

Committee(s): Resource Allocation Sub Committee Finance Committee City Bridge Foundation Board Policy and Resources Committee	Dated: 02/11/2023 06/11/2023 28/11/2023 16/11/2023
Subject: CIL and OSPR Capital Bids (Quarter 2 - 2023/24) & Capital Bids for 2024/25 Capital Programme	Non-Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	These bids span all 12 outcomes of the Corporate Plan
Does this proposal require extra revenue and/or capital spending?	Yes – subject to decision agreed, ring-fenced monies held will be committed to future approvals
If so, how much?	Up to £16.5m
What is the source of Funding?	City Fund (including CIL and OSPR), City's Cash & City Bridge Foundation
Has this Funding Source been agreed with the Chamberlain's Department?	Yes
Report of: Bob Roberts, Executive Director Environment Department and Caroline Al-Beyerty, Chamberlain and Chief Finance Officer	For Decision
Report author: Bhakti Depala, Assistant Director, City Development and Investment Unit, and Yasin Razaq, Group Accountant Corporate Capital	

NOT FOR PUBLICATION

This report is exempt by virtue of the paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972. Specifically, paragraphs 1, 4 and 33 of the report contain sensitive information which may be exempted under the Act, and as this cannot be presented to Members as a separate appendix this report needs to be considered in closed session. It is considered that information falling under the following paragraphs outweighs the public interest in disclosing information:

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| 3) | Information relating to the financial or business affairs of any particular person or body (including the authority holding that information). |
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Summary

Following on from new governance arrangements for the allocation of the City's Community Infrastructure Levy (CIL) and On-Street Parking Reserves (OSPR). The committee are asked to consider the infrastructure projects listed in this report and prioritise these for funding in financial years 2023/24 to 2027/28.

The committee is also asked to consider new capital bids as part of the annual capital bidding process for the financial year 2024/25, Policy and Resources Committee and Finance Committee have provided a central funding envelope of £20m for City Fund and £5m for City Cash in relation to new bids for 2024/25. New capital bids where funding is requested from City Bridge Foundation would receive funding from unrestricted income funds, if considered to be in the best interests of the charity.

Bids were invited from departments in June 2023, informed by information held by the Chamberlains' department regarding funding availability.

As part of the quarterly process for CIL and OSPR funding within City Fund, five bids were received which are detailed in this report and summarised in table 4 in the main report. For all other Capital and Supplementary Revenue (SRP) schemes, a further seventeen bids were received, of which fourteen bids were progressed and endorsed for onwards approval by Priorities Board.

The committee are asked to review these projects against the CIL and OSPR funding priorities, and the assessment criteria for capital and supplementary revenue projects detailed in the body of the report.

Priorities Board, after review, recommend to RASC for approval of the following,

- Three of the five CIL and OSPR bids in table 4, without amendments, of which two bids are to be considered under the capital bids process, these are:
 - Car Parks Fire and Health Safety Actions - Fire Doors, Lighting and CCTV system replacement; and
 - City Cluster Programme
- Fourteen capital bids in table 5, of which:
 - two are to be funded by CIL and OSPR funds (as listed above); and
 - funding of three 'cross fund' schemes have been amended to either partially fund spend expected to be incurred in 24/25, or feasibility works to allow a better assessment of the requirement and options available.

Any fully approved bids will have to go through City of London Corporation's gateway process before progressing to the next stage.

Recommendation(s)

Members of Resource Allocation Sub Committee, Finance Committee and Policy and Resources Committee are asked to:

For projects bids considered under City CIL and OSPR funding:

- Review the project bids in line with the eligibility and prioritisation criteria as set out in Appendix 1.
- Note the forecast balances for City CIL and OSPR as detailed in paras 2.1 and 2.2 of the report, which incorporates the recommendations of the Priorities Board,

- Resource Allocation Sub Committee to recommend to Policy and Resources, and for Policy and Resources Committee to approve, the allocation of City CIL and OSPR funding to the three revenue schemes (listed in section 3.1 and detailed in Appendix 2):
 - City Gardens Revenue Budget
 - Ground Penetrating Radar Survey (GPRS) for Infrastructure Strategy; and
 - Street Furniture ASB Protection Measures

For new capital bids for the financial year 2024/25:

- Approve the new capital bids submitted (listed in section 3.2 and detailed in appendix 2), amounts requested and purposes for which these are requested, including two schemes funded by CIL (Bid AB2 – City Cluster Programme) and OSPR monies (Bid AB1 – Car Parks Fire and Safety).
- Approve the recommendations of the Priorities Board in relation to three schemes of the fourteen Capital and SRP bids. These are listed below with further detail found in paragraph 3.26.
 - Network Contract - Support and Refresh,
 - Corporate Device Stock Replacement
 - Public Switched Telephone Network (PSTN) Replacement
- To note new bids which require funding from City Bridge Foundation (CBF), will need to be considered as being in the best interests of the charity, noting the separate legal duties of the City Corporation as a Trustee.
- Note that the final decision for capital bids for inclusion in the 2024/25 draft budgets will be confirmed at the joint meeting of RASC and the Service Committee Chairmen and CBF Board in January 2024, with final approval in February /March by Finance Committee and the Court of Common Council
- Note the future funding requirements under section 7.

Members of City Bridge Foundation Board are asked to:

- Approve the five ‘cross fund’ capital bids submitted (referenced as AB10 to AB14 inclusive in Table 5 within the report), for which indicative amounts requested and purposes for which these are requested are listed in section 3.2 and detailed in Appendix 2 respectively.
- Approve the recommendations of the Priorities Board in relation to the three schemes of the five joint-funded Capital and SRP bids. These are listed below with further detail found in paragraph 3.26.
 - AB11 - Corporate Device Stock Replacement
 - AB12 - Network Contract - Support and Refresh,
 - AB14 - Public Switched Telephone Network (PSTN) Replacement
- To note new bids which require funding from City Bridge Foundation (CBF), will need to be considered as being in the best interests of the charity, noting the separate legal duties of the City Corporation as a Trustee.
- Note that the final decision for capital bids for inclusion in the 2024/25 draft budgets will be confirmed at the joint meeting of RASC and the Service Committee Chairmen and CBF Board in January 2024. With final approval in February /March by Finance Committee, CBF Board, and the Court of Common Council.

Main Report

1.0 Background

- 1.1 RASC agreed at their meeting on 12 December 2022 to establish new governance arrangements for the allocation of the City CIL and OSPR. Policy and Resources Committee are asked now to review the projects against the CIL and OSPR funding priorities.
- 1.2 The Community Infrastructure Levy (CIL) Regulations 2010 require the City Corporation (as a CIL charging authority) to apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area.
- 1.3 The On Street Parking Reserve (OSPR) has a very limited remit for allocation as set out in Section 55(3A) of the Road Traffic Regulation Act 1984 (as amended) and the London Local Authorities and Transport for London Act 2003 set out in the report.
- 1.4 Bids for the City CIL and OSPR were invited from departments in early June 2023, informed by information held by the Chamberlains' department regarding funding availability. Five bids were received which are detailed in this report and summarised in the table below for consideration. The Priorities Board have reviewed the projects against the CIL funding priorities and OSPR funding priorities detailed in the body of the report. To note, of the five bids received it is recommended that two are within the criteria for classification of capital expenditure and should therefore be considered as part of the overall capital bids process (see paragraph 1.7 below).
- 1.5 The annual capital bid process was introduced as a means of prioritising the allocation of central funding for capital schemes. Due to hyperinflationary pressures, this was paused during 2023/24 with a contingency sum held to meet urgent works within City Fund and City's Cash. Requirements applicable to CBF continue to be considered through the lens as to what is in the best interests of the charity. The current bids are for programmes commencing in 2024/25.
- 1.6 Policy and Resources Committee and Finance Committee have provided a central funding envelope of £20m for City Fund and £5m for City Cash in relation to new bids for 2024/25. This level of spend is affordable alongside the approved major project spend/ investment, which currently sits at £2.28bn across City Fund and City Cash.
- 1.7 A total of 19 bids for Capital and Supplementary Revenue (SRP) schemes were received, of which fourteen were progressed onto Priorities Board for consideration. The remaining five bids were rejected as part of the capital bids process as these did not meet the criteria for classification of capital expenditure. The fourteen bids totalled £25.2m, split between the funds: £16.9m City Fund; £6.9m City's Cash; and £1.3m for the City Bridge Foundation (CBF). These are indicative allocations based on an estimate apportionment of

'cross fund' schemes; the actual recharge will be determined once further work has been undertaken to identify areas of activity that projects relate to e.g., works on a HRA (Housing Revenue Account) dwelling, will be recharged in full to the HRA.

- 1.8 The bids include two for CIL and OSPR funding; the funding approvals for these have been progressed through the CIL and OSPR Capital Bids (Quarter 2 - 2023/24 process). Due to the scale of funding involved as explained under section 1.4, it is recommended that these bids are now considered as part of this annual bidding round.
- 1.9 The approved bids will progress from Resource Allocation Sub Committee, Finance Committee, Policy & Resources (P&R) Committee and CBF Board to provide in principle funding approval to the schemes.
- 1.10 The indicative costs of agreed schemes will then be incorporated into medium term financial plans/ financial forecasts to assess the financial impact in context of each corporation fund and will be confirmed at the joint meeting of RASC and the service committee chairmen and CBF Board in January 2024. The final approval before these bids are incorporated in the capital programme is in February /March by Finance Committee, and the Court of Common Council.
- 1.11 Any fully approved bids will have to go through City of London Corporation's gateway process before progressing to the next stage.

2.0 Current Position

- 2.1 As at 1st September 2023, the City held £67.7m in General City CIL (excluding admin 20%). Further CIL income of £37m is projected up to 2027/28 as shown in Table 1 below. Currently, £44.8m has been committed to several approved schemes, therefore funding of £59.9m (forecast until 2027/28) is available to be allocated to new schemes.

Table 1: General CIL Financial Summary:

	Prior Year Actual/ Approved	2023/24 Forecast	2024/25 Forecast	2025/26 Forecast	2026/27 Forecast	2027/28 Forecast	TOTAL
	£m	£m	£'m	£m	£m	£m	£m
TOTAL INCOME (80% CIL - General Pot)	(57.7)	(10.0)	(8.8)	(9.1)	(9.4)	(9.7)	(104.7)
TOTAL OF CAPITAL, SRP	12.7	20.6	10.3	1.2			45
DEFICIT/(SURPLUS) Brought Forward @ 1st April		(45.0)	(34.4)	(33.0)	(40.9)	(50.2)	(59.9)
DEFICIT/(SURPLUS) Carried Forward @ 31st March	(45.0)	(34.4)	(33.0)	(40.9)	(50.2)	(59.9)	

2.2 As at 1st September 2023, the City held £56.2m in OSPR. Further income of £47m is projected up to 2027/28 as shown in Table 2 below. Currently, £88.2m has been committed to several approved schemes, therefore funding of £15m (forecast until 2027/28) is available to be allocated to new schemes.

Table 2: OSPR Financial Summary:

	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	
	£m	£m	£m	£m	£m	£m	£m
Expenditure - salaries, enforcement contract, other running expenses	3.7	3.7	3.8	4.0	4.1	4.2	23.4
Income - PCN's, parking meters, suspended bays, dispensations	(13.8)	(12.6)	(12.9)	(13.3)	(13.7)	(14.1)	(80.6)
NET REVENUE SURPLUS GENERATED IN YEAR	(10.2)	(8.8)	(9.1)	(9.4)	(9.7)	(10.0)	(57.1)
TOTAL OF CAPITAL, SRP & REVENUE COMMITMENTS	5.62	23.85	9.65	3.29	2.85	2.93	48
TOTAL BIDS (AGREED BY PRIORITIES BOARD)	0.00	4.77	9.95	8.56	1.91	1.91	27
TOTAL CAPITAL BIDS & MAJOR SCHEME DEPENDENCIES AND ON-HOLD	0.00	6.76	4.77	2.35	2.30	2.39	19
DEFICIT/(SURPLUS) Brought Forward @1st April	(51.7)	(56.2)	(29.7)	(14.4)	(9.6)	(12.2)	
DEFICIT/(SURPLUS) Carried Forward @ 31st March	(56.2)	(29.7)	(14.4)	(9.6)	(12.2)	(14.9)	

2.3 It should be noted that these figures are based on projected future income levels and will need to be reviewed regularly. Additionally, the CIL and OSPR ring-fenced funds cannot move into a deficit position in any one year, so phasing of schemes will be crucial to avoid this happening.

2.4 CIL and OSPR are discrete funding allocations of the City's overall capital programme, totalling £2.28bn, excluding CBF. Table 3 summarises the forecast capital programme for centrally funded approved schemes at the end of Quarter 1, split between capital, SRP, and major projects, and analysed by Fund.

Table 3: Quarter 1 Capital and SRP forecast:

	23/24 £m	24/25 £m	25/26 £m	26/27 £m	27/28 Onwards £m	Total £m
City Cash BAU Capital	48.5	59.8	4.6	-	-	112.9
City Cash BAU SRP	31.0	0.2	1.1	0.8	-	33.1
City Cash BAU Total	79.5	60.0	5.7	0.8	-	146.0
Major Projects City Cash	198.4	129.5	268.6	249.5	104.2	950.2
Total City Cash	277.8	189.5	274.3	250.3	104.2	1,096.2
City Fund BAU Capital	137.4	132.7	53.1	10.8	10.3	344.3
City Fund BAU SRP	12.8	3.4	4.2	1.2	0.3	21.9
City Fund BAU Total	150.2	136.1	57.3	12.0	10.6	366.2
Major Projects City Fund	172.5	202.3	306.9	107.3	29.9	818.9
City Fund Total	322.7	338.4	364.2	119.3	40.5	1,185.1
Combined Total	600.5	527.9	638.5	369.6	144.7	2,281.3

Excludes new bids for 2024/25

3.0 Bids Summary

3.1 OSPR and CIL Bids

3.1.1 Table 4 below summarises the project bids received against the criterion set out in Appendix 1 for CIL and OSPR funding. Further details in relation to each bid is set out in Appendix 2.

3.1.2 All these bids were approved by Priorities Board for onward approval.

Table 4: CIL and OSPR Project Bids - Quarter 2 (2023/24)

Proposed Bid	CIL requested £m	OSPR requested £m	Funding Priority
City Gardens Revenue Budget	-	0.20 (per annum)	OSPR - Highway and cleansing maintenance operations.
Ground Penetrating Radar Survey (GPRS) for Infrastructure Strategy	-	0.15	OSPR - Revenue funding for highway and cleansing maintenance operations - Projects that support the outcomes of the Transport strategy - City of London, with additional priority given to projects that would support the delivery of Vision Zero by reducing serious and fatal collisions and projects that would improve accessibility.
Street Furniture ASB Protection Measures	-	0.10	OSPR - Revenue funding for highway and cleansing maintenance operations - Projects that support the outcomes of the Transport strategy - City of London, with additional priority given to projects that would support the delivery of Vision Zero by reducing serious and fatal collisions and projects that would improve accessibility
Total	-	0.45	

**The Car Parks Fire and Safety actions scheme, and City Cluster programme are capital bids and therefore form part of the annual Capital and SRP programme, but funded by OSPR and CIL monies respectively. These bids have therefore been considered as part of the new capital bids process and not in isolation and therefore included within the Capital and SRP bids summary below for completion.*

3.2 Other Capital and SRP Project Bids

- 3.2.1 In total 19 bids were submitted totalling £26.3m; after review and challenge it was deemed that five of these did not meet the bid criteria and have been removed. The estimated cost of the rejected bids totalled £1.1m.
- 3.2.2 Of the total submissions there are 14 bids outlined in the proposal section for consideration, these have been summarised in table 5 totalling £25.2m. This includes the following two schemes covered as part of the CIL and OSPR bidding process:
- Car Parks Fire and Health Safety Actions is an OSPR funded project, and
 - the City Cluster Programme funding is using CIL.
- 3.2.3 Whilst bids in relation to City Fund are within the £20m envelope, City's Cash exceeds the overall envelope by £1.9m. Members of the RASC are asked to consider which bids are endorsed for onward approval to Policy and Resources and Finance Committee's.
- 3.2.4 The bids have been assessed on an essential/important/advisable basis. Proposals that span across all funds have been split using the following recharge method, 55% to City Fund, 37% to City Cash and 8% to CBF. These are indicative allocations; the actual recharge will be determined once further work has been undertaken to identify areas of activity that projects relate to e.g., works on a HRA (Housing Revenue Account) dwelling, will be recharged in full to the HRA.

Table 5: Summary of bids considered by priorities board, in £m

Ref	Project	Fund	Essential/ Advisable/ Desirable	Project Category	City Fund £m	City Cash £m	CBF £m	Total £m
AB1	Car Parks Fire and Health Safety Actions - Fire Doors, Lighting and CCTV system replacement	City Fund	Essential	Health and Safety	0.400			0.400
AB2	City Cluster Programme	City Fund	Essential	Fully or substantially reimbursable	5.900			5.900
AB3	Central Criminal Court Public Gallery Safety Improvements	City Fund	Essential	Health and Safety	0.250	-	-	0.250
AB4	Central Criminal Court Additional Fire Alarm Requirements	City Fund	Essential	Health and Safety	0.700	-	-	0.700
AB5	Fire Doors and Shutters - Central Criminal Court	City Fund	Essential	Health and Safety	0.250	-	-	0.250
AB6	Pipework - Central Criminal Court	City Fund	Essential	Health and Safety	0.250	-	-	0.250
AB7	City Commons: Boundary livestock fencing replacement West Wickham & Coulsdon Commons (WW&CC) and Stoke Common	City Cash	Essential	Health and Safety	-	0.092	-	0.092
AB8	City Commons: Entrance board replacement	City Cash	Essential	Health and Safety	-	0.160	-	0.160
AB9	Epping Forest Copped Hall Park Tudor Square Pond Sluice Gates	City Cash	Essential	Statutory Compliance	-	0.470	-	0.470
AB10	Guildhall Complex Fire Alarm Replacement	All	Essential	Health and Safety	0.495	0.333	0.072	0.900
AB11	Corporate Device Stock Replacement	All	Important	Brilliant Basics	0.138	0.093	0.020	0.250
AB12	Network Contract - Support and Refresh	All	Important	Brilliant Basics	5.5	3.700	0.800	10.000
AB13	Audio Visual Equipment	All	Advisable	Brilliant Basics	0.077	0.052	0.011	0.140
AB14	Public Switched Telephone Network (PSTN) Replacement	All	Essential	Statutory Compliance	2.750	1.850	0.400	5.000
	Total				16.952	6.912	1.338	25,202

3.2.6 Priorities Board endorsed all schemes for onward consideration noting the following comments and reduction in initial funding for AB12 and AB14 :

- For schemes relating to the Central Criminal Court (AB3 – AB6), Priorities Board queried whether any of these were covered by the current Cyclical Works Programme (CWP) - officers confirmed they did not.
- That the Corporate Device Stock Replacement (AB11) included funding for replacement of existing stock, and stock for new accounts arising from an increasing establishment. It was agreed that there were strategic benefits in a centrally managed procurement arrangement of corporate devices. However, Priorities Board recommended investigating a recharge mechanism for new accounts where the establishment had increased, to support the capital costs incurred.
- That both the Corporate Device Stock Replacement (AB11) and Network Contract Support and Refresh (AB12) would be delivered over three years, and £4.25m of the total £10.69m requested is profiled for delivery in 24/25. Priorities Board recommend to that a partial approval of the amounts relating to 24/25 would be appropriate to reduce the cumulative resource request. The department would need to return in future years to request additional funding requirements.
- For the Public Telephony Service Network, Priorities Board recommends that an initial funding of £0.12m is approved from Finance Committee contingencies, for a feasibility assessment to be commenced this year to identify the location and extent of required works, and what options are available to manage this over a long-term period, noting the urgency due to the network being switched off in 2025. At the time of writing the report it was still unknown how much will be required in 2024/25 therefore an indicative amount of £2.5m have been put forward and will be updated to the committee.

Table 6 summarises the financial impact of the recommendations of the Priorities Board.

Table 6: Summary of approvals by priorities board, in £m

Project	Comments	City Fund	City Cash	CBF	Total
Projects approved as outlined in table 5 (AB1-AB10, AB13)		8.322	1.107	0.083	9.512
Projects with Amendments					

Corporate Device Stock Replacement (AB11)	Investigate a recharge mechanism for new accounts where the establishment had increased, to support the capital costs incurred.	0.138	0.093	0.020	0.250
Network Contract - Support and Refresh (AB12)	Partial approval of the amounts relating to 24/25	2.338	1.573	0.340	4.250
Public Switched Telephone Network (PSTN) Replacement (AB14)	Feasibility assessment required to identify the location and extent of required works, and what options are available to manage this over a long-term period. Currently indicative amount of £2.5m has been put forward	1.375	0.925	0.200	2.500
Total		12.172	3.697	0.643	16.512

3.2.7 Table 7 summarises the estimated funding impact across the funds if above recommendations by Priorities Board are adopted.

Table 7: Funding Source by financial year in £m, if Priorities Board recommendations are adopted in full.

Fund	24/25, £m	25/26, £m	26/27, £m	Total
City Fund-OSPR	0.400			0.400
City Fund-CIL	1.000	2.600	2.300	5.900
City Fund	5.872	-	-	5.872
City Cash	3.341	0.356	-	3.697
CBF	0.643	-	-	0.643
Total	11.256	2.956	2.300	16.512

4.0 Future Bids

4.1 HR, Payroll, Finance Solution, ERP (Enterprise Resource Planning)

4.1.1 The ERP replacement programme's objective is to provide the City Corporation with a fully integrated HR, Payroll, Finance and Procurement solution. Following approval of gateway 3 and initial commercial tender exercise to establish a preferred platform, officers have undertaken a full budgetary review to cover all anticipated costs of implementing a chosen solution to reflect current market conditions, and lessons learned by other public sector organisations who have implemented ERP systems recently. A paper setting out the revised funding requirement will be bought to RASC for consideration, with impacts for CBF to be provided to the MD of the charity under delegated authority.

4.2 Museum of London

4.2.1 The relocation of the Museum of London to new premises is a jointly funded programme between the City of London, Museum of London and Greater London Authority, led by the New Museum Board. The City's contribution is fully eligible for CIL funding. The Priorities Board are considering how much of the CIL funding could prudently be released for the New Museum of London infrastructure. The Financial Services Director has confirmed a funding gap of £54m. A proposal will need to be bought forward for this Resource Allocation Sub Committee's attention shortly.

4.3 Cyclical Works Programme (CWP) – Car Parks element

4.3.1 The Cyclical Works Programme (CWP) is an ongoing programme seeking to remediate the dilapidation of assets across the Corporations portfolio, including City Fund's Car Parks. The cost of CWP works on these car parks can be met by the OSPR. City Surveyors and Environment are drafting a proposal to be received by priorities board for consideration against OSPR criterion for onward recommendation to RASC.

4.3.2 The table below shows the indicative cost of CWP works needed to City Fund car parks over the next three years.

Table 7: Estimated cost of CWP works required to City Fund Car Parks

	2024/25	2025/26	2026/27	Total
	£m	£m	£m	£m
Capital	0.29	0	0	0.29
Revenue	2.29	1.05	0.76	4,094
	<u>2.58</u>	<u>1.05</u>	<u>0.76</u>	<u>4,388</u>

5.0 Cyclical Works Programme funding update

- 5.1 City Surveyors currently estimate that the cost of clearing the current backlog of urgent repairs and forward plan under the CWP is £130.9m, comprising £45.7m relating to City Cash, £42.2m Guildhall and £42.3m City Fund respectively. City Surveyors and the Chamberlain's department are working to develop a sustainable delivery plan to address this backlog, with a paper due to RASC in December.

6.0 Corporate & Strategic Implications

- 6.1 The City Gardens Revenue Budget project apply OSPR towards Priority 1 - highway and cleansing maintenance operations. It would support the outcomes of the London Transport Strategy, Climate Action Strategy and Destination City.
- 6.2 The bid request for the Car Parks Fire and Health Safety Actions - Fire Doors, Lighting and CCTV system replacement would apply OSPR towards Priority 2 - investment in off-street car parks. The project would support the outcomes of the London Transport Strategy in reducing the need for on street parking, helping to ensure street space is used efficiently and effectively. The works have been identified following fire risk assessments and a number of surveys and are listed as a major risk and aligns to broader Corporate Health and Safety Risks and Strategy objectives.
- 6.3 The bid request for the Ground Penetrating Radar Survey (GPRS) for Infrastructure Strategy would apply OSPR towards funding towards Priority 1 - highway and cleansing maintenance operations. The project would support the outcomes of the London Transport Strategy objectives relating to efficient and effective use of our streets and ensuring accessibility and resilience to future changes. It would also support the Climate Action Strategy in considering the potential expansion of local heat networks across the Square Mile.
- 6.4 The Street Furniture ASB Protection Measures project would apply OSPR towards Priority 1 - highway and cleansing maintenance operations and Priority 3 support the outcomes of the London Transport Strategy. The project would support the outcomes of a key strategic objective of the Transport Strategy, ensuring people can safely walk and cycle in the City.
- 6.5 The City Cluster Programme would facilitate the outcomes of the London Transport Strategy Support, Destination City and the Climate Action Strategy by enhancing the public realm, provision of more greenery and improving accessibility. The project aligns with the City Cluster Vision and these improvements are considered to be Essential to accommodate the expected growth in City workers and visitors as a result of several new developments in the area.
- 6.6 The Capital bids as part of their submission were required to align with corporate and strategic plans. The capital bids address aspects of the corporate plan including health and safety, work to improve our open spaces and ensuring that we are improving our digital capacity.

7.0 Financial implications

- 7.1 CIL general (excluding admin 20%) currently has forecast available funds of £59.9M up to 2027/28. If all bids recommended by the Priorities Board were to receive full funding requested (£5.9M), this would reduce the City CIL available balance to £54M for the period up to 2027/28.
- 7.2 OSPR currently has forecast available funds of £15M up to 2027/28. If all bids recommended by the Priorities Board were to receive full funding requested (£1.7M), this would reduce the OSPR available balance to £13.3M for the period up to 2027/28.
- 7.3 It should be noted that these figures are based on future income levels that are projections and will need to be refined each year. Furthermore, the CIL and OSPR ring-fenced funds cannot move into a deficit position in any one year, so phasing of schemes will be crucial to avoid this happening.
- 7.4 Further City CIL to be received in this financial year (2023/24) is estimated to be £6.8M from developments that have commenced, and the CIL liability is due to be paid within the next 6-12 months.
- 7.5 The Capital and SRP project bids that are approved for City Fund and City Cash, within the approved funding envelope of £20m and £5m respectively will be met from the general reserves of each fund.
- 7.6 New capital bids where funding is requested from City Bridge Foundation would receive funding from unrestricted income funds, if considered to be in the best interests of the charity.

8.0 Legal implications

- 8.1 The proposed projects have been considered against the criteria for the use of CIL and OSPR and the ranking of each is set out above. The OSPR bids are in accordance with the Road Traffic Regulation Act 1984 and the London Local Authorities and Transport for London Act 2003. The CIL bid would comply with Section 216 of the Planning Act 2008 and Regulation 59 of the Community Infrastructure Levy Regulations 2010 as the CIL would be applied to the provision, improvement, replacement, operation or maintenance of infrastructure (as defined) to support the development of the City.

9.0 Risk implications

- 9.1 There are risks associated with development in the City not being brought forward if the Critical and essential infrastructure projects are not progressed.

10.0 Equalities Impact

- 10.1 There are no equalities implications associated with the proposals within this report. Each project will undertake an Equalities Impact Assessment.

11.0 Conclusion

- 11.1 The guidance for allocating CIL firstly identifies if the type of project is infrastructure in accordance with Test 1 and Test 2 requires the board to consider if the infrastructure proposed is needed to support the development of the City. For CIL funding priorities projects are identified as Critical, Essential or Important. The City Cluster project has been assessed in accordance with these criteria, as set out in paragraph 5 and meet both Test 1 and Test 2.
- 11.2 The requests for OSPR meet the funding priorities and are considered to be in accordance with the applicable legislation.
- 11.3 RASC, Policy and Resources and Finance Committee's have been asked to agree in principle funding for the CIL and OSPR in addition to the annual capital bids in appendix 2
- 11.4 CBF Board have been asked to agree in principle funding for the five cross fund capital bids submitted.

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Appendices

- Appendix 1 – Funding Criterion
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Appendix 1 - Funding Criterion

1. For all bids irrespective of funding sources, the Committee will take account of the extent to which projects support delivery of the Corporation's strategies and initiatives, including the '*Climate Action Strategy - City of London*' and '*Destination City*'. Bids should set out how the project would support the relevant strategic objectives.

CIL

2. The Community Infrastructure Levy Regulations 2010 require the City Corporation (as a CIL charging authority) to apply CIL to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area. National Planning Practice Guidance provides that "Local authorities must spend the levy on infrastructure needed to support the development of their area and they will decide what infrastructure is needed. The Levy can be used to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if that is necessary to support the development." "Infrastructure" is defined by Section 216 of the Planning Act 2008 to include (a) roads and other transport facilities; (b) flood defences; (c) schools and other educational facilities; (d) medical facilities; (e) sporting and recreational facilities; and (f) open spaces.
3. Priorities for CIL allocations are set out in the City Corporation's Infrastructure Delivery Plan - July 2013 (IDP) and are to be applied by the Priorities Board when recommending infrastructure projects.

The **CIL** funding priorities are categorised as follows:

- Critical:

Lack of infrastructure is a physical constraint to growth; development cannot come forward if the infrastructure is not provided.

- Essential:

Development cannot come forward in a sustainable and acceptable way if the infrastructure is not provided.

- Important:

Development can come forward if the infrastructure is not delivered, but some sustainability goals will need to be compromised and some adverse impacts accepted.

OSPR

On Street Parking Reserve has a very limited remit for allocation as set out in Section 55(3A) of the Road Traffic Regulation Act 1984 (as amended) and the London Local Authorities and Transport for London Act 2003 set out in the report.

The **OSPR** funding priorities are identified in legislation, which provides that any surplus not applied in the financial year may be carried forward. If it is not to be carried forward, it may be applied by the City for one or more of the following purposes: -

- a. making good to the City Fund any deficit charged to that Fund in the 4 years immediately preceding the financial year in question;
- b. meeting all or any part of the cost of the provision and maintenance by the City of off-street parking accommodation whether in the open or under cover;
- c. the making to other local authorities, or to other persons, of contributions towards the cost of the provision and maintenance by them, in the area of the local authority or elsewhere, of off-street parking accommodation whether in the open or under cover;
- d. if it appears to the City that provision in the City of further off-street parking accommodation is for the time being unnecessary or undesirable, for the following purposes, namely: -
 - meeting costs incurred, whether by the City or by some other person, in the provision or operation of, or of facilities for, public passenger transport services;
 - the purposes of a highway improvement project in the City;
 - meeting the costs incurred by the City in respect of the maintenance of roads at the public expense; and
 - for an “environmental improvement” in the City;
- e. Meeting all or any part of the cost of the doing by the City in its area of anything which facilitates the implementation of the Mayor’s Transport Strategy, being specified in that strategy as a purpose for which a surplus can be applied; and
- f. making contributions to other authorities, i.e. the other London Borough Councils and Transport for London, towards the cost of their doing things upon which the City in its area could incur expenditure upon under (a)-(e) above

Other Capital and SRP Project Bods

1. Service areas were asked to submit bids for central funding for capital projects based on the following criteria:

The project must be an essential scheme (Health and Safety or Statutory Compliance, Fully/substantially reimbursable, Major Renewal of Income Generating Asset, Spend to Save with a payback period < 5 years.

Must address a risk on the Corporate Risk register; or the following items that would otherwise be escalated to the corporate risk register:

- a) Replacement of critical end of life components for core services;
- b) Schemes required to deliver high priority policies; and
- c) Schemes with a high reputational impact.

Must have a sound business case, clearly demonstrating the negative impact of the scheme not going ahead, i.e. penalty costs or loss of income, where these are material.

Appendix 2 – Details of Bids

OSPR Bids

City Gardens Revenue Budget

This bid requests a contribution to maintain the provision and standard of the City's green infrastructure both on-street and in our green spaces.

A number of open spaces within the square mile only received 5 years funding for ongoing maintenance, this has supported resources for this period of time but will be leading to an upcoming funding shortfall.

The shift in footfall across the working week and the increased use of City Gardens at weekends is putting a strain on existing resources. On busy weekends, the team are finding it challenging to keep on top of the essential maintenance works such as litter picking and the opening and closing of the gardens which make our spaces accessible and pleasant for City visitors.

The redevelopment of Finsbury Circus, the City's largest and oldest open space will complete in 2024. The garden has been specifically designed to facilitate events which will support the Destination City programme, as well as providing planting to increase biodiversity and adapt to future changes in Climate.

In order to support events and maintain our Gardens as flagship open spaces in the Square Mile, additional resources are required.

A bid of £0.2m per annum is requested from OSPR.

The project would support the following strategies and priorities:

- Priority 1 - Revenue funding for highway and cleansing maintenance operations.
- Transport Strategy - Indirectly support air quality objectives of the Transport Strategy by maintaining trees and greenery in City owned green spaces. (Well-maintained planting is a key element of the Transport Strategy vision).
- Destination City - Destination City events will regularly benefit from the green spaces maintained by the City Gardens services, in particular, the new Finsbury Circus Garden.
- Climate Action Strategy - The City Gardens team are working alongside the Climate Resilience and Public Realm team to plant more trees and redevelop a number of our key public open spaces with more biodiverse and climate resilient planting schemes. This enhanced commitment will also provide valuable shade and reduce street temperatures.
- Corporate Plan Priorities - We have clear air, land and water and a thriving sustainable natural environment; and - Our spaces are secure resilient and well maintained.

Car Parks Fire and Health Safety Actions - Fire Doors, Lighting and CCTV system replacement

This bid is for additional funding for the Environment's four City Car Parks which require capital funding for essential Fire Safety and Health and Safety works to ensure that they are safe and that risks are appropriately mitigated.

This investment forms part of the wide-ranging strategy developed post-Grenfell which also incorporates the Corporation's Health and Safety and Fire Policies for operational awareness and minor works. Please note the project plan and cost have been informed by learnings on similar projects within the Car Parks estate.

Funding will enable replacement/upgrades of Fire Doors, Lighting and CCTV systems. This equipment has been identified during the regular inspection process as being non-compliant and posing fire and health and safety risks. The funding request is for remedial actions or replacements to be carried out to ensure all work for the fire door, lighting and CCTV system meet the required Fire and Healthy and Safety standards within the Car Parks.

These works are fully separate to the major fire safety project at London Wall car park approved at the last Priorities Board. Instead, they represent a collection of smaller scale requirements that would otherwise have to be considered through the Capital Works Programme bidding process, but the availability of OSPR specifically for maintaining off-street parking facilities allows the necessary Capital Works Programme investment to be focused elsewhere.

Although some of these four car parks have the potential for future redevelopment, it is not expected that any of the four would be declared surplus before 2030, and as such these works are recommended to ensure the respective facilities remain safe and fit for purpose in the medium term.

A bid for £400,000 is requested from OSPR (includes £40,000 risk provision). (Spend Profile - 23/24 Evaluation and Design Development Stage Q4- £150,800, 24/25 Construction and Implementation stage Q2 -£249,200)

The project would support the following strategies and priorities:

- Priority 2 - Investment in off-street car parks
- Transport Strategy in reducing the need for on street parking, helping to ensure street space is used efficiently and effectively, supporting accessibility and reducing emissions from vehicles which may otherwise idle.
- The works required have been defined following fire risk assessments and a number of surveys and are listed as a major risk on Pentana - ENV CO HW 010 which aligns to broader Corporate Health and Safety Risks and Strategy objectives.

Ground Penetrating Radar Survey (GPRS) for Infrastructure Strategy

This bid would fund a complete Ground Penetrating Radar Survey of the City's roads and footways. City Operations is in the process of establishing a Utility Infrastructure Strategy to inform our service priorities and key objectives for our

highway and public realm infrastructure. This is closely aligned to the City's long-term Transport Strategy and is about to go out for public consultation. The bid would enable the data required to inform the Infrastructure Strategy and capital programme planning.

A complete, detailed baseline of the utility infrastructure that lies immediately below our road network is a key element of the Infrastructure Strategy. Current datasets are useful but are generally project specific and are overly reliant on local knowledge from individual officers. As such the information is inconsistent, unreliable and incomplete.

This lack of consistent information means we cannot help utilities plan their network expansion requirements (i.e. we don't fully know where there's space under our roads) and we cannot easily plan our own highway capital improvements (such as plant new trees and reconstruct the highway) without first excavating the road to check for underground plant.

The data will also be of use to Planning Colleagues in considering new developments and to City Surveyors in their assessment for the potential expansion of local area heat networks such as Citigen.

It would also aid utilities in their advance planning process for street-works activities, minimising abortive works to prove new routes for expansion and thereby reducing disruption to the public. Establishing an Infrastructure Strategy to inform our service priorities, results, development and innovation for highway infrastructure.

A bid for £150,000 is requested from OSPR. (Spend profile of £75,000 in FY 23-24 and £75,000 in FY 24-25)

The GPR Survey project supports the following strategies and priorities:

- Revenue funding for highway and cleansing maintenance operations
- Transport Strategy objectives relate to efficient and effective use of our streets, minimising disruption through roadworks, ensuring accessibility and resilience to future changes.
- Climate Action Strategy - This survey data will be invaluable in considering the potential expansion of local heat networks across the Square Mile, a key element within the delivery plan for the City Local Area Energy Network under the Climate Action Strategy.

Tech City - Innovation through the use of intelligent install solutions and similar AI tools which aligns with the Tech City strategy.

Corporate Outcomes are enabled through an effective utility infrastructure strategy including People are safe and feel safe on our roads and Communities are cohesive and have the facilities they need.

Street Furniture ASB Protection Measures

This bid is being submitted to secure funds to retrospectively apply street furniture remediation from anti-social behaviour, specifically anti-skateboarding measures.

In recent years, we have made sure that all projects involving changes on street, have included appropriate anti-skateboarding measures such as discrete notches within the planters, kerbs and/or the seating to stop skateboarding damage to these highway assets. However, when the streets became less busy during Covid, we experienced an influx of skateboarders who found a range of locations within the square mile to the detriment of a number of public realm assets, often including material damage. The problem generally occurs in areas which have not had the benefit of the more recent projects which now include design features to deter skateboarding and prevent or at least minimise skateboarding damage.

The works include retrospectively apply anti-skateboarding measures including notches in planters and kerbs, to introduce of corduroy paving before and after steps, and/or deterrents on handrails. Note that these measures have been successfully trailed in an area around St. Paul's. This success has informed a better understanding of what is required and the relevant costs to complete a programme of works to include: St. Paul's Churchyard, Sermon Lane/Peters Hill, Aldgate Square, Fann Street, Mitre Square and more recently in and around the Guildhall.

A bid for £100,000 is requested from OSPR is requested. (Spend Profile £50,000 in FY 23-24 and 50,000 in FY 24-25)

In terms of OSPR funding priorities, the project supports the following strategies and priorities:

- Priority 1 - Highway and cleansing maintenance operations.
- Priority 3 - Projects which support outcomes of the Transport Strategy
- Transport Strategy - people can safely walk and cycle in the City
- Destination City – support premier locations for visitors and events and reduce negative impacts on these spaces from anti-social behaviour.

CIL Bids

City Cluster Programme

The City Cluster has the most development activity of any part of the City. Over the next five years a number of significant buildings including several towers will be completed which will transform the townscape and bring many more people into the area. It is essential that the streets and public realm are transformed in order to enable and support this development and provide a high-quality environment that is commensurate with the developments. The City Cluster programme is the Committee approved mechanism to deliver this change.

This programme is overseen by a Programme Board which includes Ward Members from Aldgate, Lime Street, Langbourn and Bishopsgate wards, local stakeholders and is Chaired by the Chair of Planning and Transportation Committee. It also includes the Chair of the EC BID and representation from the City Property Association and TfL.

The City Cluster area is undergoing a dramatic transformation with four consented developments being built in the City Cluster and nearly six tall building

developments either approved or in the pipeline seeking planning approval. This creates some real challenges to accommodate increased footfall, servicing requirements and growth in local infrastructure in order to accommodate pre-construction, construction and building occupation requirements. Therefore, changes are required to provide an inclusive and fit for purpose environment across the area to support the developments already granted and those yet still to be considered.

This City Cluster area alone has generated in excess of £80m in CIL contributions.. Developers are also supportive of the programme and have specifically requested that their CIL contributions are used for this programme.

These buildings will see a huge increase in the number of people using the already crowded streets in the area and will increase demand for a high-quality environment that is commensurate with the quality of the developments and support the changing needs of City workers and visitors, providing resilient environments and facilities to support sustainable travel modes and provide public spaces for people to dwell in throughout the area.

The current lack of suitable infrastructure is a physical restraint to growth in the area. The programme looks at making changes across the area and covers physical changes needed for safety as well as softer changes to improve ground level greening and welcoming environment for the large volumes of people in the area. It is a coordinated approach and failure to deliver all of the programme will create areas within the Cluster that do not meet the expectations of the local stakeholders and would jeopardise the success of encouraging a concentration of workers who stay longer in the City, supporting the Destination City aims.

There are a number of inter-connected projects within the programme, including the transformation of the main streets such as Leadenhall Street and Fenchurch Street where many of the new towers are situated. All of these projects have been assessed in terms of their outcomes and agreed as the highest priorities by the programme board.

City Cluster Programme: Summary of high priority projects (2024-2027) includes:

1. Leadenhall Street transformative change (high concentration of new developments, key east-west movement route)
2. Fenchurch Street pedestrian priority measures and enhancements (high concentration of new developments, proximity to transport hubs)
3. Bury Street, Mitre St and Creechurch Lane accessibility and public realm improvements (EC BID priority and local business community)
4. Healthy Streets Plan – southern area of City Cluster and Fenchurch area (essential to coordinate with EC BID proposals, wider City vehicular and servicing strategies, Climate resilience and mitigation measures).
5. Greening and climate resilience - Lloyds Avenue and area wide improvements (Ward Member priority and Climate Action Strategy delivery).
6. Lime Street - Fenchurch Street pedestrian crossing improvements at key walking and cycling route, and connectivity to Leadenhall Market.

The projects are currently at design development stage and subject to confirmation of the funding strategy. A phased approach is to be undertaken to deliver the schemes.

This programme has strong support from ward Members and local stakeholders including the ECBID who will be contributing £1M to the programme if this bid is successful. This contribution would be dependent on the successful application of funds in this bid and would be withdrawn if the bid is unsuccessful and projects are cancelled.

The EC BID have stated that they would support quick results and would like key projects to start on site in spring 2024. This is particularly applicable to Creechurch Lane area where there are temporary installations that need to be replaced by a permanent scheme. The construction of the transformational project at Leadenhall Street is also time critical as we have a restricted window in which to deliver this project in the most efficient and coordinated manner with the developments and their associated S278 highway works, in order to avoid disruption and limit costs. This means that works must start in summer 2024, and, in order to meet this deadline, funding must be confirmed by this autumn.

The developers who have contributed, have specifically requested CIL contributions are used for this purpose. There is a reputational risk from the development industry and political ramifications that if CIL contributions are not used within the area, the Corporation is prioritising the use of CIL to meet our corporate capital pressure and is not being used to deliver infrastructure necessary to support new development.

Officers have considered whether the programme would be eligible for OSPR funding. Officers are of the view that the use of CIL funding is more appropriate in this area due to the number of new development schemes that have generated the vast amount of CIL funding for the City. By contrast, the focus for OSPR is around supporting on-going maintenance budgets for front line services and those projects that are ineligible for CIL.

A bid for £5.9m is requested from CIL (including £0.4m risk provision) (Spend Profile; FY 24/25: Q1 £0.2m, Q2 £0.2m, Q3 £0.3m Q4 £0.3m, FY 25/26: Q1 0.5m, Q2 0.5m, Q3 0.8m, Q4 0.8m and FY 26/27: Q1 £0.8m, Q2,0.5m Q3 £0.5m, Q4 £0.5m).

The total project value would be £12.7m. The remaining £6.8m would be pooled from other funding sources including S278 and S106 funding, EC BID contribution and Climate Action Strategy (funding for Cool Streets and Greening Programme). Although the project spans multiple years, there is an expectation that projects are fully funded in order to progress, therefore the full amount is being requested now.

When reviewed alongside the CIL funding priorities, the project meets the criteria for Test 1 and Test 2, and is considered Essential to accommodate growth in visitors, City workers and events in support of the City Cluster Vision and Destination City programmes.

The delivery of the programme is structured around three work streams, and compliments the City Cluster Vision, Destination City and the London Transport Strategy. The workstreams include projects that will improve:

- 1) the function of the streets and walking environment,
- 2) greening and environmental resilience of the public realm, and
- 3) activation and engagement as part of the Destination City initiative.

These three workstreams have been progressed following engagement with stakeholders and are aligned with corporate priorities.

The projects that this bid would support, align with the City Cluster Vision which outlines a framework for the creation of a positive and welcoming street environment to support the City's Corporate Strategies. The programme will ensure the streets and spaces are attractive, safe, and inclusive. The ability to place the City Cluster as a destination beyond the working hours, welcoming visitors and workers alike remains a key aim of the programme.

Other Capital and SRP Bids

AB3 - Central Criminal Court Public Gallery Safety Improvements, £0.25m, Essential

Design is for a closed space using glass panels within the brass railings so that nothing could be dropped through or fall through all Court Room Public Galleries.

This will address fall risk and hazard for public and working at height compliance for staff. Current railings/balustrades do not meet minimum standard height requirements.

AB4 - Central Criminal Court Additional Fire Alarm Requirements, £0.7m, Essential

A fire_alarm replacement project was undertaken and completed to address the immediate concerns of a system that was no longer fit for purpose, this project was completed in June 2023, however as good as the system currently is, extensive additional works to provide a full Life Safety and Property Protection system throughout the building is still deemed a requirement.

To note, the agreement between COL & HMCTS includes a provision for joint funding (up to 95%) for improvements "to enhance the quality or extend the scope of an existing facility" whereby all other works are 'repairs' which fall to the COL to fund. "Repairs" include the "replacement of worn out and obsolete features by their modern equivalent".

The urgency of this replacement has been reinforced by the severity of concerns raised following visits by the London Fire Brigade in 2018. The alarm replacement project was completed this year to address the immediate concerns, however, there has always been an intention for a full Fire Strategy resulting in extensive additional works to provide a full Life Safety and Property Protection system.

AB5 – Fire Doors and Shutters - Central Criminal Court, £0.25m, Essential

The replacement of non-compliant fire doors and remediation work from last fire door survey 2018.

New fire safety regulations in 2022 specified that fire-resisting doors are one of the most important measures to safeguard the means of escape from fire. Fire risk assessment and surveys have identified whether the doors are adequate to resist the spread of fire and smoke. It has been found that the existing doors are inadequate they need to be replaced or other doors will need remediation to ensure they act accordingly in the event of a fire.

AB6 - Pipework - Central Criminal Court, £0.25m, Essential

This is the replacement of all identified corroded pipework between 50 and 116 years of age.

If the pipes burst, we could end up with no heating, cooling or service to a particular area affecting business continuity for the Courts.

AB7 - City Commons: Boundary livestock fencing replacement West Wickham & Coulsdon Commons (WW&CC) and Stoke Common, £0.092m, Essential

Livestock fencing is an essential safety feature that prevents livestock (sheep, cattle and goats) from getting onto the roads and impacting road use and adjacent properties.

The grazing is an obligation to meet the priority lowland heathland habitat management requirements under the site's statutory Site of Special Scientific Interest (SSSI) designation. Phased patch of the fences has been undertaken each year by site and the current request is for a significant 250m section of fence replacement which needs more substantial investment and contractor support. A further 400m section will need to be replaced within the next five years and they are currently exploring further external funding options to achieve this.

AB8 - City Commons: Entrance board replacement, £0.16m, Advisable

There were large distinctive bespoke black entrance boards installed thirty years ago across the COL Natural Environment Estate. There have been two incidents where signs have failed, given the large size we were fortunate property or people were not impacted. Annual condition monitoring has led to the removal of half of the signs for safety reasons with the remaining signs well beyond their design life.

The project seeks to replace 40 signs at Ashted Common and West Wickham and Coulsdon Commons. These will be based on off-the-shelf structures which provide a more financially sustainable option and the much smaller overall size will greatly reduce the safety concerns.

AB9 - Epping Forest Copped Hall Park Tudor Square Pond Sluice Gates, £0.47m, Advisable

Engineers have advised that repairs to sluice gates are required as they are in danger of collapse.

Tudor Square Pond is a medieval landscape feature and is rated as of high importance by Heritage England. The repair of the sluice gates will arrest the decline of the registered landscape

AB10 - Guildhall Complex Fire Alarm Replacement, £0.9m, Essential

Guildhall Complex requires repair and upgrade of the current fire systems. The works are proposed to take place in two Stages. Stage 1 will reflect the remedial works in order to bring the current system up to compliance and back to a fault free condition. Stage 2 will be for the upgrade of the obsolete fire alarm control panels site wide in addition to the full graphics systems.

This will address defects in our current Fire Alarm system and helps with our obligation to comply with the Fire Regulatory Fire Safety Order 2005.

AB11 - Corporate Device Stock Replacement, £0.69m Important

The procurement of new corporate devices to meet the demands of increasing staff numbers and replacement of end of life or faulty devices.

The COL device refresh programme was completed between 2020 – 22, however since that time overall staff numbers have increased by around 300 (12%) and replacement devices are required for those that are broken or faulty outside of their original warranty. This bid is intended to fund replacement devices up until the next widespread refresh which would be required in 2026.

AB12 - Network Contract – Support and Refresh, £4.25m, Important

This is needed to cover the retender and transition to the new network support contract prior to the end of the contract in January 2025. Funding will need to include the replacement of any Network equipment across COL and COLP prior to January 2025 and longer term, the refresh of the Network across existing COL and COLP buildings in line with the new Network strategy.

The Network Support contract ends in January 2025 and will become non compliant or cease. An unsupported or end of life network would place significant risk on the effective delivery of services with increased risk of network outages.

This bid is subject to further detail on the profiling and requested amount prior to full approval.

AB13 - Audio Visual Equipment, £0.14m, Advisable

The replacement of existing audio visual equipment across Committee Rooms and Corporate Meeting Room, originally installed in 2020, which is now end of life. There are in excess of 60 audio visual installations across Guildhall and other sites.

Failure to replace this equipment could mean that audio visual equipment becomes unstable or fails to function which will impact significantly upon Committee Meetings and hybrid officer meetings.

AB14 - Public Switched Telephone Network (PSTN) Replacement, £2.5m, Essential

This project is the identification, assessment and remediation of existing telephone lines before the services end in December 2025 including services such as social housing lifts, door entry systems, barrier access control, care lines, office building with lifts and Fire alarm systems.

Should these systems fail to be upgraded by the end of 2025, this could lead to essential services being inactive, without anyone being aware. Failure to complete this work on time will have significant reputational and financial impact, along with the potential to endanger life.

This bid is subject to further detail on the profiling and requested amount prior to full approval.