

## Appendix 2

CIL & OSPR Allocation Bid Form	
<b>Project reference</b>	CILOSPRO20
<b>Senior responsible officer</b>	Ian Hughes
<b>Project officer</b>	Joe Kingston
<b>Department</b>	Environment
<b>Division</b>	Operations
<b>Project name</b>	<b>Street Cleansing Resources Reintroduction</b>
<b>Project description and outcomes</b>	<p>In FY 21/22 PHES Committee agreed service cuts to the value of £1.025M mainly focussed on street cleansing resources and loss-making public conveniences. These savings were made during covid and it was anticipated and accepted that some erosion in the levels of service would result from this reduced budget envelope.</p> <p>Members have raised concerns that without additional resource, the service cannot deliver the quality required to support the City's strong recovery from the pandemic, particularly at evenings and weekends.</p> <p>This funding bid resource support totalling £1.057m per annum includes the delivery of enhanced staffing and resource levels (£950k per annum) focussed primarily on the areas which were subject to the largest reduction in resources following previous service cuts - evenings and weekends. These resources are aimed at improving street cleanliness standards to support the City's ambitions around Destination City. The funding will also provide a dedicated internal staffing resource (£62k per annum) to lead on data analysis, communications and business engagement.</p> <p>The funding will also be used to operate and maintain 4 uri-lifts in the City (£45k per annum) which will specifically look to address issues around ASB related to the night time economy.</p> <p>In addition to the service reintroduction, this bid provides £356k towards the gap between centrally funded inflationary uplift of 3% and contractually required full inflationary uplift paid to Veolia, linked to RPI</p>
<b>Project commencement (month, year)</b>	Jan-24
<b>Project completion (month, year)</b>	Ongoing
<b>Which CIL funding priority would the project meet? Critical/Essential/Important (See Funding Priorities in the Handling Note)</b>	
<b>How would the project meet the CIL priorities above? (please provide a justification as to how the project meets the identified priority)</b>	N/A
<b>Eligibility for CIL - is the project a type of infrastructure? (see Test 1 and Test 2 of the Handling Note)</b>	N/A
<b>How would the project meet the eligibility criteria for OSPR? (Refer to eligibility section of the handling note)</b>	<b>This fits under Environmental Improvements, specifically:</b>
<b>Which OSPR funding priority would the project meet? (See OSPR Priorities in the handling note)</b>	<b>"improving or maintaining the appearance or amenity of roads, land in the vicinity of roads or open land or water to which the general public has access"</b>
<b>How would the project meet the OSPR priorities? (please provide a justification as to how the project meets the identified priority)</b>	<b>Revenue funding for highway and cleansing maintenance operations</b>
<b>How would the project support the Transport Strategy (particularly relevant for OSPR-funded projects)?</b>	<b>This revenue funding will seek to maintain and enhance the appearance of streets and the cleansing standards within the City of London.</b>
<b>How would the project support the Policy Chairman's priorities, specifically: Destination City, Green City (including the Climate Action Strategy), and Tech City, as well as supporting residents and SMEs?</b>	<p><b>This will support Proposal 37 of the Transport Strategy:</b></p> <p><b>"Ensure street cleansing regimes support the provision of a world-class public realm"</b></p> <p>This approach was endorsed by Port Health &amp; Environmental Services Committee on 14Nov23</p> <p>In addition to this it supports priorities in the following way:</p> <ul style="list-style-type: none"> <li>- <b>Destination City</b> - Ensuring the City has clean, well maintained streets is essential to creating an Environment and place which people want to visit.</li> <li>- <b>Green City/CAS</b> - Sustainably managing street litter</li> <li>- <b>Tech City</b> - The cleansing service is data rich and uses technology to ensure the services are optimised</li> </ul>

	- <b>Residents &amp; SME's</b> - Providing clean streets for residents and SMEs is an essential function of the City of London
How would the project support other City Corporation strategies?	<b>Corporate Plan Priorities:</b> * We have clear air, land and water and a thriving sustainable natural environment * Our spaces are secure resilient and well maintained
What is the next project gateway?	N/A
Total project budget	N/A
Requested CIL allocation	£
Requested OSPR allocation per annum	£1,413,000.00
Would the project require funding from wider City Fund and what is the status of this?	No
Amount of external funding	£
Source of external funding and status	
Spend profile (when would the money be spent, by year and quarter)	Annual service requirement paid to contractor monthly Increase in internal staff on local risk budget
Spend forecast	
Costed risk	N/A
Date form completed	14/11/2023

CIL & OSPR Allocation Bid Form	
Project reference	CILOSPR021
Senior responsible officer	Ian Hughes ( Director)
Project officer	Giles Radford (Assistant Director)
Department	Environment
Division	Highways
Project name	Street De-Cluttering
Project description and outcomes	<p>Gradually over time, parts of our public highway have become cluttered with a proliferation of signs, posts and columns, typically performing different functions but often installed as part of separate capital and maintenance schemes or changes in regulation.</p> <p>Under the direction of the Transportation Strategy, the intention is to reduce this clutter and rationalise our street scene as a specific package of works, combining street signage onto fewer posts or attach them to buildings under the City's existing powers to do so.</p> <p>This rationalisation will also take advantage of new regulations that reduce the numbers of traffic signs that need to be illuminated, enabling them to be combined with other signs without the need for power connections.</p> <p>This initiative will focus on eight high footfall parts of the City and will aim to improve accessibility and pedestrian comfort, reduce maintenance requirements and support a more welcoming street environment. This helps support Destination City as well as our transport objectives, and as such is welcomed by key Members including the Chair of P&amp;T and the Police Authority Board.</p>
Project commencement (month, year)	Apr-24
Project completion (month, year)	Mar-25
Which CIL funding priority would the project meet? <i>Critical/Essential/Important (See Funding Priorities in the Handling Note)</i>	
How would the project meet the CIL priorities above? <i>(please provide a justification as to how the project meets the identified priority)</i>	N/A
Eligibility for CIL - is the project a type of infrastructure? <i>(see Test 1 and Test 2 of the Handling Note)</i>	N/A
How would the project meet the eligibility criteria for OSPR? <i>(Refer to eligibility section of the handling note)</i>	A key priority of OSPR funding is maintaining an effective highway operation.
Which OSPR funding priority would the project meet? <i>(See OSPR Priorities in the handling note)</i>	<p>1. Revenue funding for highway and cleansing maintenance operations</p> <p>3. Projects that support the outcomes of the Transport strategy - City of London</p>
How would the project meet the OSPR priorities? <i>(please provide a justification as to how the project meets the identified priority)</i>	De-cluttering will make for a more effective highway, rationalising our street furniture, reducing maintenance costs and enhancing accessibility & pedestrian comfort.
How would the project support the Transport Strategy (particularly relevant for OSPR-funded projects)?	The Transport Strategy emphasises the need for improved pedestrian comfort and accessibility for all users of the City streets and footways.
How would the project support the Policy Chairman's priorities, specifically: Destination City, Green City (including the Climate Action Strategy), and Tech City, as well as supporting residents and SMEs?	Destination City goals will be supported through reduced street furniture and improved sign clarity and accessibility around roadways and footways. Climate Action will be supported through a reduction in energy use now that certain signs no-longer need illumination.
How would the project support other City Corporation strategies?	
What is the next project gateway?	N/A
Total project budget	£350,000.00
Requested CIL allocation	£ -
Requested OSPR allocation	£350,000.00
Would the project require funding from wider City Fund and what is the status of this?	No
Amount of external funding	£ -
Source of external funding and status	£ -

<b>Spend profile (when would the money be spent, by year and quarter)</b>	<b>In FY 24_25, approximately £88k per quarter</b>
<b>Spend forecast</b>	<b>£350,000.00</b>
<b>Costed risk</b>	<b>N/A</b>
<b>Date form completed</b>	<b>15-Nov-23</b>

Priorities Board CIL & OSPR Bids	
Project reference	CILOSPR022
Senior responsible officer	Ian Hughes
Project officer	Ken Stone (City Operations) Andrew Coke (City Surveyors)
Department	Environment
Division	City Operations
Project name	Car Parks Cyclical Works
Project Description and Outcomes	<p>The Environment Department's four public Car Parks require ongoing maintenance under the Cyclical Works Programme arrangement with the City Surveyor. As such their ongoing requirements have, to this point, been subject to the annual CWP bidding process, but given the limitations of central funding, they have not always been successful, leaving aspects of these facilities seriously deteriorating.</p> <p>However, the statutory regulations regarding the management of any On-Street Parking Reserve makes provision for the use of such funds to be allocated for the maintenance of on-street parking places.</p> <p>Although OPSR has been used to underwrite the overall costs of managing those car parks in the past, it is proposed to formally withdraw the car park's maintenance funding requirements from the CWP process and instead seek to provide that funding direct from the OSPR. This would reduce the draw down on the CWP and instead allocate £4.3m over five years from the OSPR, thereby underpinning the maintenance of those facilities as safe &amp; effective for public use.</p> <p>Although some of these four car parks have the potential for future redevelopment, these works would be profiled, managed &amp; delivered in the context of what is known at the time.</p>
Project commencement (month, year)	Apr-24
Project completion (month, year)	Mar-29
Which CIL funding priority would the project meet? <i>Critical/Essential/Important</i> (See Funding Priorities in the Handling Note)	
How would the project meet the CIL priorities above? (please provide a justification as to how the project meets the identified priority)	N/A
Eligibility for CIL - is the project a type of infrastructure? (see Test 1 and Test 2 of the Handling Note)	
How would the project meet the eligibility criteria for OSPR? (Refer to eligibility section of the handling note)	The Road Traffic Regulation Act 1984 and London Local Authorities and Transport for London Act 2003 Legislation governing OSPR directs that providing and maintaining On-street parking and Off-street Car Park Facilities are to be a primary use of surplus parking income.
Which OSPR funding priority would the project meet? (See OSPR Priorities in the handling note)	<b>2. Investment in off-street car parks</b> <b>3. Supports the outcomes of the Transport Strategy</b>
How would the project meet the OSPR priorities? (please provide a justification as to how the project meets the identified priority)	A key priority for OSPR is investment in off-street car parks. The objective of this funding commitment is to ensure these facilities remain safe & effective for the benefit of their users.
How would the project support the Transport Strategy (particularly relevant for OSPR-funded projects)?	<p>The current level of off-street parking provision is sufficient to meet current demands, provided they are maintained as safe &amp; effective facilities.</p> <p>In the longer term, there may be opportunities to reduce that provision as the Transport Strategy may lead towards a reduction in demand, but that is not expected to take place within the five years of this planned commitment.</p>
How would the project support the Policy Chairman's priorities, specifically: Destination City, Green City (including the Climate Action Strategy), and Tech City, as well as supporting residents and SMEs?	Parking provision needs to be sufficient to support Destination City events as well as the Transport Strategy and to do so must be maintained in a safe and fit for purpose condition.
How would the project support other City Corporation strategies?	
What is the next project Gateway?	n/a
Total project budget	£4,300,000.00
Requested CIL allocation	£
Requested OSPR allocation	£4,300,000.00

<b>Would the project require funding from wider City Fund and what is the status of this?</b>	<b>No</b>
<b>Amount of external funding</b>	<b>nil</b>
<b>Source of external funding and status</b>	<b>n/a</b>
<b>Spend profile (when would the money be spent, by year and quarter)</b>	Below is based on current plans which are subject to review, gateway processes where relevant and possible re-prioritisation within the five year period: 24/25 - CWP planned works £1,663,500 25/26 - CWP planned works £1,158,500 26/27 - CWP planned works £712,000 27/28 - CWP planned works £73,500 28/29 - CWP planned works £604,000
<b>Spend Forecast</b>	At this stage, forecast profile is the same as the spend profile above
<b>Costed Risk</b>	<b>£88,500.00</b>
<b>Date form completed</b>	20/03/2023

CIL & OSPR Allocation Bid Form	
Project reference	CILOSPR023
Senior responsible officer	Paul Wilkinson.
Project officer	Mark Lowman
Department	City Surveyors
Division	Property Projects
Project name	Major fabric and infrastructure improvements necessary to facilitate the redevelopment of the General Market (GM) .
Project description and outcomes	To stabilise the major deterioration of the structure and fabric of the General Market and surrounding to support structures provide a sound platform on which to build a new World Class Museum for London.
Project commencement (month, year)	Apr-23
Project completion (month, year)	Apr-24
Which CIL funding priority would the project meet? <i>Critical/Essential/Important (See Funding Priorities in the Handling Note)</i>	Essential
How would the project meet the CIL priorities above? <i>(please provide a justification as to how the project meets the identified priority)</i>	Essential improvement to the fabric and infrastructure of the GM and PM works to facilitate the New Museum of London move to West Smithfield
Eligibility for CIL - is the project a type of infrastructure? <i>(see Test 1 and Test 2 of the Handling Note)</i>	Infrastructure, Highways and Building fabric works essential to maintain the integrity of the General Market to support New Museum of London move to West Smithfield
How would the project meet the eligibility criteria for OSPR? <i>(Refer to eligibility section of the handling note)</i>	N/A
Which OSPR funding priority would the project meet? <i>(See OSPR Priorities in the handling note)</i>	N/A
How would the project meet the OSPR priorities? <i>(please provide a justification as to how the project meets the identified priority)</i>	N/A
How would the project support the Transport Strategy (particularly relevant for OSPR-funded projects)?	N/A
How would the project support the Policy Chairman's priorities, specifically: Destination City, Green City (including the Climate Action Strategy), and Tech City, as well as supporting residents and SMEs?	The New Museum of London move to West Smithfield is a key component in the Destination City vision and will provide the providing the most Westerly -to allow the New Museum to operate out of its new home in the General Market and Poultry Market sites.
How would the project support other City Corporation strategies?	The Smithfield site provides a 'once in a lifetime' opportunity to locate the new London Museum so close to the major Farringdon railway interchange. The scheme will contribute hugely to the regeneration of an area which has seen very little investment in many years and will increase the attractiveness of the East and West Markets for a range of uses when the meat market finally relocates. The Museum will be the North Western gateway to Destination City, at the heart of the Culture Mile BID and location of an Elizabeth Line station.  The New Museum of London is in the best tradition of the most innovative projects overseen by the City. At Smithfield the relocation of the Museum will contribute to significant economic regeneration making its mark for both the people of London and London's reputation in the world
What is the next project gateway?	Outside Gateway approval process
Total project budget	30m
Requested CIL allocation	30m
Requested OSPR allocation	£ -
Would the project require funding from wider City Fund and what is the status of this?	Yes
Amount of external funding	£337m - wider New Museum of London budget
Source of external funding and status	GLA contribution (£70m) MOL contribution (£70m)
Spend profile (when would the money be spent, by year and quarter)	2024 / 2025/ 2026
Spend forecast	2024 / 2025/ 2026
Costed risk	included within the budget range
Date form completed	27-Mar-23

CIL & OSPR Allocation Bid Form	
Project reference	CILOSPR024
Senior responsible officer	Damian Nussbaum and Bob Roberts
Project officer	tbc
Department	Innovation and Growth/Environment
Division	Destination City/Natural Environment
Project name	Sculpture in the City
Project description and outcomes	<p>Sculpture in the City is: a rotating, outdoor, urban sculpture park; a public-private partnership between the City of London and 11 organisations from the development, insurance and finance sectors. Since 2010, the project has been led by the Built Environment/Environment Dept, however due to budget restrictions this is no longer possible.</p> <p>This is a one-year application for funding to be fair to partners and stakeholders but working assumption must be there will be no further City of London Corporation funding.</p>
Project commencement (month, year)	Jan-24
Project completion (month, year)	Sep-24
Which CIL funding priority would the project meet? <i>Critical/Essential/Important (See Funding Priorities in the Handling Note)</i>	Important
How would the project meet the CIL priorities above? <i>(please provide a justification as to how the project meets the identified priority)</i>	<p>Sculpture in the City could make a contribution to the Destination City initiative.</p> <p>Destination City seeks to significantly increase footfall and spend within the Square Mile by attracting experience seekers (workers, visitors and residents) to participate in the City's rich and unique offer.</p> <p>This increase in footfall and spend will increase the attractiveness of the Square Mile to future investors, developers and occupiers and therefore support further growth.</p> <p>Sculpture in the City is also located in the City Cluster area, which is identified as a key area of change in the current and emerging Local Plan and itself is a focus for significant development and growth.</p>
Eligibility for CIL - is the project a type of infrastructure?  <i>(see Test 1 and Test 2 of the Handling Note)</i>	<p>Sculpture in the City meets both Test 1 and Test 2 as follows:</p> <p>Test 1 - The project, will include cultural infrastructure, namely: A rotating exhibition of physical sculpture accessible to the public 24/7 A calendar of public activations linked to the sculpture – specifically complementing the Destination City 'hero' events and EC BID activities. Draft Local Plan policy CV5 states: "Art can contribute significantly to the quality of the environment, particularly where it enhances a sense of place and local identity and is a form of community infrastructure".</p> <p>Test 2 - See Row 14 for an explanation of how the provision of cultural infrastructure through this project supports the development of the area.</p>
How would the project meet the eligibility criteria for OSPR?  <i>(Refer to eligibility section of the handling note)</i>	The project will deliver environmental improvements within the City's public realm of streets and spaces, specifically in improving the appearance of streets, land adjacent to streets and land to which the public has access. The project does this through its annual rotating exhibition of sculpture, which is accessible to the public 24/7.
Which OSPR funding priority would the project meet? <i>(See OSPR Priorities in the handling note)</i>	Supports outcomes of the Transport Strategy
How would the project meet the OSPR priorities?  <i>(please provide a justification as to how the project meets the identified priority)</i>	Supports outcomes of the Transport Strategy by delivering against Proposal 7: Provide more public space and deliver world-class public realm. Specifically by "Working with partners to make the experience of walking and spending time on streets and public spaces more interesting and engaging, for example through planting, public art, temporary installations and events" (Transport Strategy page 38)
How would the project support the Transport Strategy (particularly relevant for OSPR-funded projects)?	See answer in Row 18 for an explanation of how the project would support the Transport Strategy
How would the project support the Policy Chairman's priorities, specifically: Destination City, Green City (including the Climate Action Strategy), and Tech City, as well as supporting residents and SMEs?	<p>The project supports Destination City's Vision and Brand Pillars as follows:</p> <ul style="list-style-type: none"> <li>History and Heritage – Selected artworks and artists use themes associated with the history of the City. Contemporary artworks also continue the City's association with innovation</li> <li>Culture and Creativity – artworks showcase design and production skills and inspire audiences, particularly young people, to be creative and participate in experiences and events associated with the project</li> </ul>



	<ul style="list-style-type: none"> <li>• Shopping and Socialising – “A City of fun, colour and lightness” embodies the effect of the exhibition on the Square Mile</li> <li>• Wellness – SITC artworks, artists and activations focus on welcome and inclusion across communities. Experiencing the exhibition gives an opportunity to relax</li> </ul>
<b>How would the project support other City Corporation strategies?</b>	<p>The project supports Outcome Ten of the current Corporate Plan 2018-23, which states "We inspire enterprise, excellence, creativity and collaboration. We will... d. Protect, curate and promote world-class heritage assets, cultural experiences and events.</p> <p>The new, more ambitious version of the project, to be overseen by Destination City, supports the draft Corporate Plan 2024-29 (Outcome One) "The City of London is a vibrant destination that attracts international and domestic visitors. Our world leading culture offer means people want to spend time here". Outcome One will be achieved as follows: Our Destination City Programme will celebrate, promote, and support the Square Mile’s unrivalled history and heritage, its world-class arts and culture, and its outstanding restaurants, cafes, hotels, pubs, and bars to UK and global visitors. These measures are designed to boost the vibrancy of the Square Mile, encouraging audiences to experience this part of London in a new way, and drive forward its recovery from the pandemic and increase its attractiveness to talent. Destination City and Delivery of Cultural Programmes are strategic objectives of the draft Corporate Plan.</p> <ul style="list-style-type: none"> <li>• Cultural Strategy 2018-22– SITC supports key objectives of current Strategy, including to: “Transform the City’s public realm and physical infrastructure, making it a more open, distinct, welcoming and culturally vibrant destination”. A new Cultural Strategy is a strategic objective of Outcome One of the draft Corporate Plan.</li> <li>• Local Plan – SITC supports current Local Plan policy on Public Art (DM 11.2) and the draft Local Plan policy (CV5)</li> </ul>
<b>What is the next project gateway?</b>	Due to the project's combination of funding below £250k, external (ring-fenced) sponsorship and the nature of the project, Members approved it operating outside the Gateway process.
<b>Total project budget</b>	£570k in 2024
<b>Requested CIL allocation</b>	£80k for 2024
<b>Requested OSPR allocation</b>	£-
<b>Would the project require funding from wider City Fund and what is the status of this?</b>	No
<b>Amount of external funding</b>	External funding in 2024 would be an estimated £490k
<b>Source of external funding and status</b>	External funding is currently secured from 11 partners who form the SITC Board chaired by CoL Member, plus additional funding from 6 project patrons. The EC BID are the 'Activation Partner' for the project and support the associated events schedule. All partners and patrons are committed to their continuing sponsorship of the project. One new partner will be secured each year, together with an increase in the current sponsorship level to reflect this more ambitious version of the project.
<b>Spend profile (when would the money be spent, by year and quarter)</b>	The monthly spend profile would be evenly distributed across the project cycle between January-September 2024, reflecting the planning, preparation and delivery of the exhibition and its associated activations. Spending would occur in FY 2023/4 and FY 2024/5.
<b>Spend forecast</b>	CIL Spend of £80k across FY 2023/4 and FY 2024/5
<b>Costed risk</b>	No costed risk required - the in-year project scope and budget will be matched to the in-year total funding from internal and external sources.
<b>Date form completed</b>	30.10.2023