date: CAS - Cool Streets and Greening Phase 4 - 16100454			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	86,000	61,052	24,948
P&T Staff Costs	85,000	41,574	43,426
P&T Fees	152,000	103,198	48,802
Smart Sensors	45,000	-	45,000
TOTAL	368,000	205,824	162,176

Table 2: Resources Required to reach the next Gateway	
Description	Resources Required for Lloyds Avenue (£)
Env Servs Staff Costs	15,000
Open Spaces Staff Costs	1,000
P&T Staff Costs	15,000
P&T Fees	29,000
TOTAL	60,000

Table 3: Funding Sources	
Description	Resources Required for Lloyds Avenue (£)
S106 - 13/01004/FULEIA - 40 Leadenhall Street - LCE	53,056

OSPR - CAS Cool Streets & Greening Programme	6,944
TOTAL	60,000

Table 4: Funding Strategy	
Description	Funding Strategy for Lloyds Avenue (£)
S106 - 13/01004/FULEIA - 40 Leadenhall Street - LCE	53,056
OSPR - CAS Cool Streets & Greening Programme	371,025
CIL (Approved bid for City Cluster)	245,919
TOTAL	670,000

Costed Risk Provision requested for this Gateway: No risk provision is required at this stage. A costed risk provision will be requested at Gateway 5 stage.

4. Design Summary

This project seeks to rebalance the streetscape to provide additional space on pavements with the integration of SuDs, planting, and seating. This scheme is looking to improve the overall quality of the street environment, whilst maintaining the current vehicular movements and servicing requirements.

A traffic survey was undertaken to determine vehicle speeds, volume and composition using the street, which has informed the proposed design. The project includes the relocation of payment parking bays, motorcycle and e-scooter and cycle hire bays to America Square, which is a short distance to the east of Lloyds Avenue. The northbound contra-flow advisory cycle lane is to be retained.

The site presents several constraints such as underground utilities and a pipe subway. Therefore, SuDs planters are only feasible along the eastern side of Lloyds Avenue and in the locations where they are currently proposed.

The SuDs interventions are rain gardens which are shallow planting beds, designed to collect rainwater run-off from

adjacent paved areas and thereby slow the movement of rainwater into the sewer system. The added benefits of these gardens are that they also soften the urban environment, enhance the public realm and support biodiversity. Areas of permeable paving will also be considered, as well as tree planting and associated accessibility improvements.

Project summary:

- Widening the pavement on the eastern side of Lloyds Avenue to provide additional pavement space for the introduction of climate resilience interventions. This is only considered for the north and south sections of the street where it is feasible to introduce Suds due to underground utilities and structures.
- Relocation of payment parking bays, motorcycle, and e-scooter & cycle hire bays to America Square. There will be no net loss of parking as result of these changes.
- Maintaining the current space that permits loading to be undertaken in the middle section of the eastern side of Lloyds Avenue.
- Minor improvements to pedestrian crossings and tactile paving.
- Minor adjustments to footway paving to achieve required levels for drainage.
- Reuse of paving materials where possible.
- Opportunities will be explored to introduce a vehicle rapid charging station on the street.

Initial engagement with local occupiers has been undertaken with positive responses received. The next steps include trial holes to assess the exact location of the trees, further local engagement on the traffic management orders ahead of the Gateway 5 report being submitted to the Chief Officer for approval.

Healthy Streets Design Check (refer to Appendix 6):

The initial evaluation concluded that the Healthy Streets scoring of the area will be improved overall as a result of introducing greenery, seating and an improved quality and finish of the paving materials.

City of London Street Accessibility Tool (CoLSAT)

The summary of the CoLSAT evaluation is included in the table below.

Table 1 - CoLSAT Summary Results Table. Lloyd's Avenue

	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	0	0	0	0
Manual Wheelchair user	0	0	1	0
Mobility Scooter user	0	0	0	0
Walking Aid user	0	0	1	0
Person with a walking impairment	1	0	5	3
Long cane user	0	0	2	2
Guide Dog user	0	0	1	1
Residual Sight user	0	0	0	0
Deaf or Hearing impairment	0	0	2	1
Acquired neurological impairment	0	0	2	0
Autism/Sensory-processing diversity	0	0	1	0
Developmental Impairment	0	0	0	0
Total	1	0	15	7

* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

** This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

The scheme will improve the street accessibility for several of the user groups, particularly through the introduction of seating.

5. Confirmation that designs solution will meet our

Climate Action Strategy Objectives:

- The City of London Corporation and its assets are resilient to climate change.

<p>SMART objectives</p>	<ul style="list-style-type: none"> • The Square Mile’s buildings, public spaces and infrastructure are resilient to climate change. • People in the Square Mile and beyond benefit from a clean, green, and safe environment. <p>This project will reduce the risks of flooding from the increased and more intense rainfall which we are already experiencing as a result of climate change.</p> <p>The strategically located SuDS planters will not only reduce surface water flood risk but will reduce rainwater run-off into the drainage network and subsequent risk of sewer surcharge flooding elsewhere in the City.</p> <p>The design of raingardens and the planting palette used will efficiently use water, introducing greening whilst avoiding the need for irrigation. This will help to counter the Urban Heat Island and provide opportunities for biodiversity.</p> <p>This also contributes to the Transport Strategy Outcomes of:</p> <ul style="list-style-type: none"> • The Square Mile’s streets are great places to walk, wheel and spend time. • The Square Mile is accessible to all. <p>The scheme also contributes to the Corporate Plan outcome: Leading sustainable Environment</p>
<p>6. Risk</p>	<p>6.1 The main risks are as follows:</p> <ul style="list-style-type: none"> • Underground conditions impact on project scope and cost; Due to existing underground conditions, greening interventions may need to be adapted in certain locations or may not be feasible. <p>Mitigation: Underground radar surveys have been carried out to determine the feasibility of the scheme and has informed the location of the suds planters. Further trial holes are needed to confirm exact location for tree planting and underground conditions.</p> <ul style="list-style-type: none"> • Construction sites in the area impact programme; On-going development construction in the area has the potential to affect or delay the project. <p>Mitigation: Liaise with Highways to ensure impacts of nearby construction sites are managed and stakeholders informed.</p> <ul style="list-style-type: none"> • Objection to traffic orders could impact the design and scope of the project.

	<p>Mitigation: Initial consultation has been undertaken with local occupiers with positive responses and further engagement is planned as the designs are developed. Subject to the outcome of the statutory consultation on parking changes, it may be possible to incorporate minor amendments whilst still meeting the objectives of the project.</p> <p>Further information is available in the risk register in the appendix 5.</p> <p>Costed Risk Provision Utilised at Last Gateway: None requested at previous gateway report.</p> <p>Change in Costed Risk: NA</p> <p>Costed Risk requested: A costed risk provision will be allocated at Gateway 5. This report recommends Executive Director delegation to approve and drawdown the funds.</p>
--	--

Appendices

Appendix 1	Cover Sheet
Appendix 2	General arrangement plan
Appendix 3	Visuals of the proposed improvements
Appendix 4.	Proposed parking arrangements
Appendix 5.	Risk Register
Appendix 6.	Healthy Streets Check; summary diagram
Appendix 7.	Plan of area for early consultation exercise.

Contact

Report Author	Maria Herrera
Email Address	Maria.herrera@cityoflondon.gov.uk
Telephone Number	07526 201100

