

## **Appendix 2 – Details of Bids**

### **CIL Bids**

#### **1. Transforming Fleet Street**

The Fleet Street area has generated a significant amount of CIL funding in recent years as a result of new developments. The stakeholder community have specifically requested that CIL contributions are used for the purpose of improving this key street.

There are currently three major developments on Fleet Street itself, Salisbury Square development the former Daily Express building and 65 Fleet Street. These developments alone are expected to bring a 25% increase in workers over the next five years. It is essential that Fleet Street is able to accommodate this projected increase in users through wider footways, safer pedestrian crossings, public realm improvements and greening. These improvements will provide a high-quality streetscape that is commensurate with the historic importance and iconic status of Fleet Street. This corridor is a key east - west vehicular and pedestrian route, connecting the City with London Borough of Westminster and nearby cultural destinations. The street is also an important royal and state processional route, and one of the key thoroughfares for the Lord Mayor Show. The street has been identified as a “Principal Shopping Centre” in the City Plan 2040. In initiating the ‘Transforming Fleet Street’ project at this stage, we will help support the regeneration of the street as a retail and leisure destination in line with the City Plan 2040, key area of change “Strategic Policy S22: Fleet Street and Ludgate”, Destination City and stakeholders’ aspirations.

The proposals for Fleet Street will seek to:

- Widen pavements to provide more space for people walking and wheeling on Fleet Street.
- Provide new and enhance existing crossings to improve safety and accessibility, reflect walking desire lines and respond to new developments which will create new destination points and walking routes within the area.
- Deliver wider public realm improvements along the length of the street including seating and planting. This will be evaluated through detailed Healthy Streets assessments of the street and junctions.
- Amending the City of London Police checkpoints on Fleet Street to explore narrowing the carriageway to provide more space for walking.
- Improve safety and feelings of safety for people cycling on Fleet Street.
- Improve and manage of on-street loading facilities.

Project Commencement – October 2024

To ensure the works are coordinated with developments currently under construction the evaluation and detailed design must be undertaken this year. This will ensure

construction works can be coordinated with the developments and their associated S278 highway works to limit costs and manage disruption across the area.

#### Project Completion – June 2030

The project is identified as essential: development cannot come forward in a sustainable and acceptable way if the infrastructure is not provided. These projects will provide essential transport and public realm infrastructure that is necessary to accommodate recent development and support future development of the area.

The project supports the following priorities:

Destination City initiative by providing an improved experience and safety along Fleet Street which will support local economic growth and sustain the high street in the future.

Transport Strategy outcomes – Great places to walk and spend time, efficient and effective use of the street space, improve accessibility, ensure the public space are safe and feel safe, improved cycling requirements, encourage walking to improve air quality.

Climate Action Strategy - improving climate resilience in the public realm, by introducing tree planting and sustainable urban drainage systems where feasible. The project will also reduce pollution and create a more pleasant walking environment through improved pedestrian priority which will deliver on the wider objectives of the Climate Action Strategy.

Corporate Plan (2024 - 2029) - delivering on “Flourishing Public Spaces”, "Dynamic Economic Growth" and “Vibrant Destination” outcomes.

A Gateway 1-2 report will be submitted in autumn 2024 if this funding bid is successful.

£500k external funding from the Fleet Street Quarter BID is confirmed subject to the success of this funding bid. S278 agreements and associated funding from at least 3 adjacent developments is likely to be achieved, subject to the initiation of the project in the autumn. This funding stream would be in addition to this CIL funding bid.

Project budget – £9,500,000 (£9.0m CIL, £500k Fleet Street Quarter BID)

Spend Profile:

2024/25: Q4 £50,000

2025/26 (£350,000): Q1 £50,000, Q2 £100,000, Q3 £100,000, Q4 £100,000

2026/27 (£1,400,000): Q1 £200,000, Q2 £200,000, Q3 £500,000, Q4 £500,000

2027/28 £2,000,000 Over Q1-Q4

2028/29 £2,000,000 Over Q1-Q4

2029/30 £3,200,000 Over Q1-Q4



the GLLC areas are addressed to ensure that the GLLC can continue to function whilst the housing sports strategy is developed.

GLLC is a valued community asset consisting of swimming pool, tennis courts, sports hall, fitness suite, treatment room and office. The service delivers sports opportunities in the community to key groups across the square mile, in addition to healthy lifestyle programmes to support improved health and wellbeing outcomes.

#### Project Deliverables:

The proposed programme of work will ensure that the GLLC can continue to function whilst the housing sports strategy is being finalised in consultation with residents and members to ensure the appropriate level of service is provided. It is anticipated that the cost for the full refurbishment of the GLLC will be in the region of £9.5 million therefore, funding sources will have to be resolved.

The proposed works to the podium, identified above, will include removing the slabs and application of material to prevent water ingress. The existing drains would be replaced.

The cost for this initial repair is £950,000 but DCCS would make a capital contribution of £200,000 reducing the CIL request to £750,000.

#### Service Outcomes Supported by the Development:

This initial repair will be the first stage in the redevelopment of the GLLC and will contribute towards the strategic outcomes of the Corporate Plan, DCCS business plan and Sports Strategy. The City's Sports strategy will inform the future leisure provision and investment in the square mile, and at Golden Lane Leisure Centre. The work to inform the investment options are being finalised and due to be presented to the Town Clerk and RASC subcommittee 5 July.

There are significant investment requirements if the GLLC is to remain open long term and the proposed works to the podium at Golden Lane are a requirement, regardless of the outcome of the investment options.

Project commencement – September 2024

Project completion – March 2025

The project supports the following priorities:

**Destination City:** The repairs would directly support the aspiration to 'Enhance the Square Mile's leisure offer to increase its appeal to existing and new audiences by creating a fun, inclusive, innovative and sustainable ecosystem'.

The project supports residents through the delivery of the DCCS Business Plan, Section 21.

The completion of the project, and subsequent delivery of a service from GLLC will ultimately provide commissioning opportunities for SMEs.

The programme of works will contribute towards the Sports Strategies, DCCS Business Plan aims and objectives, and work stream, as set out below:

Sports Strategy priorities: 1) INVEST in our sport and leisure facilities and 2) SUPPORT local community sport.

DCCS Business Plan aims and objectives: Safe, Potential, Independence and Choice, Health and Wellbeing, and Community.

DCCS Business Plan workstream: Securing an agreed medium-term strategy and associated investment for the delivery and management of the Golden Lane Leisure Centre.

The project is at gateway 1.

Project budget - £950,000 (£750,000 CIL, £200,000 Departmental Capital fund)

Spend Profile:

2024/25: Q3 - project management, fees and preliminary's £150,000

2024/25: Q3-Q4 Works £800,000

### **3. Museum of London / General Market – Fabric**

To facilitate the redevelopment of the General Market building, major improvements to the fabric and infrastructure are necessary to stabilise the existing structure. Improvements to the building and surrounding would provide a sound platform on which to build the new Museum of London building. The bid of £2.4m was approved by Policy and Resources (22 Feb 2024); Finance Committee (under urgency) and Court of Common Council (7 March 2024).

The Smithfield general market and poultry market sites provides an opportunity to locate the new London Museum close to Farringdon railway interchange and the Elizabeth Line station. The overall scheme will make a significant contribution to the regeneration of the Smithfield area which has seen little investment since market traders vacated the Poultry Market and General Market buildings. Recent redevelopment of the hospital and peripheral hospital buildings around Bartholomew Close have begun to increase the attractiveness of the area and with the relocation of the Museum of London to the Market site will provide an anchor for future regeneration of Smithfield.

Project Commencement – May 2024

Project Completion – January 2027

Outside the Gateway Approval Process  
GLA funding, Mol funding and Col funding

Project Budget – £2,400,000

Spend Profile:

2024/25 - £800,000 over Q1-Q4

2025/26 - £800,000 over Q1-Q4

2006/27 - £800,000 over Q1-Q4

#### **4. Museum of London – Highways Strengthening Works**

Infrastructure Improvements and Highways strengthening works to Charterhouse Street (west) above the General market basement / Shared access road to stabilise the major deterioration of the structure and fabric upgrading of the pavement structure on Charterhouse Street (north) to support the introduction of Pavements smoke vents.

Project Commencement – May 2024

Project Completion – May 2025

The CoL budget for the Museum of London programme currently allocated to City Fund is £197.25m. Additional funding is secured from the Greater London Authority (£70M), Museum of London (£70M) and Wider Museum budget (337M). The allocation of CIL would not constitute additional funding for the programme but would instead enable funds from the City Fund major projects reserve to be reallocated to Cyclical Works Programme forward plan under City Fund.

Outside the gateway approval process.

Project Budget - £4,660,000

Spend Profile:

2024/25 (£2,796,000): Q2 £1,176,650, Q3 £1,339,750, Q4 £279,600

2005/26 (£1,864,000): Q1 £1,106,750, Q2 £757,250

The New Museum of London move to West Smithfield is a key component in the Destination City vision and at the heart of the Culture Mile BID. The Museum is viewed as infrastructure and its relocation to this site would support development of the area and attract further investment regenerating the area in a manner consistent with the protection and enhancement of the historic environment. If this infrastructure (museum) is not provided and the works to facilitate the move were not carried out, we would see a further deterioration of the existing market buildings and the general area which could deter development to come forward in this area.

## **5. City of London School for Boys (Masterplan Phase 2, 3 and Catering)**

The school moved into the existing building on its current site in 1986. Facilities have changed little since, while pupil numbers have increased from 750 to 950. Development is essential to allow the school to grow and thrive - to maintain its success, develop its strengths and attract the best pupils and staff as the school looks to increase pupil numbers to 1,040 in the coming years.

### **Project Background**

A site masterplan was completed in Q1 2019 and identified the facilities needed, looking systematically at the options for development. This project relates to Masterplan Phases: 2: (new courtyard building, levelling out the courtyard and improvements to Peter's Hill entrance) and 3: (potential one storey extension to the fifth floor of the junior school building, including internal remodelling, and roof top terrace), and Catering/UKPN upgrade works package. The UKPN upgrade works are necessary for the school not for the wider area.

The current site is a physical constraint to growth. The only available option for the school to expand, to provide the required teaching facilities, is to increase its gross internal area, whilst providing roof-top external play space for pupil wellbeing. If CIL funding is not secured, it is likely that the school will be unable to deliver all areas which provide new teaching space and external roof-top play space for pupil wellbeing. The creation of a dedicated and purpose-built reception on Peter's Hill, alongside the current riverfront reception, makes the management of visitors and facilities use more practical and viable, including during the school day.

The creation of additional changing space would enable more significant out-of-hours usage for sports facilities such as the sports hall, the swimming pool, the gym and the astro-turf. The creation of additional multi-purpose space and more usable and versatile outdoor spaces would enable the site to be used for activities of a creative or cultural nature, placing the School as a central location of Culture Mile.

Project Commencement – Q2 2024

Project Completion – Q1 2026

The project supports the following priorities:

Climate action, Green City, Tech City and SME's - The project shall provide school roof-top play areas and green spaces, cultural and sports facilities. The project shall also engage SMEs through both the design and construction phases of project delivery. The project shall employ energy efficiency strategies using renewable technologies, including Photovoltaic panels and Air Source heat pumps where feasible.

The project is at gateway 5.

Project budget - £19.5m (£3.5m CIL)

Spend Profile:

TBC

## **OSPR Bids**

### **1. Vision Zero Safer Streets**

A programme to investigate and deliver safer streets proposals at the priority locations identified in the Vision Zero Plan 2023 - 2028 and one additional site identified through recent injury collision data. This funding request relates to six locations and are prioritised as follows:

1. Aldgate High Street (between Mansell Street and Fenchurch Street): £885k - Feasibility, Detailed Design & Delivery
2. Newgate Street (between Snow Hill and Warwick Lane): £1.015M - Feasibility, Detailed Design & Delivery
3. Ludgate Hill/Old Bailey: £425k - Feasibility, Detailed Design & Delivery
4. Fenchurch Street/Mincing Lane: £15k - Detailed Design & Delivery
5. Long Lane/Aldersgate Street/Beech Street: £25k – Feasibility
6. Holborn Circus: £35k – Feasibility

S278 and LIP funding is being used to progress the remaining five Vision Zero priority sites. These funding sources are not currently available for the locations above. If other funding sources become available, for example through an increase in the annual LIP allocation, then OSPR drawdown will be reduced accordingly. The two locations that are Feasibility only (priority 5 and 6) at this stage may be delivered as part of future projects under the relevant Healthy Streets Plans.

The principal outcome is to identify and deliver improvements to reduce the risk of fatal and serious collisions at these locations, contributing to the Transport Strategy ambition of zero people killed or seriously injured while travelling in the City by 2040. Secondary outcomes will include wider Healthy Streets improvements in support of the Transport Strategy, such as increased pedestrian priority and accessibility improvements.

All the projects within the programme are highways or road improvement projects. They also facilitate delivery of both the Mayor of London's and the City Corporation's Transport Strategies and will improve the appearance or amenity of roads.

The projects directly contribute to the delivery of Vision Zero by reducing road danger at collision hotspots identified in the Vision Zero Plan 2024-2028 as well as through recent injury collision data. The projects will also improve accessibility, for example be enhancing crossings, and will contribute to the delivery of several Transport Strategy outcomes as detailed below.



The primary Transport Strategy outcome for this programme is People using our streets and public spaces are safe and feel safe. The projects will apply Healthy Streets approach to maximise the potential for collision reduction measures to deliver wider against multiple other Transport Strategy Outcomes and Proposals, including:

Transport Strategy Outcomes:

- The Square Mile's Streets are great places to walk and spend time
- Street space is used more efficiently and effectively
- The Square Mile is accessible to all
- People using our streets and public spaces are safe and feel safe.
- More people choose to cycle.

Transport Strategy Proposals:

1: Embed the Healthy Streets Approach in transport Planning and delivery. This will be embedded in all relevant projects.

2: Put the needs of people walking and first when designing. People walking and wheeling will be considered first in all the projects.

8: Incorporates more greenery into the City's streets. Opportunities to incorporate greenery will be sought in all relevant the projects.

11: Take a proactive approach to reducing motor traffic. To ensure the maximum outcomes, some schemes will take a proactive approach to reduce motor traffic.

12: Design the street network in accordance with street hierarchy. Designs and feasibility studies will consider the street hierarchy, to enable maximum outcomes to be achieved.

14: Make the best and most efficient use of the kerbside. This will be included in all projects, which may include measures to prevent obstructive and dangerous parking.

16: Apply the CoLSAT tool. This will be applied to all projects and proposals developed will ensure the best accessibility outcome.

24: Apply a minimum cycle level of service. This will be applied to relevant projects.

The projects in the programme will support the Destination City initiative by providing a more welcoming and safer public realm that gives greater priority to people walking and wheeling. Some projects are expected to provide opportunities for new greening and street trees, which supports a Green City/Climate Action Strategy

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The project is at gateway 1 & 2.

Project budget - £2.4M

The budget envisages risks can be managed at the end of the feasibility work where options vs project outcomes that all the feasibility work will be commissioned at the same time using a single specialised consultant, thereby achieve cost savings/efficiencies. Where projects involve delivery, the costs are based on recent experiences, with many of the costs attributed to major traffic signal and junction alterations.

Spend profile:

2024/25 (£115k): Q2 25k Q3 £50k, Q4 £40k

2025/26 (£1.285M): Q1 £195k, Q2 £300k, Q3 £400k, Q4 £390k

2026/27 (£1m): Q1 £100k, Q2 £300k, Q3 £400k, Q4 £200k

The 2024/25 spend profile of £115k would deliver feasibility options at all 6 locations plus delivery on improvement measures at one location. Spend profiles in 2025/26 - 2026/27 will deliver detailed designs and improvement measures.

We will continue to seek other external funding sources. If found, then the amount requested from the OSPR could be reduced accordingly.

## **2. Riverside Lighting Upgrade (Blackfriars Bridge to Tower of London)**

The City of London's Lighting Strategy sought to use innovative lighting control systems and LED lighting units to better control its highway lighting, enabling the right level of light to be delivered in the right place at the right time. As well as benefits to the public realm, this enabled significant savings in energy usage and maintenance costs.

Due to the Illuminated River scheme, Thames Tideway and other works along the river, the riverside lighting was deferred from the main programme of upgrade works, but it is now possible to upgrade that lighting, convert it to LED and include it within the existing control management system.

This will involve replacing some of the light fixtures which are near the end of their serviceable life and installing over 70 new lanterns that can accommodate our control units.

Undertaking this upgrade as a single workstream (rather than individual replacements as / when they fail) allows us to secure economies of scale and reduce costs with our term contractor (FM Conway) and their supply chain.

Note that the lighting units west of Blackfriars Bridge require more fundamental structural repairs and this will be considered separate to this workstream, alongside the return of those units currently stored offsite by Thames Tideway.

Project Commencement – July 2024

Project Completion – June 2025

OSPR funding can be used for maintaining roads, carrying out highway improvement projects under Part V of the Highways Act 1980 (which includes lighting) & for environmental improvements. Environmental improvements include works which improve or maintain the appearance or amenity of the public realm (being land within the vicinity of a road or open land which the general public has access to). This project will deliver both highway improvements and environmental improvements through more reliable, more effective and more energy efficient lighting of the riverside.

Provides solution to priority 1 and 3

Improve the management & efficiency of lighting the public realm.

Ensure the Riverside remains an attractive and safe place to be for the all the users, promoting walking and enhancing our public realm at night, especially now that we have a connected east to west link for the first time in many years.

The works will ensure the riverside remains an iconic, safe and attractive location for residents, workers & visitors (Destination City, Sports Strategy, Safer City Partnership), whilst enabling energy savings through more efficient lighting controls & units (Climate Action Strategy).

The works would be in alignment the City's Lighting Strategy providing a well maintained, resilient and safe space alongside the riverside.

Project budget - 180k total requested from OSPR.

Spend Profile:

2024/25: Q2 £90k; Q3 £45k; Q4 £45k